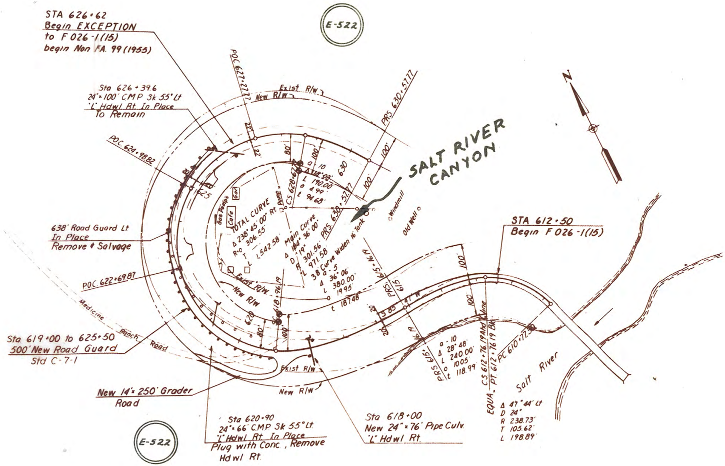
GLOBE - SHOWLOW HWY
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY


E-522
STA 626+62
Begin EXCEPTION
to F 026-1(15)
begin Non FA. 99 (1955)
POC 627+27.77
Exist R/W
New R/W
PRS 630+57.77
Sta 626+39.6
24"×100' CMP Sk 55° Lt
"L" Hdwl Rt. In Place
To Remain
P.O.C. 624+98.82
22
22
80'
100'
100'
100'
a 10
Δ 17°02'
L 190.00'
o 4.99'
t 94.68'
630
625
CS 628+67
PRS 630+57.77
SALT RIVER
CANYON
Windmill
Old Well
16' Tank
Gas Pumps
Gar
Cafe
Pump
TOTAL CURVE
Δ 238°45'00" Rt.
R=0 306.55'
T
L 1,542.58'
Main Curve
Δ 184°36'00"
D 19°
R 301.56'
L 971.58'
3.8 Curve Widen
a - 5
Δ 36°06'
L 380.00'
199.5'
t 187.48'
638' Road Guard Lt
In Place
Remove & Salvage
Exist R/W
New R/W
POC 622+69.87
618+96.19
615+16.19
PRS 615
620
80'
100'
Medicine Ranch Road
Sta 619+00 to 625+50
500' New Road Guard
Std C-7-1
STA 612+50
Begin F 026-1(15)
20
20
S 85 47 W
16.A
100'
100'
line
PRS 615'
a - 10
Δ 28°48'
L 240.00'
o 10.05'
t 118.99'
CS 612+76.19 Ahd
EQUA. =
PT 612+76.19 Bk
PC 610+77.30
Salt River
Δ 47°44' Lt
D 24°
R 238.73'
T 105.62'
L 198.89'
Exist R/W
New R/W
New 14'×250' Grader
Road
Sta 620+90
24"×66' CMP Sk 55° Lt
"L" Hdwl Rt. In Place
Plug with Conc., Remove
Hdwl Rt.
Sta 618+00
New 24"×76' Pipe Culv.
"L" Hdwl Rt.
E-522
N

FINALIZED R/W PLANS

Compared with as-built plans of project

F-026-1(15) By R.L.R. C.O. ____

Approved: ____________ ____________
Supervisor, R/W Plans Date

Title and Delineation review of parcels affected.

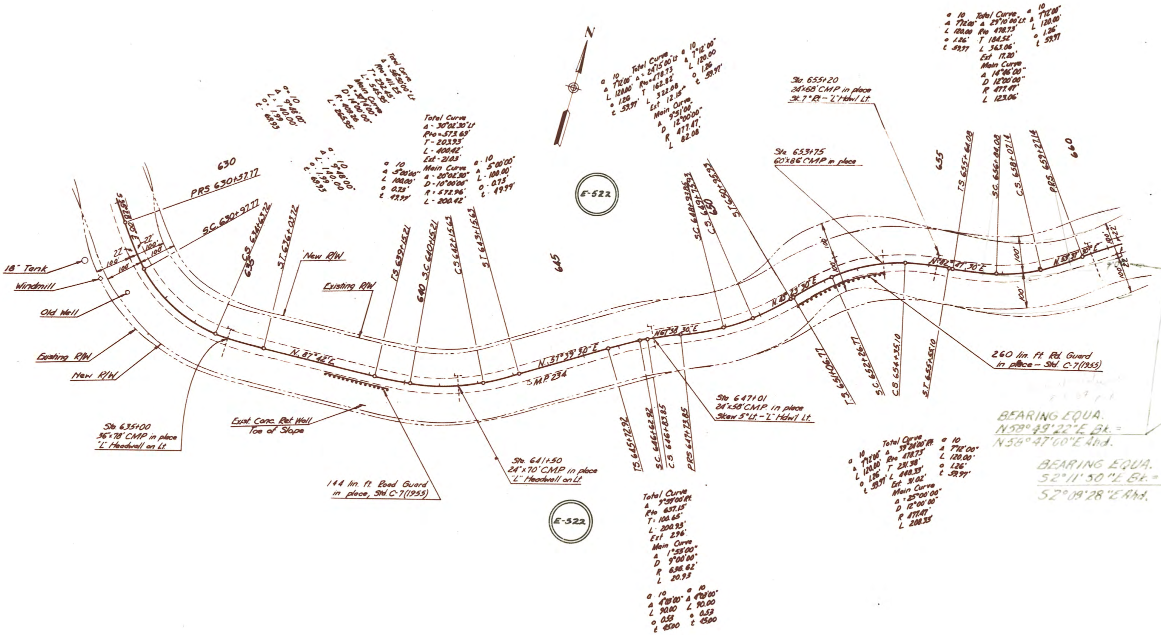
By ____________ Date ____

Approved: ____________ ____________
Supevisor. of Titles Date

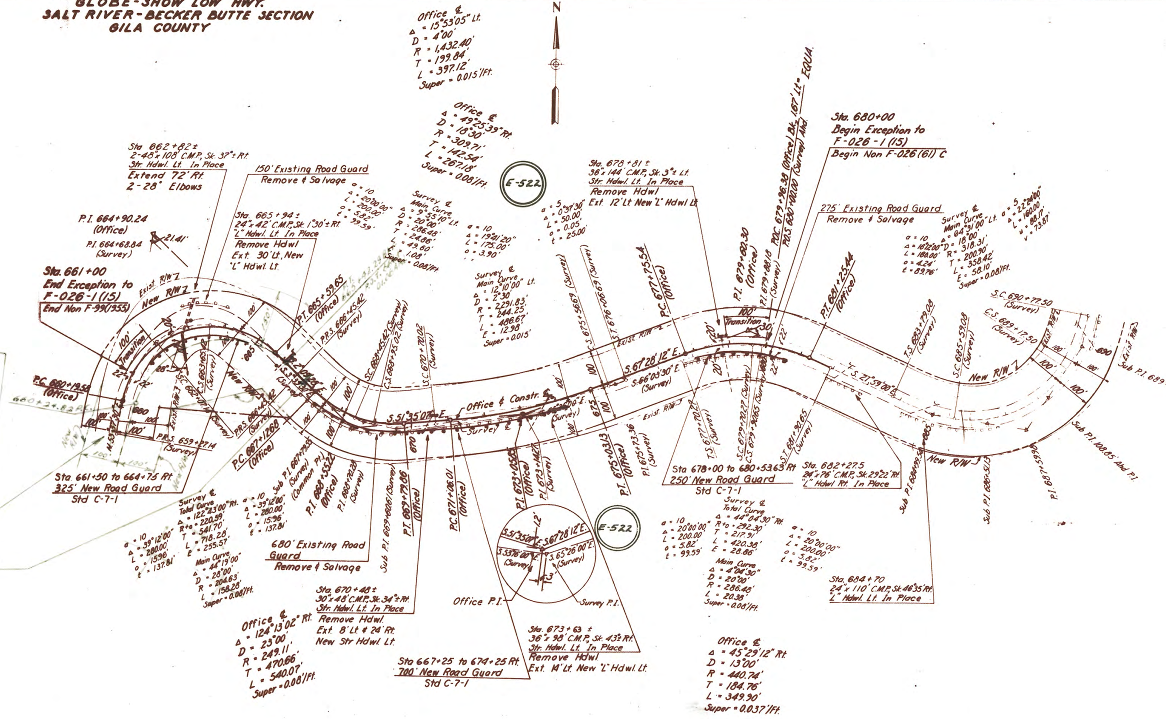
DO NOT REVISE OR ALTER

Click here for US 60 Index

GLOBE - SHOWLOW HWY.
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY


N
E-522
E-522
630
635
640
645
650
655
660
PRS 630+57.77
S.C. 630+97.77
C.S. 634+63.72
S.T. 636+03.72
T.S. 639+15.21
S.C. 640+15.21
C.S. 642+15.63
S.T. 643+15.63
T.S. 645+72.92
S.C. 646+62.92
C.S. 646+83.85
PRS 647+73.85
S.C. 648+93.85
C.S. 649+75.93
S.T. 650+95.93
T.S. 651+06.77
S.C. 652+26.77
C.S. 654+35.10
S.T. 655+55.10
T.S. 655+64.08
S.C. 656+84.08
C.S. 658+07.14
PRS 659+27.14
N. 87° 42' E.
N. 51° 39' 30" E
N. 61° 38' 30" E
N. 45° 23' 30" E
N. 82° 47' 30" E
N. 58° 37' 30" E
M.P. 234
22'
100'
100'
22'
100'
100'
100'
100'
100'
100'
22'
100'
22'
18" Tank
Windmill
Old Well
Existing R/W
New R/W
New R/W
Existing R/W
Exist. Conc. Ret. Wall
Toe of Slope
Sta. 635+00
36"x78' CMP in place
"L" Headwall on Lt.
144 lin. ft. Road Guard
in place, Std. C-7(1955)
Sta. 641+50
24"x70' C.M.P. in place
"L" Headwall on Lt.
Sta 647+01
24"x58' C.M.P. in place
Skew 5° Lt. - "L" Hdw'l Lt.
Sta. 653+75
60"x86' CMP in place
Sta. 655+20
24"x68' CMP in place
Sk. 7° Rt. - "L" Hdw'l Lt.
260 lin. ft. Rd. Guard
in place - Std. C-7(1955)
a 10
Δ 9°48'00"
L 140.00'
o 1.99
t 69.93
Total Curve
Δ = 56°50'00" Lt
Rto = 411.25
T = 292.45'
L = 545.95'
Main Curve
Δ = 37°14'00"
D = 14°00'00"
R = 409.26
L = 265.95'
a 10
Δ 9°48'00"
L 140.00
o 1.99
t 69.93
a 10
Δ 5°00'00"
L 100.00'
o 0.73'
t 49.99'
Total Curve
Δ - 30°02'30" Lt
Rto = 573.69'
T - 203.93'
L - 400.42'
Ext - 21.03'
Main Curve
Δ - 20°02'30"
D - 10°00'00"
R = 572.96'
L - 200.42'
a - 10
Δ - 5°00'00"
L - 100.00'
o - 0.73'
t - 49.99'
a 10
Δ 7°12'00"
L 120.00'
o 1.26
t 59.97'
Total Curve
Δ = 24°15'00" Lt
Rto = 478.73
T 162.82'
L 322.08
Ext 12.15'
Main Curve
Δ 9°51'00"
D 12°00'00"
R 477.47'
L 82.08'
a 10
Δ 7°12'00"
L 120.00
o 1.26
t 59.97'
a 10
Δ 7°12'00"
L 120.00
o 1.26'
t 59.97
Total Curve
Δ 29°10'00" Lt.
Rto 478.73'
T 184.52'
L 363.06'
Ext 17.20'
Main Curve
Δ 14°46'00"
D 12°00'00"
R 477.47'
L 123.06'
a 10
Δ 7°12'00"
L 120.00'
o 1.26'
t 59.97
Total Curve
Δ 9°59'00" Rt.
Rto 637.15'
T: 100.65'
L: 200.93'
Ext 2.96'
Main Curve
Δ 1°53'00"
D 9°00'00"
R 636.62'
L 20.93
a 10
Δ 4°03'00"
L 90.00
o 0.53
t 45.00
a 10
Δ 4°03'00"
L 90.00
o 0.53
t 45.00
a 10
Δ 7°12'00"
L 120.00'
o 1.26'
t 59.97'
Total Curve
Δ 39°24'00" Rt.
Rto 478.73'
T 231.38'
L 448.33'
Ext 31.02'
Main Curve
Δ = 25°00'00"
D 12°00'00"
R 477.47'
L 208.33
a 10
Δ 7°12'00"
L 120.00'
o 1.26'
t 59.97'
BEARING EQUA.
N58°49'22"E Bk. =
N58°47'00"E Ahd.
BEARING EQUA.
52°11'50"E Bk. =
52°09'28"E Ahd.

GLOBE-SHOW LOW HWY.
SALT RIVER-BECKER BUTTE SECTION
GILA COUNTY



Office ℄
Δ = 15°53'05" Lt.
D = 4°00'
R = 1,432.40'
T = 199.84'
L = 397.12'
Super = 0.015'/Ft.
N
Office ℄
Δ = 49°25'39" Rt.
D = 18°30'
R = 309.71'
T = 142.54'
L = 267.18'
Super = 0.08'/Ft.
E-522
Sta 662+82±
2-48"x108' C.M.P., Sk. 37°± Rt.
Str. Hdwl. Lt. In Place
Extend 72' Rt.
2-28° Elbows
150' Existing Road Guard
Remove & Salvage
a = 10
Δ = 20°00'00"
L = 200.00'
o = 5.82'
t = 99.59'
P.I. 664+90.24
(Office)
P.I. 664+68.84
(Survey)
21.41'
Sta. 665+94±
24"x42' C.M.P., Sk. 1°30'± Rt.
"L" Hdwl. Lt. In Place
Remove Hdwl
Ext. 30' Lt., New
"L" Hdwl. Lt.
Survey ℄
Main Curve
Δ = 9°55'10" Lt.
D = 20°00'
R = 286.48'
T = 24.86'
L = 49.60'
E = 1.08'
Super = 0.08'/Ft.
a = 10
Δ = 19°41'20"
L = 175.00'
o = 3.90'
a = 5
Δ = 0°37'30"
L = 50.00'
o = 0.05'
t = 25.00'
Survey ℄
Main Curve
Δ = 12°10'00" Lt.
D = 2°30'
R = 2,291.83'
T = 244.25'
L = 486.67'
E = 12.98'
Super = 0.015'
Sta. 678+81±
36"x144' C.M.P., Sk. 3°± Lt.
Str. Hdwl. Lt. In Place
Remove Hdwl
Ext. 12' Lt New "L" Hdwl Lt
P.O.C. 679+96.38 (Office) Bk. 1.67' Lt.= EQUA.
P.O.S. 680+00.00 (Survey) Ahd.
Sta. 680+00
Begin Exception to
F-026-1(15)
Begin Non F-026(61) C
275' Existing Road Guard
Remove & Salvage
Survey ℄
Main Curve
Δ = 64°31'00" Lt.
D = 18°00'
R = 318.31'
T = 200.90'
L = 358.42'
E = 58.10'
Super = 0.08'/Ft.
a = 10
Δ = 16°12'00"
L = 180.00'
o = 4.24'
t = 89.76'
a = 5
Δ = 22°24'00"
L = 160.00'
u = 88.17'
v = 73.87'
Sta. 661+00
End Exception to
F-026-1(15)
End Non F-99(1955)
Exist. R/W
New R/W
100'
Transition
22'
20'
28°
P.C. 660+19.58
(Office)
660+24.82 P.C.
100'
680
N.53°37'30"E.
C.S. 663+63.42 (Survey)
662+07.11 (Survey)
Exist. R/W
New R/W
665
P.T. 665+59.65
(Office)
P.R.S. 666+45.42
(Survey)
P.R.S. 666+45.42
(Survey)
P.R.S. 659+27.14
(Survey)
S.3°... (Survey)
N.21°05'08"E.
P.C. 667+12.68
(Office)
S.C. 668+45.42 (Survey)
C.S. 668+95.02 (Survey)
S.C. 670+70.02
(Survey)
S.51°35'07"E.
Office & Constr. ℄
Survey ℄
670
675
100'
S.C. 675+56.69 (Survey)
S.T. 676+06.69 (Survey)
P.C. 677+75.54
(Office)
Exist. R/W
S.67°28'12"E.
S.66°03'30"E.
(Survey)
100'
Transition
30'
20'
22'
P.I. 679+60.30
(Office)
P.I. 679+88.18
(Survey)
P.T. 681+25.44
(Office)
T.S. 683+79.08
(Survey)
S.C. 685+59.08
(Survey)
T.S. 21°59'00"E.
New R/W
S.C. 690+77.50
(Survey)
C.S. 689+17.50
(Survey)
Exist. R/W
690
Sub P.I. 689...
Sub P.I. 108.85' Ahd P.I.
P.I. 687+59.90
Sub P.I. 686+51.13
Sub P.I. 684+99.54
685
New R/W
Sta. 684+70
24"x110' C.M.P., Sk. 46°35' Rt.
"L" Hdwl. Lt. In Place
Sta. 682+27.5
24"x76' C.M.P., Sk. 29°22' Rt.
"L" Hdwl Rt. In Place
S.T. 681+90.65
(Survey)
S.C. 679+70.27 (Survey)
C.S. 679+90.65 (Survey)
T.S. 677+70.27
(Survey)
Sta 678+00 to 680+53.63 Rt
250' New Road Guard
Std C-7-1
Exist. R/W
P.I. 675+73.36
(Survey)
P.T. 675+03.13
(Office)
P.I. 673+14.27
(Survey)
P.I. 673+05.85
(Office)
P.C. 671+06.01
(Office)
P.T. 669+79.86
(Office)
Sub P.I. 669+60.61 (Survey)
P.I. 668+70.28
(Survey)
P.I. 668+55.22
(Office)
Sub P.I. 667+79.53
(Survey)
(Common Pt.)
Sta. 661+50 to 664+75 Rt.
325' New Road Guard
Std C-7-1
New R/W
a = 10
Δ = 39°12'00"
L = 280.00'
o = 15.96'
t = 137.81'
Survey ℄
Total Curve
Δ = 122°43'00" Rt.
R+o = 220.59'
T = 541.70'
L = 718.28'
E = 255.57'
Main Curve
Δ = 44°19'00"
D = 28°00'
R = 204.63'
L = 158.28'
Super = 0.08'/Ft.
a = 10
Δ = 39°12'00"
L = 280.00'
o = 15.96'
t = 137.81'
680' Existing Road
Guard
Remove & Salvage
Office ℄
Δ = 124°13'02" Rt.
D = 23°00'
R = 249.11'
T = 470.66'
L = 540.07'
Super = 0.08'/Ft.
Sta. 670+48±
30"x48' C.M.P., Sk. 34°± Rt.
Str. Hdwl. Lt. In Place
Remove Hdwl.
Ext. 8' Lt. & 24' Rt.
New Str Hdwl. Lt.
Sta 667+25 to 674+25 Rt.
700' New Road Guard
Std C-7-1
S.51°35'07"E.
S.67°28'12"E.
S.53°16'00"E.
(Survey)
S.65°26'00"E.
(Survey)
1.2'
3'
Office P.I.
Survey P.I.
E-522
Sta. 673+63±
36"x98' C.M.P., Sk. 43°± Rt.
Str. Hdwl. Lt. In Place
Remove Hdwl
Ext. 14' Lt. New "L" Hdwl. Lt.
a = 10
Δ = 20°00'00"
L = 200.00'
o = 5.82'
t = 99.59'
Survey ℄
Total Curve
Δ = 44°04'30" Rt.
R+o = 292.30'
T = 217.91'
L = 420.38'
E = 28.86'
Main Curve
Δ = 4°04'30"
D = 20°00'
R = 286.48'
L = 20.38'
Super = 0.08'/Ft.
a = 10
Δ = 20°00'00"
L = 200.00'
o = 5.82'
t = 99.59'
Office ℄
Δ = 45°29'12" Rt.
D = 13°00'
R = 440.74'
T = 184.76'
L = 349.90'
Super = 0.037'/Ft.

GLOBE - SHOW LOW HWY.
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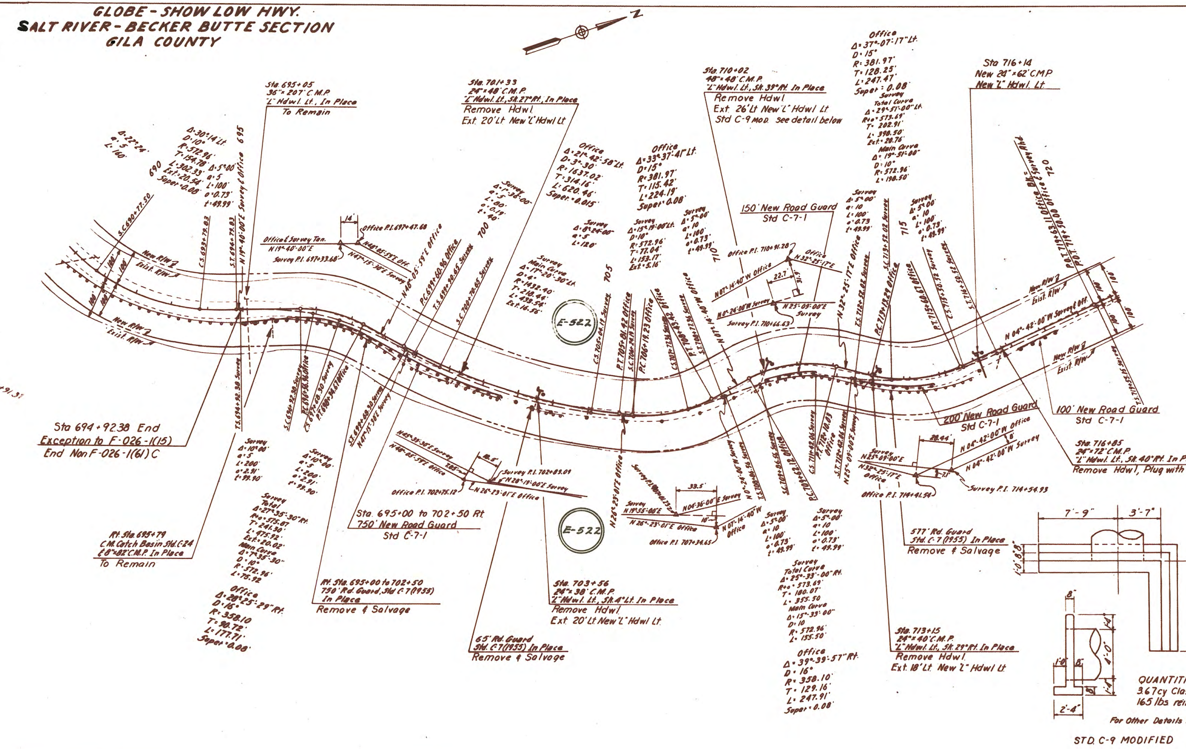
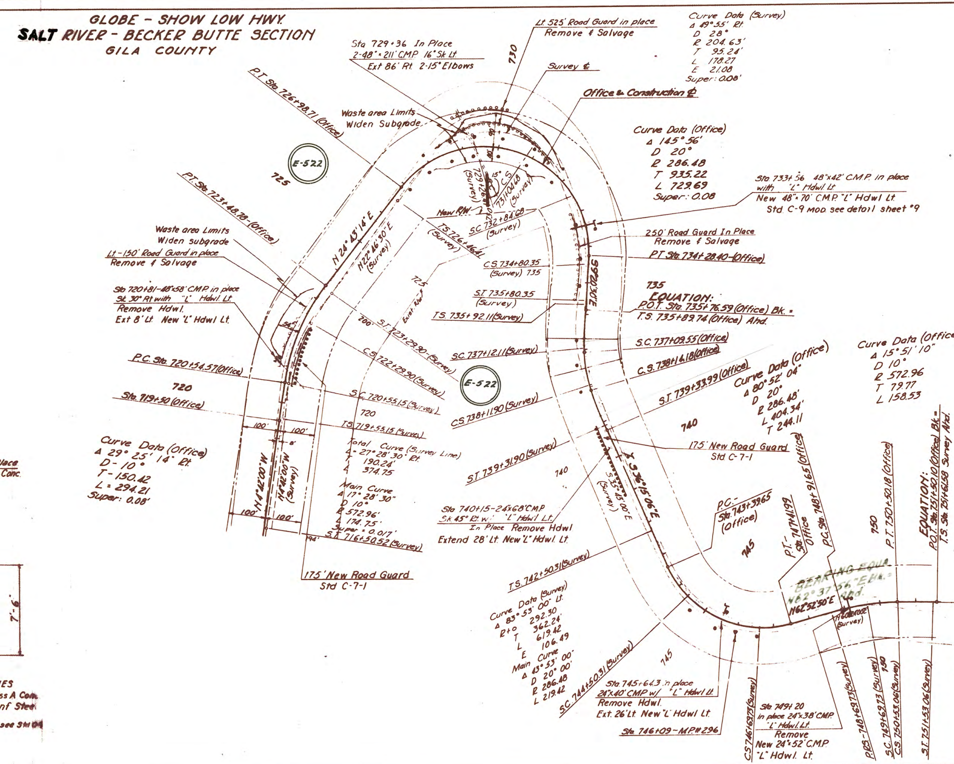

N
Sta. 695+05
36"×207' C.M.P.
"L" Hdwl. Lt., In Place
To Remain
Sta. 701+33
24"×48' C.M.P.
"L" Hdwl. Lt., Sk. 27° Rt., In Place
Remove Hdwl.
Ext. 20' Lt. New "L" Hdwl. Lt.
Sta. 710+02
48"×48' C.M.P.
"L" Hdwl. Lt., Sk. 39° Rt. In Place
Remove Hdwl
Ext. 26' Lt New "L" Hdwl Lt
Std C-9 MOD. see detail below
Office Δ=37°-07'-17" Lt. D=15° R=381.97' T=128.25' L=247.47' Super=0.08
Survey Total Curve Δ=29°-51'-00" Lt. R+o=573.69' T=202.91' L=390.50' Ext.=20.76'
Main Curve Δ=19°-51'-00" D=10° R=572.96' L=190.50'
Sta 716+14
New 24"×62' CMP
New "L" Hdwl. Lt.
Δ=22°24' a=5 L=160'
Δ=30°14' Lt. D=10° R=572.96' T=154.78' L=302.33' Ext.=20.54' Super=0.08
Δ=5°00' a=5 L=100' o=0.73' t=49.99'
690
695
S.C. 690+77.50
C.S. 693+79.83
S.T. 694+79.83
N 19°-40'-00" E Survey & Office
Office & Survey Tan. N 19°-40'-00" E
Survey P.I. 697+33.68
14'
Office P.I. 697+47.68
N 48°-05'-59" E Off.
N 47°-15'-30" E Survey
N 48°-05'-59" E Office
P.C. 699+60.96 Office
T.S. 699+90.65 Survey
S.C. 700+70.65 Survey
700
Survey Δ=1°-36'-00" a=5 L=80' o=0.19' t=40'
Office Δ=21°-42'-50" Lt. D=3°-30' R=1637.02' T=314.16' L=620.46' Super=0.015
Survey Δ=8°-24'-00" a=5 L=120'
Survey Main Curve Δ=17°-20'-30" Lt. D=4° R=1432.40' T=218.44' L=433.54' Ext.=16.56'
705
E-522
C.S. 705+04.19 Survey
P.T. 705+81.42 Office
S.C. 706+24.19 Survey
P.C. 706+19.23 Office
C.S. 707+77.36 Survey
S.T. 708+43.42 Office
P.T. 708+77.36 Survey
N 07°-14'-40" W Office
Office Δ=33°-37'-41" Lt. D=15° R=381.97' T=115.42' L=224.19' Super=0.08
Survey Δ=15°-19'-00" Lt. D=10° R=572.96' T=77.04' L=153.17' Ext.=5.16'
Survey Δ=5°-00' a=10 L=100' o=0.73' t=49.99'
710
150' New Road Guard
Std C-7-1
Office P.I. 710+91.28
Office N 32°-25'-17" E
N 07°-14'-40" W Office
22.7'
31.9'
N 0°-24'-00" W Survey
N 25°-09'-00" E Survey
Survey P.I. 710+66.63
Survey Δ=5°-00' a=10 L=100' o=0.73 t=49.99'
N 32°-25'-17" E Office
T.S. 712+52.02 Survey
S.C. 713+52.02 Survey
P.C. 713+19.29 Office
715
Survey Δ=5°-00' a=10 L=100' o=0.73' t=49.99'
P.T. 715+60.67 Office
C.S. 715+50.52 Survey
S.T. 716+50.52 Survey
P.O.T. 719+63.11 Office Bk. = P.O.T. 719+50.00 Office & Survey Ahd.
720
New R/W
Exist. R/W
100'
N 04°-42'-00" W Survey & Off.
T.S. 719+55.75 Survey
100' New Road Guard
Std C-7-1
Sta. 716+85
24"×72' C.M.P.
"L" Hdwl. Lt., Sk. 40° Rt. In P
Remove Hdwl, Plug with
200' New Road Guard
Std C-7-1
28.44'
N 04°-42'-00" W Office
8'
N 04°-42'-00" W Survey
Survey N 25°-09'-00" E
N 32°-25'-17" E Office
7.1'
Office P.I. 714+41.54
Survey P.I. 714+54.93
+91.37
T.S. 694+92.38 Survey
Sta 694+92.38 End
Exception to F-026-1(15)
End Non F-026-1(61) C
S.C. 696+92.38 Survey
P.C. 696+36.96 Office
C.S. 697+68.30 Survey
P.T. 698+34.67 Office
S.T. 699+68.30 Survey
N 47°-15'-30" E Survey
Survey Δ=10°00' a=5 L=200' o=2.91' t=99.90'
Survey Δ=10°-00' a=5 L=200' o=2.91' t=99.90'
Survey Total Δ=27°-35'-30" Rt. R+o=575.87' T=241.30' L=475.92' Ext.=20.02'
Main Curve Δ=7°-35'-30" D=10° R=572.96' L=75.92'
Office Δ=28°-25'-29" Rt. D=16° R=358.10 T=90.72' L=177.71' Super=0.08
Rt. Sta. 695+79
C.M. Catch Basin Std. C-24
& 8"×82' C.M.P. In Place
To Remain
N 45°-39'-30" E Survey
N 48°-05'-59" E Office
7.05'
18.5'
Survey P.I. 702+89.09
N 20°-19'-00" E Survey
Office P.I. 702+75.12
N 26°-23'-01" E Office
Sta. 695+00 to 702+50 Rt.
750' New Road Guard
Std C-7-1
Rt. Sta. 695+00 to 702+50
750' Rd. Guard, Std C-7 (1955)
In Place
Remove & Salvage
65' Rd. Guard
Std. C-7 (1955) In Place
Remove & Salvage
Sta. 703+56
24"×38' C.M.P.
"L" Hdwl. Lt., Sk. 4° Lt. In Place
Remove Hdwl
Ext. 20' Lt. New "L" Hdwl Lt.
E-522
N 26°-23'-01" E Office
Survey P.I. 707+01.23
33.5'
Survey N 19°-55'-00" E
N 04°-36'-00" E Survey
10'
N 26°-23'-01" E Office
N 07°-14'-40" W Office
Office P.I. 707+34.65
N 0°-24'-00" W Survey
T.S. 708+06.56 Survey
S.C. 709+06.56 Survey
P.C. 709+62.12 Office
C.S. 711+42.06 Survey
P.T. 712+10.03 Office
S.T. 712+42.06 Survey
N 25°-09'-00" E Survey
Survey Δ=5°-00' a=10 L=100' o=0.73' t=49.99'
Survey Δ=5°-00' a=10 L=100' o=0.73' t=49.99'
Survey Total Curve Δ=25°-33'-00" Rt. R+o=573.69' T=180.07' L=355.50
Main Curve Δ=15°-33'-00" D=10 R=572.96' L=155.50'
Office Δ=39°-39'-57" Rt. D=16° R=358.10' T=129.16' L=247.91' Super=0.08
577' Rd. Guard
Std. C-7 (1955) In Place
Remove & Salvage
Sta. 713+15
24"×40' C.M.P.
"L" Hdwl. Lt., Sk. 29° Rt. In Place
Remove Hdwl.
Ext. 18' Lt. New "L" Hdwl Lt.
7'-9"
3'-7"
1'-0"
8"
8"
1'-4"
4'-0"
1'-4"
1'-0"
8"
8"
2'-4"

QUANTITI
3.67cy Cla
165 lbs rei

For Other Details

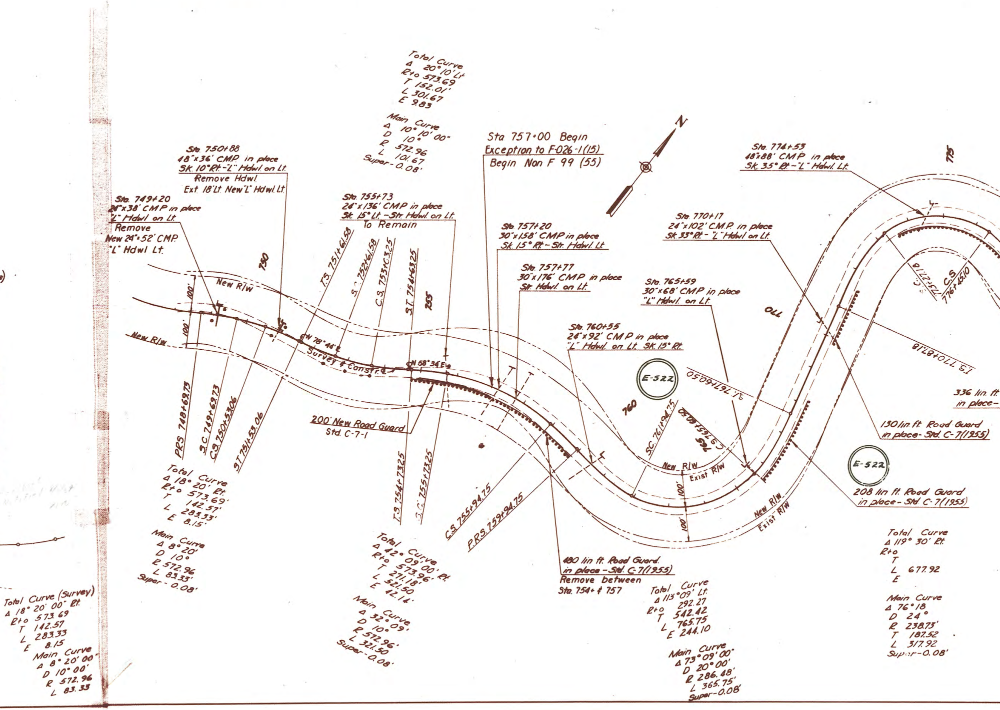
STD. C-9 MODIFIED

GLOBE - SHOW LOW HWY.
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY

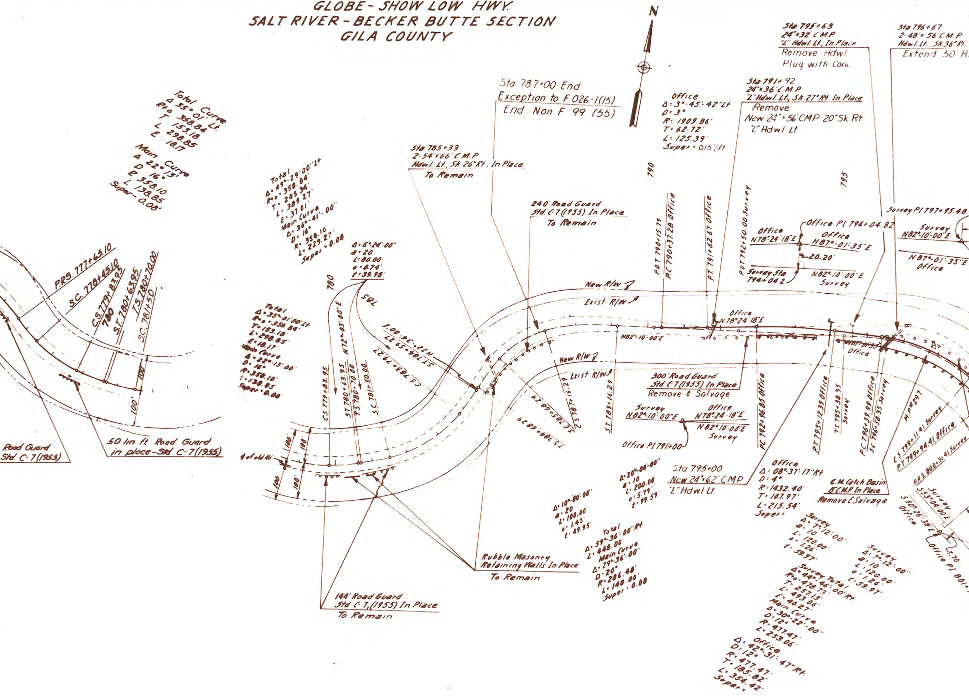


Lt. 525' Road Guard in place
Remove & Salvage
Curve Data (Survey)
Δ 49° 55' Rt.
D 28°
R 204.63'
T 95.24'
L 178.27
E 21.08
Super: 0.08'
Sta 729+36 In Place
2-48" × 211' C.M.P. 16° Sk Lt.
Ext 86' Rt. 2-15° Elbows
730
Survey ℄
Office & Construction ℄
P.T. Sta. 726+98.71 (Office)
Waste area Limits
Widen Subgrade
E-522
725
Curve Data (Office)
Δ 145° 56'
D 20°
R 286.48
T 935.22
L 729.69
Super: 0.08
729+26.41 (Survey)
15°
C.S. 731+04.68 (Survey)
P.T. Sta. 723+48.78 (Office)
N 24° 43' 14" E
New R/W
T.S. 726+46.41 (Survey)
S.C. 732+84.68 (Survey)
Sta. 733+56 48"×42' C.M.P. in place with "L" Hdwl Lt.
New 48"×70' C.M.P. "L" Hdwl Lt.
Std. C-9 MOD. see detail sheet #9
Waste area Limits
Widen subgrade
N 22° 46' 30" E (Survey)
250' Road Guard In Place
Remove & Salvage
PT Sta. 734+28.40 (Office)
Lt.-150' Road Guard in place
Remove & Salvage
C.S. 734+80.35 (Survey) 735
725
Sta 720+81-48"×58' C.M.P. in place
Sk. 30° Rt with "L" Hdwl. Lt.
Remove Hdwl.
Ext 8' Lt. New "L" Hdwl Lt.
S.T. 735+80.35 (Survey)
Exist. R/W
735
EQUATION:
P.O.T. Sta. 735+76.59 (Office) Bk. =
T.S. 735+89.74 (Office) Ahd.
T.S. 735+92.11 (Survey)
N 5° 30' 27" E
200'
S.T. 723+29.90 (Survey)
S.C. 737+12.11 (Survey)
S.C. 737+09.55 (Office)
C.S. 722+29.90 (Survey)
C.S. 738+14.18 (Office)
P.C. Sta. 720+54.57 (Office)
E-522
720
S.T. 739+33.99 (Office)
Curve Data (Office)
Δ 80° 52' 04"
D 20°
R 286.48'
L 404.34'
T 244.11
Curve Data (Office)
Δ 15° 51' 10"
D 10°
R 572.96
T 79.77
L 158.53
Sta. 719+50 (Office)
S.C. 720+55.15 (Survey)
C.S. 738+11.90 (Survey)
720
740
T.S. 719+55.15 (Survey)
100'
100'
8'
17.5' New Road Guard
Std. C-7-1
Curve Data (Office)
Δ 29° 25' 14" Rt.
D - 10°
T - 150.42
L = 294.21
Super: 0.08'
Total Curve (Survey Line)
Δ - 27° 28' 30" Rt.
T 190.24'
L 374.75
S.T. 739+31.90 (Survey)
N 14° 42' 00" W
N 14° 42' 00" W (Survey)
740
S 36° 15' 06" E
S 33° 45' 00" E (Survey)
Main Curve
Δ 17° 28' 30"
D 10°
R 572.96'
L 174.75'
Super = 0.017'
100'
100'
94'
S.T. 716+50.52 (Survey)
Sta 740+15-24"×68' C.M.P.
Sk 45° Rt. w/ "L" Hdwl Lt.
In Place Remove Hdwl.
Extend 28' Lt. New "L" Hdwl. Lt.
P.C.-
Sta. 743+39.65 (Office)
745
P.T.-
Sta. 747+41.99
Office
P.C. Sta. 748+91.65 (Office)
750
P.T. 750+50.18 (Office)
EQUATION:
P.O.T. Sta. 751+50.10 (Office) Bk. =
T.S. Sta. 751+61.58 Survey Ahd.
17.5' New Road Guard
Std. C-7-1
T.S. 742+50.31 (Survey)
BEARING EQUA.
N 62° 37' 56" E Bk. =
N 62° 52' 50" E Ahd.
N 60° 24' 00" E (Survey)
Curve Data (Survey)
Δ 83° 53' 00" Lt.
R+o 292.30
T 362.24'
L 619.42
E 106.49
Main Curve
Δ 43° 53' 00"
D 20° 00'
R 286.48
L 219.42
745
S.C. 744+50.31 (Survey)
Sta. 745+64.3 in place
24"×40' CMP w/ "L" Hdwl Lt.
Remove Hdwl.
Ext. 26' Lt. New "L" Hdwl Lt.
Sta. 746+09 - M.P. #296
CS 746+69.73 (Survey)
Sta. 749+20
in place 24"×38' C.M.P.
"L" Hdwl. Lt.
Remove
New 24"×52' C.M.P.
"L" Hdwl. Lt.
P.R.S. - 748+69.73 (Survey)
S.C. 749+69.73 (Survey)
750
C.S. 750+53.06 (Survey)
S.T. 751+53.06 (Survey)
7'-6"
lace
Conc.
IES
ss A Conc.
nf Steel
see Std

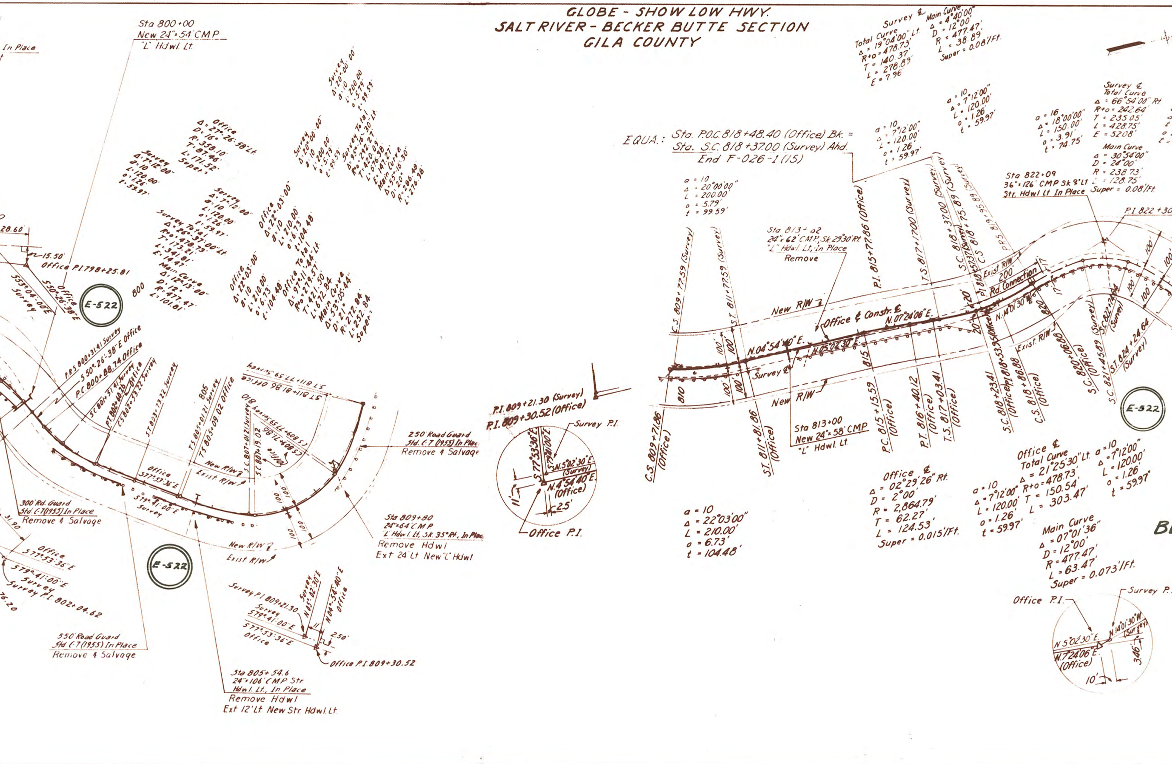
GLOBE - SHOW LOW HWY.
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY


Total Curve
Δ 20°10' Lt
R+o 573.69
T 152.01'
L 301.67
E 9.83
Main Curve
Δ 10°10' 00"
D 10°
R 572.96
L 101.67
Super - 0.08'
Sta 757+00 Begin
Exception to F-026-1(15)
Begin Non F 99 (55)
N
Sta. 750+88
48"x36' CMP in place
Sk. 10° Rt. - "L" Hdwl. on Lt.
Remove Hdwl
Ext. 18' Lt. New "L" Hdwl Lt.
Sta. 749+20
24"x38' CMP in place
"L" Hdwl. on Lt.
Remove
New 24"x52' CMP
"L" Hdwl Lt.
Sta. 755+73
24"x136' CMP in place
Sk. 15° Lt. - Str. Hdwl. on Lt.
To Remain
Sta. 757+20
30"x158' CMP in place
Sk. 15° Rt. - Str. Hdwl. Lt.
Sta. 757+77
30"x176' CMP in place
Str. Hdwl. on Lt.
Sta. 774+53
48"x88' CMP in place
Sk. 35° Rt. - "L" Hdwl. Lt.
Sta. 770+17
24"x102' C.M.P. in place
Sk. 35° Rt. - "L" Hdwl on Lt.
Sta. 765+59
30"x68' CMP in place
"L" Hdwl. on Lt.
Sta. 760+55
24"x92' CMP in place
"L" Hdwl. on Lt. Sk. 15° Rt.
750
755
760
765
770
775
T.S. 751+61.58
S.C. 752+61.58
C.S. 753+63.25
S.T. 754+63.25
New R/W
New R/W
100'
100'
N 78° 44' E
Survey ⊈ Constr.
N 58° 34' E
E-522
E-522
S.T. 767+60.50
S.C. 761+94.75
C.S. 763+03.0
T.S. 770+87.18
S.C. 771+27.18
C.S. 776+45.10
New R/W
Exist R/W
New R/W
Exist R/W
100'
100'
336 lin. ft.
in place -
130 lin ft. Road Guard
in place - Std. C-7(1955)
208 lin ft. Road Guard
in place - Std. C-7(1955)
200' New Road Guard
Std. C-7-1
P.R.S. 748+69.73
S.C. 749+69.73
C.S. 750+53.06
S.T. 751+53.06
T.S. 754+73.25
S.C. 755+73.25
C.S. 755+94.75
P.R.S. 759+94.75
480 lin ft. Road Guard
in place - Std. C-7(1955)
Remove between
Sta. 754+ & 757
Total Curve
Δ 18° 20' Rt.
R+o 573.69'
T 142.57'
L 283.33'
E 8.15'
Main Curve
Δ 8° 20'
D 10°
R 572.96
L 83.33'
Super - 0.08'
Total Curve (Survey)
Δ 18° 20' 00" Rt.
R+o 573.69
T 142.57
L 283.33
E 8.15
Main Curve
Δ 8° 20' 00"
D 10° 00'
R 572.96
L 83.33
Total Curve
Δ 42° 09' 00" Rt.
R+o 573.96'
T 271.18'
L 521.50
E 42.14'
Main Curve
Δ 32° 09'
D 10°
R 572.96'
L 321.50
Super - 0.08'
Total Curve
Δ 113° 09' Lt.
R+o 292.27
T 542.42
L 765.75
E 244.10
Main Curve
Δ 73° 09' 00"
D 20° 00'
R 286.48'
L 365.75'
Super - 0.08'
Total Curve
Δ 119° 30' Rt.
R+o
T
L 677.92
E
Main Curve
Δ 76° 18
D 24°
R 238.73'
T 187.52
L 317.92
Super - 0.08'

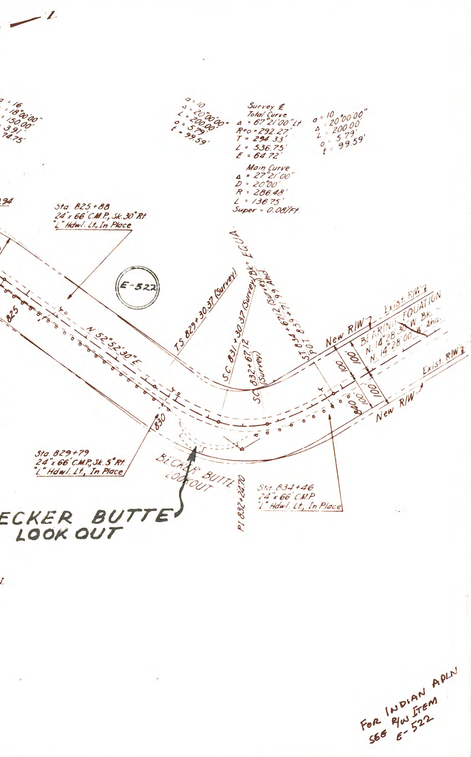
GLOBE - SHOW LOW HWY.
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY


N
Total Curve
Δ 35° 01' Lt
Rto 358.84
T 153.18
L 298.85
E 18.17
Main Curve
Δ 22° 13'
D 16°
R 358.10
L 138.85
Super- 0.08'
P.R.S. 777+65.10
S.C. 778+45.10
C.S. 779+83.95
780
S.T. 780+63.95
T.S. 780+70.00
S.C. 781+50
100'
100'
Road Guard
Std. C-7(1955)
50 lin ft Road Guard
in place - Std. C-7(1955)
Total
Δ = 49°-29'-00" Lt
Rto = 358.84'
T = 205.34'
L = 389.27'
E = 37.01
Main Curve
Δ = 36°-41'-00"
D = 16°
R = 358.10'
L = 229.27'
Super = 0.08
Δ = 6°-24'-00"
a = 20
L = 80.00
o = 0.74'
t = 39.98
780
785
N 72°-03'-00" E
N 22°-34'-00" E
S.T. 784+59.27
C.S. 783+79.27
Total
Δ = 35°-01'-00" Lt
Rto = 358.84'
T = 153.18'
L = 298.85'
E = 18.17
Main Curve
Δ = 22°-13'-00"
D = 16°
R = 358.10'
L = 138.85
Super = 0.08
C.S. 779+83.95
S.T. 780+63.95
T.S. 780+70.00
S.C. 781+50.00
℄ of old Rd
100'
100'
100'
100'
Sta 785+33
2-54"×66' C.M.P.
Hdwl. Lt., Sk. 26° Rt., In Place
To Remain
Sta 787+00 End
Exception to F 026-1(15)
End Non F 99 (55)
240' Road Guard
Std. C-7(1955) In Place
To Remain
S.C. 785+68.29
T.S. 784+68.29
C.S. 787+16.29
S.T. 789+16.29
New R/W
Exist. R/W
New R/W
Exist. R/W
N 82°-10'-00" E
790
P.O.T. 790+15.79
P.C. 790+37.28 Office
P.T. 791+62.67 Office
Office
Δ = 3°-45'-42" Lt
D = 3°
R = 1909.86'
T = 62.72'
L = 125.39'
Super = .015'/ft
Office
N 78°-24'-18" E
300' Road Guard
Std. C-7(1955) In Place
Remove & Salvage
Survey
N 82°-10'-00" E
Office
N 78°-24'-18" E
N 82°-10'-00" E
Survey
Office P.I. 791+00
Sta 791+92
24"×36' C.M.P.
"L" Hdwl. Lt., Sk. 27° Rt. In Place
Remove
New 24"×56' CMP 20° Sk. Rt
"L" Hdwl Lt
Sta 795+63
24"×32' C.M.P.
"L" Hdwl. Lt., In Place
Remove Hdwl
Plug with Conc
795
P.O.T. 792+50.00 Survey
Office
N 78°-24'-18" E
Office P.I. 794+04.82
Office
N 87°-01'-35" E
20.20'
Survey Sta.
794+04.2
N 82°-10'-00" E
Survey
P.C. 792+96.85 Office
Sta 795+00
New 24"×62' CMP
"L" Hdwl Lt.
Office
Δ = 08°-37'-17" Rt
D = 4°
R = 1432.40'
T = 107.97'
L = 215.54'
Super =
Sta 796+67
2-48"×56' C.M.P.
Hdwl. Lt., Sk. 36° Rt.
Extend 50' R
Survey P.I. 797+95.48
Survey
N 82°-10'-00" E
N 87°-01'-35" E
Office
N 87°-01'-35" E
Office
P.T. 795+12.39 Office
T.S. 795+38.35 Survey
P.C. 796+39.99 Office
S.C. 796+58.35 Survey
M.P. 297
C.S. 799+11.41 Survey
P.T. 799+94.41 Office
P.R.S. 800+31.41 Survey
C.M. Catch Basin
8" C.M.P. In Place
Remove & Salvage
Survey
S 53°-04'-00" E
S 50°-26'-38" E
Office
Office P.I. 801+
L.T. 70
Δ = 20°-00'-00"
a = 10
L = 200.00
o = 5.79'
t = 99.59
Δ = 10°-00'-00"
a = 20
L = 100.00
o = 1.45
t = 49.95
Total
Δ = 59°-36'-00" Rt
L = 448.00'
Main Curve
Δ = 29°-36'-00"
D = 20°
R = 286.48'
L = 148.00'
Super = 0.08
Rubble Masonry
Retaining Walls In Place
To Remain
144' Road Guard
Std. C-7, (1955) In Place
To Remain
Survey
Δ = 7°-12'-00"
a = 10
L = 120.00
o = 1.26
t = 59.97'
Survey
Δ = 7°-12'-00"
a = 10
L = 120.00
o = 1.26
t = 59.97'
Survey Total
Δ = 44°-46'-00" Rt
Rto = 478.73'
T = 257.13'
L = 493.06'
E = 40.27'
Main Curve
Δ = 30°-22'-00"
D = 12°
R = 477.47'
L = 253.06'
Office
Δ = 42°-31'-47" Rt
D = 12°
R = 477.47'
T = 185.82'
L = 354.42'
Super =

GLOBE - SHOW LOW HWY.
SALT RIVER - BECKER BUTTE SECTION
GILA COUNTY



Sta 800+00
New 24"x54' CMP
"L" Hdwl. Lt.
In Place
28.60'
15.50'
Office P.I. 798+25.81
S 53°04' 00" E Survey
S 50°26' 38" E Office
E-522
800
Office Δ = 27°26' 58" Lt. D = 16° R = 358.10' T = 87.48' L = 171.52' Super =
Survey a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
Survey a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
Survey Total Δ = 26°37' 00" Lt. R+o = 478.73' T = 113.21' L = 341.81' E = 14.47'
Main Curve Δ = 12°13' 00" D = 12° R = 477.47' L = 101.81'
Survey Δ = 20°00' 00" a = 10 L = 200.00' o = 5.79' t = 99.59'
Survey Δ = 20°00' 00" a = 10 L = 200.00' o = 5.79' t = 99.59'
Survey Total Δ = 95°16' 30" Lt. R+o = 242.27' T = 420.05' L = 676.38' E = 147.21'
Main Curve Δ = 55°16' 30" D = 20° R = 286.48' L = 276.38'
Office Δ = 22°03' 00" a = 10 L = 210.00' o = 6.73' t = 104.48'
Office Δ = 22°03' 00" a = 10 L = 210.00' o = 6.73' t = 104.48'
Office Total Δ = 97°11' 44" Lt. R+o = 279.57' T = 421.50' L = 672.84'
Main Curve Δ = 53°05' 44" D = 21° R = 272.84' L = 252.84' Super =
P.R.S. 800+31.41 Survey
S 50°26' 38" E Office
P.C. 800+88.74 Office
S.C. 801+51.41 Survey
P.T. 802+60.26 Office
C.S. 802+53.22 Survey
S.T. 803+73.22 Survey
805
T.S. 805+01.21 Survey
T.S. 805+09.02 Office
S.T. 811+77.59 Survey
S.T. 811+86.86 Office
810
S.C. 807+01.21 Survey
S.C. 807+19.02 Office
C.S. 809+77.59 Survey
C.S. 809+71.86 Office
Office S 77°53' 36" E
S 79°41' 00" E Survey
New R/W
Exist. R/W
100
100
100
250' Road Guard Std. C-7 (1955) In Place Remove & Salvage
300' Rd. Guard Std. C-7 (1955) In Place Remove & Salvage
31.90
Office S 77°53' 36" E
S 79°41' 00" E Survey
Survey P.I. 802+04.62
76.20
E-522
550' Road Guard Std. C-7 (1955) In Place Remove & Salvage
Sta 805+54.6 24"x106' CMP Str Hdwl. Lt., In Place Remove Hdwl Ext 12' Lt. New Str. Hdwl. Lt.
Sta 809+80 24"x64' CMP "L" Hdwl. Lt. Sk. 35° Rt. In Place Remove Hdwl Ext 24' Lt New "L" Hdwl
Survey P.I. 809+21.30
Survey S 79°41' 00" E
S 77°53' 36" E Office
Survey N 05°02' 30" E
N 04°54' 40" E Office
2.50'
11'
Office P.I. 809+30.52
P.I. 809+21.30 (Survey)
P.I. 809+30.52 (Office)
Survey P.I.
S 77°53' 36" E
S 79°41' 00" E
N 5°02' 30" E (Survey)
N 4°54' 40" E (Office)
2.5'
11'
Office P.I.
a = 10 Δ = 22°03' 00" L = 210.00' o = 6.73' t = 104.48'
EQUA.: Sta. P.O.C. 818+48.40 (Office) Bk. = Sta. S.C. 818+37.00 (Survey) Ahd.
End F-026-1(15)
a = 10 Δ = 20°00' 00" L = 200.00' o = 5.79' t = 99.59'
C.S. 809+77.59 (Survey)
S.T. 811+77.59 (Survey)
C.S. 809+71.86 (Office)
S.T. 811+81.86 (Office)
810
100
100
New R/W
Survey ℄
N 04°54' 40" E
N 05°02' 30" E
Office ℄ Constr. ℄
N 07°24' 06" E
New R/W
Sta 813+02 24"x62' CMP Sk. 29°30' Rt. "L" Hdwl. Lt. In Place Remove
Sta 813+00 New 24"x58' CMP "L" Hdwl. Lt.
815
P.I. 815+77.86 (Office)
P.C. 815+15.59 (Office)
P.T. 816+40.12 (Office)
T.S. 817+17.00 (Survey)
T.S. 817+03.41 (Office)
S.C. 818+37.00 (Survey)
C.S. 818+75.89 (Survey)
S.C. 818+23.41 (Office)
P.I. 818+57.37 (Survey)
P.I. 818+53.58 (Office)
C.S. 818+86.88 (Office)
P.R.S. 819+95.89 (Survey)
Exist. R/W
200
Rd. Connection
N 14°01' 30" W
20
20
820
Exist. R/W
S.C. 820+06.88 (Office)
S.C. 821+45.89 (Survey)
S.C. 822+[illegible] (Survey)
S.T. 824+24.64 (Survey)
100
100
100
E-522
Office ℄ Δ = 02°29' 26" Rt. D = 2°00' R = 2,864.79' T = 62.27' L = 124.53' Super = 0.015'/Ft.
a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
Office ℄ Total Curve Δ = 21°25' 30" Lt. R+o = 478.73' T = 150.54' L = 303.47'
a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
Main Curve Δ = 07°01' 36" D = 12°00' R = 477.47' L = 63.47' Super = 0.073'/Ft.
Office P.I.
Survey P.I.
N 5°02' 30" E
N 14°01' 30" W (Survey)
N 7°24' 06" E (Office)
3.46'
10'
Survey ℄ Total Curve Δ = 19°04' 00" Lt. R+o = 478.73' T = 140.37' L = 278.89' E = 7.96'
Main Curve Δ = 4°40' 00" D = 12°00' R = 477.47' L = 38.89' Super = 0.08'/Ft.
a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
a = 10 Δ = 7°12' 00" L = 120.00' o = 1.26' t = 59.97'
a = 16 Δ = 18°00' 00" L = 150.00' o = 3.91' t = 74.75'
Survey ℄ Total Curve Δ = 66°54' 00" Rt. R+o = 242.64' T = 235.05' L = 428.75' E = 52.08'
Main Curve Δ = 30°54' 00" D = 24°00' R = 238.73' L = 128.75' Super = 0.08'/Ft.
Sta 822+09 36"x126' CMP Sk 8° Lt. Str. Hdwl Lt In Place
P.I. 822+30
B


= 16
= 18°00'00"
= 150.00'
3.91'
74.75'
a = 10
Δ = 20°00'00"
L = 200.00'
o = 5.79'
t = 99.59'
Survey ℄
Total Curve
Δ = 67°21'00" Lt
R+o = 292.27'
T = 294.33'
L = 536.75'
E = 64.72'
Main Curve
Δ = 27°21'00"
D = 20°00'
R = 286.48'
L = 136.75'
Super = 0.08'/Ft.
a = 10
Δ = 20°00'00"
L = 200.00'
o = 5.79'
t = 99.59'
.94
Sta. 825+88
24"x 66' C.M.P., Sk. 30° Rt.
"L" Hdwl. Lt., In Place
E-522
825
N 52°52'30" E
T.S. 829+30.37 (Survey)
S.C. 831+30.37 (Survey) Bk. = EQUA
832+67.12 (Survey) Ahd.
S.C. 832+67.12 (Survey)
S.T. 834+67.12 (Survey)
P.O.T. 833+71.99 Ahd.
New R/W
Exist. R/W
BEARING EQUATION
N. 14°28'30" W. Bk.
N. 14°28'00" W. Ahd.
100'
100'
100'
100'
840
830
New R/W
Exist. R/W
Sta. 829+79
24"x 66' C.M.P., Sk. 5° Rt.
"L" Hdwl. Lt., In Place
BECKER BUTTE LOOKOUT
P.I. 832+24.70
Sta. 834+46
24"x 66' C.M.P.
"L" Hdwl. Lt., In Place
ECKER BUTTE
LOOK OUT

FOR INDIAN APLN
SEE R/W ITEM
E-522

E 522

ARIZONA HIGHWAY DEPARTMENT
GLOBE--SHOWLOW HIGHWAY
Ft. Apache Indian Reservation
Right-of-Way Map

Application for highway right of way, varying in width from 100' to 250' as delineated in red color and shown between New Right of Way Symbols on the attached map, on the Globe-Showlow Highway, Project F-026-1 (15).

ARIZONA HIGHWAY DEPARTMENT

F R Van Horn
State Highway Engineer

United States Department of the Interior
Bureau of Indian Affairs
Ft. Apache Indian Reservation
Whiteriver, Arizona

This map is hereby approved only in-so-far as it pertains to trust and restricted lands of the Ft. Apache Indian Reservation pursuant to the provisions of the Act of February 5, 1948, (62 Stat. 17) and Departmental Regulations Title 25 C.F.R. 161, subject to any prior valid existing right or adverse claim.

Date ____________________

____
Superintendent

ENGINEER'S AFFIDAVIT

STATE OF ARIZONA } ss
COUNTY OF MARICOPA }

Wm. N. Price, being first duly sworn, deposes and states that he is the Deputy Engineer for the State Engineer; that the survey was made by him (or under his direction); that he has examined the field notes of the survey for a varying right of way (100' - 250') as described and shown on this map; and that said right of way, 3.365 miles in length, beginning at 612+50 and ending at Highway Engineer's Station 843+00 is accurately located on this map.,

Wm N Price
Deputy State Engineer

Subscribed and sworn to
before me this ____ day of
____________, 19____

My Commission Expires

____

Notary Public in and for the
County of Maricopa, State of
Arizona

APPLICANT'S CERTIFICATE

I, J. R. Van Horn, do hereby certify that I am the State Engineer, for the Arizona Highway Department, hereinafter designated the applicant; that Wm. N. Price who subscribed to the foregoing affidavit, is employed by the applicant as a Deputy State Engineer and he was directed by the applicant to prepare this map; that the location of said right of way, 4.365 in length beginning at Highway Engineer's Station 612+50 and ending at Highway Engineer's Station 843+00, is accurately re-presented on this map; that such survey as represented on this map has been adopted by the applicant as the definite location of the right of way 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 applicant, its successors and assigns, with the right to construct, maintain, and repair improvements, thereon and thereover, for such purposes, and with further right in the applicant, its successors and assigns, to transfer this right of way by assignment, grant, or otherwise.

Date August 31, 1962

J R Van Horn
State Highway Engineer

OW

ITEM NO	OWNER
E-522	Fort Apache Ind Reservation

AR

ALIGN
ACCOR

DATE:_

APPRO

NERSHIP RECORD

	DESCRIPTION			DATE PR. ACQUIRED
lian	SEE INDIAN APPLICATION DESCRIPTION			

FINALIZED R/W PLANS

Compared with as-built plans of project F-026-1(15) By R.L.R. C.O. ____

Approved: ____ Supervisor, R/W Plans ____ Date

Title and Delineation review of parcels affected.

By ____ Date ____

Approved: ____ Supevisor. of Titles ____ Date

DO NOT REVISE OR ALTER

RIZONA HIGHWAY DEPARTMENT

RIGHT OF WAY DIVISION

RIGHT OF WAY MAP OF

GLOBE — SHOW LOW
U.S. HIGHWAY 60 & ST. RT. 77
Salt River Canyon — Becker Lookout Sec.
FEDERAL AID PROJECT F-026-1(15)

FROM STATION TO STATION

GILA COUNTY

MENT AND RIGHT OF WAY WIDTHS APPROVED IN
RDANCE WITH HIGHWAY PLANS.

____ ASSISTANT STATE ENGINEER

VED IN ACCORDANCE WITH RESOLUTION DATED:
OCT. 2 1962 MINUTES OF THE
ARIZONA HIGHWAY COMMISSION. BY RES. 62-134

DRAWN BY	REDUCED PLANS
DATE	8 — 31 — 62
SCALE	1"=200'
CHECKED BY	G.R.H.
A.F.E. NO.	6005
DRAWING NUMBER	
A—4—T—325	

A-4-T-325