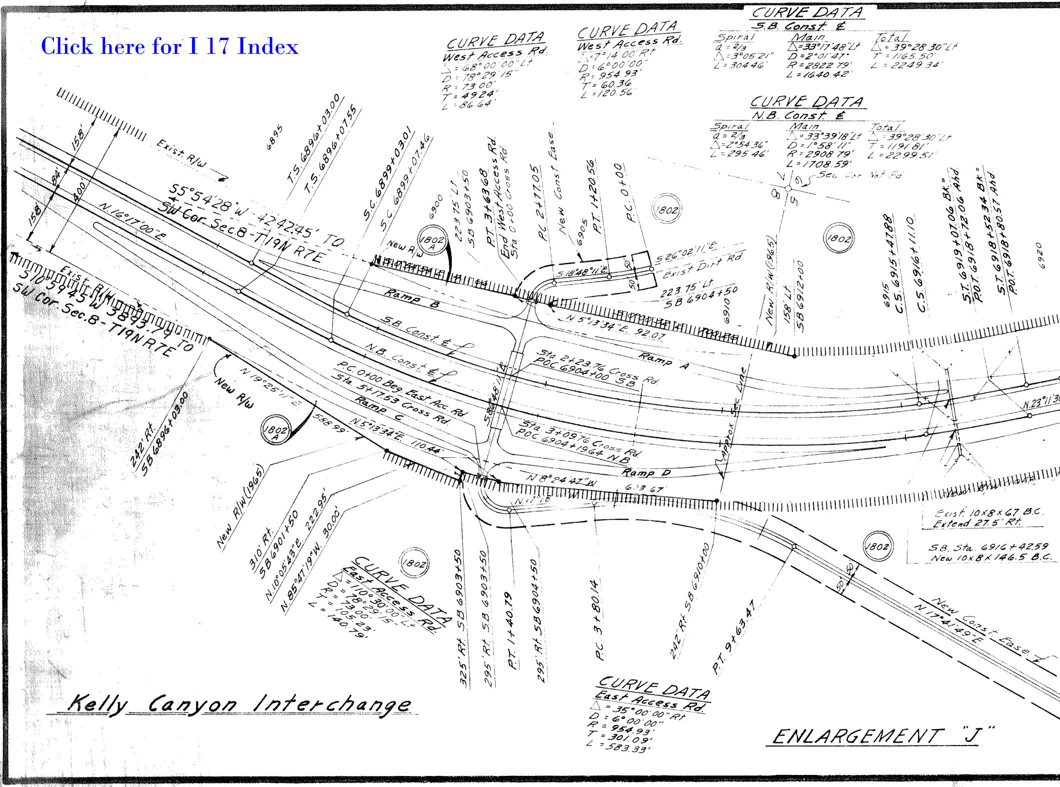
Click here for I 17 Index


Exist. R/W
158'
84'
400'
158'
S5°54'28"W 4242.45' TO
SW Cor. Sec.8-T19N R7E
N.16°17'00"E.
S10°59'45"W 3893.74' TO
SW Cor. Sec.8-T19N R7E
Exist. R/W
6895
T.S. 6896+03.00
T.S. 6896+07.55
S.C. 6899+03.01
S.C. 6899+07.46
6900
1802 A
New R/W
223.75' Lt. SB 6903+50
P.T. 3+63.68 End West Access Rd. Sta. 0+00 Cross Rd.
P.C. 2+77.05
New Const. Ease.
6905
P.T. 1+20.56
P.C. 0+00
1802
S.18°48'11"E.
S.26°02'11"E.
Exist. Dirt Rd.
223.75' Lt. SB 6904+50
50
50
N.5°13'34"E. 92.07
Ramp B
S.B. Const. ℄
N.B. Const. ℄
Sta. 2+23.76 Cross Rd. POC 6904+00 SB
Ramp A
S.8°48'11"E.
P.C. 0+00 Beg. East Acc. Rd.
Sta. 5+17.53 Cross Rd.
Ramp C
N.19°25'11"E.
588.99'
N.5°13'34"E. 110.44'
New R/W
1802 A
Sta. 3+09.76 Cross Rd. POC 6904+19.64 NB
Ramp D
N.8°24'47"W.
613.67
N.1°18'
Approx. Sec. Line
6910
New R/W (1965)
158' Lt. SB 6912+00
1802
Sec. Cor. Not Fd.
7 8 / 18 17
6915 C.S. 6915+47.88
C.S. 6916+11.10
S.T. 6919+07.06 Bk. = P.O.T. 6918+72.06 Ahd.
S.T. 6918+52.34 Bk. = P.O.T. 6918+80.57 Ahd.
6920
N.23°11'3
Exist. 10x8x67 B.C. Extend 27.5' Rt.
S.B. Sta. 6916+42.59 New 10x8x146.5 B.C.
1802
50
50
New Const. Ease.
N.17°41'49"E.
242' Rt. SB 6896+03.00
New R/W (1965)
310' Rt. SB 6901+50
N.10°05'43"E. 222.95'
N.85°47'19"W. 30.00'
1802
325' Rt. SB 6903+50
295' Rt. SB 6903+50
P.T. 1+40.79
295' Rt. SB 6904+50
P.C. 3+80.14
242' Rt. SB 6910+00
P.T. 9+63.47

CURVE DATA
West Access Rd.
Δ = 68°00'00" Lt
D = 78°29'15"
R = 73.00'
T = 49.24'
L = 86.64'

CURVE DATA
West Access Rd.
Δ = 7°14'00" Rt
D = 6°00'00"
R = 954.93'
T = 60.36'
L = 120.56'

CURVE DATA
S.B. Const. ℄

Spiral	Main	Total
a = 2/3	Δ = 33°17'48" Lt	Δ = 39°28'30" Lt
Δ = 3°05'21"	D = 2°01'47"	T = 1165.50'
L = 304.46'	R = 2822.79'	L = 2249.34'
	L = 1640.42'	

CURVE DATA
N.B. Const. ℄

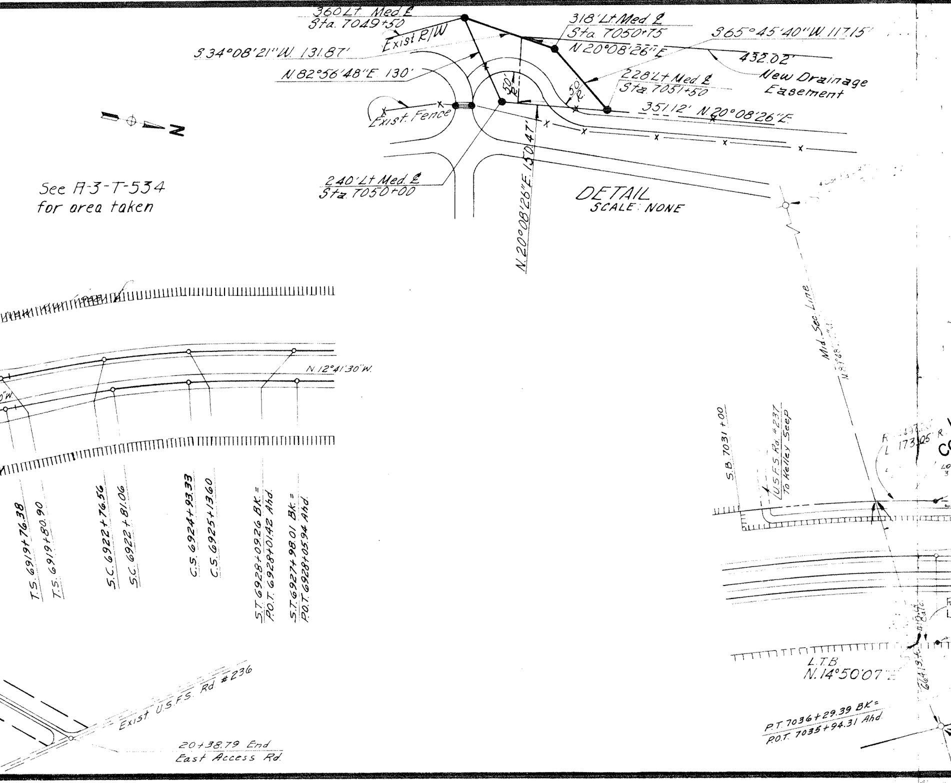
Spiral	Main	Total
a = 2/3	Δ = 33°39'18" Lt	Δ = 39°28'30" Lt
Δ = 2°54'36"	D = 1°58'11"	T = 1191.81'
L = 295.46'	R = 2908.79'	L = 2299.51'
	L = 1708.59'	

CURVE DATA
East Access Rd.
Δ = 110°30'00" Lt
D = 78°29'15"
R = 73.00'
T = 105.23'
L = 140.79'

CURVE DATA
East Access Rd.
Δ = 35°00'00" Rt
D = 6°00'00"
R = 954.93'
T = 301.09'
L = 583.33'

Kelly Canyon Interchange

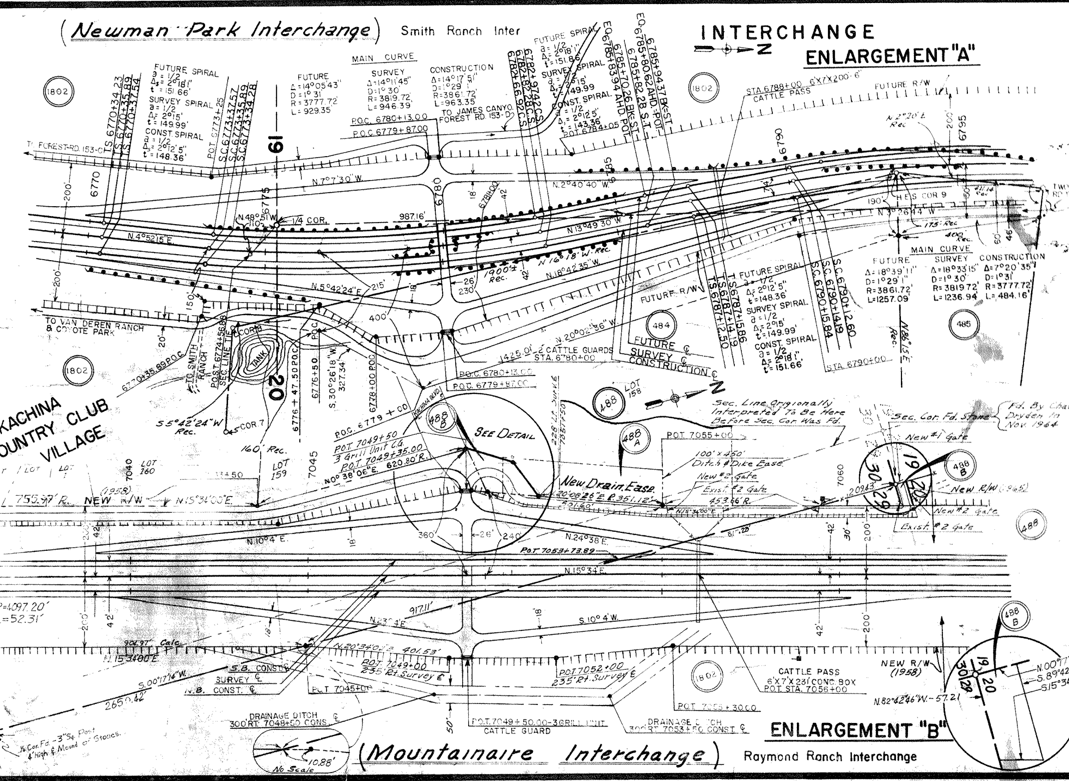
ENLARGEMENT "J"



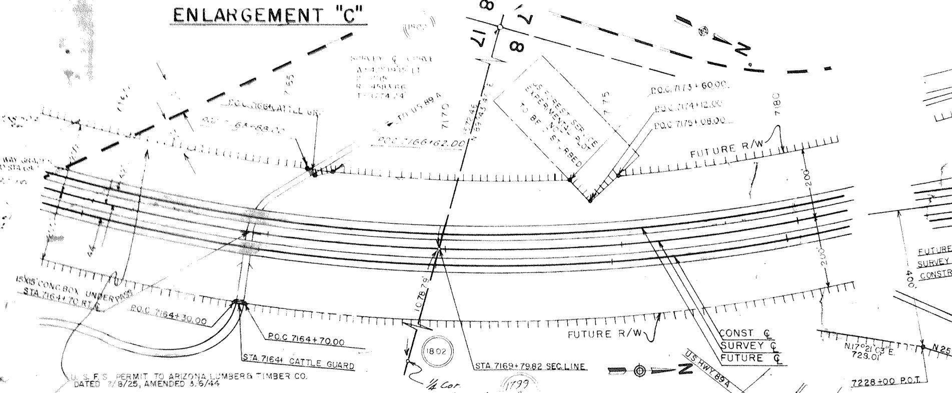
See A-3-T-534
for area taken

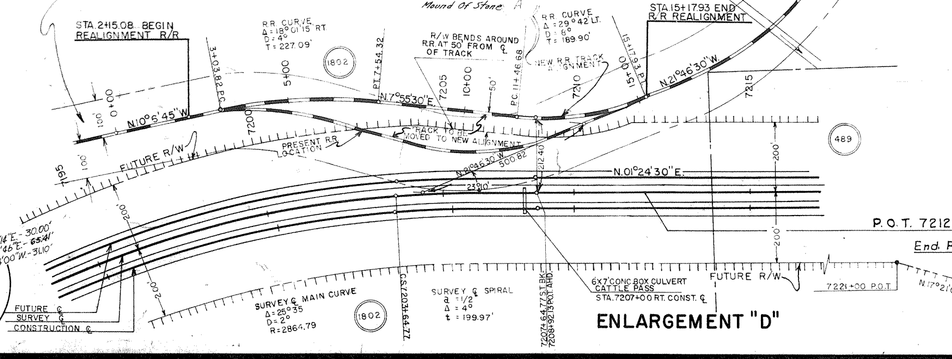
DETAIL
SCALE: NONE

360 Lt Med ℄
Sta. 7049+50
Exist R/W
S 34°08'21"W. 131.87'
N 82°56'48"E 130'
318' Lt Med ℄
Sta. 7050+75
N 20°08'26"E
S 65°45'40"W. 117.15'
432.02'
New Drainage
Easement
228' Lt Med ℄
Sta. 7051+50
351.12' N 20°08'26"E
50' R
50' R
Exist. Fence
N.20°08'26"E 150.47'
240' Lt Med ℄
Sta. 7050+00
N
N 12°41'30"W.
T.S. 6919+76.38
T.S. 6919+80.90
S.C. 6922+76.56
S.C. 6922+81.06
C.S. 6924+93.33
C.S. 6925+13.60
S.T. 6928+09.26 Bk. =
P.O.T. 6928+01.42 Ahd.
S.T. 6927+98.01 Bk. =
P.O.T. 6928+05.94 Ahd.
Exist U.S.F.S. Rd #236
20+38.79 End
East Access Rd.
Mid. Sec. Line
S.B. 7031+00
U.S.F.S. Rd. #237
To Kelley Seep
L 173.05' R.
L.T.B.
N. 14°50'07"
P.T. 7036+29.39 BK=
P.O.T. 7035+94.31 Ahd.


(Newman Park Interchange) Smith Ranch Inter
INTERCHANGE
ENLARGEMENT "A"
MAIN CURVE
FUTURE Δ=14°05'43" D=1°31' R=3777.72' L=929.35'
SURVEY Δ=14°11'45" D=1°30' R=3819.72' L=946.39'
CONSTRUCTION Δ=14°17'51" D=1°29' R=3861.72' L=963.35'
FUTURE SPIRAL a=1/2 Δs=2°18'1" t=151.66'
SURVEY SPIRAL a=1/2 Δ=2°15' t=149.99'
CONST. SPIRAL a=1/2 Δ=2°12'5" t=148.36'
T.S. 6770+34.23
T.S. 6770+35.89
T.S. 6770+37.54
P.O.T. 6773+25
S.C. 6773+37.57
S.C. 6773+35.89
S.C. 6773+34.28
1802
19
20
TO FOREST RD. 153-C
6770
6775
6780
6785
6790
6795
200'
N.7°7'30"W.
N.4°52'15"E.
N.48°51'W.
1/4 COR.
987.16'
P.O.C. 6780+13.00
P.O.C. 6779+87.00
TO JAMES CANYO FOREST RD. 153-D
6782+66.92 C.S.
6782+82.28 C.S.
6782+97.42 C.S.
EQ. 6785+83.94 AHD. P.O.T.
6785+70.26 BK. S.T.
6785+82.28 S.T.
EQ. 6785+80.62 AHD. P.O.T.
6785+94.37 BK. S.T.
FUTURE SPIRAL a=1/2 Δ=2°18'1" t=151.66
SURVEY SPIRAL a=1/2 Δ=2°15' t=149.99
CONST. SPIRAL a=1/2 Δ=2°12'5" t=143.36
P.O.T. 6784+05
STA. 6788+00 6'X7'X200'-6" CATTLE PASS
FUTURE R/W
N.2°20'E. Rec.
N.2°40'40"W.
N.13°49'30"W.
N.16°18'W. Rec.
N.18°42'35"W.
1900'± Rec.
HE. S. COR. 9
N.3°26'14"W.
175' Rec.
400' Rec.
190'
TWO RD.
MAIN CURVE
FUTURE Δ=18°39'11" D=1°29'1" R=3861.72' L=1257.09'
SURVEY Δ=18°33'15" D=1°30' R=3819.72' L=1236.94'
CONSTRUCTION Δ=7°20'35" D=1°31' R=3777.72' L=484.16'
N.5°42'24"E.
215'
400'
18'
26'
230'
42'
150'
TO VAN DEREN RANCH & COYOTE PARK
TO SMITH RANCH
P.O.S.T. 6774+56.88 SEC. LINE TIE
COR. 18
TANK
P.O.C.
6776+47.50 P.O.C.
6776+50
S.30°26'18"W. 327.34'
6778+00 P.O.C.
N.20°02'36"W.
1425.0' 2 CATTLE GUARDS STA. 6780+00
P.O.C. 6780+13.00
P.O.C. 6779+87.00
FUTURE ℄
SURVEY ℄
CONSTRUCTION ℄
484
485
FUTURE SPIRAL a=1/2 Δ=2°12'5" t=148.36
SURVEY SPIRAL a=1/2 Δ=2°15' t=149.99
CONST. SPIRAL a=1/2 Δ=2°18'1" t=151.66
T.S. 6787+12.50
T.S. 6787+14.19
T.S. 6787+15.86
S.C. 6790+15.84
S.C. 6790+14.19
S.C. 6790+12.60
STA. 6790+00
N.86°15'E. Rec.
6770+35.89 P.O.C.
KACHINA COUNTRY CLUB VILLAGE
S.5°42'24"W. Rec.
COR. 7
160' Rec.
LOT 159
LOT 160
7040
7045
P.O.C. 6779+00
KACHINA BLVD.
488 B
SEE DETAIL
P.O.T. 7049+50 3 Grill Unit C.G.
P.O.T. 7049+35.00
N.0°38'06"E. 620.80' R.
488
LOT 158
Sec. Line Origionally Interpreted To Be Here Before Sec. Cor. Was Fd.
Sec. Cor. Fd. Stone
Fd. By Cha. Dryden In Nov. 1964
488 A
P.O.T. 7055+00
100' x 450' Ditch & Dike Ease.
New #1 Gate
New #2 Gate
Exist. #2 Gate
453.66' R.
New Drain Ease.
N.20°08'26"E. R. 351.12'
501.60'
N.15°34'00"E.
228' Lt. Survey 7051+50
7060
209.43'
19 20 30 29
New R/W (1965)
New #2 Gate
Exist. #2 Gate
755.97' R.
NEW R/W (1958)
N.15°34'00"E.
N.10°4'E.
360'
26'
240'
N.24°38'E.
P.O.T. 7053+73.89
N.15°34'E.
8/1.20
R=4097.20'
L=52.31'
917.11'
N.23°4'E.
S.10°4'W.
42'
30'
200'
50'
904.97' Calc.
N.15°34'00"E.
N.20°34'0" E. 401.53'
S.B. CONST. ℄
SURVEY ℄
N.B. CONST. ℄
S.00°17'14"W.
2650.42'
P.O.T. 7049+00 235' Rt. Survey ℄
P.O.T. 7052+00 235' Rt. Survey ℄
P.O.T. 7045+00
CATTLE PASS 6'X7'X231' CONC. BOX P.O.T. STA. 7056+00
P.O.T. 7055+30.00
NEW R/W (1958)
N.82°42'46"W. - 57.21'
N.00°17'
S.89°42'
S.15°34'
DRAINAGE DITCH 300' RT. 7048+50 CONS. ℄
P.O.T. 7049+50.00 - 3 GRILL UNIT CATTLE GUARD
DRAINAGE DITCH 300' RT. 7053+50 CONST. ℄
1/4 Cor. Fd. - 3" Sq. Post 4' High & Mound of Stones.
10.88'
No Scale
ENLARGEMENT "B"
(Mountainaire Interchange) Raymond Ranch Interchange

ENLARGEMENT "C"

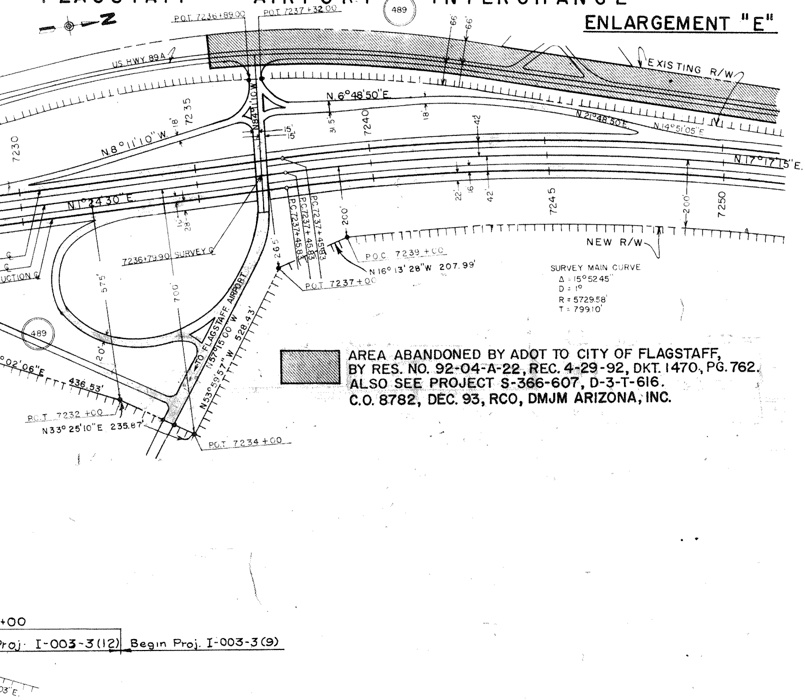

Sec Cor
Marked Stone
18
17
17
8
N.
SURVEY ℄ CURVE
7165
P.O.C. 7166 CATTLE GR.
P.O.C. 7166+62.00
TO US 89 A
7170
7175
7180
U.S. FOREST SERVICE EXPERIMENTAL PLOT TO BE DISTURBED
P.O.C. 7173+60.00
P.O.C. 7174+12.00
P.O.C. 7175+08.00
FUTURE R/W
200'
200'
400'
15'X15' CONC. BOX UNDERPASS STA. 7164+70 RT.
P.O.C. 7164+30.00
P.O.C. 7164+70.00
STA. 7164+ CATTLE GUARD
1078.79
1802
1/4 Cor. Mound Of Stone
1799 A
STA. 7169+79.82 SEC. LINE
FUTURE R/W
CONST ℄
SURVEY ℄
FUTURE ℄
N
N.17°21'03"E. 728.01'
N.25
7228+00 P.O.T.
FUTURE
SURVEY
CONSTR
U.S. F.S. PERMIT TO ARIZONA LUMBER & TIMBER CO. DATED 7/8/25, AMENDED 3/6/44


STA. 2+15.08 BEGIN REALIGNMENT R/R
R.R. CURVE Δ = 18°01'15" RT. D = 4° T = 227.09'
1802
R/W BENDS AROUND R.R. AT 50' FROM ℄ OF TRACK
R.R. CURVE Δ = 29°42' LT. D = 8° T = 189.90'
STA. 15+17.93 END R/R REALIGNMENT
U.S. HWY. 89 A
NEW R.R. TRACK ALIGNMENT
3+03.82 P.C.
5+00
P.T. 7+54.32
7205
10+00
50'
P.C. 11+46.68
7210
15+00
13+67.15 P.T.
N.21°46'30"W.
7215
0+00
100'
N.10°5'45"W.
7200
N.7°55'30"E.
TRACK TO BE MOVED TO NEW ALIGNMENT
PRESENT R.R. LOCATION
FUTURE R/W
100'
7195
N.21°46'30"W. 500.82
212.40
239.10'
N.01°24'30"E.
489
200'
200'
200'
200'
P.O.T. 7212
End P
14"E. - 30.00'
46"E. - 65.41'
00"W. - 31.10'
FUTURE ℄
SURVEY ℄
CONSTRUCTION ℄
SURVEY ℄ MAIN CURVE Δ = 25°35' D = 2° R = 2864.79
1802
C.S. 7203+64.77
SURVEY ℄ SPIRAL a = 1/2 Δ = 4° t = 199.97'
7207+64.77 ST. BK. 7208+92.13 P.O.T. AHD.
6'X7' CONC. BOX CULVERT CATTLE PASS STA. 7207+00 RT. CONST. ℄
FUTURE R/W
7221+00 P.O.T.
N.17°21'

ENLARGEMENT "D"

FLAGSTAFF AIRPORT INTERCHANGE

ENLARGEMENT "E"

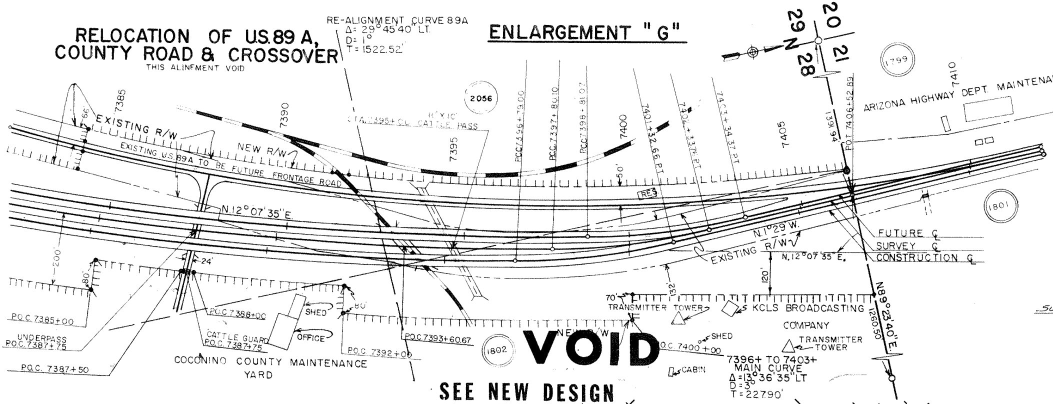

489
P.O.T. 7236+89.00
P.O.T. 7237+32.00
US HWY 89A
66'
66'
EXISTING R/W
N.6°48'50"E.
N.8°11'10"W.
N.84°11'10"W
18'
7235
7230
7240
31.5'
15'
15'
18'
42'
N.21°48'50"E.
N.14°51'05"E.
N.17°17'15"E.
N.1°24'30"E.
22'
16'
42'
7245
7250
200'
16'
28'
P.C. 7237+45.83
P.C. 7237+45.83
P.C. 7237+45.83
200'
NEW R/W
P.O.C. 7239+00
N 16° 13' 28"W 207.99'
P.O.T. 7237+00
265'
7236+79.90 SURVEY ℄
UCTION ℄
575'
700'
TO FLAGSTAFF AIRPORT
N.57°15'00"W
528.43'
N53°59'57"W
489
°02'06"E
436.53'
20'
P.O.T. 7232+00
N33° 25'10"E 235.87'
P.O.T. 7234+00
SURVEY MAIN CURVE
Δ = 15°52'45"
D = 1°
R = 5729.58'
T = 799.10'
+00
Proj. I-003-3(12)
Begin Proj. I-003-3(9)
03"E.

▨ AREA ABANDONED BY ADOT TO CITY OF FLAGSTAFF, BY RES. NO. 92-04-A-22, REC. 4-29-92, DKT. 1470, PG. 762. ALSO SEE PROJECT S-366-607, D-3-T-616. C.O. 8782, DEC. 93, RCO, DMJM ARIZONA, INC.

RELOCATION OF US.89 A, COUNTY ROAD & CROSSOVER

THIS ALINEMENT VOID

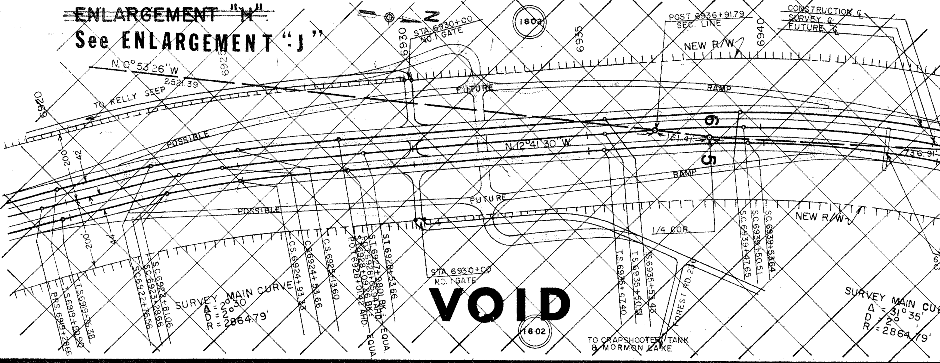
ENLARGEMENT "G"


RE-ALIGNMENT CURVE 89A
Δ= 29°45'40" LT.
D= 1°
T= 1522.52'
20
29
21
28
1799
2056
7385
7390
7395
7400
7405
7410
66'
EXISTING R/W
NEW R/W
EXISTING US 89A TO BE FUTURE FRONTAGE ROAD
STA. 7395+00 10'X10' CATTLE PASS
PCC 7396+79.00
PCC 7397+80.10
PCC 7398+81.07
7401+32.66 PT
7402+33.76 PT
7403+34.37 PT
1391.94
POT 7406+52.89
ARIZONA HIGHWAY DEPT. MAINTENANCE
50'
RES
N.12°07'35"E.
N.1°29'W.
EXISTING R/W
N.12°07'35"E.
1801
FUTURE ℄
SURVEY ℄
CONSTRUCTION ℄
200'
24'
80'
80'
132'
120'
70'
N89°23'40"E.
1260.50
P.O.C. 7385+00
UNDERPASS P.O.C. 7387+75
P.O.C. 7387+50
P.O.C. 7388+00
CATTLE GUARD P.O.C. 7387+75
SHED
OFFICE
P.O.C. 7392+00
P.O.C. 7393+60.67
COCONINO COUNTY MAINTENANCE YARD
1802
NEW R/W
TRANSMITTER TOWER
KCLS BROADCASTING COMPANY
SHED
TRANSMITTER TOWER
P.O.C. 7400+00
CABIN
7396+ TO 7403+ MAIN CURVE
Δ=13°36'35" LT
D=3°
T=227.90'
VOID

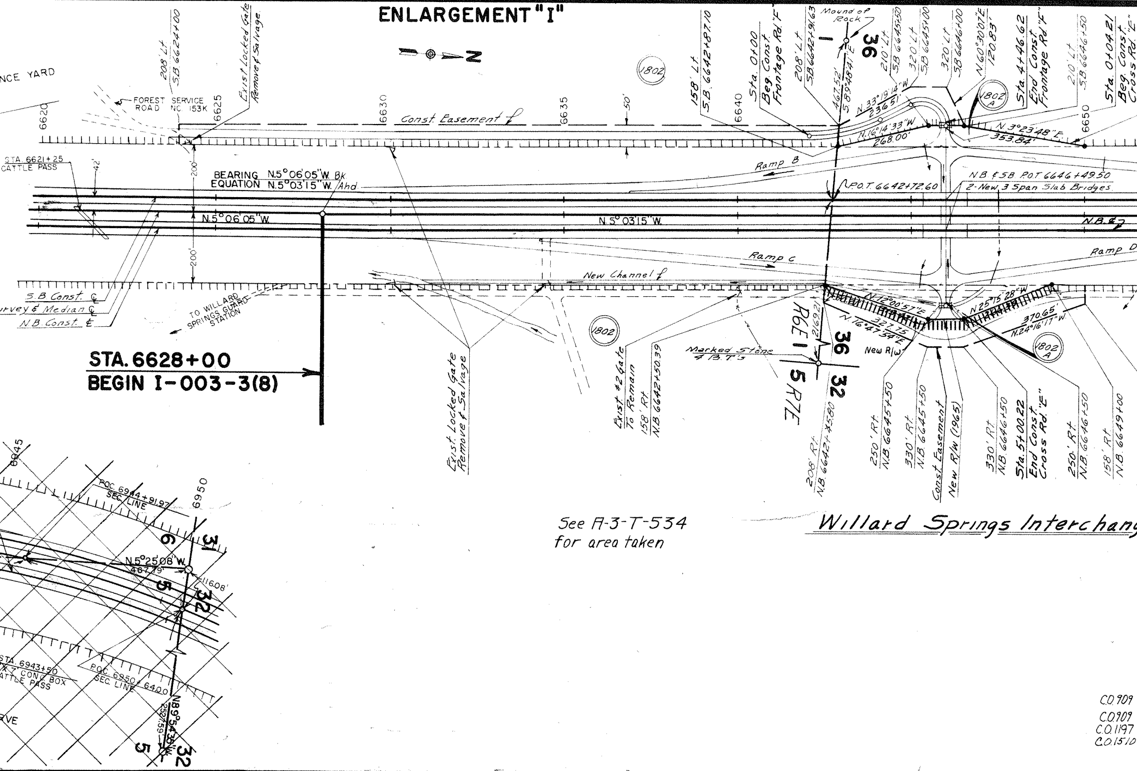
SEE NEW DESIGN

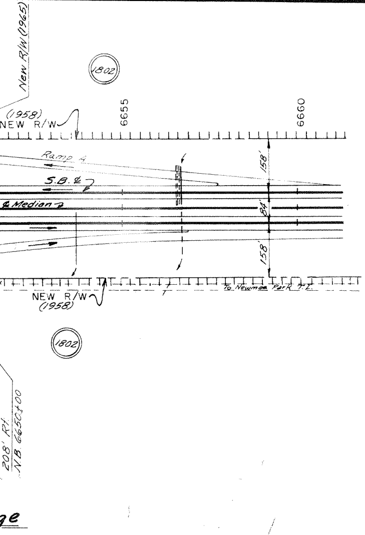
~~ENLARGEMENT "H"~~

See ENLARGEMENT "J"


N
1802
STA. 6930+00 NO. 1 GATE
6920
6925
6930
6935
6940
N. 0°53'26"W
2521.39
TO KELLY SEEP
POST 6936+91.79 SEC. LINE
NEW R/W
CONSTRUCTION ℄
SURVEY ℄
FUTURE ℄
FUTURE
RAMP
POSSIBLE
N.12°41'30"W.
161.41
6
5
736.91'
RAMP
FUTURE
POSSIBLE
200'
42'
44'
200'
NEW R/W
1/4 COR.
STA. 6930+00 NO. 1 GATE
P.R.S. 6919+28.66
T.S. 6919+80.00
S.C. 6919+76.38
S.C. 6922+76.56
S.C. 6922+28.66
S.C. 6923+81.06
C.S. 6924+93.43
C.S. 6924+53.66
C.S. 6925+13.60
POT 6928+01.42 AHD.
S.T. 6928+09.42 BK. = EQUA.
S.T. 6927+98.01 AHD. = EQUA.
S.T. 6928+05.65 BK.
S.T. 6928+53.66
T.S. 6935+47.40
T.S. 6935+20.51
T.S. 6935+53.43
S.C. 6939+47.65
S.C. 6939+50.51
S.C. 6939+53.64
FOREST RD. 236
SURVEY MAIN CURVE
Δ=2°30'
D=2°
R=2864.79'
SURVEY MAIN CURVE
Δ=31°35'
D=2°
R=2864.79'
TO CRAPSHOOTERS TANK & MORMON LAKE
VOID
1802

ENLARGEMENT "I"


N
NCE YARD
FOREST SERVICE ROAD NO. 153K
208' Lt. S.B. 6624+00
Exist. Locked Gate Remove & Salvage
1802
6620
6625
6630
6635
6640
6650
50'
Const. Easement ℄
158' Lt. S.B. 6642+87.10
Sta. 0+00 Beg. Const. Frontage Rd. "F"
208' Lt. S.B. 6642+91.63
Mound of Rock
36
1
467.52'
S.89°48'41"E.
210' Lt. S.B. 6645+50
320' Lt. S.B. 6645+00
320' Lt. S.B. 6646+00
N.60°30'07"E. 120.83'
1802 A
Sta. 4+46.62 End Const. Frontage Rd. "F"
210' Lt. S.B. 6646+50
Sta. 0+04.21 Beg. Const. Cross Rd. "E"
N.33°19'14"W. 236.51'
N.16°14'33"W. 268.00'
N.3°23'48"E. 353.84'
STA. 6621+25 CATTLE PASS
42'
200'
BEARING N.5°06'05"W. Bk
EQUATION N.5°03'15"W. Ahd
Ramp B
P.O.T. 6642+72.60
N.B. & S.B. P.O.T. 6646+49.50
2-New 3 Span Slab Bridges
N.5°06'05"W.
N.5°03'15"W.
N.B. ℄
200'
Ramp C
Ramp D
New Channel ℄
S.B. Const. ℄
Survey & Median ℄
N.B. Const. ℄
TO WILLARD SPRINGS GUARD STATION
1802
N.12°00'57"E.
N.16°47'54"E. 327.75
N.25°15'28"W.
370.65'
N.24°16'17"W.
1802 A
216.21'
R6E
R7E
36
1
5
32
Marked Stone 4 B.T.'s
New R/W
STA. 6628+00
BEGIN I-003-3(8)
Exist. Locked Gate Remove & Salvage
Exist. #2 Gate To Remain
158' Rt. N.B. 6642+50.39
208' Rt. N.B. 6642+45.80
250' Rt. N.B. 6645+50
330' Rt. N.B. 6645+50
Const. Easement
New R/W (1965)
330' Rt. N.B. 6646+50
Sta. 5+00.22 End Const. Cross Rd. "E"
250' Rt. N.B. 6646+50
158' Rt. N.B. 6649+00
6945
6950
P.O.C. 6944+91.97 SEC. LINE
6
31
5
32
N.5°25'08"W. 467.79'
116.08'
STA. 6943+50 X 7' CONC. BOX CATTLE PASS
P.O.C. 6950+64.00 SEC. LINE
N.89°54'38"W. 2527.59'
5
32
VE
See A-3-T-534 for area taken
Willard Springs Interchang
C.O. 909
C.O. 909
C.O. 1197
C.O. 1510


New R/W (1965)
1802
6655
6660
(1958)
NEW R/W
Ramp A
S.B. ℄
℄ Median
158'
84'
158'
To Newman Park T.I.
NEW R/W
(1958)
1802
208' Rt.
NB 6650+00
ge

Revisions		
DATE	NAME	DESCRIPTION
10-2-62	AR/WAC	Added recorded bearings & distances -
		Items 484, 485, & 488
12-9-65	Draper	Revised Willard Spr. T.I. & Added Kelley T.I.
12-9-65	Ford	Add. Access Control Willard Spr. & Kelley T.I.
8-3-66	L.C.K.	Revised distances & bearings - Items 488 & 488B
3-27-67	A.W.B.	Cutback R/W on Parcel 488-B.

NOTE:

All Enlargements shown are details from Highway R/W Map A-3T-534

2056	EARL H. & BEULAH B. JOHNSON	NW¼ NW¼ SEC. 28, T.21N. — R.7 E.

ARIZONA HIGHWAY DEPARTMENT

RIGHT OF WAY DIVISION

RIGHT OF WAY MAP OF

CORDES JCT.-FLAGSTAFF
INTERSTATE HIGHWAY

FEDERAL PROJECT I-003-3(7)

MUNDS PARK to FLAGSTAFF SEC.

STA. 6628+00 TO STA. 7425+00

COCONINO COUNTY

Abutter's rights, including access rights to be acquired.

Date: ______ ______________

Deputy State Engineer

ALIGNMENT, RIGHT OF WAY, AND CONTROL OF ACCESS APPROVED IN ACCORDANCE WITH RESOLUTION DATED: NOVEMBER 10,1958 MINUTES OF THE ARIZONA HIGHWAY COMMISSION.

Access rights required shown thus: IIIIIIIIIIIIIIIIIIIIIII

DRAWN BY	DATE	SCALE	CHECKED BY	FILE NO
BILL BAILEY	11/14/57	1" = 200'		A-3T-534A

REVISION:	DATE:	REVISED BY: