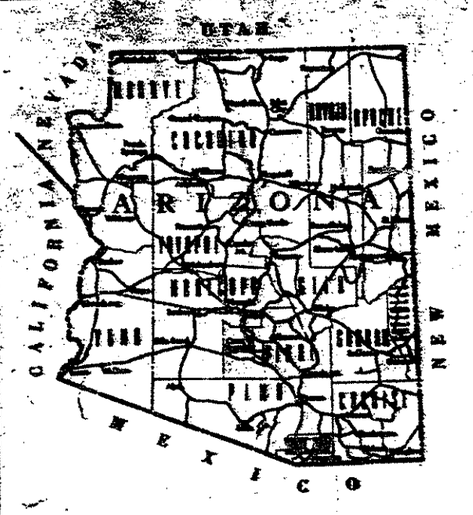



STATE OF ARIZONA
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

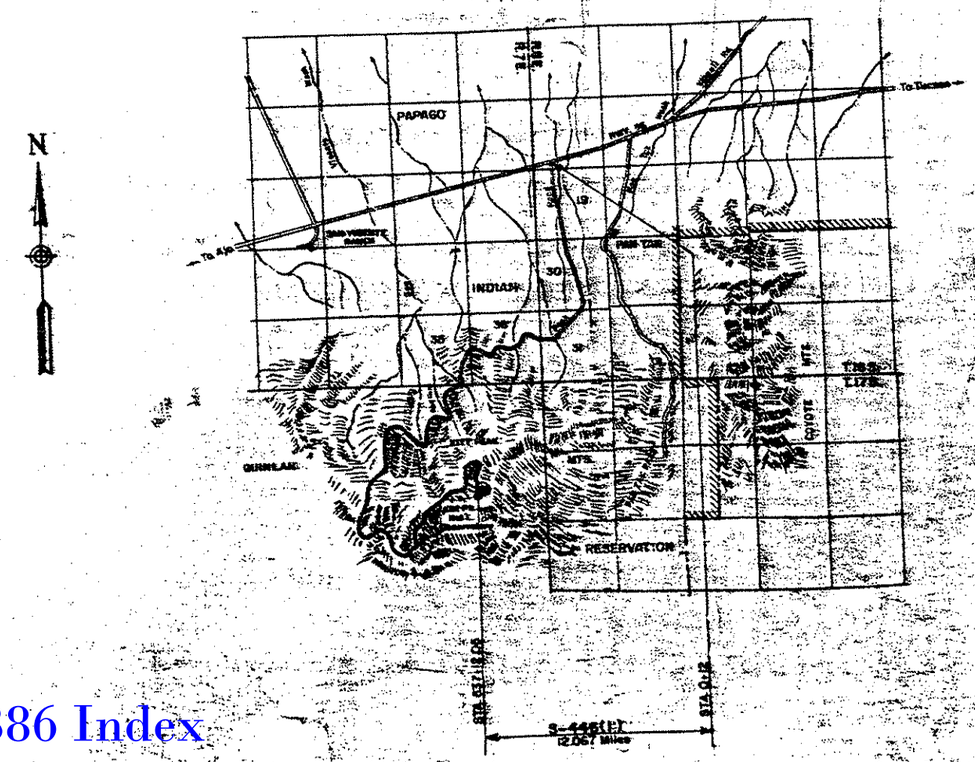
# COUNTY HIGHWAY

## KITT PEAK OBSERVATORY ROAD

## PIMA COUNTY

S-446(1)

HWY 386




#7584 Existing St. Rt. 386
ADOT RESOLUTION 67-81 10-27-67
PIMA CO. RES. ORDER 1-10-63
REL. BK 2040, Pg 592
NATIONAL SCIENCE FOUNDATION
ORDER #1299 1-7-63
BIA RES # 1266
ASSIGNMENT FROM SEC INT TO NAT. SCIENCE
FDTN. 4-6-60

R/W PLANS
"FILE COPY"

SEE ALSO
N 900-931
SR 386 AT M.P. 7.5

Click here for SR 386 Index

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

| DIST. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 5 | 26 | Norbert 2-9-68 |

Click here for SR 386 Index

BEGIN PROJECT S-446(1)
Sta. 0+12

To Tucson

State Hwy. 86

50' Road

Sta. 1+05
4 Unit Cattle Guard
Dbl. #1 Gates, In Place
to Remain

Sta. 9+00
18"x 58' CMP Culv.
In Place
To Remain

Δ = 0°18'
R = 5000'
T = 8.73'
L = 17.45'

9463.41 P.C. Alt. = 9465.34 P.C. Mod.

9483.79 P.T.

EQUATION

Sta. 17+01.43 to Sta. 17+48.57
New Conc. Box Culv., Sk. 45° Lt.
3-10' x 4' x 53'-0½"
See Bridge Sheet

New Ditch & Dyke
44'x 2'x 100', Std. C-4

S 9°00' E.
9817.79

Sta. 17+23
4-22" x 13" x 90' C.M.P.A. Culvs.
In Place
Remove

Rt. Sta. 17+00
150 Lin. Ft. New Bank Protection
Type A, Std. C-23

BM 18' Lt. Sta. 17+24
Brass Cap Elev. 3261.33

S 68°48' E
957.41'

To Nogales

BM 100' Lt. Sta. 0+75
BC Mon., El. = 3222.10
BM 100' Rt. Sta. 0+75
BC Mon., El. = 3222.58

BM 50' Lt. Sta. 9+82.79
BC Mon., El. = 3245.09

20' Roadway

EQUATION
Sta. 9+00.41 BC Alt.
Sta. 9+02.34 BC Mod.

Finished Grade

+4.00%

+2.56%

+2.80%

+3.51%

+4.00% - P.I. = 3249.70
+10' - El. = 3249.40

+4.00% - El. = 3224.25

+4.00% - El. = 3209.73

Rt. Lt. Sta. 0+30
New Road Connection
Sta. 0+16 to Sta. 1+50
Remove & Replace Road
& Pavement
Std. C-1, Alloy Fence

Sta. 10+00 Ditch Rt. to Lt.
Sta. 10+00 C.M.P. Culv.

Sta. 11+35 Ditch Lt. to Rt.

3240
3230
3220
3210

0 1 2 3 4 5 6 7 8 9 10 1 2 3 4 5 6 7 8

C.O. #1. Increase A.C. from 2" to 2½". Delete Sub. Matl.
Use A.B. for repair.
C.O. #2. Use pit #7420 for fines.
C.O. #3. Use RS-3K11 for seal.
C.O. #4. Final adjustment of quantities.
F.A.W. #1 Realign & Reset & Replace Road Guard.

PLAN: SURVEYED, PLOTTED, TRACED, CHECKED, DRAWN, CHECKED, DESIGNED, DIST. OF WAY CHECKED, NOTE BOOK, NO.

PROFILE: SURVEYED, PLOTTED, CHECKED, DESIGNED, DRAWN, CHECKED, STRUCTURE LOCATIONS CHKD, NOTE BOOK, NO.

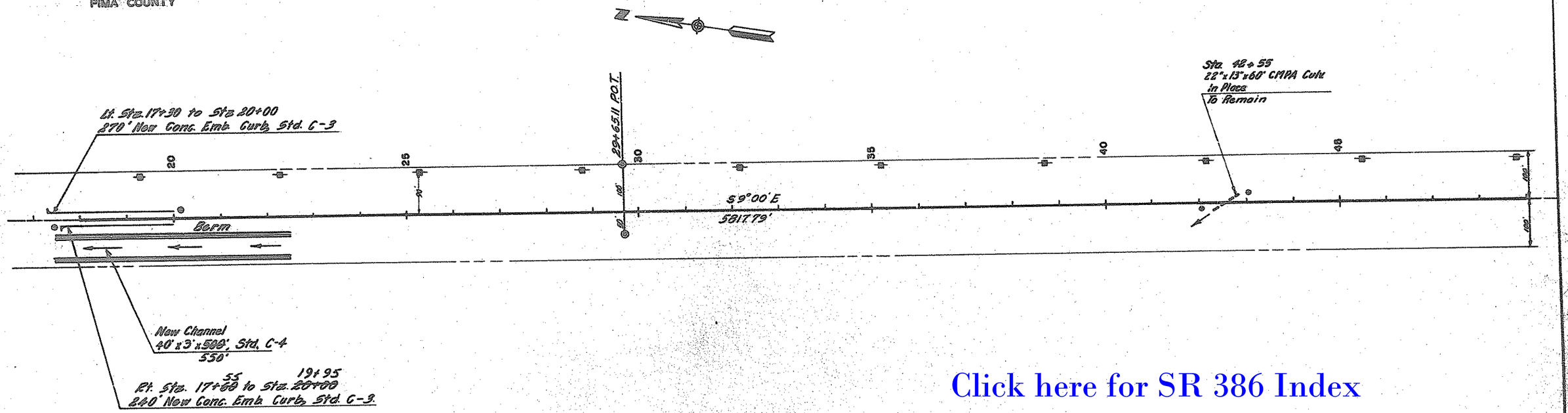
Norbert 2-2-68

PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

| DIV. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 6 | 26 | Modified 8-9-68 |

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

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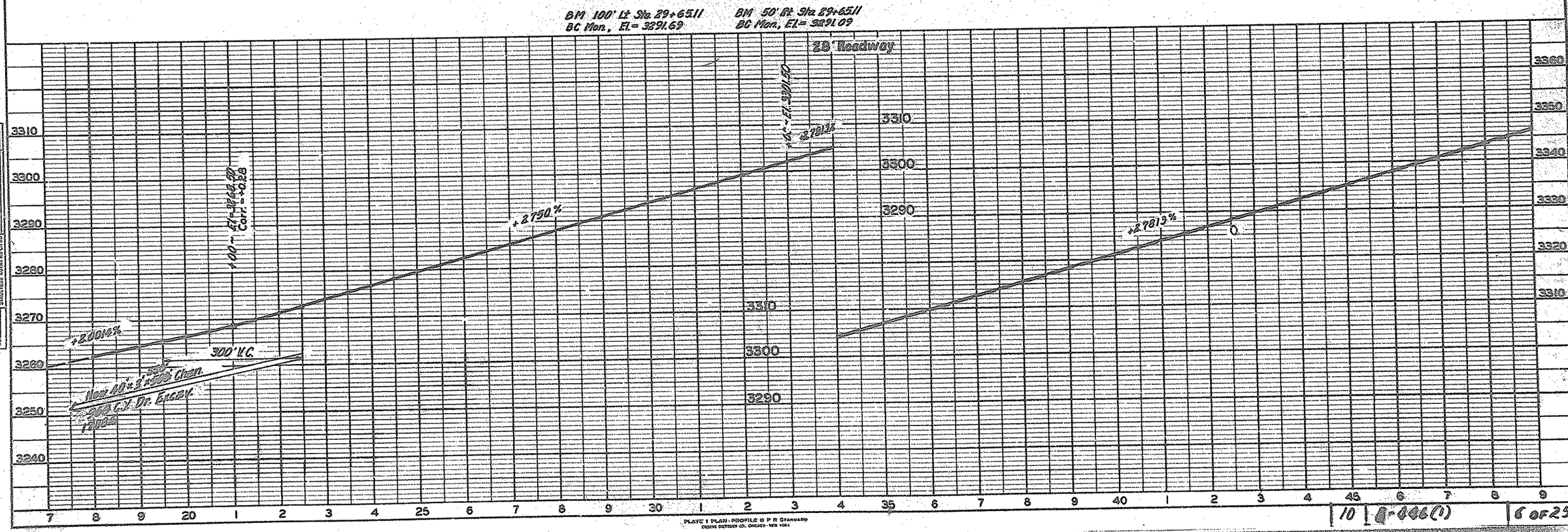


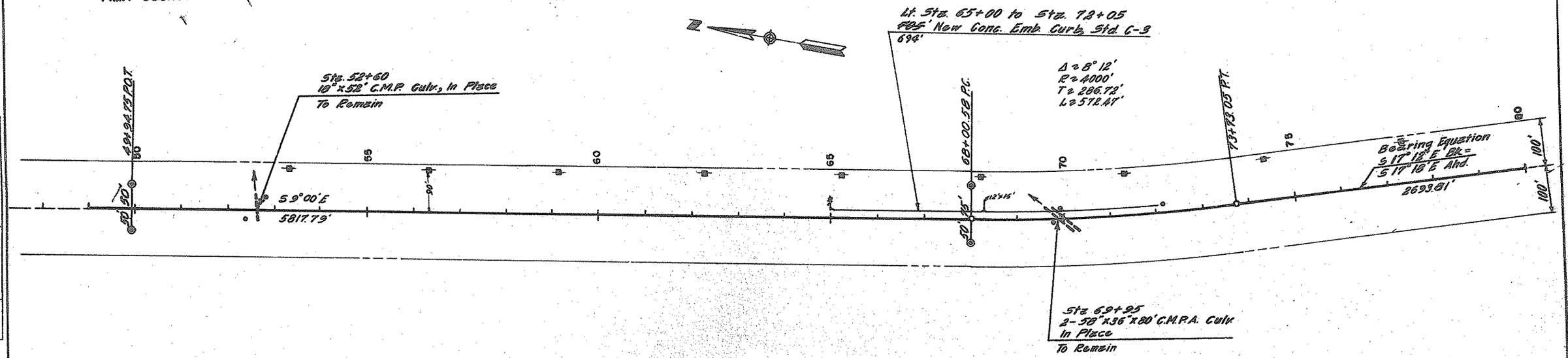

PLATE 1 PLAN-PROFILE U P R STANDARD
PIERCE PATTISON CO. CHICAGO - NEW YORK

10 | S-446(1) | 6 OF 25

| BPR REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 7 | 26 | Hurlbert 2-9-68 |

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

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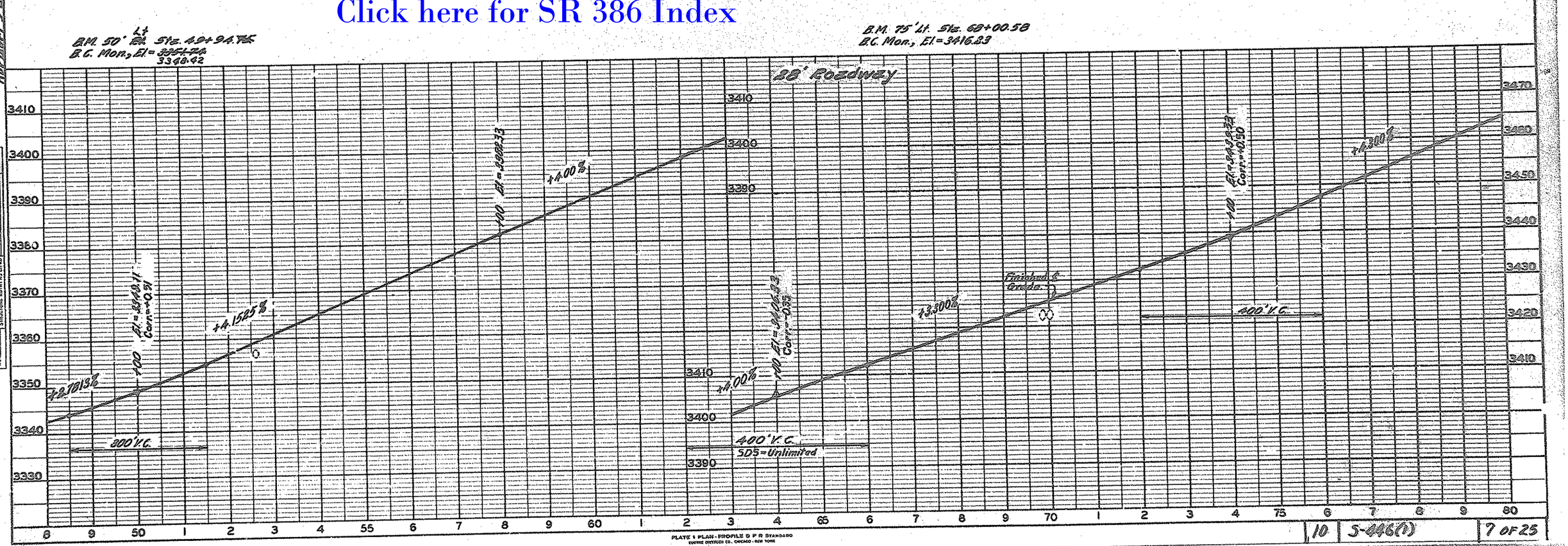


PLATE 1 PLAN - PROFILE © P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

| 10 | S-446(1) | 7 OF 25 |
|---|---|---|

| BPR REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 8 | 26 | Marlbert 4-8-68 |

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

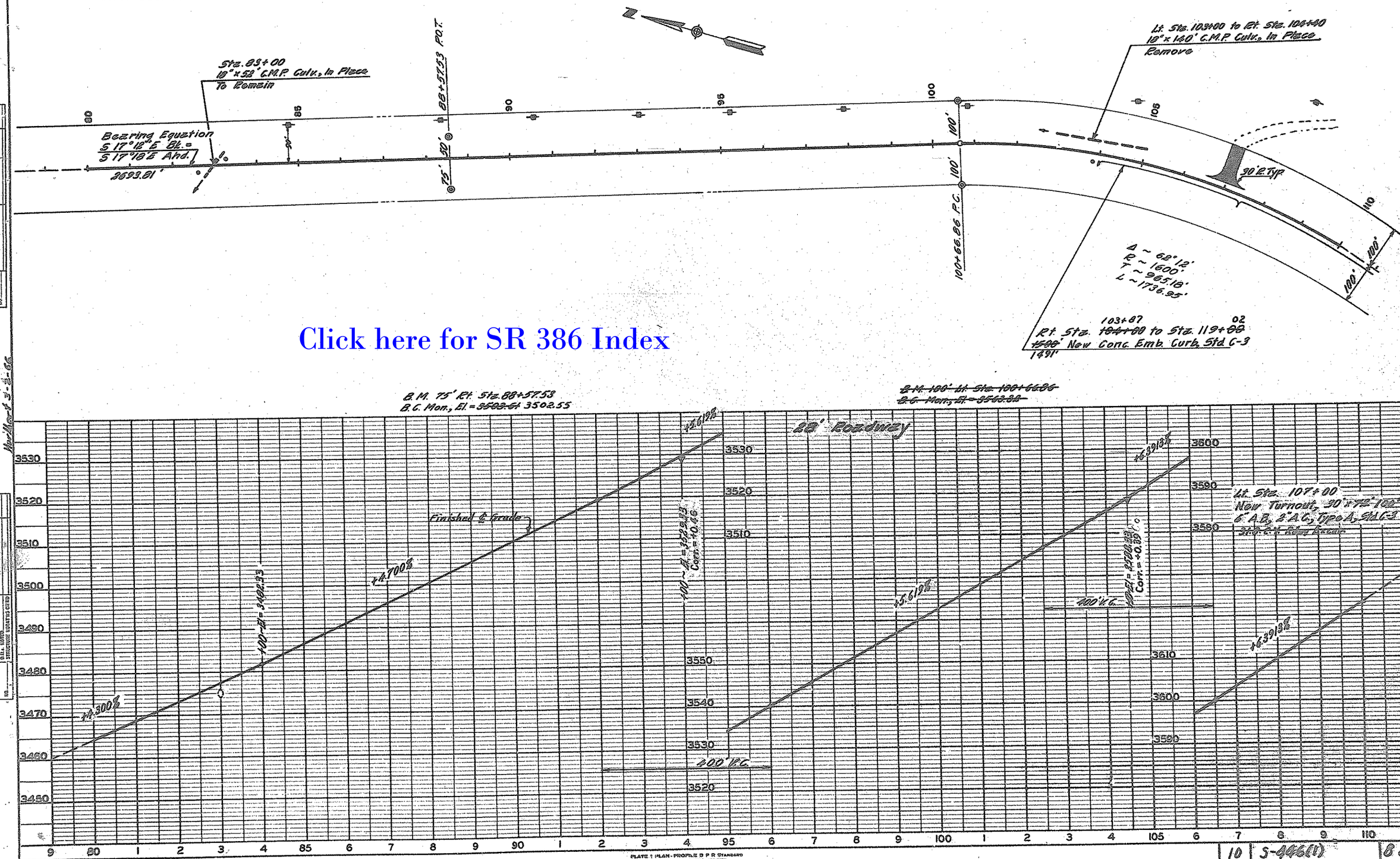


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PLATE 1 PLAN - PROFILE B P R STANDARD

| 10 | S-446(1) | 8 OF 25 |
|---|---|---|

| DIV. | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 9 | 26 | Nor'West' 3-2-68 |

# KITT PEAK OBSERVATORY ROAD
PIMA COUNTY

Sta. 119+18
29"x18"x54' C.M.P.A. Culv., In Place
To Remain

Sta. 114+14
29"x18"x70' C.M.P.A. Culv., In Place
To Remain

Sta. 114+18
New C.M.P.A. Culv. 29"x18"x70'
Sk. 30° Rt., Std. C-13.

Sta. 123+82.50
43"x27"x74' C.M.P.A. Culv., In Place
To Remain

Lt. Sta. 128+50
75' New Bank Protection
Type A, Std. C-23

Exist. Ditch & Dyke
To Remain

New Ditch & Dyke
10'x2'x488', Std. C-4
450'

S. 44° 54' W
2147.27'

Δ ~ 62° 12'
R ~ 1600'
T ~ 965.18'
L ~ 1736.95'

118+03.81 P.T.

New Channel
10'x3'x100', Std. C-4

New Channel
10'x4'x100', Std. C-4

Sta. 128+69
2-36"x58' C.M.P. Culv.
In Place
Remove

Sta. 128+55.26 to Sta. 128+68.74
New Conc. Box Culv.
1-10'x6'x43'-3½", 30° Sk. Rt.
See Bridge Sheet.

139+51.08 P.C.

Δ ~ 69° 02'
R ~ 1400'
T ~ 962.79'
L ~ 1686.80'

72 40
Rt. Sta. 139+80 to Sta. 142+09
260' 229' New Conc. Emb. Curb
Std C-3.

110'
120'

Click here for SR 386 Index

B.M. 50' Rt. Sta. 118+03.81
B.C. Mon., El. = 3660.62

B.M. 50' Lt. Sta. 118+03.81
B.C. Mon., El. = 3667.85

B.M. 18' Rt Sta 128+135
Brass Cap Elev. 3707.98

B.M. 45' Rt. Sta. 139+51.08
B.C. Mon., El. = 3771.13

B.M. 55' Lt. Sta. 139+51.08
B.C. Mon., El. = 3760.44

28' Roadway

+4.134%

+4.134%

+4.550%

+4.550%

+4.134%

New 10'x4'x100' Chan. Rt.

New 10'x4'x100' Chan. Rt.

36'C.Y. Dr. Excav.

320 C.Y. Dr. Excav.

Remove 2-36"x58' C.M.P. Culv. In Place

New 10'x6'x43'-3½" Conc. Box Culv., 30° Sk. Rt. See Bridge Sheet.

Sta. 128+55.26 to Sta. 128+68.74 Remove 1-10'x6'x43'-3½" Conc. Box Culv., 30° Sk. Rt.

1'-0" Pavement over Box

10 C.Y. Class A Concrete

New 10'x2'x488' Ditch & Dyke Lt.

488' C.Y. Dr. Excav.

400' V.C.

400' V.C.

600' V.C.

SDS = 500'

SDS = 410'

Finished Grade

Natural Ground Line

Sta. 128+69 2-36"x58' C.M.P. Culv. In Place Remove

Sta. 128+55.26 to Sta. 128+68.74 New Conc. Box Culv., 1-10'x6'x43'-3½" Conc. Box Culv., 30° Sk. Rt. See Bridge Sheet.

Sta. 114+14 29"x18"x70' C.M.P.A. Culv., In Place To Remain. Sta. 114+18 New C.M.P.A. Culv. 29"x18"x70' Sk. 30° Rt., Std. C-13.

Sta. 119+18 29"x18"x54' C.M.P.A. Culv., In Place To Remain.

Sta. 123+82.50 43"x27"x74' C.M.P.A. Culv., In Place To Remain.

Sta. 118+03.81 P.T. El. = 3664.45
Corr. = -1.19
+1.81 ~ New 29"x18"x70' C.M.P.A. Culv.
50 C.Y. Str. Excav.
45 C.Y. Spec. Comp.

Sta. 139+51.08 P.C. El. = 3771.13
Corr. = +1.21
New 10'x2'x488' Ditch & Dyke Lt.
488' C.Y. Dr. Excav.

PLATE 1 PLAN - PROFILE U P R STANDARD
EUGENE DIETZGEN CO. CHICAGO - NEW YORK

10 | S-446(1) | 9 OF 25

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEET | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 10 | 26 | November 12-9-48 |

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

Sta. 142+14
43"x29"x60' C.M.P.A. Culv. In Place
Remove
New C.M.P. Culv., 48"x60"
Skew 30° Rt., Std. C-13.

Sta. 149+40
30"x23"x52' C.M.P.A. Culv.
In Place
To Remain

Sta. 152+00
48"x76' C.M.P. Culv. In Place
To Remain

Sta. 156+25
18"x60' C.M.P. Culv. In Place
Remove
New C.M.P. Culv., 30"x60'
Skew 32° Lt., Std. C-13

Sta. 159+07
4 Unit Cattle Guard
To Remain

Sta. 162+05
24"x60' C.M.P. Culv. In Place
To Remain

Lt. Sta. 162+08 to Sta. 165+00
301'-3" New Conc. Emb. Curb,
Std. C-3.

Δ ~ 91°10'
R ~ 450'
T ~ 459.26'
L ~ 716.02'

171+92.13 P.T.

S 22° 46' W
625.92'

Δ ~ 69°02'
R ~ 1400'
T ~ 962.79'
L ~ 1686.80'

1379+51.08 P.C.

Rt. Sta. 141+71 to Sta. 142+36
65' New Conc. Emb. Curb,
Std. C-3.

Rt. Sta. 152+00
New Rip Rap Apron
20'x2'x12', Type B,
Std-C-23A

Rt. Sta. 150+54 to Sta. 152+80
225'-8" New Conc. Emb. Curb,
Std. C-3.

156+37.88 P.T.

N. 66°04'W
843.23'

Rt. Sta. 156+37 to Sta. 157+60
143'-11" New Conc. Emb. Curb,
Std. C-3.

New Channel
10'-0"x35'; Std C-4

164+81.11 P.C.

161+99
Rt. Sta. 162+00 to Sta. 164+03
203' New Conc. Emb. Curb,
Std. C-3

Rt. Sta. 162+53 to Sta. 169+83
Exist. 725' Road Guard
To Remain

Rt. Sta. 170+71 to Sta. 171+75
Exist. 100' Road Guard
To Remain

B.M. 50' Lt. Sta. 156+37.88
B.C. Mon.; El = 3810.05
B.M. 50' Rt. Sta. 156+37.88
B.C. Mon. El = 3805.09

B.M. 15' Lt. 159+07
B.C. in C.G. El = 3810.69

18' Roadway

+4.41 ~ 49 3/4" x 60' C.M.P.A. Culv. In Place, Remove; New 48"x60" C.M.P. Skew 30° Rt. 6 C.Y. Str. Exc. 25 C.Y. Spec. Comp.

Rt. Sta. 152+00
New 20'x2'x18" Rip Rap
Type B, Std. C-23A
18 C.Y. Rip Rap
126

+2.00%

-1.80%+1%

400' V.C.

+1.00%

+3.27 to Unit Cattle Guard, In Place To Remain

Remove & Replace 1 Pavement

155' 6'-0" C.M.P. Culvert, Skew 30° Rt. 6 C.Y. Str. Exc. 25 C.Y. Spec. Comp. 155' 6'-0" C.M.P. Culvert, Skew 32° Lt. 6 C.Y. Str. Exc. 25 C.Y. Spec. Comp.

Remove & Replace Pavement

Start 3.27 to Unit Cattle Guard, In Place To Remain

Finished Grade

+4.00%

165'-2" 30°22'30" Conc. ≈ 41.85

400' V.C.

3850 3840 3830 3820 3810 3800 3790 3780 3770

1 2 3 4 145 6 7 8 9 150 1 2 3 4 155 6 7 8 9 160 1 2 3 4 165 6 7 8 9 170 1 2 3

PLATE 1 PLAN-PROFILE B P R STANDARD
EDDIE BROCK CO. CHICAGO-NEW YORK

10 | S-446(1) | 10 OF 25

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, RE-UP MAY CHECKED, NOTE BOOK, NO.

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NOTATIONS CHED, NOTE BOOK, NO.

DATE, BY

Marlbard 3-2-46

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Click here for SR 386 Index

| ERR REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 11 | 26 | Nov. 1967 R-5-68 |

# KITT PEAK OBSERVATORY ROAD
PIMA COUNTY

Sta. 180+91
120"x70' S.P.P. Culv.
In Place
To Remain.

Rt. Sta. 178+52 to Sta. 180+43
New Rip Rap Gutter
6'x1'x191' Type B
Std. C-23A

Lt. Sta. 172+35 to Sta. 177+86
472' New Conc. Emb. Curb, 475'
Std. C-3.

Sta. 174+00
26"x90' C.M.P. Culv.
In Place
To Remain

S 82° 46' W.
625.98'

Sta. 174+86
36"x140' C.M.P. Culv.
In Place
To Remain

Rt. Sta. 173+48 to Sta. 178+52
501'584' New Conc. Emb. Curb,
Std. C-3

178+83.05 P.C.

Δ=80°12'
R=550'
T=463.14'
L=769.86'

185+92.91 P.T.

N. 77° 08' W.
654.12'

Sta. 183+64
36"x72' C.M.P. Culv.
In Place
To Remain

Rt. Sta. 180+43 to Sta. 185+08
1226'464' New Conc. Emb. Curb,
Std. C-3

Rt. Sta. 187+05 to Sta. 192+77
572' New Conc. Emb. Curb,
Std. C-3

Lt. Sta. 189+25 to Sta. 193+83
458' New Conc. Emb. Curb
Std. C-3

Sta. 187+30
24"x48' C.M.P. Culv.
L. Hdwls. In Place
To Remain

Sta. 191+81
48"x140' C.M.P. Culv.
In Place
To Remain

192+77.10 P.C.

Δ=75°04'
R=450'
T=345.71
L=589.57

192+66.67 P.T.

Rt. Sta. 192+81 to Sta. 197+65
Exist. 500' Road Guard
To Remain

Sta. 200+52
24"x64' C.M.P. Culv.
In Place
To Remain

Bearing Equation
S. 27° 54' W. Bk. =
S. 27° 46' W. Ahd.

Sta. 202+54
36"x192' C.M.P. Culv.
In Place
To Remain

Lt. Sta. 202+45 to Sta. 207+05
Exist. 250' Road Guard
To Remain

Sta. 203+97
48"x232' C.M.P. Culv.
In Place
To Remain

168.00'

152'±

200'

200'

203.55

100'

100'

200+70.22 P.C.

205+65.82 P.T.

N. 49° 26' W.
148.73'

207+36.55 P.C.

Δ=119°10'
R=250.00'
T=417.44'
L=515.60'

Rt. Sta. 200+08 to Sta. 205+45
524' 540' New Conc. Emb. Curb,
Std. C-3

B.M. 50' Rt. Sta. 178+28.05
B.C. Mon., El.=3872.37

B.M. 50' Lt. 178+28.05
B.C. Mon., El.=3875.85

B.M. Lt. Sta. 187+30
B.C. In Conc. Hdwl., El.=3933.45

28' Roadway

+6.90668

100' El.=3902.95
Corr. c+1.18

+4.00%

300' V.C.

Rt. Sta. 170+52 to Sta. 180+43
New 6'x1'x191' Rip Rap Gutter
Type B, Std. C-23A.
4.5 C.Y. Rip Rap

Finished Grade

Rt. Sta. 185+07 to Sta. 197+65
Exist. Type B A.C.I.O.

PLAN & PROFILE S P R STANDARD
CLARKE DIETRICH CO., CHICAGO - NEW YORK

| | | | |
|---|---|---|---|
| 10 | S-446(1) | 11 OF 29 | |

Click here for SR 386 Index

# KITT PEAK OBSERVATORY ROAD
PIMA COUNTY

| BPR REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 12 | 26 | Modified 2-5-88 |

Sta. 211+00
18"x 50' C.M.P. Culv.
L. Hdwl. In Place
Remove
New C.M.P. Culv., 24"x 56'
New L. Hdwl. Std. C-2, Std. C-13.

Sta. 215+39
24"x 70' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt. Sta. 215+40 to 223+00
New Rip Rap Gutter 6'x 1'x 760'
Type B, Std. C-23 A

Sta. 223+00
18"x 52' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt. Sta. 230+84 to Sta. 231+79
Exist. 100' Road Guard
To Remain

200+70.22 P.C.
Δ~ 118°10'
R~ 250'
T~ 417.44'
L~ 515.60'

205+85.66 P.T.
N 34°02'W
148.73'
207+34.55 P.C.
Δ~ 59°30'
R~ 300'
T~ 171.46'
L~ 311.54'
210+46.09 P.T.
N 86°28'W
223.08'
212+69.17 P.C.
Δ~ 39°18'
R~ 450'
T~ 160.68'
L~ 308.66'
215+77.83 P.T. Back
215+69.39 P.T. Ahd.
EQUATION
N 09°16'W
150.91'
217+30.23 P.C.
Δ~ 121°20'
R~ 250'
T~ 444.89'
L~ 529.42'
222+46.90 P.T. Ahd.
222+49.65 P.T. Back
EQUATION
S 04°26'W.
308.29'
225+55.19 P.C.
Δ~ 70°06'
R~ 650'
T~ 455.98'
L~ 795.26'
230+75
96"x 190' C.M.P. Culv.,
In Place
To Remain
233+51.65 P.T. Back
233+50.31 P.T. Ahd.
EQUATION
234+08.24 P.C.
S 74°58' W
80.59'

Rt. Sta. 200+76 to Sta. 210+26
Exist. 175' Road Guard
To Remain

41 25
Rt. Sta. 211+24 to Sta. 213+24
174' New Conc. Emb. Curb,
Std. C-3.

26 29
Rt. Sta. 224+33 to Sta. 232+31
768' New Conc. Emb. Curb,
Std. C-3.

B.M. 40' Rt. Sta. 221+85
B.C. Mon., El = 4187.58
B.M. 45' Lt. Sta. 223+28
B.C. Mon., El = 4203.20

B.M. Lt. Sta. 211+00
B.C. on Hdwl., El = 4104.41

B.M. Lt. Sta. 215+39
B.C. on Hdwl., El = 4137.15

B.M. Lt. Sta. 223+00
B.C. on Hdwl., El = 4189.35

28' Roadway

+6.98%

+1.00~ 18"x 50' C.M.P. Culv. In Place
Remove
New 24"x 56" C.M.P. Culv.
New L. Hdwl.
No. 3 58 C.Y. Str. Excav.
45 C.Y. Str. Comp.
1.0 C.Y. Rip Rap
Attach 2 #4 Conc. Reinf. Steel
at Hdwl. Joints

EQUATION
Sta. 215+76.83 P.T. Ba.
Sta. 215+60.83 P.T. Ahd.

Finished Grade

Lt. Sta. 215+40 to 223+00
New 6'-5"x 1'-9"x 768' Rip-rap Gutter
Type B1, Std. C-23A
1660 C.Y. Rip-rap

+1.60%

+10.00%

EQUATION
Sta. 223+00 = Sta. 223+16.35 P.T. Ba.
Sta. 222+46.90 P.T. Ahd.

Rt. Sta. 226+08 to Sta. 228+38
Exist. Type B, A.C.T.Q.

+7.00%

Sta. 231+00 to Sta. 233+30
Remove Temporary
Road Pavement
At Sta. 231+00 Lt.

EQUATION
Sta. 233+51.65 P.T. Ba.
Sta. 233+50.31 P.T. Ahd.

+10.00%

4090 4080 4070 4060 4050 4040 4030 4020 4010 4000 3990 3980 3970 3960 3950 3940 3930 3920 3910 3900

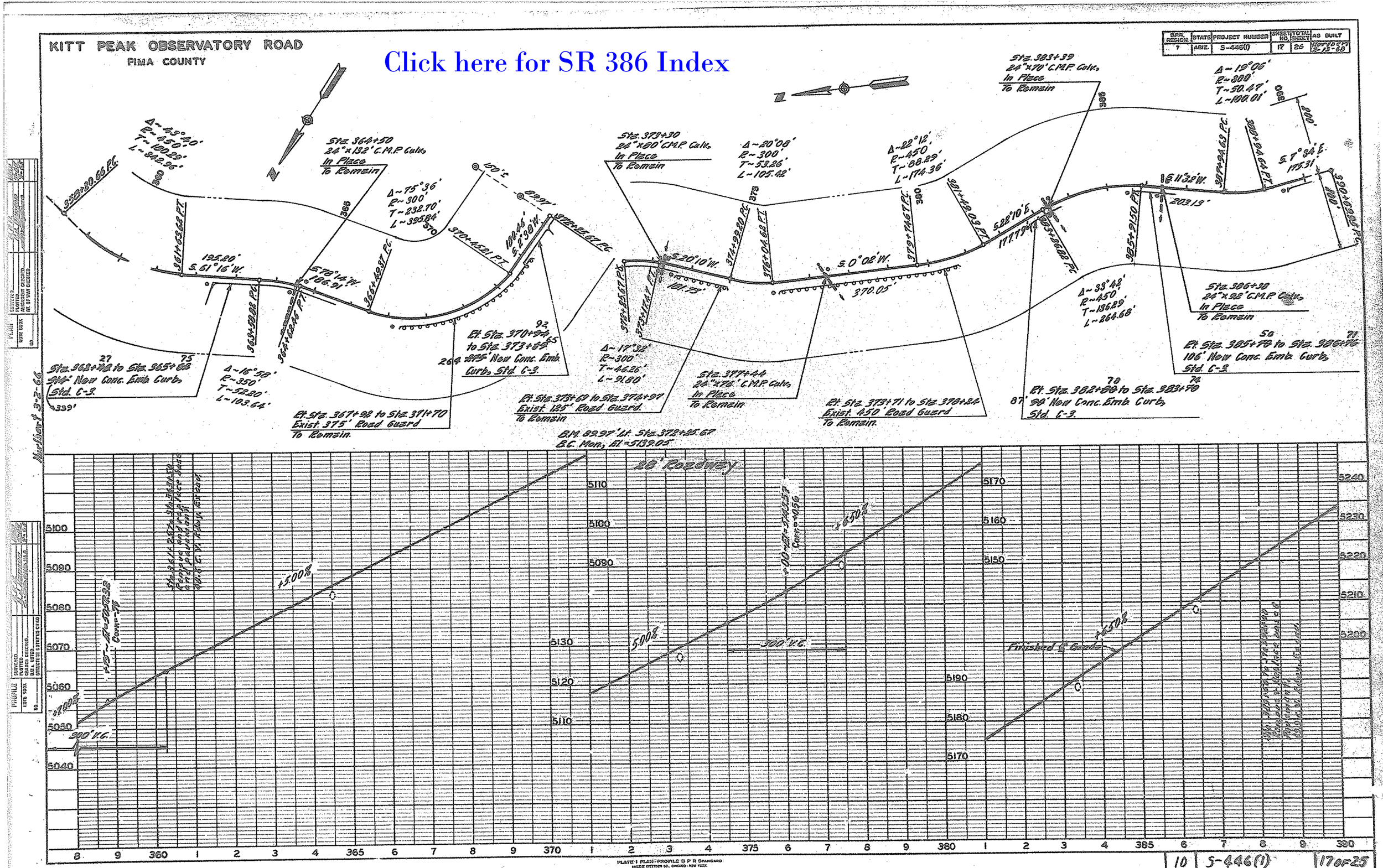
4170 4160 4150 4140 4130 4120 4110 4100 4090 4080 4070 4060 4050 4040 4030 4020 4010 4000 3990 3980

4260 4250 4240 4230 4220 4210 4200 4190 4180 4170 4160 4150 4140 4130 4120 4110 4100 4090 4080 4070

3 4 205 6 7 8 9 210 1 2 3 4 215 6 7 8 9 220 1 2 3 4 225 6 7 8 9 230 1 2 3 4 235

PLATE 1 PLAN - PROFILE B P R STANDARD
EUCLID ENGINEERING CO., CHICAGO - NEW YORK

10 | S-446(1) | 12 of 25


KITT PEAK OBSERVATORY ROAD
PIMA COUNTY
Click here for SR 386 Index
B.R.R. REGION 7
STATE ARIZ.
PROJECT NUMBER S-446(1)
SHEET NO. 17
TOTAL SHEET 26
AS BUILT
Sta. 364+50 24"x132' C.M.P. Culv. In Place To Remain
Sta. 373+30 24"x80' C.M.P. Culv. In Place To Remain
Sta. 383+39 24"x70' C.M.P. Culv. In Place To Remain
Sta. 386+38 24"x92' C.M.P. Culv. In Place To Remain
Sta. 377+44 24"x76' C.M.P. Culv. In Place To Remain
Rt. Sta. 367+92 to Sta. 371+70 Exist. 375' Road Guard To Remain.
Rt. Sta. 373+69 to Sta. 374+97 Exist. 125' Road Guard To Remain
Rt. Sta. 373+71 to Sta. 378+24 Exist. 450' Road Guard To Remain.
Rt. Sta. 385+70 to Sta. 386+76 106' New Conc. Emb. Curb, Std. C-3.
Rt. Sta. 382+80 to Sta. 383+70 98' New Conc. Emb. Curb, Std. C-3.
Sta. 362+48 to Sta. 365+82 314' New Conc. Emb. Curb, Std. C-3.
Rt. Sta. 370+94 to Sta. 373+69 275' New Conc. Emb. Curb, Std. C-3.
Δ~43°40' R~450' T~180.29' L~342.96'
Δ~75°36' R~300' T~232.70' L~395.84'
Δ~20°08' R~300' T~53.26' L~105.42'
Δ~22°12' R~450' T~88.29' L~174.36'
Δ~19°06' R~300' T~50.47' L~100.01'
Δ~16°58' R~350' T~52.20' L~103.64'
Δ~17°32' R~300' T~46.26' L~91.80'
Δ~33°42' R~450' T~136.29' L~264.68'
S.61°16'W. 195.20'
S.78°14'W. 186.91'
S.20°10'W. 181.73'
S.0°02'W. 370.05'
S.22°10'E. 177.79'
S.11°32'W. 203.19'
S.7°34'E. 175.31'
B.M. 89.97' Lt. Sta. 372+25.67 B.C. Mon., El.=5139.05
28' Roadway
+5.00%
+6.50%
300' V.C.
Finished ℄ Grade
PLATE 1 PLAN-PROFILE B P R STANDARD
10 S-446(1) 17 OF 25

# KITT PEAK OBSERVATORY ROAD
PIMA COUNTY

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 18 | 25 | Mar 18 to 7-13-68 |

Sta. 391+10
24"x 156' C.M.P. Culv.
In Place
To Remain

Bearing Equation
S. 41°15' W. Ahd. =
S. 21°00' W. Bk.
400.59'

S. 7°36' E.
176.21'

Δ = 28°40'
R = 350'
T = 78.33'
L = 174.57'

Sta. 393+83.93 P.C.

393

Sta. 394+58.50 P.T.

Sta. 395+00.00 Ft. Bk. = Sta. 395+03.97 Ahd.
EQUATION

Sta. 394+11 to Sta. 394+50
4.5% Non-Conc. Emb. Curb, Std. C-3.

Δ = 25°44'
R = 300'
T = 76.04'
L = 150.45'

Sta. 395+50
18"x 50' C.M.P. Culv.
L. Hdwl. In Place
To Remain

39
Sta. 394+77 to Sta. 395+44
3+54
51' 294' New Conc. Emb. Curb,
Std. C-3.

Sta. 395+54
New C.M.P. Culv. 24"x 56', Std. C-13
New Str. Hdwl. Lt., Std. C-9, Modified

Sta. 399+33
48"x 57'0" C.M.P. Culv.
In Place
To Remain

169.17'
S. 2°18' E.

Lt. Sta. 399+48 to Sta. 401+51
Exist. 200' Road Guard
To Remain

400

Sta. 396+58.22 P.T.

Δ = 72°29'
R = 340'
T = 256.22'
L = 430.16'

401+91.58 P.T.

Ft. Sta. 396+51 to Sta. 400+85
Exist. 400' Road Guard
To Remain

73
Ft. Sta. 396+58 to Sta. 400+54
489 394' New Conc. Emb. Curb,
Std. C-3.

401+85

Sta. 403+89
18"x 32' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Sta. 403+93
New C.M.P. Culv., 24"x 56', Std. C-13
New Str. Hdwl. Lt., Std. C-9, Modified

68'

Δ = 7°36'
R = 1000'
T = 66.34'
L = 132.76'

401+91.58 P.T.

S. 10°40' W.
234.43'

404+26.08 P.C.

408

408+26.48 P.T.

Bearing Equation
S. 62°44' W. Bk. =
S. 69°30' W. Ahd.

410

Sta. 408+16
18"x 64' C.M.P. Culv.
L. Hdwl. In Place
To Remain

604.82'

Ft. Sta. 408+21 to Sta. 413+24
Exist. 500' Road Guard
To Remain

412+98.81 P.C.

Sta. 412+10
18"x 60' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Δ = 89°14'
R = 250'
T = 246.66'
L = 389.35'

416+18.66 P.T.

416

Lt. Sta. 417+03 to Sta. 419+56
Exist. 250' Road Guard
To Remain

420

S. 30°20' W.
349.24'

S. 86°44' E.
245.38'

100'±

82.5'±

Sta. 416+68.02 P.C.

Δ = 45°04'
R = 250'
T = 103.47'
L = 196.67'

48"x 41'0" C.M.P.

Ft. Sta. 416+93
to Sta. 420+99.34
348 New Conc. Emb.
Curb, Std. C-3.

341'

Sta. 417+90
24"x 104' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Ft. Sta. 416+93 to Sta. 419+46
Exist. 250' Road Guard.
To Remain.

B.M. 30' Lt. Sta. 391+65
B.C. Mon., El = 5250.60

B.M. Brass Cap on Lt. Hdwl. 30' Lt.
Sta. 395+54 Elev. 5261.84

B.M. Lt. Sta. 403+89
B.C. on Hdwl., El = 5302.76

B.M. Lt. Sta. 408+16
B.C. on Hdwl., El = 5332.56
5332.56

B.M. Lt. Sta. 412+10
B.C. on Hdwl., El = 5358.01

B.M. 60' Lt. Sta. 418+35
B.C. Mon., El = 5410.42

Northbound 3-2-66

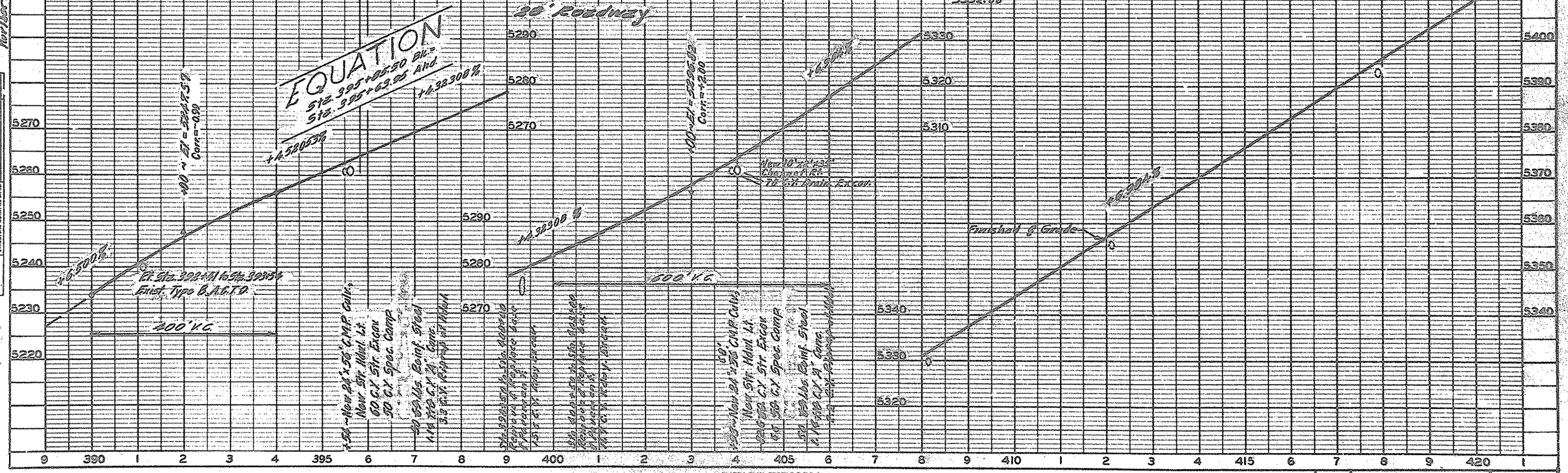



PLATE 1 PLAN-PROFILE & P D STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

| 10 | S-446(1) | 18 OF 25 |
|---|---|---|

Click here for SR 386 Index

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

Click here for SR 386 Index

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEET | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 20 | 26 | Hurlburt 12-13-68 |

N

Lt. Sta. 458+21 to Sta. 454+35
216' New Conc. Emb. Curb, Std. C-3.

New Channel
10'x4'x175', Std. C-4

Δ=34°00'
R=250'
T=76.43'
L=148.35'

Δ=30°30'
R=375'
T=102.24'
L=199.62'

Δ=72.30°
R=240'
T=176.40'
L=304.24'

461+42.82 Ft. Ahd. = 461+42.06 Ft. Bk. EQUATION.

S 39°10' W.
169.06'

450+71.97 P.C.

Sta. 451+98
24"x 90' C.M.P. Culv.
In Place
To Remain

227.46'
S 4°50' E.

455+50.81 P.C.

455+88.32 Ft. Ahd. = 455+50.40 Ft. Bk. EQUATION

S 35°20' E.
48.61'

461+78.59 P.C.

S 26°20' E.
36.23'

Sta. 458+97
15"x 70' C.M.P. Culv.
L. Hdwl., In Place
To Remain

Δ=7°00'
R=900'
T=55.05'
L=109.96'

Ft. Sta. 452+10 to Sta. 458+38
Exist. 625' Road Guard
To Remain

B.M. 60' Lt. Sta. 451+80
B.C. Mon., El=5612.02

B.M. Lt. Sta. 458+97
B.C. on Hdwl., El=5653.14

Ft. Sta. 461+24 to Sta. 463+32
208' New Conc. Emb. Curb, Std. C-3

Sta. 4712+05
24"x 198' C.M.P. Culv.
In Place
To Remain

Δ=61°40'
R=240'
T=143.26'
L=258.31'

465

466+04.78 Ft. Ahd. = 465+62.63 Ft. Bk. EQUATION

N 35° 14' E.
344.27'

467+63 P.R.C.

N 77° 09' E.
178.67'

466+01.40 P.C.

Bearing Equation
S 83°28' E. Bk. =
S 83°06' E. Ahd.
109.63'

467+48.41 P.T.

Δ=17°30'
R=500'
T=76.96'
L=152.76'

Ft. Sta. 461+60 to Sta. 466+00
Exist. 450' Road Guard
To Remain
F.A.M. #1

B.M. 45' Lt. Sta. 471+49.03
B.C. Mon., El=5738.80

Sta. 470+20
24"x 140' C.P.P. Culv.
In Place
To Remain.

N 82°28' E.
140.74'

470+54.62 P.T.

471+28.49 P.C.

Δ=47°08'
R=250'
T=109.05'
L=205.66'

Δ=60°00'
R=550'
T=317.54'
L=575.96'

200'

480+71.39 P.T.

S 37°30' E.
330.01'

Ft. Sta. 477+78 to Sta. 480+85
300' 42" New Conc. Emb. Curb, Std. C-3.

Lt. Sta. 480+80 to Lt. Sta. 482+50
8"x 290' Perf. C.M.P. Culv.
In Place
To Remain

463+11
Ft. Sta. 469+83 to Sta. 471+50
296' 42" New Conc. Emb. Curb, Std. C-3

472+17

22' Roadway

EQUATION
Sta. 464+50.40 Bk. =
Sta. 464+52.02 Ahd.

EQUATION
Sta. 466+04.78 Bk. =
Sta. 466+04.16 Ahd.

Lt. Sta. 466+00 to Sta. 469+00
Slope Rounding
6000 C.Y. Rdwy. Excav.

6000 C.Y. Rdwy. Excav. to Sta. 476+00

EQUATION
Sta. 461+43.06 Bk. =
Sta. 461+42.68 Ahd.

+3.96%

+10.00%

+6.92%

+6.92%

+6.50%

+6.50%

Finished Grade

New 10'x4'x175' Chan. Std. C-4, 3646 C.Y. Rdwy. Excav.

400' V.C.

El=5671.00

El=5711.00

Sta. 452+90 to Sta. 453+50
Remove & Replace Base & Pavement
362 C.Y. Rdwy. Excav.
42.9

Sta. 453+50 to Sta. 457+00
Remove & Replace Base & Pavement
1966 C.Y. Rdwy. Excav.

Sta. 466+00 to Sta. 469+00
Remove & Replace Base & Pavement
1414 C.Y. Rdwy. Excav.

Lt. Sta. 477+30
New Turnout, 20'x 40'
6" A.B., 2" A.C. Type C
Std. C-3

5660 5650 5640 5630 5620 5610 5600 5670 5660 5650 5720 5710 5730 5720 5710 5780 5770 5810 5800 5790 5780 5770 5760

450 1 2 3 4 455 6 7 8 9 460 1 2 3 4 465 6 7 8 9 470 1 2 3 4 475 6 7 8 9 480 1 2

PLATE 1 PLAN - PROFILE D P B Standard
EUCLID DIETZGEN CO., CHICAGO - NEW YORK

| 10 | S-446(1) | 20 OF 25 |
|---|---|---|

Hurlburt 3-2-66

# KITT PEAK OBSERVATORY ROAD
PIMA COUNTY

Click here for SR 386 Index

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 21 | 26 | VERTICAL CURVES 5-19-66 |

Sta. 490+48
24"x64' C.M.P. Culv.
In Place
To Remain

Δ=18°32'
R=600'
T=97.90'
L=194.06'

Δ=58°55'
R=290'
T=158.15'
L=297.98'

EQUATION
Bearing Equation
N.32°15'E.
S.32°15'E. Ahd.

Δ=100°44'
R=250'
T=301.84'
L=439.53'

Lt. Sta. 506+32 to Sta. 508+35
Exist. 200' Road Guard
To Remain

Lt. Sta. 508+40 to Sta. 512+00
New 6'x1'x360' Rip Rap Gutter
Type B, Std. C-23 A.

Δ=59°24'
R=350'
T=199.64'
L=362.85'

Sta. 507+00
24"x128' C.M.P. Culv.
In Place
To Remain

Ft. Sta. 506+32 to Sta. 511+92
540' New Conc. Emb. Curb,
Std. C-3.

Sta. 484+50
18"x40' C.M.P. Culv.
L. Hdwl., In Place
To Remain

Ft. Sta. 484+38 to Sta. 488+71
Exist. 425' Road Guard
To Remain

Δ=64°24'
R=250'
T=157.43'
L=281.00

Ft. Sta. 486+98 to Sta. 492+48
522' New Conc. Emb. Curb,
Std. C-3 Rt. Sta 491+74 to 493+25

Sta. 494+53
24"x60' C.M.P. Culv.
L. Hdwl., In Place
To Remain

Ft. Sta. 494+13 to Sta. 499+93
Exist. 575' Road Guard
To Remain
150' New Road Guard, Std. C-1-1. Replacement.

Ft. Sta. 497+36 to Sta. 500+36
300' New Conc. Emb. Curb,
Std. C-3

Δ=18°26'
R=400'
T=64.90'
L=128.69'

Sta. 502+30
18"x66' C.M.P. Culv.
L. Hdwl., In Place
To Remain

Ft. Sta. 502+16 to Sta. 505+32
Exist. 325' Road Guard
To Remain

Ft. Sta. 506+32 to Sta. 508+32
Exist. 200' Road Guard.
To Remain.

B.M. Lt. Sta. 484+50
B.C. on Hdwl, El=5821.98

B.M. 30' Lt. Sta. 490+60
B.C. Mon., El=5881.26

B.M. 45' Lt. Sta. 492+45
B.C. Mon., El=5869.80

B.M. Lt. Sta. 494+53
B.C. on Hdwl, El=5891.67

B.M. Lt. Sta. 502+30
B.C. on Hdwl, El=5938.05

28' Roadway
Lt. Sta. 494+00 to Sta. 497+00
Slope Rounding
6000 C.Y. Rdwy Excav

6000 C.Y. Rdwy Excav to Sta. 326+00

+6.50%
+7.00%
200' V.C.
Ft. Sta. 483+71 to Sta. 490+39
Exist. Type B, A.C.T.O.

+7.00%
+5.51%
Ft. Sta. 490+39 to Sta. 494+00
Remove & Replace Exist. 6" C.M.P. Culv. with 24" C.M.P. Culv.

EQUATION
Sta. 499+20.75 Ahd.
Sta. 499+20.75 Ahd.

Furnished Q Grade

+5.51%
+7.00%
400' V.C.

+5.51%
+7.00%
100' V.C.

PLATE I PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

| 10 | S-446(1) | 21 OF 25 |
|---|---|---|

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# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

| DPR REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 22 | 26 | Surfaced 6-15-68 |

Sta. 531+88 24"x72' C.M.P. Culv. In Place To Remain

Sta. 532+10 24"x82' C.M.P. Culv. In Place To Remain

Sta. 522+00 18"x42' C.M.P. Culv. L. Hdwl. In Place To Remain

Sta. 513+00 Cat No Guard In Place To Remain

511+82.55 P.T.

Δ=4°48' R=1000' T=41.91' L=83.76'

Δ=124°08' R=250' T=471.50' L=541.63'

Δ=36°32' R=500' T=165.04' L=318.81

Δ=62°16' R=220' T=151.11' L=271.84'

Δ=6°44' R=1000' T=76.36' L=152.43'

Δ=79°40' R=250' T=208.54' L=347.61'

N. 22°40' E. 422.85'

N. 9°04' W. 275.65'

N. 17°46' W. 434.79'

N. 13°52' W. 201.97'

527+91.14 P.C.

527+07.96 P.C.

528+28.71 P.C.

533+42.32 P.T.

540+07.21 P.T.

542+06.61 P.T.

513+03.46 P.C.

512+45.00 P.T.

528+72.88 P.C.

528+24.91 P.T.

Sta. 513+20 New C.M.P. Culv. 24"x70' New L. Hdwl. Lt. Std. C-9, & Std. C-13

Sta. 514+29 18"x50' C.M.P. Culv. L. Hdwl. In Place To Remain.

Sta. 527+88 18"x60' C.M.P. Culv. L. Hdwl. In Place To Remain

Sta. 535+68 18"x62' C.M.P. Culv. In Place To Remain

Sta. 540+13 18"x64' C.M.P. Culv. In Place To Remain

Bearing Equation N 84°-34' E. Bk. = N 69°-00' E. Ahd.

142.10' = 100'

200' EQUATION

5412+96.99 P.I. Bk. = 5413+59.00 P.I. Ahd.

Elt. Sta. 517+20 to Sta. 520+23 Exist. 300' Road Guard To Remain

Elt. Sta. 520+23 to Sta. 525+97 500' New Conc. Emb. Curb, Std. C-3.

Elt. Sta. 527+88 to Sta. 540+38.71 1302' New Conc. Emb. Curb, Std. C-3.

Elt. Sta. 527+69 to Sta. 529+62 Exist. 200' Road Guard To Remain

Elt. Sta. 528+55 to Sta. 534+56 Exist. 200' Road Guard To Remain

Elt. Sta. 538+60 to Sta. 547+88 Exist. 925' Road Guard To Remain

B.M. Elt. Sta. 513+00 B.C. on C.G., El.= 6006.65

B.M. Lt. Sta. 514+29 B.C. on Hdwl. El.= 6012.30

B.M. Lt. Sta. 522+00 B.C. on Hdwl. El.= 6062.44

B.M. Lt. Sta. 527+82 B.C. on Hdwl. El.= 6092.65

B.M. 40' Lt. Sta. 538+85 B.C. Mon., El.= 6175.17

B-M. Brass Cap on Hdwl. Lt. Sta. 513+20 Elev. 6006.33

100'-N Unit C.G., In Place To Remain Sta. 512+53 to Sta. 513+53 To Remain and Sta. 513+53 to Sta. 514+53 To Be Removed Remove & Replace Base and Pavement 35'C.Y. Asph. Emuls.

20' Roadway

+4.00% L=41.39 El.=6041.39

+6.21998

+6.18008

+4.00% New 24"x70' C.M.P. Culv. New L. Hdwl. Lt. 60 C.Y. Str. Excav. 50 C.Y. Spec. Comp. 97 Lbs. Reinf. Steel 288 C.Y. Approx. 2:2 Sl. Slope at Hdwl. +00 = 2015.93 Corr. = -0.81

Pt. Sta. 520+23 to Sta. 521+90 Exist. Type B, A.C.T.O.

Furnish & Install 100'-24" C.M.P. Culv. Remove & Replace Base & Pavement 106 C.Y. Asph. Emuls.

+6.01998

+6.88568

Pt. Sta. 531+08 to Sta. 532+53 Exist. Type B, A.C.T.O.

+6.27878

EQUATION Sta. 5412+96.99 Bk. = Sta. 5413+59.00 Ahd.

Pt. Sta. 539+40 to Sta. 536+40 Exist. Type B, A.C.T.O.

Pt. Sta. 539+40 to Sta. 540+38.71 Exist. Type B, A.C.T.O.

6000 6010 6020 6030 6040 6050 6060 6070 6080 6090 6100 6120 6140 6150 6160 6170 6180

2 3 4 515 6 7 8 9 520 1 2 3 4 525 6 7 8 9 530 1 2 3 4 535 6 7 8 9 540 1 2 3 4

PLATE 1 PLAN - PROFILE D P R Standard EUGENE DIETZGEN CO. CHICAGO / NEW YORK

| 10 | S-446(1) | 22 OF 25 |
|---|---|---|

Click here for SR 386 Index

# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEET | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446(1) | 24 | 25 | Northcott 3-13-68 |

Lt. Sta. 579+30 to Sta. 582+53
Exist. 300' Road Guard
To Remain

Lt. Sta. 580+13 to Sta. 582+52
252' ~~240'~~ New Conc. Emb. Curb, Std. C-3

Sta. 579+71
18"x 64' C.M.P. Culv.
In Place
To Remain

Lt. Sta. 576+60 to Sta. 578+13
Exist. 150' Road Guard
To Remain

Lt. Sta. 584+43 to Sta. 586+01
Exist. 175' Road Guard
To Remain

Sta. 590+17
24"x 60' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt. Sta. 588+74 to Sta. 590+52
Exist. 175' Road Guard
To Remain
25' New Road Guard, Std. C-7-1, Replacement
25' Added by F.A.W. #1

Lt. Sta. ~~592+64~~ to Sta. ~~594+80~~
465' New Conc. Emb. Curb,
Std. C-3

Lt. Sta. 588+44 to Sta. 602+17
Exist. 950' Road Guard
To Remain
175' New Road Guard
Std. C-7-1
Replacement.

Sta. 600+00
18"x 46' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt. Sta. 602+71 to Sta. 604+40
Exist. 175' Road Guard
To Remain

Lt. Sta. 597+39 to Sta. ~~599+52~~ 599+20
121' ~~130'~~ New Conc. Emb. Curb,
Std. C-3

Sta. 595+32
24"x 84' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Sta. 582+67
36"x 60' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Sta. 585+03
24"x 80' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt Sta 590+75 to 592+85
50' New Road Guard
F&W #1.

Bearing Equation
N. 5° 14' E. Bk. =
N. 5° 34' E. Ahd.

EQUATION

Sta. 571+84.58 P.T.
Sta. 574+66.69 P.C.
Sta. 576+28.14 P.T.
Sta. 578+64.69 P.C.
Sta. 579+71.54 P.T. Ahd.
Sta. 579+86.17 P.T. Bk.
Sta. 580+23.92 P.C. Ahd.
Sta. 580+38.55 P.C. Bk.
Sta. 581+63.43 P.C.
Sta. 582+83.47 P.T.
Sta. 585+03 P.C.
Sta. 587+06.42 P.T.
Sta. 589+66.42 P.C.
Sta. 591+06.42 P.T.
Sta. 593+06.42 P.C.
Sta. 593+13.57 P.C.
Sta. 595+06.42 P.T.
Sta. 597+06.42 P.C.
Sta. 598+21.55 P.C.
Sta. 601+83.34 P.T.
Sta. 604+83.34 P.T.

Δ~54° 16'
R~230'
T~117.07'
L~217.84'

Δ~57° 10'
R~385'
T~209.76'
L~384.13'

Δ~26° 42'
R~300'
T~71.19'
L~139.90'

Δ~60° 16'
R~400'
T~232.18'
L~420.74'

Δ~9° 50'
R~300'
T~25.81'
L~51.49'

Δ~27° 04'
R~300'
T~72.21'
L~141.78

Δ~22° 06'
R~250'
T~48.82'
L~96.43'

Δ~67° 18'
R~150'
T~106.41'
L~293.65'

N. 55° 40' E.
303.13'

N 22° 22' E.
122.63'

N 25° 12' E.
114.61'

N. 0° 36' E.
261.71'

N. 21° 30' W.
123.06'

401.71'

146'
120'
69'
60'
40'
100'
200'

+32.5
11°±27'

+40.5
11°±13'

+36
10°±15'

+72
20°±30'

B.M. 40' Rt. Sta. 580+30
B.C. Mon., El = 6441.45

B.M. El. Sta. 585+03
B.C. on Hdwl., El = 6469.34

B.M. El. Sta. 590+17
B.C. on Hdwl., El = 6503.80

B.M. El. Sta. 600+00
B.C. on Hdwl., El = 6572.73

B.M. 20' Lt. Sta. 604+75
B.C. Mon., El = 6585.11

28' Roadway

Lt. Sta. 575+04 to Sta. 576+60
Exist. Type B, A.C.T.O.

Lt. Sta. 586+41 to Sta. 588+72
Exist. Type B, A.C.T.O.

EQUATION
Sta. 591+11.90
Sta. 591+28.50 Bk.
=
Sta. 591+28.50 Ahd.

EQUATION
Sta. 589+06.17 Bk.
=
Sta. 589+21.81 Ahd.

+6.95%

+6.95%

+1.00%

+7.00%

+6.91.90%

Sta. 590+00 to Sta. 591+00
Remove & Replace Base
& Pavement.
60 C.Y. Earth Excav.

El = 6441.55

4000 C.Y. Slide Removal to Sta. 326+40

Finished Grade

El. Sta. 591+00 to Sta. 593+00
Remove Slide
4000 C.Y.

6590
6580
6570
6560
6550
6540
6530
6520
6510
6500
6490
6480
6470
6460
6450
6440
6430
6420
6410
6400
6390

4 575 6 7 8 9 580 1 2 3 4 585 6 7 8 9 590 1 2 3 4 595 6 7 8 9 600 1 2 3 4 605 6

PLATE 1 PLAN-PROFILE B P R STANDARD
EUGENE DIETZGEN CO., CHICAGO - NEW YORK

| 10 | S-446(1) | 24 OF 25 |
|---|---|---|

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# KITT PEAK OBSERVATORY ROAD

PIMA COUNTY

| DIST. REGION | STATE | PROJECT NUMBER | SHEET NO. | TYPICAL SHEET | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | S-446 (1) | 25 | 26 | NOT AS-BUILT 2-15-68 |

Lt. Sta. 608+04 to 608+79
Exist. 75' Road Guard.
~~75' New Road Guard Std. C-71 Replacement~~

Lt. Sta. 610+12 to Sta. 612+65
Exist. 253' Road Guard
To Remain

Sta. 611+94
24"x 80' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Lt. Sta. 612+65
to Sta. 614+45
250' New Conc. Emb. Curb, Std. C-3.

Lt. Sta. 614+45 to Sta. 615+09
Exist. 225' Road Guard
To Remain

Lt. Sta. 615+09 to Sta. 617+37
Exist. 228' Road Guard
To Remain

Lt. Sta. 622+82 to Sta. 629+90
708' New Conc. Emb. Curb, Std. C-3.

Sta. 619+00
18"x 54' C.M.P. Culv.
L. Hdwl. In Place
To Remain.

Lt. Sta. 619+47 to Sta. 624+12
Exist. 475' Road Guard
To Remain
+50' Replacements ~ F.A.W. 1st L.

Lt. Sta. 630+58 to Sta. 632+65
207' New Conc. Emb. Curb
Std. C-3.

Lt. Sta. 629+78 to Sta. 632+03
Exist. 225' Road Guard
To Remain

Sta. 629+00
18"x 42' C.M.P. Culv.
L. Hdwl. In Place
To Remain

Sta. 624+00
24"x 48' C.M.P. Culv.
L. Hdwl. In Place
To Remain

END PROJECT
Sta. 637+12.05

B.M. Et. Sta. 611+04
B.C. on Hdwl., El.= 6654.55

B.M. Et. Sta. 619+00
B.C. on Hdwl., El.= 6692.13

B.M. Et. Sta. 624+00
B.C. on Hdwl., El.= 6782.14

B.M. Et. Sta. 629+00
B.C. on Hdwl., El.= 6751.67

Lt. Sta. 612+65 to Sta. 614+45
Exist. Type B, A.C.T.O.

28' Roadway

EQUATION
Sta. 615+51.46 Bk. =
Sta. 615+46.60 Ahd.

Finished Grade

Note:- Sta. 637+12.05
New A.C. to meet existing grade of Observatory parking lot.

PLATE 1 PLAN - PROFILE O P R Standard
EUGENE DIETZGEN CO., CHICAGO - NEW YORK