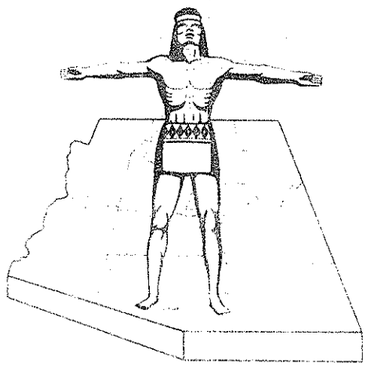


STATE OF ARIZONA
STATE HIGHWAY DEPARTMENT

RIGHT OF WAY PLAN OF THE

ASHFORK- FLAGSTAFF HWY.

STATE HIGHWAY

PROJECT NO. I-40-3 (15) 187

COCONINO

COUNTY

FED ROAD DIV NO	STATE	PROJECT NO		
7	ARIZ.	I-40-3-(15)-187	1	12

RIGHT OF WAY MAP NO. D-3-T-551

ALIGNMENT, RIGHT OF WAY, AND [illegible] APPROVED IN ACCORDANCE [illegible] (SHEETS 1 THRU 12)
DATE 12-4-1962 R. E. Lawrence

APPROVED IN ACCORDANCE [illegible] Nov. 8, 1963 ARIZONA HIGHWAY [illegible] RES NO. 63-71

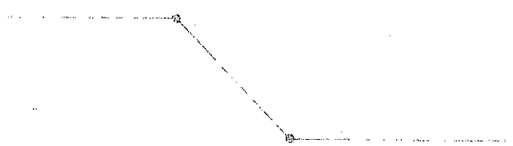
[illegible] 66700

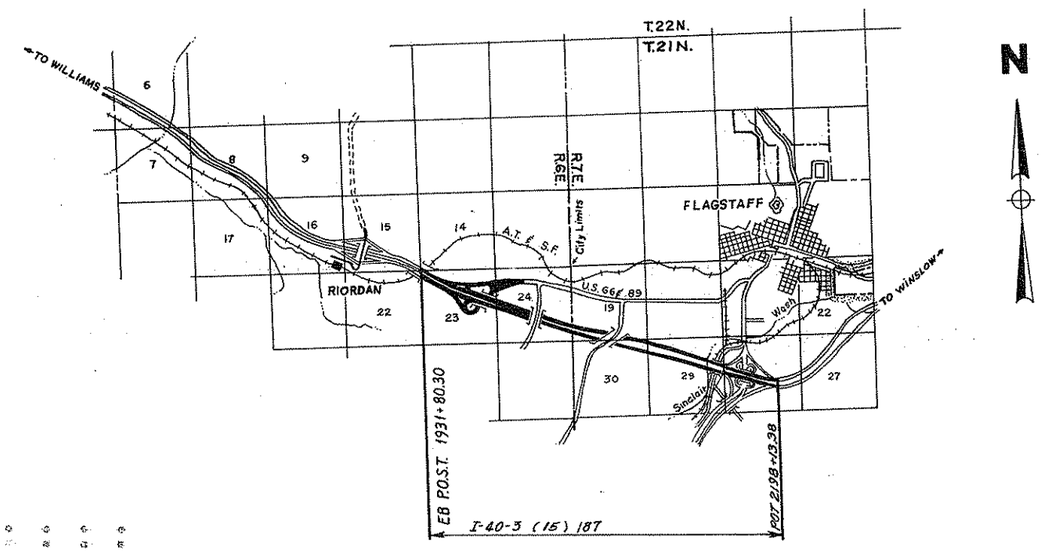
6726	9-12-84	R.L.R.	FINALIZED.

Click here for SR 89A Index

NOTE:

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





CONVENTIONAL SIGNS

HIGHWAY CENTER LINE
STATE AND NATIONAL LINES
CITY LIMITS
COUNTY LINE
TOWNSHIP AND RANGE LINES
SECTION LINE
HIGHWAY R/W LINE (NEW)
RAILROAD R/W LINE
PROPERTY LINE
LOT AND PROPERTY LINE (WITHIN EXISTING R/W)
RAILROAD
COMMON R.R. AND HWY. R/W LINE
ACCESS TO BE DENIED
ACCESS OPEN
PARCEL ITEM No's
FOREST, NAT'L. MONUMENTS, AND INDIAN BOUDARIES
LAND GRANT BOUNDARY
R/W MARKER
HIGHWAY R/W LINE (EXISTING)
SUBDIVISION OR LOT LINE

TELEPHONE LINE
POWER LINE
WATER LINE
GAS LINE
SEWER LINE
STORM DRAIN
UNDERGROUND TEL. CABLE
BARBED WIRE FENCE
CHAIN LINK FENCE
POWER TRANSMISSION LINE
TELEPHONE & POWER LINE
POWER POLE WITH TRANSFORMER
DOWN GUY
LIGHT POLE
FIRE HYDRANT
WATER METER
WATER VALVE
MANHOLE
EXIST. ROAD OR TRAVELED WAY
GAS METER
GAS VALVE

ARIZONA [illegible]
APPROVED FOR RIGHT OF WAY AQUISITION
STATE [illegible]
[illegible] 8-16-65
DEPUTY STATE ENGINEER

DEPARTMENT [illegible]
BURYA
APPROVED
DIVISION [illegible]

MAP REVISIONS

C.O. NO	DATE	NAME	DESCRIPTION
764	8-11-65.	J. Mc.	Added Signature Block for Revised R/W on Sheet 12.
6726	9-10-84	R.L.R.	FINALIZED.

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF
COCONINO COUNTY

OWNERSHIP RECORD SHEET

6726	9-12-84	R.L.R.	FINALIZED
9065	7-8-96	J.C.H.	Added Parcels 3-450, 451 & 453
9104	12-11-96	M.T.P.	Changed owner name to Par. 3-450
"	"	"	and deleted Par. 3-452

C.O.#	DATE	BY	REVISIONS DESCRIPTION
	12-14-62	J.H.J.	Added Part Sec. 28 To Item D-333
	1-30-63	J.H.J.	Added Item No. D-337-1
	2-7-63	J.H.K.	Revised Item #D-337-& D-338
105	10-6-65	J.H.J.	Added D-337-2
312	5-6-64	J.H.J.	Revised Areas on Item #D-337 & Added Sht. 6 7410
	11/16/65	E.T.E.	Added Parcels D-337-2-A, D-337-A
2103	1-16-69	M.B.	Added D-337-3
2773	3-16-71	T.E.K.	Added D-331-4, -5, -6; & Deleted D-337-A
3240	4-21-72	Q.G.M.	Revised Area Parcel D-337-5, Added Parcel 3-137.
4958	8-26-77	R.M.M.	Added Parcel D-337-B
5105	4-7-81	[illegible]	REVI: R/W TAKE AREA PAR. D-337; ADD PAR. 3-219.
6080	10-15-82	L.B.	REVI'D R/W TAKE AREA PAR D337.

PROJECT NO.	I-40-3 (15) 187
DRAWING NO.	D-3-T-551
SHEET NO.	2 OF 12
DRAWN BY	Dick C.
DATE COMP.	1- 4 - 62
SCALE	1" = 100'

	ITEM	OWNER	DESCRIPTION	R/W Acreage Taken	EASEMENT Acreage Taken	Acreage Remaining	Date Acquired	SHEET No.	ACQUISITION RECORD: COMMISSION APPROVAL	TYPE & DATE OF INSTRUMENT	RECORDED DATE	RECORDED BOOK	RECORDED PAGE
	D-333	ARIZ. LBR. & TIMBER CO.	PART NW¼ SW¼ SECTION 28 T.21 N. R.7E. PART SECTION 29 T.21 N. R.7E.	112.64		None 538.7		8 & 9 6, 7	5-19-64	WD 4-20-64	6-22-64	220	565-6
	D-334	Flagstaff Educational Foundation, a corp.	S½ N½ NW¼ NE¼ SECTION 30 T21N R7E	2.1		7.9		6, 12	10-11-63	WD 6-19-63	5-19-64	219	174-5
	D-335	Frances Burt McAllister, a widow	NE¼ SE¼ SECTION 24 T21N R6E	1.2		38.8		5	1-29-65	F.O.C. 5-5-65	5-14-65	235	260-1
	D-336	Ermelinda Zonzucchi, et al	NW¼ SE¼, S½ NE¼ SW¼ SECTION 24, T21N, R6E	16.6		43.4		4, 5	7-15-63	WD 6-20-63	8-28-63	207	747-8
	D-337	COCONINO NAT'L FOREST	SECTION 23, T.21 N., R. 6 E.	~~119.5~~ 106.4				3, 4, 10	4-14-64	S.U.P. 8-10-62 AMENDED 3-27-64 ***			
			W½ W½ SECTION 24, T.21 N., R. 6 E.	13.1				4					
	D-338	STATE OF ARIZONA	PART of SECTION 30, T21N, R7E	33.0		72.0		5, 6, 11	1-19-62	R/W Grant 10-27-61	11-22-77	657	195-7
			S½ SW¼, Part of SE¼ SECTION 19, T21N, R7E	39.83				5, 6, 11					
	D-338-L1	ANDY# V.A. PALMER (C-6-U)	S½ SW¼, S½ S½ SE¼ SECTION 19, T21N, R7E					5, 6, 11	See Parcel D-338				
	D-338-L2	F.B. McALLISTER (G-1543)	S½ SW¼, S½ S½ SE¼ SECTION 19, T21N, R7E					5, 6, 9					
*	D-337-1	William R. Bourdon, et ux	SW¼ SW¼, W½ SE¼ SW¼, W½ E½ SE¼ SW¼ SEC. 28 T.21 N. R.7 E.	0.2		57.6		8 & 9	1-31-64	WD 12-19-63	2-27-64	215	396-7
*	D-337-2	Coconino Co. Hwy Dept.	PART S½ NW¼ Sec. 28 T.21N. R.7E.	Improvements Only For Land See Parcel No. D-337-3				12	10-30-64	QCD 10-22-64	12-3-64	228	138-9
*	D-337-2A	Coconino County Hwy. Dept.	Part of S½ NW¼, Sec. 28 T.21N R.7E.	1.1A	800 sq.ft.	4.4A		12	See Parcel No. D-337-3				
	~~D-337-A~~	~~Coconino National Forest~~	~~Part of SE¼ NW¼, Part of SW¼ NE¼ Section 28 T.21N. R.7E.~~ 3-16-71 C.O. 2773	~~DELETED~~									
*	D-337-3	Coconino County Board of Supervisors	W½ SE¼ NW¼, W½ E½ SE¼ NW¼, W½ NE¼ SW¼, W½ E½ NE¼ SW¼, E½ SE¼ NE¼ SW¼, Sec. 28 T.21 N., R.7E., G&SRB&M.	30.25A.	800 Sq.ft.	33.4A.		8, 9 & 12	11-13-68	Easement Deed and ▲ See below	2-4-69	323	414-8
*	D-337-4	Frances B. McAllister	Part of N½ NE¼ SW¼, Sec. 24, T.21 N. R. 6 E.	8.1				4 & 5	6-7-68	Easement 2-6-67	6-25-68	307	287-8
*	D-337-5	Arizona Board of Regents for N.A.U.	Pt. of E½ NE¼ NE¼ SW¼, N½ N½ SE¼, Sec. 28, T.21N. R.7E.	~~1.9~~ 1.8				9	2-13-69	Easement 4-13-67	3-18-69	326	376-7
*	D-337-6	Ariz. Lumber & Timber Co.	Part of SW¼ NW¼, Sec. 28, T. 21 N. R. 7E.	17.5				8, 9 & 12	6-10-66	Easements 2-24-65 9-8-65	6-29-66	254	702-5
*	3-137	Arizona Board of Regents for N.A.U.	Part of S½ NW¼ SE¼ Sec. 28, T.21 N., R.7E.	12.9		7.1	4-24-71	9	5-19-72	Easement 4-24-71	6-9-72	427	237-8
	D-337-B	Coconino Nat'l Forest	Part of SW¼ NE¼, Sec. 23. T.21N., R.6E.	0.36A.				4		SEE PAR D-337			
**	3-219	FRANCES B. McALLISTER	PT. S½ SE¼, SEC. 24 T.21N. R.6E. & PT. SE¼ SE¼, SEC. 19 T.21N. R.7E.	**14.3			2-10-81	5 & 6	4-8-81	ESMT. 2-10-81	4-23-81	831	301-03
①	3-450	Dr. C. J. HOFER TRUST ET AL.	Pt. LOTS 2, 3 & 4 PARCEL 1 "UNIVERSITY HEIGHTS"	1.38		4.04		7 & 8					
①	3-451	CITY of FLAGSTAFF	LOT 1, PARCEL 1 "UNIVERSITY HEIGHTS"	0.44	0.29	1.39		7 & 8					
①	~~3-452~~	~~ARIZONA LUMBER Co.~~	~~PT. NW 4 SW 4 SEC. 20 T. 21N. R.7E.~~	~~0.54~~	DELETED = 1-3-97			~~7 & 8~~					

▲ Slope Easement 2-3-69

* Note:
Parcels D-337-1, D-337-2, D-337-2-A, D-337-3, D-337-4, D-337-5, D-337-6 & 3-137 are National Forest Exchange Parcels, for complete acquisition data See Parcel No. D-337, Coconino National Forest.

** PARCEL 3-219 IS FOR FOREST EXCHANGE ONLY.

① NEW R/W ACQUIRED FOR CONST. PROJ. 040 CN 195 H2676 01C/ NH-40-3(71)

Click here for SR 89A Index

ASHFORK- FLAGSTAFF HWY.
RIORDAN O.P.- FLAGSTAFF SECTION
COCONINO COUNTY

PROJECT NO.	I-40-3(15)187 R/W
DRAWING NO.	D-3T-551
SHEET NO.	3 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1"= 100'

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: E.R.B. DRAWN: J.P.N.

Note #2:-
All R/W in Section 22 is to be acquired under Project No. I-40-3(14)175 Map No. D-3-T-547.

Note #3:-
This Exist. R/W (Old 66-1934) is as recorded in Book 5-Page 616.

NOTE: Interstate 40 center line and section tie data from location survey. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records and other sources.

REVISIONS

C.O. #	DATE	BY	DESCRIPTION
312	5-8-64	J.H.J.	Added Exist R/W for "Old 66" (1934) & Showed New ties
"	"	"	for U.S.N. Obs. Rd.
2773	2-10-71	T.E.K.	Chg'd & Added dim's & bearings for Ease. Deed
6080	10-15-82	LB	Zip & Noted Area Abandoned Res. 82-04-A-24
6726	9-12-84	R.L.R.	FINALIZED

Click here for SR 89A Index

ASHFORK - FLAGSTAFF HWY.
RIORDAN O.P. - FLAGSTAFF SECTION
COCONINO COUNTY

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: E.R.B. DRAWN: J.P.N. CK: [illegible] 12-8-61

PROJECT NO.	I-40-3(15)187 R/W
DRAWING NO.	D-3T-551
SHEET NO.	4 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1" = 100'

Registered Professional Engineer (Civil) CHARLES W. D. HAYDEN Dec. 31, 1961 ARIZONA, U.S.A.

MATCH SHEET 10

WEST FLAGSTAFF INTERCHANGE

WESTBOUND ℄

EASTBOUND ℄

Ramp "D"

Ramp "E"

Ramp "B"

Ramp "A"

Cross Rd. "A"

Exist. U.S. Hwy. 66

Exist. R/W

NEW R/W

Approx. Mid-Sec. Line

Approx. 1/16 Sec. Line

Match Line

Limits of Slope

Ramp "D" Curve
Δ = 198°32'50"
R = 200.00
L = 518.53

Ramp "B" Curve Data
Δ = 146°10'20" Rt.
R = 150.00
L = 382.68

Ramp "A" Curve Data
Δ = 26°30'20" Rt.
D = 6°00'00"
R = 954.93
T = 224.91
L = 441.76

Cross Rd. "A" Curve Data
Δ = 106°58'10"
D = 12°00'00"
R = 477.47
T = 644.90
L = 891.41

Sta. 0+00 Begin Ramp "D" 12' Lt. W.B. Sta. 1964+29.36

P.T. 3+55.09

P.O.T. 11+00 End Ramp "E"

E.B. & W.B. P.O.T. 1957+00.00

E.B. & W.B. P.O.T. 1970+00.00

E.B. 1971+37.93 ℄ W.B. 1972+39.07 3 Span Cont. Girder Bridge. St. 18°02'10"Rt.

E.B. 1970+85.43 ℄ E.B. 1972+08.57 3 Span Cont. Girder Bridge. St. 18°02'10"Rt.

12' Rt. E.B. Sta. 1970+80.00 = Sta. 9+53.84 End Ramp "B"

Sta. 23+57.27 P.O.T. Cross Rd. "A" = Sta. 1972+00 P.O.T. W.B. ℄

Sta. 21+51.11 P.O.T. Cross Rd. "A" = Sta. 1971+50.00 P.O.T. E.B. ℄

Sta. 21+11.11 P.T.

P.T. Sta. 6+83.56

Sta. 3+02.68 P.T.

Sta. 0+00 P.C.C. 16' Lt. Sta. 18+19.70 P.C. Cross Rd. "A"

Sta. 18+19.70 P.C. Cross Rd. "A" 16' Rt. Sta. 18+19.70 P.C. Cross Rd. "A"

Sta. 12+19.70 P.O.T. End Ramp "A" 16' Rt. Sta. 18+19.70 P.C. Cross Rd. "A"

Sta. 4+58.65 P.C.

Sta. 9+60.41 P.T.

12' Rt. E.B. Sta. 1952+75 Sta. 0+00 Begin Ramp "A"

New #2 Gate W.B. 1976+00 10'x8'x93'-0" C.B.C.

E.B. 1974+00 10'x8'x84'-0" C.B.C.

No. 2 Gate

New #1 Gate

Chain Link Fence

Exist. Fence

Exist. 6 Strand B/W Fence

5 Wire Fence

New R/W 1977

100' Rt. Sta. 1979+22 E.B.

100' Rt. Sta. 1972+20.78

100' Rt. Sta. 24+85.35

100' Lt. 1973+24.99 W.B. ℄

L.T.B. N57°39'38"E

S. 64°41'30"E. L.T.B.

S. 38°11'10"E. L.T.B.

S 79°53'42"W 329.64'

N 64°41'30" W (Calc.)

S 69°11'30" E

N 63°08'10" W (Calc.)

N 38°11'15" W (Calc.)

N 41°23'20" W (Calc.) 318.69 (Calc.)

No Access

N 34°50'00" E (Calc.)

1447.00'

1347.74'

951.91' (Calc.)

1702.37'

1195.22'

1702.37'

1960

1970

1980

1950

25

20

15

5

T21N RGE

Click here for SR 89A Index

Sect. Cor. Fnd. 2" Iron Pipe in Mound of Stone - 4" Post with F.S. Marker.

14 13 23 24

(Calc.) 2642.65 2638.00 (Calc.)

E.B. & W.B. P.O.T. 1985+0000

E.B. & W.B. P.O.T. 1990+0000

E.B. & W.B. P.O.T. 1992+5000

E.B. & W.B. P.O.T. 2000+4338

E.B. & W.B. P.O.T. 2005+0000

E.B. & W.B. P.O.T. 2010+0000

E.B. P.O.T. 1981+0000

E.B. P.O.T. 1988+0000

New Game Fence

4516.88'

1323.57 (Calc.)

N 89°54'58"E (Calc.)

"Forest Exchange"

N½ NE¼ SW¼

S½ NE¼ SW¼

D-337-4

D-336

60" C.M.P.

Remove Fence Within R/W

P.O.T. 1988+13.59 Section Tie

P.O.T. 1988+90.62 Section Tie

¼ Cor. Fnd. Post in Mound of Stone

S 72°11'E (Calc.)

N 10°15'20" W (Calc.)

51.23'

55.93'

5122.46'

N 64°58'38" W (Calc.)

Exist. 6 Strand B/W Fence

Approx. 1/64 Sec. Line

Approx. 1/16 Sec. Line

280.21 (Calc.)

1125.11 (Calc.)

270.05 (Calc.)

104.18 (Calc.)

Not Found

23 24 26 25

T21N RGE

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: E.R.B. | DRAWN: J.P.N. | CK:

PROJECT NO.	I-40-3(15)187 R/W
DRAWING NO.	D-37-551
SHEET No	5 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1"=100'

Registered Professional Engineer (Civil) — Arizona — Charles W. Boyden — Dec. 31, 1961 — Arizona, U.S.A.

Match Line — P.I. Sta. 2+61.34 — Sta. 0+90.00 P.C. — 0+00 Begin Constr. Dairy Road — Match Line

℄ Const. Easement Δ=22°30'00" Rt. D=5°30' T=171.34'

Approx. Mid-Section Line N 0°01'30" E — Temp. Const. Easement — No Access

N½ NE¼ SW¼ — D-337-4 — "Forest Exchange"

NW¼ SE¼ — D-336 — 2020

NE¼ SE¼ — D-335 — 2030 — Approx. ¼ Sec. Line N 0°09'55" E

E.B. W.B. P.O.T. 2010+00.00

Sta. 4+28.46 P.T. — Cattle Guard W/Gate — W.B. P.O.T. 2017+55.00 — Sta. 5+34.00 Dairy Rd.

4516.88' — New Game Fence — 1233.10 — NEW R/W — W.B. P.O.T. 2029+40.00

W.B. P.C. 2032+81.87 — Lc=257.02 R=11,359.16 — L=864.96' R=11,359.16' — Remove Within R/W Exist. 4 Strand B/W Fence — 3-219 — 2040

Limits of Slope — 120' — 100' — 270.77 (R) — 494.92 (R) — N 89°53'00" E — Limits of Slope

211.27 — 113.59 — 26.32 (R) — 280.65 — 126.88 — 280.00

WESTBOUND ℄ — S 69°11'30" E

W.B. 2017+07.50 to 2018+02.50 3 Span R.C. Cont. Slab Bridge

N 89°54'00" E — Approx. ¼ Sec. Line — 560.41

N 0°01'25" E 664.00' — 36" C.M.P. — Exist. Dirt Rd. — N 20°48'30" E — Dairy Rd.

E.B. 2017+07.50 to 2018+02.50 3 Span R.C. Cont. Slab Bridge

P.I. Sta. 2039+46.19 — MATCH LINE — SE¼ SE¼

353.24 — 1320.31 — 280.00 — E.B. 2029+00 10°44'52" C.B.C.

Limits of Slope — 100' — 1125.11 — No Access — 734.90 — EASTBOUND ℄ — S 69°11'30" E — Limits of Slope

E.B. P.O.T. 2017+55.00 — Sta. 7+34.00 Dairy Rd.

50' x 422' Const. Easement — Cattle Guard W/GATE — 1522.46' — NEW R/W — New Game Fence

MATCH LINE — 50' R/W Sta. 2013+40 Exist. Dirt Rd. — D-336 — D-336 — 3-219

687.07 — N 89°53'00" E — Approx. ¼ Sec. Line — 40' ELEC. LINE EASMT. & TO A.P.S. CO., DATED 5-23-80, REC. 10-29-80, DKT. 811, Pg. 47.

S½ NE¼ SW¼ — Temp. Const. Easement — Sta. 10+50.00 End Const. Dairy Rd. — SW¼ SE¼ — E.B. P.O.T. 2027+50.00 — N 0°09'48" E — E.B. P.O.T. 2040+00.00

Click here for SR 89A Index

Westbound Curve
Δ = 6°32'10" Lt.
D = 0°30'00"
R = 11459.16
T = 654.32
L = 1307.22

24 — 19 — ¼ Cor. Fd. Hub in Mound of Stones — 3-219 — 2040 — MATCH LINE

(R) 1585.63 — N 0°18'10" E — 1629.83 — W.B. P.T. 2045+99.09 — D-338 D-338 L1 D-338 L2 — 2050 — W.B. P.O.T. 2051+81.32 — W.B. P.O.T. 2056+33.30 — 2060 — E.B. P.O.T. 2061+00.00 — W.B. P.O.T. 2061+29.80

100' Lt. Sta. 2044+23.73 LOCAL TANGENT BRG.: S 74°51' 04" E — L=175.36 R=11,359.16' — New Game Fence To Sta 2067 — No Access — 2082.91

Sec. Line W.B. P.O.C. Sta. 2049+49.26 — Limits of Slope — NEW R/W — S 75°43'40" E — WESTBOUND ℄

Sec. Line P.O.S.T. 50°17 Ahd. P.I. — P.I. 2039+46.19 — Varies — SE¼ SE¼

472.33 — 263.75 — 2053.00 — Sec. Line P.O.S.T. 06.29 Ahd. P.I. — S½ SW¼

Limits of Slope — 100' — P.I. 2045+37.48 — Sec. Line E.B. P.O.C. Sta. 2045+40.14 — 1377.30 — S 74°02'50" E — EASTBOUND ℄

5122.46 — R=11,559.16 L=454.07 — L=525.51' — 100' Rt. Sta. 2045+68.63 — NEW R/W — No Access — New Game Fence To 2064+50

Eastbound Curve
Δ = 4°51' 20" Lt.
D = 0°30'00"
R = 11459.16
T = 485.85
L = 971.11

E.B. P.O.T. 2040+00.00 — E.B. P.C. 2040+51.59 — 3-219 — 574.48 — 688.96 — D-338 — D-335 L1 — D-338 L2 — E.B. P.T. 2050+22.70 — E.B. P.O.T. 2051+18.20 — E.B. P.O.T. 2057+52.00

T21N R7E — T21N RGE — 24 — 19 — 25 — 30 — Fd. Hub in Mound of Stones

Sta. 8+00.50 P.T. — New R/W — 5 Wire Fence — 100' Lt. W.B. 2066+82.00 — 50' Rt. Woody Mtn. Rd. 10+13.40 — 100' Lt. W.B. 2067+97.47 — 50.00' Rt. Woody Mtn. Rd. 9+55.41 — W.B. P.O.T. 2070+00.00 — NOTE: MATCH SHEET-11

1357.17 — 2282.3 — 1871.37 — No Access — Sta. 2066+82.00 W.B. Sta. 11+00 Woody Mtn. Rd. — 3 Span T Girder Bridge — MATCH LINE — Varies

Exist. Dirt Rd. to Woody Mtn. — 24" C.M.P. — 114°46'20" C — Exist. 4 Strand B/W Fence Remove within R/W — Sta. 2065+29.07 E.B. Sta. 14+74.41 Woody Mtn. Rd. — 3 Span T Girder Bridge — ¼ Cor. Found Hub in Mound of Stones — 198.91

100' Rt. E.B. 2064+86.0 & 50.00' Rt. Woody Mtn. Rd. 16+20.83 — 100' Rt. E.B. P.O.T. 2066+71.96 — Limits of Slope — 558.02 — 5 Wire Fence

1377.30 — NEW R/W — No Access — 1222.30 — 481.41 — 1192.93 — NEW R/W

T21N R7E — T21N RGE — 24 — 19 — 25 — 30 — Fd. Hub in Mound of Stones — N 85°47'00" E — 210.54 — 1900.62 — ℄ Woody Mtn. Rd. — New R/W — D-338

NOTE: Interstate 40 center-line and section tie data from location survey. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records and other sources.

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: E.R.B. DRAWN: J.P.N. CK: [illegible] 12-8-61

PROJECT NO.	I-40-3(15)187 R/W
DRAWING NO.	D-3T-551
SHEET NO.	6 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1"=100'

Registered Professional Engineer (Civil) — Certificate 5605 — R. C. CARLSON — Expires Dec. 31, 1962 — Arizona, U.S.A.

SW¼ SE¼ — SE¼ SE¼ — T21N R7E — Approx. ¼ Sec. Line — 3-219

40' ELEC. LINE ESMT. ℄ TO A.P.S. Co., DATED 5-23-80 REC. 10-20-80, DKT. 811, Pg. 43-4.

Fd. Mound of Stones — 30 — 19 — 20 — 29

Exist Dirt Road to Woody Mtn. — No Access 4 Strand b/w Fence (Exist.) Remove Within R/W — D-338 — D-338 L1 — D-338 L2

P.O.T. 2075+90.00 — P.O.T. 2076+00.00 — P.O.T. 2080+00.00 — P.O.T. 2080+60.00 — P.O.T. 2088+00.00 — P.O.T. 2089+00.00 — P.O.T. 2092+60.00 — P.O.T. 2093+60.00 — P.O.T. 2096+00.00 — P.O.T. 2096+30.00

100' Lt. W.B. Sta. 2086+68.84 — 1326.65 — 5 Wire Fence — 1152.59 — NEW R/W — Limits of Slope — W.B. ℄ — 2070 — 2080 — 2090 — 2100

1871.37 — ½ Cor. Found 3/4" I.P. in Mound of Stones — Sta. 2082+86.15 P.O.T. — S 75°43'40" E — Sta. 2098+97.69 P.O.T.

N.B. 2093+60 6"x6"x 105'-6" "C.B.C." — 394.79 (Remove Within R/W) — End 4 Strand Smooth Wire Fence — N 10°26'10" W

N 89°37'40" E — 1326.65 — Approx. Section Line — 1538.51 — N½ N½ NW¼ NE¼ — 334.51 — N 0°26'10" W — NE¼ NE¼ — 692.29 — 390.36

MATCH LINE — Varies — Exist Dirt Road — N 0°26'30" W — 1322.64 — Approx. Section Line — MATCH LINE

N 89°47'00" E 198.91 — 19 — 30 — ¼ Cor. Found Hub in Mound of Stone — E.B. ℄ — Sta. 2070+16.86 P.O.T. — 5 Wire Fence — Limits of Slope — NEW R/W — 1192.92 — New Access Road to Sta. 2075

Remove — 4 Strand b/wemrod (Exist.) — (R) 740.13 N 89°42'40" E — (R) 215.74 — S 74°02'50" E — E.B. ℄ — Limits of Slope — NEW R/W — 1382.90

E.S. 2092+00 6"x6"x 107'-0" "C.B.C." — Sta. 2099+89.95 P.O.T. — 6" Water Line Road — End 6" City of Flagstaff Water Line — No Access

S½ N½ NW¼ NE¼ — (R) 771.48 — D-334 — D-338 — D-333

D-333 — P.C. 2106+57.33 — (No Access 6" Water Line Road (Exist.) East 6" City of Flagstaff Water Line) — NEW R/W — 815.90 — W.B. ℄ — Limits of Slope — 2-36" C.M.P. — S 75°43'40" E — 2110 — 2120 — 2130

Westbound Curve Data
Δ = 15°18'20" Rt.
D = 0°30'00"
R = 11459.16
T = 1539.72
L = 3061.11

L = 3087.83 — R = 11,559.16 — P.I. Sta. 2121+77.05 — 360°-24'-20"E — 5 Wire Fence — 36" C.M.P. — Limits of Slope

NW¼ NW¼ — T21N R7E — Approx. ¼ Sec. Line — NE¼ NW¼ — NW¼ NE¼

Eastbound Curve Data
Δ = 10°19'00" Rt.
D = 0°30'00"
R = 11459.16
T = 1034.96
L = 2063.33

Approx. Section Line — N 0°26'30" W — 6471.99 — Approx. ¼ Section Line — 16 Wire Telephone Line — Ashfork-Williams Line — SW¼ NE¼ — P.I. Sta. 2126+34.44 — 36°-43'50"E — Varies — MATCH LINE

S 74°02'50" E — E.B. ℄ — Limits of Slope — 1580.61 — NEW R/W — R = 11,359.16 — L = 2045.33 — Limits of Slope

P.O.T. 2104+50.00 — P.C. 2114+50.00 — P.C. 2115+99.98 — D-333 — SE¼ NW¼

NOTE:
Interstate 40 center-line and section tie data from location survey. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records and other sources.

Click here for SR 89A Index

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

REVISIONS			
C.O.#	Date	By	Description
357	9/14/64	L.F.W.	Moved Vehicular Passes On E.B. & W.B. Lanes
"	"	"	Added Const. Co.'s 2131+50 W.B., Lengthened
"	"	"	Pipe Culvs. @ 2137 E.B. & 2143+50 W.B.
493	9/16/65	J.B.	Added P.O.T. 2154+00 E.B. & Bearing Equa. on Sec. Line 29-28.
512	11-5-69	F.L.R.	Added 100'x100' Temp. Const. Ease. 2131+75-2132+75
			Left of W.B.
6726	9-22-94	M.L.P.	FINALIZED.
9065	1-31-96	S.C.H.	Added detail for NEW R/W 1996
9104	1-3-97	MTP	DELETED PAR. 3-452.

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: E.R.B. DRAWN: J.P.N. CK: W.R.H. 12-8-64

PROJECT NO.	I-40-3(23)187 R/W
DRAWING NO.	D-3T-551
SHEET NO.	7 of 12
DRAWN BY	J.P.N.
DATE	Nov. '64
SCALE	1"=100'

REGISTERED LAND SURVEYOR
CERTIFICATE NO. 9104
ARIZONA, U.S.A.

INTERSTATE 40 E.B. ℄
S 63°52'40"E
2150
100'
R=280'
L=118.76'
N 63°52'40"W
90.86'
NEW R/W 1996
LOT 4
N38°39'42"W
684.29'
EXST. R/W
UNIVERSITY HEIGHTS
Case 2 Maps 276-276 D
50'
65'
LOT 3
NEW TEMP CONST. ESMT.
165'
20'
20'
LOT 2
LOT 1
U.S. 89A
40'
DRAINAGE EASEMENT
DETAIL "A"
NOT TO SCALE

Removed by U.S.G.S. 1965
SEC. COR. FD.
MATCH LINE N.01°50'00"W.Bk. (Sec. 29)
2654.52'
N.01°50'00"W.Bk.
I-40 W.B.
Δ=68°21'30"
D=1°00'00"
R=5729.58
T=5567.72
L=6835.84
W.B. P.C. 2155+76.1
125' U. W.B. POC. 2165+92.16
5 Wire Fence
New R/W
N29°38'40"E
25.00'
L=75.2'
Δ=0°25'16"
Δ=20°24.59'
NEW R/W
Limits of Slope
2158+84.75 ℄ Track
55.70'
2158+04
Approx. Mid-Section Line
New R/W
POC. 2157+89.75 to P.O.C. 2160+36.25
New 6 Span Bridge
Southwest Lumber Mills R.R.
W.2335
Varies
Remove
2251.33'
2251.1'
Line Cor. Fd. 1/16 Cor. Fd.
2800.81'
5 Wire Fence
Remove
POT. 2157+26.25 to P.O.C. 2160+72.75
New 6 Span Bridge
(R) 269.53'
4.83'
D-333
156.40'
EXIST. R/W
175' Ft. Con. Pit 2157+69.53
DELETED 1-03-97
3-452
3-450
3-451
NEW ACCESS CONTROL
Sill 75'
182.54'
NEW TCE
LOT 4
433.86'(R)
40'(R)
E.B. P.O.T. 2154+00
LOT 3
LOT 2
LOT 1
SHEET 8
352.67'(R)
36.06'(R)
DRAINAGE EASEMENT
UNIVERSITY HEIGHTS
Case 2 Maps 276-276 D
UNIVERSITY HEIGHTS DR.
280.00'(R)
420.81' R.I.E.B.℄
P.O.T. 2159+16.51
283.28'(R)
N.51°50'33"E.
R=200'
NOTE: 149.79'(R)
N 29°24'13" E
416.65'(R)
2500'
526°16'10"W
(R)
118.78'
R=280'(R)
560.32'(R)
NEW R/W 1996
218.49'
320.17'(R)
N 29°24'13" E
125.02' R.I.E.B.℄
P.O.T. 2152+68.37
125.02' R.I.E.B.℄
P.O.T. 2151+97.51
100' R.I.E.B.℄
P.O.T. 2150+82.31
E.B. P.O.T. 2154+00
E.B. P.O.T. 2147+73.1
W.B. P.O.T. 2147+00.00
W.B. P.O.T. 2156+98.54
W.B. P.O.T. 2131+50
E.B. P.O.T. 2156+63.31
E.B. & W.B. P.O.T. 2150+00.00
END I-40-3(23)187 CONSTR.
BEGIN I-40-3(24)190 CONSTR.
Approx. 1/16 Section Line
Approx. 1/16 Section Line
Approx. Mid-section Line
New 50'x100' Const. Easement
New 100'x100' Temp. Const. Ease.
100'
+25
+75
100'
3087.85
2130
2140
2150
NEW R/W
Limits of Slope
S60°25'20"E
1818.28 (R)
W.B. Bearing Equa. S60°25'20"E Bk. = S60°34'00"E Ahd W.B. ℄
W.B. 2143+50 48" C.M.P.
48" C.M.P.
5 Wire Fence
16 Wire Telephone Line
POC. 2131+50 New 16'x14' Vehicular Pass
MATCH LINE
Varies
2130+35
POC. 2131+00 New 16'x14' Vehicular Pass
Exist. Dirt Water Tank To Remain
42" C.M.P.
S63°43'50"E
E.B. Bearing Equa. S63°43'50"E Bk. = S63°52'40"E Ahd E.B. ℄
(R) 1836.69
EXIST. ACCESS CONTROL
NEW R/W 2045.33
Varies
P.O.T. 2157+06.76
Section Line
P.O.T. 2156+62.35
Section Line
2156+23.14 ℄ Track
Limits of Slope
NEW R/W
100'
416.65'(R)
2500'
526°16'10"W
118.78'
R=280'(R)
560.32'(R)
NEW R/W 1996
LOT 4
433.86'(R)
40'(R)
E.B. P.O.T. 2154+00
NEW ACCESS CONTROL
Sill 75'
182.54'
NEW TCE
LOT 3
LOT 2
LOT 1
SHEET 8
352.67'(R)
36.06'(R)
DRAINAGE EASEMENT
UNIVERSITY HEIGHTS
Case 2 Maps 276-276 D
UNIVERSITY HEIGHTS DR.
280.00'(R)
420.81' R.I.E.B.℄
P.O.T. 2159+16.51
283.28'(R)
N.51°50'33"E.
R=200'
NOTE: 149.79'(R)
N 29°24'13" E
218.49'
320.17'(R)
125.02' R.I.E.B.℄
P.O.T. 2152+68.37
125.02' R.I.E.B.℄
P.O.T. 2151+97.51
100' R.I.E.B.℄
P.O.T. 2150+82.31
E.B. P.O.T. 2154+00
E.B. P.O.T. 2147+73.1
W.B. P.O.T. 2147+00.00
W.B. P.O.T. 2156+98.54
E.B. P.O.T. 2156+63.31
E.B. & W.B. P.O.T. 2150+00.00
END I-40-3(23)187 CONSTR.
BEGIN I-40-3(24)190 CONSTR.
Approx. Mid-section Line
Limits of Slope
NEW R/W 2045.33
EXIST. ACCESS CONTROL
Varies
MATCH LINE
2130+35
POC. 2131+00 New 16'x14' Vehicular Pass
16 Wire Telephone Line
Exist. Dirt Water Tank To Remain
42" C.M.P.
S63°43'50"E
E.B. Bearing Equa. S63°43'50"E Bk. = S63°52'40"E Ahd E.B. ℄
(R) 1836.69
W.B. 2143+50 48" C.M.P.
48" C.M.P.
5 Wire Fence
W.B. Bearing Equa. S60°25'20"E Bk. = S60°34'00"E Ahd W.B. ℄
1818.28 (R)
S60°25'20"E
2130
2140
2150
100'
+25
+75
100'
3087.85
New 100'x100' Temp. Const. Ease.
New 50'x100' Const. Easement
Approx. 1/16 Section Line
Approx. 1/16 Section Line
Approx. Mid-section Line
D-333
D-333
D-333
D-333
D-337 6
NW 1/4 NE 1/4
SW 1/4 NE 1/4
SE 1/4 NE 1/4
NW 1/4 SE 1/4
SW 1/4 NW 1/4
NW 1/4 SW 1/4
T21N R7E
20 21 28 29
28 29 32 33
27 28 33 34

APPROVED FOR RIGHT OF WAY ACQUISITION
IN ACCORDANCE WITH RESOLUTION NO. 96-09-A-042
DATED 9/20/96 THOMAS SCHMITT STATE ENGINEER.

NOTE:
SEE DETAIL "A"
ABOVE FOR ADDITIONAL
INFORMATION.

NOTE:
NEW R/W 1996 ACQUIRED FOR
CONST. PROJ. 040 CN 195 H2676 01C
NH-40-3(71)

Interstate 40 center-line and section tie data from location survey. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records and other sources.

Click here for SR 89A Index

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

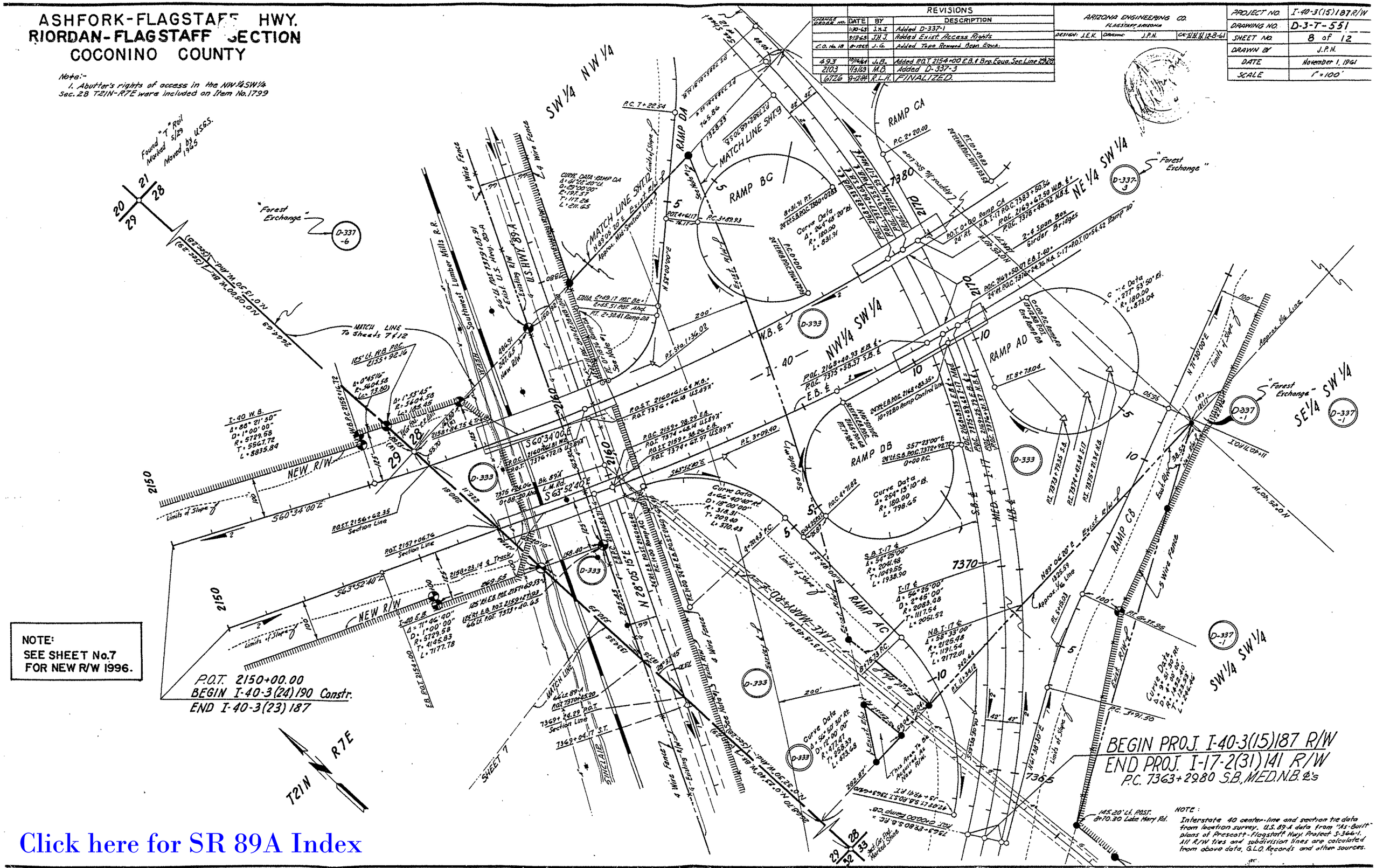
Note:-
1. Abutter's rights of access in the NW¼SW¼ Sec. 28 T21N-R7E were included on Item No. 1799

REVISIONS			
CHANGE ORDER NO.	DATE	BY	DESCRIPTION
	1-30-63	J.H.J.	Added D-337-1
	5-13-63	J.H.J.	Added Exist. Access Rights
C.O. No. 18	8-15-63	J.G.	Added Topo Removed Bean Equa.
493	10/16/64	J.B.	Added P.O.T. 2154+00 E.B. & Bro. Equa. Sec. Line 29/28
2103	1/3/69	M.B.	Added D-337-3
6726	9-12-84	R.L.R.	FINALIZED.

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA

DESIGN: J.E.K. DRAWN: J.P.N. CK: [illegible] 12-8-61

PROJECT NO.	I-40-3(15)187 R/W
DRAWING NO.	D-3-T-551
SHEET NO.	8 of 12
DRAWN BY	J.P.N.
DATE	November 1, 1961
SCALE	1" = 100'



NOTE:
SEE SHEET No.7
FOR NEW R/W 1996.

NOTE:
Interstate 40 center-line and section tie data from location survey. U.S. 89-A data from "As-Built" plans of Prescott-Flagstaff Hwy. Project S-366-1. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records and other sources.

Click here for SR 89A Index

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

CHANGE ORDER NO.	DATE	BY	REVISIONS DESCRIPTION
	10-65	J.H.J.	Added Item D-337-1
	6-18-69	J.H.J.	Corrected Item No. in NW¼SW¼, was D-338
C.O. No. 18	11-4-69	J.A.	Added Tapes
2103	1-3-69	M.B.	Added parcel D-337-3
2219	3-31-69	P.L.E.	Added Dim. & L.T.B. to Mid Sec. Line 28
2273	3-1971	TEK	Added Parcel D-337-5
3290	4-21-72	D.G.M.	Added Parcel 3-137-E Approx. ¼6 Line.
6726	9-12-84	R.L.R.	FINALIZED.

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: J.E.K. DRAWN: J.E.K. CH: R.H.H. 12-8-61

Registered Professional Engineer (Civil) CERTIFICATE NO. CHARLES E. KOPPEN 10... ARIZONA, U.S.A.

PROJECT NO.	I-40-3(15)187R/W
DRAWING NO.	D-3-T-551
SHEET NO.	9 of 12
DRAWN BY	J.P.N.
DATE	November 1, 1961
SCALE	1"= 100'

SW¼ NW¼ — NW¼ NW¼ — SE¼ NW¼ — SW¼ NE¼ — NW¼ SE¼ — NE¼ SW¼ — NW¼ SW¼ — SE¼ SW¼ — SW¼ SE¼

"Forest Exchange" D-337-6 — D-337-3 (1969) — D-337-5 — D-337-1 — D-337-3 — D-333 — 3-137

MATCH LINE SHEET 12 — MATCH LINE TO SHEET 8 — EXIST. R/W — EXIST. Dirt Road — Approx. Mid-Section Line — Center Sec. 28 not set — Approx. ¼6 Line — Approx. Section Line

N 89°05'20"E 1328.23' — N 89°05'20"E 1324.04' — N 0°18'19"W 1328.40' — N 0°20'45"W 667.54' — N 0°19'00"W 1335.18' — N 0°17'30"W 1335.58'

Curve Data Δ=53°05'30" D=10°00'00" R=572.96' T=289.92' L=531.00' — Curve Data Δ=55°05'30"Lt. D=10°00'00" R=572.96' T=289.92' L=531.00' — Curve Data Δ=264°01'00"Rt. R=180.00' L=829.43' — Curve Data Δ=27°53'50"Rt. R=180.00' L=876.04' — Curve Data Δ=38°59'00"Lt. D=4°30'00" R=1273.24' T=450.67' L=866.30' — Curve Data Δ=20°10'10" Rt. D=4°00'00" R=1432.40' T=254.76' L=504.24'

RAMP BC — RAMP CA — RAMP BD — RAMP AD — RAMP CB — RAMP DB

P.I. 5+88.93 24' Rt. Ahd. P.O.T. 14+12.94 Ahd. P.I. — P.C. 2+20.40 — P.O.C. 5+64.60 — P.T. 0+00 Ramp CA N.B. I-17 P.O.C. 7383+50.56 — P.I. 7374+47.34 I-17 — P.I. 7375+21.34 N.B. — P.I. 7373+79.35 S.B. — P.I. 19+36.73 — P.T. 8+73.04 — P.C. 2169+50.27 E.B. I-40 24' Rt. P.O.C. 7376+26.76 N.B. I-17 = P.O.T. 10+54.42 — 20' Rt. E.B. P.O.C. 2168+83.35 = 10+92.80 Ramp Control Line — P.T. 17+50.97 — P.C. 19+00.30 — P.C. 21+66.6 End Ramp B.D. 24' Lt. P.O.C. 2183+38.42 W.B. — P.C. 21+84.81 P.T. — 24'+90.90 P.O.T. End Ramp CB 39.92' Rt. E.B. P.O.C. 2184+00.00 — P.T. 21+84.81 P.T. — P.C. 2185+58.42 — P.O.C. 2187+65.30 — P.O.C. 2190+00 — P.O.C. 2191+00.00 — P.O.C. 2198+13.38

Sta. 2190+00 E.B. & W.B. ℄
End I-40-3(24)190 CONSTR.
Begin I-40-4(20)191

I-40 W.B. Δ=88°21'30" D=1°00'00" R=5729.58 T=5567.72 L=8835.84 — I-40 E.B. (1969) Δ=71°66'40" D=1°00'00" R=5729.58 T=4145.83 L=7177.78 — I-40

N 89°01'20"E 1116.37' — N 89°01'20"E 1117.11' — S 89°05'50"W 331.72' — N 0°59'00"W 2640.00' — L=1260.0 — S 52°20'00"E — N 71°30'00"E — N 81°53'00"E — S 89°09'30"E L.T.B. — N 89°06'20"E 1325.60' — N 89°06'20"E 1323.49' — N 89°06'20"E — S 89°19'30"E

42" C.M.P. — 36" C.M.P. — 36" C.M.P. — E.B. ℄ — W.B. ℄ — Existing Track

5 Wire Fence — 5 Wire Fence — 5 Wire Fence — Limits of Slope — Limits of Slope — Limits of Slope — Limits of Slope — Varies

NEW R/W — NEW R/W — NEW R/W — New R/W — EXIST. R/W — No Access — No Access

MATCH LINE — SB ℄ Med. ℄ NB ℄ I-17

END PROJ. I-40-3(15)187 R/W
E.B.P.D.C. STA. 2198+13.38
BEGIN PROJ. I-40-4(17)191 R/W

T21N R7E

NOTE:
Interstate 40 center-line and section tie data from location survey. All R/W ties and subdivision lines are calculated from above data, G.L.O. Records, and other sources.

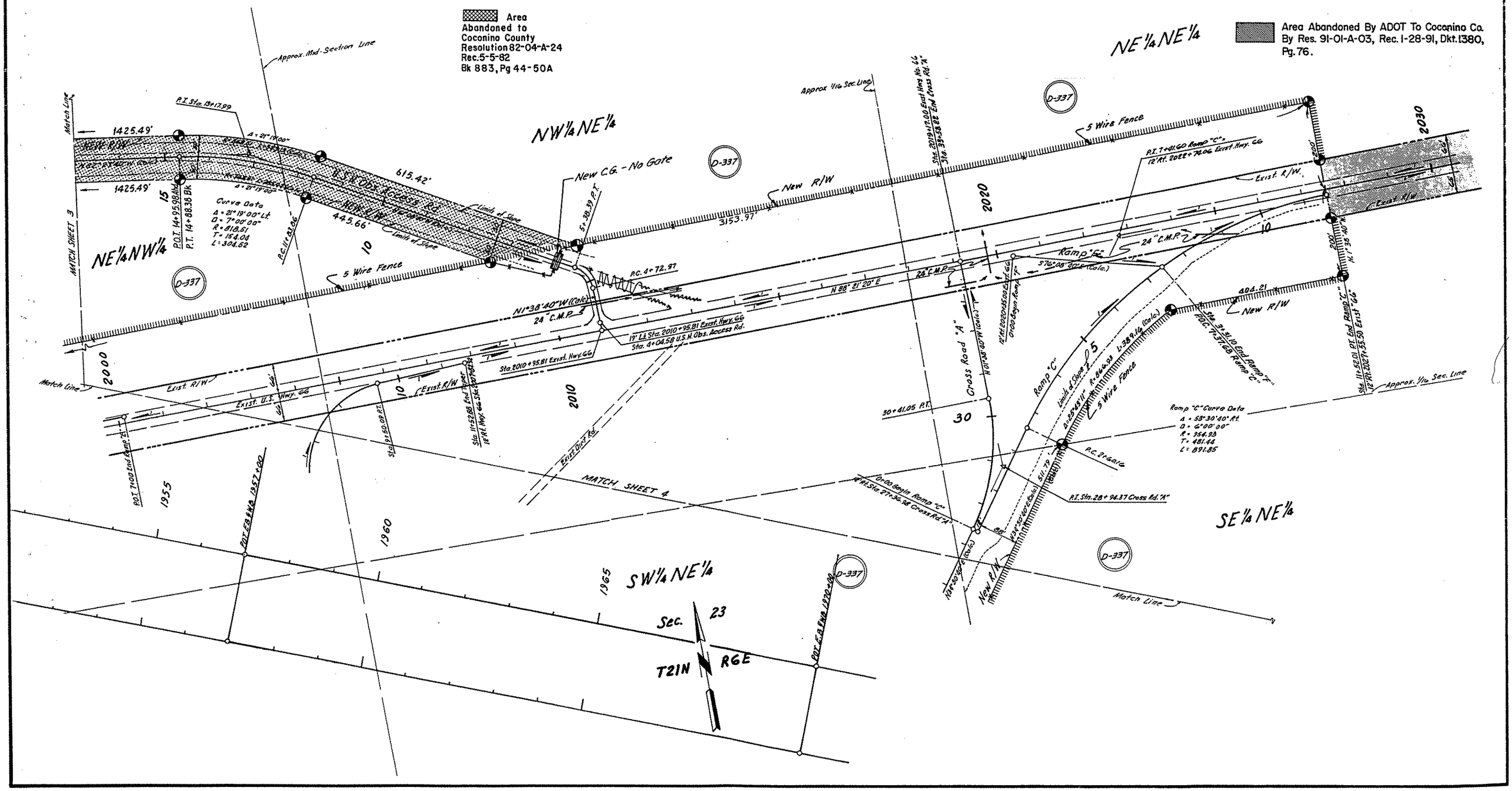
Click here for SR 89A Index

ASHFORK - FLAGSTAFF HWY.
RIORDAN O.P. - FLAGSTAFF SECTION
COCONINO COUNTY

Click here for SR 89A Index

ARIZONA ENGINEERING CO. FLAGSTAFF, ARIZONA		
DESIGN: E.R.B.	DRAWN: J.P.N.	SK: 3/3/31 12-8-61

PROJECT NO.	I-40-3(15) 187 R/W
DRAWING NO.	D-3T-551
SHEET NO.	10 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1" = 100'



ASHFORK – FLAGSTAFF HWY.
RIORDAN — FLAGSTAFF SECTION
COCONINO COUNTY

WOODY MTN. ROAD

ARIZONA ENGINEERING CO. FLAGSTAFF, ARIZONA			
DESIGN: E.R.B.	DRAWN: J.P.N.	CK: [illegible] 12-8-61	

PROJECT No.	I-40-3(15)187 R/W
DRAWING No.	D-37-551
SHEET No.	11 of 12
DRAWN BY	J.P.N.
DATE	Nov. 1, 1961
SCALE	1" = 100'

Registered Professional Engineer (Civil) CERTIFICATE EXPIRES CHARLES A. BRYDEN ARIZONA, U.S.A.

T21N RGE / T21N R7E
24 / 19 / 25 / 30
Found Hub in Mound of Stones
N 89° E 100 ft.
2520.94
1900.66
N0°12'57"W
662.95
NW1/4 NW1/4
D-338
50' Rt. Sta. 22+00.00
100' Rt. E.B. 2064+00.00
& 60.90' Rt. Woody Mtn. Rd. 16+20.83
S1/2 SW1/4
EASTBOUND &
Limits of Slope
Exist. Dirt Rd. To Woody Mtn.
Gorne Fence
NEW R/W
Limits of Slope
Sta. 10+15.81 to 11+92.09
3 Span Cont. Girder Bridge
Skewed 30°Lt
D-338 / D-338 L1 / D-338 L2
100' Lt. W.B. 2066+82.00
50' Rt. Woody Mtn. Rd.
10+13.40
8+00.50 P.T.
P.I. Sta. 28+66.21
P.C. 26+54.51
R=1004.93
N44°16'20"E
NEW R/W
954.51
475.03
N 43°11'40"E
104.24
Sta. 14+74.41
Sta. 2065+23.07 E.B.
24" C.M.P.
& Woody Mtn. Road
N 44°16' 20"E
Sta. 11+00.00
Sta. 2066+82.00 W.B.
Limits of Slopes
24" C.M.P.
Lc 438.46
Lc=394.85
R=904.93
N 48°44'00"E
255.30
New Grader Access Rd. Lt.
N 45° 45' 10"E
822.77
210.54
122.30
281.21
Curve Data
Δ = 25°00'00" Lt.
D = 6° 00'00"
R = 954.93
T = 211.70
L = 416.67
70' Lt. Sta. 24+00.00
N 89° 59' 30" E
668.60
N1/2 SW1/4 NE1/4 NW1/4
D-334
N1/2 NE1/4 NE1/4 NW1/4
D-338
S1/2 NE1/4 NE1/4 NW1/4
D-334
N 10°19'25" W
332.21
N 89° 50' 57" E
668.54
Exist. 4-Strand B/W fence (Remove Within R/W)
STA. 13+76.86 to 15+55.14
3 Span Cont. Girder Bridge
Skewed 28°19'10" Lt.
WESTBOUND &
2070
Hub in Mound of Stones
1/4 Cor. Found
1328.91
N0°32' 30"E
770.03
5 Wire Fence
SW1/4 SE1/4
N0°25'54"W
398.95
212.90
L=367.43
R=5679.58
NEW R/W
P.T. Sta. 5+75.62
L=256.24
R=5779.58
155.17
100' Lt. W.B. 2067+97.47
50.00 Lt. Woody Mtn. Rd. 9+55.67
Approx. Mid Section Line
3+50.50 P.C.
350.50
N 39°46'20"E
Sta. 0+00 Begin Woody Mtn. Rd.
Limits of Slopes
NEW R/W
350.50
786.68
797.68
129.49

NOTE: MATCH SHEET 5

NOTE:
Interstate 40 center-line and section tie data from location survey. All R/W ties and sub-division lines are calculated from above data, G.L.O. Records and other sources.

Click here for SR 89A Index

ASHFORK-FLAGSTAFF HWY.
RIORDAN-FLAGSTAFF SECTION
COCONINO COUNTY

REVISIONS			
C.O. No.	Date	By	Description
#420	8/12/64	Woody A.	Added Local Tangent N41°52'34"W & Bearing S.5°23'15"E. Changed dist. 503.65' to 553.78'
493	10/16/64	J.B.	Added Bearing Equas. on Sec. Line 29\28.
766	9/1965	E.T.E.	Added New R/W Rt. Of C/L Hwy. 89-A @ Sta. 7390+00 Lt. To Via Line Approx. Added New R/W Shown As Ramp 'T' From Hwy. I-17 Revised New R/W On Hwy. I-17 @ Approx. Sta's 7393 +00 To 7394+40
772	9/23/65	Nunez	Revised R/W at turnout opposite P.I. 6+06.01 Ramp T
2103	1/5/67	MBegay	Added Parcel D-337-3
2773	3-15-71	TEK	Added Parcel D-337-6, Deleted Parcel D-337-A
6726	9-12-84	R.L.R.	FINALIZED.

ARIZONA ENGINEERING CO.
FLAGSTAFF, ARIZONA
DESIGN: J.E.K. DRAWN: J.P.N. CK: 7-12-61 12-8-61

PROJECT NO.	I-40-3 (15)187 R/W
DRAWING NO.	D-3-T-551
SHEET NO.	12 of 12
DRAWN BY	J.P.N.
DATE	November 1, 1961
SCALE	1" = 100'

Registered Professional Engineers Certificate Expires June 30, 1962 CHARLES W. DAYDEN ARIZONA, U.S.A.

DETAIL 'A' Scale: 1"=50'

I-17 ℄ N3°13'30"E — 957.79' to P.I Sta 7404+07.79 — 7394+50

S-86°46'30"E 65' — New R/W (1961) — 150'(R)

Approx. 1/4 Section Line — Approx. 1/4 Line

N.0°05'00"W. Bk. (Sec. 29) — N.0°13'50"W. Ahd. (Sec. 28) — 2644.63 To Section Corner "T" Rail

New R/W — Approx. 1/4 Section Line — 1326.19'(R)

OPERATION OF THE R.R. TO BE ABANDONED AND REMOVED BY OTHERS PRIOR TO CONSTRUCTION

Grant Dirt Road — N 89°03'40"E — NW 1/4 NW 1/4 — SW 1/4 NW 1/4

Southwest Forest Industries Railroad

End Proj. I-40-3(15)187 R/W

Beg Proj. F-003-3-501 R/W — SEE R/W MAP D-3-T-555

Sta 7397+02.44

P.O.T. 7379+40.49 — Exist. R/W — Exist. B/W Fence To Sta. 7390 — 1098.09'(R) — No.1 Gate — N6°05'A 505W 20'(R) — Exist. R/W Fence

U.S. Hwy. 89-A — 66' — Pt. Sta. 3+35.71 = Prof. 7382+13.49 U.S. 89-A — N 28°05'15"E 644.07

MATCH LINE — 7380 — 7390 — 7400 — 7405 — 7410

Ramp "S" — Ramp "R" — 507.84' — New R/W (1965) — 877.63

Gg. 61. P.O.T. 7386+21.14 — Gg. 61. Prof. 0+00 P.C. Conn. Rd. — "Forest Exchange"

D-337 (1966) — D-337-6 — D-337-A (1966)

See Detail 'A' This Sheet — No Access — 24" C.M.P.

Curve Data: Δ=66°46'30" D=10°00'00" R=572.96 T=387.79 L=667.75

Limit of Slope — Ramp DA — End Ramp DA P.T. 11+90.29 — 24' Lt. Sta. P.O.T. 7388+13.24

P.C. 7+22.54 — N 52°00'00"E — P.T. Sta. 7385+10.81 N.B.℄ — P.T. Sta. 7383+81.32 ℄

P.T. 7382+68.70 S.B. — Pt. Sta. 9+70.33 — N5°13'30"E — N1°05'30"E — S.B.℄ — MED.℄ — N3°13'30"E — N.B.℄

Ramp BD — Limit of Slope — New R/W (1961) — New Fence — 503.78'(R) — P.O.T. 7392+94.91 Med.℄ — 12.80' Rt. Prof. 7394+04.91 Med.℄

Pt. Sta. 5+38.49 — 24' Rt. N.B. P.O.S.T. — 1147.29 Ahd. P.I. — Curve Data: Δ=38°00'30" D=12°00'00" R=472.96 T=184.26 L=438.86

Begin Ramp BD — P.C. 24' Rt. N.B. Prof. 7388+13.24 — Curve Data: Δ=65°05'30" D=10°00'00" R=572.96 T=386.24 L=650.92

Local Tang. N.41°52'34"W — P.T. 7+88.17 — 88.67' — 100' — Grad. Dirt Rd. — Approx. Mid Section Line — MATCH LINE

Ramp T Curve Data: Δ=104°30'00"Rt. R=170.00' T=219.58' L=310.06'

SE 1/4 NW 1/4 — S 89°38'58"E 1327.16' — S 0°38'30"E 1330.03' — 10.00' S-1°01'30"E.

T21N R7E

Exist. Cinder Block House — 4 Wire Fence — P.C. 7382+67.10 — 1882.2' — Exist. R/W — N0°16'20"W 1330.98 — P.I. Sta 7404+07.79 — I-17 ℄ — 627.38 N-1°40'30"W Bk.℄ — New R/W — 957.79 — Exist. R/W — Slope Easement

Approx. 1/4 Section Line — N0°16'20"W 1330.91' — N3°13'30"E — 24" C.M.P. — New R/W (1961) "Forest Exchange" — 2 — 337-2 (1965) — Exist. Cocktail Lounge — Exist. Highway Dept. Bldg. — 24" C.M.P. — Slope Easement — 100' — N 89°12'10"E 3835.38' — KCLS Broadcasting Co.

Sta 6+88.81 New 4 Unit C.G. "Forest Exchange" — D-337-2 (1961) — Detail — 24" C.M.P. — 24" C.M.P. — P.C. 7394+04.91 — 1254.50' — Slope Easement (1961) — New R/W (1965) — P.O.T. 7392+04.91 Med.℄ Sta 7392+04.05 Sta Ahd. — Pvt. Rd. — Exist. R/W — Exist. Cocktail Lounge — Exist. Highway Dept. Bldg. — P.T. 6+06.01 — P.C. 6+45.96 — R. to New Centerline — D-337-1 (1965) — Detail

N 89°12'10"E 1325.60' — Approx. Section Line — 1326.22' — N1°29'00"W Ahd. ℄ 89-A BEAR. N1°40'30"W Bk.= ℄ 89-A EQUA — P.O.T. 7408+16.76 Section Line — Exist. R/W — 50' — 66' — 2 — 2 — Exist. R/W

N 89°32'21"E 86'± to N. Line of SE¼ NW¼ Sec 28 — S 70°27'39"E 40'(R)

END PROJ. I-40-3(24)190 CONST. Beg. F-003-3-(2) Const.

END R/W PROJ. F-003-3-501 — END CONSTR. PROJ. F-003-3(2) — END CONSTR. PROJ. F-003-3(3)

NOTE: SEE R/W PROJECT M-951-5-702 FOR R/W ACQUISITION AND DISPOSALS IN THIS AREA.

NOTE: Interstate 17 center-line and section tie data from location survey. U.S.89-A data from "As-Built" plans of Prescott-Flagstaff Hwy. Project S346-1.MI R/W lines and subdivision lines are calculated from above data, G.L.O. Records and other sources.

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