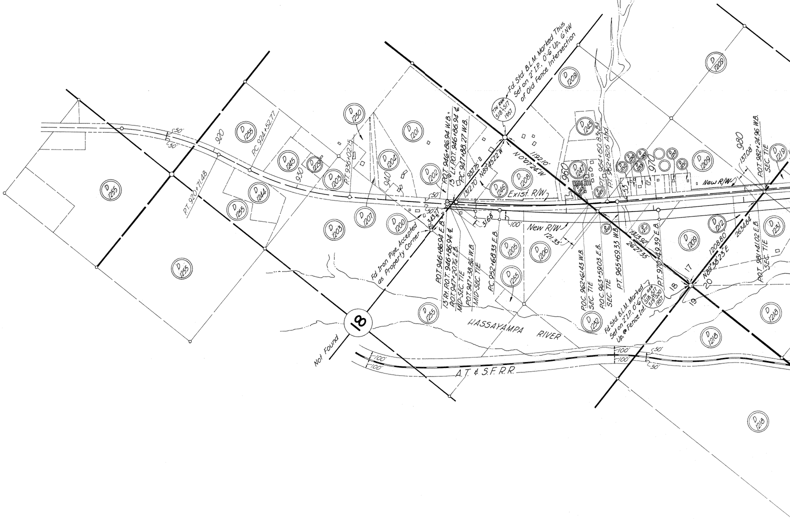
Click here for US 60 Index

P.I. 956+80.60 W.B.
Δ = 8°54'19" Lt.
D = 0°30'
R = 11,459.16'
T = 892.33'
L = 1781.06'
E = 34.69'

Total Curve
Δ_T = 10°39'25" Rt.
R_{+o} = 2866.10'
T_s = 417.31
L_T = 832.85'
E = 12.44'

P.I. 997+81.55 W
Main Curve
Δ_c = 4°39'25" R
D = 2°00'
R = 2864.79'
L_c = 232.85'



50'
50'
P.T. 920+71.48
920
D 1255
PC 924+52.77
D 1255
D 1245
930
D 1229
D 1244
D 1255
D 1255
D 1230
P.T. 936+02.15
D 1203
D 1203
D 1207
940
D 1204
D 1201
D 1202
D 1200
50'
50'
343.27
Fd. Iron Pipe, Accepted as Property Corner
P.O.T. 946+86.94 W.B. = 13' Lt. P.O.T. 946+86.94 ℄
P.C. 947+88.27 W.B.
937.75'
1312.70'
N89°45'22"W
D 1246
D 1208
Exist. R/W
T1N R4W 518 517 1957
Fd. Std. B.L.M. Marked Thus Set on 2" I.P., 0'-6" Up, 6' NW of Old Fence Intersection
N0°07'24"W
1192.10'
D 1209
P.O.T. 946+86.94 E.B. = 13' Rt. P.O.T. 946+86.94 ℄
P.O.T. 947+20.76 E.B. MID-SEC. TIE
P.O.T. 947+38.86 W.B. MID-SEC. TIE
31.68'
100'
New R/W
121.33'
P.C. 952+68.33 E.B.
D 1205
D 1206
D 1255
D 1255
18
Not Found
HASSAYAMPA RIVER
100'
100'
A.T. & S.F. R.R.
960
D 1243
D 1247
D 1248
D 1249
P.T. 964+60.83 Bk.
P.T. 962+82.6 Ahd.
53
D 1252
D 1250
D 1253
D 1257
970
D 1257
D 1251
D 1209
New R/W
P.O.C. 962+61.43 W.B. SEC. TIE
P.O.C. 963+59.03 E.B. SEC. TIE
P.T. 965+69.33 W.B.
D 1210
D 1211
1313.92'
2627.35'
P.T. 970+49.39 E.B.
D 1232
Fd. Std. B.L.M. Marked Set on 2" I.P., 0'-6" Up. @ Fence Int.
T1N R4W 518 517 519 520 1957
17
18
19
20
D 1209
D 1212
1208.80'
N89°38'23"E
2634.84'
980
137.08'
P.O.T. 982+24.96 W.B. SEC. TIE
P.O.T. 981+41.02 E.B. SEC. TIE
D 1219
D 1231
D 1218
D 1218
D 1218
100'
100'
50'
50'

P.I. 961+60.66 E.B.
Δ = 10°39'25" Lt.
D = 0°30'
R = 11,459.16'
T = 892.33'
L = 1781.06'
E = 34.69'

Spiral
a = ⅔
Δ_s = 3°00' Rt.
L_s = 300.00'
t = 149.99'
o = 1.31'

P.I. 1031+63.34 W.B.

Total Curve
Δ_T = 10°47'02" Rt.
R+o = 2866.10'
T_s = 420.51'
L_T = 839.19'
E = 14.05'

Main Curve
Δ_c = 4°47'02" Rt.
D = 2°00'
R = 2864.79'
L_c = 239.19'

Spiral
a = ⅔
Δ_s = 3°00' Rt.
L_s = 300.00'
t = 149.99'
o = 1.31'

P.I. 1041+02.57 W.B.

Total Curve
Δ_T = 16°36'03" Lt.
R+o = 2294.39'
T_s = 522.19'
L_T = 1039.04'
E = 26.85'

Main Curve
Δ_c = 7°13'33" Lt.
D = 2°30'
R = 2291.83'
L_c = 289.04'

Spiral
a = ⅔
Δ_s = 4°41'15" Lt.
L_s = 375.00'
t = 187.46'
o = 2.56'

P.I. 1087+28.33 W.B.

Spiral
a = ⅔
Δ_s = 6°45' Rt.
L_s = 450.00'
t = 224.90'
o = 4.42'

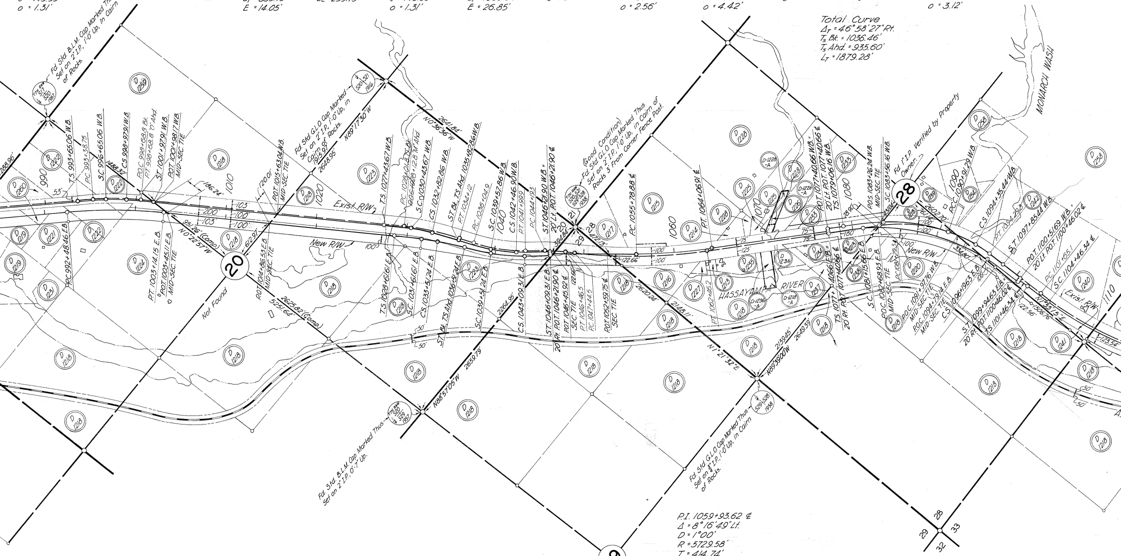
Main Curve
Δ_c = 22°05'14" Rt.
D = 3°00'
R = 1909.86'
L_c = 735.13'

P.I. 1092+64.00 W.B.

Main Curve
Δ_c = 12°02'43" Rt.
D = 3°30'
R = 1637.02'
L_c = 344.15'

Spiral
a = 1
Δ_s = 6°07'30" Rt.
L_s = 350.00'
t = 174.93'
o = 3.12'

Total Curve
Δ_T = 46°58'27" Rt.
T_s Bk. = 1036.46'
T_s Ahd. = 935.60'
L_T = 1879.28'



Fd. Std. B.L.M. Cap Marked Thus Set on 2" I.P., 1'-0" Up, In Cairn of Rocks.
Fd. Std. G.L.O. Cap Marked Set on 2" I.P., 1'-0" Up, in Cairn of Rocks.
N89°17'30"W
2648.95'
N0°36'36"W
2641.84'
(Good Condition) Fd. Std. G.L.O. Cap Marked Thus Set on 2" I.P., 1'-0" Up, In Cairn of Rocks 3' From Corner Fence Post.
Fd. 1" I.P. Verified by Property Owner.
MONARCH WASH
HASSAYAMPA RIVER
Exist. R/W
New R/W
990
1010
1020
1040
1060
1070
1080
1090
1110
20
21
28
29
28
29
32
33
T.S. 993+65.06 W.B.
P.C. 993+38.75
S.C. 996+65.06 W.B.
C.S. 998+97.91 W.B.
P.O.C. 998+16.8 Bk.
P.T. 998+16.8 = 0' Ahd.
S.T. 1001+97.91 W.B.
P.O.T. 1001+98.17 W.B. MID-SEC. TIE
P.O.T. 1015+63.04 W.B. MID SEC. TIE
T.S. 1027+43.67 W.B.
P.C. 1028+01.8
S.C. 1030+43.67 W.B.
C.S. 1032+82.86 W.B.
S.T. Bk. T.S. Ahd. 1035+82.86 W.B.
P.T. 1034+12
P.C. 1036+04.9
S.C. 1039+57.86 W.B.
C.S. 1042+46.90 W.B.
P.T. 1041+99.9
P.C. 1044+93
S.T. 1046+21.90 W.B. = 20' Lt. P.O.T. 1046+21.90 ¢
P.C. 1055+78.88 ¢
P.T. 1064+06.91 ¢
P.O.T. 1077+40.66 W.B. = 20' Lt. P.O.T. 1077+40.66 ¢
T.S. 1079+06.16 W.B.
P.O.S. 1083+26.24 W.B.
S.C. 1083+56.16 W.B.
P.O.C. 1090+91.29 W.B.
C.S. 1094+35.44 W.B.
S.T. 1097+85.44 W.B. =
P.O.T. 1100+51.69 W.B. = 20' Lt. P.O.T. 1100+46.02 ¢
S.C. 1104+46.34 ¢
P.C. 992+48.46 E.B.
P.T. 1003+14.15 E.B.
P.O.T. 1003+45.11 E.B. MID-SEC. TIE
P.O.T. 1014+86.53 E.B. MID SEC. TIE
T.S. 1028+16.16 E.B.
S.C. 1031+16.16 E.B.
C.S. 1033+51.24 E.B.
S.T. Bk. T.S. Ahd. 1036+51.24 E.B.
S.C. 1039+51.24 E.B.
C.S. 1043+09.31 E.B.
S.T. 1046+09.31 E.B. = 20' Rt. P.O.T. 1046+21.90 ¢
P.O.T. 1046+45.92 ¢ SEC. TIE
P.T. 1046+46.5
P.C. 1047+44.5
P.O.T. 1052+59.75 ¢ SEC. TIE
P.C. 1062+40.2
T.S. 1077+40.66 E.B. = 20' Rt. P.O.T. 1077+40.66 ¢
S.C. 1081+15.86 E.B.
P.O.C. 1082+68.93 E.B. MID-SEC. TIE
P.O.C. 1091+97.76 W.B. MID-SEC. TIE
P.O.C. 1094+79.14 E.B. MID-SEC. TIE
C.S. 1096+19.63 E.B.
S.T. 1099+94.63 E.B. = 20' Rt. P.O.T. 1100+46.02 ¢
T.S. 1101+46.34 E.B.
N0°22'57"W
951.26' (Comp.)
612.97'
Not Found
2625.82' (Comp.)
525.64'
2264.95'
2659.79'
N88°57'05"W
394.84'
472.13'
122.66'
2620.24'
2148.11'
N1°21'32"E
2139.45'
2649.39'
N89°39'00"W
2602.70'
N1°33'15"E
1506.76'
122.56'
186.24'
1488.32'
120.01'
53'
103'
200
100
100'
125
75
180
50'
Fd. Std. B.L.M. Cap Marked Thus Set on 2" I.P., 0'-7" Up.
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-0" Up, In Cairn of Rocks.
D 1218
D 1219
D 1220
D 1221
D 1222
D 1223
D 1224
D 1225
D 1226
D 1227
D 1228
D 1231
D 1233
D 1234
D 1235
D 1236
D 1237
D 1240
D 1241
D 1242
D 1251
D 1254
D 1256
D 1258
D 1259
D 1260
D-1226 -A
D-1228 -A
D-1218 -A
D-1236 -A

P.I. 1059+93.62 ¢
Δ = 8°16'49" Lt.
D = 1°00'
R = 5729.58'
T = 414.74'
L = 828.03'
E = 14.99'

P.I. 997+82.85 E.B.
Δ = 10°39'25" Rt.
D = 1°00'
R = 5729.58'
T = 534.39'
L = 1065.69'
E = 24.87'

P.I. 1032+56.44 E.B.

Total Curve
Δ_T = 7°20'40" Rt.
R+o = 3820.70'
T = 395.20'
L = 789.63'
E = 8.84'

Main Curve
Δ_c = 2°50'40" Rt.
D = 1°30'
R = 3819.72'
L_c = 189.63'

Spiral
a = ½
Δ_s = 2°15' Rt.
L_s = 300.00'
t = 149.99'
o = 0.98'

P.I. 1041+30.51 E.B.

Total Curve
Δ_T = 13°09'41" Lt.
R+o = 2866.10'
T_s = 480.63'
L_T = 958.07'
E = 20.32'

Main Curve
Δ_c = 7°09'41" Lt.
D = 2°00'
R = 2864.79'
L = 358.07'

Spiral
a = ⅔
Δ_s = 3°00' Lt.
L_s = 300.00'
t = 149.99'
o = 1.31'

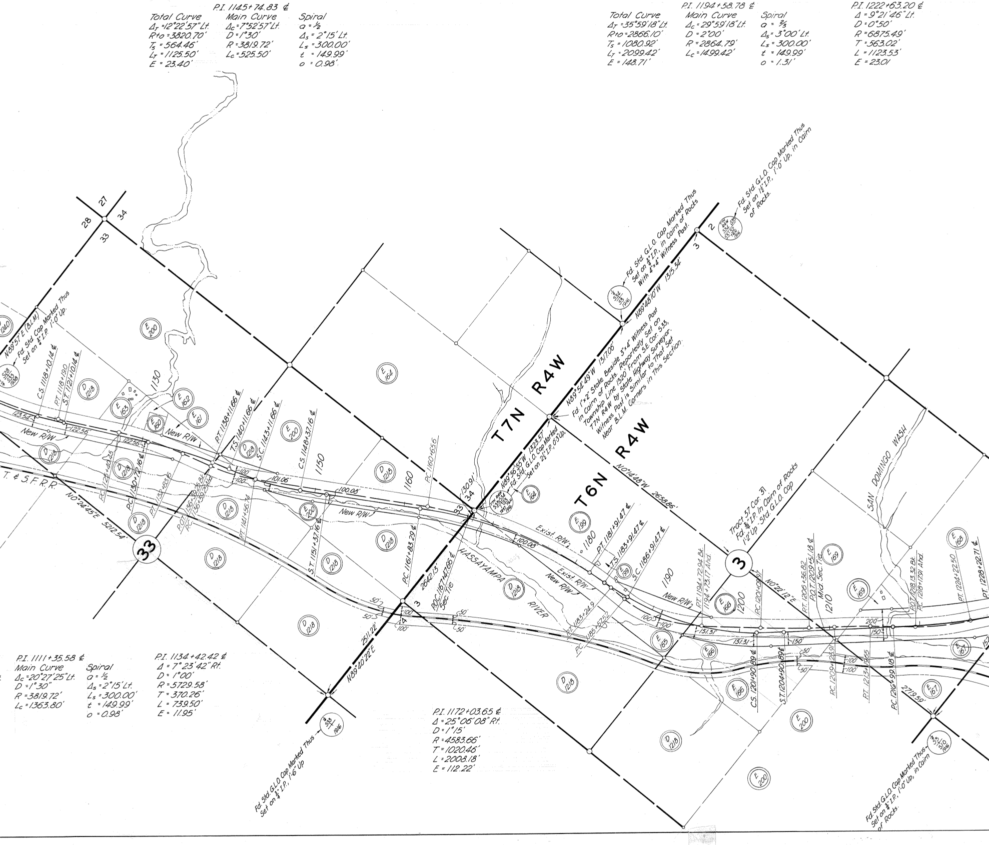
P.I. 1088+95.84 E.B.

Total Curve
Δ_T = 46°58'27" Rt.
R+o = 2294.39'
T_s = 1184.47'
L_T = 2253.97'
E = 209.82'

Main Curve
Δ_c = 37°35'57" Rt.
D = 2°30'
R = 2291.83'
L_c = 1503.97'

Spiral
a = ⅔
Δ_s = 4°41'15" Rt.
L_s = 375.00'
t = 187.46'
o = 2.56'

Total Curve
Δ_T = 24°57'25" Lt
R+o = 3820.70'
T_s = 995.51'
L_T = 1963.80'
E = 93.42'



P.I. 1145+74.83 ℄

Total Curve	Main Curve	Spiral
Δ_T = 12°22'57" Lt.	Δ_c = 7°52'57" Lt.	a = ½
Rto = 3820.70'	D = 1°30'	Δ_s = 2°15' Lt.
T_s = 564.46'	R = 3819.72'	L_s = 300.00'
L_T = 1125.50'	L_c = 525.50'	t = 149.99'
E = 23.40'		o = 0.98'

P.I. 1194+58.78 ℄

Total Curve	Main Curve	Spiral
Δ_T = 35°59'18" Lt.	Δ_c = 29°59'18" Lt.	a = ⅔
Rto = 2866.10'	D = 2°00'	Δ_s = 3°00' Lt.
T_s = 1080.92'	R = 2864.79'	L_s = 300.00'
L_T = 2099.42'	L_c = 1499.42'	t = 149.99'
E = 148.71'		o = 1.31'

P.I. 1222+63.20 ℄
Δ = 9°21'46" Lt.
D = 0°50'
R = 6875.49'
T = 563.02'
L = 1123.53'
E = 23.01'

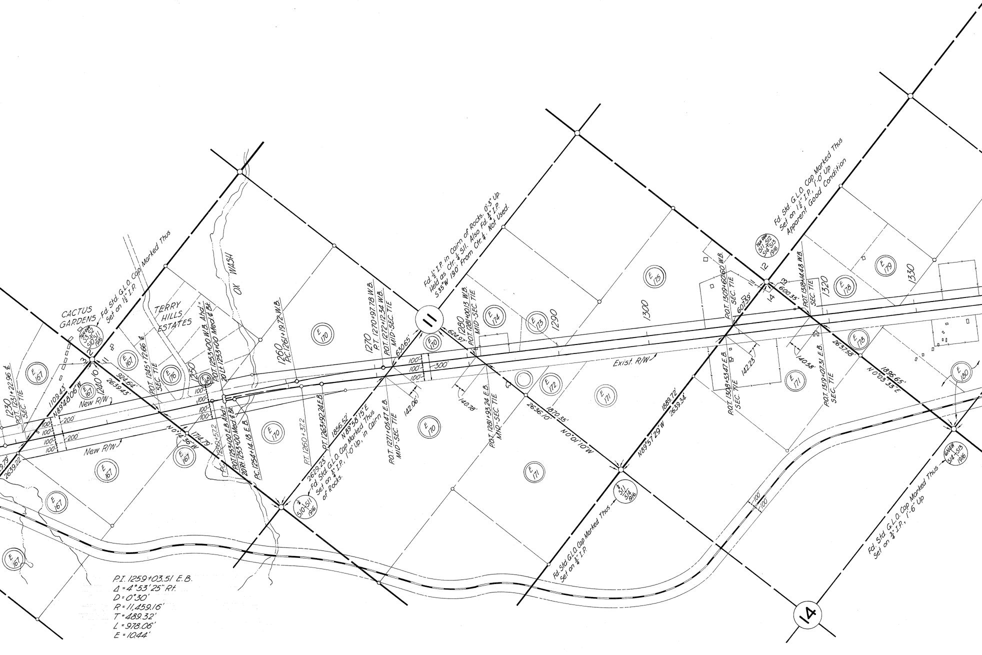
P.I. 1111+35.58 ℄

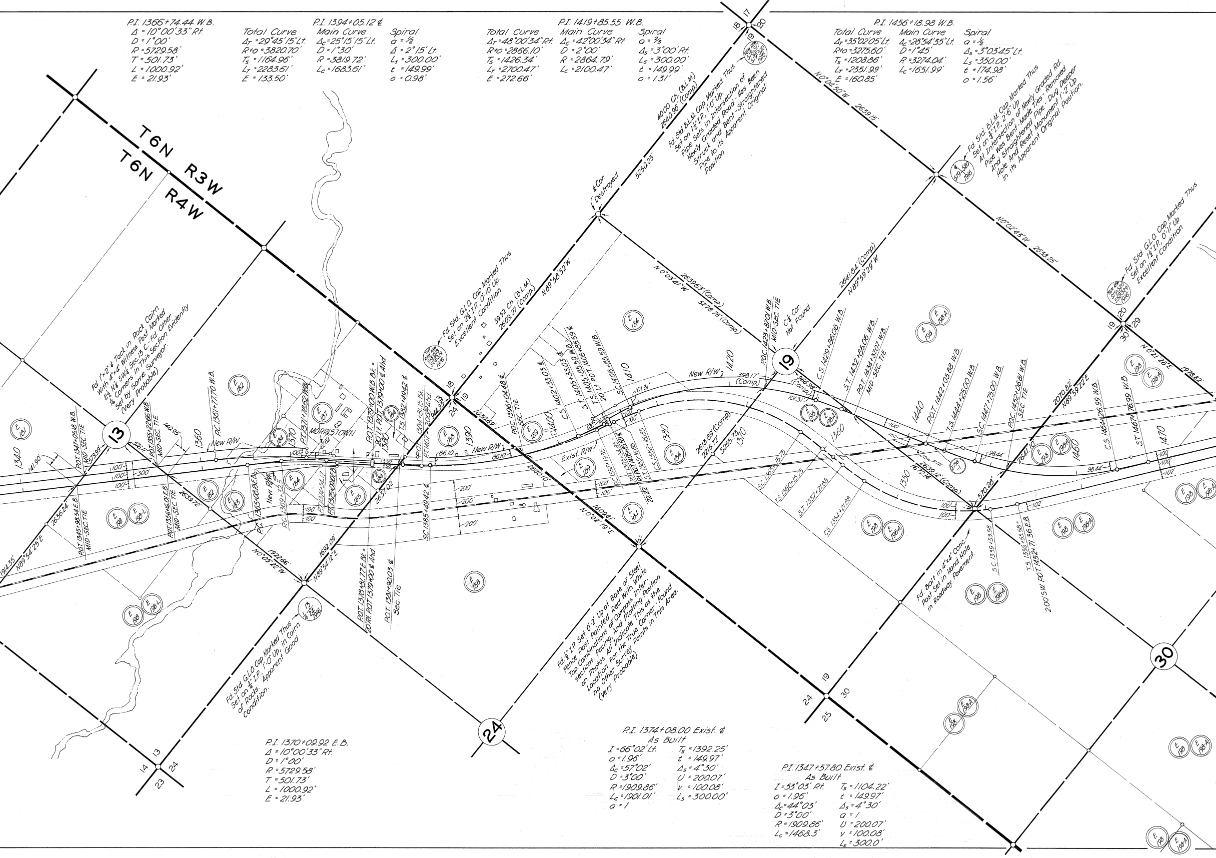
Main Curve	Spiral
Δ_c = 20°27'25" Lt.	a = ½
D = 1°30"	Δ_s = 2°15' Lt.
R = 3819.72'	L_s = 300.00'
L_c = 1363.80'	t = 149.99'
	o = 0.98'

P.I. 1134+42.42 ℄
Δ = 7°23'42" Rt.
D = 1°00'
R = 5729.58'
T = 370.26'
L = 739.50'
E = 11.95'

P.I. 1172+03.65 ℄
Δ = 25°06'08" Rt.
D = 1°15'
R = 4583.66'
T = 1020.46'
L = 2008.18'
E = 112.22'

28
27
33
34
N89°57'E (B.L.M.)
Fd. Std. Cap Marked Thus Set on ¾" I.P. 1'-0" Up.
528 533 1938
1240
C.S. 1118+10.14 ℄
P.T. 1118+190
S.T. 1121+10.14 ℄
123.54'
122.56'
New R/W
1130
E 200
E 163
E 162
E 161
E 160
D 1218
P.C. 1125+40.45
P.C. 1130+72.16 ℄
P.T. 1132+83.6
P.O.T. 1136+39.25 Bk.
P.C. 1136+39.25 Ahd.
P.T. 1141+56.74
P.T. 1138+11.66 ℄
T.S. 1140+11.66 ℄
S.C. 1143+11.66 ℄
C.S. 1148+37.16 ℄
S.T. 1151+37.16 ℄
100'
101.06'
100.08'
1150
1160
P.C. 1160+65.6
E 164
T. & S.F. R.R.
N0°24'45"E 5212.54'
33
P.C. 1161+83.29 ℄
2642.13'
P.O.C. 1161+47.66 ℄ Sec. Tie
2511.22'
N89°40'22"E
3
50'
HASSAYAMPA RIVER
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-6" Up
533 1916
130.91'
N89°56'55"W 1323.57'
Fd. Std. G.L.O. Cap Marked Set on 2½" I.P., 0.3' Up.
T7N R4W 533 534 53 1916
T7N R4W
T6N R4W
N89°54'49"W 1317.06'
Fd. 1"×2" Stake Beside 3"×4" Witness Post in Cairn of Rocks. Reportedly Set on Township Line 1320' From S.E. Cor. 533, T7N R4W by State Highway Surveyor. Witness Post is Similar to That Set Near B.L.M. Corners in This Section.
N0°14'48"W 2658.86'
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., in Cairn of Rocks With 4"×4" Witness Post.
534 53 1916
N89°48'10"W 1315.34'
2
Fd. Std. G.L.O. Cap Marked Thus Set on 1½" I.P., 1'-0" Up, in Cairn of Rocks.
T7N R4W 534 535 53 S2 T6N 1916
E 199
Exist. R/W
1180
P.T. 1181+91.47 ℄
T.S. 1183+91.47 ℄
S.C. 1186+91.47 ℄
P.T. 1183+24.9
P.C. 1185+57.52
1190
New R/W
P.T. 1194+72.94 Bk.
1194+73.17 Ahd.
Tract 37 Cor. 51
Fd. ¾" I.P. In Cairn of Rocks 1'-2" Up - Std. G.L.O. Cap
3
E 165
E 166
1200
P.C. 1201+08.97
151.31'
150'
C.S. 1201+90.89 ℄
S.T. 1204+90.89 ℄
N0°22'12"E
P.T. 1206+36.82
P.O.T. 1209+51.18 ℄
Mid. Sec. Tie
1210
P.C. 1209+23.91
P.T. 1213+19.65
P.C. 1216+99.18 ℄
E 169
SAN DOMINGO WASH
200'
P.O.T. 1218+13.32 Bk.
P.C. 1218+17.91 Ahd.
P.T. 1224+22.50
P.T. 1228+22.71 ℄
E 168
E 167
2719.59'
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-0" Up, in Cairn of Rocks.
53 S10 1916


CACTUS GARDENS
Fd. Std. G.L.O. Cap Marked Thus Set on 1½" I.P.
T6N R4W S3 S2 S10 S11 1916
TERRY HILLS ESTATES
OX WASH
1230
P.O.T. 1231+22.96 ℄ SEC. TIE
1109.43'
N89°48'06"W
2639.22'
3
2
11
10
1240
924.64'
2639.43'
New R/W
200'
100'
P.O.T. 1245+72.66 ℄ SEC. TIE
1250
P.O.T. 1253+00 W.B. Ahd.= 20 Lt. 1253+00 Med. ℄ Bk.
P.O.T. 1253+00 E.B. Ahd.= 20 Rt. 1253+00 Med. ℄ Bk.
P.C. 1250+57.2
P.C. 1254+14.18 E.B.
N0°14'36"W
1714.79'
E 167
E 176
E 168
E 161
E 170
1260
P.C. 1261+19.72 W.B.
P.T. 1260+37.2
P.T. 1263+92.24 E.B.
1856.52'
N89°58'15"E
2629.23'
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-0" Up, in Cairn of Rocks.
¼ S10 S11 1916
1270
P.T. 1270+97.78 W.B.
P.O.T. 1272+12.34 W.B. MID-SEC. TIE
630.65'
300'
P.O.T. 1271+05.47 E.B. MID-SEC. TIE
142.06'
Fd. ½" I.P. in Cairn of Rocks. 0'-3" Up. Held as Ctr. ¼ S11. Also Fd. ¾" I.P. S35°W 19.0' From Ctr. ¼. Not Used.
11
624.97'
1280
P.O.T. 1281+00.13 W.B. MID-SEC. TIE
140.78'
P.O.T. 1281+93.24 E.B. MID-SEC. TIE
2636.10'
1870.35'
N0°01'10"W
E 174
E 173
E 172
E 171
E 175
1290
1300
Exist. R/W
1889.72'
2639.34'
N89°57'29"W
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P.
¼ S11 S14 1916
Fd. Std. G.L.O. Cap Marked Thus Set on 1½" I.P., 1'-0" Up Apparent Good Condition
T6N R4W S11 S12 S14 S13 1916
12
13
14
P.O.T. 1309+60.60 W.B. SEC. TIE
607.39'
600.35'
P.O.T. 1318+14.48 W.B. SEC. TIE
P.O.T. 1308+53.47 E.B. SEC. TIE
142.23'
140.58'
P.O.T. 1319+07.31 E.B. SEC. TIE
2637.58'
1896.65'
N0°03'33"E
1320
1330
E 178
E 179
E 180
100'
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-6" Up
6N4W S14 S13 1916
14
P.I. 1259+03.51 E.B.
Δ = 4°53'25" Rt.
D = 0°30'
R = 11,459.16'
T = 489.32'
L = 978.06'
E = 10.44'


P.I. 1366+74.44 W.B.
Δ = 10°00'33" Rt.
D = 1°00'
R = 5729.58'
T = 501.73'
L = 1000.92'
E = 21.93'
P.I. 1394+05.12 ℄
Total Curve
Δ_T = 29°45'15" Lt.
R+o = 3820.70'
T_s = 1164.96'
L_T = 2283.61'
E = 133.50'
Main Curve
Δ_c = 25°15'15" Lt.
D = 1°30'
R = 3819.72'
L_c = 1683.61'
Spiral
a = ½
Δ = 2°15' Lt.
L_s = 300.00'
t = 149.99'
o = 0.98'
P.I. 1419+85.55 W.B.
Total Curve
Δ_T = 48°00'34" Rt.
R+o = 2866.10'
T_s = 1426.34'
L_T = 2700.47'
E = 272.66'
Main Curve
Δ_c = 42°00'34" Rt.
D = 2°00'
R = 2864.79'
L_c = 2100.47'
Spiral
a = ⅔
Δ_s = 3°00' Rt.
L_s = 300.00'
t = 149.99'
o = 1.31'
P.I. 1456+18.98 W.B.
Total Curve
Δ_T = 35°02'05" Lt.
R+o = 3275.60'
T_s = 1208.86'
L_T = 2351.99'
E = 160.85'
Main Curve
Δ_c = 28°54'35" Lt.
D = 1°45'
R = 3274.04'
L_c = 1651.99'
Spiral
a = ½
Δ_s = 3°03'45" Lt.
L_s = 350.00'
t = 174.98'
o = 1.56'
T6N R3W
T6N R4W
Fd. 1"×2" ℄ Tack in Rock Cairn With 4"×4" Witness Post Marked E½ N¼ SW¼ Sec. 13 C.-Fd. Other 1/16 Corners in This Section Evidently Set by Same Surveyor. (Very Probable)
Fd. Std. G.L.O. Cap Marked Thus Set on 2½" I.P., 0'-10" Up. Excellent Condition
39.52 Ch. (B.L.M.)
2609.27 (Comp.)
N89°58'52"W
¼ Cor. (Destroyed)
40.00 Ch. (B.L.M.)
2640.96' (Comp.)
5250.23'
Fd. Std. B.L.M. Cap Marked Thus Set on 1½" I.P., 1'-0" Up. Pipe Sets in Intersection of Newly Graded Road - Has Been Struck and Bent - Straightened Pipe to its Apparent Original Position.
N0°04'50"W
2639.15'
Fd. Std. B.L.M. Cap Marked Thus Set on ¾" I.P., 2'-6" Up At Intersection of Newly Graded Rd. Pipe Was Bent - Made Ties - Removed And Straightened Pipe - Dug Deeper Hole And Reset Monument 1'-2" Up in its Apparent Original Position.
N0°02'43"W
2638.25'
Fd. Std. G.L.O. Cap Marked Thus Set on 1½" I.P., 0'-11" Up Excellent Condition
N0°03'41"W
2639.63' (Comp.)
5278.75' (Comp.)
2641.84' (Comp.)
N89°59'29"W
C¼ Cor. Not Found
P.O.C. 1423+87.01 W.B. MID-SEC. TIE
N0°21'28"E
1978.82'
2070.82'
N89°59'22"E
13
19
24
30
MORRISTOWN
New R/W
Exist. R/W
P.O.T. 1347+05.18 W.B. MID-SEC. TIE
P.O.T. 1355+22.66 W.B. MID-SEC. TIE
P.C. 1361+77.70 W.B.
P.T. 1371+78.62 W.B.
P.O.T. 1379+00 W.B. Bk. = 20' Lt. P.O.T. 1379+00 ℄ Ahd.
T.S. 1382+49.42 ℄
P.O.T. 1384+81.15 Bk. = P.T. 1407+20.68 Ahd.
P.O.C. 1396+04.48 ℄ SEC. TIE
C.S. 1402+33.03 ℄
S.T. 1405+85.59 W.B. = T.S. 1405+85.59 ℄
T.S. 1405+85.59 W.B. = 20' Lt. P.O.T. 1405+85.59 ℄
S.C. 1408+85.59 W.B.
C.S. 1429+86.06 W.B.
S.T. 1432+86.06 W.B.
P.O.T. 1434+37.07 W.B. MID-SEC. TIE
P.O.T. 1442+05.88 W.B.
T.S. 1444+25.00 W.B.
S.C. 1447+75.00 W.B.
P.O.C. 1452+06.81 W.B. SEC. TIE
C.S. 1464+26.99 W.B.
S.T. 1467+76.99 W.B.
P.O.T. 1345+98.54 E.B. MID-SEC. TIE
P.O.T. 1356+16.01 E.B. MID-SEC. TIE
P.C. 1365+08.18 E.B.
P.C. 1369+32.5
P.T. 1374+34.17
P.T. 1375+00.10 E.B.
S.C. 1385+49.42 ℄
P.O.T. 1378+81.77 E.B. Bk. = 20' Rt. P.O.T. 1379+00 ℄ Ahd.
P.O.T. 1381+90.03 ℄ Sec. Tie
P.C. 1387+19.35
P.O.T. 1385+54.85 = Rt. P.O.T. 1405+85.59 ℄
S.T. 1385+16.85
C.S. 1382+16.85
S.C. 1363+15.75
T.S. 1360+15.75
S.T. 1357+21.88
C.S. 1354+21.88
S.C. 1339+53.58
T.S. 1336+53.58 = 200' S.W. P.O.T. 1452+71.36 E.B.
Fd. Bolt in 4"×4" Conc. Post Set in Hand Hole in Roadway Pavement.
1340
1360
1370
1380
1390
1400
1410
1420
1440
1460
1470
1380
1360
1350
1310
141.90'
579.99'
576.11'
140.95'
2636.24'
2639.72'
N89°54'25"E
1914.35'
N0°05'22"W
1922.66'
1692.09'
N89°54'12"E
2637.02'
944.93'
1030.69'
2640.10'
1609.41'
N0°02'19"E
2613.89' (Comp)
2215.72'
5255.73'
398.17' (Comp.)
966.98' (Comp.)
101.31'
2639.12' (Comp.)
1672.14'
570.28'
2641.10'
98.44'
86.10'
61.82
100'
200'
300'
102'
120'
E 181
E 182
E 183
E 184
E 185
E 187
E 188
E 189
E 198
E 198-L
E 198-A
E 198-1
Fd. Std. G.L.O. Cap Marked Thus Set on ¾" I.P., 1'-0" Up, in Cairn of Rocks. Apparent Good Condition.
¼ 13 24 1916
Fd. ½" I.P. Set 0'-2" Up at Base of Steel Fence Post Painted Red With White Top. Combinations of Compass Intersections, Pacing, And Plotting Position on Photos All Indicate This as the Location For the True Corner - Found no Other Survey Points in This Area. (Very Probable)
18
17
20
29
14
23
25
P.I. 1370+09.92 E.B.
Δ = 10°00'33" Rt.
D = 1°00'
R = 5729.58'
T = 501.73'
L = 1000.92'
E = 21.93'
P.I. 1374+08.00 Exist. ℄
As Built
I = 66°02' Lt.
o = 1.96'
Δ_c = 57°02'
D = 3°00'
R = 1909.86'
L_c = 1901.01'
a = 1
T_s = 1392.25'
t = 149.97'
Δ_s = 4°30'
U = 200.07'
v = 100.08'
L_s = 300.00'
P.I. 1347+57.80 Exist. ℄
As Built
I = 53°03' Rt.
o = 1.96'
Δ_c = 44°03'
D = 3°00'
R = 1909.86'
L_c = 1468.3'
T_s = 1104.22'
t = 149.97'
Δ_s = 4°30'
a = 1
U = 200.07'
v = 100.08'
L_s = 300.0'

DRAWING NO. C-7-T662A

B.P.R. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
7	ARIZ.				

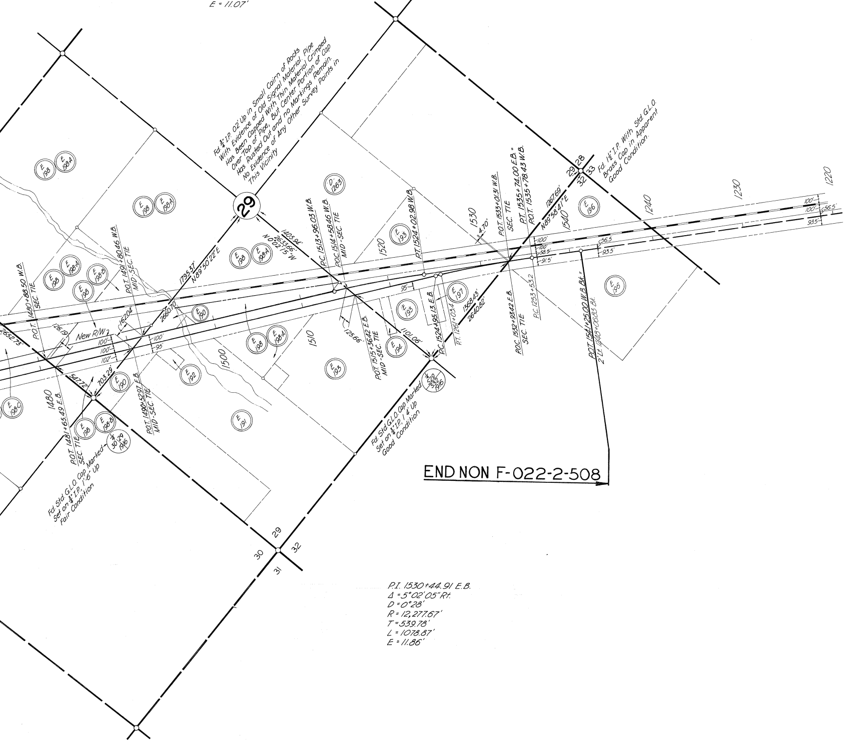
DEC. 31, 1962

E. V. Miller

EARLE V. MILLER ENGINEERS E. V. Miller
FOR THE CONSULTANT ENGINEERS

DESIGN	DRAWN	CHECKED

P.I. 1518+99.83 W.B.
Δ = 5°02'05" Rt.
D = 0°30'
R = 11,459.16'
T = 503.80'
L = 1006.94'
E = 11.07'



Fd. 3/4" I.P. 0.2' Up in Small Cairn of Rocks With Evidence of Old Signal Material. Pipe Has Been Capped With Thin Material Crimped Over Top of Pipe, But Center Portion of Cap Has Rusted Out and no Markings Remain. No Evidence of Any Other Survey Points in This Vicinity
29
Fd. 1½" I.P. With Std. G.L.O. Brass Cap in Apparent Good Condition.
29
28
32
33
Fd. Std. G.L.O. Cap Marked 1/4 30 29 1916 Set on 3/4" I.P., 1'6" Up Fair Condition
Fd. Std. G.L.O. Cap Marked 1/4 S29 S32 1916 Set on 3/4" I.P., 1 4' Up Good Condition
29
30
31
32
1795.37'
N89°50'22"E
1405.94'
2633.66'
N0°02'15"W
2660.70
1267.69'
N89°58'41"E
1368.43'
2640.82'
2652.73'
547.72'
703.29'
1101.06'
125.66'
162.04'
126.19'
New R/W
100'
100'
102'
100'
95'
95'
4.70'
100'
100'
58.5'
91.5'
56.5
93.5'
100'
100'
56.5'
93.5'
P.O.T. 1480+88.50 W.B. SEC. TIE
P.O.T. 1481+65.49 E.B. SEC. TIE
P.O.T. 1491+80.46 W.B. MID-SEC. TIE
P.O.T. 1490+52.97 E.B. MID-SEC. TIE
P.C. 1513+96.03 W.B.
P.O.C. 1514+58.46 W.B. MID-SEC. TIE
P.O.T. 1515+36.42 E.B. MID-SEC. TIE
P.T. 1524+02.98 W.B.
P.C. 1524+95.13 E.B.
P.T. 1261+03.4
P.O.T. 1533+01.31 W.B. SEC. TIE
P.T. 1535+74.00 E.B. =
P.O.T. 1535+78.43 W.B.
P.O.C. 1532+93.42 E.B. SEC. TIE
P.C. 1253+53.2
P.O.T. 1541+25.00 W.B. Bk. =
2' Lt. 1248+06.83 Bk.
1480
1500
1510
1520
1530
1540
1240
1230
1220
E 198
E 198-A
E 198-B
E 198-C
E 190
E 191
E 192
E 193
E 194
E 196
E 197
D-1263

P.I. 1530+44.91 E.B.
Δ = 5°02'05" Rt.
D = 0°28'
R = 12,277.67'
T = 539.78'
L = 1078.87'
E = 11.86'

END NON F-022-2-508

NOTE:
THIS MAP FOR LOCATION PURPOSES ONLY.
FOR OWNERSHIP INFORMATION AND COMPLETE RIGHT-OF-WAY INFORMATION SEE RIGHT-OF-WAY PLANS DRAWINGS NO. D-7-T662.

ARIZONA HIGHWAY DEPARTMENT
RIGHT OF WAY DIVISION

RIGHT OF WAY MAP OF
WICKENBURG-PHOENIX HIGHWAY
WICKENBURG-MORRISTOWN SECTION
MARICOPA, COUNTY

FROM STATION 946+86.94 TO STATION 1541+25.00
PROJECT NON F-022-2-508

ALIGNMENT, RIGHT OF WAY WIDTHS, AND CONTROL OF ACCESS, APPROVED IN ACCORDANCE WITH HIGHWAY PLANS.
DATE: ________ ________________
ASSISTANT STATE ENGINEER

APPROVED IN ACCORDANCE WITH RESOLUTION DATED: ________ 19___, MINUTES OF THE ARIZONA HIGHWAY COMMISSION.

DRAWN BY	R.L.P.
DATE	NOV. 21, 1962
SCALE	1" = 400'
CHECKED BY	L.C.L.
A.F.E. NO.	
DRAWING NUMBER	
C-7-T662A	