Lower Mule Creek Spr
Mule Canyon
Cedar Tank
Corral
Low water crossing at ditch line where the proposed road enters the Goodwin Road.
A 10' cut at this point. The material will be used as fill. The proposed road is located on the south side of the current ranchers road, so the new road will not hamper the ranchers road.
Low water crossing. Gradients from 000+00 to 017+32 vary from +3° to - 5°
Proposed road crosses the existing trail and continues on the east side of the old road. A low water crossing is required at 014+32.
From 019+60 to 042+33 gradients vary from +2° to -5°
Two 48" culverts are required at Cedar Creek. A cattle guard will have to be constructed. Any material required for the placement of the culverts will come from the cut at 046+80.
Cut of 12ft to 15 ft. This material will be used as fill where required.
There is about 6 to 8 hours of drill required All materials from this area will be used to establish a low water crossing.
Crossing saddle to the north.
A +3° grade around the hill will require side hill cutting.
This area requires a 5' cut and some fill to establish a low water crossing.
Low Water Crossing
There is a 15' side hill cut and some fill necessary for a low water crossing.
The saddle will be cut through by 20' and then the proposed road joins the existing trail. The material from the cut will be used to upgrade the old road in this area.
A side hill cut will be required on the proposed road at a -5° gradient.
Upgrading the existing trail.
A 36" culvert will be placed at this location.
Low Water Crossing
At this location the fence will be relocated to allow for a cattle guard. Gradients leading down from 102+80 are at -3° to -4°.
A 48" culvert will be placed at this location.
The fence will be adjusted so that a cattle guard can be placed at this location
A side hill cut for a gradient of +4° to +6°. The rock work in this area is difficult to assess because of the dense bush.
The existing trail is followed at this location.
A 48" culvert will be placed at this location
A 20' cut will be required at this point to allow for a suitable crossing of the Wolf Creek. This will be a low water crossing
A 5' cut will be required to allow for a low level crossing.
A 7' to 10' cut is required to establish a low water crossing.
Side hill cut to establish a +4° to -5° gradient.
The existing trail will be upgraded at +6° to -7°. Some rock work may be necessary. The proposed road moves to the west side of the old trail where it will require a side hill cut to follow the contour of the mountain.
Wolf Creek
T 12 N
GILA AND
Nor-Quest Arizona Inc.
PROPOSED ROAD MAYER — GOODWIN / JUNCTION TO GLADIATOR MINE
SCALE : APPROX 1" - 500'
DATE : JULY 1984