

Flood Photographs and Newspaper Articles

1964-1965

Agua Fria River, Cave Creek, Gila Bend,

Gila River, Harquahala, Hassayampa,

Queen Creek, Sonoqui, Salt River,

Gillespie Dam, McMicken Dam, New River

July 30, 1964	Agua Fria River
August 1, 1964	Arizona Canal
	Beeline Highway
August 3, 1964	Cave Creek Storm August 1, 1964
July 3, 1964	Gila Bend – Bender Wash
	Sand Tank Wash
August 4, 1964	Gila River at Maricopa Road
	At Maricopa Railroad
	Santa Cruz River at St. John's
	Gila River at Bullard Road
	Gila River at Gillespie Dam
April 31, 1964	Harquahala Valley Road to Tonopah
	Wintersburg
	Hassayampa
	Bud Lantis Farm Damage to Irrigation Ditch
	Escheverria Hirder's Trailer
July 15, 1964	Pima Road
	McDowell at 66 th Street
	Scottsdale Road at Salt River
July 15, 1964	Queen Creek / Apache / Country Club
	Guadalupe Road
	RWCD Canal
December 2, 1964	Queen Creek / RWCD Canal / Indian Reservation
February 11, 1965	Queen Creek / Whitlow Ranch Dam
July 1964	Sonoqui Wash
	Rittenhouse Road
	Powers Road
	Powers Road / Guadalupe / Southern / Hunt Highway / Citrus Heights
	Ellsworth and Elliot Roads
July 15, 1964	Salt River Country Club Drive
December 23, 1965	Agua Fria River at Southern Avenue
	Van Buren Street
	Indian School Road
January 27, 1965	Chandler Heights / Hunt Highway Earth Crack
	Silger Road and 76th Street
December 24, 1965	Bell Road and Cave Creek
December 20, 1965	Gillespie Dam / Maricopa Highway Bridge / Airport Road / 115th Avenue
	Rainbow Valley Road / Estrella Park Road / Bullard Road
February 18, 1965	Harquahala Valley / Centennial Wash / Salome Road / Courthouse Road
December 24, 1965	Hassayampa and Baseline Road
March 11, 1965	McMicken Dam / Olive Road / Litchfield Road / Peoria Avenue / Reems Road
	Sarival Road / LAFB Drainage Canal / Northern Avenue
September 9, 1965	McMicken Dam
December 23, 1965	New River / Glendale Avenue Bridge / U.S. 60-70 / Olive Avenue
	Bell Road Bridge / Black Mountain Road / Indian School Road / Northern Avenue

FLOODING REPORTS
in the
HYDROLOGY LIBRARY

1943 Flood Report.....	80.8-00-1-08/43
Analysis of the Failure of Indian School Bridge.....	80.0-00-0-00/00
Assessment of Flood Damages Salt-Gila Aqueduct - Reach B...	80.4-00-9-10/84
Assessment of Flood Damages Salt-Gila Aqueduct - Reach B...	80.4-00-9-07/84
Arizona and WC New Mexico/November 1978-March 1979 Floods..	80.6-00-9-03/79
Compilation of Flood Data Maricopa 1965.....	70.6-00-1-06/67
Compilation of Flood Data for Maricopa 9/65-9/70.....	70.6-00-1-06/67
Compilation of Flood Data for Maricopa 9/65-9/70.....	70.6-00-1-12/72
Desert Floods/Southern Arizona Floods 9/62.....	80.5-00-1-09/62
Eastern Maricopa County Flood July 1984.....	80.9-00-9-07/84
Flood Aid and Damages.....	80.5-00-1-00/00
Flood Conditions Along Salt River.....	36.0-00-9-12/59
Flood Conditions Along Salt River.....	36.0-00-1-12/59
Flood Conditions Along Salt River.....	80.0-00-9-12/59
Flood Damage Report-December 1978 Flood.....	80.2-00-1-11/79
Flood Damage Report-December 1978.....	80.2-00-9-11/79
Flood Damage Report February 1979.....	80.2-00-9-02/79
Flood Damage Report SC Arizona & SW New Mexico.....	80.2-00-8-01/80
Flood Damage Report Glendale/Maryvale.....	80.2-00-9-06/64
Flood Damage Survey February 1980.....	80.2-00-9-02/80
Flood of June 22, 1972.....	80.2-00-9-06/72
Flood August 1963 Prescott, Arizona.....	80.6-00-1-08/63
Flooding in East Maricopa County.....	32.9-00-9-08/88
Flooding in Eastern Maricopa County/1984.....	80.9-00-9-07/84
Flooding Problems of 8/28/88.....	80.9-00-9-09/88
Floods of December 1965 - January 1966 Salt-Gila.....	80.0-00-9-12/65
Floods of October 1983 in Southeastern Arizona.....	80.5-00-1-03/89
Harquahala Valley Flood 9/24-26/76.....	04.3-00-1-11/76
Harquahala Valley Flood September 1976.....	04.5-00-1-11/76
North Mountain Flood of August 1943.....	80.8-00-1-08/43
Phoenix Flood Damage Survey February 1980.....	80.2-00-9-02/80
Phoenix Flood Damage Survey February 1980.....	80.2-00-9-04/81
Report of Flooding Near 32nd Street and the Arizona Canal.....	80.9-00-1-08/86
Report of Flooding Near 32nd Street and the ACDC.....	80.9-00-9-08/86
Report on Flood of June 22, 1972.....	80.2-00-9-06/72
Report on the Arizona Floods December 16-20, 1978.....	80.7-00-9-05/79
Report of Flood Conditions at Phoenix Summer 1951.....	80.5-00-9-00/51
Storms, Floods, and Debris Flows/Arizona and Southern California.....	80.0-00-0-00/00
Storms in the Phoenix Metro Area.....	80.5-00-1-00/00



C-LINE #52584
35MM PRINTS





8/1/64 Water flowing over bank of Arizona Canal prior to break.





8/1/64 View of water flowing over bank of Arizona Canal, prior to break.
Canal is on right, south bank straight ahead.

8/1/64 Water flowing over bank of Arizona Canal prior to break.



8/1/64 Water flowing over bank of Arizona Canal prior to break.





8/1/64 Break in Arizona Canal.



8/1/64 Water flowing into Arizona Canal from the desert, north side of Beeline Hwy.



8/1/64 Aerial view of water from break in Arizona Canal flowing across highway. Break is at left, out of picture.



8/1/64 Break in Arizona Canal, with inflow from desert on opposite bank.

8/1/64 View west along Beeline Hwy, just east of drag strip. Water from canal overflow.



8/1/64 Water just starting to flow over Beeline Hwy, after break in
Arizona Canal.





8/1/64 North bank of Arizona Canal, showing damage caused by desert inflow.



8/1/64 Water in desert along Arizona Canal.



8/1/64 Flow across Beeline Hwy from break in Arizona Canal.



8/1/64 Break in Arizona Canal, north of Beeline Hwy.



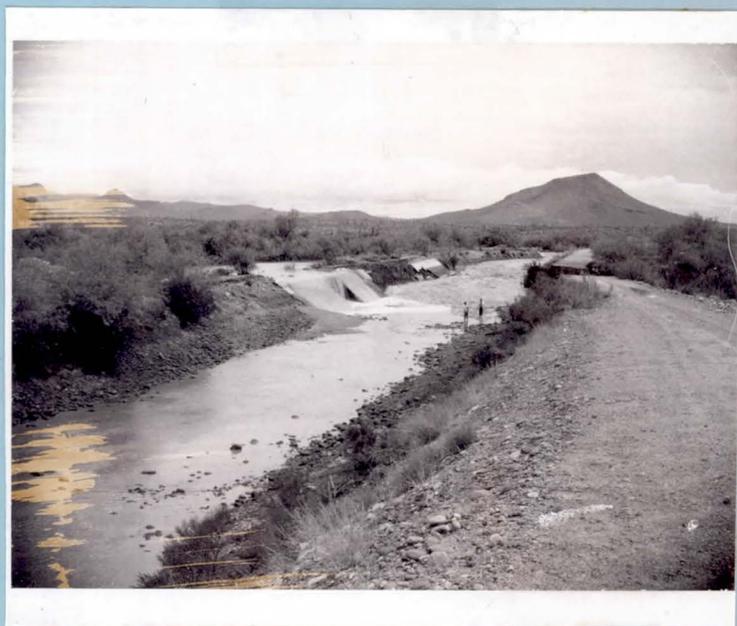
August 1, 1964

ARIZONA CANAL

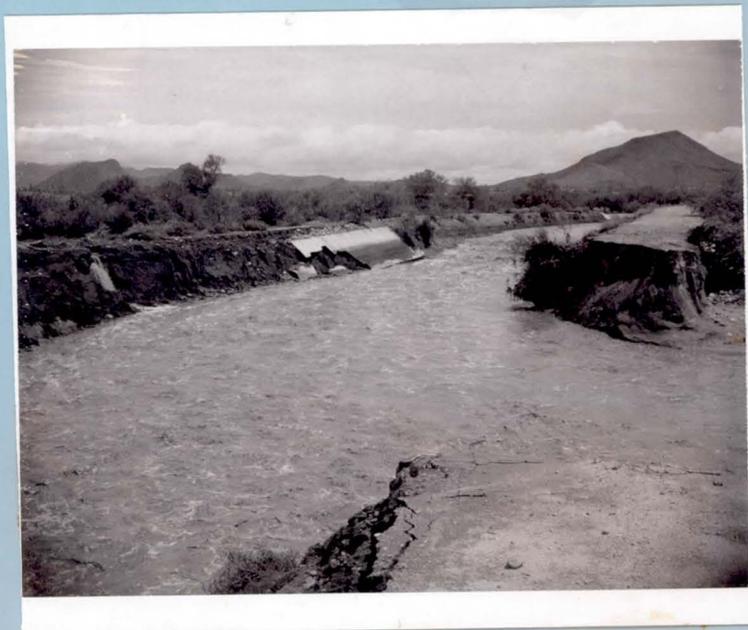
Water entering Arizona Canal north bank from desert.



Water entering Arizona Canal north bank from desert, break is in south bank at right.



Break in Arizona Canal
200' long, 25' deep.



August 1, 1964

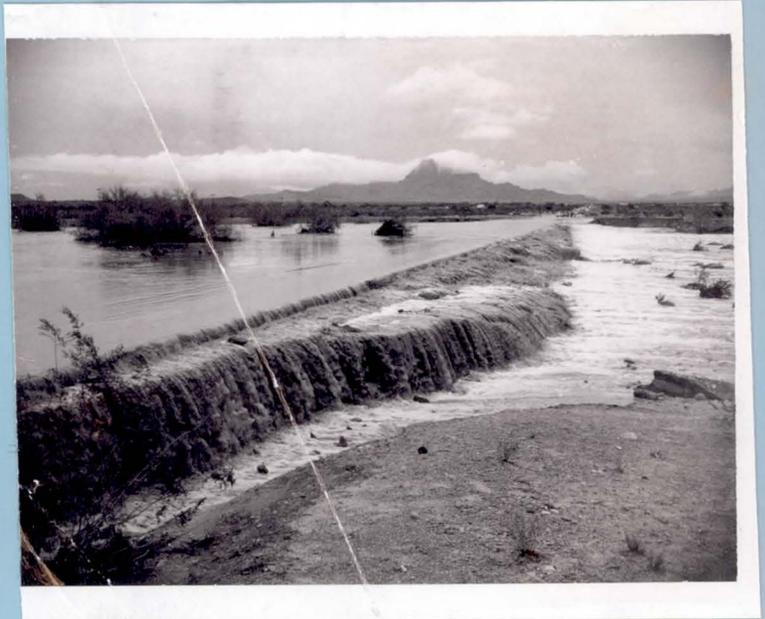
Arizona Canal

Arizona Canal

Water from Arizona Canal
break flowing toward
Beeline Hwy.



Water from Arizona Canal
break flowing toward
Salt River after crossing
Beeline Hwy.



Water from Arizona Canal
break crossing Beeline
Hwy.





Buckeye Valley News

Two Inch Rain #1 Floods Buckeye

Over two inches of rain fell on Buckeye and surrounding area Sunday afternoon and evening, which with some accompanying hail did extensive crop damage in the area. Three-fourths of an inch of rain fell Sunday afternoon and another 1.40 inches Sunday night for a total of 2.15 inches, more than we have had all year.

It was just slightly more than a year since Buckeye suffered a similar cloudburst. Many roofs were damaged by the high winds which came with the rain and several homes were thoroughly soaked when the roofs were torn loose and the rain poured in.

Many business men on the south side of Monroe (main) and on Fourth street were kept busy Sunday evening and Monday morning "swamping" out

the muddy water which flowed over the curbs and into their places of business.

Power failures in town were spasmodic and never lasted longer than 20 to 30 minutes.

Buckeye Library To Have New Schedule of Hours

The Buckeye Library will go on a new schedule effective this week. They will be open on Mondays from 1 to 5 p.m.; Tuesdays 9 to 12 in the morning and 7 to 9 in the evening; and from 9 to 12 in the morning on Wednesday, Thursday, Friday and Saturday.



Lightning Destroys Trailer Home in Valencia

THIS IS ALL that remained of a 1957 10'x48' house trailer at 108 Sixth Avenue in Valencia which burned after being struck by lightning Sunday night about 10:25 p.m. Mr. and Mrs. Richard R. Wil-

son, occupants of the trailer, were not at home at the time, arriving just in time to see their home destroyed by the fire. They lost all of their clothing and personal possessions and the trailer itself

(which belongs to Carl Wilson) was a total loss. Mr. Wilson works for Ralph Moore Plumbing in Avondale. The Wilsons are staying with neighbors until housing can be found. (Photo by The Fairchilds)



CARS traveling up Fourth Street in Buckeye had a wet

time of it in Sunday afternoon's cloudburst in Buckeye.

NEWS staff photo





Cave Creek 8/1/64 Storm 8/3 Picture





Rainfall

Would you believe it if we were to tell you that we could get six inches of rain in a twenty-four hour period here in Chandler? Would you believe it if we said we could get between two and three inches of rain in one hour?

No, these tid-bits of information are not the wild statements of a misguided soil conservationist! They come from a no-less reliable source than the U. S. Weather Bureau.

This, and other information of like nature is contained in a publication issued in 1961 by the Weather Bureau. It is called, "Rainfall Frequency Atlas of the United States," and was prepared by the Weather Bureau for the engineers of the Soil Conservation Service. The 54 charts in the publication are used by SCS engineers to assist them in coming up with adequate designs for the flood control structures in the small watersheds program.

This little missile will come in handy in the near future as the slide rule specialists work out the final designs for the Williams-Chandler and Apache Junction-Gilbert floodwater retarding structures.

At the request of the Flood Control District of Maricopa County, an SCS survey crew is currently working in the two watershed areas.

Three floodwater retarding structures tentatively called the Powerline, the Vineyard road and the Rittenhouse will be constructed to intercept floodwaters originating in the Superstition Mountains.

The water will then be safely routed in a channel to the Roosevelt Water Conservation District Floodway. Plans also call for enlarging the present RWCD Floodway.

Administrative direction for the technical phases of construction of the two projects will come from the Phoenix area and Chandler work unit offices of SCS.

There is a story that has been told about one of Arizona's congressional delegation. When he was appearing before a congressional committee in favor of a flood control project in his home state, he was asked by one of his colleagues, "Why do you need flood control in Arizona? You only get six inches of rain each year."

His answer was, "Yes, but you should be there the day it comes." (RSS)



July 3, 1964

GILA BEND

Siphon of Bender
Wash under Gila
Bend Canal. 3
barrels @ $3\frac{1}{2}'$ X
6'W



Upstream side of
Siphon, Gila Bend
Canal under sand
tank wash.



7/3/64

GILA BEND

Siphon of Gila Bend
Canal under Sand Tank
Wash.



In Distance - Bender
Wash Under Railroad.







00/1964 At Maricopa Road



00/1964 At old Maricopa Railroad

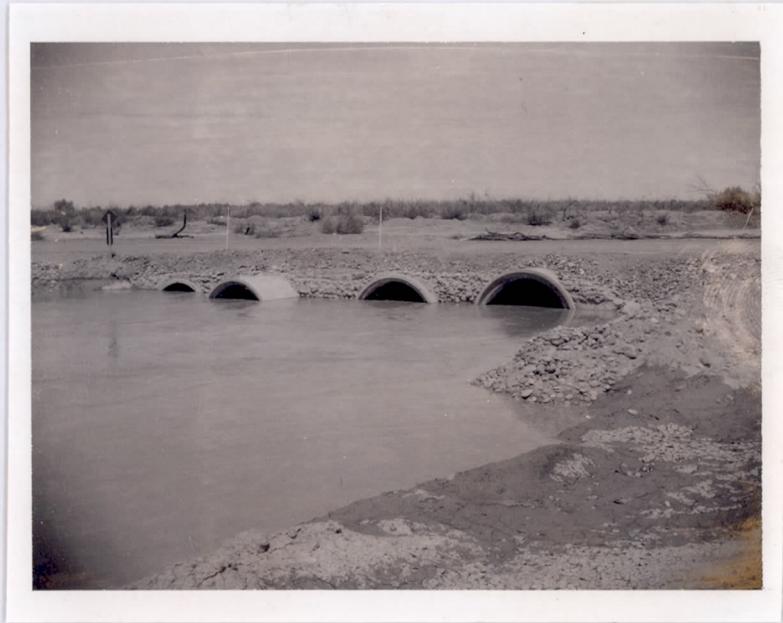


C-LINE #52584
35MM PRINTS

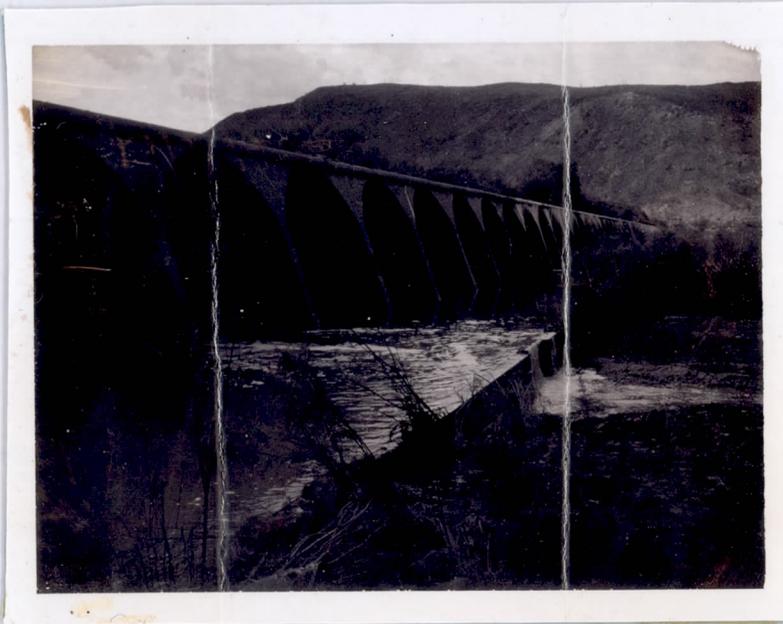


00/1965 Santa Cruz River at St. John's ↑
08/04/64 Gila River at 115th Avenue ↓ ↗

35MM PRINTS
C-111E #25284



08/04/64 Gila River at Bullard Road 200 cfs+ south pipes.



08/04/64 ↑ Gila River - Gillespie Dam
08/04/64 ↓ 300 cfs+ passing Gillespie Dam (including canals)

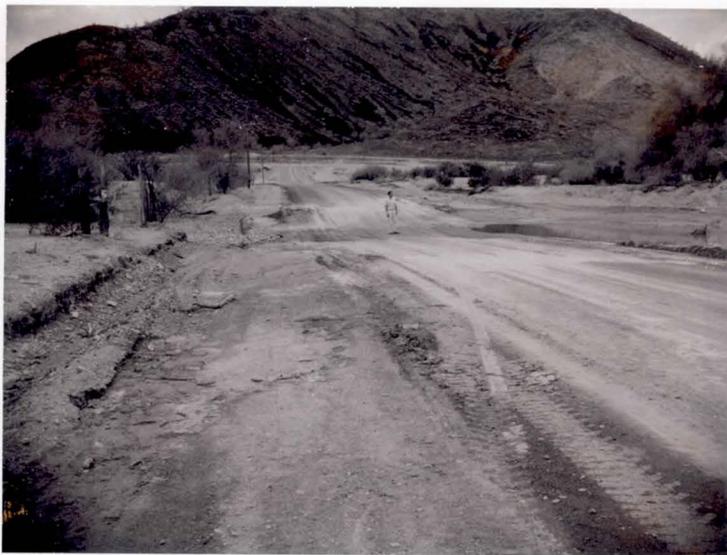




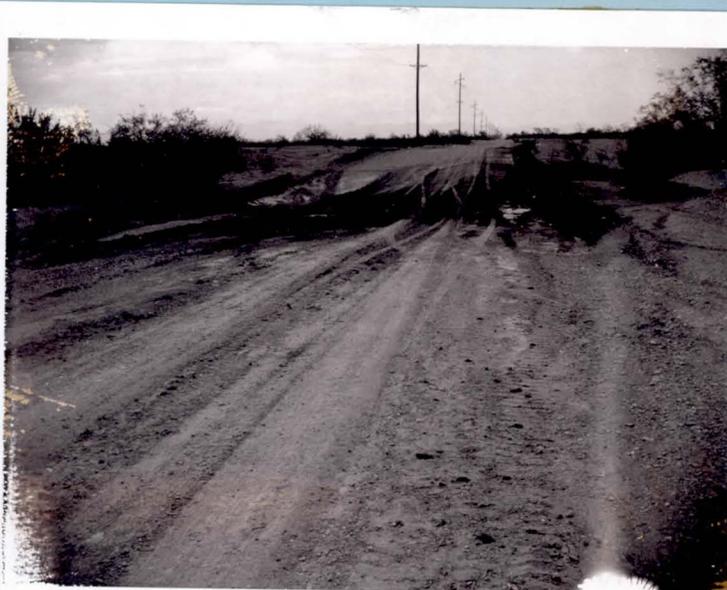
4/31/64

Harquahala Valley

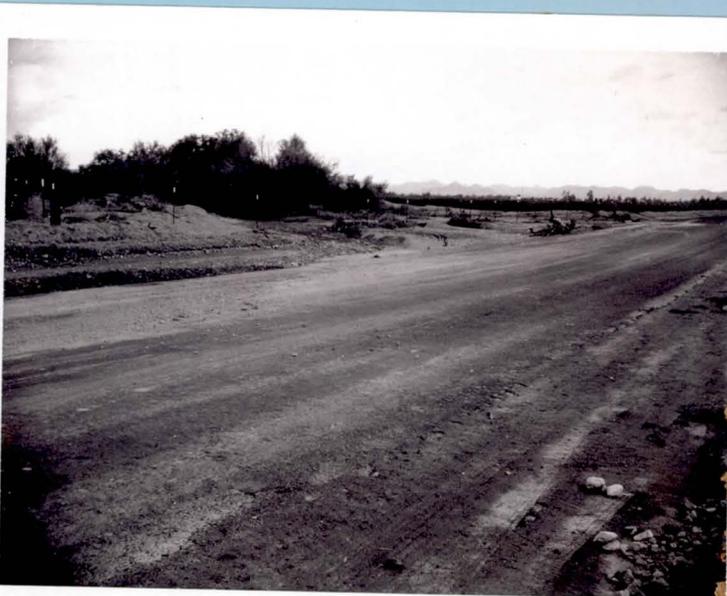
Wash across road to
Tonopah, about 1000'
north of highway.
Water was about 3-4'
deep on 7/30.



Wash 1000' east of
Tonopah. Water was
4' deep on 7/30. Typical
of other washes east
and west of Tonopah.



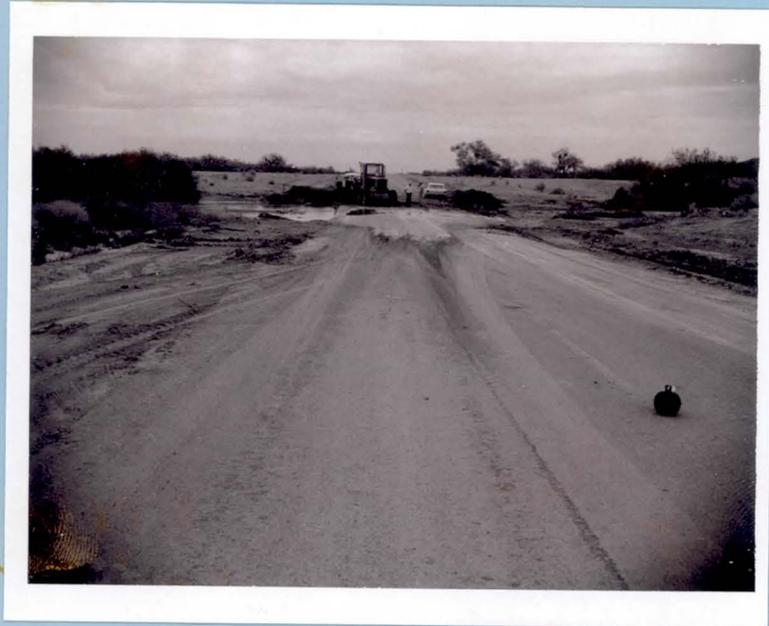
Wash across road south
of Tonopah. 0.9 mi.
south of Tonopah.
Looking North.



July 30, 1964

HARQUAHALA VALLEY

Wash 3 mile NW of Wintersburg; water 3-4' deep.



July 31, 1964

HARQUAHALA VALLEY

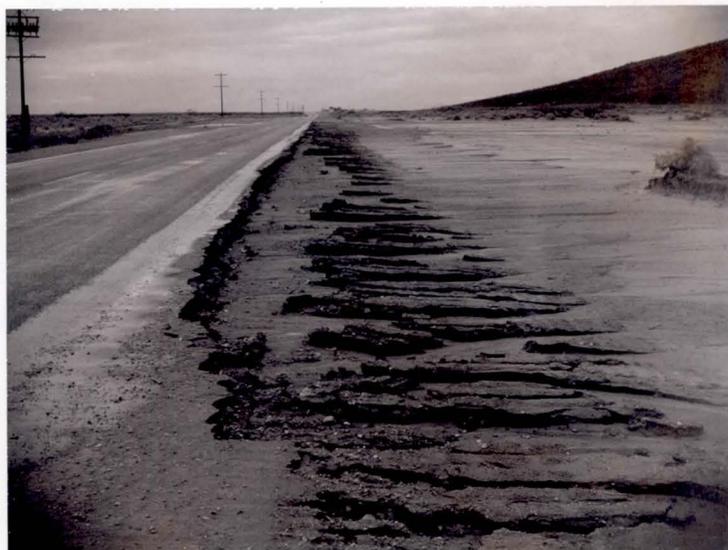
Wash 2-3 miles NW of
Hassayampa, water was
approximately 3' deep.



"Grand-daddy" wash 1 mile
E of Tonopah, water was
5-6' deep.



Road 1 mile NW of
Wintersburg Erosion
is on SW side of road.



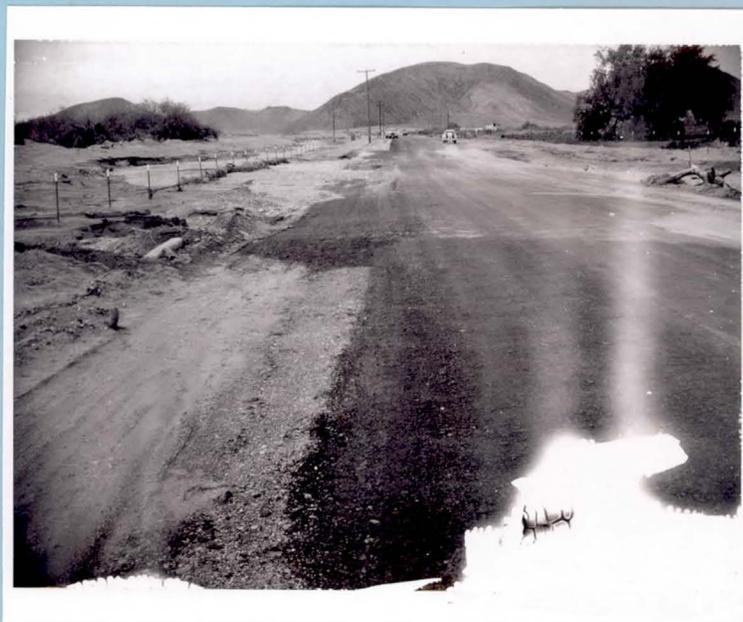
7/31/64

Harquahala Valley

"Grand Daddy" wash 1 mile east of Tonopah. Water was 5-6' deep. Typical of numerous washes east of Tonopah. Wash 1 mile farther east had more water.



Wash across road south from Tonopah. 0.9 mi. south. Looking south. Water was 2/3' deep.



Harquahala Valley - Sec 7 & 18 - TIN-8W
"Bud" Lantis farm showing damage to irrigation
ditch from flood of August 26, 1964



Harquahala Valley 8/27/64 - Escheverria Hirder's trailer
from flood of previous evening. 2 miles of Gin Road on
Court House Road.



Flood Control District
Maricopa County
4701 E. Washington St.
Phoenix, Arizona

#14

\$500,000 Storm Lashes Harquahala

☆ ☆ ☆ ☆ ☆ ☆ ☆

Buckeye Valley News

VOLUME 40 BUCKEYE, MARICOPA COUNTY, ARIZONA Thursday, September 3, 1964 No. 36

Two inches of rain fell in two hours time in north Harquahala Valley last Wednesday night causing severe flood damage, which with the accompanying hail caused an estimated \$500,000.00 damage to crops, homes, irrigation ditches and roads in the northern half of the valley.

Between 1½ to 2 inches of rainfall was measured in less than two hours on the north side of the valley.

The storm broke about 7 p.m. Wednesday with most of the flood waters coming off the hills and mountains which form the north boundary of the valley. Don Brady, who owns a tavern in the north side of Harquahala, said that a sheet of water several feet deep and a mile wide came pouring down on them. Homes at the Big Horn Ranch, two miles to the south, had from six to twelve inches of muddy silt pour into them, cars were filled with silt, irrigation ditches and roads washed out, crops damaged and utilities taken out.

Bill Flower, Buckeye Arizona Public Service manager, said that his company had 13 poles out. APS brought six line crews in and working under the most adverse condition restored current 32 hours after the storm. Two trucks had to be snaked in with cats and the poles set in mud and water. One brand new truck was washed off the road near the Turner ranch before getting into the valley. Flower expressed appreciation to valley residents for the help and patience. APS estimated their damage from \$60,000 to \$100,000.

The Mary E Ranch reported 350 acres of lettuce lost, 225 acres of cotton and 250 acres of maize. Only the cotton was insured. Heavy losses were also reported by the Big Horn Ranch, Joe Woods, Church Co., Jackson and Perkins, Cal-Zona, and most of the farms and ranches in the north half of the valley. Phil Echeverria reportedly lost 200 lambs and the bottom tiers of two large stacks of baled hay.

Two days after the storm residents were still digging out from under the debris, cleaning mud from homes, drying out cars, repairing broken ditches, and restoring domestic water supplies. In many instances (continued on page 12)

\$500,000 Storm . . .

(Continued from Page 1)

field damage could not even be estimated until it dries out enough to get into the field. Every place one looked one saw a layer of silt covering the ground and crops. Local farmers were in common agreement that this year's storm was even more damaging than the one suffered a year ago because of the hail which came with it. Valley farmers were to meet Monday morning with soil conservation people to discuss flood control possibilities. Centennial Wash, which drains the valley, empties into the Gila River near Arlington and poses water problems south of the valley in addition to the flood problem in the valley itself.



WORKERS AT the Big Horn Ranch, which caught the worst of Wednesday nights

flood in Harquahala, repair one of the many broken irrigation ditches which were ta-

ken out by the raging waters.

(Photo by The Fairchilds)

15

County Eyes Harquahala Project Plan

Preliminary planning has been started on a proposed flood control project in agriculture-rich Harquahala Valley, estimated to cost around \$6 million, Mrs. James T. O'Neil, chairman of the county board of supervisors, said today.

The proposed project would be built under provisions of the comprehensive county-wide flood control program, with the major portion of the cost financed by the federal government.

MRS. O'NEIL said tentative plans provide for construction of three earth-filled levees, three floodways and a diversion channel. Planned site of the project extends about 10 miles east from the western county boundary 90 miles west of Phoenix.

The flood control installations would serve to curtail runoff from heavy rains in the Harquahala Valley watershed. The project would offer protection to approximately 248,000 acres of land owned by private individuals, the state and federal governments.

JOHN C. LOWRY, chief engineer and general manager of the Maricopa County Flood Control District, said a flash flood Aug. 26 heavily damaged lettuce, cotton and other agricultural crops in the valley. County roads, residences and farm buildings also were damaged.

Unofficial estimates have placed the damage cost at more than \$500,000.

Lowry said preliminary surveys have been made by the U.S. Soil Conservation Service, under supervision of Earl Rhinehardt, planning engineer.

The survey and further investigation in the area were authorized Aug. 16 by federal officials, following a request made by the board of supervisors. The request was endorsed by the flood control district and the Buckeye and Wickenburg Soil Conservation Districts.



Proposed flood control project in Harquahala Valley would help prevent scenes such as this, which shows floodwater

sweeping across Court House Road about 70 miles west of Phoenix, following heavy rains Aug. 26.



Map showing location of proposed Harquahala Valley flood control project is checked by Mrs. James T. O'Neil, and John C. Lowry, chief engineer and general manager of county flood control district.

Harquahala Flood Control Study Is Made

Mrs. James (Ruth) O'Neil, chairman of Maricopa Board of Supervisors, announced this week that the Soil Conservation Service had begun a survey and investigation for preparation of a work plan for a Harquahala Valley Watershed.

The survey is being made under the three-way sponsorship of The Harquahala Valley Association, Maricopa County and the Buckeye-Roosevelt Soil Conservation District. The \$500,000 plus damage of the storm which hit the valley two weeks ago hastened the planning for a watershed to alleviate the flood damage.

The survey, when completed, will be sent to the County Board

of Supervisors who in turn present it to the governor who may authorize the Soil Conservation Service to make a feasibility study. The work plan is forwarded through channels to Washington, D. C. for allocation of funds. These federal funds vary from 50-50 participation to 70-30, depending on whether the water being controlled is going to be carried away or caught for irrigation uses. The 30 to 50 percent of the costs which must be raised locally for watershed work is mostly used for right-of-way, retaining basins, etc.

Mrs. Ruth Davidson Dies in California

Funeral services for Mrs. Ruth Davidson were conducted Wednesday, Sept. 9 at Selma, Calif., Mrs. Davidson, who died of a stroke last Saturday, had lived some years ago in Buckeye with her daughter Mrs. William Tyree at whose home she had been living in Sacramento prior to her death. She had been an invalid for a number of years.

Mrs. Farrell Rivers, another daughter, was with her also at the time of her death.

Other survivors are her daughter, Mrs. Jim Armour of Selma and a sister in Arkansas.

Participation In State Fair Talent Contest Canceled

Buckeye participation in the Arizona State Fair Talent Contest which was to have been co-sponsored locally by the Buckeye Chamber of Commerce, has been canceled according to CofC officers because of lack of time to prepare for it.

Local participation was to have been on a county level with the winners going on to compete in the finals at the state fair.



EARL Rhinehart, of the watershed planning party of Soil Conservation Service discusses the work of a survey for a work plan of a Harquahala Valley Watershed

with Mrs. Ruth O'Neil, chairman of the Maricopa County Board of Supervisors and Col. John Lowrey, general manager of the Maricopa County Flood Control District.



CEMENT lined irrigation ditch on the A. W. "Bud" Lantis farm in Harquahala Valley is

a shattered ruin as a result of the \$500,000 storm and flood in the Valley two weeks ago.



JAMES "Dutch" Medera and Ken Love of the Jackson Perkins rose ranch in Harquahala Valley study plans for a survey and investigation which would call for a work plan of a Watershed in Harquahala Valley to control flood waters. Explaining some

of the problems involved in the survey are Earl Rhinehart (center), of watershed planning party of Soil Conservation Service and Robert Tobin, work unit conservationist, Soil Conservation Service, Buckeye office.

— Bob Tobin Photos



FLOODED fields on the Lantis and Earl Williams farm show some of the \$500,000 plus damage done in Harqua-

hala two weeks ago when flood waters and hail lashed the valley.

— Bob Tobin Photos



WILLIAM WELLS, engineer for watershed planning of Soil Conservation Service, begins survey in Harquahala Valley

as part of a preparatory move to obtain a work plan for a Harquahala Valley Watershed to control flood waters.

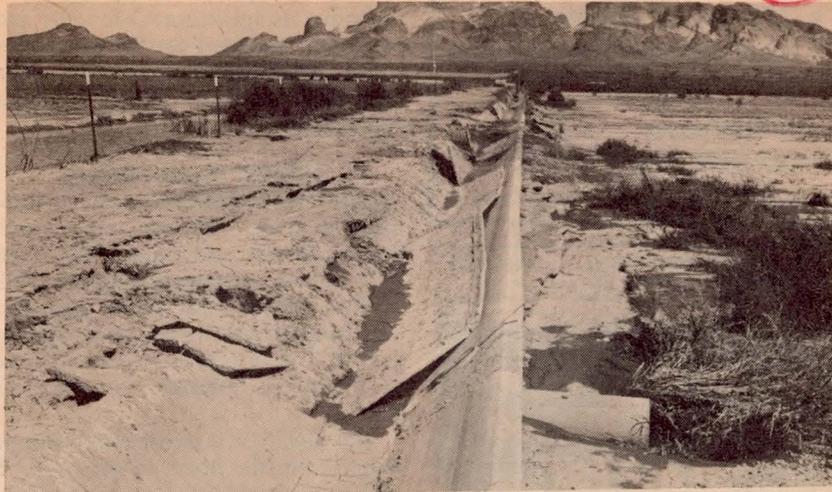


RAGING FLOOD waters form a small waterfall on the surfaced road running east and west through Harquahala Valley as a result of two inches of rain in less than two hours

in the mountains north of the valley. This amount of water was pouring across the road in the center of the valley the morning after the rainfall.

— Bob Tobin Photos

SCS STARTS SURVEYS FOR FLOOD CONTROL PROJECT IN HARQUAHALA



What the flood of August, 1964, did to one Harquahala farmer's concrete ditch.



James Madera and Ken Love of Jackson & Perkins go over preliminary flood-prevention plans with Earl Rinehart and Bob Tobin of the SCS. The J. & P. rosebush farm has been hit by every Harquahala flood that has yet occurred.

TWO SUCCESSIVE autumn storms that flooded portions of Harquahala Valley, broke up miles of concrete ditches, and inflicted heavy damage to crops as well as to buildings and fences — all that was just too much for the Harquahalans.

They've had a flood control project in mind ever since the big disaster of last September. (AFR, Oct. 5, 1963). Then another one of about the same ferocity hit at the end of August, 1964. So they induced the Soil Conservation Service to go into action. Considering that the loss from the last flood alone added up to a good half-million dollars, it didn't take too much inducement.

Now the SCS is making a detailed survey to show where the flood waters originate, where they go, and what the consequences are to taxpaying citizens. It should not take too long to complete plans and make an application under the Small Watersheds Act.

Local sponsors are the Maricopa County Flood Control District, Buckeye-Roosevelt Soil Conservation District, and Wickenburg Soil Conservation District. (Yes, the damage extended northward toward the Dude Ranch Capital.)

P.S. After the above story was in type, Harquahala Valley was hit by still another flood. Damage estimates are incomplete.

APL. Note October 3, 1964

#17

SCS STARTS SURVEYS FOR FLOOD CONTROL PROJECT IN HARQUAHALA



What the flood of August, 1964, did to one Harquahala farmer's concrete ditch.



James Madera and Ken Love of Jackson & Perkins go over preliminary flood-prevention plans with Earl Rinehart and Bob Tobin of the SCS. The J. & P. rosebush farm has been hit by every Harquahala flood that has yet occurred.

TWO SUCCESSIVE autumn storms that flooded portions of Harquahala Valley, broke up miles of concrete ditches, and inflicted heavy damage to crops as well as to buildings and fences — all that was just too much for the Harquahalans.

They've had a flood control project in mind ever since the big disaster of last September. (AFR, Oct. 5, 1963). Then another one of about the same ferocity hit at the end of August, 1964. So they induced the Soil Conservation Service to go into action. Considering that the loss from the last flood alone added up to a good half-million dollars, it didn't take too much inducement.

Now the SCS is making a detailed survey to show where the flood waters originate, where they go, and what the consequences are to taxpaying citizens. It should not take too long to complete plans and make an application under the Small Watersheds Act.

Local sponsors are the Maricopa County Flood Control District, Buckeye-Roosevelt Soil Conservation District, and Wickenburg Soil Conservation District. (Yes, the damage extended northward toward the Dude Ranch Capital.)

P.S. After the above story was in type, Harquahala Valley was hit by still another flood. Damage estimates are incomplete.



PIMA ROAD

7/15/64

Pima Road, showing
recent heavy flow
across Road.



Pima Road north of
Indain Bend Road.
Ditch has had recent
heavy flow.

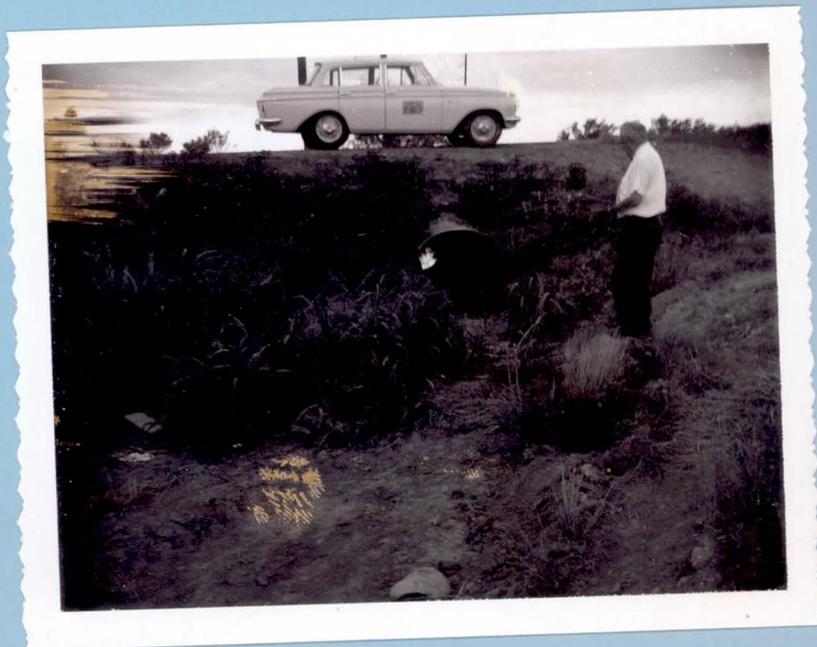


CROSS CUT CANAL
8/12/64

South end of 66th Street above
McDowell. Street has inverted
crown leading into channel
to 48" drain at McDowell.



48" drain under McDowell at
66th Street.



CROSS CUT CANAL
8/12/64

30" x 30" cave siphon under
Cross Cut Canal. Carries
water from 48" drain at 66th
Street & McDowell.



Channel southward to
McDowell at 66th Street.
Channel cleared by City of
Scottsdale 7-11 August.

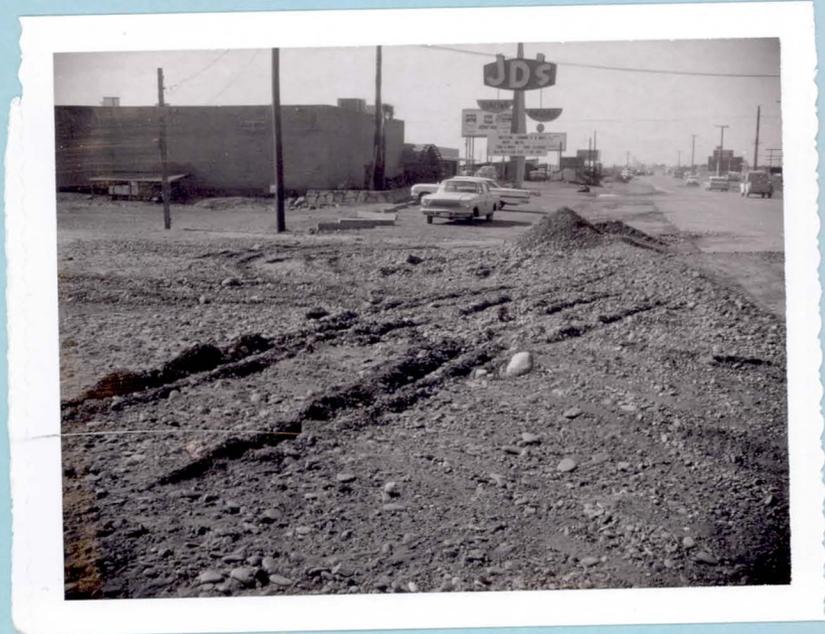


Cleared channel south of
McDowell, from 48" drain under
McDowell at 66th Street. Slope
5' from McDowell to Canal.



8/14/64

Scottsdale Road, Salt River, JD's Club





#8

Chandler Arizona 6-24-64

County Gets Easements In State Lands For Flood Control Project

Maricopa County has accepted permanent easements on an estimated \$2.5 million in state lands for flood control projects in the Chandler-Gilbert area.

These are the first state lands on which easements have been granted for the county's proposed \$108 million comprehensive flood control program.

Ruth O'Neil, chairman of the board of supervisors, credited O. M. Lassen, state land commissioner, with "vision to see the long range need for flood protection in this strategic area." She said the county is working on plans now to enable granting of permanent easements on all state lands within the program.

The easements will save the county the cost of right-of-way and land acquisition necessary before the federal government will finance construction of the flood control structures.

Easements also were signed by holders of grazing leases on the 35 sections (22,400 acres) of state land. They permit survey, construction and maintenance of three flood structures and connecting channels extending into Pinal County. The Pinal County board of supervisors also has concurred in the agreements.

Flood control projects planned for the area are the Powerline Structure located in the Apache Junction-Gilbert area and the Vineyard and Rittenhouse Struc-

tures in the Williams-Chandler area. They would protect Mesa, Gilbert, Chandler, Higley, Williams Air Force Base, the General Motors proving grounds and extensive farm acreage.

The Powerline Structure consists of a retarding basin south of U.S. 60-70-80-89 with 4,135 acre feet of storage of which 3,960 acre feet will be reserved for flood storage. The dam will be 3.9 miles long with a maximum height of 25 feet. About 15 miles of floodways will operate in conjunction with the basin.

The Vineyard and Rittenhouse Structures will total nine miles in length and include 9.2 miles of floodways.

The county supervisors approved the comprehensive flood control program at a public hearing last November. The plan was drawn up by the flood control district advisory board and district engineer based on independent engineering studies by local firms.

Estimated cost to the county for its share of the program would be \$18.5 million for land acquisition and relocation of any roads, bridges or utilities. The federal government share for design and construction would be \$89.6 million.

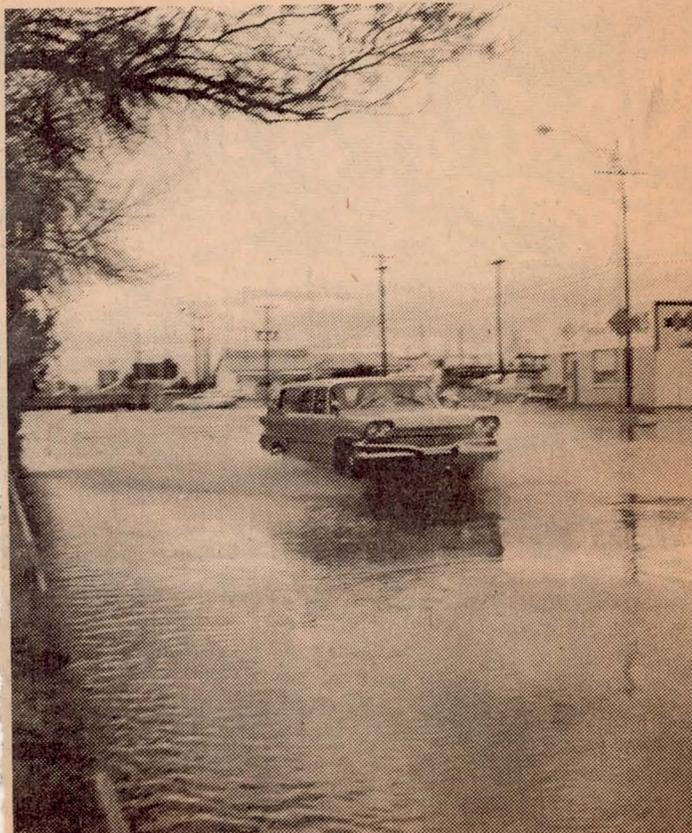
Mesa Tribune

12-28-64

#9



E. MAIN LOW SPOT — Water from the .31 of an inch of rain recorded by 9 a.m. today rapidly filled low spots in city thoroughfares and side streets. Scene above, on Main St. just east of Serrine St., shows one of areas cited by Charles Luster, city engineer, as in need of a storm drainage system. (Tribfoto)



S. COUNTRY CLUB HAZARD — Motorists traveling on South Country Club Dr., just north of the underpass at the Southern Pacific crossing, were required to slow down by this large puddle which flooded the street from one side to the other. City engineer Charles Luster has noted that as more and more paving is poured in north part of city, southern areas will become flooded during rainstorms, due to lack of storm drainage system. (Tribfoto)

Never Do That: Pisano

By RON VAN DOREN
Staff Writer

City officials today expressed dismay over an article in a morning newspaper that stated plans were being made to float a new bond issue to construct a downtown convention center and install a new storm drain system on the east side.

"We would never do that . . . it was never discussed," said Vice Mayor Dr. Ray Pisano of reports that a bond issue for flood control would include funds for the controversial auditorium scheme. "This is not what was discussed at the council meeting."

"There are no immediate plans for action or anything of the kind," said acting City Manager Charles Esser. "Any decisions will be made after considerable study, which might not be for a year or two."

The newspaper article purported to report action taken during the regular Monday night Council meeting when Public Works Director Fred Glendening and James Stokely, superintendent of street maintenance, reported on last week's flood on the east side, after which Phoenix was declared a flood disaster area by the Small Business Administration.

"I pointed out to the council very clearly that, in the light of their responsibilities, it was perfectly proper for Glendening and Stokely to present to the Council the need for flood control funds," Esser said. "There has been no planning, no discussion, no studies made of a possible new bond issue. There was not a thing said about anything else. The council was just asked to look into it."

A previous bond plan for the auditorium-convention center was ruled illegal by the courts. A controversial plan to finance the center through a "room tax" is now pending in the courts.

EVENING
AMERICAN 9-23-64

#10



#12

4-23-64

Engineers Chart Paradise Valley Flood Plain

SOME of the newest and most attractive homes in Paradise Valley are sitting in the path of surging waters of a flash flood yet to come.

This is the human significance of a report on the upper Indian Bend Wash just released by the U. S. Army Corps of Engineers.

This wash, the report says, is a deceptively shallow and broad

flood plain which runs south-east from the 32nd Street and Greenway Road area to an area east of Scottsdale Road near Indian Bend Road.

It states that the flood hazard "is not apparent from casual observation because the wash is shallow and not well defined."

How could such a danger develop?

Indian Bend Wash, engineers say, is the primary drainage for all of Paradise Valley.

Normally the seasonal rains don't cause enough runoff to flood much of anything. The water simply "percolates" or drains down into the parched desert soil.

The big rain week before last didn't do any more than send streams of water across the

dips in most of the roads in the area far from being a flash flood.

The study shows, however, that Indian Bend Wash is capable of bringing devastating flash floods if the downpour is big enough.

Big enough means something like enough rain to cause what engineers call a "25-year (Continued on Page 8-A, Col. 2)

over →

Study Cites

8-8-64

Flood Peril

Gazette

In Valley

#11

A flood-plain information study of the Upper Indian Bend Wash area in Paradise Valley reveals existence of "definite flood hazards, county flood control authorities said today.

JOHN C. LOWRY, chief engineer and general manager of the Maricopa County Flood Control District, said the study made by U.S. Army engineers shows thunderstorms in the drainage area "can and have caused flash floods resulting in inundation of several feet over a large area."

Lowry stressed that the report on the study was not intended to discourage use of the area, "but rather to secure an optimum balance between the needs of man for use of the land and needs of nature for discharge of floodwaters."

The Indian Bend area is one of several sections of the county scheduled to be included in a proposed comprehensive flood control project costing \$100 to \$115 million. The U.S. government would provide about \$90 million of the total cost and the remainder would be provided by a county-wide bond issue.

EARLY ESTIMATES placed the county's share of the cost at \$25 million, but the anticipated acquisition of free state-owned land for right of way purposes would cut the total to an estimated \$16 to \$18 million.

Information in the flood study report includes a delineation of overflow areas that would be inundated by possible future floods. Included also are estimates covering flood depths, velocities of flow and an outline of minimum requirements to preserve the capacity of the natural floodway.



Map By Kearney Eserton

FLOOD HAZARD — The Indian Bend Wash shown running southeast across this map of Paradise Valley constitutes a flash flood hazard to residents living in the flood plain area. The U.S. Army Corps of Engineers has warned against continued real estate development encroachments into the flood plain, which could create a "serious flood condition."

More About

8-23-64 ARIZ. REP.

Paradise Valley Flood Plain

(Continued from Page 1)

flood," which would deliver some 21,000 cubic feet per second of floodwater into the Indian Bend area at the Arizona Canal near Scottsdale Road.

A 25-year flood is one which can be expected to occur four times during a 100-year period, but it does not mean that such a flood will occur every 25 years.

The report said no 25-year flood has swept through Indian Bend Wash for many years, not since the area began to undergo real estate development.

The report also mentions the possibility of a "100-year flood," with correspondingly greater hazard to residents.

"Maricopa County is experiencing a rapid increase in population and in urban development, particularly in the desert lands around Phoenix," the preface to the report said.

"THESE increases have sometimes led to (real estate) development on the flood plains of washes and rivers without due regard to the presence of the flood hazard."

The study analyzes the flood hazard in four "reaches" or straight sections of the Indian Bend Wash.

From Greenway Road south-

east to Cactus Road the floodway is about 2,400 feet wide with maximum flow depths of 2½ feet.

From Cactus Road to Shea Boulevard the natural floodway remains about 2,400 feet wide, but "large quantities of overland or sheet flow can be expected to enter the wash from the sides, particularly from north of Cactus Road."

Downstream from Cactus Road "the flood hazard becomes greater due to the large increase in tributary flows." The maximum depth in this reach is 3½ feet.

FROM SHEA to Mahon Road the flood plain widens to 4,500 feet (nearly a mile) at points, with maximum flood depths now three to four feet. The report said that "a swale (low-lying stretch of land) adjacent to the wash in the vicinity of Double Tree Ranch Road and 56th Street would cause a rapid in-

crease in overflow area for flood magnitudes greater than the 25-year flood."

From Mahon southeast to Indian Bend Road the floodway varies from 2,500 to 3,200 feet and levees in the area "would not furnish protection on either side downstream" from a point about midway between Double Tree Ranch Road and Mockingbird Lane.

The report said that as the flows cross Scottsdale Road the maximum depth would be about 5 feet and at Indian Bend Road "the maximum depth would be 6 feet.

AN ENGINEER at the Maricopa County Flood Control District said that without reviewing the calculations used by the Corps of Engineers he could not say whether floodwaters would inundate Scottsdale Road as far south as McDonald Drive.

But he indicated that east of Scottsdale Road the flood hazard would increase in the direction of the Arizona Canal, which could bring the flash flood hazard to the doorsteps of a proposed luxury retirement development planned for the 40-acre parcel southeast of Lincoln Drive and Scottsdale Road.

Col. Earl G. Peacock, district engineer, Corps of Engineers, said, "It is not the purpose of this report to discourage the use of the flood plain, but rather to encourage prudent development in order to secure an optimum balance between the needs of man for use of the flood plain and of nature for discharge of floodwaters."

The engineering study said encroachments (real estate developments) "could result in bringing about a serious flood problem in this area" if continued.

8-23 - 1964

#12

Engineers Chart Paradise Valley Flood Plain

SOME of the newest and most attractive homes in Paradise Valley are sitting in the path of surging waters of a flash flood yet to come.

This is the human significance of a report on the upper Indian Bend Wash just released by the U. S. Army Corps of Engineers.

This wash, the report says, is a deceptively shallow and broad

flood plain which runs south-east from the 32nd Street and Greenway Road area to an area east of Scottsdale Road near Indian Bend Road.

It states that the flood hazard "is not apparent from casual observation because the wash is shallow and not well defined."

How could such a danger develop?

Indian Bend Wash, engineers say, is the primary drainage for all of Paradise Valley.

Normally the seasonal rains don't cause enough runoff to flood much of anything. The water simply "percolates" or drains down into the parched desert soil.

The big rain week before last didn't do any more than send streams of water across the

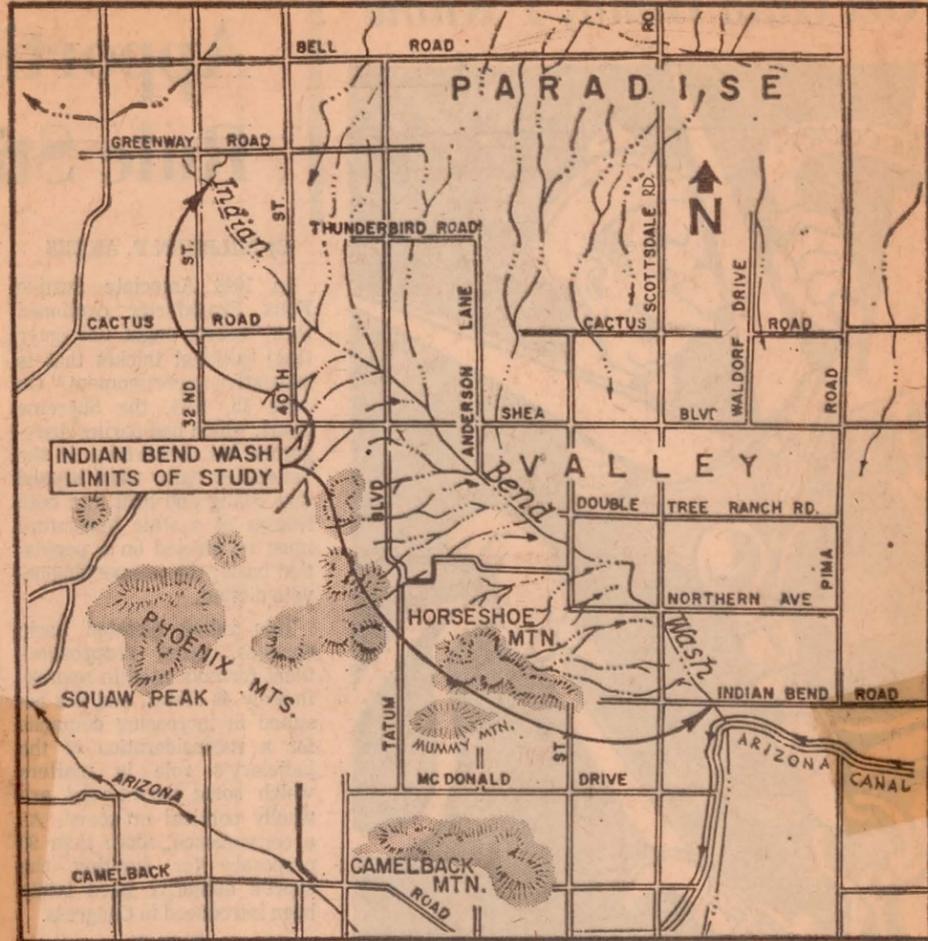
dips in most of the roads in the area far from being a flash flood.

The study shows, however, that Indian Bend Wash is capable of bringing devastating flash floods if the downpour is big enough.

Big enough means something like enough rain to cause what engineers call a "25-year
(Continued on Page 8-A, Col. 2)

8-23 - 1964

#12



Map By Kearney Eserton

FLOOD HAZARD — The Indian Bend Wash shown running southeast across this map of Paradise Valley constitutes a flash flood hazard to residents living in the flood plain area. The U.S. Army Corps of Engineers has warned against continued real estate development encroachments into the flood plain, which could create a "serious flood condition."

More About

Paradise Valley Flood Plain

(Continued from Page 1)

flood," which would deliver some 21,000 cubic feet per second of floodwater into the Indian Bend area at the Arizona Canal near Scottsdale Road.

A 25-year flood is one which can be expected to occur four times during a 100-year period, but it does not mean that such a flood will occur every 25 years.

The report said no 25-year flood has swept through Indian Bend Wash for many years, not since the area began to undergo real estate development.

The report also mentions the possibility of a "100-year flood," with correspondingly greater hazard to residents.

"Maricopa County is experiencing a rapid increase in population and in urban development, particularly in the desert lands around Phoenix," the preface to the report said.

"THESE increases have sometimes led to (real estate) development on the flood plains of washes and rivers without due regard to the presence of the flood hazard."

The study analyzes the flood hazard in four "reaches" or straight sections of the Indian Bend Wash.

From Greenway Road south-

east to Cactus Road the floodway is about 2,400 feet wide with maximum flow depths of 2½ feet.

From Cactus Road to Shea Boulevard the natural floodway remains about 2,400 feet wide, but "large quantities of overland or sheet flow can be expected to enter the wash from the sides, particularly from north of Cactus Road."

Downstream from Cactus Road "the flood hazard becomes greater due to the large increase in tributary flows." The maximum depth in this reach is 3½ feet.

FROM SHEA to Mahon Road the flood plain widens to 4,500 feet (nearly a mile) at points, with maximum flood depths now three to four feet. The report said that "a swale (low-lying stretch of land) adjacent to the wash in the vicinity of Double Tree Ranch Road and 56th Street would cause a rapid in-

crease in overflow area for flood magnitudes greater than the 25-year flood."

From Mahon southeast to Indian Bend Road the floodway varies from 2,500 to 3,200 feet and levees in the area "would not furnish protection on either side downstream" from a point about midway between Double Tree Ranch Road and Mockingbird Lane.

The report said that as the flows cross Scottsdale Road the maximum depth would be about 5 feet and at Indian Bend Road "the maximum depth would be 6 feet.

AN ENGINEER at the Maricopa County Flood Control District said that without reviewing the calculations used by the Corps of Engineers he could not say whether floodwaters would inundate Scottsdale Road as far south as McDonald Drive.

But he indicated that east of Scottsdale Road the flood hazard would increase in the direction of the Arizona Canal, which could bring the flash flood hazard to the doorsteps of a proposed luxury retirement development planned for the 40-acre parcel southeast of Lincoln Drive and Scottsdale Road.

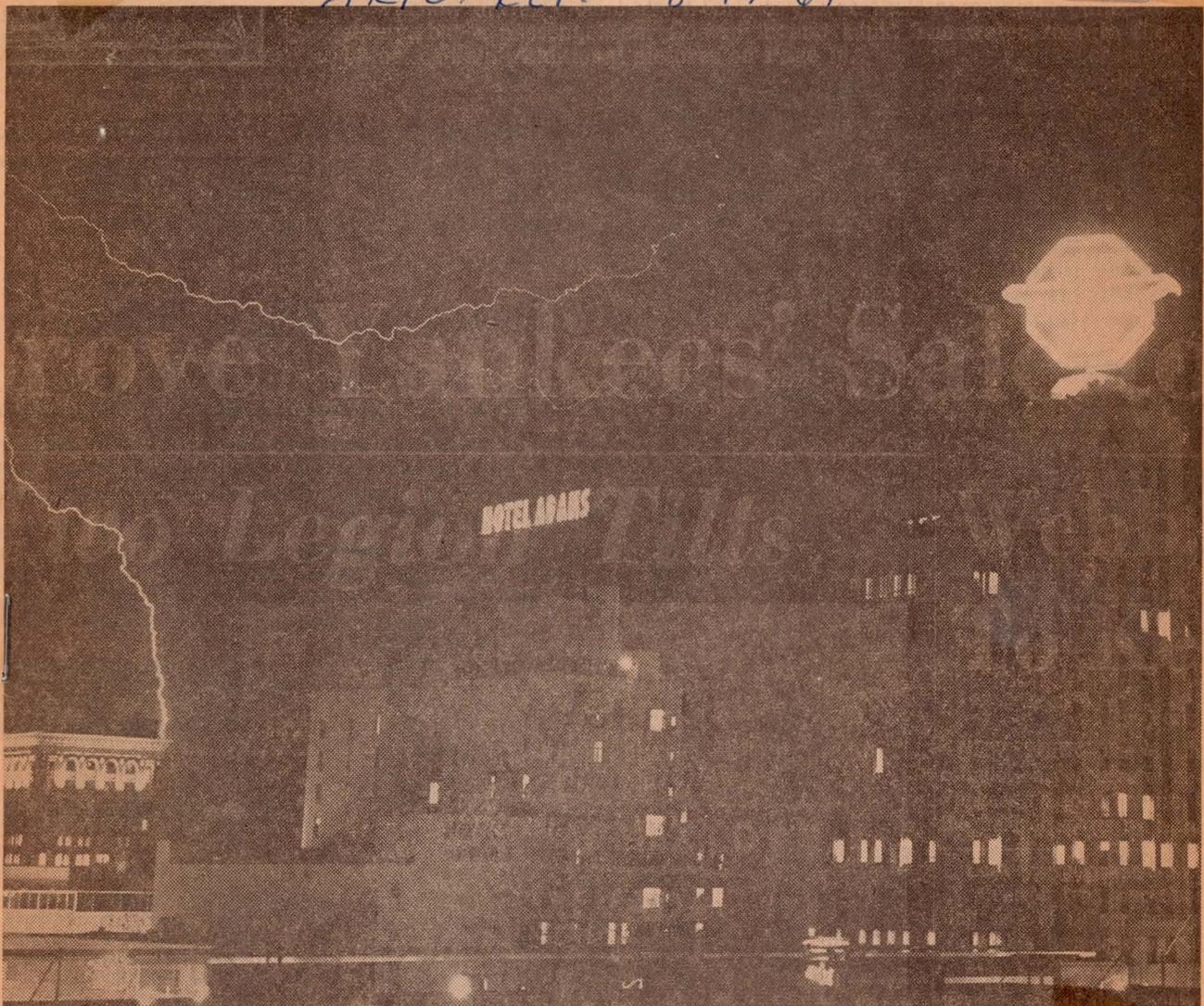
Col. Earl G. Peacock, district engineer, Corps of Engineers, said, "It is not the purpose of this report to discourage the use of the flood plain, but rather to encourage prudent development in order to secure an optimum balance between the needs of man for use of the flood plain and of nature for discharge of floodwaters."

The engineering study said encroachments (real estate developments) "could result in bringing about a serious flood problem in this area" if continued.



#13

ARIZ. REP. 8-14-64



BULL'S EYE—Lightning from last night's storm crashes down on the Luhrs Building, at left, and plays tag with the Professional Building, at right,

in downtown Phoenix. Staff photographer Nyle Leatham caught the action with a 3-minute time exposure at f/11.

Republic Photo by Nyle Leatham



7/15/64

QUEEN CREEK

Mud in road at
E - W ditch,
east of Dreamland
Villa.



Dip in road - Apache
Country Club. Note
mud in road from
earlier highwater



Powers Road and
Guadalupe Road, looking west.
Water 8" deep across road in
background.



QUEEN CREEK
August 1964

FLOOD CONTROL DISTRICT
OF
MARICOPA COUNTY
3325 W. DURANGO
PHOENIX, ARIZONA 85009

Erosion caused by over-
flow from RWCD Canal.



Erosion caused by over-
flow from RWCD Canal.



#14

Chandler The Arizona

Serving the Chandler Area, The Green Spot of Arizona, Located in the Valley
Chandler, Arizona, Wednesday, September 16, 1964



Photo By Ken Fooks

CHECK COTTON FIELD — Dean Griffith, engineer with the Soil Conservation office in Chandler, is shown above checking damage done to cotton plants on the J. H. Sossaman farm near Queen Creek. Hail and rain Mon-

day night brought total destruction to the cotton crop on the Sossaman farm and caused major damage to other cotton acres in the same area.

Farmers Suffer Loss

Wind, Hail, Rain Here Monday Leave Devastated Cotton Crops

Monday night about 6:30 a violent wind storm followed by hail and heavy rain swept into the area and cotton fields near Queen Creek suffered heavy damage.

The cotton fields of J. H. Sossaman and his son James were in the direct path of the storm and received the heaviest damage of any farms in that vicinity. According to Sossaman, the damaging storm came from the southwest and cut a swathe about a half mile wide and two miles in length across his 250 acres of cotton. Hail stones defoliated the plants and the rain beat the cotton into the earth.

He estimated about 90 per cent damage was noted in his fields. The hail stones ranged in size from that of a quail egg to a small golf ball, he said, and at one time they laid in drifts four inches deep on his land.

A field of cotton across the road from his was untouched by the storm.

An early survey of his devastated fields showed that he and his son had lost about 600 bales of cotton.

Power Bros. ranch on the west of Sossaman's had heavy damage to the cotton as well as Harris Cattle Co., whose property adjoins the Sossaman's.

Destruction ranged from 50 per cent to 75 per cent on other acres in the area which laid in the path of the storm.

Few of the farmers whose acres were hit by hail and rain carried insurance, it was reported.

QUEEN CREEK
12/2/64

Flood channel on north
side of Indian Reservation
looking east from RWCD
Canal.



Flooding on east side of
RWCD Canal, looking north
from a point about 1 mile
north of Indian Reservation.



QUEEN CREEK
12/2/64

RWCD Canal floodway looking
upstream from Indian Reser-
vation.



Flood channel on north side
Indian Reservation, looking
east from RWCD Canal.



Gully washed by heavy storm
flow in Indian Reservation
at prolongation of RWCD Canal.
Compare gully with road
crossing in foreground.



Owens

February 11, 1965

Upstream side of Whitlow
Ranch Dam.



Water discharging from
Whitlow Ranch Dam.

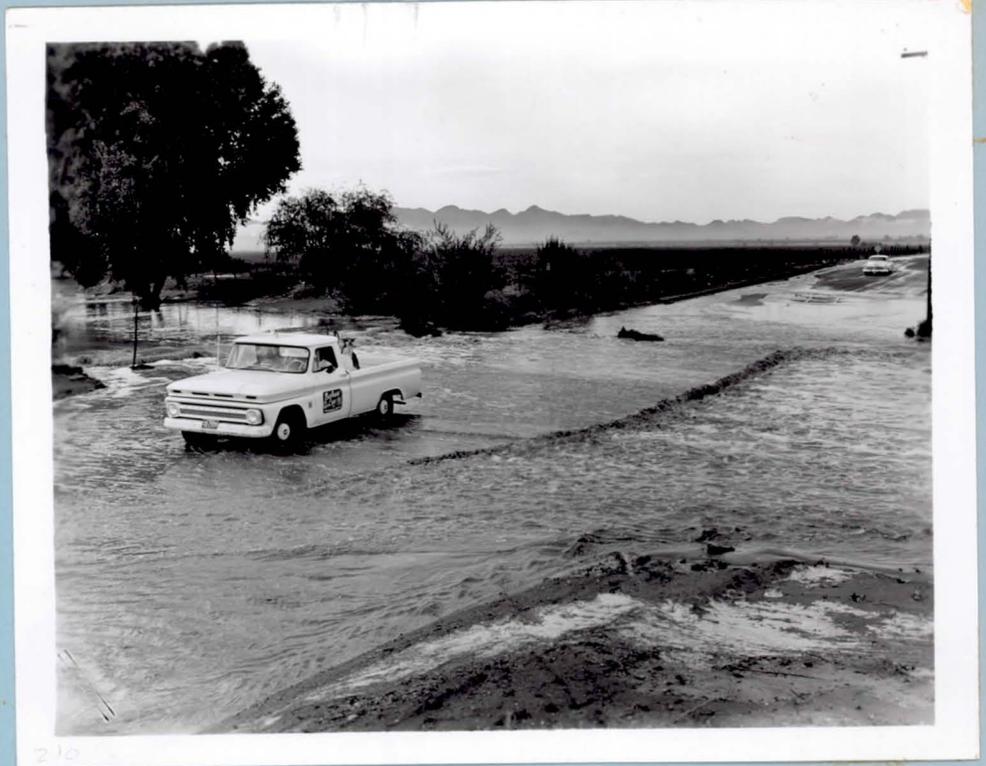




July 1964

Powers Road

At Sonoqui Wash and
Powers Road.

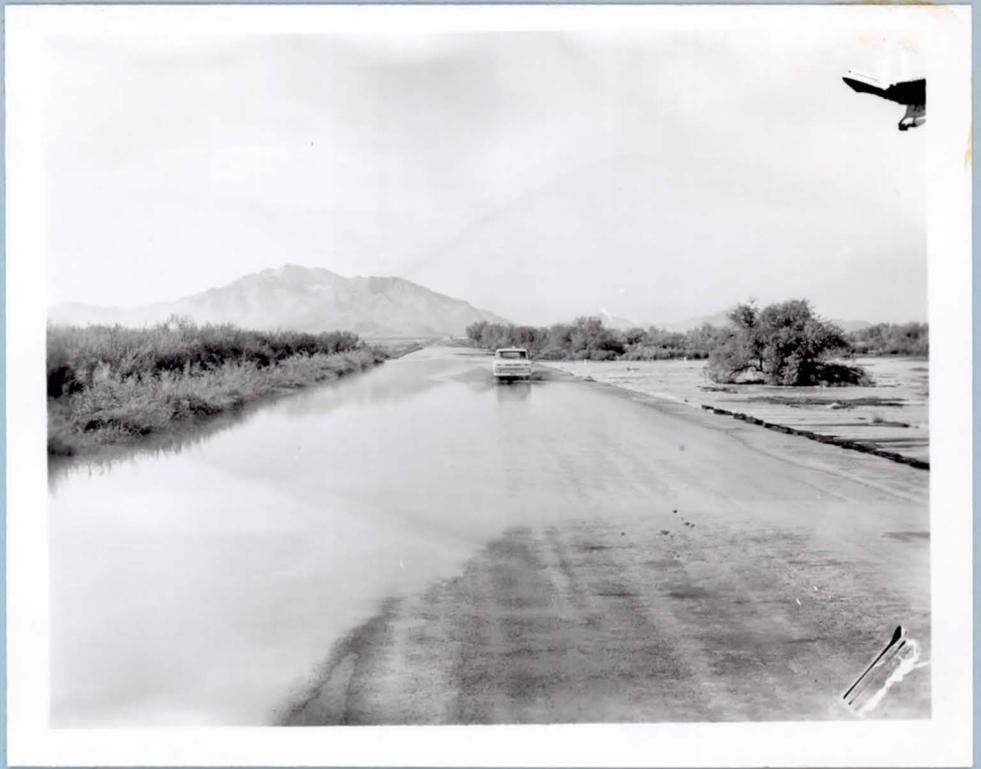


Rittenhouse Road
crossing over RWCD
floodway.



Powers Road
July 1964

At Sonoqui Wash
and Powers Road.



At Powers Road.



July 15, 1964 Ditch along Powers Road after heavy flood



Powers Road

July 15, 1964

Powers and Guadalupe
Roads.



Powers Road and
Southern Avenue
washout of ditch
west of Powers.



Road 1 mile east
of County Line,
showing recent flood
across road.



Powers Road
August 1964

From Powers Road
across Central
Avenue. Farm
toward Chandler
Hts. Road.



Water flowing down
Hunt Highway SE of
Citrus Hwights.



Powers Road
August 1964

Erosion caused by
overflow of RWCD
Canal.



Powers Road.



AUGUST 1964

POWER ROAD



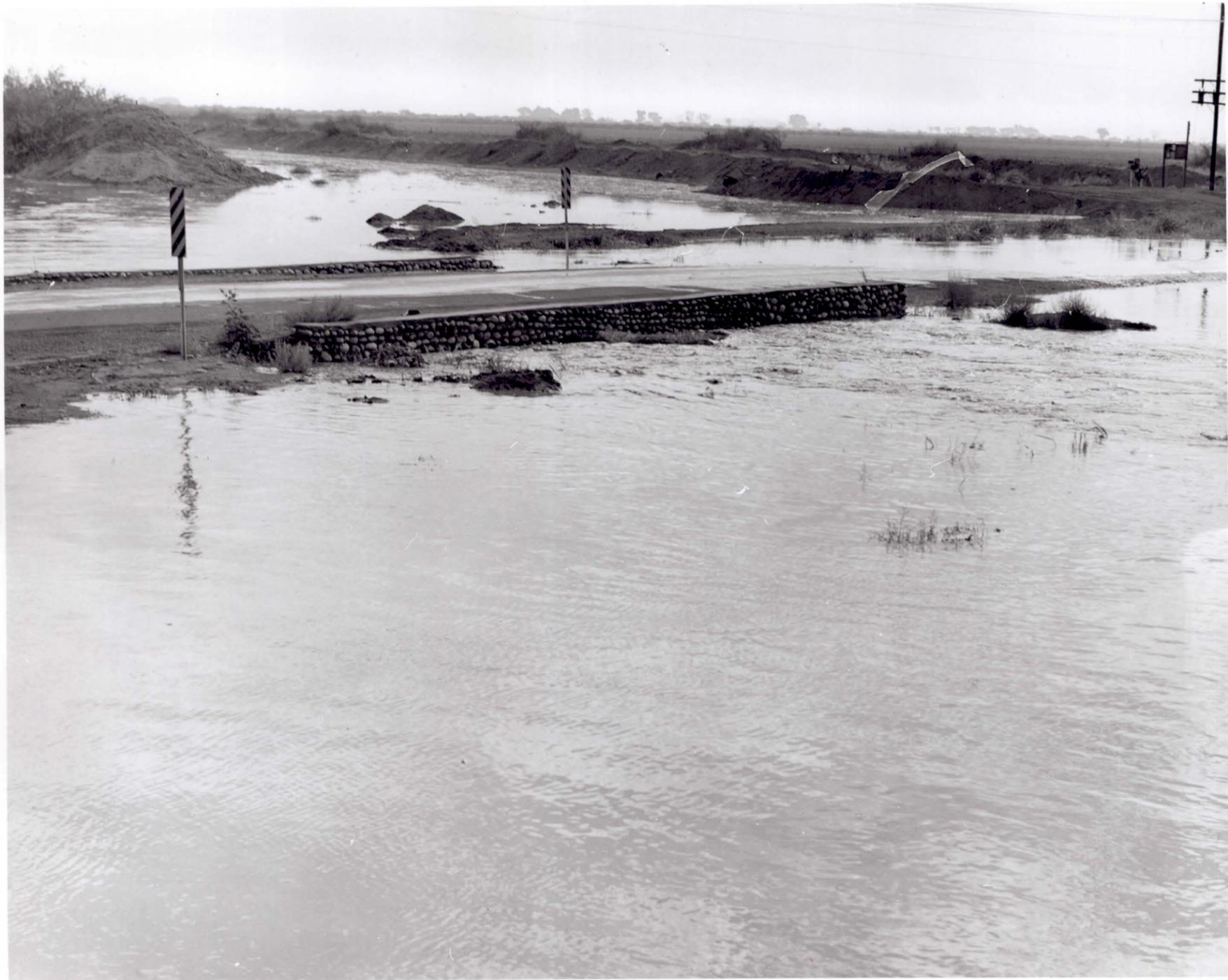
Corner of Ellsworth
& Elliott Roads
Looking south toward
G.M. testing grounds.
Water 1/2 mile wide
across road and 1 foot
or more deep in low
areas. It took 2
hours for this water
to move West to RWCD
Canal at Warner Rd.



Power Road August 1964



August 12, 1964 - Corner of Ellsworth & Elliot roads looking south toward G.M. testing ground. Water 1 mile wide across road and 1 foot or more deep in low areas. It took 2 hours for this water to move west to RWCJ Canal at Warner Road.

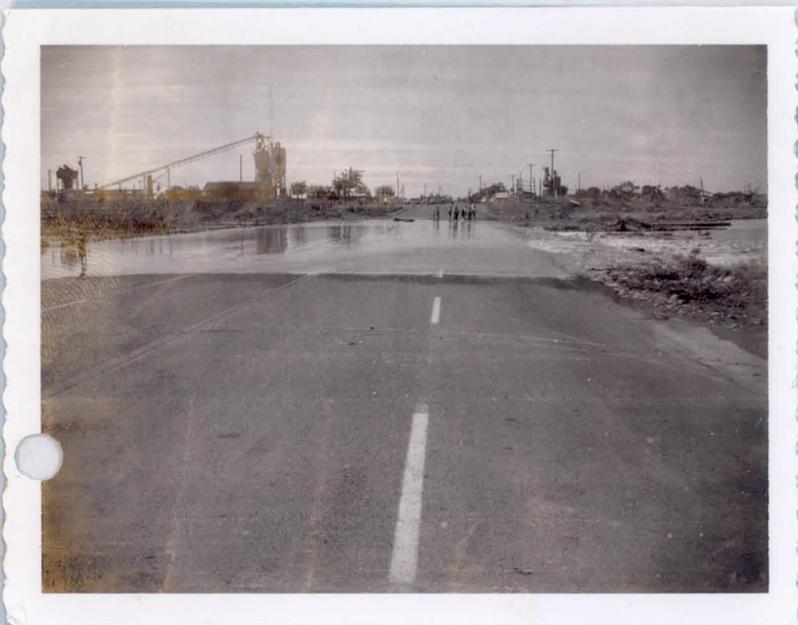


Power Road - August 1964



August 1964 - Erosion caused by overflow from RWCD Canal,
near property of Hugh Nichols





00/1964

Country Club Drive, 1' deep



07/15/64 148th Street looking southwest at flow in Salt River
07/15/64 148th Street looking south at flow





08/01/64 Country Club Drive. Est 12,000 cfs ↑
08/01/64 Gravel Pits. East of Alma School Road ↓



08/01/64 Flow across Alma School Road



8/1/64 Salt River flowing across Country Club Drive





8/1/64 Salt River upstream from Country Club Drive

Tempe Daily News

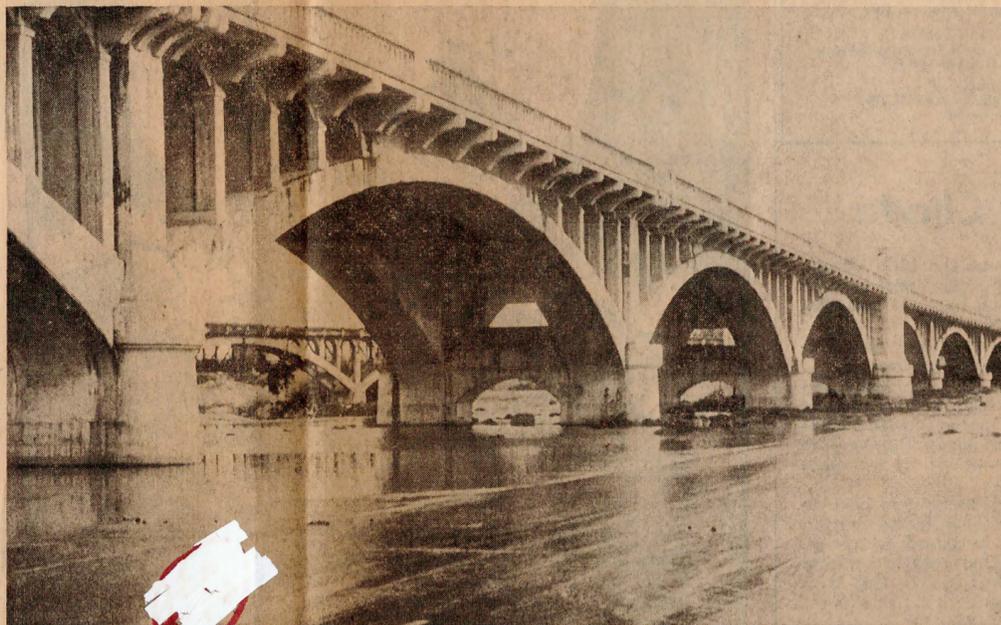


10 Pages

TEMPE, ARIZONA, MONDAY, AUGUST 3, 1964

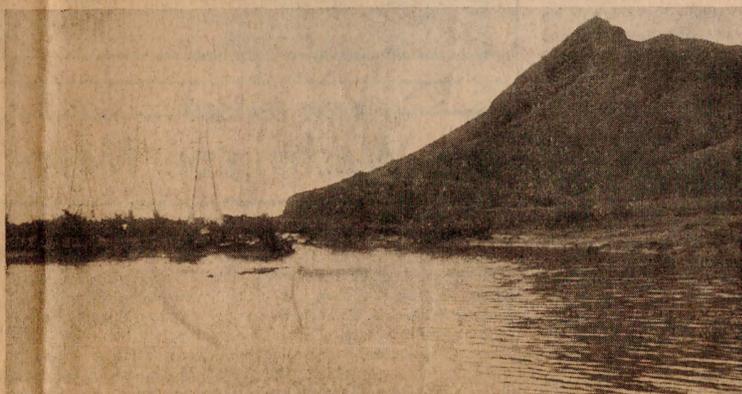
607 Mill Avenue

77th Year—No. 185



THAT'S WATER—Tempe Bridge, with water and all, is shown as it appeared Sunday at mid-morning with the by-pass road still closed to regular traffic. About 9 p.m., Saturday, the road was closed and by midnight the Salt River was running up to 500 feet wide. Middle photo is an upstream view well after peak flow had passed. Lower picture shows emergency two-way traffic on bridge for first time in about five years. Cars were "slightly snarled" at times during the by-pass closure. The Rural-Scottsdale and Hayden road crossings, upstream, were also closed. Little damage resulted except to shoulders of river crossing roads.

Leigh Bradbury photo



Storm Closes Roads

Salt River Flooding Caused By Rains

The weather in Arizona, always news, provided much excitement in Tempe and the Valley during the week-end.

There was running water in Salt River, roads across the usually dry riverbed were closed, Tempe Bridge had two-way traffic for a change, and damage generally was kept at a minimum.

Locally, measurable rain fell Sunday and early Monday to make five straight days.

Water in Salt River, which closed crossings at Hayden and Scottsdale roads in the late afternoon and caused closure of the Mill Avenue by-pass about 9 p.m., was the "big attraction." Two-way traffic was instituted on Tempe Bridge, the first since the highway improvement was completed and which resulted in about the heaviest traffic since the 1959 flooding of the river.

Several hundred citizens walked across the bridge and down the by-pass road to the water's edge to "see the sight."

Flooding resulted from heavy rains in the desert drainage areas below the lowest damsites on the Salt and Verde rivers. The Evergreen floodway washed out a portion of the Arizona Canal, 10 miles to the northeast, and that added to the flow.

All roads were reopened Sunday afternoon. Damage was slight, except to the downstream aprons. Some shoulders will have to be reconstructed.

About mid-morning Sunday a virtual cloudburst hit the southwest and western sections of the city. The heavy rain boosted the 8 a.m., Monday, reading of rainfall at the UofA Citrus Experiment Station to 2.01 inches, well above the .28 inches in-town reading at the O. L. Barnes home on Ash Avenue.

Areas along Priest road, West Eighth, Southern and Baseline were pretty well flooded by the downpour. Eighth street, between Priest road and 48th street, was several inches deep in water before it drained away.

In Tempe rainfall measurements Saturday, Sunday and Monday mornings were .53, .17 and .28. The UofA station for the same days were .30, .15 and 2.01. Sky Harbor Airport weather station readings for the week-end were .13, .05 and .44.

City Manager Lou Cooper said the city's eight-inch water main at the Rural road crossing, which was exposed in 1959, survived the Saturday-Sunday run of water. So did the 30-inch main now being installed as did the Arizona Public Service Co. gas line.

The utility company found it necessary to guy a pole in the

(Continued on Page 3)

#16

Valley Takes Damaging Drenching

By GEORGE McEVOY
Staff Writer

The Salt River Valley this morning awoke, wrung itself out, and licked its wounds.

Last night's storm — a lightning-lit crescendo of hail stones beating a tattoo to a melody of thunder—

flooded roads and homes, knocked out electric power, set fires and generally gave this area a meteorological one-two punch.

The temperature dropped to 50 degrees at Phoenix during the night, the lowest Sept. 14 on record. Winds

reached 61 miles an hour. Main thoroughfares such as Central Avenue were impassable and resembled long, lean Lake Eries.

The accompanying lightning touched off a \$150,000 fire at a Salt River Project substation at 35th Avenue and

Bethany Home Road. Power was out today for a wide area surrounding the station. Another belt from the angry skies struck a power transformer near 42nd Avenue and Camelback, and the oil-drenched pole burst into flames, a mocking beacon as

the rains poured down.

The storm brought the month's rainfall in Phoenix to 1.73, as against a normal fall for September of .73.

Policemen, firemen and utility workers — to whom bad weather is a way of life — were out most of the night

and this morning as complaints flooded switchboards. In the 2400 block of E. Monroe and Adams, residents said that motorists forcing their cars through the flooded roads were sweeping water under the doorsills and into living rooms.

The Levitz Warehouse, at 2801 W. Indian School, had its huge roof cave in under the weight of the accumulated water.

A Shell service station at 1501 N. Central also had its roof come crashing down. The manager, LaCroy Johnson, breathed a sigh of relief this morning when he arrived and said — "Thank God nobody was in the place."

PARIS (UPI) — President Charles de Gaulle will lean over backwards not to tread on U.S. toes during his tour of South America Sept. 20-22, French government sources said today. Nor will he try to match U.S. aid. He granted \$150 million in credits to Mexico after his visit there earlier this year. But France has heavy commitments to her former African colonies. No additional funds for Latin America are budgeted for

De Gaulle Not to Overstep

Whatever it was that the Gachupines (Spaniards) recourse than to seize the obscure curate further said, it served as a powerful magnet. The peasantry rushed to follow him. Carrying the banner of the Virgin of Guadalupe, the revolutionary rallying cry soon became: "Long live religion! Long live religion!"

November 4, 1964 - Salt River joint head





More
About

Storms Strike Valley

(Continued from Page 1)

Phoenix were also without power.

Alma Estates, a Mesa subdivision, went black for two hours when winds knocked out all power in that area.

With rain still falling throughout the area, the weather bureau reported .21 at Sky Harbor Airport, 1.27 in Scottsdale, and .65 at Mesa. There was no immediate report on the Tempe deluge.

IN WINSLOW yesterday, residents and police were still pumping water out of streets and homes. Police Lt. George Rockwell said no estimate could yet be made of total damages, because some parts of the town were still inaccessible because of flooding.

More than 3 inches of rain fell on the city Wednesday.

State Civil Defense Director James Gibson said arrangements had been made for 85 Winslow families to stay with

friends after being flooded out of their homes.

Prescott reported half an inch of rain yesterday afternoon, and showers were reported at Jerome, Kingman, along the Mogollon Rim and the South Rim of the Grand Canyon.

The forecast for Arizona calls for decreasing thunder-shower activity today. Phoenix should be sunny, with an afternoon high of 98.

Winslow was plagued with mud and floodwater yesterday. Thirty-eight families were forced to move out of

their homes on Taylor Street and 47 more families evacuated houses on Central and Front streets in the south side residential area.

MORE THAN 50 people stayed at the National Guard Armory Wednesday night, but Gibson said only three or four families had to stay there last night.

Gibson also said Civil Defense had arranged with the

State Highway Department to send two pumps to Winslow last night. They were expected to help drain streets and an underpass on Arizona 65, leading south to Phoenix.

The rains filled the underpass with 14 feet of water. At 7 o'clock last night, only 7 feet had been pumped out.

This prevented clean-up workers from reaching the south side of town, which Police Lt. Rockwell said was still under 4 feet of water in some places. He said many of the homes were made of adobe, some of which had washed away.

The Winslow Memorial Hospital was back in operation,

The Arizona Republic 17
Fri., Aug. 14, 1964 ☒○

after being forced to evacuate its 20 patients Wednesday night. A stream bed near the hospital ran over and water and mud flooded into rooms and corridors.

FIFTEEN prisoners from the city jail and teen-agers worked a good part of the night to clean up the hospital.

Robert Douffard, the American Red Cross field representative in Arizona, and Dorothy Richey, a volunteer field consultant, both left Phoenix for Winslow yesterday to give Red Cross workers in Winslow assistance.

WASH PLAY AREA 8-14-64
Scottsdale Progress

#18

City Officials Slate Meeting

Development of property for recreation along the proposed Indian Bend flood control channel will be discussed at a meeting at 7:30 p.m. today at city hall.

Members of a special committee last month recommended that the city council begin efforts immediately to set aside land for parks along the proposed channel.

Expected at the meeting are county supervisors, city councilmen and representatives of the Maricopa County Flood Control District.

Arthur Potter, of the Army Corps of Engineers, has been invited to the meeting with Col. John Lowry, chief engineer of the county flood control district.

The committee proposed reserving lands for recreation purposes along the seven-mile channel running from the Arizona Canal to the Salt River. Construction of the channel has been given top priority among county flood control projects by the Corps of Engineers.

Approval of the \$9 million project is expected at the next session of Congress. The county will have to get voter approval for a \$15 million bond issue, probably next spring, before federal matching funds would be okayed.

The Corps of Engineers told the committee that the incorporation of open spaces for recreational purposes along the flood control channel is feasible and that there is time to include plans for this in the overall design.

8-20-64
Wash
South Side
Progress
Plan

Snarled

A special committee's proposal for a terraced, grass-lined channel down the Indian Bend Wash was ruled out last night by federal and county officials.

The representatives of the Corps of Engineers and the Maricoupa County Flood Control District told city councilmen and committee members that plans for the \$9 million channel have progressed too far to make extensive alterations.

But they said it is possible for the city to acquire some park area along the channel, to run from the Salt River to the Arizona Canal.

The officials were Arthur Potter, of the Corps of Engineers, and Col. John Lowry, chief engineer for the Maricoupa County Flood Control District.

The committee had recommended last month that a grass-lined terraced channel replace the proposed seven-mile long concrete channel proposed by the Corp of Engineers.

The proposed channel would be 140 feet wide at the top, 25 feet deep and 14 feet wide at the bottom.

Another 32 feet would be needed for service roads on both sides of the channel.

But Potter said the terraced channel would require special design because of water flow problems that would result.

City Manager Richard Malcolm said the city council may consider naming a consultant to determine how the city could preserve some of the land for recreational purposes.

The city hopes it can acquire "nodes" of land along the channel route if it can't get property along the full length of the channel.

Another possibility would be for the city to create a flood plain zoning classification along the channel prohibiting building in the zone.

Council Spells Out Wash Ban

The city council last night put in writing a policy which it has followed for several years — banning construction within the Indian Bend Wash floodway.

Councilmen noted that construction within the wash might create a hazard, and the city could be liable if it permitted construction of homes there that were later damaged in a flood.

"We're aware that a higher court could compel us to give a permit, but that would absolve the city of liability, should there be a damaging flood," Councilman Herbert Caywood commented.

Dr. B. L. Tims and John Senini Jr. pointed out that the policy has been followed in the past.

Property owner Robert Rose, 8314 E. Highland, contested the policy and said it deprived owners of the full use of their property. "Two councilmen (Senini and Joseph Meier) and a member of the city engineering department now live in the wash area," he said.

The policy prohibits construction between the 40,000-cubic-foot-per-second (cfs) flood lines shown on official city maps. A flood of that magnitude would be expected only once in 100 years.

The policy allows construction within the 20,000 cfs to 40,000 cfs limits if constructed fills are made to the level of the 40,000 cfs limits.

Another exception permits golf courses, parks, cultivated areas and similar uses provided that the channel is not reduced or diverted.

Some construction was done within the 40,000 cfs limits before the wash area was annexed by the city, councilmen noted.

In other business last night, the council:

HIRED Ferguson, Brooks & Kelly engineering firm to design connections of the Hayden Rd. outfall sewer line with the Salt River line and to design a Granite Reef trunk line at an estimated cost of \$10,000.

The council also authorized a call for bids on construction of a tie-in of the Hayden line with existing sewers and installation of a crossing under Thomas Rd. at an estimated cost of less than \$10,000.

AWARDED a contract for design of local sewers in the Melrose Meadows area, under Improvement District 6109, to Maddock & Associates. The project will cost an estimated \$90,000.

RECOMMENDED granting of a state liquor license for the

sale of beer and wine at Pepino's Patio, Mexican restaurant now under construction at 2107 N. Scottsdale Rd.

#20



/



Tempe Gets Assurance On Floods

Tempe city officials were assured again today that a proposed \$115 million county flood-control program includes measures designed to protect the city against possible future flood damage.

In a letter to the Tempe City Council, John C. Lowry, flood district chief engineer and general manager, stressed that the Tempe area would not be endangered by any of the proposed projects covered by a comprehensive flood control plan. The plan was approved last November by the county board of supervisors.

Lowry's letter also reaffirmed an earlier agreement giving city officials the responsibility of issuing building and development permits within Tempe's city limits.

Last month, the Tempe city council approved a resolution opposing portions of the proposed flood-control program. At that time, fear was expressed by Tempe officials that the city might suffer future flood damage if a levee system were not first installed along the south bank of the Salt River.

Lowry said present plans call for a levee system unless need for the project is eliminated by prior construction of proposed Maxwell Dam.

#21

Tempe's protests in regard to the Maricopa County Flood Control District project have been apparently ignored and a resolution was passed — for extensive distribution — calling this fact to attention of officials. Tempe offered to withdraw complaints against plan if certain priorities were followed but nothing was done. Major worry is the fact no levees will be built in and through Tempe to handle water (if and when) put into Salt River channel.

Terms of the low-flow channel were not met. This city has always rightfully maintained the natural channel should be first considered; that it opposed major alteration to the south for benefit of Phoenix Sky Harbor runway extensions — into more of Tempe.

Tempe Daily News 2.28.64

#22

Phoenix, Tempe Dispute Floodway

By JACK CROWE

Phoenix and Tempe were locked in a major intercity brawl yesterday over the future of a flood control channel.

Phoenix believes Sky Harbor Airport expansion plans will be wrecked if Tempe wins the dispute.

The flood channel was built east of the airport in 1947 by the Army Corps of Engineers. It is destined to be incorporated into the proposed \$115 million county flood control system.

HOWEVER, the channel's permanent realignment to fit the system has not yet been determined by the County Flood Control District. Holding up the decision has been a long-seething intercity dispute between Phoenix and Tempe over the best relocation.

Fred Glendening, Phoenix public works director, told a meeting of top city administrators Phoenix will fight, in the courts if necessary, to insure that the final alignment doesn't interfere with the airport's future.

Battle lines in the dispute are these:

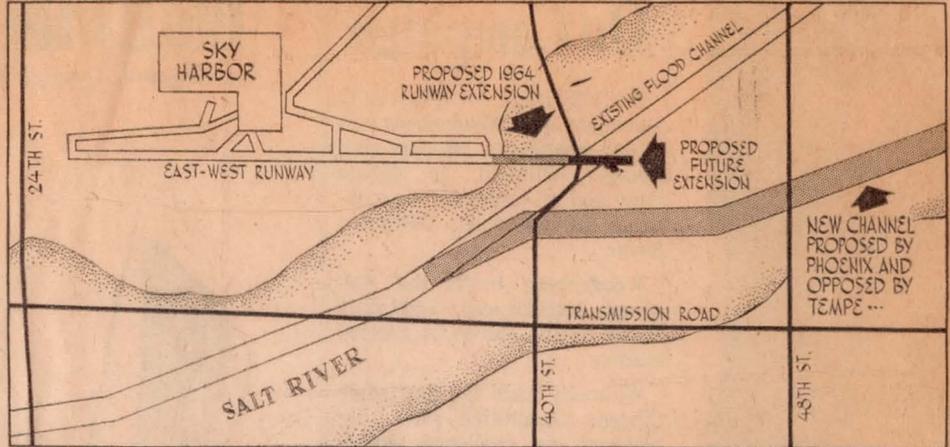
Tempe desires the channel to remain where it is now. Phoenix wants it "bent" to the south so that it won't interfere with future eastward extensions of the south runway, which runs east and west.

Glendening charged continuance of the present alignment will make it impossible to extend the south runway to meet the needs of what airport officials believe will be a supersonic commercial jet age by 1970.

Louis Cooper, Tempe city manager, told The Arizona Republic that realignment of the channel from its present "historic and natural route" will subject areas south of the Salt River to possible flooding.

Cooper argued the Phoenix-proposed realignment would also bisect land having industrial development potential and would hamper a present Tempe landfill dump in the area.

WILLIAM J. Ralston, airport superintendent, told staff members the city plans to call for construction bids within the next few days to extend the



present south runway from 8,850 feet to 10,300 feet.

However, Glendening added: "I'm not going to settle for less than 12,000 to 15,000 feet of run-

way as far as future thinking goes."

Edward M. Hall, city street improvements director, said ex-

pansion of the airport runway to the west is impossible because of the proposed Squaw Peak Freeway along 20th Street.

County To Seek Legislation For Microfilming

#23

Maricopa County will ask the legislature next week to legalize microfilmed records in an attempt to trim an \$80,000 annual expenditure under the present docket book system, Board of Supervisors Chairman Ruth O'Neil has declared.

The county-sponsored bill would permit microfilming of all documents in the county recorder's office and destruction of old records once they have been microfilmed.

Reasons for the measure were outlined to county officials at the quarterly department head meeting Friday.

Primary reason for the legislation is to cut costs, according to Mrs. O'Neil.

Under present law the recorder's office is required to retain the original or a photostatic copy of the original document. It costs the county about \$300 per day, or about \$80,000 per year, for docket books and special photostatic paper. In contrast, two days' instruments could be recorded on one microfilm tape for \$6.

#25
Republic

Tempe Gets Assurance On Floods

Tempe city officials were assured again today that a proposed \$115 million county flood-control program includes measures designed to protect the city against possible future flood damage.

In a letter to the Tempe City Council, John C. Lowry, flood district chief engineer and general manager, stressed that the Tempe area would not be endangered by any of the proposed projects covered by a comprehensive flood control plan. The plan was approved last November by the county board of supervisors.

Lowry's letter also reaffirmed an earlier agreement giving city officials the responsibility of issuing building and development permits within Tempe's city limits.

Last month, the Tempe city council approved a resolution opposing portions of the proposed flood-control program. At that time, fear was expressed by Tempe officials that the city might suffer future flood damage if a levee system were not first installed along the south bank of the Salt River.

Lowry said present plans call for a levee system unless need for the project is eliminated by prior construction of proposed Maxwell Dam.

10-30-63
#24
Gazette

Three-Part Flood Plan Is Proposed

A three-part flood control project costing an estimated \$70 million has been proposed as a means of curbing flood damage in the Phoenix metropolitan area.

District engineer Col. Earl G. Peacock, of the U.S. Corps of Engineers, Los Angeles, yesterday reviewed the history of flood damage in Maricopa County, and outlined recommendations which he said would offer a solution to flooding problems in north and northwest sections of the county.

THE PROPOSED program, he said, would provide future flood protection in areas of northwest Phoenix which last August suffered water damage estimated at \$2 to \$3 million.

The plan, labeled "Phase B" by U.S. Corps of Engineers, would be divided into three parts, including:

- A system of dams on Cave Creek, Skunk Creek, New River and Dreamy Draw.
- Diversion channels in Deer Valley to divert residual flows of Cave Creek and Deer Valley to Skunk Creek.
- Channel improvements extending along Cave Creek, Dreamy Draw, Skunk Creek, New River and Agua Fria River to the Gila River.

COLONEL PEACOCK said extensive surveys and studies completed by his staff show that approximately \$2.80 in benefits would result from each dollar spent on the proposed program.

Under the proposed plan, the federal government would spend \$59.7 million on construction of 10 components of the over-all project, and the county would furnish the balance of \$10.3 million. The county's share of the cost would cover relocation and modification of highways and streets in the flood project area, relocation of utility facilities and purchase of rights-of-way.

Proposed improvements under 'Phase B' would provide excellent protection to lands and property along Dreamy Draw, Cave Creek, Skunk Creek, New River, Agua Fria River and to property subject to overflow originating in the Deer Valley area," Col. Peacock said.

FLOODFLOW up to the capacity of proposed channels, originating upstream from the Arizona Canal from 12th Street to the New River, and upstream from a proposed diversion channel near Bell Road from 40th Street to Skunk Creek, would be controlled and conveyed to the Gila River.

7-21-64 TEMPE DAILY NEWS
Fire — Phone WO 7-7511

1126

City Council Meeting

(Continued from page 1)

—Introduced two new ordinances for action next month;

—Set the 1964 tax rate at \$1.06 per \$100 assessed valuation, same as last year;

—Heard a plea of Librarian Joyce Neinstedt for a relaxation of the residence requirement for employees to permit hiring scarce but skilled technical help; and

—Heard a report on relations between municipalities and the state's Liquor License and Control division.

On the Maricopa County Flood Control district as it pertains to the Tempe area and generally, Cocke made a summary for the benefit of the two new councilmen and as a refresher for other members. Various channel proposals were shown on map-charts and a most recent Phoenix recommendation was "torn apart." The neighboring city's No. 1 goal is apparently to extend Sky Harbor's runways eastward from a half to a full mile toward Tempe.

Col. Lowry, who indicated he was "an invited guest," added to the discussion, indicated he say eye-to-eye with Mr. Cocke some of the time, differed some of the time, but that they were friends. His low-flow channel proposal was one difference but not as extreme as that proposed by Phoenix. Lowry sought to avoid property purchases or condemnations.

Several citizens, who seemed interested, joined in the discussion.

A 20-acre zoning change, R-1 to R-3A, for Painter Park Development Co. was approved. This is on Kyrene drive, south of Southern.

for further study. It had been denied and seemed headed for court.

A loitering ordinance and truck route ordinance were introduced. Councilmen voted to deny them and be re-scheduled for approval or rejection at the August 13 session.

By a 7-0 vote, the council was passed a tax rate at \$1.06 and do not have a previous liquor license division.

Goldcrest Home

TEMPE

City Seeks Photos Of River Channel For Flood Project

DAILY

NEWS

7-21-64

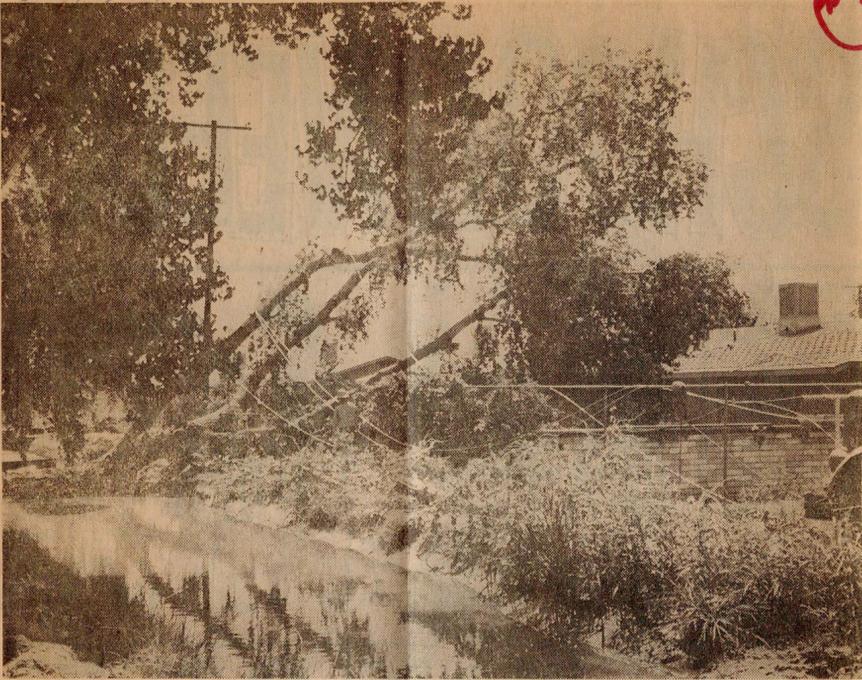
The City of Tempe is seeking old photographs of Salt River which would indicate the various channels, especially the historic low-flow channel. City Manager Lou Cooper asked cooperation of the citizens in loaning them to the city for reproduction.

Mayor John Moeur suggested the pictures to substantiate the Tempe insistence that a flood control channel follow the historic low-flow channel. The mayor's idea was put forth after Frances Cocke gave a presentation on the County Flood Control District at Thursday's council meeting.

Any photos loaned will be given good care and returned promptly.

#27

August 14 1964 #20
Vicious Storm Leaves Mark on Valley



Cottonwood Crashes Into Carl Babcock Yard At Tempe



Tempe Police Barricade Street Inundated By Heavy Rainfall



Storm Post Mortem: Repair Of Wires

Republic Photos by Forrest Stroup, Larry Repp And Harrison Brown



Vigorous Use Of Brooms Keeps Water From Flowing Into Two Tempe Stores



Trucks Backed Up On U.S. 80 By Bridge Washout At Gila Bend

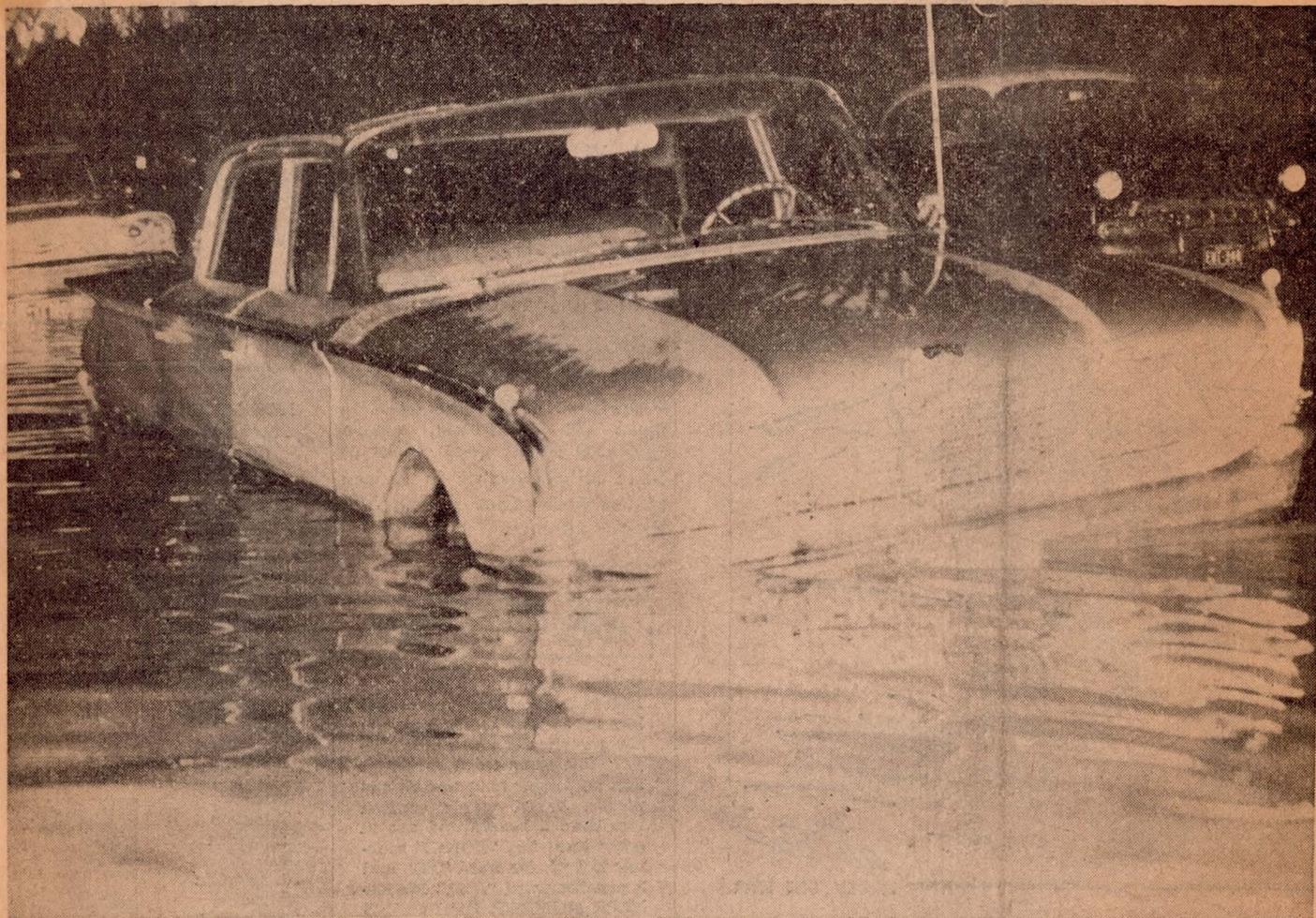


Roof Blown Off Trailer Home Of J. S. Ennes At Mesa



Water Flowing Over U.S. 80 Caused These Two Huge Washouts

#29



THIS TEMPE? — A measuring stick wasn't needed to check the depth of flooding rainwater at the Mill avenue and Fifth street intersection Thursday just after 8 p.m. Depth is plainly visible on parked car which lacked "floating power." Rainfall measuring 1.56 fell

in 45 minutes just before 8 o'clock and it proved just too much for drainage system. Similar scenes were reported throughout city. There was damage but it was not too extensive .

Bob Balko photo

Wet, Wet, Wet —

TEMPE DAILY NEWS

8-14-64

#30

Streets, Homes Flooded By Rain

Downpour Hits City Thursday

August Total Now
Well Over 3 Inches

The rain came Thursday evening—in buckets, sheets and windblown—like it was hard to “remember when.”

In a 45-minute period between 7 and 8 p.m., 1.56 inches were recorded at the O. L. Barnes volunteer weather station on Ash avenue. For the evening, which ended around 10 p.m., the rainfall total was 1.69 inches.

Comparative measurements at Mesa Experimental Station .71; Phoenix Sky Harbor, .21; and, U of A Citrus Station, southwest of town, 1.18 inches, showed that heaviest rainfall hit the Tempe area.

With drainage facilities far overtaxed, streets, stores and homes were flooded, cars were drowned out. Drainage facilities on many flood-roofed buildings were swamped.

Water did considerable damage and no section of the city escaped.

Friday morning, with the sun shining, most of the excess water had drained away and one citizen complained about the “dust” on East Fifth street—the dry sediment left when the water went away.

The rain delayed the start of the city council meeting 15 to 20 minutes; sent Tempe firemen on a half-dozen calls; put utility company emergency crews in action for the night; flooded Tempe police headquarters with calls; and resulted in all city emergency equipment and crews being called into service.

None of the fire calls proved serious and most were electrical shorts or drowned lines and services.

Sky Harbor recorded wind velocities up to 46 mph. just after 7 p.m. Some wind damage was reported locally—roofs walls, fences.

The Barnes records of rainfall showed the last rain to compare was October 22, 1959, when 1.47 inches were recorded in the 24-hour period. October 19, 1963, had 1.19.

(Continued on Page 5)

Friday, August 14, 1964

Police — Pho

Storm Floods Tempe

(Continued from page 1)

Heaviest in memory was well over three inches in August, 1943.

To date this month, rainfalls total 3.14 inches—about a half-year's normal supply. July totals added up to 1.34 inches.

The Mill avenue underpass, as usual, was closed. Areas to the south along Mill and on West Broadway, near the SP crossing, were flooded and traffic cut off. On Broadway, the run-off was such that water from the drain lines “bubbled up” through the catch basins and added to the misery. It was up to two feet in the area.

Downtown intersections along Mill—at Fourth, Fifth and Sixth streets — were “about knee-deep.” Stores and businesses on the east side of Mill, from Fifth street northward, were pretty well flooded. The sparkling, new office of Arizona Public Service Co. had water pouring in front, back and side doors.

Northside areas were hard hit too, especially in Cavalier Hills, where the run-off from nearby Papago Park areas, flooded through streets and alleys. Scottsdale road was hard hit but not severely damaged. Some river-bottom establishments got what the river usually supplies—water.

Hayden road was closed temporarily and the Indian Bend Wash ran enough water to stop traffic. This added to the flooding in the river area. Downstream, the 40th and 48th street river crossings were closed.

There was a power outage in the southwest section for around 30 minutes, two or three so-called “dips”, but no other serious electrical problems. Poles were down on Broadway, near Price road, and one report had it that a car, with a man and child inside, was hit by a falling power line. They escaped injury but burn marks were noted in the top of the car. This was a joint-use Public Service-Salt River Project line and the former utility served its Chandler area with the transmission system.

Salt River Project said 12 major eastside lines were knocked out.

The Ocotillo Power plant's water supply was limited when a line serving two of the three pumps for the cooling system went down. The one remaining pump managed to handle the situation until power was restored. Had the trouble not been corrected promptly it could have been necessary to

shut down the big plant.

Mountain States Telephone reported about 500 phones out of service, adding it hoped to restore them before nightfall. Four poles on the Tempe-Mesa highway were snapped off by high winds.

City Engineer Bob Snyder said he did not believe any city streets were severely damaged.

#31

TEMPE DAILY NEWS

Phone WO 7-3301

Thursday, September 10, 1964

City, Arizona State Agreement Ironed Out To Alleviate Home Flood Problem

ts,
ve
ut
in
an
ys
ce
rd
n-
re
v-

An agreement between the city of Tempe and Arizona State University has been reached which should help alleviate possible home flooding from storms in the areas of West 13th street and Ash avenue, reports city Public Works Director Lou Scherer.

This agreement calls for the pump in the parking lot at the Grady Gammage Memorial auditorium to be kept closed off

until most or all of the storm runoff on the city streets has been completed and capacity is available.

Scherer reported that the lot is below the city line and the water is pumped up and then into the drainage system during a storm. He added that this new agreement should help keep the lines from becoming overtaxed.

During the heavy mid-August storm, rainfall totals were such that the normal flow from streets filled lines to capacity and with the pump operating it created a load beyond that which could be handled.

Future Flood Controls Pose Planning Problem

Sun Valley SPUR
November 19, 1964

Future location of a "low flow" channel to carry off storm-water gathered by the normally dry section of Salt River extending through Tempe remains an open question following extended discussion by Tempe City Council.

The discussion was touched off by the presentation of a Public Works committee report which suggested approval of a channel route proposed by the Maricopa County Flood commission.

Objections raised by Mayor John Moeur, who said that the proposed plan "literally would sell Tempe down the river," and by Francis Coke, resulted in the matter being held up for further study.

Such study, it appears likely, will tie in with a general study of Tempe's surface drainage problems, now underway as one of at least three comprehensive studies looking toward a master blueprint for Tempe's future growth and development.

One of the three studies, that for the civic center, is going forward in the hands of a committee headed by Councilman Ray T. Ashley. Another, a traffic analysis covering not only Tempe but Scottsdale and Mesa as well, with expansion to cover the entire Valley metropolitan area now in prospect, is going forward under supervision of the State Highway Department.

That any measures taken in an effort to control waters arising from the occasional flash floods which occur here will have a bearing on a number of aspects of Tempe's future growth became evident in the discussion which followed presentation of the Public Works committee's report by Councilman Wayne Forde and seconded by Councilman Hayden C. Hayden.

Whatever measures are taken will affect the location and character of developments on private land east of Tempe bridge, it was pointed out. At present, there exists a proposal to construct a group of apartment buildings in that area.

Also affected to some extent will be future plans of Arizona State University for land it owns in the vicinity of Hayden butte.

To the west, privately owned land west of 48th St. and north of First Street will be affected.

Affected to some extent, also, will be certain parts of Tempe's street pattern.

One of the most immediate effects, however, and one of general concern, would be the flight pattern of air traffic into and out of Phoenix Sky Harbor airport, in its relation to the downtown section of Tempe.

In addition to the desire to establish an unobstructed channel to handle flash-flood waters, efforts to establish a low-flow channel for the Salt River are inspired in part by desire of the City of Phoenix to make an eastward extension of Sky Harbor's main east-west runway.

The eastern terminus of the runway lies near the historic channel of the Salt River at its diagonal intersection of 40th street. Tempe's downtown business section is almost directly in line with the present runway, about three miles from its eastern end.

More than a year ago the abandonment of the river's historic channel to permit an eastward extension of the runway. It proposed creation

of a new "low flow" channel which would follow a straight westward course from the low ground north of Tempe butte. The route proposed would extend straight west almost to 48th street, then turn southwest to rejoin the historic channel north of Transmission road, extended, and west of 40th street, in Phoenix. This route would have permitted a thousand-foot extension for the Sky Harbor runway.

Tempe objections to this proposal were that it would isolate a section of Tempe lying north and west of the proposed channel, and that it would result in much lower flights over downtown Tempe by large planes entering or leaving Sky Harbor on the east.

Mr. Coke, delegated to represent the city on the Citizens' Advisory Board for the county flood control district sponsored a proposal to use the historic channel, which from the Tempe bridge area meanders north-westward in a two-mile course paralleling the Grand Canal, before turning southwest in the vicinity of 48th St.

In last week's Council meeting Mr. Coke again supported this plan, asserting that it not only would be less costly, since it would call for less grading than would any new route. He predicted also that any attempt to force the flood-water into any new course would be "asking for trouble." Runoff waters always would have a tendency to resist artificial confinement, and would seek to re-establish their historic course, he said.

As an alternative proposal, Phoenix submitted a second proposed route which would make a further westward extension of the channel before turning to a diagonal route to rejoin the old channel south of the airport.

In answer to objections still raised by Tempe, the route proposal drafted by the Flood Control district and laid before the City Council by Mr. Forde and Mr. Hayden.

In the discussion which followed, it was again pointed out that any change from the river's historic channel still would permit an east-ern extension of the airport runway.

Tempe's objections to the change were reiterated by Mayor Moeur and supported by Mr. Coke as the City's representative on the Citizens' Advisory Board. In the end, Mr. Forde withdrew his motion for approval of the district's plan, with consent of his second, Mr. Forde.

252



AGUA FRIA RIVER
12/23/65

At Southern Avenue.
House southwest from
break in dike at
Southern Ave., east
side of Agua Fria.



At Southern Avenue.
Looking west from
Southern Ave. and
west side of river
(opposite break in
dike).



12/23/65

AGUA FRIA RIVER

Break in dike north of
Southern Ave. at east
side Agua Fria River.



The story is:
Avondale Police
got the number
off this car
and then spent
several hours
looking for
the driver.

They found
him in an
Avondale beer
hall

12/23/65

6.1



12/23/65

6.2



Van Buren Street & Agua Fria River

12/23/65

6.3



12/23/65

6.4



Indian School & Agua Fria River

12/23/65

6.5



12/23/65

6.6



Indian School & Agua Fria River

There is not
much road
damage when
water can
flow over
road in a
thin sheet
with low
velocity

12/23/65

6.7



12/23/65

6.8



Van Buren St. & Agua Fria River

12/28/65

33.



12/28/65

33.



12/28/65

33.



Van Boren & Agua Fria River

12/28/65

33.



12/28/65

33.



12/28/65

33.



12/28/65

36.



Indian School Rd

12/28/65

36.



12/28/65

36





826



01/27/65 Earth crack - Chandler Heights near Hunt Highway



824



823





01/27/65 Earth crack - Chandler Heights near Hunt Highway ↗

02/11/65 Earth crack north of Hunt Highway, 1/2 mile east of Citrus Heights ↘



48352# ENL-C
211149 MMME

EARTH CRACK
12/20/65

Silger Road to 76th Street,
 $\frac{1}{4}$ mile north of Apache
Trail. View to west about
midway along crack.



Silger Road to 76th Street,
 $\frac{1}{4}$ mile north of Apache
Trail. Looking west at
east end.

EARTH CRACK
12/20/65

827



Silger Road to 76th St,
 $\frac{1}{4}$ mile north of Apache
Trail. View looking to
west near east end.

828



Silger Road to 76th Street,
 $\frac{1}{4}$ mile north of Apache
Trail. Looking west (near
west end), about 15' deep
at deepest part.

EARTH CRACK
12/20/65

Earth crack, Sigler Road
to 76th Street, $\frac{1}{4}$ mile
north of Apache Trail.
Looking west; cracked
pavement at 76th Street.



Earth cracks, Chandler
heights near Hunt Highway.



Earth crack, Sigler Road
to 76th Street, $\frac{1}{4}$ mile
north of Apache Trail.
View looking west at east
end.





Phoenix Gazette April 22, 1965

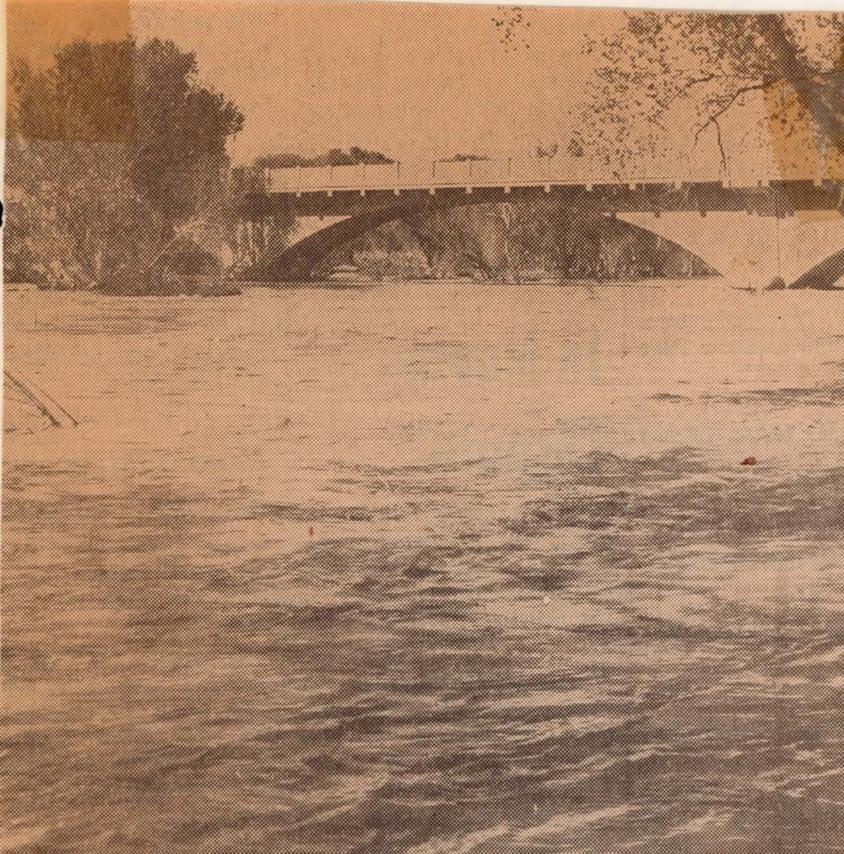


Gazette Staff Photo

48TH STREET IS THERE SOMEWHERE

That's 48th Street—somewhere below the water flowing down the Salt River today. Rufus Musgrove (left) and Win Hjalmarson of the Water Resources Division, U.S. Geological Survey, went wading to measure the water flow and depth. The water was 2½ feet deep, spread out across 80 feet and was flowing 9½ feet per second. Water, which closed this and other crossings, is overflow from Bartlett Reservoir on the Verde River.

#57



As summer-like weather melts snow in the high country, the Verde River runs as it passes Camp Verde. The runoff has almost filled reservoirs behind Horse and Bartlett dams downstream on the Verde, and Salt River Project officials release water from Bartlett this afternoon. The Verde, normally a slow-running, not-too-stream, was spread out like this today at old bridge a mile north of Camp V

4-19-65 Phx Gaz
SOME ROADS TO FLOOD

Excess Released At Bartlett Dam

The overflow gate at Bartlett Dam on the Verde River was opened this afternoon by the Salt River Project.

The opening was due to excess flow of water into Bartlett Lake.

No estimates of the quantity of water which would be allowed to overflow were available.

Spillway gates on Horseshoe Dam, farther upstream, have been opened in varying degrees since Friday, as inflow increased from runoff of melting snows and rain in the watershed area.

It is the first time since 1941 that water has been spilled from Bartlett. Bartlett was built in 1936-39.

TOTAL capacity behind the two dams is 317,715 acre-feet. At midnight yesterday, 302,522 acre-feet were stored.

Officials said, however, the overflow would cause flooding conditions in the Salt River, probably halting traffic on the riverbed crossings of Country Club Drive north of Mesa, Hayden and Scottsdale roads, and crossings west of Phoenix.

HOWARD Shelp, district engineer for the State Highway Department, said Country Club Drive could be closed from "two days to two weeks," depending upon how long the overflow continues. It was believed the water would reach Country Club Drive tomorrow.

Yesterday about 16,000 acre-feet flowed into the reservoirs.

On Jan. 1, the total water stored in the two reservoirs was only 19,243 acre-feet. Since April 1, the amount of water stored over and above the project's orders total 129,500 acre-feet.

PROJECT officials said they could not estimate how long the gate would be kept open. Spokesmen said this was entirely controlled by the amount of water flowing down the Verde.

The Verde system reaches its peak runoff and then the quantity of runoff drops very rapidly due to the fact that the Verde River's tributaries came from rocky country which didn't absorb much of the runoff.

Project officials stated that the chance of flooding in the Valley was practically nil.

THE FIRST major riverbed
Turn to **DAM** on Page 10

DAM

Concluded From Page One
crossing in the Valley is Country Club Drive north of Mesa. Hayden and Scottsdale roads also have riverbed crossings.

The project is continuing to give free water to any shareholder or municipality capable of using surface water from Horseshoe and Bartlett dams. The authorizations for this action by the board and directors was effective April 12 when runoff into the two reservoirs was equal to twice the amount of the project's orders. The delivery of the free water doesn't affect allotments to which shareholders are normally entitled, officials said.

Bartlett Dam's Gates Open For First Time in 24 Years

By DON BOLLES

A WALL of water cascaded down a spillway at Bartlett Dam on the Verde River yesterday as gates were opened to relieve over storage for the first time in 24 years.

Some roads in the Salt River Valley may be flooded today, but Salt River Project officials say no damage should result.

Water was just 2½ feet from the top of mammoth gates backing up water into the 12-mile-long Bartlett Lake 45

miles northeast of Phoenix. The gates were hoisted on oversized chains to release the water.

At first dark with mud and rocks, the water cleared in three minutes to a white sheet. It raised a cool mist in the air as it pounded the bottom of the spillway and buffeted two trees like a cyclone.

WATER from the opened gates and the regular outlet at the left side of the dam poured out at 2,275,000 gallons per minute, or enough to cov-

er one acre 7 feet deep in a minute.

The swiftly moving water flooded a plain and headed down the Verde River channel toward Granite Reef Diversion Dam.

At Granite Reef, the extra water was diverted last night to the Arizona and South canals, but they can handle only about three-fifths of the flow. The rest went down the Salt River bed, usually dry.

If there's any flooding, it is expected to occur sometime this afternoon. A highway department official said Country Club Drive in Mesa, an extension of McDowell Road, could be closed two days to two weeks.

THIS ALSO was the estimate of Rod McMullin, SRP manager. "It looks like we'll run this water for the next week or 10 days at least," he said.

In the mid-50s the gates were opened briefly to work on the needle valve which allows water to go down the Verde in normal flows. But only once before, in 1941, had the lake become so full that

(Continued on Page 11, Col. 1)

#35

Arizona Republic

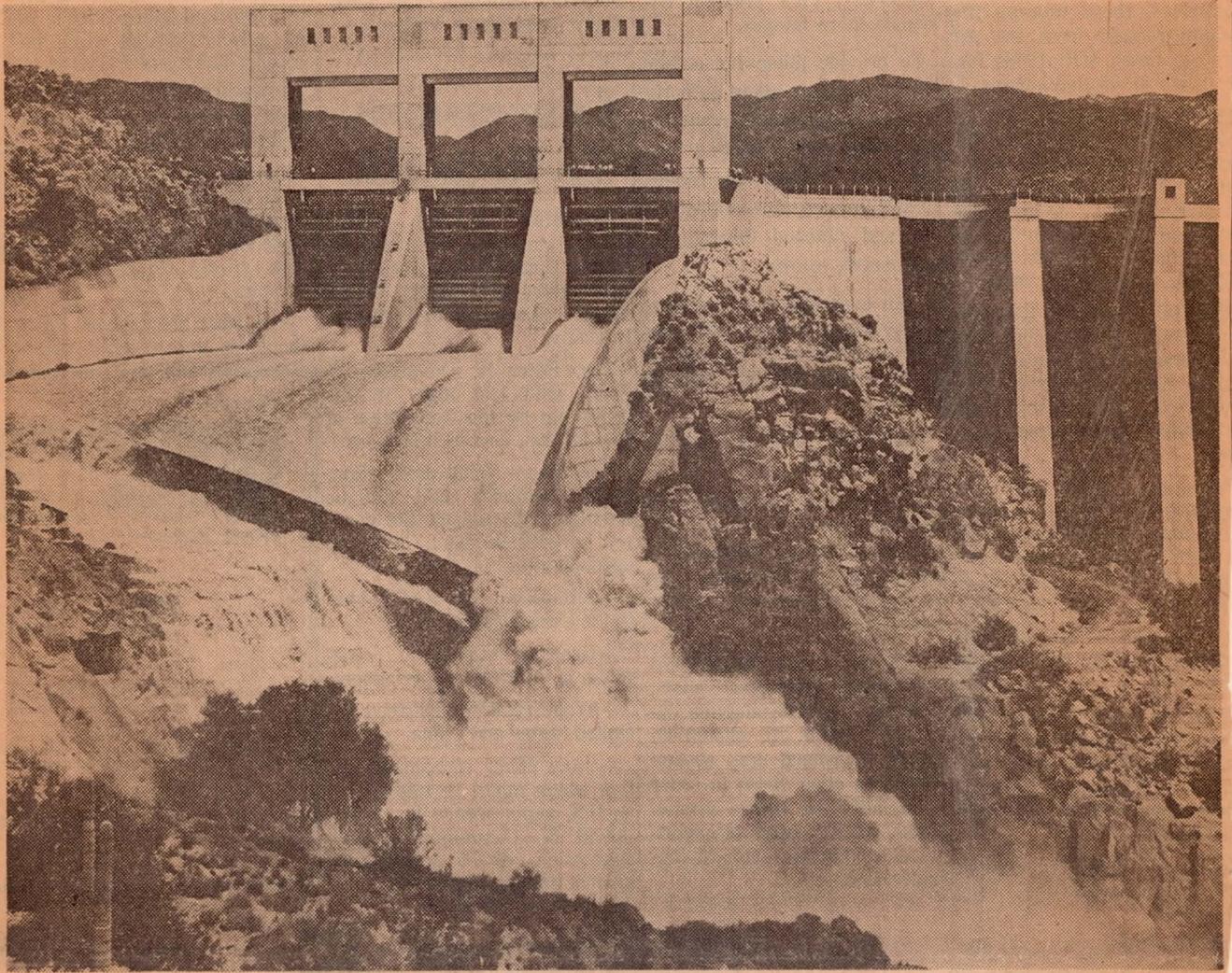
April 20, 1965

Arizona Republic

April 20, 1965

#36

This Sight's Worth Remembering



Republic Photo by Larry Repp

DAM OPENED—Water poured down spillway at Bartlett Dam northeast of Phoenix yesterday after G. W. Brandow, associate general manager of the Salt River Project, pressed button to lift

three gates. Action was taken to release excess water flowing down Verde River and filling Bartlett Lake to the brim. Roads crossing normally dry Salt River bed could be under water today.

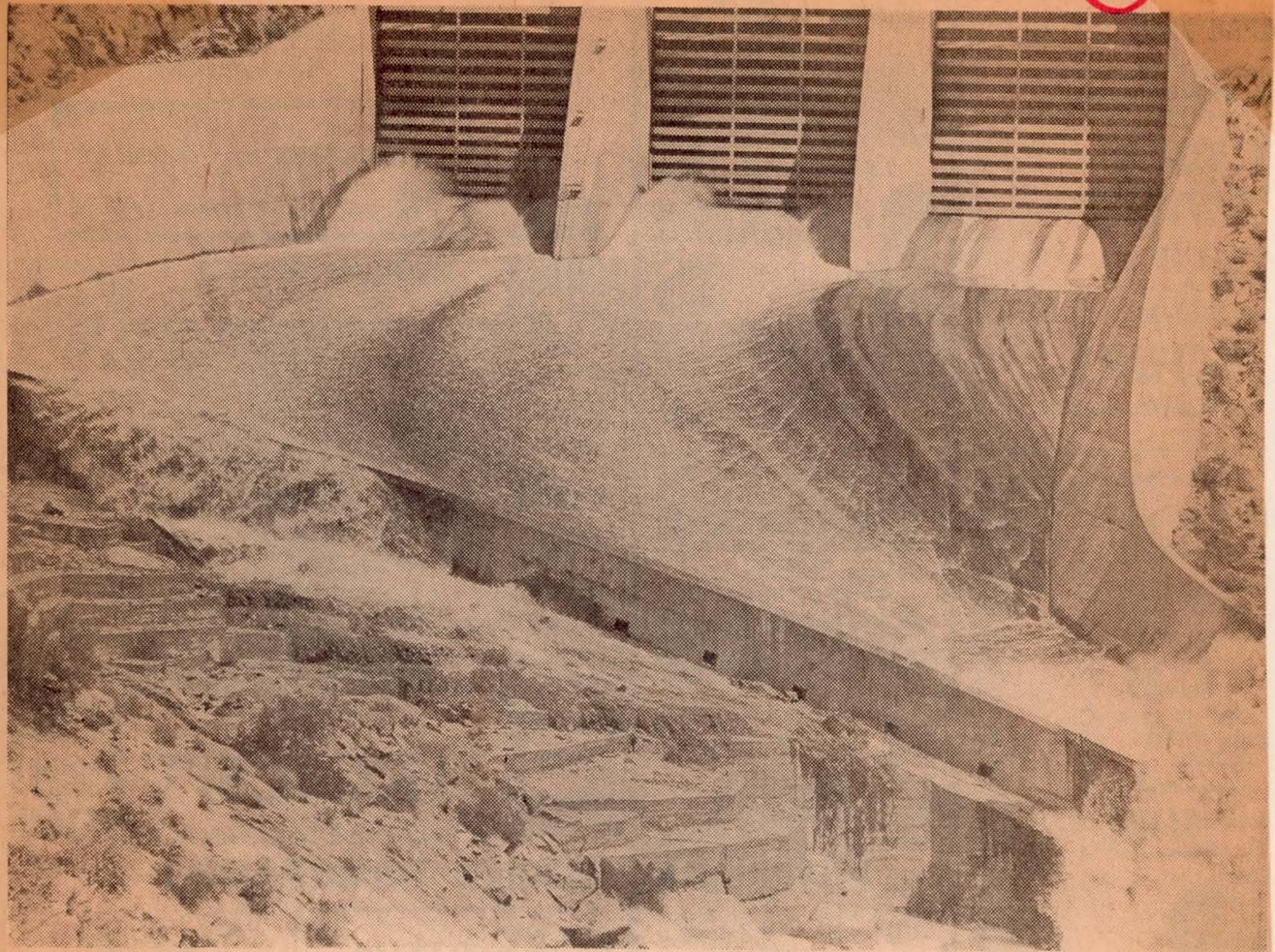
#57

4-20-65
Mesa Tribune



COUNTRY CLUB CROSSING CLOSED — Water spilling over Bartlett Lake dam on the Verde had made its way down to the Salt, over Granite Reef Dam, and on down the Salt this morning, resulting in a closure for the N. Country Club Dr. river bed crossing north of Mesa. Motorists were advised to use Tempe Bridge to get to Scottsdale or North Phoenix. (Tribfoto)

438



Gazette Staff Photo

IT'S A WELCOME SIGHT

Enough water to cover seven acres a foot deep within a minute pours through spillway at Bartlett Dam as gates are opened for first time in 24 years to relieve over

storage. Part of excess water is being diverted to canals at Granite Reef Dam, but remainder is flowing down the Salt River and could reach Phoenix by late today.

4-20-65

Phoenix Gazette

River Flow

4-22-65

Reported

Mesa Tribune

Dropping

PHOENIX (UPI) — A substantial drop today in swollen Verde River raised hope that floodwater in the Salt River Channel could be cut off soon. However, the highest run-off in 24 years, created new trouble spots in the Salt River Valley. Overflow from Bartlett Dam

ran over the banks of the Arizona Canal northwest of Phoenix, forcing the sheriff's office to close several streets early today.

Olive and Peoria Avenues were closed at New River crossings, and Bell Road was blocked where it meets Skunk Creek west of 83rd Avenue. At mid-morning, water was flowing over Northern Avenue, but the route was not closed.

Sheriff's deputies said no houses were endangered in the northwest area. They said that when the Arizona Canal started overflowing, flood gates were opened to release water into Skunk Creek, which feeds into New River.

Meanwhile, water in the Salt River bed continued to force traffic to use the Tempe Bridge on State Route 93 and Phoenix routes located west of 40th Street over the river bed.

Tempe police said traffic was "a lot better this morning" than Wednesday, when cars were jammed back from the Tempe bridge as far as 56th Street on both Washington and Van Buren. Officers said congestion still prevailed but was substantially reduced as many drivers took Broadway to Phoenix crossings.

Still closed today were Country Club Drive, Scottsdale and Hayden Roads and 40th and 48th Streets.

Meanwhile, youngsters from the southeast urban-suburban area flocked to the river with inner tubes, tubs and surfboards. One deputy was reported miffed when he investigated a report that a car was swirling downriver. He learned the vehicle was an amphibian.

The Verde peaked at 5,180 cubic feet of water per second Wednesday as the warm sun cut into snow in the high country.

Today, the U.S. Weather Bureau said the river had dropped to 3,680 cubic feet per second as most of the snow up to the 9,000-foot level was gone.

Weathermen said the gates at Bartlett Dam should be closed "before too long," and water being dumped into the Salt River at Granite Reef should be cut off within about 24 hours after the gates are closed.

However, the report said the water could continue in the Salt for a few more days if water orders are too low to take care of the normal flow of the Verde.

Salt River Project spokesmen expressed hope Bartlett Dam could be closed this weekend, but they indicated flow in the Salt could continue for 10 more days.

4-22-65

VALLEY FLOODING TO EASE

Spillway Gates Closed At Dam After 82 Hours

Flooding of the Salt River reached the beginning of the end today when the spillway gates were closed at Bartlett Dam.

The overflow at Granite Reef Dam was down to only 250 cubic feet per second a few hours later and was expected to stop this afternoon.

WHILE THE water will continue flooding the river bed as it passes through Phoenix during the weekend, the level soon will decrease rapidly due to evaporation and seepage, officials of the Salt River Project.

Closing of the gates at Bartlett, on the Verde River, took

place 82 hours after they were opened for the first time in 24 years to reduce overstorage in the Bartlett and Horseshoe Dam reservoirs. From Bartlett the flood waters flow south to pour into the Salt River, just above Granite Reef diversion dam.

Water was approaching the top of the Seventh Avenue dike-
roadway late this morning and was expected to go over this afternoon.

THERE IS A drop of about 200 feet in elevation in the 22 miles between Granite Reef Dam and the river crossings in Phoenix.

Total storage in the Salt River

Project was up to 1,429,100 acre feet this morning, an increase of 93,636 in the past week. Most of this increase has been from runoff into the four storage dams on the Salt River.

Storage is now within 644,616 acre feet of total capacity. That is slightly more than the capacity of both the Horseshoe and Bartlett reservoirs, the newest of the project's six storage facilities.

"We're guessing that the water will cross Seventh Avenue today," James Stokley, superintendent of the city streets and sanitation department, said.

THE HEAVY flow has inundated the earthen approaches to the large box culverts carrying water under the 24th Street and Seventh Street crossings.

The erosion has caused traffic to be confined to single lanes each way at the two crossings.

Closing of one or both of the crossings would add to the traffic already jamming the Central Avenue and Tempe bridges at the 16th Street crossing.

Five major crossings are ready closed.

SHOULD THE water force closing of Seventh Avenue, most of the traffic would be diverted to the Central Avenue bridge and to crossings at 19th, 35th, 51st and 59th avenues.

Water dumped into the river from the Grand Canal through a storm sewer at 22nd Avenue was flooding the 35th Avenue crossing, but many vehicles were still using it.

Closed crossings are 40th and 48th streets in Phoenix, Scottsdale and Hayden Roads in Tempe, and Mesa's North Country Club Drive.

Fair weather is expected to prevail in Arizona through next Wednesday, with temperatures slightly above average for late April.

The Weather Bureau's forecast called for the mercury to range between 50 and 86 tomorrow in Phoenix.

4/23/05
490

RIVER

Concluded From Page One

flood stage for several days after the last drop is released at Bartlett.

Roadway repairs will require at least one or two days. Work will be required at closed Country Club Drive north of Mesa, Hayden and Scottsdale roads, the ground-level road at Tempe bridge and at 48th and 40th streets, a few of the locations affected.

Water is now free to shareholders in the Salt River Valley Water Users Association and "we're filling every order," a spokesman said.

"The City of Phoenix is also getting some of this free water," Henry Shipley, project assistant manager, said.

PROJECT officials said runoff into the Verde River is receding and it may be possible to close the gates at Bartlett and Horseshoe Dams — sources of the flood water—between tomorrow and Monday.

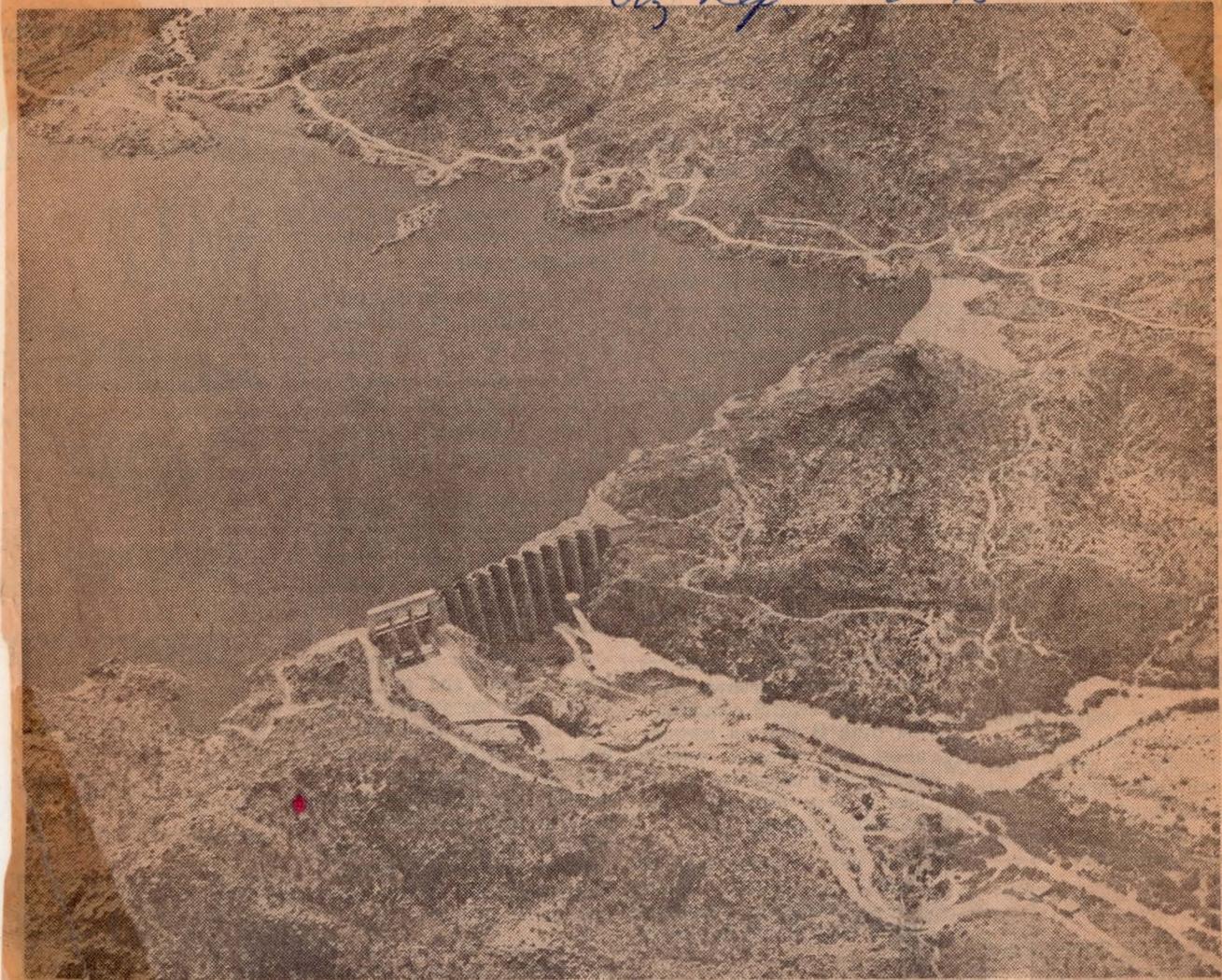
The run-off on the Verde is down to 3,680 cubic feet per second from a figure of 4,570 feet 24 hours earlier, Shipley said.

The Salt River, above Roosevelt Dam with nighttime temperatures in the highlands now around 10 degrees above freezing, and daytime temperatures melting the deep snow cover, is running at the rate of about 5,000 acre feet a day and is expected to increase.

With no water being withdrawn from the four Salt River reservoirs, they have gained 55,000 acre feet since April 1, while the Verde side has brought the total gain to near 300,000.

#41

Ariz Rep 9-23-65



Republic Photo by Carol Leatham

WHERE WATER COMES FROM—This is Bartlett Dam and reservoir, from which the Salt River Project has released millions of gallons of water since

last Monday. At the left of the dam are the spillway gates through which the surplus water is released. **Story on Page 17.**



#42

June 24, 1965 Phx. Gazette



Gazette Staff Photos

Runoff from slopes filled depression in 15500 block of Cave Creek Road.

H43

Cave Creek - 12-19-65

Phx. Gazette



24.4



12/24/65 Bell Road and Cave Creek

24.3



12/24/65

24.5



24.6



C-LINE #25284
35MM PRINTS

12/24/65

24.7



12/24/65 Bell Road and Cave Creek

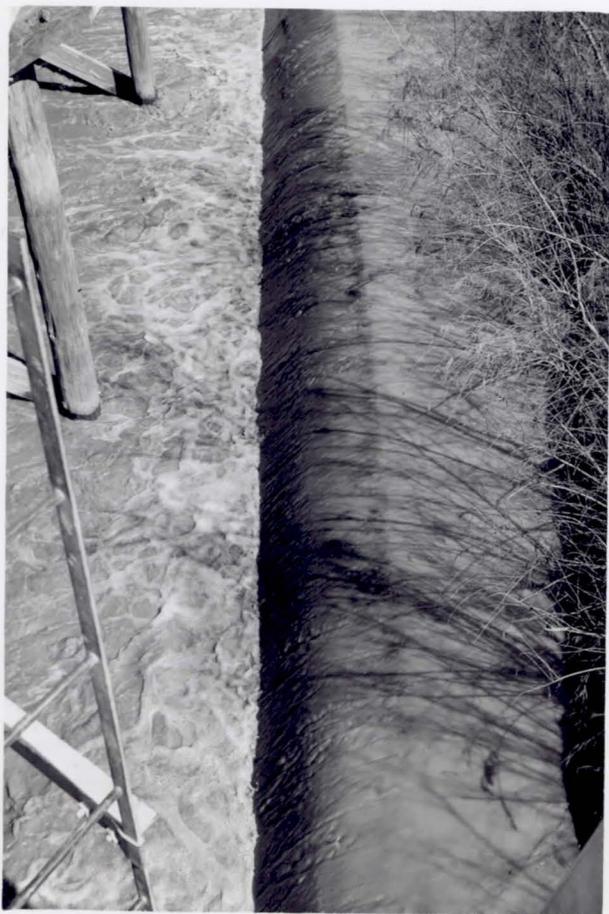
24.8







02/11/65 Silt at Maricopa Highway Bridge ↑
02/11/65 Water at St. John's Bridge on Gila River ↓



C-LINE #52584
35MM PRINTS

2

12/20/65

C-LINE #52584
35MM PRINTS

12/20/65

3



12/20/65

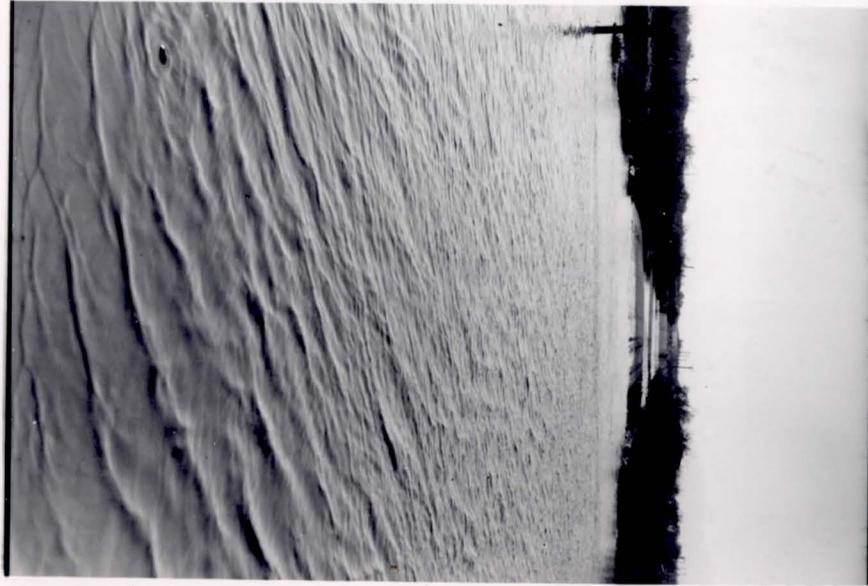


12/20/65



12/20/65





12/24/65

21.5

12/24/65 Airport Road and Gila River

12/24/65

21.6



12/24/

22.1 *



12/24/65 Airport Road and Gila River
12/24/65 15th Avenue and Gila River ↘

12/24/65

21.7



22. 2 x



12/24/65 115th Avenue and Gila River

22. 3 x



22. 5 x



12/24/65 115th Avenue and Gila River

12/24/

22. 4 x



35MM PRINTS
C-GINE #25284

12/24/

22.6 x



12/24/65 115th Avenue and Gila River

227 x



12/24/6

23.1



12/24/65 115th Avenue and Gila River
12/24/65 123rd Avenue ↙

228 x



23.3



12/24/65 123rd Avenue

23.2



12/28/65

37.



12/25/65

21.8



32MM PRINTS
C-111E #2528A

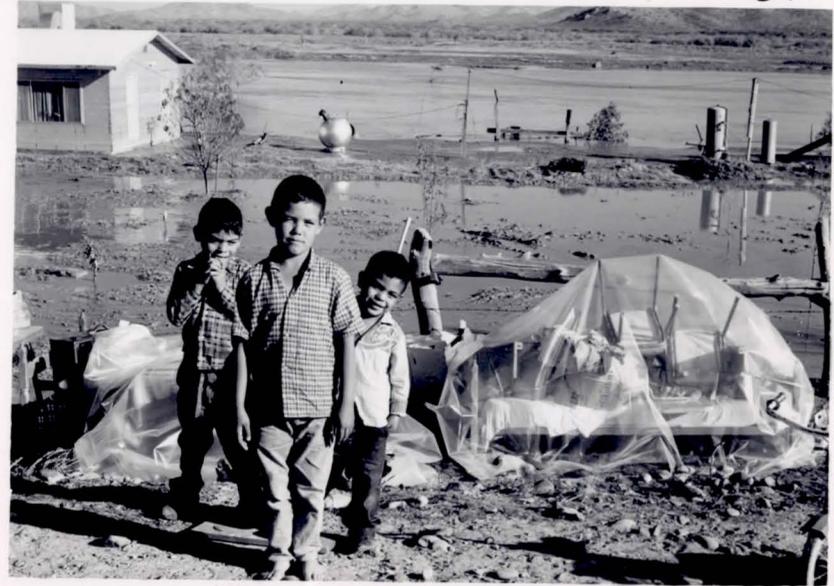
12/28/65

37.



12/28/65

37



12/28/65 Rainbow Valley Road at Gila R.

12/28/65

37.



12/28/65 Rainbow Valley Road at Gila R.

12/28/65

37.



12/28/65

37.



12/28/65 Rainbow Valley Road at Gila R.

12/28/65

37.



12/28/65

38



12/28/65 Estrella Park Road - Gila R.

12/28/65

38.



12/20/65

38



12/28/65

38



12/28/65 Estrella Park Road - Gila R.

• FEB • 66



12/28/65 Gillespie Dam between Band M Pond and Buckeye
12/28/65 Gillespie Dam ↙

• FEB • 66





Rainbow Valley Road & Gila River December 28, 1965

0000775



Bullard Road & Gila River December 28, 1965

0000776

Buckeye Valley News

BUCKEYE, MARICOPA COUNTY, ARIZONA

Thursday, December 30, 1965

No. 52

Gila River ...

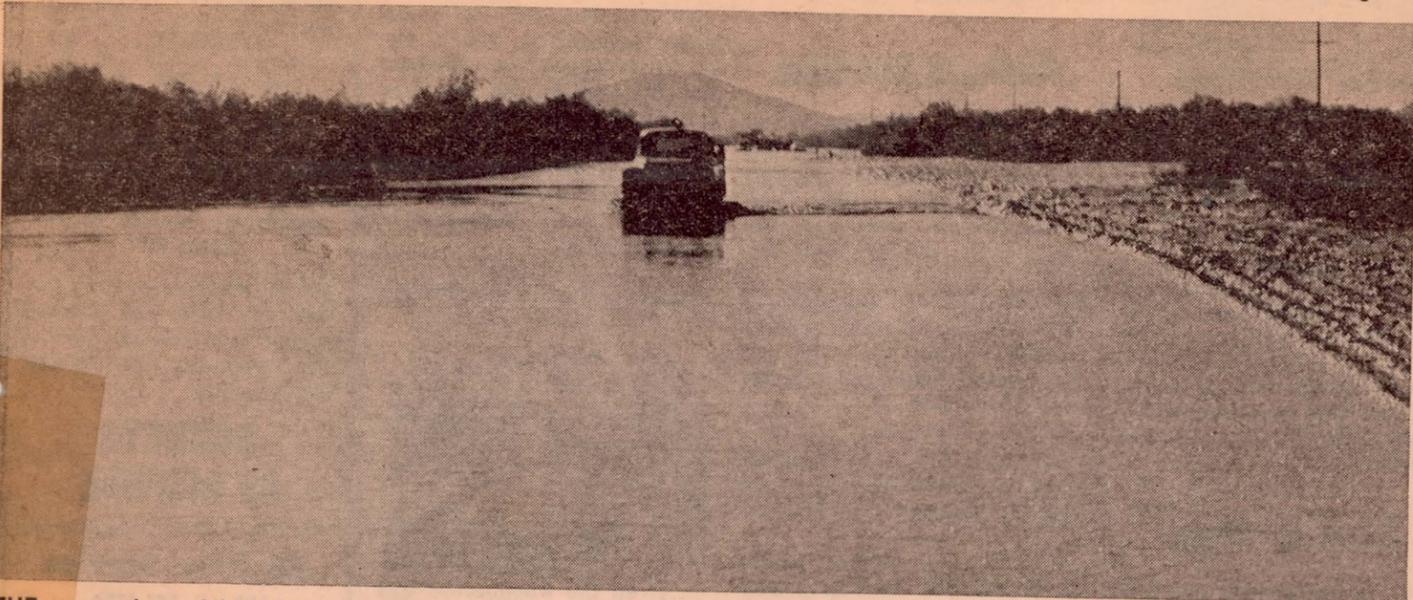
(Continued from Page 1)

washed out by the overflowing Gillespie canal. The washed out road, an area 75 feet wide and 20 feet deep, has since been repaired to accommodate re-routed traffic from Highway 80.

Dry Gila River on Rampage



TRAFFIC PILES up on Highway 80, south of Buckeye, waiting their turn at crossing the Gila River (on the highway) which was open to one-way traffic from Monday evening until its closing 10 o'clock Tuesday morning.



THE rampaging Gila River flowed over more than a half mile of Highway 80 south of Buckeye with fast flowing water up to two feet deep making even one way traveling risky. In this picture a highway department "pilot" vehicle shows the vehicles following it where the middle of the highway is "supposed" to be.

The Gila River, which ordinarily is either bone dry or just slightly wet here, flooded over its banks Monday and Tuesday, forcing five families from their homes southeast of Buckeye and flooding almost a mile of highway 80 southwest of town so that traffic had to be routed around on old highway 80 which has only recently been passable.

Monday morning five families (35 people) living at the junction of Jackrabbit Trail and Beloit Road were forced from their homes about 6 a.m. by Gila flood waters. All of their household goods were moved to higher ground on Jackrabbit Trail. Flood water in the homes was as deep as three feet. Jackrabbit Trail was completely under water at the river crossing and all traffic had to be routed around to the pipeline Road six miles south of Buckeye on highway 80 until its closing Tuesday morning. Now Rainbow Valley traffic is routed around on old highway 80 to Pipeline Road.

Highway 80 to Gila Bend was closed about 10:00 a.m. Tuesday morning after being kept open since Monday evening with up to two feet of water flowing over the highway for over a half mile length. Highway department crews kept one lane traffic moving through the flooded section of road until it was deemed unsafe for travel. Until its closing Tuesday morning at 10 o'clock one way traffic in bunches of twenty or thirty vehicles followed a "pilot" highway department vehicle through the half mile of 18 inch deep fast flowing floodwater to dry highway. Several cars got too close to the edge of the road and had to be snaked back on the road. The editor of the Buckeye Valley News came through the road-river just before its closing and it is indeed an eerie sensation to be in the middle of a half mile of fast moving water, hoping you are traveling somewhere near the center of the road, not near the edge where your car can be whisked off the road in a second.

All Highway 80 traffic (north and south) is being routed around on old Highway 80 which has just recently been repaired from flood damage and made passable. Gillespie dam has been reported overflowing across its entire width and last Saturday morning, about 2:30 a.m. Deputy Sheriffs Joe Duncan and Don Stanley, patrolling old Highway 80, dropped through a washed out portion of the road about two miles south of the dam. The road under the tarvia topcoat had been (Continued on Back Page)

Leo Phillips Injured Seriously in Accident

Leo Phillips of Rt. 1, Buckeye, is in serious condition at Memorial hospital, Phoenix, as a result of injuries received in an auto-cycle accident northwest of Buckeye Wednesday afternoon.

According to the local Sheriff's office, Phillips, riding a motorcycle, was traveling north on Oglesby Road when he failed to stop at a stop sign and hit the front of an east bound car on Southern Ave., driven by Donald Tyree.

Phillips is reported to have suffered internal injuries, a concussion and one leg has been amputated above the knee.

No citations have been issued.

Gila River Crests

Highway department officials, sheriff's office spokesmen and other officials seem in agreement in their opinions that the Gila River has reached its crest here — IF there is no more rain either here or up river.

0000777

#45



#410

Baseball, Track And Booster Club Stories On Page 4



Volume 36 - Number 43

Second Class Postage Paid
at Gilbert, Arizona

Thursday, March 18, 1965

Gilbert, Arizona - the Friendly Frontier Town.

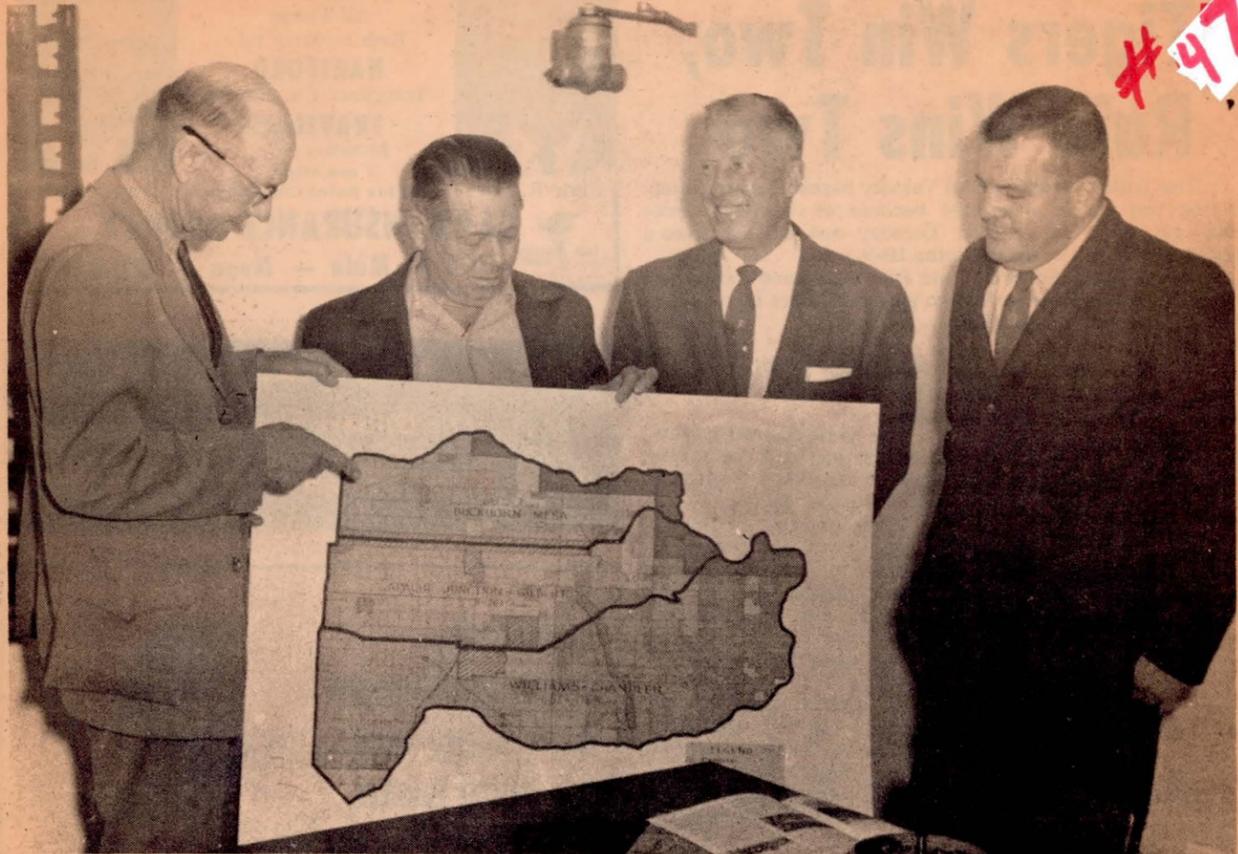
Group Begins Pushing For Gilbert Area Flood Control

Story On

Page 3

Pace Wants Project In 1966 Budget

#47



FOUR of the 20 men who attended the East Maricopa Soil Conservation District meeting at Morrison Brothers Ranch Tuesday were (left

to right) Hugh Nichols, Morris Cooper, L.E. Oshiek, Maricopa County Flood District engineer, and L.M. Pace, SCD director.

A big push to get some flood control construction built to protect the Apache Junction-Gilbert and Williams-Chandler areas was started Tuesday at a special meeting at Morrison Brothers Ranch north of Higley.

L.M. "Max" Pace, a board member of the East Maricopa Soil Conservation District called the meeting to begin stimulating interest among the towns, businesses, civic organizations and other groups.

Generally, the project calls for construction of three dams on state-owned land in Pinal County. The dams proposed would run from end-to-end beginning more or less at the Salt River Baseline and Vineyard Road (one mile east of the Pinal County line) to a point eight miles straight east of the village of Queen Creek.

The dams would catch the heavy surface run-off flowing westward from the area between Apache Junction and Florence Junction. This water then is to be fed out of the system of dams into a channel that connects with the dam at Elliott Road extended two miles into Pinal County.

This channel runs southwest from the dam to the southeast corner of the General Motors proving grounds, on across the north side of Williams Air Force Base and westward eventually to the Roosevelt Water Conservation District Floodway.

In addressing the group at the meeting, which numbered about 20 men from the Gilbert-Higley area, Pace said the project would be relatively inexpensive.

The dams will be on state property and much of the escape channel is on federal property (Williams Air Force Base). All the county has to pay for is right-of-way and bridges and culverts. The federal government, through the Soil Conservation Service, will pay for the construction, Pace said.

Lee Ohsiek, an engineer with the Maricopa County Flood Control District, and R.S. Swenson, soil conservations with the Soil Conservation Service, USDA, verified Pace's statements.

Both said that engineering on the project under discussion was done and all that was needed to build it was money.

Swenson said the money from the Federal Government was available if the right-of-way was acquired first.

Ohsiek said that Flood Control District funds, rais-

ed by a two-cent per \$100 assessment of real property, were not adequate to cover the right-of-way acquisition and that the project either would have to be financed through a raise in the Flood District assessment or a bond issue. Either way the action for the county part of the financing must be taken by the board of supervisors.

"Right," Max Pace said, "The squeaking wheel gets the grease, and the point of this meeting is to get the people in this area to start squeaking."

It was pointed that the statutory maximum on flood control assessment was five-cents per \$100 and this rate, even if imposed, would not cover the cost of the construction proposed for all of Maricopa County.

It would cover the cost of our project here, Pace said, especially since it won't cost much.

"We need this construction now. It is probably the only one in the whole flood control district (all of Maricopa County) which can be completed without a bond issue. I feel we should get the supervisors to include it in the budget for the next fiscal year, which begins July 1. I called this meeting to ask your support in this matter."

It also was pointed out Pace that flood control was to the benefit of all people in the affected area, not just to farmers. He said that FHA loans on houses had been rejected on the basis that the houses were in a flood-hazard area. Sometimes industry has backed away from establishing a plant in a certain area because of flood hazards.

Among those present were Morris Cooper, mayor of Gilbert, and Earl Nichols, representing the Gilbert Chamber of Commerce.



HARQUAHALA VALLEY
2/18/65

CENTENNIAL WASH

Looking down wash at
Salome & "Farmers"
Dike.



Dike from Salome Road
going north then west.
(East of Gin Road.)



HARQUAHALA VALLEY
2/18/65

CENTENNIAL WASH

Courthouse Road west
of Gin Road.



Courthouse Road west
of Gin Road.



HARQUAHALA VALLEY
2/18/65

CENTENNIAL WASH

Hassayampa River at Yuma
Road (Old Salome Road).



7 miles south of
Courthouse Road.



Wash west of Wintersburg,
Harquahala Road.



HARQUAHALA VALLEY
9/9/65

Looking downstream at
Centennial Wash, Sec.
15, 1S, 8W. (Thick
brush growth as shown
below.



Looking south across
Centennial Wash,
Sec 15, 1S, 8W.
Wash spreads out;
main channels at thick
brush growth.





12/24/65

21.2



12/24/65

21.1



20.7



12/24/

20.6



12/24/65

21.3



20.8



12/24/65

21.4



35MM PRINTS
C-111E #25284

12/31/65

55.5







4-3-65

HOME

★ ★ ★

EDITION

The Phoenix

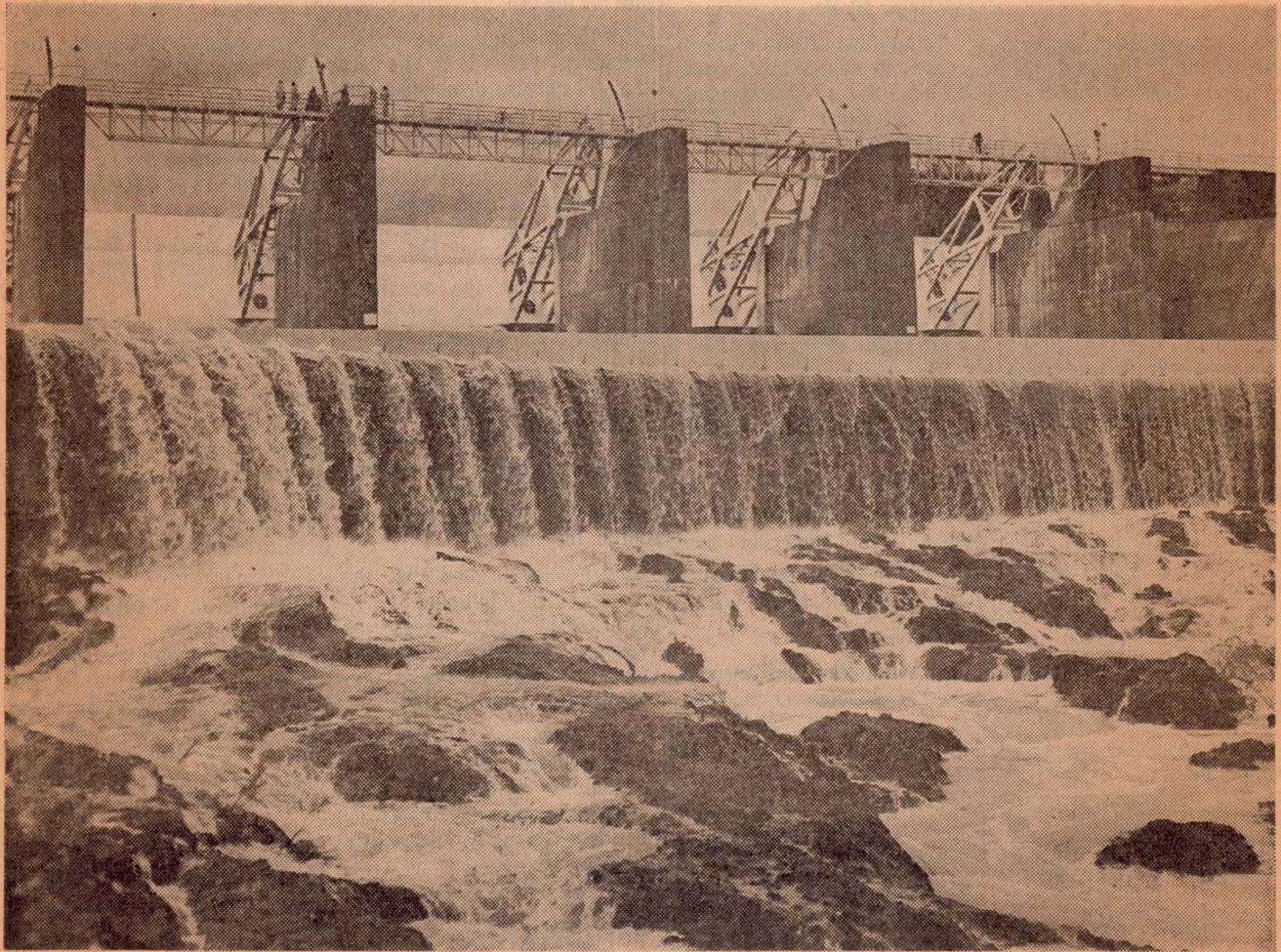
#48

Vol. 85, No. 208

10 CENTS A COPY



PHOENIX, ARIZONA



Gazette Staff Photo by Russ Spavin

Water pours over spillway at Horseshoe Dam on the Verde River—a rare sight for this reservoir that has been almost dry in past years. Salt River Project officials opened gates

as water approached top of dam. Bartlett Dam reservoir, downstream, also is almost full and water release from Horseshoe was held to interval of 10 minutes.

Overflow Free, SRP Announces

Free water will be on tap when Horseshoe and Bartlett dams overflow, possibly Friday or Saturday.

The board of governors of Salt River Project (SRP) made the authorization today. Shareholders and municipalities in a position to use surface water from the two dams will benefit.

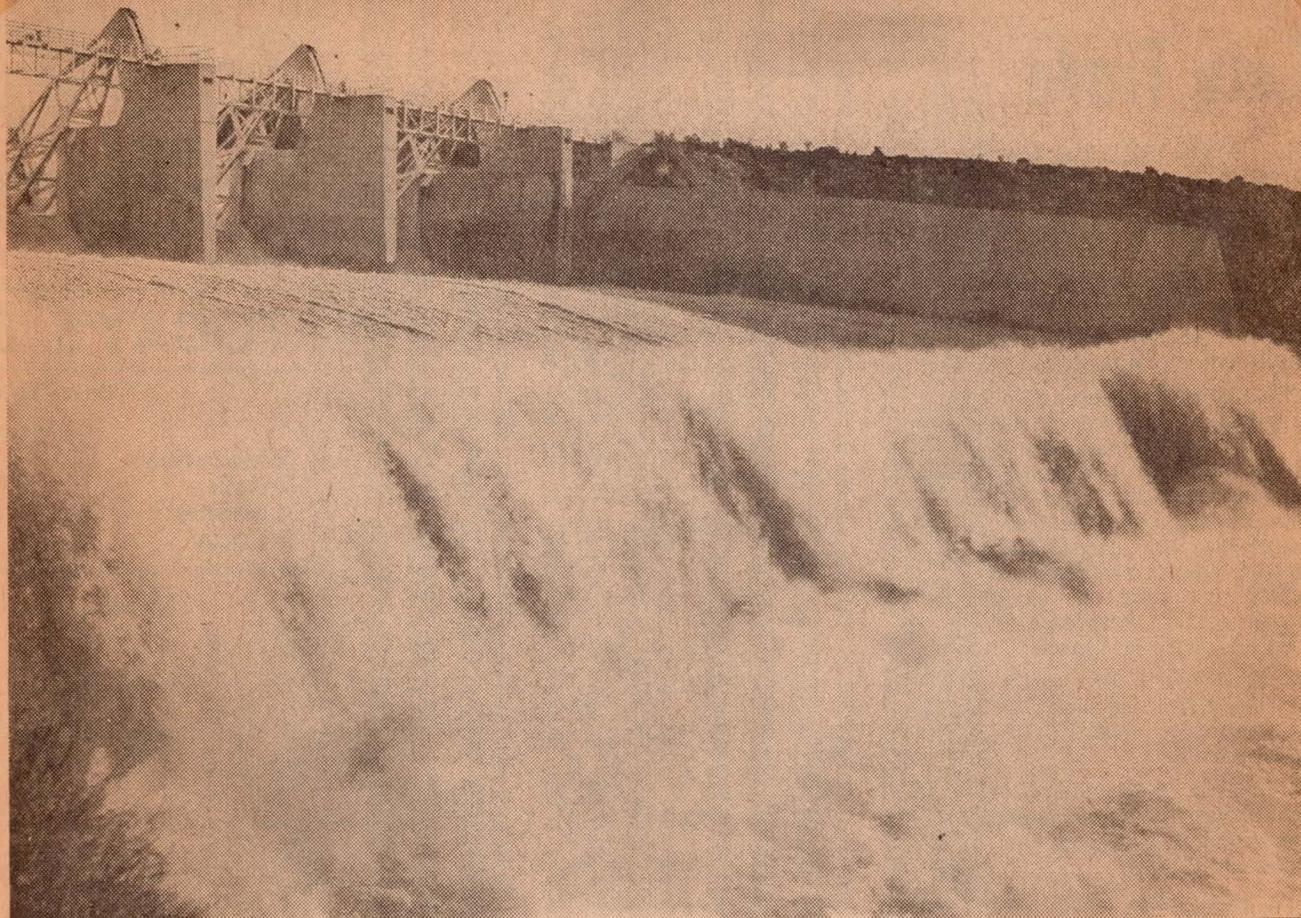
Water overflowing the dams will continue down the Verde River to its junction with the Salt River. Unless diverted into canals at Granite Reef Dam, the excess water will continue on down the Salt and flood over highway crossings and under bridges in the Mesa-Tempe-Phoenix area.

Victor I. Corbell, project president, said saturated conditions of the watersheds make it necessary to protect project works and to help eliminate the danger of uncontrolled floor water below Bartlett.

Phoenix Gazette

April 21, 1965

#49



Gazette staff photos by John Winter

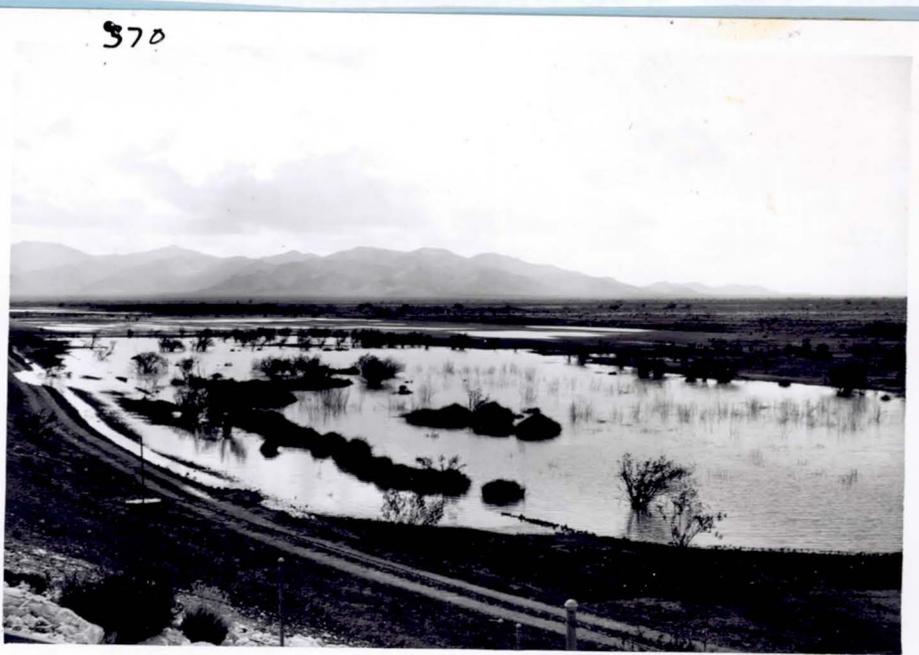
LOTS OF ACTIVITY AT HORSESHOE DAM

Water rushes through spillway gates at Horseshoe Dam on Verde River in Maricopa County, about 58 miles northeast of Phoenix. This is fourth flooding since 1949 when gates were added to storage dam.



March 11, 1965

Off McMicken Dam



Washout in farmer's
dike on south side
Olive Avenue, 3/4 mi.
west of Litchfield Road.



McMicken Dam

March 11, 1965

Washout in dike on
Olive Road (south
side) 3/4 mile west of
Litchfield Road.



North from Peoria
Avenue on Reems Rd



North from Olive Avenue
on Reems Road



McMicken Dam
March 11, 1965

Intersection washout at
Sarival & Peoria Avenues,
looking west. Water level
was to bottom of car
windows.



East on Olive Ave.
1000' east of Reems
Road



East on Peoria Avenue
3/4 mile east of Cotton
Lane



McMicken Dam

March 11, 1965

South from Peoria Ave
on Reems Road



LAFB Drainage Canal
east of Litchfield Road



Drainage Channel west
of railroad south of
Olive Ave $\frac{1}{2}$ mile west
of Litchfield Road



McMicken Dam

March 11, 1965

Looking north up drainage channel $\frac{1}{2}$ mile west of Litchfield Road at south end at Northern Avenue, west of railroad.



Looking east on north side of Olive Avenue along railroad. Drainage channel between road and railroad.



Northern Avenue $\frac{1}{2}$ mile east of Reems road looking east at beginning of LAFB Drainage Ditch.



679



9-9-65

03/11/65 Off McMicken Dam ↖
09/09/65 North along McMicken Dam ↘



12-23-65

703



680

9-9-65





#50

Chandler Arizona 3-3-65



HUGH NICHOLS, right, imparts some firsthand information on the Watershed Flood Control Program in Maricopa County to Chuck Farr, county extension agent. Nichols is known as "Mr. Conservation" to SCS personnel and Soil Conservation District Board of Eastern Mari-

copa County. He served on the East Maricopa SCD Board of Supervisors from July 1946 to June 1964. At present he is a member of the Citizens Advisory Committee for Flood Control. (SCS Photo by Fooks)

4-29-65

#51

23 Big *Mesa Tribune* Culverts

Planned

The bridge division of the state highway department is now preparing a design for a crossing of the Salt River on N. Country Club Dr., advises a letter received yesterday by J. A. Petrie, city manager.

A battery of 23 72-inch corrugated metal pipes will be constructed at the crossing, said the letter from William M. Price, state highway engineer, and A. L. Chadwick, deputy state engineer.

The letter was in response to an April 16 letter from Petrie, in which he requested an all-weather road at the crossing as sought by the Mesa city council in an Aug. 3 resolution.

Chadwick told The Tribune that the corrugated metal pipes are "definitely a stop-gap measure," but that they will take care of the flow such as now pouring across Country Club Dr.

Chadwick said design for the metal pipe installation should be completed within the next 10 days, and that bids will be sought immediately. A detour around the present crossing, which has been deeply cut by flood waters, will be made available while construction is underway, he noted.

The highway department has a maintenance yard near the site of the crossing, and fill material would be obtained there, Chadwick said.

"We had hoped to get something in before the summer floods," the deputy engineer said, noting that indefinite plans for the channel to be constructed by the Bureau of Reclamation make it difficult so far to erect a permanent bridge. Chadwick stated there was no reflection upon the bureau of reclamation, but that a definite channel had not been determined. He indicated construction of the proposed Maxwell Dam might have an influence upon location of the channel.

#52

Flood Work Talks Slated

Maricopa County's proposed flood control projects will be discussed Thursday noon at the Feed Bag it was announced today by Reg Mumaw, chairman of the Mesa Chamber of Commerce inter-city relations committee.

Principal speakers at the 12:15 p.m. meeting will be Colonel John C. Lowry, chief engineer and general manager of the flood control district of Maricopa county, and L. A. "Pat" Riggs, chairman of the county board of supervisors.

The meeting will be directed toward creating a better understanding of local flood control problems and their solution. Maricopa county citizens will go to the polls February 8th to vote on bonds for these projects.

Among officials present at the luncheon, will be Fred Greenwald, Arizona Game Protective representative on the Arizona game council; Bob Jantszon, chief of wildlife and game management, and Salt River Project representatives.

For reservation information phone the Mesa Chamber of Commerce office no later than Wednesday afternoon at 5 p.m.

Mesa Tribune

12-14-65

April 27, 1965

#53

Relief Seen For Flooded Mesa Street

Relief was promised today to water plagued Country Club Drive at the Salt River in Mesa.

The crossing, a major access road from southside areas to Phoenix, has been flooded since early this week by water released from Bartlett Reservoir. The water cut out a 50-foot wide section of asphalt paving on Country Club.

CITY MANAGER James A. Petrie said today the state highway department will begin work soon on culverts at the crossing.

"I have received a letter from the state highway department advising me a design for the crossing is being made and as soon as it is completed, work will begin," Petrie said.

Plans call for 23 pipes 72-inches in diameter to be installed under the crossing, Petrie said.

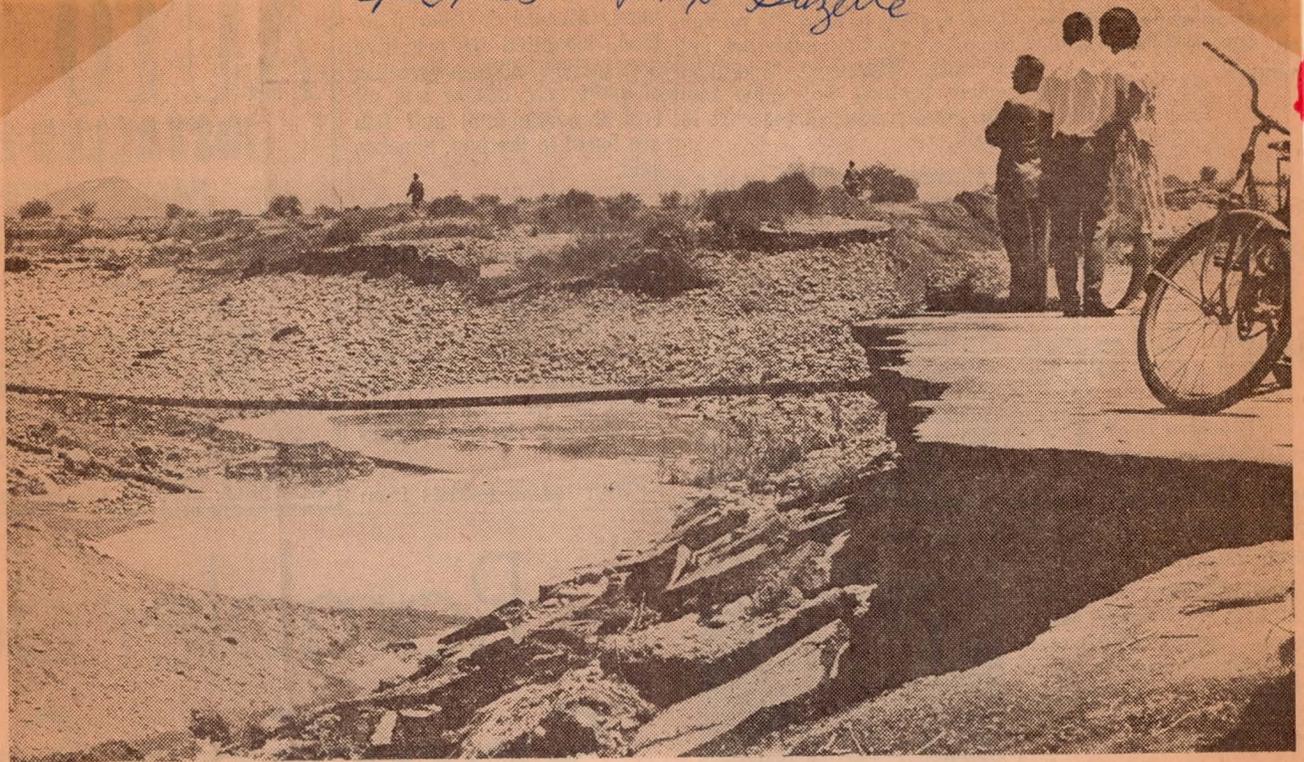
WATER IN THE Salt River channel today reached as far west as 35th Avenue, but was expected to recede rapidly with the closing of gates at Bartlett Dam.

Salt River Project officials said the Scottsdale Road crossing may be dry enough for traffic sometime tomorrow. However, they warned that reopening of roads would be subject to control of state, county and city highway departments.

Crossings remaining closed today were Country Club Drive in Mesa; Scottsdale Road and 48th Street, 40th Street, Seventh Street and Seventh Avenue in Phoenix.

4-27-65 Phx-Duzette

#154



Gazette Staff Photos

AFTER THE FLOOD, COME THE REPAIRS

State highway department crews lost no time in repairing busy Country Club Drive crossing on the Salt River, cut by overflow floodwaters from Bartlett Dam. Top picture

shows how roadway looked Sunday as water receded showing 50-foot-wide gap in pavement. Below, how the same section looked yesterday after temporary repairs.



#55

MESA TRIBUNE

Salt River Crossing Work To Get Underway Sept. 13

9-1-65

Construction on six 72 inch culverts under N. Country Club Drive at the Salt River is expected to get underway Monday, Sept. 13, officials at Sanner Contracting Company Phoenix have reported.

Sanner was the low bidder on the job offered by the state highway department earlier this month.

The culverts are expected to eliminate traffic tieups and washouts caused by flooding of the Mesa-Payson highway in the Salt River bed.

Culverts were decided upon rather than a bridge because of the cost factor and uncertainty as to the final course of the river bed when it is eventually channelized as a part of the

valley flood control project.

The laying of the culvert and resurfacing of the thoroughfare between Mesa and Scottsdale is scheduled to be completed by Nov. 15, the highway department said. Cost of the construction is estimated at \$128,357.

Sanner was 13 per cent under the State estimate of \$147,533.

A short detour through the Salt River crossing area will allow traffic to pass through the river bed without closing the highway completely during the construction period.

#56

*Mesa Tribune
9-16-65*



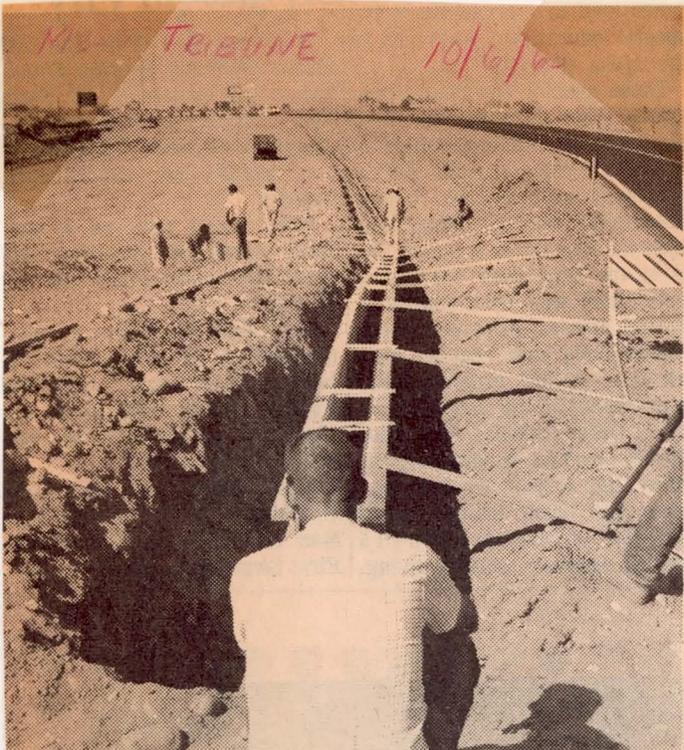
DETOUR OPEN TOMORROW — Heavy earth-moving equipment of the Sanner Contracting Co. was busy today creating and grading the detour to the east of Country Club Dr. for traffic use during "flood-proofing" of the highway crossing of the Salt River. According to Everett Marks, construction foreman, the detour, which will be blacktopped, is expected to be ready for traffic at the end of work tomorrow. The highway at left will then be torn up and pipes laid to permit flow of water under the crossing in times of flood. The highway over the crossing is to have a 6-inch cement treated base overlaid with 3½ inches of blacktop, said Marks. In addition, slopes of the crossing will be gunned to prevent washing away of the crossing, as occurred earlier this year. (Tribfoto)

#57

*Mesa Tribune
9/24/65*
**'Floodproofing'
Job Completion
Seen by Nov. 10**

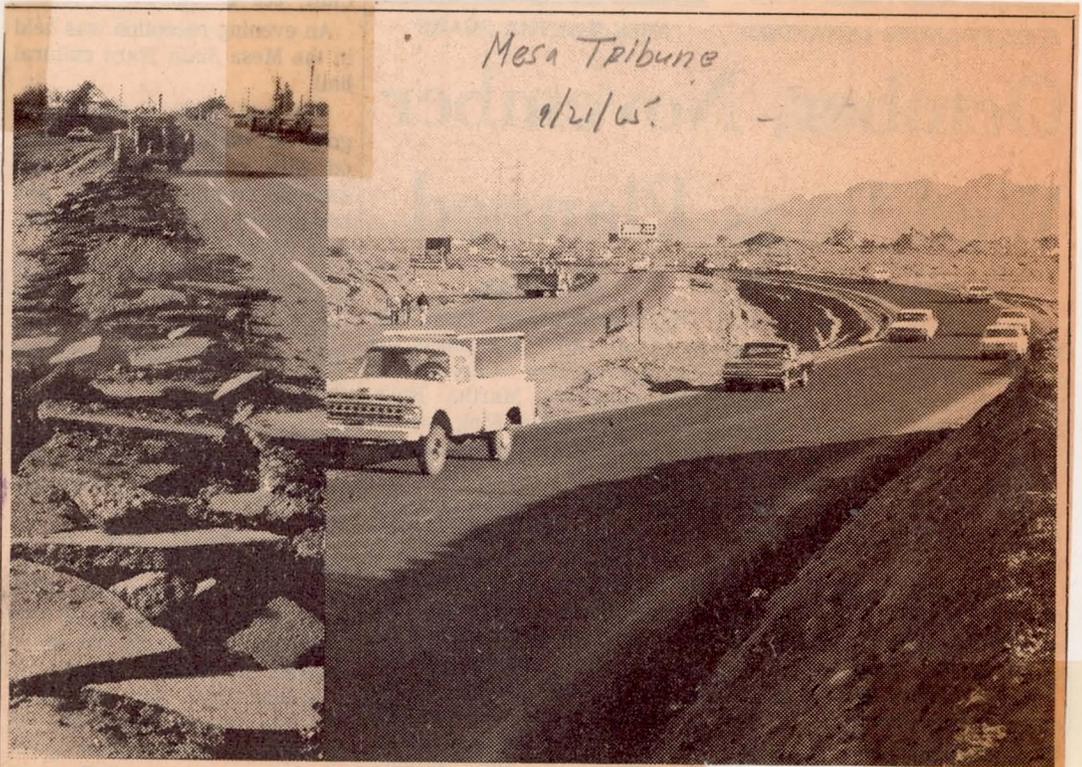
Completion of the "floodproofing" of N. Country Club Dr. at the Salt River crossing is expected by Nov. 10, according to a spokesman for Sanner Construction Co., contractor for the job.

The project includes installation of 23 72-inch concrete culverts to take the flow of flood waters beneath the highway.



#58

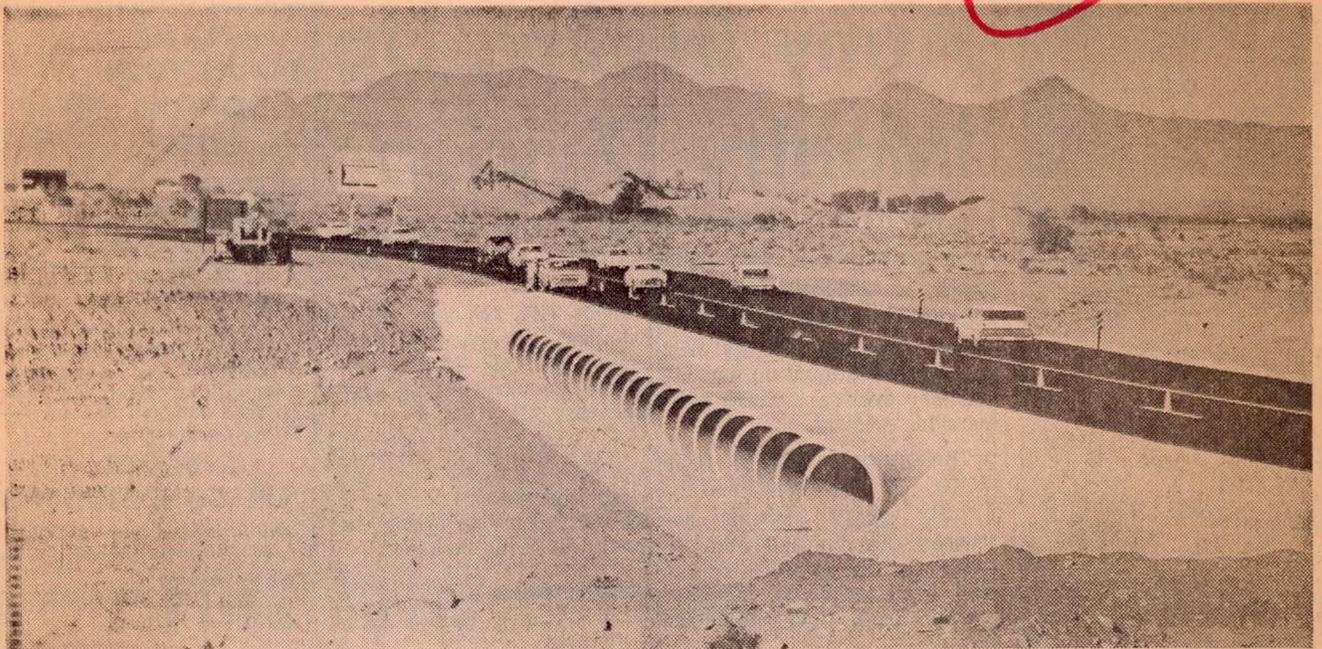
READYING FOR PIPES — Construction workers on state highway department project of “floodproofing” Country Club Dr. crossing of the Salt River have erected cut-off wall (above) upon which 23 72-inch concrete culverts are expected to be laid the latter part of the week. After the culverts have been installed the highway will be reconstructed above them and detour at right abandoned. (Tribfoto)



#59

DETOUR IN USE—Single-lane two-way traffic flowed smoothly early today at a detour (above) was placed in operation around construction work at the N. Country Club Dr. crossing of the Salt River. At left, the old highway is being torn up so excavation can get underway for installation of concrete pipes below the roadway. The pipes are designed to carry flood waters under the highway to prevent its being washed away as occurred this spring. (Tribfoto)

MCD



Gazette Staff Photo

NEW SALT RIVER CROSSING OPENS

Flooding of Country Club Drive in the Salt River channel in Mesa is expected to be prevented in the future by completion of this new crossing, now open to traffic. Roadway

carries four lanes of traffic, with a series of 72-inch concrete culverts designed to take care of runoff from heavy rainfall.

#61

flood control cut out

EXP 9-23-65
PHOENIX, ARIZONA 85008
3836 N. LINDSAY
FLOOD CONTROL DIST.

Cactus Pete Sez:

New 'high style' for evening make-up calls for eyes surrounded by pasted-down bits of bright feathers. Yep — birds of a feather will flock together in Cuckooland.

Mesa Tribune

Good Afternoon

Mostly cloudy with intermittent light rain showers ending by tonight. Fog tomorrow morning, then mostly sunny and warmer. High tomorrow near 60, low tonight about 37.

Vol. 17, No. 281

Entered as Second Class Matter at the Mesa Post Office

MESA, ARIZONA, FRIDAY AFTERNOON, DECEMBER 17, 1965

SINGLE COPY TEN CENTS

16 PAGES

Huge Earth Cracks Found East of Mesa

Curious Warned Away, Fissures Said 'Dangerous'



EARTH CRACKS — This overall view of earth cracks and ground subsidence east of Mesa shows extent of cleavage, varying from a pencil-thin line to widths of 15 ft. along a north-westerly-southeasterly line estimated to be 1½ miles long.



LONG WAY DOWN — Gary Sorensen, 18, of 220 N. Crismon Rd., dangles rope down one of the major cracks discovered yesterday by trio of teenage youths. In precarious position at right of fissure is Tom Whetten and in background, on edge of another major crack, is Mark Keeling, 7162 E. Arbor. (Tribfotos by Jack Wills)

Huge cracks in the earth discovered yesterday morning by a trio of Mesa boys east of Bush Highway and north of the Apache Trail were termed serious today and a possible threat to a number of modern homes located just east of the Twin Knolls area.

Herb Schumann, hydrologist for the Water Resources Division of the U.S. Geological Survey, Department of the Interior, also warned curiosity to stay clear of the area which he termed as being extremely dangerous.

Cause of the fissures was attributed to ground water withdrawal. The cracks vary in width from pencil thin size to open gashes of 20 feet. Depth varies from a few inches to more than 20 feet in some areas along the mile and one-half length.

Discovering them were Tom Whetten, 18, of 220 N. Crismon Rd., a 1965 graduate from Westwood High; Gary Sorensen, 18, of 220 N. Crismon, Mesa High School Senior; and Mark Keeling, 16, of 7162 E. Arbor, Mesa High Junior.

The boys stated they were in the same area a week ago and the cracks were not there then. They were backed up by Schumann who said the fissures seem to be of recent origin.

He said similar fissures ranging 10 miles in length have been observed in the Eloy area.

At one point, warm steamy air was observed rising from the cracks east of Mesa. Schumann said they could open wider and subside making it extremely dangerous to anyone approaching them.

He cautioned curiosity lookers to stay away. Police authorities are to be advised of the danger offered there.

The fissures are in the vicinity of the 640 acre parksite acquired by the City of Mesa from the Bureau of Land Management. A 160 acre tract owned by the Mesa School System is also in the immediate area.

The cracks extend to within a few hundred feet of a number of homes near Twin Knolls

and have already caused slight cracks in paving adjacent to the houses, according to the boys who discovered them.

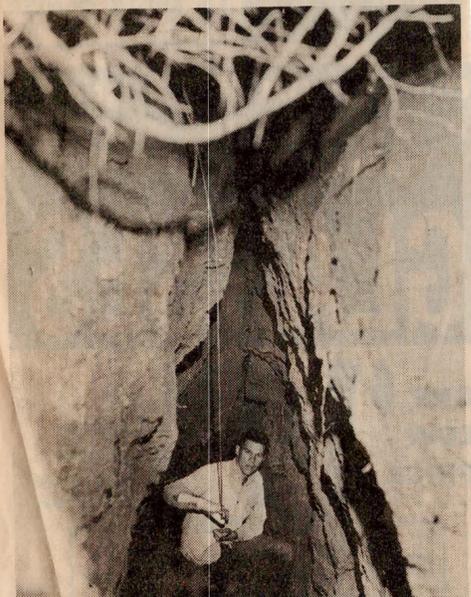
Dean Sloan, assistant engineer for the City of Mesa, when contacted, said the city is pumping water from a well in the Desert Wells area west of Bush Highway. Two former city wells in the area have been capped and are not producing any water at the current time.

Schumann declined to attribute the cause of the fissures to any specific overpumping, but indicated that in other areas the ground subsidence apparently has been caused by pumping above the normal recharge rate.

In explaining the situation, Schumann noted subsurface ground bears the weight of ground and water above it, and if water is removed from the ground, the load-bearing capacity of the subsurface is reduced.

When saturated, ground has a greater load bearing capacity than when the water drains out leaving only a skeletal framework of the ground to bear the load.

Access to the area can be made off Sliger Rd. seven-tenths of a mile east of Bush Highway. The cracks cross Sliger Rd. at a point two-tenths of a mile north of Apache Trail.



DANGEROUS FISSURE — Tom Whetten, 18, of 220 N. Crismon Rd., shows depth of large earth crack running beneath old Apache Trail near Sliger Rd., one-half mile east of Bush Highway and one-half mile north of the Apache Trail. Depth at this point is approximately 12 to 15 ft.

Mesa Armory Opened for Flood Refugees

Staples Used to Pin Up Diapers

By PAT McELFRESH

At eight o'clock this morning the Mesa National Guard Armory swarmed with children clutching blankets, their parents dragging in paper sacks filled with their belongings.

All were evacuated from their homes in low-lying areas in the path of the swollen Salt River.

An alert went out to the National Guard at 2 a.m., and an hour later mud-spattered cars were driving into the parking lot, unloading whole families.

The Guard sent out 28 troop trucks to bring in other evacuees, who were gathered at key points by sheriff's deputies. The deputies drove through the Indian reservation, alerting families to the danger. Local police contacted families north of the Mesa Country Club.

Help Came

As the numbers mounted with

in the Armory (150 at 8 a.m.) help came from many areas. The Maricopa County Health Department sent people to work with the local Red Cross unit, setting up urns for coffee, orange juice and hot chocolate for people roused out of their beds to find safety.

Army cots were set up in rows for still-drowsy children while word went out to find temporary homes for the ousted families. The Armory headquarters telephone kept ringing as Mesans called in to volunteer to take in evacuated families.

Most city residents who had to leave their homes went to stay with friends. But those from the Indian reservations were being accommodated at the Armory until other facilities could be located.

The big problem at mid-morning was the children — clothing, and feeding them. Red Cross disaster chairman Ted Roy said that hot food would be brought from Mesa Public Schools facilities to feed those still at the Armory.

Registered professional nurse Eileen Romano arrived unasked to help where she could. Her two children, who accompanied her, had gathered Christmas candy and pulled peppermint canes from their tree to distribute to other children.

No Diaper Pins

The lack of diaper pins fath-ered ingenuity, with nurses and Red Cross volunteers stapling the diapers to hold them on babies.

Deseret Industries donated clothing to those who needed it, with volunteers taking whole

families to the store to get what was needed.

Twenty-four hour nursing service was available at the Armory, with the county health department nurses taking two shifts.

Mrs. William Waggoner, 1720 N. Old Colony Rd., came into the Armory to look for friends. The Colony by the Greens area was instructed by police to evacuate at 2:30 a.m., but there was no flooding as yet at noon.

Left Their Home

Ethel Makil, 28, said her family came from their Reservation home at 1606 E. Oak, bringing a sack of possessions, some blankets and a portable radio.

I rode in a National Guard vehicle with Maj. C. A. Hall down to the river area. He pointed out traffic congestion and swarms of curious people, saying "Our biggest problem is

people." He directed men to positions to aid sheriff's department personnel and local police in diverting traffic.

While we were at the river, he received a report of looting in Tempe and alerted the Mesa Armory to dispense weapons, ammunition and bayonets to men being sent to help the Tempe unit. Maj. Hall said a new problem might be protecting evacuated houses from looters.

At 10:40 a.m., word came that the Arizona Canal to the north had burst and spectators were being herded away from the river's edge at North Country Club Drive.

Huge construction vehicles were rolling through the rising water to pull out stranded cars at the sand and gravel plant at the river's edge.

Mesa
Tribune 12-30-65

4162



12-23-65 702



12/23/65 At U.S. 60-70. Est. 1500 cfs. ↑
12/23/65 At Olive Avenue. Est. 1000 cfs. ↓

12-23-65 701



12/23/65 At Glendale Avenue Bridge. Est. 1500 cfs. ↑
12/23/65 Upstream from Olive Avenue. Est. 1200-1500 cfs. ↓

12-23-65
704



12-23-65

66-218



707

12-23-65



✓

12/23/65 South of Bell Road Bridge. Est. 1000-1500 cfs. ↑
12/23/65 North of Bell Road Bridge. Est. 1000-1500 cfs. ↓

705

12-23-65



✓

12/23/65 At Black Mountain Road, torn pavement. Est. 500 cfs ↓
12/23/65 At Bell Road Bridge. Est. 1000-1500 cfs. ↓

708

12-23-65



✓



✓

708

711

12-23-65



12/23/65 At U.S. 60-70, downstream. Est. 1200-1500 cfs. ↕
12/23/65 At Black Mountain Road. Est. 500 cfs. ↕

710

12-23-65



NEW RIVER
12/23/65

Agua Fria River at Indian School Road.
Est. 1500-2000 CFS. Flow from New River.

12-23-65

66-220



12-23-65

66-221



At Indian School Road.
Est. 1500-2000 CFS.
Flow from New River.

66-222



New River south of Glendale
Ave. Bridge. Est. 1500 CFS.

12/23/65

7.1



12/31/65

58



12/31/65 Northern Avenue at New River
12/23/65 Olive Avenue and New River ↘ ↙

12/23/65

7.3



12/23/65

7.2



12/23/65

7.5



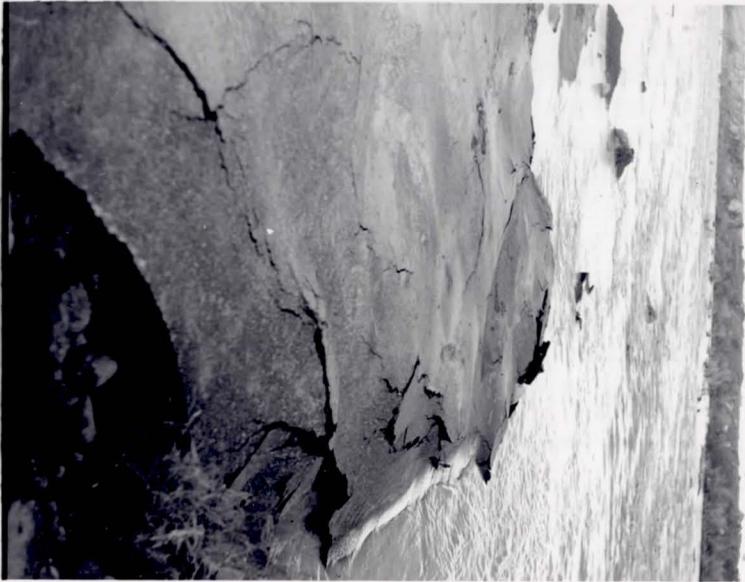
12/23/65

7.4



12/23/65

7.6



12/23/65

7.7

48252# ENIG C-1119 35MM PRINTS

12/23/65

8.8

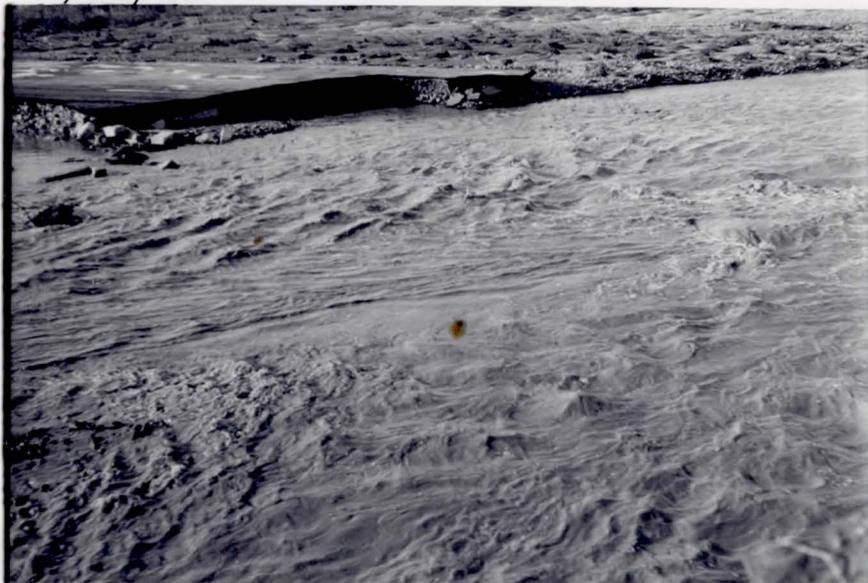


12/23/65

7.8

12/23/65

8.6



12/23/65

87



12/23/65

8.2



12/23/65

8.1



12/23/65

8.4



12/23/65

8.3



35MM PRINTS
C-PIRE #25284

12/23/65

9.1



12/23/65

8.5



12/23/65

9.3



12/23/65

9.2



12/23/65

9.7



12/23/65

9.8



12/20/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

34.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

35.



12/28/65

36.



12/28/65

36.



12/28/65

36.



12/28/65

36.



12/28/65

36.



Olive Ave at New River

12/28/65

36.



12/28/65

36.



12/28/65

36.



Olive Ave & New River

12/31/65

57.



12/31/65

57.



Peoria Ave
&
New River

Peoria River ^{New}
12/31/65

58.



58.



12/31/65

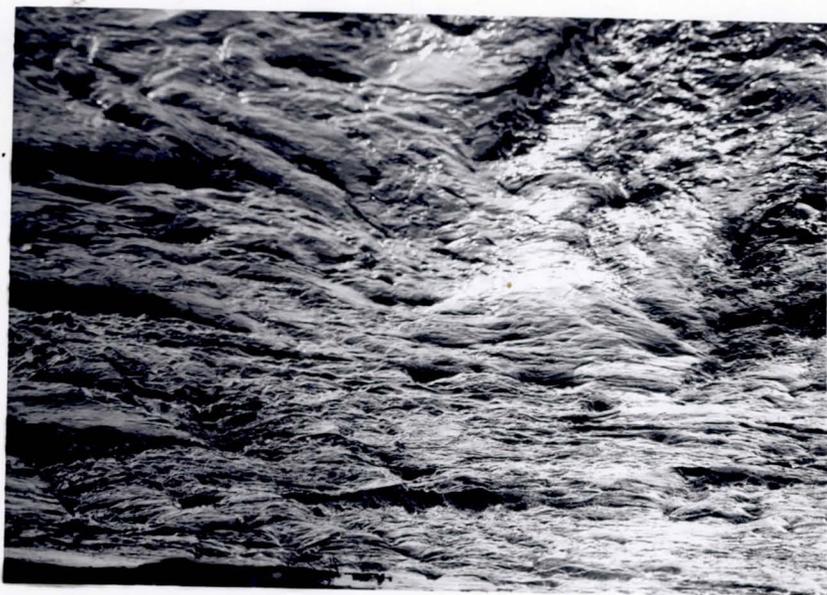
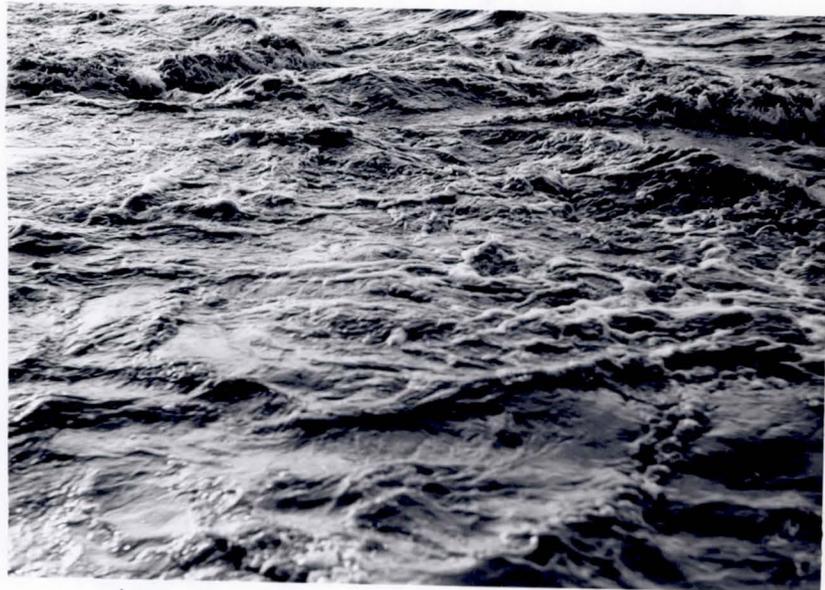
58.



New River at Peoria Ave

12/31/65

58-



Peoria Ave
& New River

12/31/65

57.



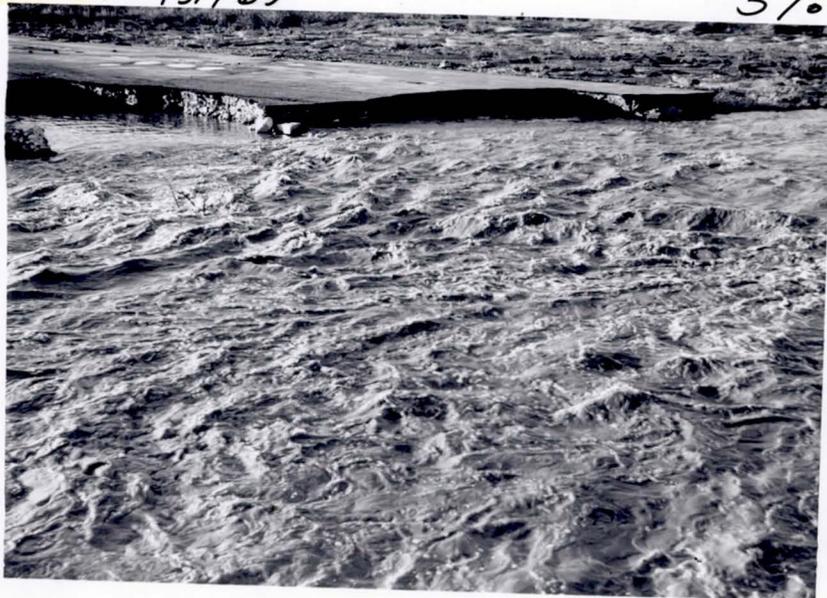
12/31/65

57.



12/31/65

57.





3-8-65

#66

House Group To Consider Flood Works

Republic Washington Bureau

WASHINGTON — A special subcommittee will hear details of a proposed federal flood control project on Indian Bend Wash near Scottsdale during a session in Washington March 26.

Also to be taken up by the panel is the \$2,775,000 Winslow project on the Little Colorado River.

BOTH projects have been cleared for congressional action by the Army board of engineers and the Budget Bureau and are to be considered for inclusion in the 1965 omnibus public works bill.

The panel to hear the Arizona projects, along with 11 others in the Pacific region, is headed by Sen. Ernest Gruening, D-Alaska, and includes Sens. Frank Moss, D-Utah, Lee Metcalf, D-Mont., Daniel Inouye, D-Hawaii, Hiram Fong, R-Hawaii, and George Murphy, R-Calif.

The Senate public works subcommittee on rivers, harbors, and flood control also will meet at 10 a.m. next Monday to hear testimony concerning the Arizona projects by Army Secretary Stephen Ailes, Lt. Gen. Walter K. Wilson Jr., the chief of engineers, and his public works director, Maj. Gen. Jackson Graham.

Tempe No. 3-2265

Flood Control To Be Rotary Topic At Tuesday Meet

What is being done about flood control in Maricopa County, with special emphasis on what the flood control program means to Tempe, will be discussed at the luncheon meeting of Tempe Rotary Club tomorrow (Tuesday) noon at Sands hotel.

The speaker will be Col. John C. Lowry, general manager and chief engineer of the Maricopa County Flood Control District, who will be introduced by the program chairman, Lou Cooper, city manager of the city of Tempe.

Opening the program will be an invocation by Bob Cushing and a pledge to the flag led by Paul Cronin.

#67

#68

3-26-65 Phx. Staff

Engineers Okay Arizona Projects

WASHINGTON (AP)—Authorization by Congress of two Arizona flood control projects was recommended by Army engineers today to a Senate flood control subcommittee.

A \$9,020,000 project was proposed for Indian Bend Wash which flows into the Salt River about 10 miles east of Phoenix

BECAUSE OF inadequate channel capacity, the Army engineers said, a highly developed residential area in Scottsdale is subject to damages from floods as are agricultural, irrigation, highway and utilities properties in the area.

Col. Lynn C. Lee, assistant director of civil works for the Pacific division, said the engineers recommended 7 miles of concrete-lined channel from the Arizona Canal to Salt River.

Of the total cost, \$7.2 million would be federal funds. The engineers estimated annual benefits resulting from damages prevented at \$530,000.

At Winslow, the engineers

said, washes rising southwest of that city and flowing through the urban and adjacent areas into the Little Colorado flood plain are inadequate to carry without damage the flood flows from local thunderstorms.

RECOMMENDED for authorization by the engineers was a diversion levee and channel 5.5 miles long from the Winslow Municipal Airport to the Little Colorado, and enlargement of the Ice House Wash channel along a 2-mile stretch.

Estimated cost of the project was \$2.9 million of which the Federal share would be \$2.7 million.

April, 1965

Scottsdale Progress

#69

Flood Relief Plans Drawn

The Arizona Highway Department currently has plans on the board for construction of culverts at the Salt River crossing of McDowell Rd.-Country Club Drive, which might eliminate flooding.

Howard Shelt, district engineer for the highway department, said work would probably start on the \$150,000 project this summer.

Plans call for emplacement of a dozen or more 72-inch culverts under the roadway to accommodate intermittent flow of water down the Salt River stream.

Shelt said that installation of the pipe would probably result in a raising of the roadway.

Another highway department engineer, Larry Thompson, noted however that the roadway can not be raised so high that it would create a dike that would hold water and flood upstream areas.

Enough pipe will be installed side by side to accommodate as large a flow of water as possible, Thompson said.

The highway crossing is currently flooded and closed to traffic because of the release of surplus water from Bartlett Dam, on the Verde River, upstream of its confluence with the Salt River.

The crossing on the main route between Scottsdale and Mesa has been blocked several times during the past year by flowing water caused by heavy rains in upstream drainage areas.

Water has not been released from upstream dams because of filling since 1941.

(#10)

After 24 Years, a River Has Its Day



The Dike That Failed

Two bulldozers worked all afternoon yesterday (below) to channel the Salt River bed around a contracting firm's yard in the middle of the wash. They piled a dike 12-feet high and 300 yards long around the yard's structures and equipment — but it didn't work. By morning (above) the dike had disappeared and water was lapping at the yard's office building.

Progress Photos by George Adams

Scottsdale *Daily* Progress

ARIZONA'S FASTEST GROWING NEWSPAPER

SCOTTSDALE, ARIZONA, WEDNESDAY, APRIL 21, 1965

Vol. V, No. 56

3¢ Per Week — 10¢ Per Copy

Ph SECOND
FRONT PAGE
Gazette

Friday, April 23, 1965

Scottsdale Flood Plan Is Boosted

Gazette's Washington Bureau

WASHINGTON — Congressional authorization of the Indian Bend Wash flood control project for Scottsdale was urged today by Sen. Paul Fannin, R-Ariz.

In testimony before the Senate public works subcommittee, Fannin asked that the \$9,020,000 Scottsdale project and a \$2,940,000 flood control project for Winslow be included in this year's omnibus rivers and harbors authorization bill.

"THE INDIAN Bend Wash project at Scottsdale is urgently needed to prevent potentially damaging floods from desert thunderstorms," the Arizona Republican explained.

Already recommended by the Army Corps of Engineers, the project would carry runoff from the lower end of the wash in a concrete-lined channel about seven miles from the Arizona Canal to the Salt River Channel.

Fannin noted that the Maricopa County Board of Supervisors and the county flood control district already have indicated willingness to bear the estimated \$1,770,000 portion of the total cost assigned to local interests.

#71

"REPRESENTATIVES of my office while I was Governor worked closely with local authorities in flood control matters," Fannin said, "and I am assured of the soundness of the corps' recommendations."

Fannin also pointed out that the project's ratio of benefits to cost was 1.8 to 1, based on engineer estimates that it would prevent \$530,000 of damages each year. He said this places the project "easily within the 1.1 to 1 justification ratio" normally considered for flood control projects.

The project would accommodate a discharge of 40,000 cubic feet of water per second. Fannin said this would be sufficient to prevent up to 96 percent of potential flood damage in the drainage area of Indian Bend Wash, which comprises about 224 square miles.

6/17/65

#72

June 21 1965

Engineer Chief To Tour Area

The newly appointed chief of the Los Angeles District Army Corps of Engineers will tour flood-prone areas in Maricopa County Saturday with John Lowry, county flood control district engineer and general manager.

flood control bill scheduled to go before Congress this year. The projects include a \$9 million channel along Indian Bend Wash to protect Scottsdale and Tempe, and a \$70-million project for the Greater Phoenix area.

Col. John A. B. Dillard, who succeeded Col. Earl Peacock earlier this month, is scheduled to visit the following sites:

- THE SALT RIVER bed at Scottsdale Road and at Seventh Street in Phoenix.
- Indian Bend Wash at various points along the proposed flood channel, including the site of the head works at the Arizona Canal.
- Bell Road to Cave Creek Road, including the Cave Buttes Dam site.
- Union Hills diversion channel, planned to extend from 36th Street west to Skunk Creek, between Bell Road and Union Hills Drive.
- Skunk Creek diversion channel at Black Canyon Highway, four bridge sites in the area and the Adobe Dam site.
- Glendale and Maryvale areas which have been flooded in the past.
- Site of a proposed channel and small reservoir in the South Mountain area.

TWO PROJECTS in the countywide flood control program, which was approved by the board of supervisors in 1963, have been approved by the public works committees of the U.S. Senate and House, and are to be included in the omnibus

42

June 24, 1965

Photo Gazette



Gazette Staff Photos

Runoff from slopes filled depression in 15500 block of Cave Creek Road.

#72

Projects ^{PAX.}
Advanced ^{GAZETTE}
7/13/65

Three proposed Arizona flood control projects, two of them scheduled for Maricopa County, are included in a \$1.9 billion public works authorization bill approved by the U.S. Senate Public Works Committee.

Largest of the planned projects is a \$70.8 million flood protection system for North Phoenix. It calls for construction of four dams and retention basins and channel improvements for Agua Fria River, Cave Creek and New River and Union Hills and Arizona canals.

The federal government would pay \$58,310,000 of the total cost.

The committee also approved a proposed concrete-lined channel for Indian Bend Wash near Scottsdale (\$7,250,000) and a diversion levee and channel improvements near Winslow (\$2,775,000).

Maricopa County's cost share of the proposed \$115 million countywide flood control program is estimated at \$22 million, with the money provided by a bond issue tentatively set for this fall.

State Flood
Resa Tribune
Works OK'd
7-13-65

#73

WASHINGTON (UPI) — The Senate Public Works Committee Monday approved three Arizona flood control projects, the office of Sen. Paul Fannin, R-Ariz., said.

The Arizona projects were a \$70.8 million flood protection system for the north side of Phoenix, the \$9,020,000 Indian Bend Wash Project at Scottsdale and a \$2.94 million diversion levee to protect Winslow.

The Phoenix project would protect 2,730 square miles with four dams and retention basins planned at Cave Creek, Dreamy Draw, Skunk Creek and New River. The project also would encompass building of the Union Hills and Arizona Canal diversion channels and other channel improvements on the four tributaries of the Agua Fria River.

The project is Phase B of Maricopa County's proposed \$115 million flood control project. The federal government would supply \$58.31 million toward the cost of Phase B.

The Indian Bend project, Phase A of the county project, would involve channel improvement and diversion levee construction.

Before the Maricopa County projects can be started, voters must approve spending about \$22 million as the county's share of the cost.

#74

Indian Wash Project

Scottsdale Progress
7-14-65

Panel gives approval

The Senate Public Works Committee Monday gave approval to a \$9 million Indian Bend Wash project which calls for construction of a channel from the Arizona Canal to the Salt River.

The committee also approved a \$70 million flood protection system for the north side of Phoenix and a \$3 million diversion levee to protect Winslow.

The committee approval places the Indian Bend project in an omnibus flood control bill which must be approved by the Congress.

If the bill passes Congress, county voters will then have to approve a \$22 million bond issue to provide funds for the local share of the cost of Indian Bend and other projects.

Also required prior to start of construction would be allocation of funds by Congress for the preparation of plans for the project and a final allocation of funds to pay for the work.

Construction is now prohibited by the city within flood limits of the wash, located west of Hayden Rd. The flood project would

provide a deep concrete-lined channel to carry flood waters south to the river bed.

The seven-mile-long improvement has already been recommended by the Army Corps of Engineers. The county's share of the cost would amount to \$1.6 million.

The project would accommodate a water flow of 40,000 cubic feet per second, sufficient to prevent up to 96 per cent of potential flood damage in the wash's 224-square-mile area.

**ARIZ. REP,
2 Groups to Hear
Flood Engineer**

7-28-65

MARICOPA County flood control engineer John Lowry will address two engineering groups on the county's proposed flood control program next month.

He will speak to the Central Arizona Chapter of Professional Engineers on Aug. 12 and the American Society of Civil Engineers, Hydraulics Divisions, on Aug. 25.

#75

**Arizona Flood
Funds Included**

7/28/65

WASHINGTON (UPI)—Flood control funds for Arizona were included in the \$1.9 billion omnibus public works bill passed by the Senate on a voice vote Tuesday.

The bill earmarks \$70.8 million in federal matching funds for a flood control project to protect nearly 3,000 square miles on the north side of Phoenix. Also included was \$9 million for the Indian Bend Wash project near Scottsdale, and \$2.9 million for flood control at Winslow.

The two Phoenix-area projects are part of an over-all Maricopa County flood control proposal.

The federal authorization bill now goes to the House for action.

Meach Tribune

#76

Gazette 8-13-65

2 Flood Control Jobs Discussed

#77

Two proposed flood control projects for Maricopa County were discussed by county flood control engineer John Lowry at the monthly meeting of the Central Arizona Chapter of Professional Engineers.

The first project explained yesterday was the Indian Bend Wash Channel, which would start at the Arizona Canal in Scottsdale and extend seven miles south to the Salt River.

Lowry said that the total cost of the project would be approximately \$9 million, of which the county Flood Control District share would be \$1,750,000.

THE SECOND project consists of proposed dams and channel improvements on Cave Creek, Dreamy Draw, Skunk Creek, New River and Agua Fria River. It also includes pro-

posed diversion channels on the Arizona Canal.

These areas "with intensively developed land, urban and agricultural areas are subject to damage," said Lowry.

The total estimated cost of this project is \$70,800,000, Lowry said. The Flood Control District share would be about \$12,800,000 and the federal cost would be approximately \$58 million.

BOTH PROJECTS Lowry said, are part of the national omnibus flood control bill. "The bill has been passed by the Senate and approval by the House is expected shortly," he said.

If the bill is passed, Lowry said, "a strong effort" would be made by the Flood Control District to obtain sufficient funds for the Corps of Engineers to start design work on the projects. "If this effort is successful," he said, "about one year's time will be gained."



aily News



SDAY, JANUARY 7, 1965

607 Mill Avenue

78th Year—No. 6



LIKE OLD TIMES — Rain-produced "water situations" pictured above reminded residents of old times in Tempe. Robert road, top, in process of being paved, was level-full from Fifth to Second streets, while lower photo shows car splashing the Scottsdale-Rural road crossing of Salt River bed just south of Princess drive. Although just puddled, old-timers were reminded of days when low-flow channel of river flowed through this area. Drainage from area to north made pools.

Katy Worth photos

Storm Totals Mount

Rainfall Total Nears One Inch Mark Here

Rainfall totals running comfortably over the one inch mark are anticipated when final measurements from the current storm are all in after readings at four check points in and around Tempe revealed that the one inch mark had nearly been reached at 8 this morning.

Starting on Tuesday afternoon and evening and continuing through 8 a.m. today the overall rainfall measurement figure at the O. L. Barnes home, 1104 Ash avenue and site of a volunteer weather station in the heart of Tempe, showed that .88 had been deposited up to that point.

And with heavy rainfall activity continuing this morning until nearly noon and more rainfall anticipated, the final storm total is expected to go well over the one inch mark before passing out of the Valley area.

A breakdown of the Barnes readings show that from Tuesday afternoon through Wednesday morning at 8 the total was only .09 of an inch but the nearly all day long rain on Wednesday and through to 8 this morning came to .78.

Indicating the general Valley wide nature of the storm are readings from three other nearby checkpoints which are almost identical to the ones posted at the Barnes home.

At the Sky Harbor weather station to the west of Tempe the overall figure was .78 of an inch with the breakdown being .05 at 8 on Wednesday and .73 at the same time 24-hours later.

To the south of town at the University of Arizona Citrus Station, the overall figure was .89 with a .11 and .78 breakdown, while at the UA Experimental Farm east of here the figure was .79 with the division being .08 and .71.

The 24-hour 8 to 8 morning reading on Thursday was the heaviest since the mid and late summer series of storms which visited the Valley.

However, where considerable damage resulted from the intense summer electrical storms

Storm

(Continued from Page 1)

which produced flooding, wind and electrical damage, the slow but steady rainfall of this storm has resulted in little or no damage other than the halting of work on various projects for the time being.

Principally affected are such projects as street improvement and paving and underground line installation jobs.

FLOOD CONTROL DISTRICT
MARICOPA COUNTY
3325 W. DURANGO
PHOENIX

Happy! New! Year!

Tempe Daily News



er
61
39
47%

26 Pages

TEMPE, ARIZONA, FRIDAY, DECEMBER 31, 1965

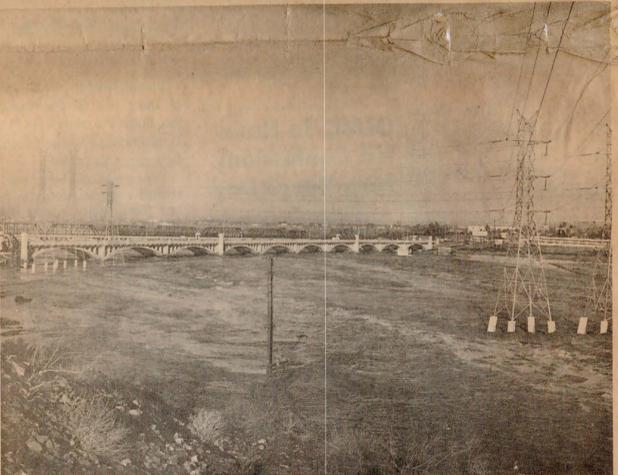
607 Mill Avenue

78th Year—No. 313



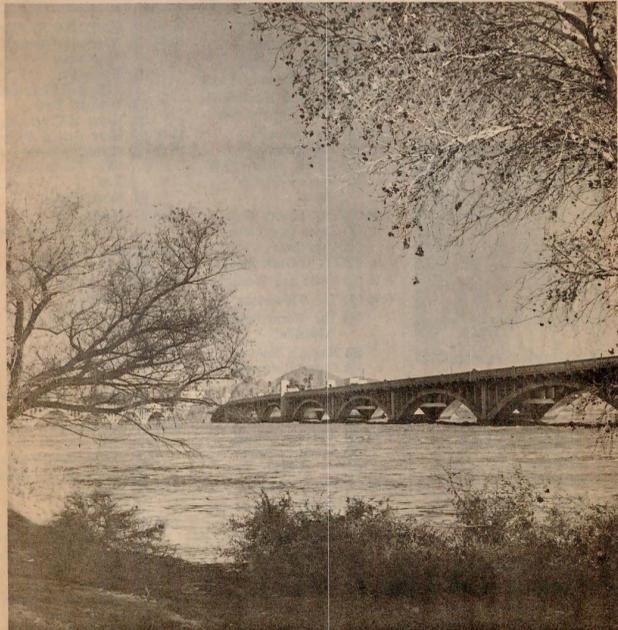
CLOSE UP — If this doesn't look like a highway to you, you're right. It's a river. The road is several feet underneath and when not covered by water is known as the northbound lane of Mill avenue. Photo taken at water's edge shows force of current as it rages beneath the arches of Tempe bridge.

Ken Neundorf photo



FROM A DISTANCE — This is the Tempe bridge seen from about half way up Tempe butte — doing what bridges usually do, spanning a river. Salt River Project run-off, which reached the Tempe crossing early this morning had reached level seen in photo by 9 a.m.

Bill Dooley photo



BIG RIVER — Seen from the west side and framed by trees at Tempe Beach, the bridge appears to be standing above a peaceful river flowing serenely through the countryside. Turbulence of the waters, which surge through the bridge from the east, subsides as channel widens, somewhat, west of bridge.

Bill Dooley photo

Precautionary Measure —

Stormwater Is Freed, Floods Bottomland

FACT AND FANCY —

Flood Flubs

Water runs in the Salt River but it is still in a controlled situation. Furthermore, the "old river" has carried much, much more water than is making its way downstream at the present time. However, nothing has ever matched the rumors and tales that have developed — with help — these past few hours.

Our recommendations to bring the present situation under control are:

- 1 — Put adhesive tape over the mouths of most radio announcers in order to halt spreading of hysterical yarns; and
- 2 — Ground "for the duration" those ginks in helicopters buzzing up and down the Salt river course shouting into microphones.

Tempe police, due to radio-broadcast rumors, were kept busy all Friday morning answering phone calls with: "No, Tempe Bridge did not wash out; no, Tempe Bridge is not closed!"

Most pleasant task for the officers were the many persons who volunteered any assistance they could; especially persons offering to help house and care for dwellers from the riverbottom area who were moved out.

Sightseers were a big problem. At the Tempe Sewage Disposal Plant, where a power service line went down, utility repair crews found it difficult to get to the trouble scene due to gawkers. Same was true at Priest road and the river where livestock feeders were using big trucks to remove cattle. Police cleared 'em out.

Chief of Police Worth Farley summoned one complete shift of off-duty officers to assist with the emergency problems — particularly traffic — that had developed since Salt river forced closing of river crossing roads.

The Guadalupe Organization, the new outfit that is doing what it can to put the Yaqui settlement on the map, has put itself on call for aid when and where needed. "We've got a lot of strong young men and women out here willing to work and help," said an informant.

Brief power outages, caused by switching to get around trouble spots, put out traffic lights temporarily in downtown Tempe and elsewhere, adding to the snarl. Bumper-to-bumper traffic, north and south, has been the order on Mill avenue.

Squelch another rumor: No responsible health agency, state or county, has put out any warning about boiling water due to the flood. All municipal domestic systems are in good shape and no serious danger. Those damn radio guys again!

False Reports Abound

Drowning Victim Still Unidentified

Water was being released into the lower Salt River channel from reservoirs of the Salt River Project today at a rate of 75,000 cubic feet per second, an SRP spokesman said.

There will be no increase in the flow unless there is further rain, the spokesman said.

The flow was scheduled to continue at the current rate for the next 12 to 14 hours, the spokesman said at noon today. This was taken to mean that a slackening of the flow could be expected about midnight tonight unless new rain should occur before then.

The rate of flow this morning was approximately three and one-half times the volume flowing into the river over Granite Reef diversion dam at the period of maximum flow last week.

Release of stored water from the Salt and Verde river systems was undertaken as a precautionary measure after the six reservoirs reached their maximum storage capacity Thursday.

Spillway gates of Roosevelt dam were opened at 6 p.m. Thursday, releasing water into the already-filled lower three reservoirs at a rate of 40,000 cubic feet per second. Valves and gates at Bartlett dam on the Verde, opened earlier Thursday, already were releasing 30,000 cubic feet per second to flow down the Verde and over Granite Reef.

(Continued on Page 4)