

FHWA-AZ-EIS-74-3-F

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

ENVIRONMENTAL PLANNING SERVICES

WITHIN THE

LOCATION SECTION, HIGHWAY DEVELOPMENT GROUP
HIGHWAYS DIVISION
ARIZONA DEPARTMENT OF TRANSPORTATION

FINAL ENVIRONMENTAL STATEMENT

ADMINISTRATION ACTION

FOR

PROJECTS

M-600-3(1)
M-600-3-501

HOHOKAM EXPRESSWAY (STATE ROUTE 143)
JUNCTION I-10-WASHINGTON STREET

IN

MARICOPA COUNTY, ARIZONA

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, UNITED STATES CODE. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

42 U.S.C. 4332(2)(C)
23 U.S.C. 128a
16 U.S.C. 470(f)

NOV 10 1975

Date

Oscar T. Lyon, Jr.

OSCAR T. LYON, JR.
Chief Deputy State Engineer
HIGHWAYS DIVISION
ARIZONA DEPARTMENT OF TRANSPORTATION

APPROVED AND ADOPTED BY THE FHWA

Date

8/10/76

F. E. Hawley
F. E. HAWLEY
Regional Fed. Hwy. Administrator
FEDERAL HIGHWAY ADMINISTRATION

FLOOD CONTROL DISTRICT
OF
MARICOPA COUNTY
3335 W. DURANGO
PHOENIX, ARIZONA 85009

Property of
Flood Control District of MC Library
Please Return to
2801 W. Durango
Phoenix, AZ 85009

A999.910

FILE COPY

FINAL

Property of
Flood Control District of MC Library
Please Return to
2801 W. Durango
Phoenix, AZ 85009

ENVIRONMENTAL IMPACT STATEMENT

FOR

THE HOHOKAM EXPRESSWAY

Project M-600-3-501 Junction I-10-Washington Street, Unit I
Project M-600-3(1) Junction I-10-Washington Street, Unit II

Maricopa County, Arizona

TABLE OF CONTENTS

	<u>Page</u>
LIST OF ILLUSTRATIONS	L-1
SUMMARY	S-1
1. Location, Description and Purpose of Proposed Project	1-1
A. Location of the Proposed Project	1-1
B. Description of the Proposed Project	1-9
(1) I-10 to Sky Harbor Boulevard	1-9
(2) Sky Harbor Boulevard to Washington Street	1-10
(3) Right of Way Requirements	1-10
(4) Access Control	1-12
(5) Construction Materials	1-12
(6) Safety Features	1-13
(7) Landscaping	1-13
(8) Project Construction Schedule	1-13
C. Purpose of the Proposed Project	1-13
(1) Comprehensive, Cooperative and Continuous (3-C) Planning	1-13
a. The Phoenix Urban Area Plan	1-13
b. A Major Change to the Phoenix Urban Area Plan	1-14
(2) Traffic Data	1-16
(3) Existing Facilities	1-16
a. The General Corridor Area	1-16
b. Fortieth Street	1-16
c. Forty-Fourth Street	1-23
d. Forty-Eighth Street	1-26

TABLE OF CONTENTS (Continued)

	<u>Page</u>
(4) Need for Proposed Facility	1-27
a. Traffic Congestion	1-27
b. Expansion of Phoenix Sky Harbor International Airport	1-27
c. East Access Road to Phoenix Sky Harbor International Airport	1-28
d. Grade Separation at SPRR Tracks	1-28
e. All-Weather Crossing of Salt River	1-28
f. Access from I-10 to Van Buren Street in Phoenix	1-29
(5) History of Project Development	1-29
a. Conception of Hohokam	1-29
b. An Integral Part of Phoenix Urban Plan	1-29
c. Accepted into Federal-Aid Primary Highway System	1-30
d. Further Project Planning	1-30
D. Surrounding Area	1-31
(1) The Existing Environment	1-31
(2) Proposed Land Use	1-34
(3) Description of Soils Series	1-36
(4) Climate	1-37
(5) Commercial Land Areas	1-37
(6) Public Land Areas	1-38
2. The Probable Impact of the Proposed Project on the Environment	2-1
A. Aesthetics	2-1
B. Archaeological Resources	2-1
C. Phoenix Sky Harbor International Airport	2-14
D. Recreational Activities and Facilities	2-16
(1) Phoenix Activity Complex	2-16
(2) Rio Salado Project	2-16
(3) Bikeways	2-19
E. Natural Resources	2-20
(1) Water	2-20
(2) Vegetation and Wildlife	2-22
(3) Material Pits and Haul Roads	2-26
(4) Agricultural Lands	2-27

TABLE OF CONTENTS (Continued)

	<u>Page</u>
F. Social Institutions, Structures and Services	2-28
G. Traffic Flows	2-32
H. Air Quality Considerations	2-33
I. Noise Considerations	2-44
J. Economic Factors	2-52
(1) Population	2-55
(2) Employment	2-57
(3) Property Values	2-60
(4) Tax Base	2-61
(5) Zoning	2-63
(6) Residential	2-63
(7) Commercial-Industrial	2-65
(8) Tourism	2-70
(9) Utilities	2-71
(a) Electricity	2-71
(b) Gas	2-72
(c) Telephone	2-72
(d) Water	2-72
(e) Sewage	2-72
K. Procedures for the Protection of Historic and Cultural Properties	2-75
L. Bibliography For Part Two	2-77
 3. Probable Adverse Environmental Effects Which Cannot Be Avoided	 3-1
A. Effects on Natural Environment	3-1
(1) Vegetation	3-1
(2) Wildlife	3-1
(3) Water Resources	3-1
B. Effect on Phoenix Sky Harbor International Airport	3-2
C. Effect on Pueblo Grande Municipal Monument	3-2
D. Noise Considerations	3-2
E. Air Quality Considerations	3-2
F. Effects on Residential and Business Relocations	3-2
G. Encroachment Upon Lands	3-3
H. Effect on Aesthetics	3-3
I. Temporary Adverse Effects	3-3
(1) Noise, Dust and Air Considerations	3-3
(2) Inconvenience to Driving Public	3-4
(3) Other Temporary Inconveniences	3-4

TABLE OF CONTENTS (Continued)

	<u>Page</u>
4. Alternatives to the Proposed Project	4-1
A. The No-Build Alternative	4-1
(1) Impact Upon Phoenix Sky Harbor International Airport	4-1
(2) Effect Upon Local Tax Base	4-2
(3) Impact Upon Local Traffic Area	4-2
(4) Noise and Air Quality Considerations	4-4
B. Highway Alternatives	4-4
(1) Alternative - A Freeway Along 52nd Street	4-5
(2) Alternative - A Major Street Along 48th Street	4-7
(3) Alternative - A Freeway Along 44th/48th Streets	4-8
C. Modal Alternatives	4-9
(1) The Non-Motorized Transportation Alternative	4-9
(2) The Bus Transit Alternative	4-11
(3) The Fixed Right of Way Transit Alternative	4-12
D. Bibliography for Part Four	4-14
5. The Relationship Between Local Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity	5-1
A. Short-Term Uses	5-1
(1) Construction	5-1
(2) Changes in Traffic Patterns	5-1
(3) Taking of Natural Features	5-2
(4) Taking of Man-Made Features	5-2
B. Long-Term Uses	5-3
(1) Foreseen Changes in Land Uses	5-3
6. Irreversible and Irretrievable Commitments of Resources	6-1
A. Land	6-1
B. Construction Material	6-1
C. Water	6-2

TABLE OF CONTENTS (Continued)

	<u>Page</u>
7. Proposed Action to Minimize Harm from Unavoidable Adverse Environmental Effects	7-1
A. Natural Environment	7-1
(1) Vegetation	7-1
(2) Wildlife	7-1
(3) Water Resources	7-1
B. Phoenix Sky Harbor International Airport	7-1
C. Noise Considerations	7-2
D. Residential and Business Relocation	7-2
E. Aesthetics	7-3
F. Construction Activities	7-3
8. Comments Received to Draft Environmental Impact Statement	8-1
A. Individual Citizen Comment	8-1
(1) Comments of Citizens for Mass Transit - Against Freeways	8-1
(2) Comments of Gerard F. Judd	8-9
(3) Comments of Ella Mae Judd	8-20
(4) Comments of G. G. George	8-24
(5) Comments of Curtis Litin	8-28
(6) Comments of J. L. Olmstead	8-30
(7) Comments of Sherry Cole	8-32
(8) Comments of Katherine B. Farnholtz	8-34
(9) Comments of Joan A. Gregory	8-36
(10) Comments of Bradley K. Vandermark	8-38
(11) Supplemental Comments of Citizens for Mass Transit - Against Freeways	8-39
(12) Supportive and Nonsupportive Letters Requiring No Reply	8-41
B. Business Interest Comment	8-78
C. Governmental and Quasi-Governmental Agency Comment	8-116
(1) Comments of the U.S. Environmental Protection Agency	8-116
(2) Comments of the Salt River Project	8-129
(3) Comments from the U.S. Department of Commerce	8-131
(4) Comments from the City of Scottsdale	8-133
(5) Comments of James Matthews, Administrative Assistant, Arizona House of Representatives	8-135
(6) Comments of the Arizona Department of Health Services	8-137

TABLE OF CONTENTS (Continued)

	<u>Page</u>
(8) Comments of the Maricopa County Board of Supervisors . . .	8-139
(9) Comments of the Maricopa County Flood Control District . . .	8-143
(10) Comments of the City of Tempe	8-146
(11) Comments of the United States Department of the Interior	8-155
(12) Commentarial Letters Requiring No Reply	8-166
D. Summary of Comments Made at the Design Public Hearing . . .	8-192
Appendix 1	8-193
Appendix 2	8-243
Appendix 3	8-245

LIST OF ILLUSTRATIONS

<u>Title</u>	<u>Page</u>
State Map	1-2
Project Alignment Map	1-3
Photo - Hohokam - 48th Street at I-10	1-4
Photo - 48th Street - North of University Drive	1-5
Photo - 48th Street - North of I-10	1-6
Photo - 44th Street - North of SPRR Tracks	1-7
Photo - 44th Street - North of Grand Canal	1-8
Right of Way Map	1-11
Current and Expected Traffic Volumes	1-17
ADT Charts (Traffic)	1-18 - 1-22
Photo - 40th Street Crossing of Salt River	1-24
Photo - 44th Street - North of Washington Street	1-25
Photo - Manure Piles - South of SPRR Tracks	1-32
Photo - View from Hohokam Expressway at Salt River	1-33
Photo - Salt River	1-35
General Plan for Pueblo Grande Municipal Monument	1-39a
Ultimate Construction of Hohokam Expressway	1-40
Photo - Hohokam Canal in Park of the Four Waters	1-41
Photo - Manure Piles Along 48th Street	1-42
Photo - View of Salt River from Park of the Four Waters	1-43
Photo - View of Salt River from Park of the Four Waters	1-44
Photo - View of North Runway from Park of the Four Waters	1-45
Photo - View of 40th Street Businesses from Park of the Four Waters	1-46
Photo - View North from Park of the Four Waters	1-47

LIST OF ILLUSTRATIONS (Continued)

<u>Title</u>	<u>Page</u>
Photo - Salt River - Hohokam Expressway Intersection	2-2
Photo - View West from Intersection of Hohokam Expressway and Salt River	2-3
Photo - Residences East of 44th Street, South of Grand Canal . . .	2-4
Photo - View of Manure Piles and Salt River from Park of the Four Waters	2-5
Park of the Four Waters Parcel Map	2-7
Photo - Drain from Grand Canal to Salt River	2-8
Photo - The Tempe Drain No. 2 - Looking East from 48th Street . .	2-24
Photo - 48th Street - South of University Drive	2-25
Photo - Residences on East Side of 48th Street Near I-10	2-29
Photo - Residences and Business - South of 44th Street and Washington Street Intersection	2-30
Air Quality Charts	2-34 - 2-39
Project Winter-Time Contribution to Ambient Concentrations 50 Feet Downwind of Hohokam	2-40
Applicable Ambient Air Standards (a) Chart	2-41
Existing Noise Levels Along 48th Street - Chart	2-46
Future Noise Levels - Map	2-48
Future Noise Levels Without Hohokam - Map	2-51
Future Tempe-Phoenix Land Use Map	2-54
Comparison of U.S. and Arizona County Population Projection - Chart	2-56
Photo - 44th Street - South of Washington Street	2-58
Existing Tempe-Phoenix Zoning Map	2-64
Photo - Industrial Park in Tempe - East of 48th Street	2-66

LIST OF ILLUSTRATIONS (Continued)

<u>Title</u>	<u>Page</u>
Photo - Development in the Industrial Park - East of 48th Street in Tempe	2-68
Photo - Development in Industrial Park - East of 48th Street in Tempe	2-69
Photo - Washington Street - Looking West at 44th Street Intersection	2-73
Photo - Washington Street - Looking East at 44th Street Intersection	2-74
Alternate Alignment Map	4-6

SUMMARY

FHWA-AZ-EIS-74-3-F

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HOHOKAM EXPRESSWAY (STATE ROUTE 143)
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

M-600-3-501 and (1)

1. Final Environmental Statement

- a. Administrative Action
- b. Additional information is available from:

Mason J. Toles, Manager
Environmental Planning Services
Highways Division
Arizona Department of Transportation
205 South 17th Avenue, Room 240
Phoenix, AZ 85007

Telephone: (602) 261-7767

Gary R. Jacobi
Environmental Coordinator
Arizona Division
Federal Highway Administration
Department of Transportation
3500 North Central Avenue, Suite 201
Phoenix, AZ 85012

Telephone: (602) 261-3738

2. Improvement Description

It is proposed to construct a multi-lane roadway within a partial or limited controlled access right of way for a length of 2.48 miles in and adjacent to the cities of Phoenix and Tempe in Maricopa County, Arizona. The completed facility will be State Route 143 and is known locally as the Hohokam Freeway or Hohokam Expressway. The roadway will interchange with Interstate Highway 10 and will intersect at-grade with three arterial streets. The alignment crosses the locations of the Salt River bed, a railroad and a major canal.

The project is proposed to provide needed access to adjacent Phoenix Sky Harbor International Airport, to provide a crossing of the Salt River bed, to provide access between Interstate Highway 10 and the east side of Phoenix, and to relieve increasing traffic congestion. Project development will proceed in stages with initial construction scheduled in the 1975-76 fiscal year.

3. Summary of Environmental Impacts

The project will pass west of the developing Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites, a federally registered national historic site in which are preserved remnants of the Hohokam Indian civilization that flourished in the vicinity until about 1400 A.D. The project will not require land from the historic sites and is expected to provide a landscaped buffer between the historic sites and adjacent commercial and industrial land uses. Archaeological investigation of the project right of way will precede construction.

The access which the project will afford Phoenix Sky Harbor International Airport is vital to the airport's master plan of development. It will also provide better access to the growing industrial development in the area south of the Salt River and adjacent to the airport.

Right of way acquisition will result in an initial tax revenue reduction of approximately \$13,000 per year. This will be recompensed by increased property values after project completion. An adequate supply of replacement residences and business locations is available to relocatees. Those eligible will be assisted in relocation.

The project will provide additional traffic capacity, particularly needed because of abandonment of plans for a major freeway nearby.

Existing sources of roadway construction materials are located nearby, in and near the Salt River bed. Their usage will not significantly alter the local environment. Construction activities will temporarily inconvenience motorists and local residents by noise, dust and delay.

Slight increases of air and noise pollution levels will occur adjacent to the roadway, however, there will not be violations of local, state or federal standards resulting from the construction or operation of this project. Air and noise pollutants have been previously introduced into the corridor from activity within the study area.

Because the local water table is deep and because the Salt River bed seldom experiences a flow of water, the project will have minimal impact on water resources.

No rare or endangered plants or animals exist along the project corridor. An insignificant amount of animal breeding habitat will be destroyed.

The expressway will accentuate the transition from low-density residential land uses in the area to industrial, in accordance with the land use plans of Phoenix and Tempe. Employment opportunities will be fostered by this and by the access provided between southeast suburbs and east Phoenix employment centers.

4.a. Alternatives Considered

Generally, the effects of doing nothing would be the opposite of continuing with the project. Access to the airport and the general flow of traffic would be impaired while little land would remain in private ownership because of airport expansion.

Other alternate routes considered during project development were unacceptable because of problems such as the difficulty of connecting adequately to Interstate Highway 10, incompatibility with the arterial street system, or possible encroachment on historic sites and Sky Harbor Airport. Alternate concepts were considered such as: to construct the project as a freeway, expressway, or street. The expressway concept was chosen as a compromise between traffic service and cost.

A bicycle path along the expressway might result in a slight reduction in vehicular traffic. Transit buses serve the endpoints of the expressway but do not link these points together except by a very circuitous route. Fixed right of way transit facilities have not been available since the demise of Phoenix streetcar service in 1948.

b. Alternative Selected

Stage development consisting of initial basic at-grade construction of a four-lane section from Interstate 10 to University Drive, a two-lane section from University Drive to Sky Harbor Boulevard and a six-lane divided section from Sky Harbor Boulevard to Washington Street with an underpass at the railroad. Future construction such as grade separated traffic interchanges, widening two and four-lane sections, etc. will be reviewed depending upon traffic service requirements.

5.a. Federal, State, Local Agencies from Which Comments on the Draft Statement Were Requested

Federal Aviation Administration
U.S. Department of the Interior
U.S. Environmental Protection Agency
U.S. Office of Economic Opportunity
Department of Housing and Urban Development
U.S. Army Corp of Engineers
U.S. Coast Guard
U.S. Department of Commerce
U.S. Department of Health, Education and Welfare
Arizona State Parks Board
Arizona State Department of Health - Environmental Health Services
Arizona Aeronautics Department

Arizona State Museum
Arizona Game and Fish Department
Department of Economic Planning and Development
Arizona State Highway Department - District Engineer
Arizona Historical Society
Arizona State University - Engineering Sciences
Arizona State University - Architecture
Arizona State University - Business Administration
Maricopa County Board of Supervisors
Maricopa County Highway Department
Maricopa County Planning and Zoning Department
Maricopa County Engineer
Maricopa County Flood Control District
Maricopa County Parks and Recreation Department
Maricopa County Health Department
Maricopa County Improvement District
Maricopa Association of Governments
Maricopa County Public Libraries
Maricopa County Schools - Superintendent
City of Phoenix - City Archaeologist
City of Phoenix - Parks and Recreation Department
City of Phoenix - Mayor
City of Phoenix - City Manager
City of Phoenix - Deputy Manager
City of Phoenix - Water and Sewers Department
City of Phoenix - Planning and Zoning Department
City of Phoenix - Transit Corporation
Phoenix Elementary School District 1
Phoenix Union High School District
Phoenix Public Libraries
Phoenix Chamber of Commerce
City of Tempe - Parks and Recreation Department
City of Tempe - Planning and Zoning Department
City of Tempe - Mayor
City of Tempe - City Manager
City of Tempe - City Engineer
City of Tempe - Traffic Engineering Department
Tempe Public Library
Tempe Elementary School District
Tempe High School District
Tempe Chamber of Commerce
Phoenix Sky Harbor International Airport - Airports Manager
Sun Valley Bus Lines
Greyhound Bus Lines
Continental Trailways
Arizona Public Service
Central Arizona Project Association
Southern Pacific Transportation Company
Salt River Project - Power District
Salt River Project Water Users' Association
Mountain States Telephone Company
American Telephone and Telegraph Company

5.b. Federal, State and Local Agencies and Other Organizations or
Individuals from Which Written Comment Has Been Received

- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- U.S. Department of Commerce
- U.S. Department of Interior
- U.S. Department of Health, Education and Welfare
- U.S. Department of Housing and Urban Development
- Salt River Project
- Arizona Department of Health Services
- Arizona Outdoor Recreation Coordinating Commission
- Arizona Game and Fish Department
- Arizona State University
- Arizona State Museum
- Arizona Parks Board
- Arizona Department of Economic Security
- Arizona Department of Education
- Arizona Department of Law, Civil Rights Division
- Arizona Department of Agriculture and Horticulture
- Arizona Office of Economic Planning and Development
- Arizona State Water Commission
- Arizona Power Authority
- Arizona Department of Aeronautics
- Arizona Indian Affairs Commission
- Arizona House of Representatives Administrative Assistant
to Michael Goodwin
- Maricopa County Board of Supervisors, District 3
- Maricopa County Flood Control District
- Maricopa County Department of Health Services
- City of Scottsdale, City Manager
- City of Tempe, Public Works Director
- City of Tempe, Mayor
- City of Phoenix, Parks and Recreation
- City of Phoenix, Aviation Director
- City of Phoenix, Phoenix Transit
- City of Phoenix, Assistant to City Manager
- City of Phoenix, City Archaeologist
- City of Mesa, Mayor
- Citizens for Mass Transit Against Freeways (CMTAF)
- G. F. Judd
- E. M. Judd
- G. G. George
- C. Litin
- J. L. Olmstead
- S. Cole
- K. B. Farnholtz
- J. A. Gregory
- B. K. Vandermark
- Supplemental Comments of CMTAF

O. E. Young, Jr.
B. Imlay
M. McPherson
L. Clark
M. P. Brubaker
E. Sure
M. R. Hagerty
D. Nance
R. J. Becker
K. D. Moore
A. M. Zajic
J. L. Dupont
S. Mardian
C. Svoboda
C. Fitzpatrick
K. Dunbar
D. Taylor
J. C. Gourley
P. C. Wright
D. A. McChesney
C. W. Jackson
P. J. Leinheiser
E. M. Larsen
J. H. Gullyes
C. F. Blanding
B. Campbell
J. H. Bethel
L. Combs
K. Bippin
W. H. Benzel
F. J. Bertino
S. Schirmacher
Copper State Equipment, Inc.
Venus Manufacturing Co.
Doug Black Mfg., Inc.
The Dunbar Company Ltd.
Cement Transporters, Inc.
Producers Cotton Oil Co.
Purolator
Micro-Rel, Inc.
Phoenix Cement Co.
Phoenix Chamber of Commerce
Flow Technology, Inc.
Kaibab
The Starr Co.
Shelter Sales Co.
The Scottsdale Auto Dealers
Goettl Bros. Metal Products, Inc.
Naumann

McElhaney Cattle Co.
Mesa Chamber of Commerce
Merrill Lynch, Pierce, Fenner & Smith, Inc.
Mark Imports
G. E. Mann
W. R. Womack
Bill Luke Chrysler-Plymouth
Lewis and Roca
Kitchell Corporation
William James and Associates
Holsum Bakery, Inc.
Eaton International Corporation
Valley Forward Association
Arizona-Colorado Land & Cattle Co.
Beck Dairy Supply Co.
Nelson Engineering Co.

6. The Draft Environmental Impact Statement was sent to the Federal Highway Administration for transmittal to the Council of Environmental Quality on July 18, 1974.

CORRIGENDUM - The project letter-number designation has been changed from F-043 to M-600-3; therefore, all references to F-043 should be changed to M-600-3.

FINAL ENVIRONMENTAL STATEMENT
PROJECTS M-600-3-501 and (1)
HOHOKAM EXPRESSWAY (SR 143)
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

NOTE: For the purpose of this Environmental Impact Statement, the referenced projects are combined. Where reference is made to "the project", it shall mean the combination of projects unless otherwise specified.

1. Location, Description and Purpose of Proposed Project

A. Location of the Proposed Project

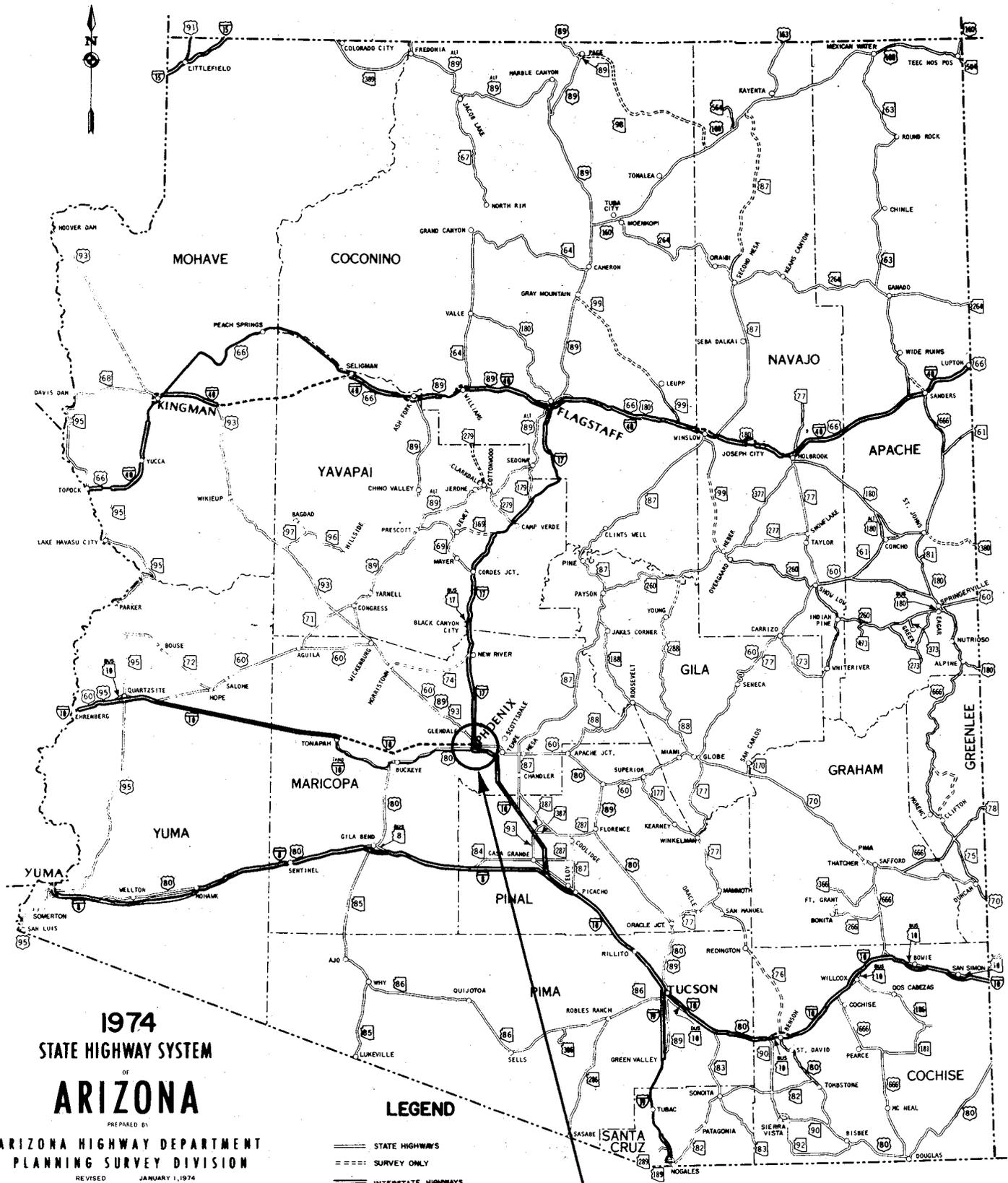
The Hohokam Expressway derives its name from the Indian word "hohokam" which refers to a farming culture of prehistoric Indians who inhabited the general vicinity of present-day Phoenix as recently as the 14th Century A.D.

The route of the proposed Hohokam Expressway was designated State Route 143 (SR 143) by the Arizona Highway Commission upon adoption of the route into the State highway system on February 20, 1957.

The proposed project is located in the Phoenix-Tempe area of Maricopa County in the south-central section of Arizona. (See State Map on Page 1-2.)

The alignment of the proposed project (see Alignment Map on Page 1-3) begins on 48th Street, the common north-south boundary line between the cities of Tempe and Phoenix at its traffic interchange with Interstate Highway 10 and proceeds northward along 48th Street for about 1.1 miles. (See photos on Pages 1-4, 1-5 and 1-6.)

Continuing from this point, the alignment curves northwesterly across the Salt River, curves northerly across the Southern Pacific Company railroad track (see photo on page 1-7) and the Grand Canal, and joins the existing southern terminus of 44th Street. This section comprises a length of approximately 1.3 miles on new location.

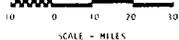


1974
STATE HIGHWAY SYSTEM

OF
ARIZONA

PREPARED BY
ARIZONA HIGHWAY DEPARTMENT
PLANNING SURVEY DIVISION

REVISED JANUARY 1, 1974



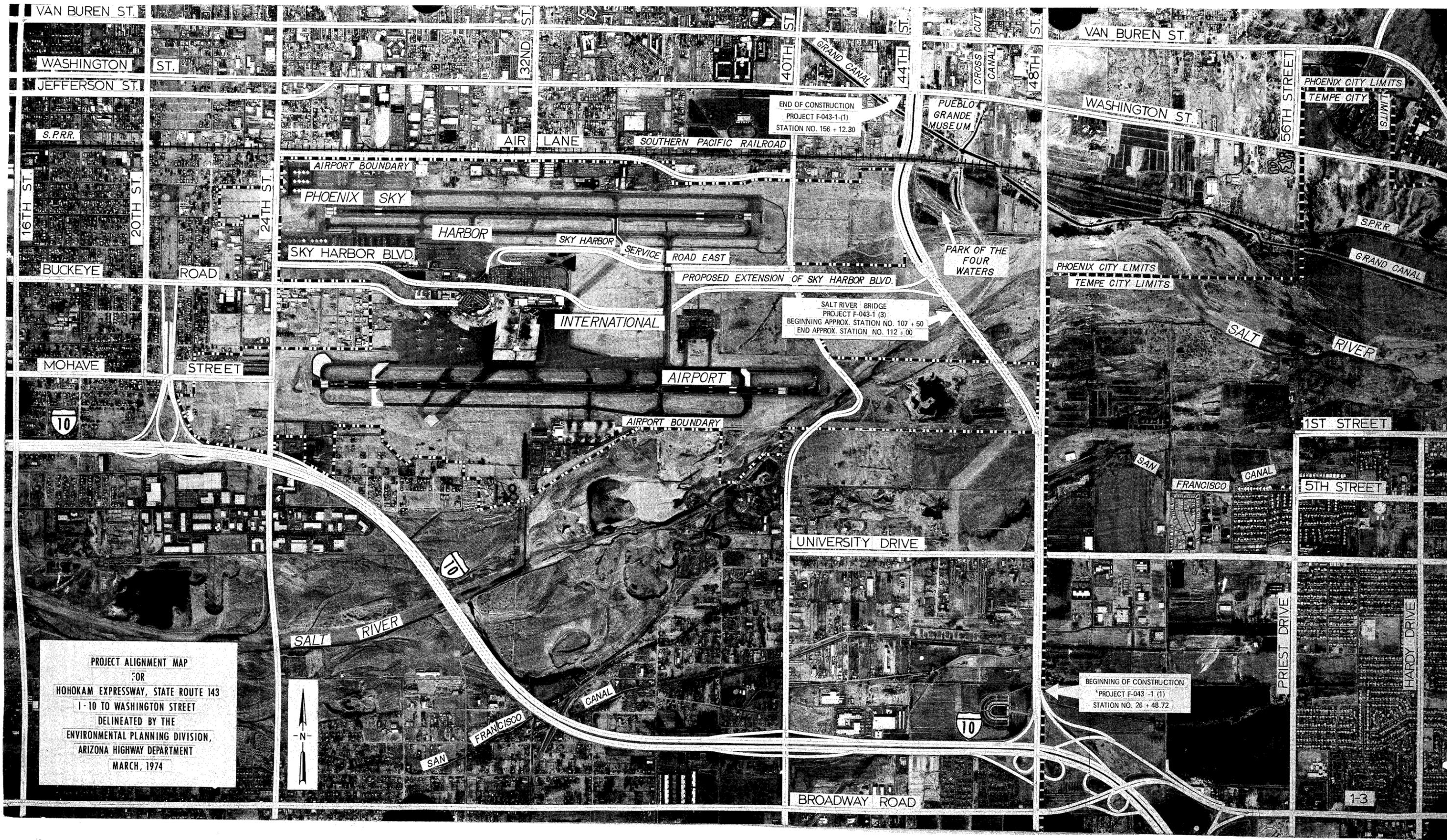
SCALE - MILES

LEGEND

- STATE HIGHWAYS
- SURVEY ONLY
- ==== INTERSTATE HIGHWAYS

MODIFIED FOR THE
ENVIRONMENTAL PLANNING DIVISION
OF THE ARIZONA HIGHWAY DEPARTMENT
MARCH 1974

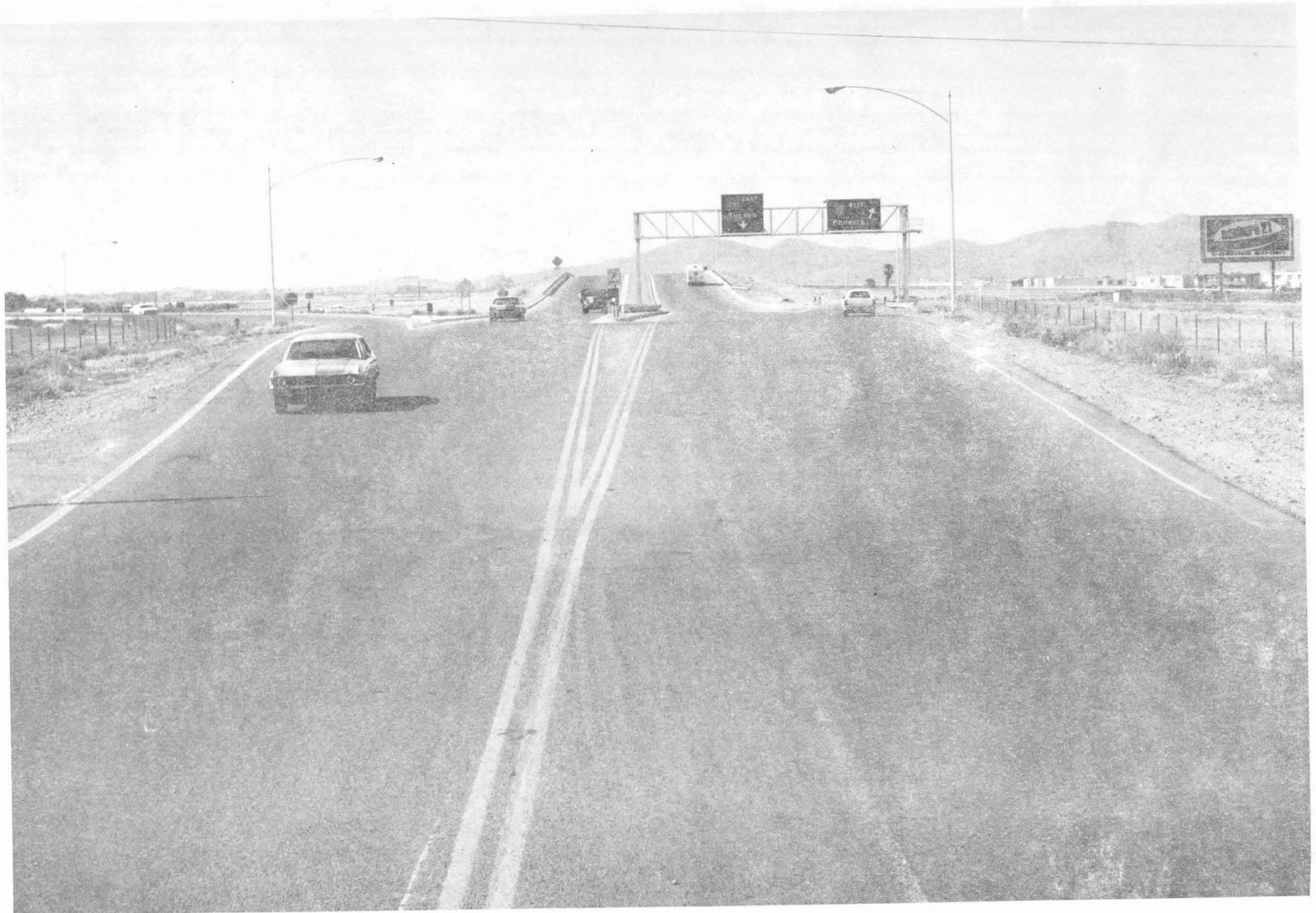
Project F-043-1(1) and (3)
HOHOKAM EXPRESSWAY
Maricopa County, Arizona.



PROJECT ALIGNMENT MAP
 FOR
 HOHOKAM EXPRESSWAY, STATE ROUTE 143
 I-10 TO WASHINGTON STREET
 DELINEATED BY THE
 ENVIRONMENTAL PLANNING DIVISION,
 ARIZONA HIGHWAY DEPARTMENT
 MARCH, 1974



7-1



The Hohokam - 48th Street Connection with Interstate 10 (looking south)

1-5



48th Street - North of University Drive (looking northwest)

1-6



48th Street North of I-10 (looking north)

1-7



44th Street - North of Southern Pacific Railroad Tracks (looking north)

1-8



44th Street - North of Grand Canal (looking north)

The alignment continues northward 0.1 mile along existing 44th Street to its intersection with Washington Street at the north terminus of the proposed project. (See photo on page 1-8.)

The overall length of the proposed project is approximately 2.5 miles.

B. Description

(1) I-10 to Sky Harbor Boulevard

Current stage construction for the proposed Hohokam Expressway calls for construction of an all-weather 52-foot, 4-lane paved roadway from the project beginning point on 48th Street at the Interstate Highway 10 Traffic Interchange, to the intersection of the proposed roadway with University Drive and a 40-foot, 2-lane paved roadway from University Drive to the intersection of the proposed roadway with Sky Harbor Boulevard on 44th Street.

Included in this segment of the project is an at-grade signal-controlled intersection at University Drive, a crossing structure of 15,000 CFS flow capacity over the present low-flow channel of the Salt River and an at-grade signal-controlled intersection at Sky Harbor Boulevard.

Frontage roads will be provided on the east and west sides of the expressway at University Drive as part of the stage development.

At the point north of University Drive where the proposed project alignment curves northwesterly, separating from existing 48th Street, 48th Street will be reconstructed southward to University Drive and serve as the east frontage road. See page 1-11.

The roadway is planned to accommodate two driving lanes and two outer shoulders. Right and left-turn lanes will be provided at the University Drive Intersection for north and southbound traffic and a left-turn lane for northbound traffic at the Sky Harbor Boulevard Intersection.

It is anticipated that at some future date when traffic volumes warrant, this segment of the Hohokam Expressway will be further developed to similar general design as that of the segment presently being planned for Sky Harbor Boulevard to Washington Street as described in the following part (2).

At-grade traffic intersections may, when warranted by future traffic volumes, be converted to free movement traffic interchanges. A map depicting a tentative long-range ultimate design concept for the Hohokam Expressway is found on page 1-40.

(2) Sky Harbor Boulevard to Washington Street

For this segment from the Sky Harbor Boulevard Intersection on 44th Street projected, northerly to the north project terminus at the at-grade intersection of 44th and Washington Streets, plans include construction of two 48-foot paved roadways divided by a 16-foot curbed median, an underpass structure at the Southern Pacific railroad track and a near-ground-level bridge structure across the Grand Canal. Each 48-foot roadway will accommodate two driving lanes and one outer lane for traffic weaving movements. The at-grade intersection at 44th and Washington Streets will include right and left-turn lanes. The north side of the Sky Harbor Boulevard Intersection will include a right-turn lane for southbound traffic.

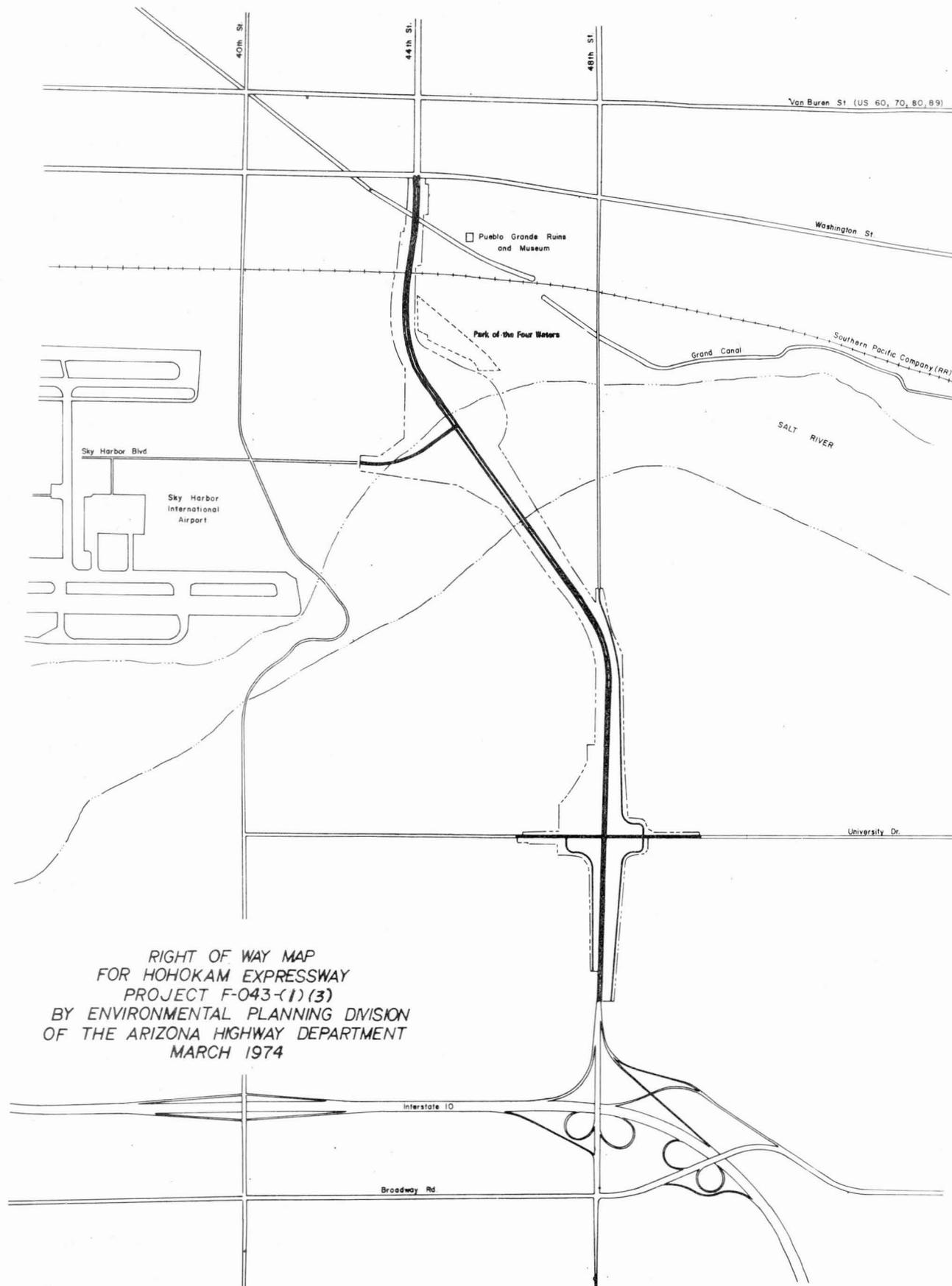
Curbs and gutters are planned between the railroad underpass and Washington Street. A pump system will be installed in the railroad underpass to handle local runoff waters at the underpass.

Planter boxes are being considered along the slopes of the approaches of the railroad underpass, for certain types of landscaping.

(3) Right of Way Requirements

Although the Hohokam will be constructed in stages, it is expected that all rights of way required for the ultimate facility will be acquired initially.

A basic minimum right of way width of 308 feet is maintained throughout the length of the project except in the presently developed areas near Washington Street where the basic right-of-way width is reduced to little more than 200 feet to minimize disruption to the urban environment in that area. Additional



RIGHT OF WAY MAP
 FOR HOHOKAM EXPRESSWAY
 PROJECT F-043-(1)(3)
 BY ENVIRONMENTAL PLANNING DIVISION
 OF THE ARIZONA HIGHWAY DEPARTMENT
 MARCH 1974

right of way will be acquired near University Drive and Sky Harbor Boulevard for frontage roads and traffic intersections. The map on page 1-11 shows the proposed right-of-way limits for the project.

The project will require a total of approximately 158 acres of right of way, of which 12 acres are already in use as right of way for 44th Street, 48th Street, University Drive, and various local streets and alleys. Hence, 146 acres of land which was not previously devoted to street or highway use will be required for the project.

About 66 acres of the required right of way is U.S. Department of Interior land administered by the Bureau of Reclamation. A contract will be made with the Bureau of Reclamation granting ADOT a perpetual easement to construct, operate and maintain the expressway on this land. All measures deemed necessary by the Bureau to minimize environmental damage of this federal land will be included as part of the contract.

The project will require 13 residential relocations, of which five are occupied by owners and eight by tenants. There are also 12 business relocations on the project. It appears that, if they desire, three of the owner occupants of homes could reconstruct on remainder lands and a few of the businesses could do likewise. The other relocations will have to be to other sites.

(4) Access Control

The Hohokam roadway will have limited access control with signal-controlled grade intersections at University Drive, 48th Street and Sky Harbor Boulevard. Existing 48th Street will be utilized as a frontage road at University with additional frontage roads constructed as part of the stage development.

Appropriate fencing will be installed along the right-of-way boundaries except at planned access points.

(5) Construction Materials

The roadway will be constructed with an aggregate base course on top of compacted existing soil and either an asphaltic concrete or a portland cement concrete paving. Curbs, gutters, sidewalks, and drains will be constructed with portland cement concrete. Bridges and underpasses will be constructed with steel reinforced concrete.

(6) Safety Features

Safety will be provided by appropriate traffic signals, lighting at intersections, signing, striping, curbing, fencing, drainage, and erosion control.

(7) Landscaping

Appropriate landscaping and vegetation will be provided in medians, planters and other selected areas of the Expressway between Sky Harbor Boulevard and Washington Street.

Special landscaping is being planned cooperatively by the Arizona Department of Transportation and the City of Phoenix for that part of the Hohokam corridor lying in close proximity to the Park of the Four Waters (Hohokam-Pima irrigation sites).

Desert landscaping with no vegetation is envisioned for the segment of the Hohokam Expressway lying between Interstate Highway 10 and the Sky Harbor Boulevard Intersection.

(8) Project Construction Schedule

The Hohokam Expressway as presently planned will be constructed in two stages. The first stage will include construction of that part of the proposed project between the 48th Street Traffic Interchange at Interstate Highway 10 and the intersection of Sky Harbor Boulevard. Funding for the first stage is tentatively scheduled for fiscal year 1975-1976.

The second stage will include construction of the remainder of the project between Sky Harbor Boulevard and Washington Street. Funding for the second stage is tentatively scheduled for fiscal year 1976-1977.

C. Purpose of the Proposed Project

(1) Comprehensive, Cooperative and Continuous (3-C) Planning

a. The Phoenix Urban Area Plan

The proposed project is located within the planning area of the Maricopa Association of Governments (MAG) which

has the responsibility of maintaining a "comprehensive, coordinated, and continuing" planning effort for transportation facilities within its planning area in accordance with the Federal-aid Highway Act of 1962.

MAG has based its highway system plan for the Phoenix urban area primarily on the system proposed in 1960 by a consulting firm Wilbur Smith and Associates, in a document entitled A MAJOR STREET AND HIGHWAY PLAN FOR THE PHOENIX URBAN AREA AND MARICOPA COUNTY. The Wilbur Smith Plan envisioned the construction of a freeway network of approximately 200 miles within the present MAG planning area. This network was to have superimposed upon the existing arterial street system which generally corresponds in location with the survey section lines (one mile apart) which were established in the previous century. Most of the arterial streets and highways in the Wilbur Smith plan existed in 1960. Many have since been improved in accord with the plan through the efforts of developers, the cities, Maricopa County, and the Arizona Department of Transportation. However, presently, only 40 miles of the freeway system are open to traffic and it is unlikely that this figure will be increased significantly in the near future.

b. A Major Change to the Phoenix Urban Area Plan

The Papago Freeway, proposed to traverse the MAG planning area along an east-west corridor located less than one mile from the northern terminus of the proposed Hohokam Expressway project, was expected to be the single most heavily traveled link in the entire system. However, when citizen action brought about the inclusion of an advisory question regarding the Papago Freeway in a City of Phoenix election in May 1973, the freeway was voted down by a margin of approximately 58 percent against to 42 percent for. Subsequently, the City of Phoenix requested the Arizona Highway Department to abandon the most controversial segment of the project. As

a result of the City's request, the Arizona Highway Department suspended action on that project and stopped right of way acquisitions on the Papago route within the Phoenix city limits. A new study will determine the final location for Interstate Highway 10 in the Phoenix area. The rejected section of the Papago Freeway was to have been a part of the I-10 highway which traverses Arizona from the California border to the New Mexico border.

That one end of the Hohokam Expressway project is located less than one mile from the formerly proposed location of the Papago Freeway means certainly that the traffic flow on the Hohokam Expressway will be different from that expected in conjunction with the abandoned freeway. However, this project is not dependent on any other freeway construction in the Phoenix area and as discussed elsewhere in this environmental statement, the Hohokam Expressway is being designed to serve local needs and will be constructed in stages according to traffic demands and the requirements of adjacent land uses.

The presence of Phoenix Sky Harbor International Airport is a certainty as is the presence of the two termini for the project, Interstate Highway 10 (at a point where I-10 is already in service, a separate entity from the Papago Freeway) and 44th Street. Although some of the specific statistics pertinent to the proposed project will change as a consequence of the abandonment of the Papago Freeway, the basic reasons and needs for the project as discussed in this environmental impact statement remain. The impacts of the project as discussed in Part Two are also expected to be largely independent of any plans for further urban freeway construction in the Phoenix Metropolitan area.

(2) Traffic Data

Existing (1973 count) and anticipated future traffic (1985 and 1995) volumes for the Hohokam are shown on the map on the following page. Anticipated traffic volumes for 1975 and 1985 and 1995 for the Hohokam, and nearby streets with and without the Hohokam built, are shown on Pages 1-18 through 1-22. This traffic data is supplied by the Transportation Planning Office of the Maricopa Association of Governments, the agency responsible for meeting the 1962 Federal-Aid Highway Act and requirements for 3-C comprehensive, cooperation and continuing planning of transportation systems in the Phoenix urban area.

Total traffic in the Phoenix metropolitan area is expected to approximately double in the next 20 years. This doubling of vehicle miles traveled will be responsible for a large portion of the traffic using Hohokam in 1995. However, many trips using the facility will be diverted from existing north-south arterial routes, particularly 40th and 48th Streets. The map on page 1-3 shows the geographic relationship of these arterials with the Hohokam.

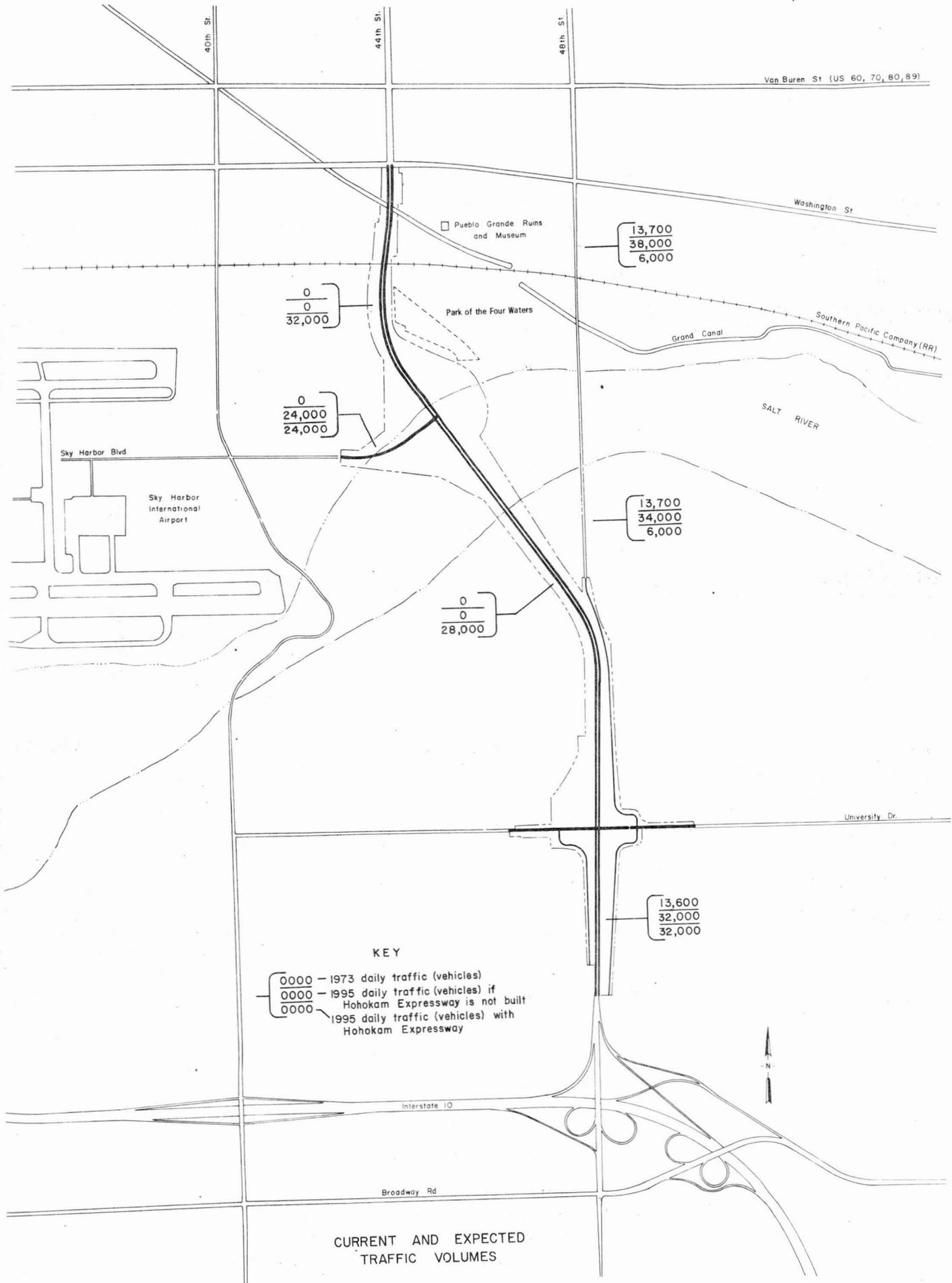
(3) Existing Facilities (See map on Page 1-3.)

a. The General Corridor Area

Existing north-south arterial routes in the general corridor of the Hohokam include 40th, 44th, and 48th Streets, all within a band approximately one mile in width. West of 40th Street the nearest parallel arterial route is 24th Street, two miles distant at the west boundary of Phoenix Sky Harbor International Airport. East of 48th Street, it is more than two miles to Mill Avenue (U.S. Highway 60-80-89), the next easterly crossing of the normally dry Salt River bed.

b. Fortieth Street

Fortieth Street lies west of the proposed Hohokam a distance of one-half to one mile. It is a two-lane paved



0
0
32,000

0
24,000
24,000

0
0
28,000

13,700
38,000
6,000

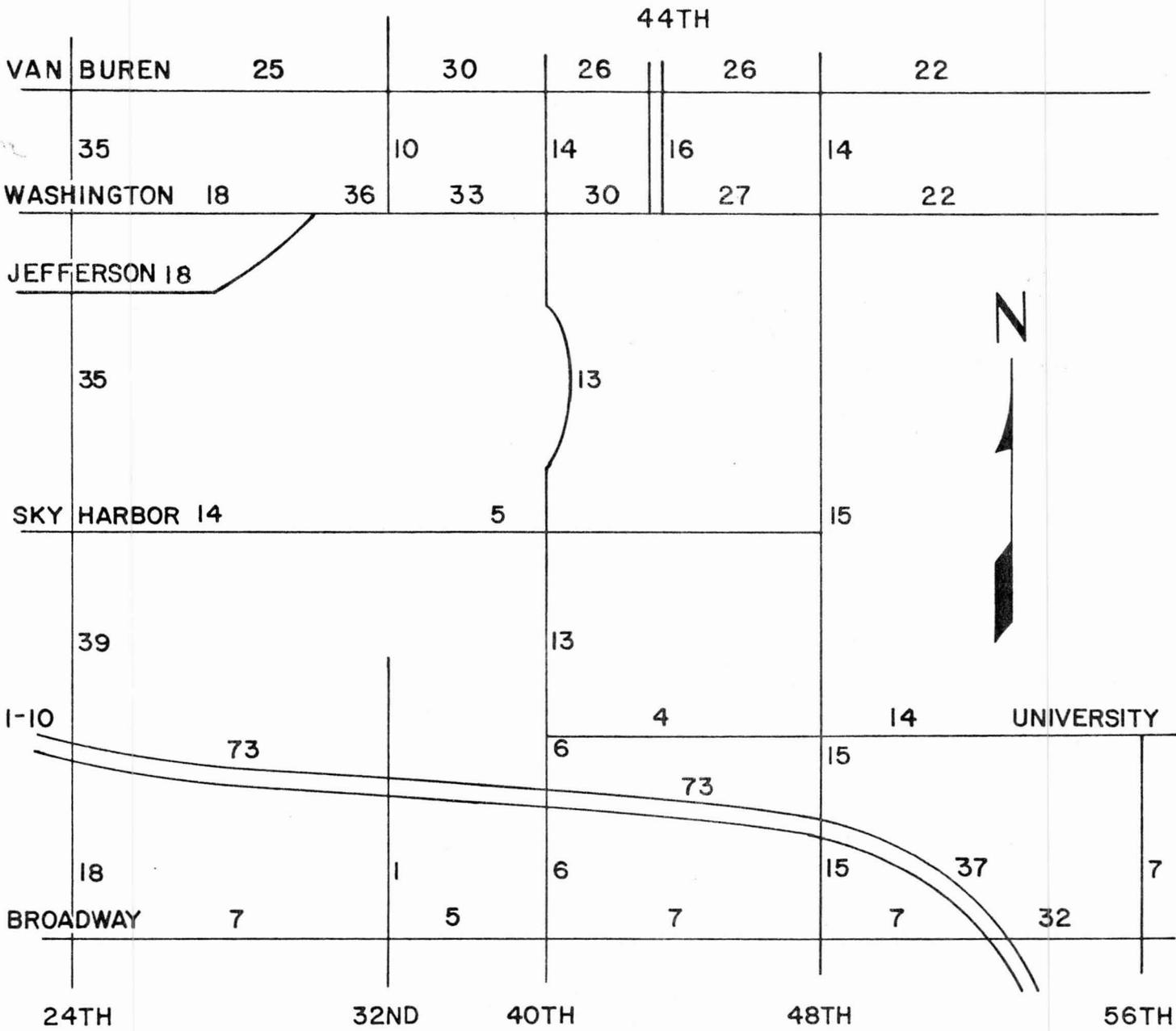
13,700
34,000
6,000

13,600
32,000
32,000

KEY

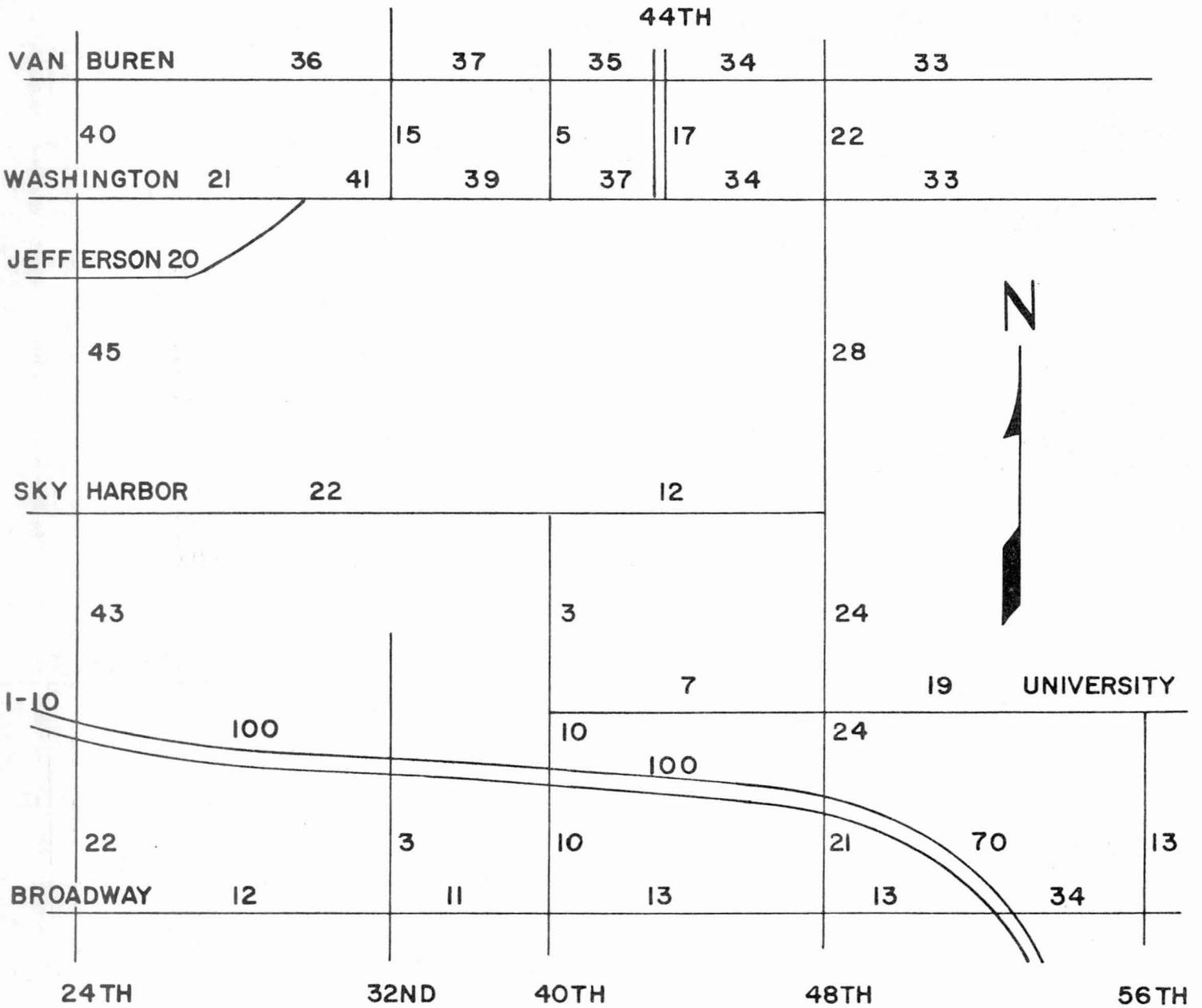
- 0000 - 1973 daily traffic (vehicles)
- 0000 - 1995 daily traffic (vehicles) if Hohokam Expressway is not built
- 0000 - 1995 daily traffic (vehicles) with Hohokam Expressway

CURRENT AND EXPECTED TRAFFIC VOLUMES



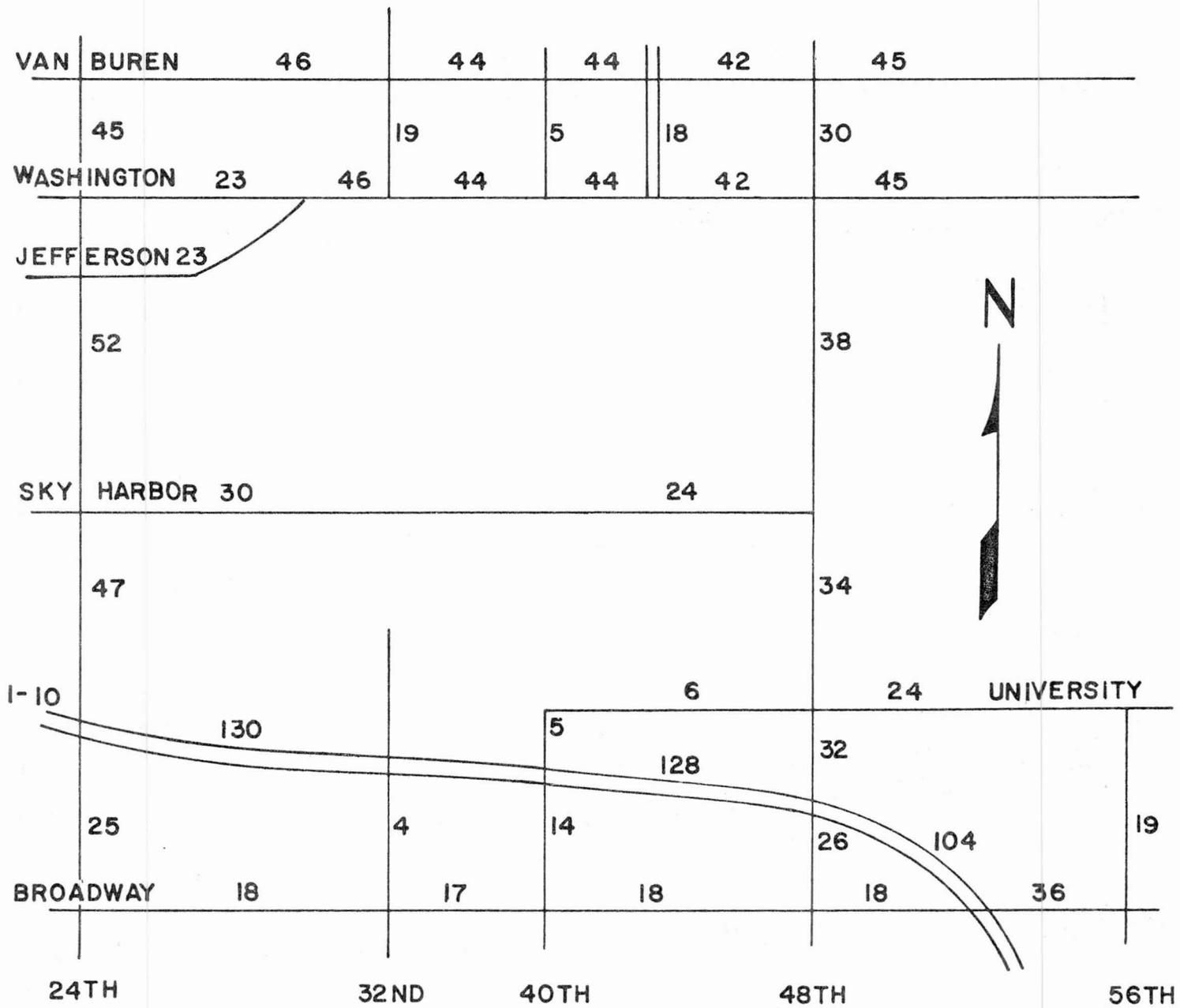
TRAFFIC DATA CHART
 1975 ADT WITHOUT HOHOKAM
 MARCH 1974

By: Maricopa Association of Governments
 For: Environmental Planning Services
 of the Highways Division, ADOT



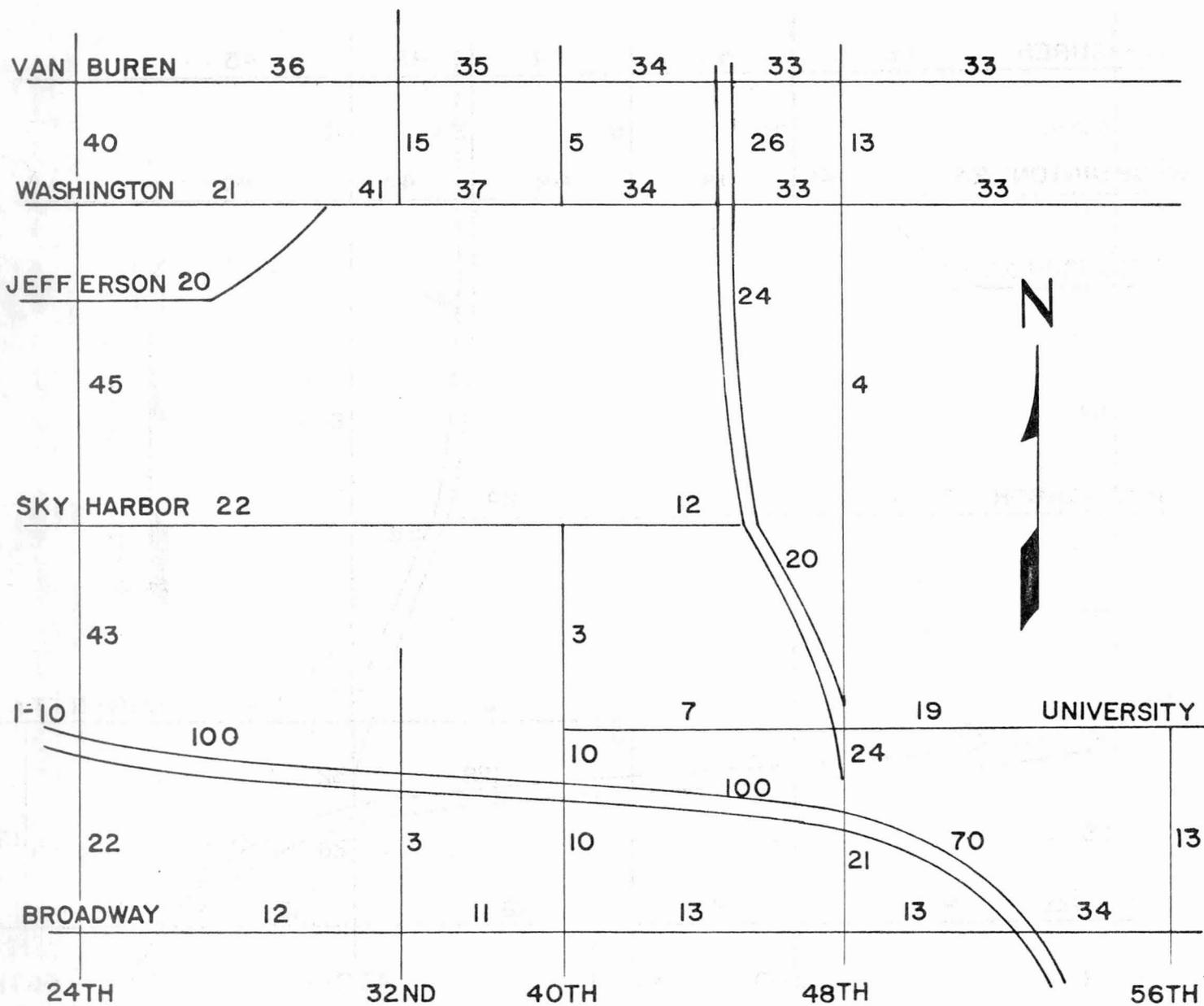
TRAFFIC DATA CHART
 1985 ADT WITHOUT HOHOKAM
 MARCH 1974

By: Maricopa Association of Governments
 For: Environmental Planning Services
 of the Highways Division, ADOT



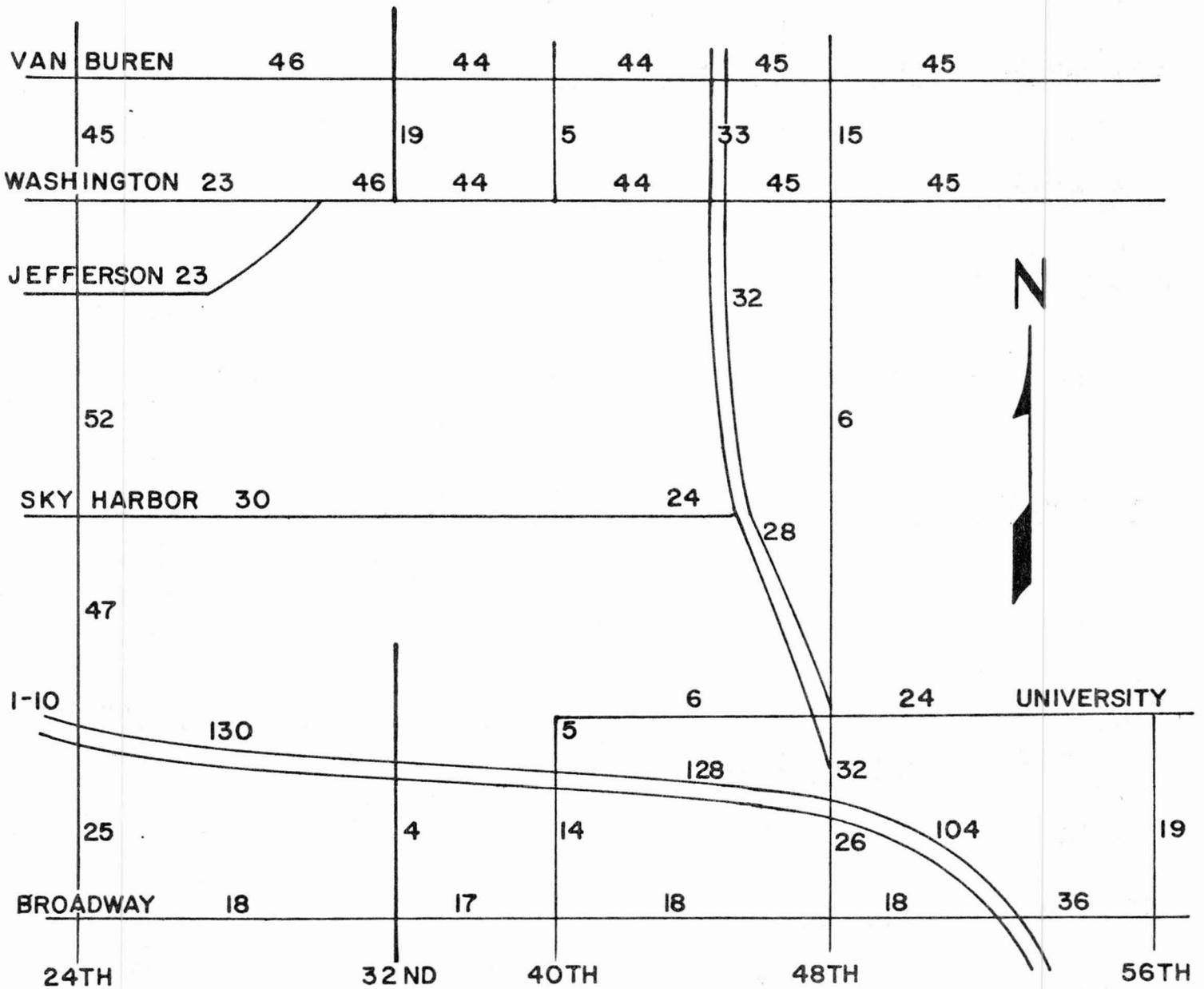
TRAFFIC DATA CHART
 1995 ADT WITHOUT HOHOKAM
 MARCH 1974

 By: Maricopa Association of Governments
 For: Environmental Planning Services
 of the Highways Division, ADOT



TRAFFIC DATA CHART
 1985 ADT WITH HOHOKAM
 MARCH 1974

 By: Maricopa Association of Governments
 For: Environmental Planning Services
 of the Highways Division, ADOT



TRAFFIC DATA CHART
 1995 ADT WITH HOHOKAM
 MARCH 1974

 By: Maricopa Association of Governments
 For: Environmental Planning Services
 of the Highways Division, ADOT

facility which generally follows a north-south survey section line except near the east end of the south runway of Sky Harbor Airport where a rerouting is required to keep vehicular traffic from encroaching the runway. Fortieth Street has a low-capacity bridge at the point where it crosses the channel of the Salt River (see photo, Page 1-24) and is, therefore, an especially important route during the occasional periods when relatively small flows interrupt traffic at bridgeless crossings. The 40th Street bridge was itself under water for several weeks during the unusual flows which the Salt River carried in the early months of 1973. Traffic volumes on 40th Street averaged 12,200 vehicles per day in 1973, a 20-percent increase in the two years since 1971. The proposed expansion of Sky Harbor Airport will necessitate eventual rerouting of 40th Street so that traffic will be faced with a longer and less convenient route skirting the limits of the airport. Ultimate airport expansion may require complete closure of 40th Street as a public thoroughfare within the boundaries of the airport.

c. Forty-Fourth Street

Forty-fourth Street extends northerly from the Grand Canal near the north end of the proposed Hohokam. From the Grand Canal to Washington Street, a distance of about one-tenth mile, 44th Street is unpaved (see photo on Page 1-8) and will be incorporated into the Hohokam. North of Washington Street, 44th Street is a divided arterial with six through-traffic lanes plus turn lanes and landscaping, as appropriate, in the median area. (See photo on Page 1-25.) Since 44th Street does not extend as far south as the airport, the street will not be directly affected by the projected airport expansion. Rather, 44th Street has, over the years, been planned and developed as the logical northern extension of the Hohokam. Forty-fourth Street departs from the uniform Phoenix pattern of locating arterial streets along survey section lines approximately one mile apart. Instead, it was

1-24



40th Street Crossing of Salt River Looking Upstream

1-25



44th Street - North of Washington Street

chosen as an arterial midway between two such section lines for the specific purpose of serving as an extension for Hohokam, and therefore, for the purpose of access to the airport. Traffic volumes on 44th Street just north of Washington Street averaged 14,700 vehicles per day in 1973, a 20-percent increase in the two years since 1971.

Forty-fourth Street is planned as the primary north-south arterial of the east Phoenix area in conjunction with the Hohokam. In combination, the two facilities are planned to provide a relatively high level of service to traffic in the general corridor extending from Interstate Highway 10 east of the airport northerly to the suburban areas of Paradise Valley through east Phoenix. No such direct route now exists, all routes being disrupted by either the Salt River bed or the small mountains which lie at varying distances north of the Salt River.

d. Forty-Eighth Street

Forty-eighth Street is a two-lane section line arterial route which will be augmented by the Hohokam along part of its length in the area of University Drive. Unlike 40th Street which has only a simple diamond interchange with Interstate Highway 10, the 48th Street interchange consists of a partial cloverleaf arrangement, designed thusly for the purpose of providing better traffic service to the Hohokam when it replaces the existing 48th Street route. Forty-eighth Street's crossing of the Salt River consists only of pavement on the river bottom. Consequently, this street is closed to traffic by the occasional rainstorms which strike the area causing rainwater runoff flows in the riverbed. Greater flows from the upstream watershed of the Salt River resulted in prolonged street closure in the early months of 1973. Traffic volumes on 48th Street averaged 13,700 vehicles per day in 1973, a 32-percent increase in the two years since 1971. South of its intersection with the Hohokam, 48th Street will be replaced entirely by the Hohokam except for certain segments which are

to remain as frontage roads to provide land service along the expressway. North of the intersection with the Hohokam, 48th Street will remain without relocation.

(4) Need for the Proposed Facility

a. Traffic Congestion

The Hohokam is needed to relieve increasing traffic congestion in the area east of Phoenix Sky Harbor International Airport. The uniform grid of arterial streets which exists almost uninterrupted throughout the Phoenix metropolitan area is disrupted to the west of the Hohokam corridor by the airport and to the east of the corridor by the Salt River and various desert hills north of the riverbed. Consequently, 40th and 48th Streets carried 1973 traffic volumes of 12,200 and 13,700 vehicles per day, respectively, each more than double the volume of traffic which such facilities may desirably be expected to serve. Future traffic increases will compound the problem. It is expected that the total daily vehicle mileage driven county-wide will more than double by 1995. Since much of the increase in daily vehicle mileage driven will occur on facilities which are now either lightly traveled or non-existent, routes along the general corridor of the Hohokam will experience less than a doubling of traffic, as will be the case in other areas where congestion now occurs.

b. Expansion of Phoenix Sky Harbor International Airport

The proposed expansion of Sky Harbor Airport may result in the closure of 40th Street at the east end of the airport. If the airport expansion is constructed first, 48th Street would be burdened far beyond capacity in attempting to carry all of the traffic it now carries plus all of the traffic growth which may occur in the future in the north-south corridor immediately east of the airport.

c. East Access Road to Phoenix Sky Harbor International Airport

The project is particularly needed to provide a second main access route to Phoenix Sky Harbor International Airport. Current east access to the airport is provided by a temporary connection of Sky Harbor Boulevard with 40th Street. North from the airport entrance, 24th Street presently experiences a traffic flow of 36,000 vehicles per day on only four lanes. This is distinctly in excess of the traffic load which a facility such as 24th Street may reasonably be expected to handle. Consequently, the Hohokam is expected to provide a vitally needed connection for a major eastern entrance to the airport.

d. Grade Separation at Southern Pacific Railroad Tracks

Somewhat compounding traffic problems in the corridor immediately to the east of Sky Harbor Airport is the presence of the railroad tracks of the Southern Pacific Company which cross the corridor in an east-west direction approximately one-half mile north of Sky Harbor Boulevard or one-quarter mile south of Washington Street. This line is grade separated from the arterial surface street system at only seven points in the Phoenix metropolitan area, the nearest points being 4.5 miles west and 4.4 miles east of the proposed location of the Hohokam's crossing of the railroad tracks. The grade separated crossing of the Hohokam is needed to relieve the growing conflict between highway and railroad traffic.

e. All-Weather Crossing of the Salt River

The Hohokam is also needed to provide, to the extent practical, an all-weather crossing of the Salt River. During the early months of 1973, this watercourse carried sufficient flows to force closure of all but two road crossings in the urban area with consequent compounded traffic congestion. Although the project's crossing of the riverbed will not provide for all possible flows in the river, it will serve as a useful route for traffic during the more frequent periods when lesser flows occur, severing river bottom routes such as 48th Street.

f. Access from I-10 to Van Buren Street in Phoenix

One of the earliest reasons for construction of a facility along the corridor of the Hohokam was to provide a convenient route for interstate travelers from Interstate Highway 10 to Van Buren Street in Phoenix, the former route of much of the traffic using I-10. Many enterprises along Van Buren Street fulfill the lodging, dining, motor vehicle service and other needs of the motoring public. As the city has grown easterly from the original urban center, it has become necessary to provide the eastside area with access to Interstate Highway 10. Major electronic plants, medium-density residential areas, and suburban areas to the north all lie within a short distance of 44th Street as it extends northerly from the northerly terminus of the Hohokam through east Phoenix and Paradise Valley. It was originally planned that the Hohokam would be completed to link this area with I-10 upon completion of the freeway in 1968.

(5) History of Project Development

a. Conception of Hohokam

The Hohokam was conceived at a public hearing for Interstate Highway 10 when the need for a penetration route from I-10 to Washington Street was expressed. As a result of this hearing, the Arizona Highway Department initiated planning for a route to be located in the vicinity of 52nd Street east of Sky Harbor Airport.

b. An Integral Part of Phoenix Urban Plan

In 1960, "A Major Street and Highway Plan - Phoenix Urban Area" was prepared by Wilbur Smith and Associates for the Arizona State Highway Commission and various other agencies. This plan, the basic guide for street and highway development in the Phoenix area, since provided for development of both 44th and 48th Streets to the status of urban arterial routes. Hence, this plan envisioned Hohokam as a four-lane segment of 48th Street to be built by 1980.

c. Accepted Into Federal-Aid Primary Highway System

On March 13, 1961, the Arizona Highway Commission approved the Hohokam corridor (State Route 143) as a Federal-Aid Primary Route. On March 21, 1961, the Arizona Highway Department requested federal approval of State Route 143 as Federal-Aid Primary Route 43 by the Bureau of Public Roads of the U.S. Department of Commerce. Approval was so granted by the Bureau of Public Roads on February 23, 1962.

d. Further Project Planning

At this time it was envisioned that the route would be constructed as a freeway to be completed at the same time as the adjoining section of Interstate Highway 10.

Beginning in 1962, a series of studies was conducted which demonstrated a need for an easterly entrance to Sky Harbor Airport. These contributed to the 1963 relocation of the project to an alignment quite similar to that now proposed. Generally, however, a freeway was still envisioned.

In March 1966, the Phoenix City Council accepted the City staff's master plan recommendations for the Pueblo Grande Municipal Monument. The monument was planned to include the Park of the Four Waters archaeological site.

Beginning with the 1966-67 budget of the Arizona Highway Department, funds were included for plans, surveys, and right of way acquisition for the project. Events after this time generally relate to engineering changes which resulted in the project as it exists today.

However, on July 11, 1968, the City of Phoenix notified the Arizona Highway Department that the route and design, as then planned, involved unacceptable encroachment upon the Park of the Four Waters. The project was anticipated to require approximately two and one-quarter acres of right of way from the park. Because of this problem, the Sky Harbor Boulevard traffic interchange was modified to reduce encroachment upon the Park of the Four Waters to approximately one acre, an amount acceptable to the City.

A Section 4(f) determination and draft environmental impact statement were circulated for review on June 29, 1971. However, both were withdrawn before receiving approval. A Section 4(f) determination is required to permit use of "publicly owned land from a park, recreation area, or wild-life and waterfowl refuge of national, state, or local significance" for rights of way for federally aided highway projects. Section 4(f) of the Department of Transportation Act as amended by Section 18 of the Federal Aid Highway Act of 1969 permitted use of such land only if there is "no feasible and prudent alternative to the use of such land" and only if the program includes "all possible planning to minimize harm to the Section 4(f) land resulting from such use".

e. Corridor Location Approval

The project alignment was consequently modified to eliminate all encroachment on the Park of the Four Waters. On June 13, 1973, the FHWA concurred with ADOT's determination that all essential elements of the highway as required and regulated by FHWA had been approved as satisfactory and acceptable. FHWA also concurred that location approval was conveyed prior to January 14, 1969.

D. Surrounding Area

(1) The Existing Environment

The proposed Hohokam is located along and near the mutual boundary of the Cities of Phoenix and Tempe and within the limits of the City of Phoenix. These cities comprise a part of the larger Phoenix metropolitan area which is usually defined to include Maricopa County.

The undeveloped land, adjacent to the project, is particularly unsightly at many points, having been used for dumping of construction waste materials and also waste products from nearby stockyards. (See photos on pages 1-32 and 1-33.)

Residential development, adjacent to the corridor, is generally not of modern construction and is, in some cases, severely deteriorated.

The dominant natural features of the project corridor is the Salt River bed. (See photo, Page 1-35) Until completion of Roosevelt Dam in 1911, upstream from Phoenix, the Salt River was a year-round stream,

1-32



Manure Piles South of SPRR Tracks and West of 48th Street (looking southwest)

1-33



View West from Intersection of Hohokam Expressway and Salt River

although flows were minimal during the dry seasons. Roosevelt Dam and six other dams constructed on the Salt River and its tributary, the Verde River, between 1908 and 1945 assured the controlled flow of river waters into the Phoenix area via a system of canals. Therefore, the riverbed itself is almost continuously without water except after the brief desert downpours which periodically strike the area and during the occasional wet years when upstream runoff is greater than the capacity of the reservoirs created by the dams. Such runoffs occurred with regularity during the exceptionally wet winter of 1972-73 with the result that many of the river bottom highway crossings were closed for several months with disruption to traffic flow.

The Grand Canal, which crosses the corridor approximately one-third mile north of the riverbed, is one of the routes by which Salt River flows normally arrive in the Phoenix area. It is the property of the Salt River Project, a quasi-governmental agency which constructed the upstream dams and pays for them through the sale of water and the electricity generated at the dams.

The canal is in continual use throughout most of the year. However, during a 30-day period each year, the gravity water supply is withheld from the canal to permit any major construction to be accomplished in or on the canal. Normal maintenance and cleaning operations are performed throughout the year by SRP. Highway storm flow will not be directed into the canal.

(2) Proposed Land Use

Various projects of the United States Army Corps of Engineers are planned to more fully control the flow of flood waters in the Salt River in conjunction with the Central Arizona Project. Another upstream retention dam and a flood-control channel along the general alignment of the river are planned for this purpose. In the vicinity of the Hohokam corridor, the currently approved location for the channel is approximately one-quarter mile south of the existing riverbed. An uncertain construction schedule for the channel, combined with the fact that it will not be able to pass under any bridge across the existing riverbed in the Hohokam corridor, has contributed to delay of construction of the proposed highway project.

1-35



Salt River Looking Upstream

(3) Description of Soils Series

Soils in the project corridor are almost exclusively alluvial in nature. The United States Department of Agriculture Soil Conservation Service has carefully mapped the soils found in this eastern Maricopa area. They have recorded the soil series for this study area which is described as follows:

- A. Between I-10 intersection and one-quarter mile north - Avondale clay loam.
- B. From one-quarter mile north to near the Salt River bank - Gilman, Vint and Carrizo.
- C. The riverbed wash area - Brios and Carrizo (Typic Torri-fluvents).
- D. From Salt River banks north to near the Southern Pacific Railroad - Gilman and Vint.
- E. From railroad north to intersection with Washington Street - Laveen series.

Avondale

The Avondale series consists of deep, well-drained, nearly level soils with more than one percent organic matter. These soils are formed in mixed alluvium on the floodplains and low terraces. A typical profile consists of brown clay loam surface soil about 12 inches thick over a pale brown loam or very fine sandy loam subsoil and substratum about 30 to 50 inches thick. These soils have a moderate permeability and a good waterholding capacity.

Gilman

The Gilman series consists of deep, well-drained, nearly level to gently sloping soils with light colored surfaces and loamy soils. They formed in mixed recent alluvium on the floodplains and alluvial fans. These soils have moderate permeability, and good water-holding capacity.

Vint

The Vint series are deep, well-drained coarse textured soils. A typical profile consists of pale brown loamy fine sand more than 72 inches thick.

Carrizo

The Carrizo series consists of deep, excessively drained, nearly level soils with coarse textured subsoils. The soils are formed

in mixed recent, coarse textured alluvium in the floodplains. A typical profile consists of five to twelve inches of grayish brown gravelly sandy loam over sand and gravel beds.

These soils have low fertility, very rapid permeability, and low waterholding capacity.

Brios

The Brios series consists of excessively drained, nearly level to gently sloping sandy soils. They form on floodplains of major streams and alluvial fans. The alluvium is derived from granite, granite-gneiss, schist, andesite, basalt and rhyolite. A typical profile consists of sandy loam about 14 inches thick resting on sand.

Laveen

The Laveen series consists of deep, well-drained nearly level to gentle sloping medium textured calcareous soils. They are formed in mixed alluvium on alluvial fans and stream terraces at elevations of 400 to 2,500 feet. A typical profile has a pale brown loam surface 12 to 14 inches thick over light brown loam calcareous soil material to a depth of 60 inches. These soils are moderately fertile, have moderate permeability and have good waterholding capacity.

(4) Climate

The climate of the area is warm and dry. Total average annual rainfall at the official weather station for Phoenix, located at the airport only one and one-half miles from the project, is 7.20 inches. Most rainfall occurs in the winter and late summer months while spring and autumn are exceptionally dry. Temperatures vary from an average maximum and minimum of 64.9 and 38.0 degrees, respectively, in January to an average maximum and minimum of 104.0 and 77.1 degrees, respectively, in July with normally low windspeeds.

(5) Commercial Land Areas

The most dominant man-made feature of the local environment is Phoenix Sky Harbor International Airport. Originally chosen as a site for civil aviation remote from the then small city in 1928, the airport is now surrounded by various degrees of

urbanization and has developed into one of the 25 busiest airline terminals in the United States. The number of enplaning and deplaning passengers has grown from 0.8 million in 1960 to 3.8 million in FY 74-75 and is expected to experience further growth to 9 million passengers by 1980 and 21 million by the year 2000. The land area and runway usage has expanded along with passenger activity, although not proportionately. The airport is currently embarking upon a program to prepare the facility for the anticipated future passenger traffic loads. The proposed program will eventually result in expansion of the area of the airport, construction of new jet runways along with lengthening and widening of one that already exists, and construction of completely new terminal facilities for almost all activities now present at the airport. General aviation traffic will necessarily be curtailed as airline operations expand. A significant part of the plans for expansion of the airport depend upon access from the east via the Hohokam or some similar route. Currently, ground access from the east is available via a temporary connection with 40th Street.

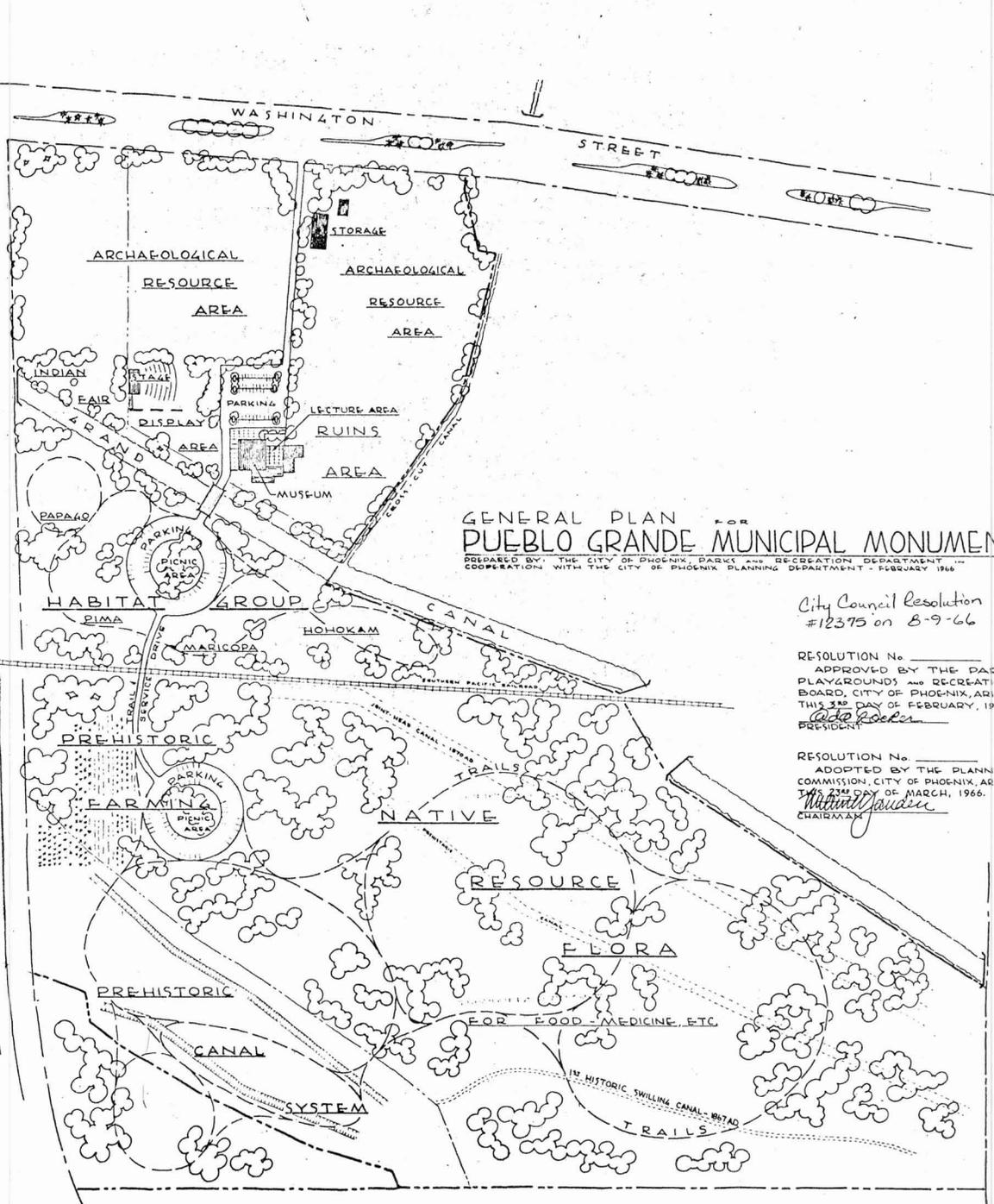
(6) Public Land Areas

Caucasian activity in the Phoenix area did not begin until the year 1869. However, the vicinity of the present metropolitan area was occupied as recently as the 14th century A.D. by an industrious agricultural Indian culture now known as the Hohokam who developed an agricultural economy sustained by an intensive network of canals which distributed the waters of the Salt River to the farmlands. These canals were of sufficient extent and durability that they guided the 19th century white settlers in the location of a similar canal system which remains to this day. However, urbanization has taken the toll of most of the remnants of the Hohokam civilization so that the only preserved Hohokam site within the Phoenix City limits is the Pueblo Grande Municipal Monument, located immediately east of the expressway corridor south of Washington Street. Pueblo Grande is a National Registered

Historical Site dedicated to the exploration, preservation and interpretation of the local prehistory. The focal point of the monument is the Pueblo Grande Museum which is administered by the Division of Archaeology of the Parks and Recreation Department of the City of Phoenix.

In 1966, a general plan for the development of Pueblo Grande Municipal Monument was approved by the City Council. (See page 1-39a) The map on page 1-40 outlines the approximate boundaries of the monument as shown in the general plan and shows the relationship of the Hohokam roadway to the monument. It should be noted that the presently proposed alignment does not encroach upon the monument.

When fully developed, Pueblo Grande will encompass approximately 95 acres containing examples of prehistoric farming, native flora, and picnic areas in addition to the museum functions. Included within the boundaries of the monument is the Park of the Four Waters which comprises about nine acres at the southwest limit of the monument. (See photos on pages 1-41 through 1-47.) Despite its name, this area does not function as a park, but instead preserves a small portion of the Hohokam's canal system. (See photo on page 1-41) After excavation is complete, the Park of the Four Waters will exhibit remnants of two ancient canals for public viewing.



GENERAL PLAN FOR PUEBLO GRANDE MUNICIPAL MONUMENT
PREPARED BY THE CITY OF PHOENIX, PARKS AND RECREATION DEPARTMENT IN COOPERATION WITH THE CITY OF PHOENIX PLANNING DEPARTMENT - FEBRUARY 1966



City Council Resolution #12375 on 8-9-66

RESOLUTION No. _____
 APPROVED BY THE PARKS, PLAYGROUNDS AND RECREATIONAL BOARD, CITY OF PHOENIX, ARIZONA THIS 30th DAY OF FEBRUARY, 1966.
Carl Koenig
 PRESIDENT

RESOLUTION No. _____
 ADOPTED BY THE PLANNING COMMISSION, CITY OF PHOENIX, ARIZONA THIS 23rd DAY OF MARCH, 1966.
William J. Gaudin
 CHAIRMAN

40th St

44th St

48th St

Pueblo Grande Municipal Monument

Washington St

Park of the Four Waters

Grand Canal

Southern Pacific Company (RR)

SALT RIVER

Sky Harbor Blvd

Sky Harbor International Airport

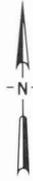
Proposed Low Flow Channel

Rio Salado Development

University Dr

Interstate 10

Broadway Rd



ULTIMATE CONSTRUCTION OF HOHOKAM EXPRESSWAY

14-1



Hohokam Canal in Park of the Four Waters

1-42



View of Manure Piles Along 48th Street from Park of the Four Waters

1-43



View of Salt River from Park of the Four Waters

1-44



View of Manure Piles and Salt River from Park of the Four Waters

J-45



View of North Runway of Phoenix Sky Harbor International Airport - from Park of the Four Waters

1-46-97



View of 40th Street Businesses from Park of the Four Waters

1-47



View North from Park of the Four Waters

2. The Probable Impact of the Proposed Project on the Environment

A. Aesthetics

The middle three-quarters of the Hohokam corridor traverses an undeveloped wasteland that serves largely as the wide floodplain of the usually dry Salt River (photo, page 2-2). During times of infrequent runoff such as occurred in the winter of 1972-1973, the river resembles little more than a large rubble-lined canal.

South of the river, the unsightliness of the area is compounded by trash dumps (photo, page 2-3). North of the river, much of the land is strewn with rubbish despite the presence of several depressed, but occupied dwellings near the north terminus of the project area (photo, page 2-4). At one point south of the undeveloped Park of the Four Waters, a large area has been covered by piles of manure from a cattle feedlot which formerly operated nearby (photo, page 2-5)

The mere addition of the project will enhance the appearance of the surrounding area by adding dimension to the stark landscape and removing its clutter. Landscaping of the project's median and right of way will restore life to the project's barren mid-section.

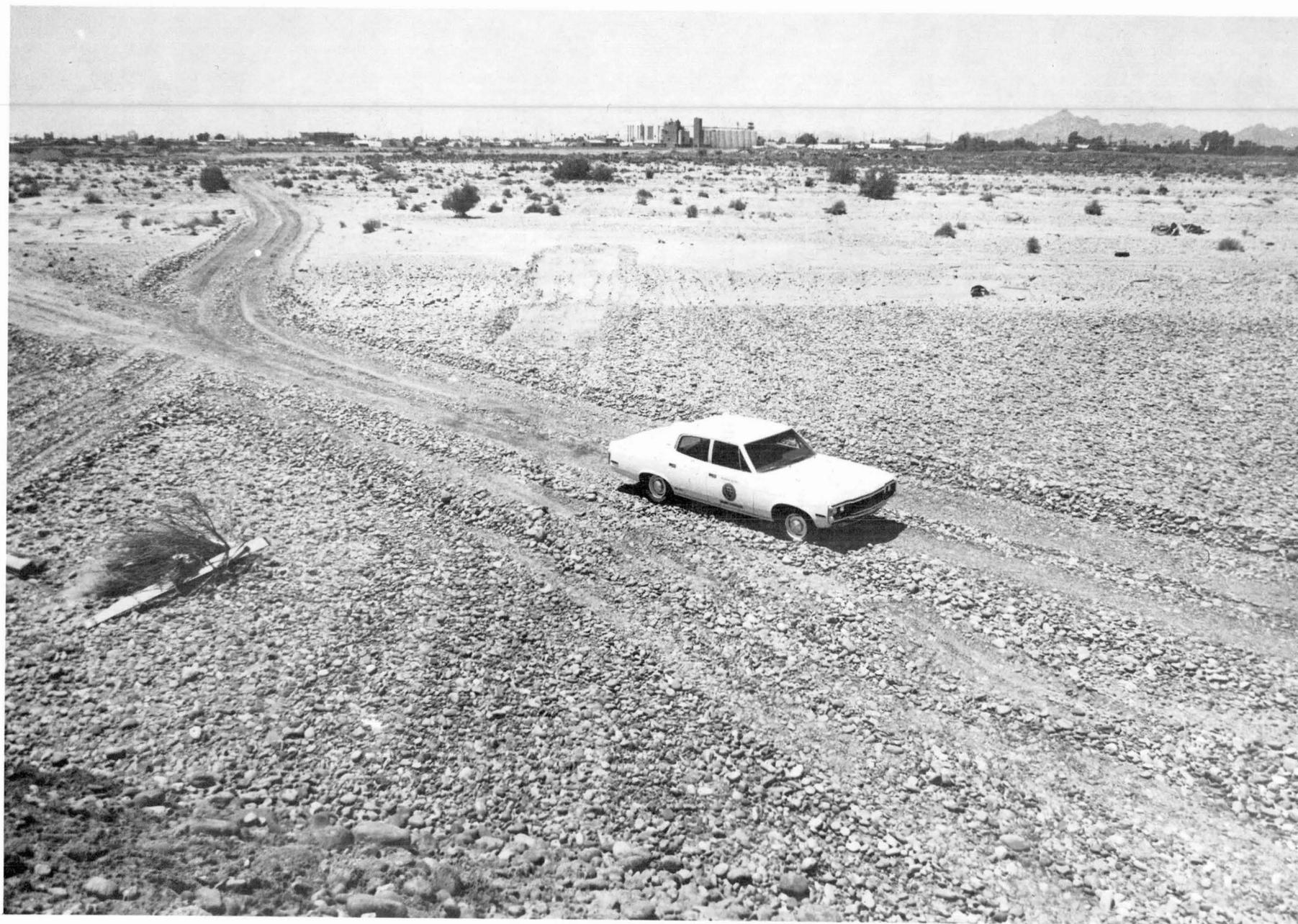
At each end of the project corridor, landscaping will harmonize with that of the surrounding area. Landscaping to complement that now existing in the 44th Street median north of Washington Street (photo, page 1-25) can be extended into the median of this project; however, Federal safety standards may prohibit the use of certain large trees that are present on 44th Street.

From I-10 to University Drive where industrial park developments are anticipated, rather extensive landscaping and irrigation systems can be employed, as they have in the past near similar sites. Land adjacent to the Park of the Four Waters will be landscaped with the types of native vegetation planned for the park.

B. Archaeological Resources

Working under contracts from the Arizona Highway Department, the Arizona State Museum of the University of Arizona conducted a survey

2-2



Salt River - Hohokam Expressway Intersection

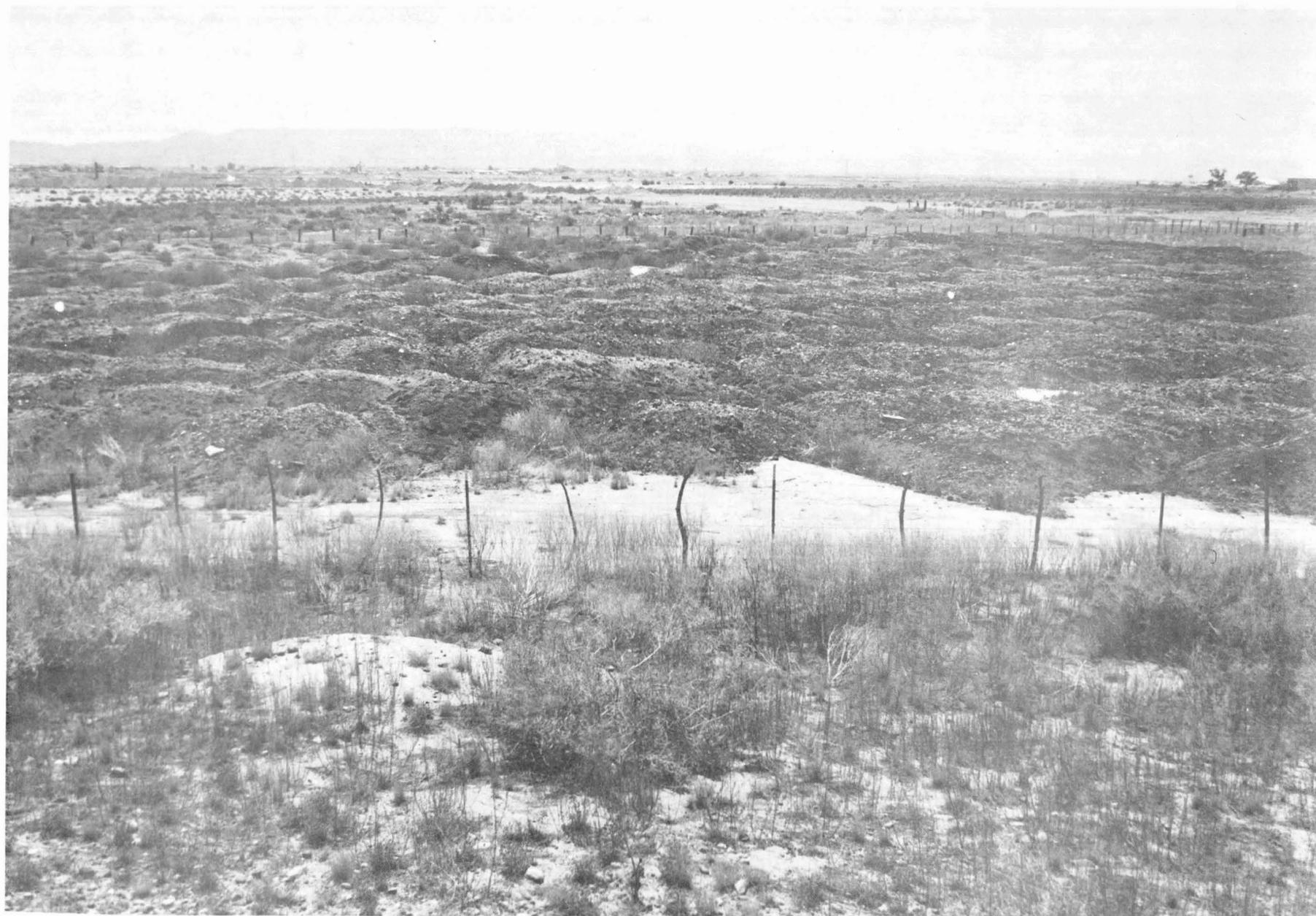
2-3



View West from Intersection of Hohokam Expressway and Salt River



Residences East of 44th Street, South of Grand Canal



2-5

View of Manure Piles and Salt River from Park of the Four Waters

of the Hohokam corridor to determine the impact of the roadway on archaeological resources. Portions of the survey report are abstracted in the following paragraphs and in Part One.

The roadway corridor passes through an area rich in prehistoric remains. The Salt River Valley in the area of the present-day Phoenix was prehistorically, as it is today, the population center of Arizona.

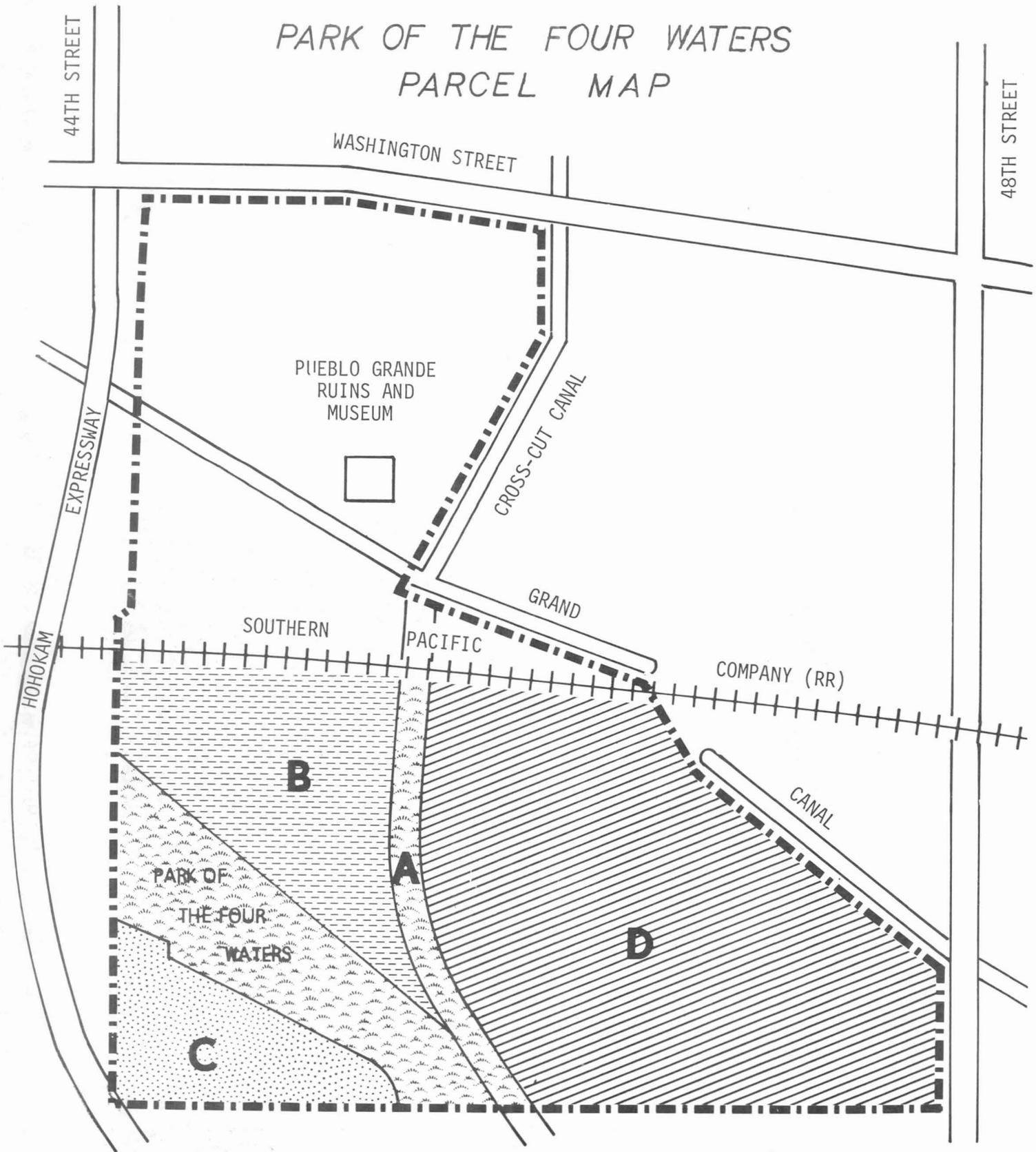
The roadway honors the name given the Valley's early inhabitants, the Hohokam Indians. They entered the Gila-Salt River basin around the time of Christ, and for almost 1,500 years developed a large and complex civilization dependent on canal irrigation. During the zenith of this occupation, between the 11th and 14th centuries, large city-like villages evolved. Large adobe-walled structures were constructed in quantity and irrigation works were extended, eventually forming over 315 miles of canals. During the 15th century, circumstances changed and by the time of the Spanish entry into Arizona in the 16th and 17th centuries, the large villages were in ruins.

Despite the intensive prehistoric occupation and the great quantities of archaeological materials present, the Hohokam Indians have been the subjects of rather meager scientific study. Agriculturalization and urbanization destroyed the numerous mounds which concealed Hohokam ruins before archaeologists could conduct little more than rudimentary investigations.

Pueblo Grande Municipal Monument, located immediately east of the project corridor near its northern terminus (see map on page 1-3) preserves the only Hohokam site in the Phoenix city limits. As discussed in Part One, Pueblo Grande is a National Registered Historic Site being developed under a general plan prepared by the Phoenix Parks and Recreation Department. The plan was approved by the Phoenix Parks, Playgrounds and Recreation Board and adopted by the Phoenix Planning Commission in 1966.

Early alignment of the project was such that about one acre of the Park of the Four Waters, within Pueblo Grande Municipal Monument, and virtually all of the land shown in parcel "C" (see map on page 2-7) would have been required for right of way. Nevertheless, City Parks

PARK OF THE FOUR WATERS PARCEL MAP



--- APPROXIMATE BOUNDARY OF PUEBLO GRANDE
MUNICIPAL MONUMENT FROM 1966 GENERAL PLAN



2-3

Drain from Grand Canal to Salt River

and Recreation personnel, including the city archaeologist who is also the director of Pueblo Grande Monument, were amenable to the alignment. They felt the slight loss to the park resulting from right of way acquisition would be more than offset by the protection the project would give the monument from airport and commercial encroachment.

Notwithstanding the prior approval given by city officials, the Arizona Highway Department modified the roadway design so encroachment into the park would not be required. At the same time, however, the City of Phoenix was involved in land acquisition negotiations to help realize the potential development of Pueblo Grande and to provide a narrow strip of land (see photo on page 2-8) for construction of a diversion channel from the Grand Canal to the Salt River.

The most pressing need of the city was land for the diversion channel to improve the city storm system. However, it was determined that severance damage would result from acquisition of land needed for the channel (parcel "A" on page 2-7) since the remaining private land shown as parcels "B" and "C" on page 2-7 would be landlocked from parcel "D". Thus, the city chose to negotiate for not only parcel "A", but also parcels "B" and "C" to avoid the possibility of paying substantial severance damages.

In early 1971, the City of Phoenix succeeded in acquiring parcels "A", "B", and "C". The City of Phoenix Parks Board had, in a previous meeting on October 7, 1969 defined the use of these parcels, and, in effect, revised the 1966 general plan for Pueblo Grande Municipal Monument.

Examination of the minutes of this meeting revealed that the Parks Board set aside parcel "A" for the drainage channel, parcel "B" for inclusion into the monument and parcel "C" for roadway purposes. The change in the intended or ultimate use of the land in parcel "C" was reaffirmed in the Phoenix Parks Board meeting of July 24, 1973. (See attached letter from Director of Phoenix Parks and Recreation Department on Page 2-11.) Reference in the letter to the 6.11-acre parcel of land "shown in pink" corresponds to parcel "C" on map, page 2-7, whereas parcels colored "green", "yellow", and "brown" refer to parcels "A", "B", and "D", respectively.

The Phoenix Parks and Recreation Department views the roadway (the Hohokam Expressway) as a means of attracting public attention to the Pueblo Grande Monument and providing better access to it. The monument's old museum which was closed in early 1973 was adequate for only limited numbers of visitors and, consequently, was not promoted intensively by the Parks and Recreation Department. However, the new museum and facilities now built on the same location will accommodate considerably more than the previous annual visitation level of 40,000 to 60,000 persons per year. Accordingly, the Parks and Recreation Department and its Division of Archaeology intend to use the proposed roadway (the Hohokam Expressway) in promoting the new facility.

The City Parks and Recreation Department and Pueblo Grande personnel view the Hohokam corridor as a beneficial protective barrier to encroachment on the Park of the Four Waters from the west and southwest by industry and Sky Harbor Airport (see attached letter from the city archaeologist on page 2-13). As also stated in the letter, the city archaeologist foresees no significant impact on archaeological resources of the area.

Parks and Recreation officials have stated that should the project not be constructed, it will be necessary for the city to build some kind of barrier on the west side of the monument. In the meantime, however, they are working with Arizona Department of Transportation landscape architects in adopting a landscaping scheme adjacent to the Park of the Four Waters that will blend in with the native vegetation planned for the park.



CITY
OF
PHOENIX

PARKS AND RECREATION DEPARTMENT

RECEIVED

SEP 11 1973

September 7, 1973

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Mr. Mason Toles, Division Manager
Environmental Planning
Arizona Highway Department
1739 West Jackson Street
Phoenix, Arizona 85007

Dear Mr. Toles:

The Phoenix Park Board, at its regular meeting on July 24, 1973, approved the following statement:

1. The 6.11 acre parcel of land south of the Park of Four Waters, purchased in 1969 from the Tovrea Estate and shown in pink on the attached map, is now now, and was not at the time of purchase by the City of Phoenix, a part of the area of planned expansion for the Pueblo Grande Municipal Monument of which the Park of Four Waters is a part.
2. When this property was acquired in 1969, according to the Minutes of the Park Board of October 7, 1969, it was acquired for roadway purposes for the Hohokam Expressway. This acquisition was so made because the 6.11 acre parcel was then a part of a remainder of a much larger parcel of land shown in yellow, pink, brown and green on the map, which was going to suffer severance damages by the acquisition of the City of Phoenix for a cross-cut canal. The land for this canal is the land shown in green on the map. This canal cut the larger parcel of land owned by the Tovrea Estate in half and created severance damages to the parcels shown in yellow and pink, making them an uneconomical remainder. Therefore, the whole Tovrea ownership west of the canal, plus the canal land, was acquired. The parcel in green was acquired for the purpose of the cross-cut canal. The parcel in yellow was acquired for park purposes. The 6.11 acre parcel south of the park, shown in pink, was acquired for roadway purposes, to-wit: the future Hohokam Expressway.
3. The Park of the Four Waters is a part of an overall park plan created to save archaeological sites of historical significance. The 6.11 acre parcel here involved does not contain materials of this type. Further, the use of the land south of the City's property adjacent to the proposed Park of the Four Waters consists of uses peculiar to the utilization of Sky Harbor Airport.

September 7, 1973
Mr. Mason Toles

Page 2

This adjacent airport use is not supportive to the park setting desired, and a buffer between the park and the airport use is desirable. The construction of the Hohokam Expressway in the area shown in pink with appropriate landscaping will provide that desirable buffer between the two incompatible land uses. Also, it will prevent access to the park area from the west. This will help prevent unauthorized disturbance of the sites of archaeological significance located in the park.

I hope the above statement clarifies the position of the Phoenix Park Board concerning this property. If you should have any further questions, please do not hesitate to call.

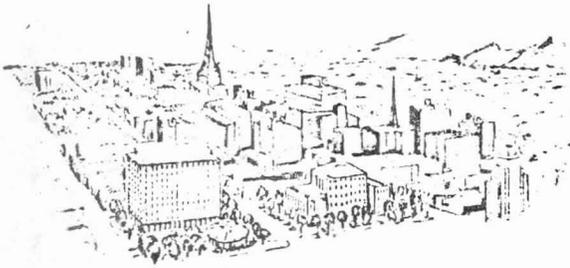
Sincerely,



CHARLES M. CHRISTIANSEN
Parks and Recreation Director

CMC/nd

no map attached



CITY OF PHOENIX

ARIZONA

Pueblo Grande Museum

4619 E. Washington Street
Phoenix, Arizona 85034
9 August 1973

Mr. Mason J. Toles, Division Manager
Environmental Planning Division
Arizona Highway Department
1739 W. Jackson Street
Phoenix, Arizona 85007

Dear Mr. Toles:

Pueblo Grande staff has again field studied that alignment of the Hohokam Parkway which is adjacent to the Park of Four Waters area.

As I have previously stated, the Hohokam Parkway will have no detrimental environmental impact on the Park of Four Waters and will not disturb any significant archaeological resource area in, or around, the Park.

Quite to the contrary, the Hohokam Parkway will greatly benefit the Park by providing a very effective barrier against intrusion and/or encroachment from the west and by providing screening against the north runway of Sky Harbor Airport.

The only real impact will result if the Hohokam Parkway is not achieved.

Yours truly,

Donald H. Hiser
Donald H. Hiser
City Archaeologist

DHH:ctp

RECEIVED

AUG 13 1973

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Although substantial portions of Pueblo Grande have been excavated, much of the archaeology remains buried. An intensive survey for the purpose of locating and identifying those archaeological resources directly affected by the proposed construction of the Hohokam roadway was made in April, 1970 and May and August, 1972. The surveys are documented in Highway Salvage Records 1970-14, 1972-14b, and 1972-24; archaeological sites have been plotted on photographs and preliminary plans of the project.

Four areas showing indication of prehistoric habitation or use were identified along the entire route of the roadway. These areas were characterized by the presence of pottery, worked stone, and shell fragments found on the surface. In all instances, the surface of the ground has been considerably altered from its original state by plowing or other recent mechanical means. It is expected that most of the archaeological remains within the right of way will be found from a point at the northern terminus of the project to the northern bank of the Salt River, a distance of over 3,000 feet. The Arizona State Museum's archaeological resources report states that roadway "relocation to avoid the buried and disturbed portions of Pueblo Grande and the canals is totally unwarranted in regard to the archaeological resources present". However, "to allow construction of the road without field work is also unwarranted". Accordingly, the Arizona Department of Transportation has approved a contract for the complete excavation of all prehistoric materials within the right of way of the project.

C. Phoenix Sky Harbor International Airport

Additional access to Phoenix Sky Harbor International Airport is one of the major requirements in the current airport expansion

program. One access point to the main terminal exists at 24th Street and Sky Harbor Boulevard and it is reaching maximum traffic capacity. In 1973, surveys made by the City of Phoenix showed an average weekday traffic volume of 36,100 vehicles at that point.

As the airport continues its expansion program, adequate access to and from the facility will become of the essence. The Phoenix Sky Harbor International Airport Master Plan and Development Program forecasts almost 40,000 persons boarding planes per day in the year 2015 compared to only 4,000 persons per day in 1970. By the time that saturation year arrives some time after 2015, 28 million passengers will be using Sky Harbor annually and will produce around 95,000 daily two-way vehicles trips. A temporary access road connecting the main terminal with 40th Street has been added by the City of Phoenix but this temporary roadway is not included in the Sky Harbor Master Plan.

Air cargo volume is expected to increase even more dramatically than passenger volume. Forecasts contained in the Airport Master Plan show that air cargo will increase from a 1970 level of over 60,000 pounds per day to nearly 745,000 pounds per day in 2015.

The airport plan is being implemented in orderly fashion so that the increase in plane traffic can be adequately handled. However, the plan envisions completion of the proposed freeway system for Phoenix surrounding the airport. The Hohokam is a vital element of that system since it will provide a high-level access route to the east which presently exists only in a temporary fashion. The master plan study indicates that when the Phoenix street and freeway system has been completed, some 35 percent of the Sky Harbor surface traffic will enter from the east. Most of that traffic will originate in northeast Phoenix, Scottsdale, Tempe and Mesa.

The importance the airport expansion plan places upon the construction of the Hohokam Expressway is shown in the phasing schedule which is broken into seven increments. The first construction phase planned for fiscal 1975-1976 to 1978-1979 calls for extension of Sky Harbor Boulevard to the Hohokam roadway.

If the project is not constructed, airport expansion will be severely hindered. The expansion plan envisions surface access by automobile and bus as the only practical method of ingress to and

gress from the airport in the foreseeable future. However, the linear concept of the terminal facility is flexible enough to accommodate any future type of mass transit system should an alternate prove more desirable.

Since the Hohokam will form the eastern boundary of the ultimate airport expansion, highway designers must prevent elevated structures from penetrating into the rather low-approach zone in that area. The height restrictions may limit design choices somewhat, but it will not present an insurmountable engineering problem.

D. Recreational Activities and Facilities

(1) Phoenix Activity Complex

There are no recreational activities presently pursued in the Hohokam corridor. However, the Phoenix Activity Complex (PAC) for planned entertainment and recreational facilities are all within about two miles of the project's corridor and one another. Included in the PAC are Pueblo Grande Monument, Legend City (an amusement park), the Phoenix Zoo, Phoenix Municipal Stadium (baseball park), Papago Park and Golf Course, and the Desert Botanical Garden. The project will provide better access to these facilities for people living south of the Salt River.

(2) Rio Salado Project

Among recreational activities and facilities, the farsighted Rio Salado Project will probably be most influenced by the Hohokam. The following description of the project is contained in RIO SALADO PROJECT, VOLUME I, STUDY DESIGN:

"The Rio Salado Project involves the planning and development of a 40-mile stretch of the Salt River in the Phoenix Metropolitan area. The concept envisions solution of the flood problem in the Salt River bed that will provide opportunities for development of approximately 20,000 acres of prime urban land along its course from the proposed Orme Dam to the outskirts of the Town of Buckeye. The focus for development will be on that portion of the riverbed that wends its way through the populated, more highly developed portions of the valley.

"The project is aimed at restoring life to one of the area's great natural resources. Within the framework of a comprehensive development plan based on environmental and economic considerations, the Rio Salado can become a regional attraction sought for its beauty and recreational attributes. In addition, it can be an enhancement of great value to local interests in the development of housing, and commercial and recreational assets. Historic development patterns have proved repeatedly the magnetism of controlled flood plains and water-oriented lands.

"In the study area, in combination with flood control features, water could be maintained in the river on a year-round basis in the form of dams, lakes, and canals. Scenic parkways and local roads could provide views and access to major public areas. Hiking, riding, and bicycle paths could traverse the entire length of the river through the metropolitan areas, and sanctuaries for natural flora and fauna could be preserved for all time. A chain of parks and waterways could knit the area together for the full length of the project. Private uses of property would continue, in relation to specified areas, and under special environmental quality standards and controls."

The Rio Salado Project was born as a class project of design students in the College of Architecture at Arizona State University who saw an opportunity to transform an ugly scar through Phoenix' mid-section (see page 1-35) into a vibrant, multi-purpose development of beauty. In 1969 the Valley Forward Association (an organization of prominent citizens whose purpose is to help direct orderly growth in Maricopa County) assumed responsibility for developing the Rio Salado Project concept.

The most advanced plan for any segment of the project is a color rendering showing the Hohokam crossing the river on a dam that backs up water for two miles (map on page 1-40 shows its location). However, as Rio Salado planners at this time recognize, "There can be no expectation that the Rio Salado plan could be sufficiently advanced that a determination could be made for a dam and a freeway to be built in conjunction with each other". (See accompanying letter from James W. Elmore, Dean of Arizona State University College of Architecture on page 2-18.)

ARIZONA STATE
UNIVERSITY -

TEMPE, ARIZONA 85281

COLLEGE OF ARCHITECTURE

22 May 1973

Mr. Frank A. Bosh
Executive Director
Valley Forward Association
300 West Osborn, Suite 218-B
Phoenix, Arizona 85013

MAY 23 1973

Dear Frank:

This responds to your letter of 9 May regarding Mason Toles' request for comments on the effect of Hohokam Freeway on the Rio Salado Project.

As you are aware, the most advanced plan we have for any segment of the whole project is the color rendering that we used for our brochure, describing the developments of the project from inception in the Fall of 1966 to the Fall of 1972. It shows the Hohokam crossing the river on a dam that backs up water a distance of two miles to another dam across which a proposed mass/rapid transit line would cross the river. These, as everyone knows, are only preliminary concepts and must undergo a long period of study and development before being adopted.

Considering the realities of executing public work, it would appear to me that there can be no expectation that the Rio Salado plan could be sufficiently advanced that a determination could be made for a dam and a freeway to be built in conjunction with each other. Undoubtedly, each will have to be undertaken independently of the other. In this case, it would appear desirable that the Hohokam cross the river on a bridge sufficiently high to allow at least eight feet of clearance above the proposed water level -- whatever that is. Unfortunately at this point, it can not be predicted with confidence. However, I would hope that the planners of the Hohokam can take into account the probable adoption of a plan for using water bodies along the Salt River bed for recreational use by a wide variety of watercraft.

If this can be done, and if the bridge can appear as a series of exciting architectural forms in, say, concrete, I think that the freeway could indeed enhance the project and its objectives.

Cordially,



James W. Elmore
Dean

JWE:mw

Whichever type of crossing the Arizona Department of Transportation chooses, it will be somewhat temporary and probably incompatible with the Rio Salado Project concept. Construction of a more permanent crossing must await the location and construction of a low-flow channel for the Salt River. The low-flow channel in turn is contingent upon the construction of the Central Arizona Project and Orme Dam which is several years away. This will influence the development of the Rio Salado Project which, in fact, may prove unfeasible without the flood control assurance of upstream Orme Dam.

The realities of planning, therefore, place the completion of the roadway several years in the future before any segment of the Rio Salado Project would approach it. As the project plans become more complete and the Army Corps of Engineers nears completion of planning for the low-flow channel, the Arizona Department of Transportation will also enter into the planning process to coordinate and move the Salt River crossing to the new channel. Hopefully, coordination among the Corps, Rio Salado Project and Arizona Department of Transportation planners will allow construction of a facility that will complement the interests of all parties.

(3) Bikeways

Under contract by the Arizona Highway Department, Bivens and Associates, Inc., submitted in early 1973 a final review draft of ARIZONA BIKEWAYS in which they have a plan for a state-wide bikeway network. The system proposed will be able to accommodate diverse bicycling interests including, in many cases, inter-neighborhood and inter-city travel. Accordingly, new streets provide attractive choices for developing bikeways.

A bikeways map for the metropolitan Phoenix area in ARIZONA BIKEWAYS shows a corridor for a bike route along part of the Hohokam project south of the Grand Canal. However, the study emphasizes that bike routes are shown only as corridors so local governmental bodies may determine the specific route themselves, whether it be roadway, alleyway, sidewalk, street, or other potential bikeway.

ARIZONA BIKEWAYS recommends that "In the design and construction of new freeway corridors, the State Highway Department should provide for bike paths within the rights-of-way." Under provisions of Policy and Procedure Memorandum 21-23 issued by the U.S. Department of Transportation on March 14, 1973, bike paths could conceivably be incorporated in the Hohokam project providing certain criteria are met. PPM 21-23 states, in part, "It is the policy of the FHWA to encourage the provision of bicycle trails . . . as parts of Federal-aid highway projects wherever conditions are favorable and a public need will be served."

The City of Tempe, which is a leader among Arizona cities in developing plans for bikeways, is cognizant of the FHWA's policy. In TEMPE BIKEWAY STUDY: PRELIMINARY PLANS AND RECOMMENDATIONS, MARCH, 1973, the Tempe Planning Department suggested an opportunity exists for the Hohokam right of way to include provision for a bikeway. The study envisions this as a non-priority bikeway.

The design plans for the proposed Hohokam project presently do not provide for inclusion of bike paths; however, right of way is sufficient so that at some time later, should a demand develop, bikeways could conceivably be added. Should the Rio Salado Project eventually become a reality, the desirability of connecting bikeways planned for the project with one adjoining the Hohokam may emerge.

E. Natural Resources

(1) Water

The Salt River is the most prominent water-related feature in the Hohokam Expressway corridor. However, as explained in Part One, the river has been essentially dry for many years due to a series of upstream dams. Only during periods of excessive precipitation do upstream releases from reservoirs and local runoff allow intermittent flows in the riverbed that may be years apart. This water is essentially wasted except for its effect on recharging the ground water.

The Salt River channel also accepts discharge of treated effluent from the City of Mesa wastewater treatment plant, cooling tower blowdown from the Arizona Public Service Ocotillo power plant and various storm sewers. Storm drainage from the expressway will also be directed into the Salt River. These discharges are not sufficient to cause flow in the river.

Information furnished by the Arizona State Water Commission indicates the ground water level varies between depths of 50 and 100 feet below the Salt River in the project area. Water Commission data also show that the water level in a well at T1N, R4E in northwest Tempe, about two miles east of the expressway corridor, has dropped to about 270 feet while deteriorating in quality. Between 1946 and 1970, the dissolved solids in this well's water increased from 1,400 to 1,800 parts per million.

Another well located approximately five miles northeast of the expressway corridor's mid-point yields high alkaline water which is typical of that found in the project area. A University of Arizona Agricultural Experiment Station publication, THE QUALITY OF ARIZONA'S DOMESTIC, AGRICULTURAL, AND INDUSTRIAL WATERS, pages 40 and 41, records the following data for this well:

Well Number:	8321
Location	Maricopa County; T2N, R4E, Section 26
Date Water Sample Taken:	October 10, 1966
Depth:	194 feet
Static Level:	164 feet
pH:	7.7
Water Class:	High salinity - dedium sodium water

WELL WATER CONTENT

<u>Primary Minerals</u>	<u>Mineral Concentration (parts per million)</u>	<u>Trace Elements</u>
Calcium	119	Iron
Magnesium	60	Manganese
Sodium	304	Chromium
Chloride	384	Nickel
Sulfate	200	Copper
Carbonate-Bicarbonate	586	Zinc
Fluoride	1.0	Lead
Nitrate	6	Cadmium
Potassium	6.3	Cobalt
Boron	1.69	Strontium
Silicates	41	
Lithium	0.083	

Because the Salt River is normally dry, construction of the project should have no effect on water quality of the area. Surface water which does infrequently flow past the project area is turbid and unused. Likewise, ground water in the immediate area of the project is unused by Phoenix and Tempe (THE COMPREHENSIVE PLAN, PHOENIX, ARIZONA and COMPREHENSIVE PLANNING PROGRAM FOR TEMPE, ARIZONA). These cities depend upon water sources located elsewhere for their domestic uses.

(2) Vegetation and Wildlife

The plant and animal communities found within the Hohokam corridor are constituents of the Sonoran Desert. The mid-three-quarters of the alignment from the Southern Pacific railroad tracks south to University Drive is essentially undeveloped but has been considerably altered from its original state by desiccation of the Salt River, past farming, lowering of the water table, and trash dump activity. As a result, this area supports plant and wildlife populations that are sparse, even for a desert. (See photo on page 2-2.)

Mesquite, Tamarisk and Paloverde are the dominant woody plants in the midsection of the corridor and are found lightly scattered, primarily from the southern edge of the river floodplain northward. Mourning doves are the most commonly encountered wildlife here and can usually be flushed from the few trees. Other wildlife observed here on field trips in the spring of 1973, included many English sparrows and only individuals of but a few species, e.g., mockingbird, thrasher, meadowlark, loggerhead shrike and black-tailed jackrabbit.

Mediterranean grass forms a ground cover throughout and adjacent to the floodplain which also supports a sparse cover of Creosotebush, Wolfberry, Mustard, Jerusalemthorn, Russian-thistle, Globemallow, Horsenettle, and Saltbush. Along the riverbed in the project right of way, plants include most of the above in addition to lightly scattered Tamarisk, Spurge, Aster, Brittlebush, Desert Tobacco, Carelessweed, Datura and Cocklebur. No aquatic plant life exists here since the river is normally dry.

The Tempe Drainage Ditch which passes under 48th Street south of University Drive supports heavy vegetation east of 48th Street only. (See photo, page 2-24.) The plant life here consists primarily of Paloverde, Jerusalemthorn, Mesquite, Saltbush, Arrowweed, Globemallow, Seepwillow, Wild Oats, Wheatgrass, Bermudagrass, Squirreltailgrass, Green Bristlegrass and other natural and introduced grasses and forbes. This vegetation serves as escape cover for small animals.

At each end of the project corridor, residents have introduced various plant species including Eucalyptus trees, Palms, Pecans and Athel Tamarix (see photos, pages 2-25 and 1-7). Near the north terminus of the corridor, rather heavy vegetation bordering the Grand Canal supports the greatest concentration and diversity of wildlife in the project area. Here, Mesquite and a few Cottonwood trees attract some nesting birds but primarily serve as roosting sites for white-winged doves, mourning doves, Inca doves, English sparrows, pigeons and starlings.

2-24



The Tempe Drain No. 2 - Looking East from 48th Street

2-25



48th Street - South of University Drive

No rare or endangered plants or animals are known to exist in the project area. All vegetative and wildlife species found in the corridor are common to the Phoenix area and are found in abundance elsewhere. Removal of sparse plant life will constitute a negligible impact, especially in view of the replacement with landscape species that will probably add more plant life to the project area than now exists.

An insignificant amount of animal breeding habitat will be destroyed by the project. Animal life most common to the project area consists mostly of birds, especially mourning doves, which are adaptive to an urban environment. Since they use the project mostly for roosting in the few trees found there, they will respond to the completed project by moving into adjacent areas.

(3) Material Pits and Haul Roads

The effect upon the environment caused by extraction of materials to be used in the project will be minimal. It is anticipated fill material needed for embankments and berms will come from excavation work within the highway right of way. Borrow material will also come from channelization to be done where the Salt River crosses under the proposed expressway. Additional borrow, select material, aggregate base and mineral aggregate base and mineral aggregate will be available from a 40-acre parcel of State-owned land along the Salt River bed on the west side of the Hohokam Expressway. Only light clearing of weeds would be necessary.

Surplus material removed during excavation and not needed in construction may be used to replace material previously removed from borrow pits, in local landfills, or in other designated areas to be agreed upon by the contractor and the engineer in charge.

It is expected aggregate for the portland cement and asphaltic concrete will come primarily from existing commercial pits located in the Salt River since the contractor has this option. These pits have been in use and will continue to remain in use after completion of this project.

The pit areas in the normally dry river will return to natural condition through natural water movement and revegetation created by storm runoffs and controlled storage lake releases upstream.

During the construction period, there will be additional noise, air pollution and traffic inconvenience and the odor of construction materials. To decrease these impacts, trucks hauling premixed concrete and other trucks will be licensed to meet Federal, State and local standards for air and noise pollution control and will be held to legal load limits. Fugitive dust will be mitigated by appropriate sprinkling technique.

Contingency Plan for Cleanup of Accidental
Contamination of Salt River and Grand Canal

The Arizona Department of Health Services, Division of Water Quality Control was contacted for information on contingency plans in the event of spillage of toxic or hazardous materials into the Salt River. The following procedure would be followed if such an accident should occur:

The carrier of the spilled material is responsible for the notification of proper authorities and cleanup of the spilled material. The proper authorities in this case would be the Department of Public Safety or the Phoenix Police Department (to provide security, traffic control, etc.), the Arizona State Department of Health, and the U.S. Environmental Protection Agency (EPA). Because the normally dry Salt River is considered a navigable stream, the EPA would be the primary agency overseeing the control and cleanup of any spill of toxic or hazardous materials. The EPA and the carriers of toxic or hazardous materials have contingency plans for each type of spill and the material spilled. The proper plan would be instituted, and the Arizona Highway Department would provide assistance as requested.

Contingency Plan for cleanup of accidental contamination of the Grand Canal will follow the same procedure for the Salt River.

(4) Agricultural Lands

About six acres of irrigated pasture land east of the expressway and north of University Drive will be lost to right

of way acquisition. This is not critically needed farmland and, in fact, is now zoned in the Tempe General Plan for light industrial and garden industry uses.

F. Social Institutions, Structures, and Services

The impact of the Hohokam project on man-related institutions, structures, and services can be viewed as mostly favorable. Perhaps only the relocation required of some residences and businesses may be considered as unfavorable, principally to those directly involved.

Preliminary relocation studies have identified 13 residences in the expressway corridor. Five of the residences are owner-occupied by 21 persons and the other eight are rental units occupied by 28 persons. These residences are clustered generally at the north and south ends of the project. The photos on pages 2-29 and 2-30 are examples of the types of dwellings that will be acquired for the necessary right of way. Average size of households is 3.3 persons. Five of the households contain families of Mexican-American descent. Four of the households have an annual income above the \$9,956¹ Phoenix average and \$9,856² Maricopa County average.

Three of the owners would have sufficient land remaining after right of way has been purchased to rebuild if they so desire; however, since the properties are now zoned industrial and industrial usage is progressively becoming predominant, new residences are generally not being constructed in the area.

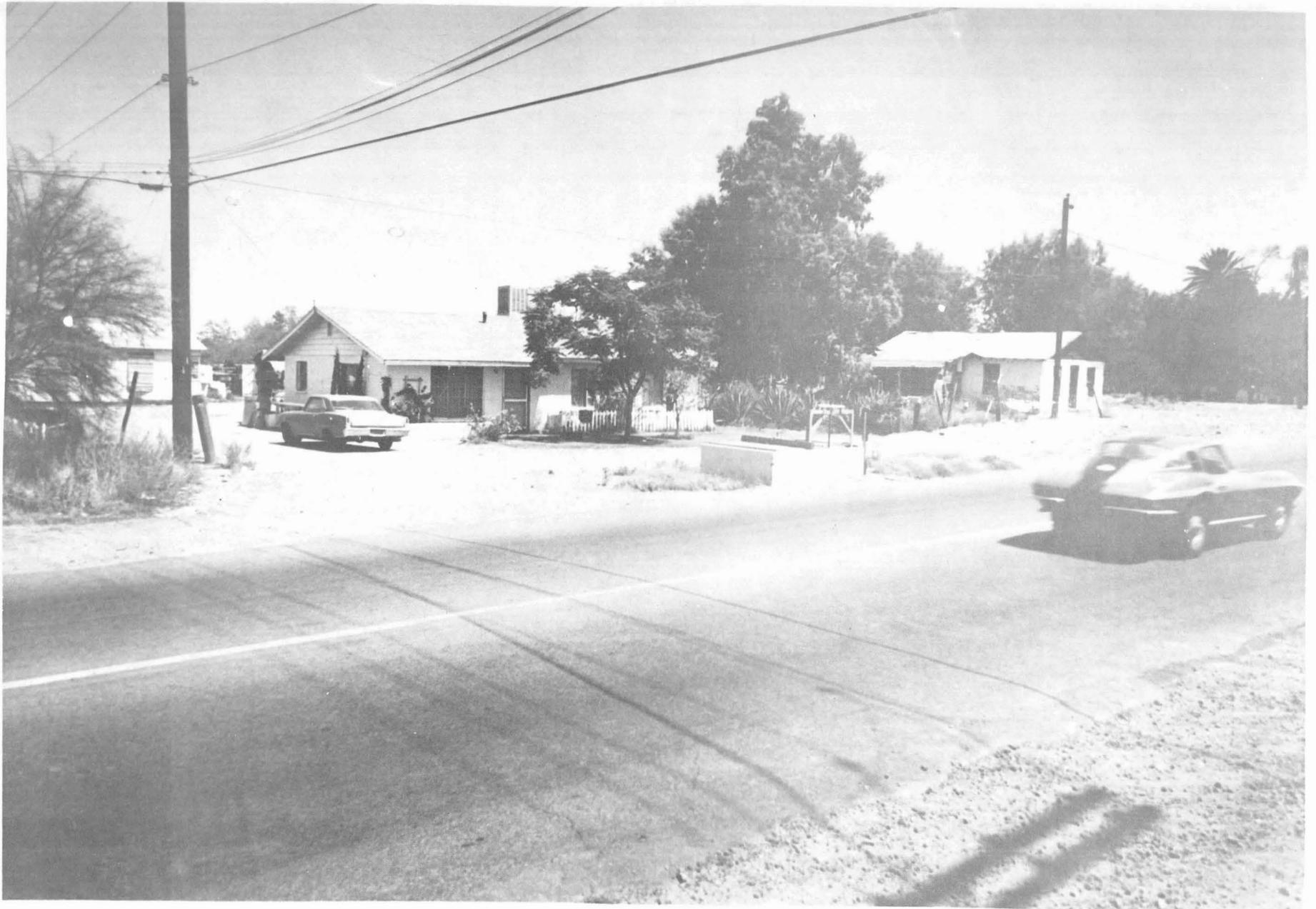
The project will also require the relocation of 12 businesses employing fewer than an estimated 100 persons. The Relocation Services of the Arizona Department of Transportation anticipates that it will be able to finalize business relocations in one year subsequent to purchase. Residential relocations are estimated to require 18 months of lead time after right of way purchase of residential sites.

All people and businesses desiring relocation will be assisted by Relocation Division personnel of the Arizona Department of Transportation under provisions of the FHWA Policy and Procedure Memorandum 81-1. This directive dictates that the Arizona Department of Transportation will "insure to the maximum extent possible the prompt and equitable relocation and reestablishment of persons, businesses . . . displaced as a result of Federal and Federal-aid construction".

¹1970 Census Data

²Ibid.

2-29



Residences on East Side of 48th Street Near I-10

2-30



Residences and Businesses - South of 44th Street, Washington Street Intersection

An abundant source of vacant housing in the Phoenix metropolitan area would seem to insure relocatees will have an adequate supply of replacement housing. According to data supplied by the Department of Housing and Urban Development, 2,049 townhouses and 1,733 single family detached homes were unsold in the Phoenix area as of December 31, 1974.

The Multiple Listing Exchange for the Phoenix Board Territory, Volume 6, dated February 11, 1975, disclosed 50 used homes for sale in the area within a reasonable distance from the relocation sites. These are two, three, and four-bedroom homes all within a price range of \$10,000 to \$25,000. These statistics refer only to residences listed with the exchange and do not include all homes for sale in this vicinity.

Accommodations available for rent and for sale at the present time will not, of course, dictate availability at the time of relocation need. Nevertheless, the evidence suggests there should be an ample supply of housing and apartments available for the families who must be relocated. Relocation close to their present residences might constitute a problem, however. Financial relocation assistance will be made available to eligible relocatees in accordance with provisions applicable to State and Federal regulations.

Although the Hohokam is strictly an urban project, its route through an essentially undeveloped area will not disrupt community neighborhoods or unity. As the area develops, mostly along industrial lines, its influence will be more connective than divisive since the north and south sides of the Salt River will be bridged by yet another roadway.

There will be no impact on sensitive institutions such as schools, churches or hospitals because none exist in or near the project area. School districts through which the roadway will pass will be provided sufficient access over or across for required bussing.

Police and fire departments and ambulance companies will find their emergency services enhanced by the addition of an additional route.

G. Traffic Flows

The Hohokam will have significant impacts upon traffic flow in the east Phoenix area. On the expressway itself it may be expected that traffic will flow in a satisfactory manner. The most current engineering measures will be incorporated into the project to assure that the anticipated traffic volumes may be handled by the completed roadway.

The project will divert traffic destined for Phoenix Sky Harbor International Airport from the east to the future easterly entrance to the airline terminals. This will result in a reduction in mileage required to reach the terminals as compared with using the present west entrance to the airport from 24th Street. Such reduction in mileage for individual motorists may be translated into an overall slight reduction of traffic on routes which would provide access from the eastern areas of the metropolis to 24th Street and the airport's west entrance.

The elimination of the Papago Freeway as an element of the metropolitan transportation plan will result in extreme congestion on the east-west streets which would have been relieved by the freeway. Such congestion will also compound traffic flow on 44th Street and to this degree, make it more difficult to use the Hohokam; however, that portion of Papago Freeway traffic which would have reached Tempe, or other areas south of the freeway, could be partially diverted to use the Hohokam as the various east-west routes became progressively more congested.

ADDITIONAL UPDATED AIR QUALITY DATA IS CONTAINED ON PAGES 8-117
THROUGH 8-126.

BASED ON ALL AVAILABLE DATA THE ARIZONA DEPARTMENT OF TRANSPORTA-
TION HAS DETERMINED THAT THIS PROJECT IS CONSISTENT WITH THE APPROVED
STATE IMPLEMENTATION PLAN FOR AIR POLLUTION CONTROL.

ADDITIONAL UPDATED AIR QUALITY DATA IS CONTAINED ON PAGES 8-117 THROUGH 8-126.

BASED ON ALL AVAILABLE DATA THE ARIZONA DEPARTMENT OF TRANSPORTATION HAS DETERMINED THAT THIS PROJECT IS CONSISTENT WITH THE APPROVED STATE IMPLEMENTATION PLAN FOR AIR POLLUTION CONTROL.

It is expected that the Hohokam Expressway will improve the flow of traffic between Interstate Highway 10 and the areas of east Phoenix and Paradise Valley north of the Salt River bed through provision of a direct route to 44th Street, which itself is a direct route, available north of the riverbed in the area east of the airport. Low desert mountains block many of the other arterial routes which would otherwise provide access to east Phoenix and Paradise Valley.

H. Air Quality Considerations

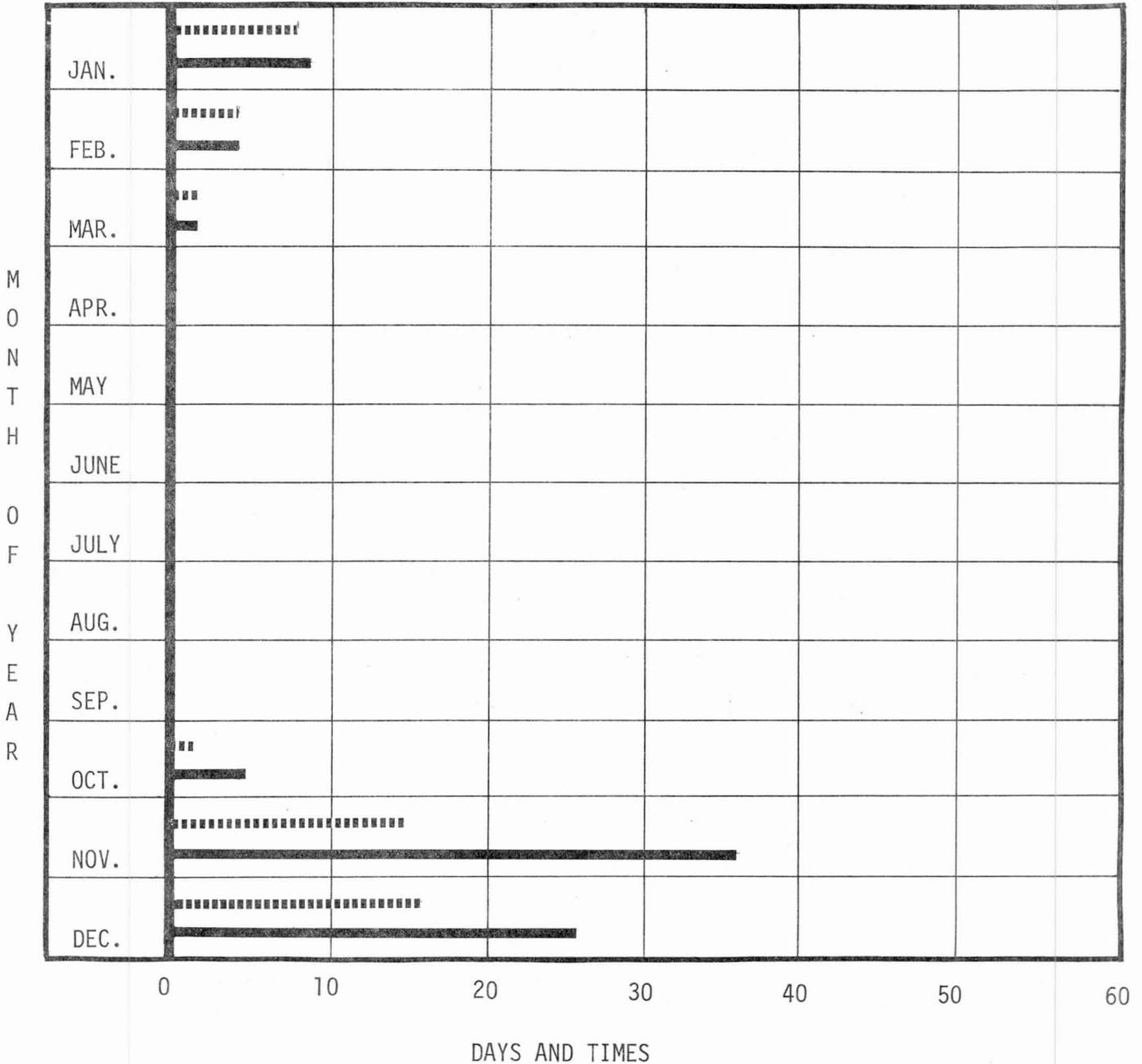
An investigation was made to determine air pollutant emissions from vehicular sources and the impact of those emissions on the air quality along the project corridor. Results of this investigation were submitted to both the Maricopa County Department of Health Services and the Arizona State Department of Health. Their reply is at the end of Part 2.

The air quality analysis consisted of two parts. The first was an investigation of what additional concentrations of pollutants might be contributed from vehicles using the project roadway. The second part was a summation of the daily emissions in tons per day for a 12-square-mile area containing the project roadway and the adjacent influenced areas.

The following assumptions were made for the air quality investigation:

1. Annual average traffic data for the study area was furnished by the Maricopa Association of Governments Transportation and Planning Office.
2. Average route speed for vehicles within the study area was assumed to be 30 miles per hour with a five-percent heavy-duty vehicle mix.
3. The dispersion formulae and emission rates developed by the California Department of Highways and contained in Federal Highway Administration Reports FHWA-RD-72-36 and 37 were used in the analysis.
4. The hourly percentages of the annual average daily traffic (AADT) came from the recording station at 16th Street and the Maricopa Freeway for January 1973. It was assumed that this traffic breakdown would occur in a similar fashion on the Hohokam.

NUMBER OF DAYS AND TIMES AT THE CENTRAL PHOENIX STATION
 WHEN THE HOURLY AVERAGE OF CARBON MONOXIDE CONCENTRATION
 EQUALLED OR EXCEEDED THE FEDERAL PRIMARY AND SECONDARY
 STANDARD OF: $40,000 \mu\text{g}/\text{m}^3$
 FROM 1970 THROUGH JULY 1973

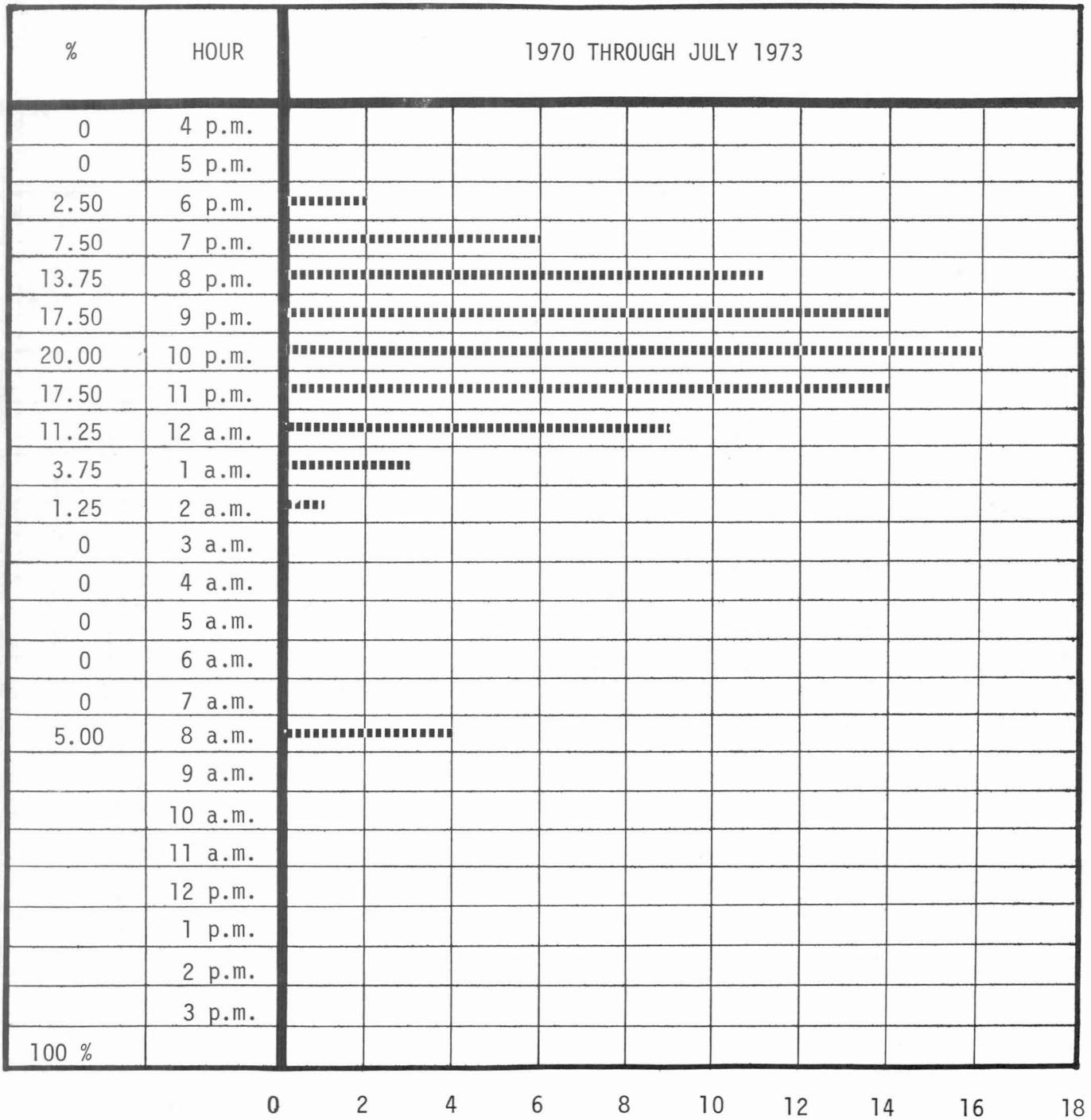


NOMENCLATURE:

DAYS: ■■■■■■
 TIMES: ■■■■■■

Maricopa County Bureau of Air Pollution Control

*CARBON MONOXIDE
 VIOLATIONS OF THE ONE HOUR STANDARD OCCUR PRIMARILY IN THE LATE
 EVENING.*



Maricopa County Bureau of Air Pollution Control

*THE MONTHLY AND ANNUAL AVERAGE
CONCENTRATION OF CARBON MONOXIDE
HAS DECLINED SINCE 1967.*

MONTH	1972 Avg. $\mu\text{g}/\text{m}^3$	1971 Avg. $\mu\text{g}/\text{m}^3$	1970 Avg. $\mu\text{g}/\text{m}^3$	1969 Avg. $\mu\text{g}/\text{m}^3$	1968 Avg. $\mu\text{g}/\text{m}^3$	1967 Avg. $\mu\text{g}/\text{m}^3$
JANUARY	6,286	8,240	6,664	10,079	12,345	13,642
FEBRUARY	5,573	4,673	5,482	7,099	8,693	9,152
MARCH	3,945	5,787	2,938	4,843	6,269	8,244
APRIL	2,713	4,304	3,703	4,895	4,006	5,422
MAY	1,896	2,327	2,612	4,699	5,456	5,276
JUNE	1,353	3,432	2,452	3,873	6,415	3,903
JULY	1,463	1,472	1,499	2,086	3,412	2,904
AUGUST	2,238	1,339	1,892	2,892	4,275	3,985
SEPTEMBER	4,559	2,208	4,391	4,905	6,036	5,501
OCTOBER	4,736	3,427	6,677	8,349	8,355	11,756
NOVEMBER	7,709	5,580	8,554	7,031	10,625	14,866
DECEMBER	7,772	3,935	10,013	8,895	11,594	12,773
TOTAL	4,157	3,892	4,730	5,808	7,306	8,128

NOTE: ANNUAL AVERAGE COMPUTED FROM HOURLY READINGS

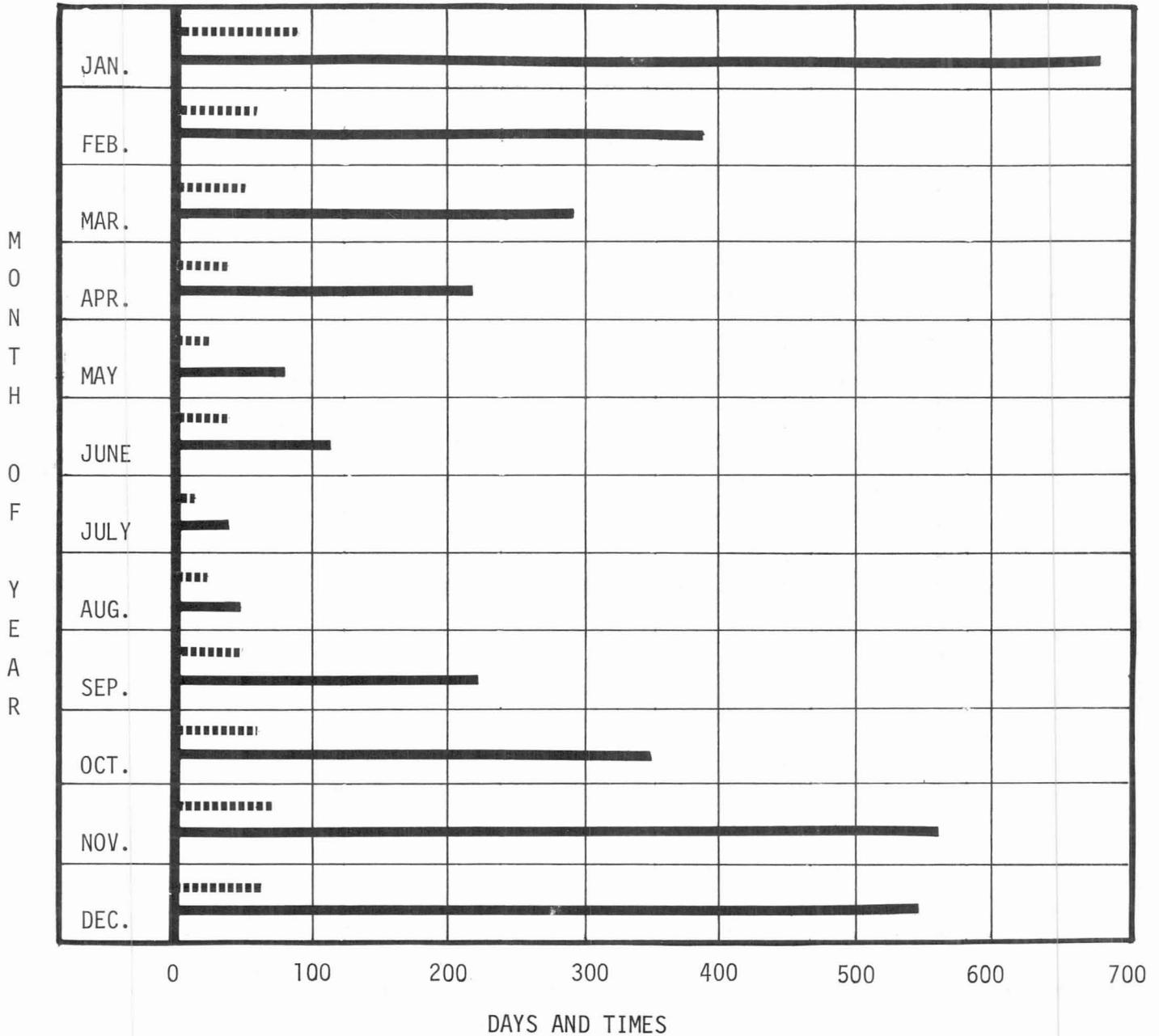
Maricopa County Bureau of Air Pollution Control

THE HIGHEST ONE HOUR CONCENTRATION
 OF CARBON MONOXIDE RECORDED FOR
 EACH MONTH HAS SHOWN A DECLINE
 SINCE 1967.

MONTH	1972	1971	1970	1969	1968	1967
	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH
JANUARY	45,824	45,824	46,970	43,533	57,280	59,571
FEBRUARY	40,096	30,931	48,115	41,242	45,824	48,115
MARCH	27,494	40,096	26,349	37,805	41,242	45,824
APRIL	25,203	35,514	34,368	34,368	25,203	30,931
MAY	29,786	24,058	32,077	35,514	38,950	30,931
JUNE	18,330	29,786	28,640	43,533	48,115	24,058
JULY	17,184	26,349	21,766	20,621	22,912	25,203
AUGUST	20,621	18,330	24,059	21,766	30,931	30,931
SEPTEMBER	29,786	26,349	30,931	36,659	36,659	36,659
OCTOBER	32,077	32,077	52,698	45,824	35,514	49,261
NOVEMBER	51,522	43,533	56,134	45,824	48,115	64,154
DECEMBER	48,115	32,077	63,008	57,280	50,406	59,571
ANNUAL	51,522	45,824	63,008	57,280	57,280	64,154

Maricopa County Bureau of Air Pollution Control

NUMBER OF DAYS AND TIMES AT THE CENTRAL PHOENIX STATION WHEN
 THE EIGHT HOUR AVERAGE FOR CARBON MONOXIDE CONCENTRATION
 EQUALLED OR EXCEEDED THE FEDERAL PRIMARY AND SECONDARY STAN-
 DARD OF: 10,000 $\mu\text{g}/\text{m}^3$
 FROM 1970 THROUGH JULY 1973



NOMENCLATURE :

DAYS:|

TIMES: ██████████

Maricopa County Bureau of Air Pollution Control

*PROJECTED WINTERTIME CONTRIBUTION
TO AMBIENT CONCENTRATIONS 50 FEET
DOWNWIND OF HOHOKAM*

Time of Day	Stability Class	Wind Speed	Traffic % AADT	Contribution of CO to Ambient	
				1985	1995
0100	E-F	1 meter/sec	1.29	50 $\mu\text{g}/\text{m}^3$	60 $\mu\text{g}/\text{m}^3$
0200	E-F	1 meter/sec	0.65	25 $\mu\text{g}/\text{m}^3$	30 $\mu\text{g}/\text{m}^3$
0300	E-F	1 meter/sec	0.44	15 $\mu\text{g}/\text{m}^3$	20 $\mu\text{g}/\text{m}^3$
0400	E-F	1 meter/sec	0.40	15 $\mu\text{g}/\text{m}^3$	20 $\mu\text{g}/\text{m}^3$
0500	E-F	1 meter/sec	0.51	20 $\mu\text{g}/\text{m}^3$	25 $\mu\text{g}/\text{m}^3$
0600	E-F	1 meter/sec	1.21	50 $\mu\text{g}/\text{m}^3$	55 $\mu\text{g}/\text{m}^3$
0700	E	1 meter/sec	4.67	165 $\mu\text{g}/\text{m}^3$	195 $\mu\text{g}/\text{m}^3$
0800	D-E	1 meter/sec	9.48	335 $\mu\text{g}/\text{m}^3$	390 $\mu\text{g}/\text{m}^3$
0900	D-E	1 meter/sec	7.29	260 $\mu\text{g}/\text{m}^3$	300 $\mu\text{g}/\text{m}^3$
1000	C-D	1 meter/sec	5.12	140 $\mu\text{g}/\text{m}^3$	165 $\mu\text{g}/\text{m}^3$
1100	C-D	1 meter/sec	4.90	135 $\mu\text{g}/\text{m}^3$	155 $\mu\text{g}/\text{m}^3$
1200	C	1 meter/sec	4.86	130 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$
1300	C	1 meter/sec	4.76	125 $\mu\text{g}/\text{m}^3$	145 $\mu\text{g}/\text{m}^3$
1400	C	1 meter/sec	5.06	135 $\mu\text{g}/\text{m}^3$	155 $\mu\text{g}/\text{m}^3$
1500	C	1 meter/sec	5.80	155 $\mu\text{g}/\text{m}^3$	180 $\mu\text{g}/\text{m}^3$
1600	D	1 meter/sec	7.33	200 $\mu\text{g}/\text{m}^3$	235 $\mu\text{g}/\text{m}^3$
1700	D	1 meter/sec	9.76	270 $\mu\text{g}/\text{m}^3$	310 $\mu\text{g}/\text{m}^3$
1800	D-E	1 meter/sec	8.65	310 $\mu\text{g}/\text{m}^3$	360 $\mu\text{g}/\text{m}^3$
1900	E	1 meter/sec	5.07	180 $\mu\text{g}/\text{m}^3$	210 $\mu\text{g}/\text{m}^3$
2000	E-F	1 meter/sec	3.60	140 $\mu\text{g}/\text{m}^3$	165 $\mu\text{g}/\text{m}^3$
2100	E-F	1 meter/sec	2.55	100 $\mu\text{g}/\text{m}^3$	115 $\mu\text{g}/\text{m}^3$
2200	E-F	1 meter/sec	2.50	100 $\mu\text{g}/\text{m}^3$	115 $\mu\text{g}/\text{m}^3$
2300	F	1 meter/sec	2.25	90 $\mu\text{g}/\text{m}^3$	105 $\mu\text{g}/\text{m}^3$
2400	F	1 meter/sec	1.83	70 $\mu\text{g}/\text{m}^3$	85 $\mu\text{g}/\text{m}^3$

APPLICABLE AMBIENT AIR QUALITY STANDARDS^(a)

National Air Quality Standards					Present Arizona State Regulations		
Pollutant	Standard	Sample Basis ^(e)	Allowable Concentration		Sample Basis	Allowable Concentration	
			$\mu\text{g}/\text{m}^3$	ppm ^(d)		$\mu\text{g}/\text{m}^3$	ppm ^(d)
Particulates	Primary	Ann. Geom. Mean	75	--			
		Max. 24-hr.(b)	260	--			
	Secondary	Ann. Geom. Mean	60	--	Ann. Geom. Mean	60	--
		Max. 24-hr.(b)	150	--	Max. 24-hr.	100	--
SO ₂	Primary	Ann. Arith. Mean	80	0.031			
		Max. 24-hr.(b)	365	0.140			
	Secondary	Ann. Arith. Mean	60	0.023	Ann. Arith Mean	50	0.019
		Max. 24-hr.(b)	260	0.10	Max. 24-hr.	260	0.10
		Max. 3-hr.(b)	1300	0.5	Max. 3-hr.	1300	0.5
CO	Primary & Secondary	Max. 8-hr.(b)	10000	9	Max. 8-hr.	7000	8.0
		Max. 1-hr.(b)	40000	35	Max. 1-hr.	40000	35.0
					Max. 7-day ave.	6000	6.9
Hydrocarbons	Primary & Secondary	Max. 3-hr: 6 AM-9 AM(b)	160	0.24	Max. conc.	80	0.12
NO ₂	Primary & Secondary	Ann. Arith. Mean	100	0.05	Ann. Arith. Mean	100	0.05
Photochemical Oxidants	Primary & Secondary	Max. 1-hr.(b)	160	0.08	Max. 1-hr. Peak Value	80 150	0.04 0.075

- Notes: (a) Standards marked with asterick used for control strategy.
 (b) Not to be exceeded more than once per year.
 (c) Maximum 1-hr.
 (d) At 25° C.
 (e) Averages at the denoted time interval.

1/ Source: The State of Arizona Air Pollution Control Implementation Plan, May 1972 (Revision No. 1)

5. The Phoenix area experiences temperature inversions during the nighttime hours and, as shown on the previous pages, the carbon monoxide violation of ambient air quality standards also occurs in the late evening or early morning hours. It is also shown that these violations are more numerous in the winter months. These charts and tables (see pages 2-34 through 2-39) are the results of Maricopa County Bureau of Air Pollution Control ambient air quality monitoring at their central Phoenix station.
6. The hourly stability classes for each month (1972) were provided by the Arizona State Health Department from a temperature recording station in the Phoenix area. The 24-hour stability values shown in the emission projections table are a composite of the winter months of November, December, January and February. Stability Class A is extremely unstable and stability Class F is extremely stable (inversion conditions).
7. All roadway sections and receptors were assumed to be on the same plane (at-grade) and the receptors were assumed to be 50 feet downwind from the roadway shoulder.
8. Because only carbon monoxide of the gaseous vehicle emissions is considered stable, it was the only gas modeled in the analysis.

The results of the first investigation are contained in the table titled "Project Wintertime Contribution to Ambient Concentrations 50 Feet Downwind of Hohokam" (see page 2-40).

Using the assumptions from the previous part, a 12-square-mile area containing the project roadway was also investigated. This area is bounded by Van Buren Street on the north, 56th Street or Priest Drive on the east, Broadway Road on the south and 24th Street on the west.

The following results are presented:

<u>Year</u>	<u>Condition</u>	<u>Daily Vehicle Miles</u>	<u>CO Emissions</u>
1975	without Hohokam Project	718×10^3	21 tons/day
1985	without Hohokam Project	985×10^3	6 tons/day
1985	with Hohokam Project	972×10^3	6 tons/day
1995	without Hohokam Project	1249×10^3	7 tons/day
1995	with Hohokam Project	1241×10^3	7 tons/day

As indicated by the second assessment, the emissions will be reduced from 1975 levels to 1985 levels and then start to rise again. This projection is based only on emission control of new vehicles with the rise in total emissions attributed to an increase in total vehicles. Therefore, individual vehicles may be relatively pollution free but the increasing numbers would result in an overall increase in pollutants.

The transportation control strategies (TCS) adopted by the State Health Department, Division of Air Pollution Control, and approved by the U.S. Environmental Protection Agency, propose reduction of ambient air quality concentrations by two methods. One method is to reduce emission rates of the individual vehicles and the other is to encourage lesser usage of vehicles.

The air pollutant projections presented in this analysis only contain the emission reductions from controls on new vehicles and the attrition of older non-controlled vehicles. This analysis does not include the additional reduction in emissions as a result of recent reductions in maximum speed limit, shortage of fuel and increase in fuel cost with subsequent reduction in vehicle usage, inspection and maintenance program of TCS, retrofit program of TCS and reduction in vehicle usage program of TCS. When the impact from the above controls becomes established, the emissions contained in this analysis are expected to be reduced accordingly.

The construction of the Hohokam will not have an adverse effect on attainment and maintenance of the ambient air quality goals contained in the State Implementation Plan. This can be shown in the "tons per day" emissions of vehicles in the corridor and adjacent roadways for the years 1985 and 1995 and also indicates that the Hohokam is not a generator of traffic.

The air pollution concentrations adjacent to the Hohokam will increase slightly because of the introduction of vehicular emissions. Because the air pollutant contribution from the Hohokam traffic is insignificant, the pollutants will quickly disperse with increasing distance from the roadway and will not present an adverse effect to the Park of the Four Waters or the Pueblo Grande National Register sites.

Air pollutants emitted during construction activities will be controlled by the applicable Arizona Highway Department Standard Specifications Section 215-1 which allows for the control of dust, and Section 107 which binds the contractor to comply with all rules and regulations of the State, or any other governmental agency, which has jurisdiction. Chapter 6, Article 8, Section 36-789 of the Arizona Revised Statutes, regulates open burning, and Regulation 7-1 of the Revised Arizona Rules and Regulations for Air Pollution Control contains regulations for fugitive dust.

I. Noise Considerations

Federal Highway Administration Policy and Procedure Memorandum 90-2 sets forth the following design noise level standards which are useful in the evaluation of traffic noise impacts.

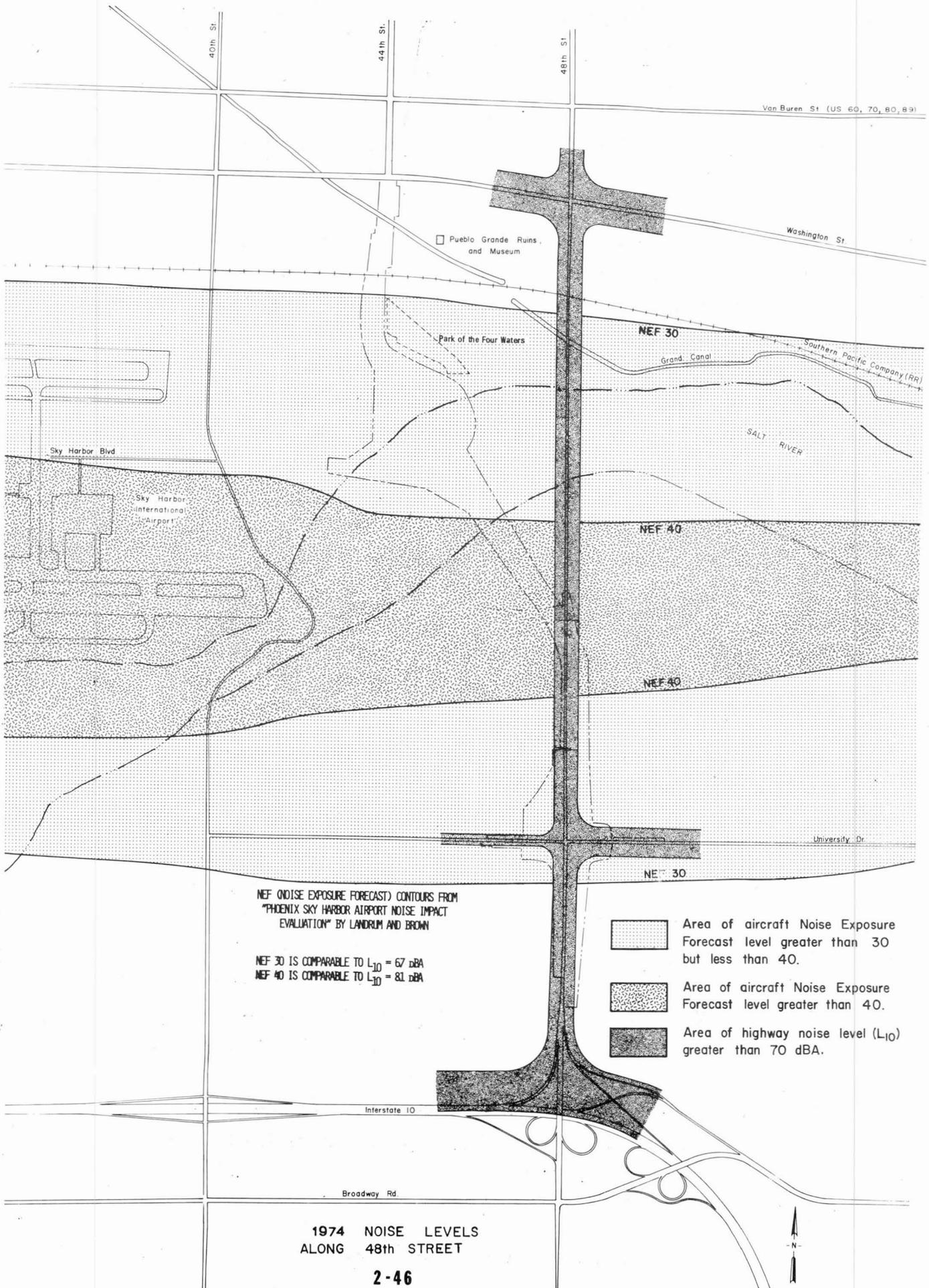
<u>Land Use Category</u>	<u>Design Noise Level - L₁₀ (Maximum)</u>	<u>Description of Land Use Category</u>
A	60 dBA (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated to or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks.
C	75 dBA (Exterior)	Developed lands, properties, or activities not included in categories A and B above.
D	--	Undeveloped lands.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, and auditoriums.

The noise standards and the following discussion are predicated "L₁₀" noise levels. The term "L₁₀" refers to the noise level which is exceeded or equalled during ten percent of the hour of peak traffic noise. This noise level will, however, be reached momentarily during most, if not all, hours of the day, particularly during the passage of heavy diesel trucks.

The existing noise environment in the vicinity of the proposed project is dominated by traffic on the nearby streets and highways and by the operations of aircraft at nearby Phoenix Sky Harbor International Airport. The existing noise levels map on page 2-46 shows the areas where potentially objectionable noise levels from these sources are presently encountered. Other noise sources include various local industrial operations and train movements on the Southern Pacific's rail line.

Much of the land adjoining the Hohokam corridor is now vacant, and therefore, not sensitive to noise. As discussed elsewhere in this environmental impact statement, most of the adjacent land now vacant is expected to be developed either as part of the airport or for industrial uses. Such land uses are classified under category C of PPM 90-2 (75 dBA maximum). Because of the ample right of way width proposed for the Hohokam it is not expected that traffic noise levels will exceed 75 dBA at any point outside the route's right of way corridor. Therefore, no category C land uses will experience traffic noise levels in excess of the standards of PPM 90-2.

Category B land uses now exist along the Hohokam corridor in the form of residences on and south of University Drive and between the Southern Pacific railroad tracks and Washington Street near the north end of the project. If present trends continue and present plans are fully implemented, there will be no residences along the Hohokam corridor within a few years. The residences along and south of University Drive are located in an area which is planned for industrial development. In fact, several homes in this vicinity have already been transformed into offices for extractive and contracting activities. Others are boarded up and may be assumed to be awaiting demolition or removal. Among the homes in this area,

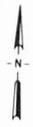


NEF (NOISE EXPOSURE FORECAST) CONTOURS FROM
 "PHOENIX SKY HARBOR AIRPORT NOISE IMPACT
 EVALUATION" BY LANDRUM AND BROWN

NEF 30 IS COMPARABLE TO $L_{10} = 67$ dBA
 NEF 40 IS COMPARABLE TO $L_{10} = 81$ dBA

-  Area of aircraft Noise Exposure Forecast level greater than 30 but less than 40.
-  Area of aircraft Noise Exposure Forecast level greater than 40.
-  Area of highway noise level (L_{10}) greater than 70 dBA.

**1974 NOISE LEVELS
 ALONG 48th STREET**

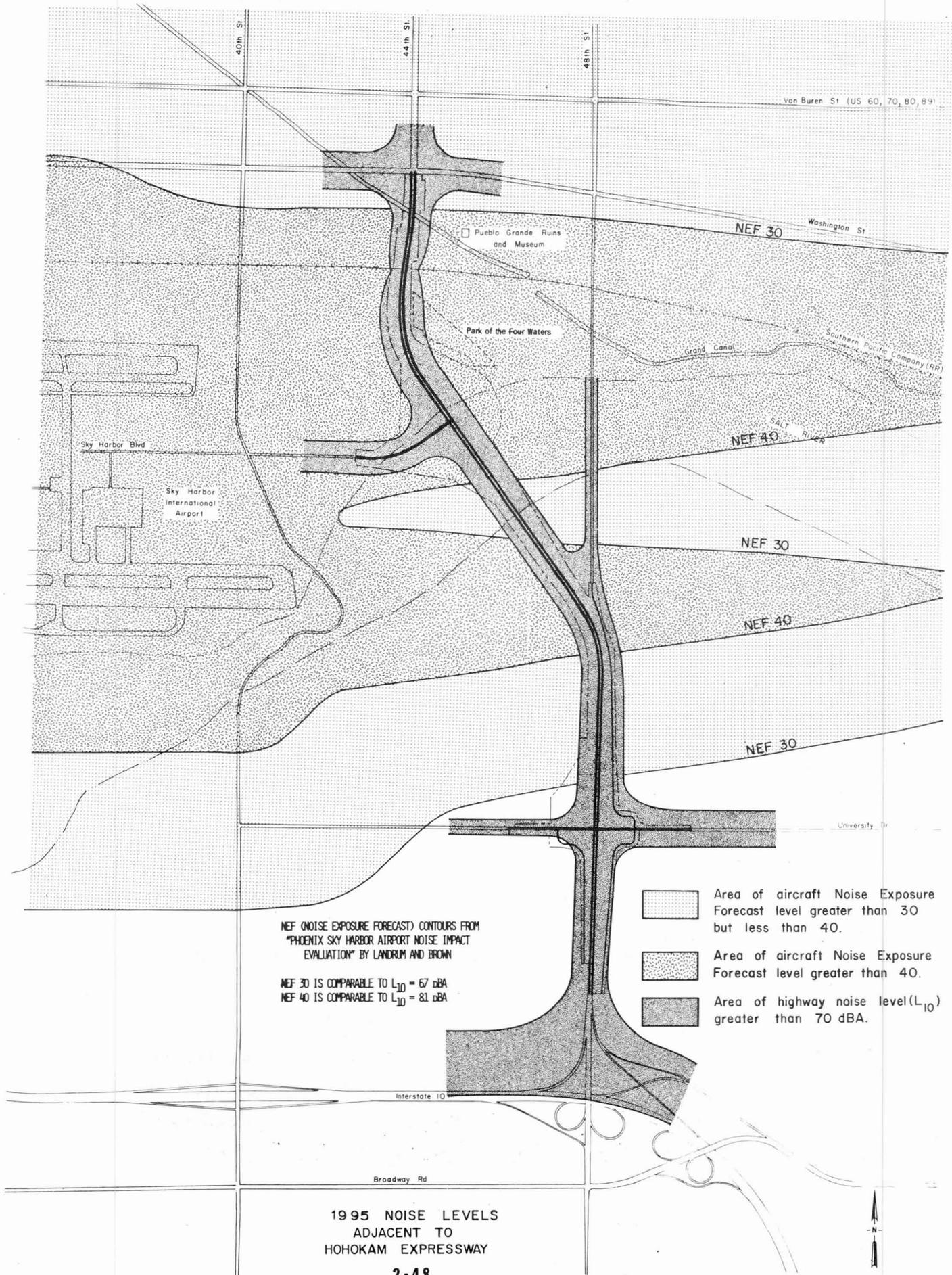


all that now experience traffic noise levels in excess of 70 dBA will be acquired for highway right of way. Among those that remain, the 70 dBA standard for land use category B could be reached at one or two homes by 1995. See Future Noise Levels map on page 2-48 which shows areas of potentially adverse noise impact if the Hohokam is built. However, the area is industrializing rapidly. It is possible, if not likely, that these residences will be vacant or used for some other purpose by the time that noise levels mount to the point of exceeding the standards of PPM 90-2. In any case, roadway noise will be monitored over the life of this project to determine if the noise levels allowed by the noise standards become incompatible with the adjacent land uses.

North of the Southern Pacific tracks the existing residences face a similar future. Those not purchased for highway right of way purposes will eventually be purchased by the City of Phoenix as the Pueblo Grande Municipal Monument is expanded to its ultimately planned limits. If specific noise abatement measures are not instituted, it is possible that some of the remaining residences may experience noise levels in excess of the 70 dBA standard for land use category B, but only temporarily prior to acquisition of those properties by the City.

The one category B land use which will remain indefinitely is the Pueblo Grande Municipal Monument which is a park, museum, archaeological site, and National Register of Historic Places entry. By 1995 the 70 dBA traffic noise level contour line may extend as far as 150 feet beyond the highway right of way line into the monument. The affected part of the monument is planned for use as an outdoor display area in which will be re-created an agricultural scene typical of the prehistoric environment in which the Hohokam Indians dwelt.

It would be possible to provide an environmental wall along the Hohokam roadway which would reduce the impact of highway traffic noise upon the park. Most points within the park could be shielded from traffic levels in excess of the land use category B standard of 70 dBA. However, the Phoenix City Archaeologist, in charge of



NEF (NOISE EXPOSURE FORECAST) CONTOURS FROM
 "PHOENIX SKY HARBOR AIRPORT NOISE IMPACT
 EVALUATION" BY LANDRUM AND BROWN

NEF 30 IS COMPARABLE TO $L_{10} = 67$ dBA
 NEF 40 IS COMPARABLE TO $L_{10} = 81$ dBA

-  Area of aircraft Noise Exposure Forecast level greater than 30 but less than 40.
-  Area of aircraft Noise Exposure Forecast level greater than 40.
-  Area of highway noise level (L_{10}) greater than 70 dBA.

1995 NOISE LEVELS
 ADJACENT TO
 HOHOKAM EXPRESSWAY

development of the park/monument regards an environmental wall to reduce traffic noise levels as unnecessary and an intrusion into the visual environment of the area. It is proposed to use plantings to visually shield the margins of the park from the roadway and from the wall if an environmental wall does prove to be necessary after subsequent evaluations of the local noise environment with traffic present. This course of action is considered sufficient because the margins of the park alongside the proposed roadway will contain displays in which visual rather than aural effect is of greater importance.

Aircraft generated noise must be considered in any assessment of the impact of noise upon the Pueblo Grande Municipal Monument since it is now loud enough to generate complaints from residents of Tempe more than two miles from the end of the runways. The southern part of the area proposed for development as a part of the monument lies directly under the flight path for aircraft using the north runway at Phoenix Sky Harbor International Airport and as little as 700 feet from the future end of the runway which will be reconstructed and lengthened as a part of the proposed airport expansion. The north runway is now used primarily for general aviation purposes and occasionally for jet aircraft when traffic demands or when the south runway is out of service. Because of the proximity to the runway, the monument will not be able to profit from the noise abatement benefits afforded by the "two segment approach" landings as proposed by the Federal Aviation Administration.

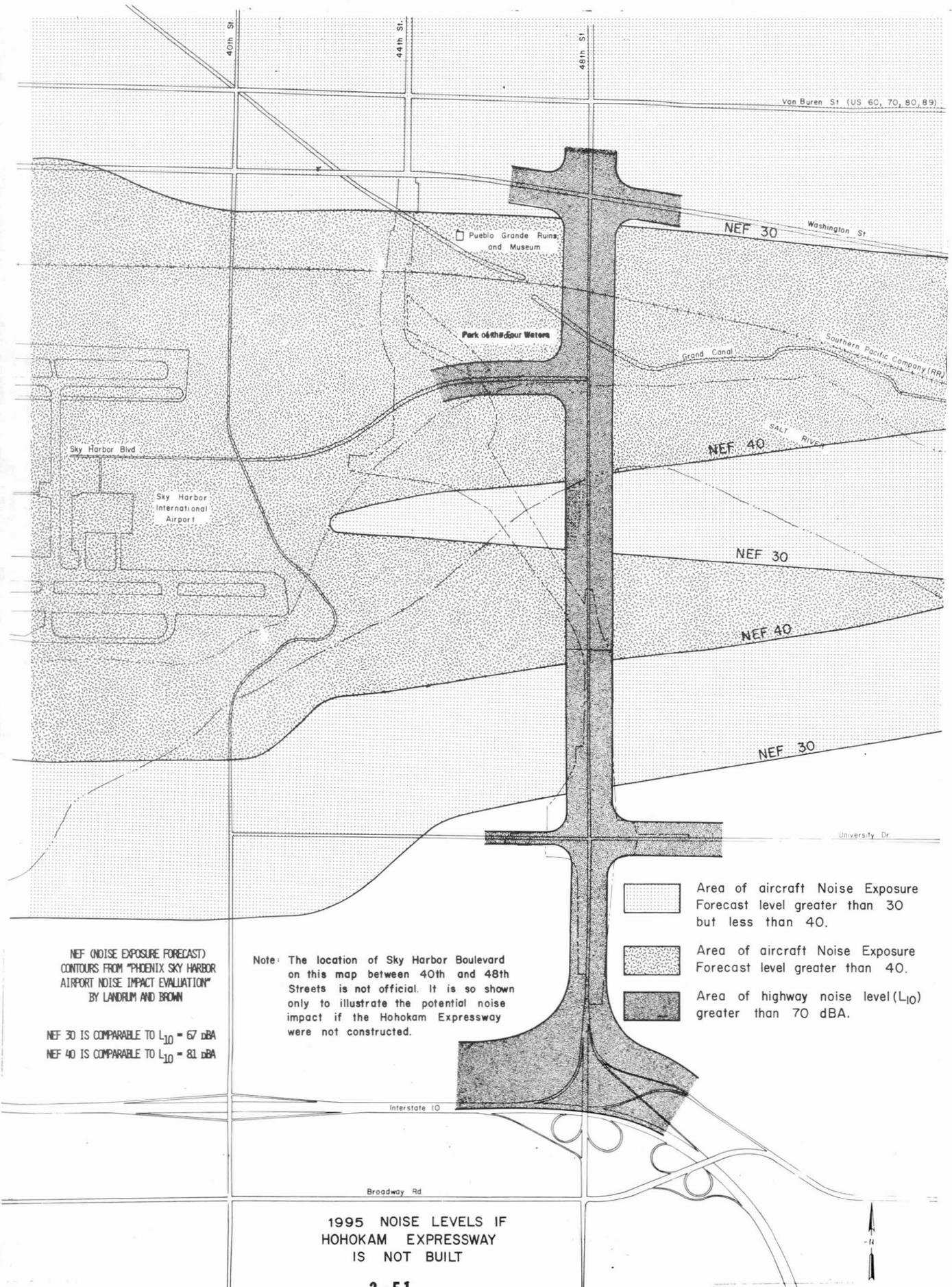
It is estimated that the Park of the Four Waters area of the monument will experience aircraft noise levels of at least 84 dBA by 1995. This noise level, calculated as an L_{10} level to be comparable to highway noise forecasts, is louder than even the very highest traffic noise levels which might occur at the same points during the passage of large diesel trucks. This is not intended to understate the impact upon the park of highway traffic noise since such noise would control the aural environment during the larger part of the time when aircraft are not passing directly over the monument. The traffic noise will not alter the actual loudness of the aircraft

noise but may make that noise less objectionable through provision of a relatively constant background noise. This apparent incongruity results from the fact that noise impact is not exclusively related to measurable loudness, but also to the temporal distribution (i.e., suddenness) of the noise.

The United States Department of Housing and Urban Development (HUD) has developed a more qualitative means of comparing noise impacts using four subjective descriptors (clearly acceptable, normally acceptable, normally unacceptable, clearly unacceptable) which have also been given quantitative definitions. Under the HUD system the monument's aircraft noise exposure would be "clearly unacceptable" by 1995 at virtually all points within the proposed boundaries while its exposure to automotive noise would range from "normally unacceptable" to "normally acceptable" depending upon the specific location. See Future Noise Levels map on page 2-48 which shows areas of potential noise impact if Hohokam is built as proposed.

One new category B land use may develop adjacent to the Hohokam in the form of the Rio Salado Project. The ultimate project, as now proposed, would contain a multitude of land use activities, many of which would be noise sensitive. If a noise sensitive activity were located adjacent to the Hohokam it would experience noise conditions very much like those along the southern part of the Pueblo Grande complex, the only difference being that the aircraft noise would emanate primarily from operations on the south runway which will probably support a slightly higher level of commercial aircraft activity. The Rio Salado project is sufficiently large, however, that the noise from aircraft and highways will certainly be considered so that noise sensitive activities may be located optimally within the project.

If the Hohokam roadway were not constructed, the nearest substitute would be 48th Street where noise levels would be quite similar to those expected along the proposed project. The Future Noise Levels map on page 2-51 shows the limits of the 70 dBA noise region along 48th Street in 1995 if the Hohokam project were not built. Noise along 48th Street would generally have less adverse



impact than along the 44th Street corridor because of the near-total absence of land uses requiring a noise level less than 75 dBA. Only a small corner of the ultimate Pueblo Grande Municipal Monument will adjoin 48th Street. No other land uses in categories A or B are located adjacent to 48th Street except those which would be impacted by Hohokam south of University Drive.

If the Hohokam were constructed in the vicinity of 52nd Street (see Alternate Alignment map on page 4-6) as proposed prior to realignment along the presently accepted route, the extent of noise impact would be similar to or slightly less than along 48th Street (the do-nothing alternative). But, while the Pueblo Grande complex would be spared some noise encroachment, a mobile home community located on about 20 acres near University Drive would experience similar noise encroachment and, therefore, a similar or greater need for noise abatement. But, along 52nd Street the highway noise would be more apparent because of the slightly reduced impact of aircraft noise at this greater distance from the runways.

J. Economic Factors

The Phoenix metropolitan area, which includes the City of Tempe, is one of the major centers of economic activity in the southwestern United States. Phoenix performs a significant trade and distribution function due in considerable measure to its being within a one-day delivery distance of the heavily-populated southern California markets. Phoenix also serves as a storage point for interregionally-shipped trade items and is the hub of one of the fastest growing regional markets in the United States. The more than 2,200 manufacturers and wholesalers located in the metropolitan area are within overnight truck service range of over 20 million people.

The expansion of the electrical equipment, aerospace, and machinery industries in the 1960s has provided Phoenix with a solid manufacturing base for future expansion. In the nondurable goods manufacturing group, the food, apparel, and printing and publishing industries are dominant. Government employment also plays a part in the Phoenix economy since the city is Arizona's capital.

While manufacturing is the number one source of income in metropolitan Phoenix, the area is bolstered by a diversified economy that is not dependent on any single industry or firm. Tourism, farming, construction, government, education, distribution and finance all play important roles in the economy.

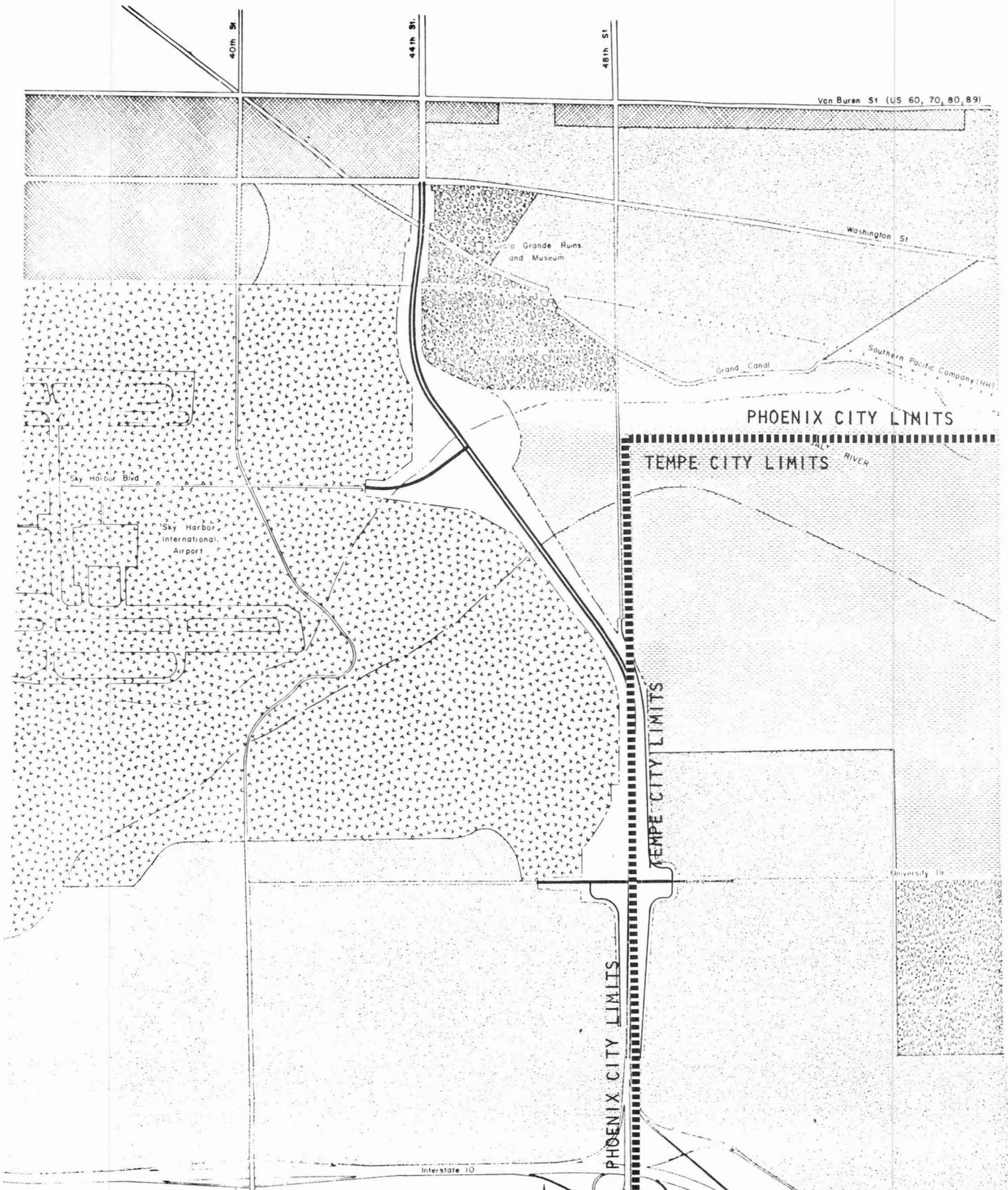
Phoenix is the population hub of Arizona as well as the State's wholesale and retail trade center. It serves a retail market extending well beyond its immediate metropolitan area. In addition to customers from the smaller towns and rural communities within its retail trade area, Phoenix attracts a considerable retail volume from the City of Tucson, some 120 miles away (THE IMPACT OF TUCSON SHOPPERS ON THE PHOENIX RETAIL MARKET, ARIZONA BUSINESS).

The City of Tempe partially borders the Hohokam corridor to the east. Over the past decade virtually every economic indicator has recorded a continuous and substantial growth for Tempe and its environs. Its future growth depends largely on the ability of the Phoenix region and the State of Arizona to attract people and industries from elsewhere in the nation.

Tempe houses people who work and shop all over the Salt River Valley. Its street system is an integral part of the total regional transportation system, and its business potential is expanded by the vast purchasing power of the Phoenix metropolitan area.

The area in the vicinity of the proposed project has, in the past, been devoted to farming and some residential usage. Future land use maps for both the Phoenix and Tempe areas, proximate to the roadway corridor, call for industrial use (see future Phoenix and Tempe land use map on page 2-54). The general area is presently in a transitional stage with some residential and farming giving way to industrial usage.

The economic growth of Tempe has been greatly influenced by the Salt River. The river has impeded growth into Tempe as well as nearby Mesa and Chandler and has created a broad wasteland through the center of the Valley which has been uneconomic for uses other than the extraction of sand and gravel.



- 1995 FUTURE LAND USE**
-  Commercial
 -  Open Space
 -  Industrial
 -  Park
 -  Public Use (Airport)

Delineated by the Environmental Planning Division, Arizona Highway Department, September, 1973, using information supplied by the City of Phoenix Planning Department and the Tempe Planning and Zoning Commission.

(1) Population

Arizona's revised 1970 census count reveals a population of 1,773,428 on April 1, 1970, an increase of 421,267 or 36.2 percent over April 1, 1960. The total population of the Phoenix metropolitan area was estimated to be 1,175,000 at the end of 1972. (Population estimates of Arizona as of July 1, 1972 were obtained from the Arizona Employment Security Commission.)

The net in-migration over out-migration for 1972 into the Phoenix metropolitan area was 92,000 compared to 25,000 for 1970. Since the net natural increase (excess of births over deaths) for each of these years was approximately 11,000, these statistics indicate the impact of newcomers in the Phoenix metropolitan area growth component. The 1970 census showed the City of Phoenix to have a population of 582,500 (60.1 percent of Maricopa County's total) and the City of Tempe, a population of 63,550 (6.6 percent of the county's total).

Maricopa County is forecast to experience a 42.9-percent growth from the 1970 census of 969,400 to a 1980 estimated population of 1,385,000. This compares to an estimated growth rate for the State of Arizona of 41.0 percent over this period and the "high" estimate for the United States of 16.5 percent (see Comparison Chart on page 2-56). For growth rate purposes, the Phoenix metropolitan area can be assumed to be almost identical with Maricopa County.

Tempe has consistently enlarged its share of Maricopa County's population since World War II. Between 1940 and 1960, Tempe grew at a faster rate than the State, Maricopa County and the City of Phoenix. Its accelerated growth during the 1950s was due to industrial expansion, rising college enrollment and migration to the region.

Tempe emerged in the 1960s as one of the focal points of residential development in the Salt River Valley. Based on the present estimated rate of growth, Tempe's population will be approximately 100,000 by 1975 according to projections made by planning consultants. The population figures and estimates include full-time students residing on the campus of Arizona State University.

COMPARISON OF U.S. AND ARIZONA COUNTY PROJECTIONS
FOR 1980
(in thousands)

State and County	Census April 1, 1970	July 1, 1980 Estimate	Change 1970-1980	
			Amount	Percent
ARIZONA	1,7443.4	2,500.0	726.6	41.0
Apache	32.3	48.0	15.7	48.6
Cochise	61.9	85.7	23.8	38.4
Coconino	48.3	67.5	19.2	39.8
Gila	29.2	38.0	8.8	30.1
Graham	16.6	19.5	2.9	17.5
Greenlee	10.3	13.0	2.7	26.2
Maricopa	969.4	1,385.0	415.6	42.9
Mohave	25.9	39.8	13.9	53.7
Navajo	47.6	68.5	20.9	43.9
Pima	351.7	490.0	138.3	39.3
Pinal	68.6	94.0	25.4	37.0
Santa Cruz	14.0	19.0	5.0	35.7
Yavapai	36.8	54.0	17.2	46.7
Yuma	60.8	78.0	17.2	28.3
UNITED STATES	203,235.3			
Series "B" $\frac{1}{I}$		236,725.0	33,489.7	16.5
Series "D" $\frac{1}{I}$		230,855.0	27,619.7	13.6
Series "E" $\frac{1}{I}$		227,765.0	24,529.7	12.1

1/ Projection assumptions about migration and fertility rate.

	Migration Assumption	National Fertility Assumption
Series "B" (High)	Uniform Immigration of 400,000 each year.	Completed Fertility Rate of 3.10 Children per Woman
Series "D" (Low)	Same as "B"	Completed Fertility Rate of 2.45 Children per Woman
Series "E"	Same as "B" (0 Population Growth)	Completed Fertility Rate of 2.11 Children per Woman

Because of the increasing industrial use of the area bordering the Hohokam corridor, (see photos on pages 2-58 and 2-66) there has been a gradual diminution of residential usage and consequent reduction of population in this particular area. Construction of the project will cause a continuance of this trend in the immediate area of the roadway but should have the opposite effect on the population of a broader area. The project will intensify the development of industrial sites in the vicinity, thus creating more employment for migrants into the Phoenix metropolitan area. A prime factor in the continued influx of population into the Salt River Valley is the availability of jobs for new residents.

(2) Employment

Total civilian employment in the Phoenix area as of May, 1973 was 472,600. This compares with 436,700 for May 1972, a gain of 35,900 or a growth rate of 8.2 percent.

The following table shows the Maricopa County employment by industry in the years 1967 through 1971. The exceptionally large percentage gain in contract construction employment, almost doubling over this five-year span, is strong evidence of Maricopa County's booming construction activity.

EMPLOYMENT BY INDUSTRY IN MARICOPA COUNTY*

Industry	1967	1968	1969	1970	1971
Manufacturing	61,200	67,600	75,000	70,900	68,200
Mining & Quarrying	200	200	200	300	400
Contract Construction	13,500	15,200	18,700	21,300	25,000
Transportation, Communication & Public Utilities	14,800	15,500	16,500	17,700	18,400
Wholesale & Retail Trade	63,500	67,600	74,200	81,000	84,700
Finance, Insurance & Real Estate	16,800	17,900	20,100	22,800	24,700
Services	42,400	45,500	50,100	55,000	58,900
Government	49,400	51,900	53,800	58,200	63,100

*Source: ARIZONA BASIC ECONOMIC AND MANPOWER DATA, September, 1972

2-58



44th Street - South of Washington Street

The May, 1973 seasonally adjusted unemployment rate for Maricopa County was 3.4. This compares to a May, 1973 seasonally adjusted unemployment rate of 3.7 percent for the State of Arizona and 5.0 percent for the nation as a whole. This is an excellent indicator of the present strong position of the Phoenix metropolitan area employment situation.

Population growth has been the major stimulus to the growth of the government sector since many of the state and local employees are involved in education, a field that has a direct correlation to population.

Agricultural employment is expected to continue its slow, steady decline in the Phoenix area due to technological advances and the conversion of agricultural land to non-agricultural use. Employment in transportation, trade and the finance sectors in the Phoenix metropolitan area should continue the strong, steady growth exhibited in recent years.

With the increasing emphasis on services - medical, recreational, environmental and the booming tourist industry in the Phoenix area, the service sector should provide increasingly good employment opportunities.

The expanding development in the Tempe area has provided excellent employment opportunities for skilled construction workers. Although some forecasters are predicting a slight decline in the Phoenix metropolitan area's home building trade in 1974 due to high construction costs and a tighter money market, present construction plans in the Tempe area should ensure a continued demand for skilled construction workers for the foreseeable future.

The roadway will accelerate the development of industry in the vicinity of the project area, thus providing increased employment opportunities. The additional employment sites created in this area will have the advantage of good access from Scottsdale, Tempe, east Phoenix and south Phoenix.

The project will also have the effect of improving access for worker-residents of the Tempe-Mesa-Chandler area to their

job sites in the east Phoenix area, and vice versa. In addition, the project will provide a valuable transportation link that will enhance labor interchangeability between the two areas. This will tend to increase employment opportunities on both sides of the Salt River.

Workers tend to measure the distance from their work by the time it takes to commute rather than the number of miles they must travel. Since the roadway will aid in diminishing the travel time necessary between the east Phoenix and Tempe-Mesa-Chandler area, the radius of work opportunity sites by potential employees will be effectively increased.

(3) Property Values

The value of land is directly based on its use or anticipated use. If a new highway makes it possible to use land within the highway's influence to a more profitable use, land values will increase. However, it is difficult to isolate effects of normal economic growth from those resulting from the highway itself. While the highway influences land values through location benefits, it is itself the result of economic expansion. The highway is thus both a cause and an effect of economic growth.

The improved access afforded by the Hohokam will accelerate the present trend in land conversion from agricultural and residential use to industrial use in the vicinity of the corridor. This change has coincidentally occasioned a general increase in the value of the land and tax base. However, the actual construction of the expressway should not result in skyrocketing land values because it has been anticipated for some time.

The average land value for the right of way necessary for the Hohokam is \$16,700 per acre (as of June, 1973). The estimated cost for right of way acquisition is \$1,827,400 which includes \$1,464,600 for land and \$362,800 for improvement. Improvements cost include total or partial acquisition of 13 residences and 12 businesses. (See relocation discussion in earlier portion of Part Two.)

(4) Tax Base

The southern segment of the Hohokam alignment lies in the Tempe Union High School District and Tempe Elementary School District Number 3, while the northern portion of the alignment is in the Balsz Elementary School District Number 31 and the Phoenix Union High School District in Phoenix. A breakdown of the tax rate per one hundred dollars of assessed valuation for the years 1967 through 1972 is shown below for the respective districts:

TAX RATE PER \$100 ASSESSED VALUATION*

SCHOOL DIST	ELEMEN	HIGH	COMM COLL	STATE	COUNTY	TOTAL OUTSIDE CITY	CITY OR FIRE DIST	TOTAL
<u>Tempe #3</u>		<u>Tempe Union</u>					<u>Tempe</u>	
1967	5.09	2.54	.37	1.70	1.85	11.55	1.00	12.55
1968	3.83	1.68	.49	2.16	1.97	10.13	1.25	11.38
1969	4.29	3.41	.62	2.20	2.13	12.65	1.25	13.90
1970	4.64	2.85	.66	1.65	2.13	11.93	1.25	13.18
1971	4.93	3.15	.69	1.90	2.13	12.80	1.25	14.05
1972	4.85	3.18	.62	1.55	2.10	12.30	1.25	13.55
<u>Balsz #31</u>		<u>Phx Union</u>					<u>Phx</u>	
1967	4.01	2.85	.37	1.70	1.85	10.78	1.75	12.53
1968	2.90	1.88	.49	2.16	1.97	9.40	1.75	11.15
1969	2.96	2.08	.62	2.20	2.13	9.99	1.75	11.74
1970	3.64	2.56	.66	1.65	2.13	10.64	1.75	12.39
1971	3.69	2.75	.69	1.90	2.13	11.16	1.75	12.91
1972	3.47	2.74	.62	1.55	2.10	10.48	1.75	12.23

*ARIZONA PROPERTY TAX RATES AND ASSESSED VALUATION, 1972 SUPPLEMENT, THE ARIZONA TAX RESEARCH ASSOCIATION

The State tax rate is fixed by the State Tax Commission; the other rates are fixed by the county, city and school districts as applicable. The total rate is applied to assessed valuation to obtain the amount of tax assessed.

The fixed percentage is 18 percent of market value for vacant or residential classified properties, 25 percent of market value for commercial properties, 40 percent for utilities, and 60 percent for mining, railroads and timber properties.

The total assessed valuation for the City of Tempe for the years 1967 through 1972 is:

1967	\$ 56,103,629	1970	\$ 69,893,700
1968	59,579,305	1971	80,936,880
1969	62,528,959	1972	97,297,049

The total assessed valuation for real estate for the City of Phoenix for the years 1967 through 1972 is:

1967	\$663,600,851	1970	\$721,474,490
1968	656,363,280	1971	794,859,072
1969	668,582,228	1972	943,111,968

Source: ARIZONA PROPERTY TAX RATES AND ASSESSED VALUATION 1972 SUPPLEMENT, THE ARIZONA TAX RESEARCH ASSOCIATION

Property taxes have historically been the major source of elementary and high school funding. Increases in total assessed valuation within a school district should impose a lighter tax load on the real estate of that district. Conversely, a reduction of total assessed valuation within a district can reflect in a higher tax rate for the real estate within its confines.

The 1972 total tax rate of \$13.55 per one hundred dollars of assessed valuation for Tempe Number 3 and \$12.23 per one hundred dollars of assessed valuation for Balsz Number 31 falls within the middle range of tax rates for the entire Salt River Valley area.

It is generally believed by real estate developers active in the area that construction of the Hohokam would stimulate real estate activity in the vicinity, thus increasing property values and raising the tax base. If the project is not constructed, or other methods are not taken to improve access to the area, the tax base will fall short of its full potential.

The total annual tax revenue diminution caused by right of way acquisition of both land and improvement for the roadway project is approximately \$13,000. Tax base enhancement affected by improved access to the area from the project will increase the assessed valuation of nearby properties sufficiently to counterbalance this loss.

(5) Zoning

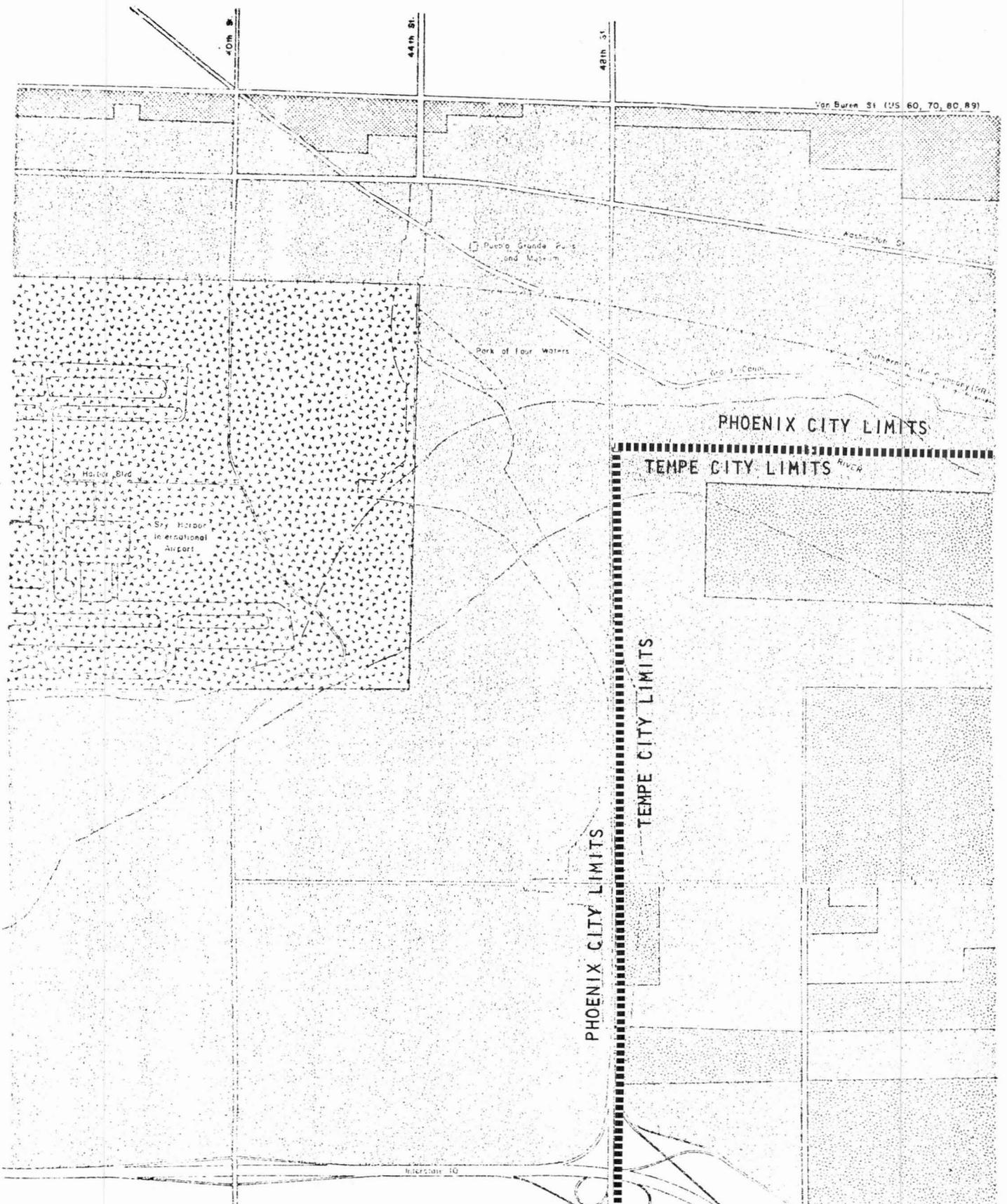
Cities in Arizona are authorized to zone by virtue of State Enabling Legislation passed initially in 1928 and revised in 1956. (THE COMPREHENSIVE PLAN, 1990, PHOENIX, ARIZONA)

Zoning is a function of the police power of governments which authorizes properly constituted jurisdictions to regulate land use for the purpose of public health, safety and general welfare. The zoning power is exercised through its prohibition or allowance of certain land uses. Although the market is the prime factor determining when land will be developed, zoning determines a community's basic structure, through its prohibition of certain uses. Both Phoenix and Tempe employ zoning to encourage orderly, desired community growth.

The Phoenix and Tempe zoning map on Page 2-64 indicates that the area in the immediate vicinity of the Hohokam right of way is zoned for industrial or public uses. Zoning throughout this area has taken into consideration that the Hohokam would be constructed along its presently proposed route.

(6) Residential

The immediate area to the west of the Hohokam corridor (within the city limits of Phoenix) has been zoned for industry and is presently undergoing a transition from farming and single family residential use to industrial use. Most of the residences in this area are in poor or blighted condition and well under the median value range for the Phoenix metropolitan area as a whole. The majority of the residences are older than the average valley home with a high percentage of renters vis-a-vis owner-occupied homes.



EXISTING ZONING

- | | | | |
|--|----------------------|--|-------------|
| | Commercial | | Industrial |
| | Industrial (airport) | | Residential |

Delineated by the Environmental Planning Division, Arizona Highway Department, September, 1973, using information supplied by the City of Phoenix Planning Department and the Tempe Planning and Zoning Commission.

The concentration of residences in this area lie to the west of the corridor along University Drive between 48th Street and 40th Street and along 40th Street between University Drive and I-10 (see map on page 1-3). These residences are intermingled with commercial enterprises which present an incompatible land use situation.

There also is a clustering of residential dwelling units near the north terminus of the corridor at 44th Street and Washington Street (see photo on page 2-30). Most of these units must be acquired for the necessary project right of way.

On the east side of the project corridor (within the city limits of Tempe) approximately one-half mile east of 48th Street and north of University Drive lies a modern trailer homesite. Directly to the east of this area is an attractive, median value residential neighborhood. Both the trailer park and the residential area are to the east of the industrial park (see photo on page 2-66) which borders the project right of way.

Since both Phoenix and Tempe have zoned most of the land bordering the Hohokam Expressway right of way for industry, the remaining residential areas represent a future incompatible land use situation. Construction of the project will accelerate the transition from residential to industrial use, thus hastening the elimination of these incompatible land uses.

(7) Commercial-Industrial

The cities of Phoenix and Tempe recognize the need for industry to employ their labor markets and expand their tax bases. It is the policy of both cities to develop a social, physical and economic climate attractive to environmentally acceptable industry. Among the principal inducements offered by both Phoenix and Tempe are responsible government, cooperative governmental attitudes toward industry, comprehensive and judicious planning, equitable zoning and relatively stable tax rates.

Ho Ho Kam
INDUSTRIAL PARK
ALL UTILITIES
C.W. JACKSON
"WE ARE ALWAYS COMPETITIVE"
Phone
268-1413



2-66

Industrial Park in Tempe - East of 48th Street

These conditions have been partly responsible for the dramatic growth of manufacturing output in metropolitan Phoenix since World War II. The steady and sizeable increments since 1969 are exhibited here:

MANUFACTURING OUTPUT-VALUE ADDED*

1969	\$ 946,000,000	1972 (preliminary)	\$1,495,000,000
1970	1,121,000,000	1973 (forecast)	1,794,000,000
1971	1,283,000,000		

*'73 INSIDE PHOENIX, The Arizona Republic and The Phoenix Gazette

According to U.S. Government forecasts, Arizona will lead the nation in expected growth of its skilled manpower for the period 1970 to 1980, and more will come into the Phoenix area than all other sections of the state combined. The total labor force will probably exceed 525,000 in metropolitan Phoenix with an annual average of approximately 75,000 employed in manufacturing, an increase of over 223 percent of the decade (1973 DIRECTORY OF MANUFACTURERS IN THE METROPOLITAN PHOENIX AREA).

Wholesale trade in the Phoenix metropolitan area is becoming increasingly more important because of its location within an expanding southwestern regional market. The railroads determined the location of the first Phoenix wholesaling activities, but with the increasing importance of trucking, wholesale locations near the interstate highways are more and more in demand. The industrial parks along Interstate 10 from 24th to 48th Streets harbor many wholesaling facilities.

There is considerable industry in the immediate area of the proposed Hohokam. The general plans for both Phoenix and Tempe have projected this area for industrial usage (see Phoenix and Tempe land use map on page 2-64). To the area directly east of 48th Street and south of University Drive, a modern garden-type industrial park supports 14 buildings that were either completed or under construction through mid-1973. The photos on pages 2-68 and 2-69 are representative of the type of industrial

2-68



Development in the Industrial Park - East of 48th Street in Tempe

2-69



Development in Industrial Park - East of 48th Street in Tempe

facilities in the park. Photos on pages 2-73 and 2-74 contrast the new industrial and warehousing facilities along Washington Street.

The existing access into the area, which is presently afforded by 48th and 40th Streets, is not adequate to handle the area's growth potential. The improvement of access that the Hohokam will furnish should accelerate demand for the area's industrial sites which in turn will help meet the need for jobs to handle the increasing labor growth in the Phoenix metropolitan area. An interview with one of the prime developers in the area revealed that specific plans to construct two major industrial facilities in his industrial park bordering the project route are contingent upon final approval of the expressway.

The area's proximity to Sky Harbor International Airport makes it a natural locus for air-oriented manufacturing and warehouse facilities. The advantage provided by the Hohokam in establishing access to the eastern end of the airport at Sky Harbor Boulevard will stimulate demand for these types of industrial sites.

The project will also offer easier and more direct delivery to east Phoenix markets for goods warehoused in the industrial parks bordering Interstate 10 from 16th Street to 40th Street.

If the Hohokam project is not constructed and access routes to the area remains unchanged, the area's industrial potential will not be realized.

(8) Tourism

Tourism is big business in Arizona. An estimated \$600 million was spent by tourists in Arizona in 1972 including approximately \$320 million in the Phoenix metropolitan area. In 1970, 286 motels, resort and guest ranches in the area provided tourists with a total of 14,562 rooms (source: '73 INSIDE PHOENIX). The metropolitan Phoenix area also has excellent convention facilities and draws convention guests from all over the nation.

A heavy concentration of tourist-oriented facilities (motels, restaurants, service stations, etc.) lines Van Buren Street (Highway 60-80-89) from 24th Street to 48th Street. Most of these facilities were constructed because of the tourist laden trans-continental highway traffic along U.S. 60-80-89. However, lack of good access to these facilities from Interstate 10 has prevented this section of Van Buren Street from reaching its full tourist business potential.

This poor access is compounded during occasional periods of excessive flow in the Salt River which close most of the river crossings. Even during normal times, when the river is dry, the condition, breadth and carrying capacity of the connecting routes from Interstate 10 to east Van Buren Street make good access barely adequate.

Most I-10 traffic desiring tourist accommodations along the Van Buren Street "motel row" would probably exit at the 24th Street interchange after they had crossed the Salt River (see map on page 1-3). The construction of the Hohokam would provide additional and better access to these tourist-oriented facilities which in turn would be considerably benefited economically.

As discussed earlier in Part Two, the Hohokam would also provide better access from the south to tourist attractions contained in the Phoenix Activity Complex.

(9) Public Utilities

Public utility service to the area in the vicinity of the Hohokam corridor presents no deterrent to the area's development. Existing public facilities are deemed adequate to meet the area's immediate growth needs on both the Phoenix and Tempe sides of the corridor.

(a) Electricity

The State's two largest suppliers of electricity, the Arizona Public Service Company and the Salt River Project, serve the Phoenix and Tempe area with electric power. Each utility is capable of furnishing heavy power load usage.

(b) Gas

Arizona Public Service, supplied by El Paso Natural Gas Company from their transcontinental lines, serves gas to the Phoenix and Tempe areas.

(c) Telephone

Mountain Bell provides telephone service to Phoenix, Tempe and the whole Salt River Valley area.

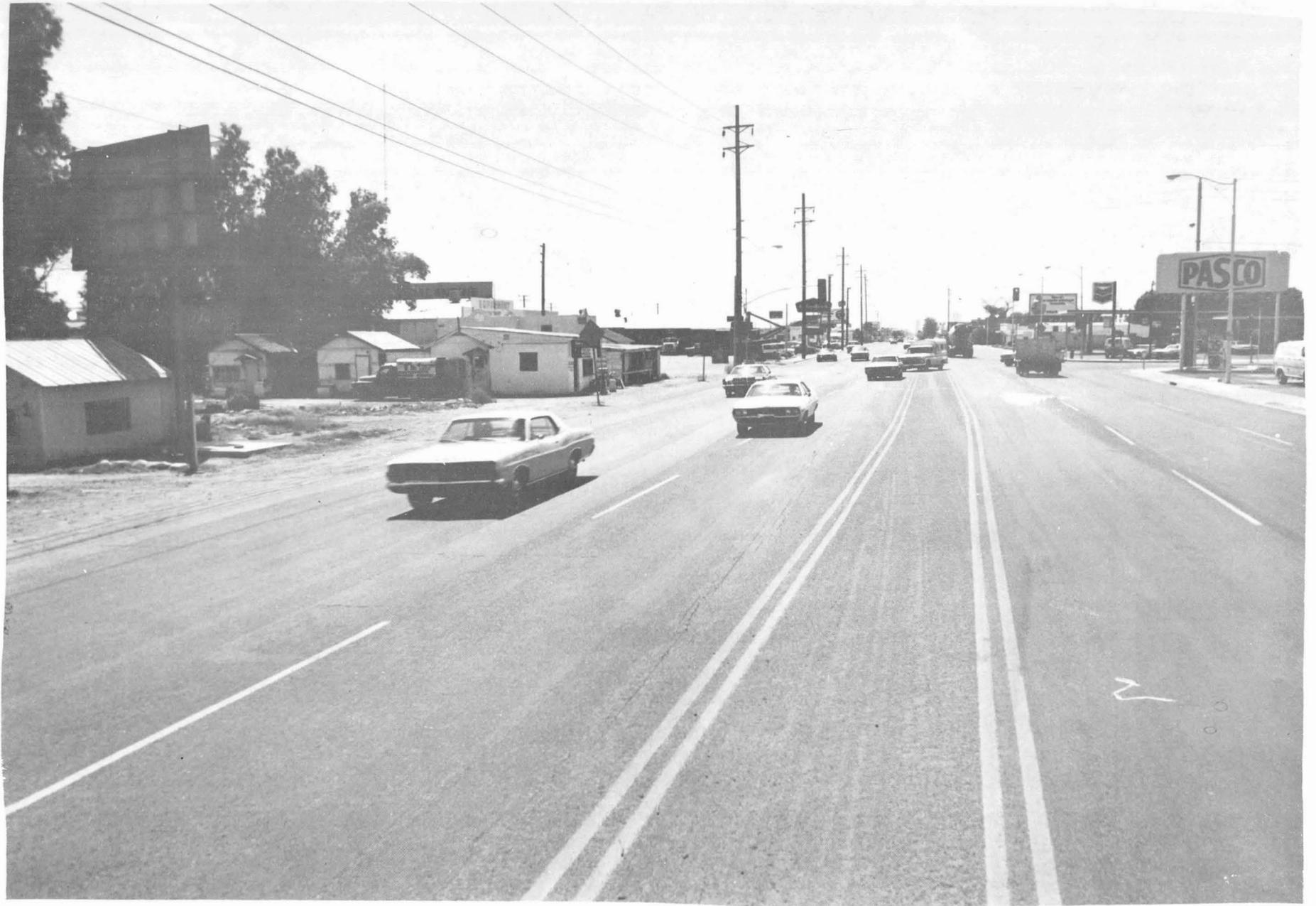
(d) Water

The City of Phoenix Water Department and the City of Tempe Water Department provide their respective areas with water service. The anticipated water supply is sufficient to meet foreseeable industrial needs.

(e) Sewage

Phoenix and Tempe sewage is accommodated by the Five-City Interceptor Sewage System which was completed in 1966 and is shared by Phoenix, Tempe, Glendale, Scottsdale and Mesa.

2-73



Washington Street - Looking West at 44th Street Intersection



2-74

Washington Street - Looking East at 44th Street Intersection

K. Procedures for the Protection of Historic and Cultural Properties

Procedures to protect the Pueblo Grande Municipal Monument and the Park of the Four Waters both National Landmarks were also considered in the development of the Hohokam Expressway project. These two landmarks, now called the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks, are entitled to protection under Title 36, Chapter 8, Part 800, Advisory Council on Historic Preservation, Procedures for the Protection of Historic and Cultural Properties.

As was stated earlier in this environmental statement, the roadway as proposed at one time would require acquisition of properties within the landmark boundary. The roadway was realigned to eliminate encroachment on the landmark properties. However, in September 1974 the landmark properties were expanded resulting in the Hohokam separating the now 60-acre parcel from the previous properties. After much deliberation and reinvestigation, the boundary of the landmark properties was again redefined to coincide with the boundaries established by the City of Phoenix. This final boundary decision by the National Park Service, Department of Interior in March 1975 (see letter and news release at end of Part 2) established that the Hohokam Expressway as currently proposed will not require acquisition of any properties of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks.

The next step was to determine if the right of way of the Hohokam Expressway might meet the criteria of the National Register as specified by Section 2(b) of Presidential Executive Order 11593 and therefore be eligible for listing on the National Register.

In addition and finally, a determination of the effect the proposed project (Hohokam Expressway) would have on any properties eligible for listing or listed on the National Register was necessary. In accordance with the requirements of Title 36, Part 800, information was submitted to the Advisory Council for review. A portion of this correspondence and supporting documents are included at the end of Part 2. On August 12, 1975, the Advisory Council accepted a "no effect" determination on the right of way

and a "no adverse effect" determination on the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks and acknowledged that the undertaking may proceed. A copy of this letter is also included at the end of Part 2.

BIBLIOGRAPHY FOR PART TWO

- Arizona Department of Economic Security. PHOENIX MANPOWER NEWSLETTER. June 1973.
- Arizona Republic and Phoenix Gazette. '73 INSIDE PHOENIX. 1973
- Arizona Republic. NEWS ARTICLE. April 29, 1973.
- State of Arizona. STATE OF ARIZONA AIR POLLUTION CONTROL IMPLEMENTATION PLAN. Semiannual Report. July-December 1972.
- State of Arizona. STATE OF ARIZONA AIR POLLUTION CONTROL IMPLEMENTATION PLAN. Transportation Control Strategies. April 1973.
- Arizona State Department of Health. STATE OF ARIZONA AIR POLLUTION CONTROL IMPLEMENTATION PLAN, Revision No. 1. May 1972
- Arizona Tax Research Association. ARIZONA PROPERTY TAX RATES AND ASSESSED VALUATIONS, Supplement. 1972.
- Beaton, J. L.; Ranzieri, A. J; Shirley, E. D; and Skog, J. B. AIR QUALITY MANUAL VOLUME II, MOTOR VEHICLE EMISSION FACTORS FOR ESTIMATES OF HIGHWAY IMPACT ON AIR QUALITY. Report No. FHWA-RD-72-34. Federal Highway Administration, Washington, D.C. April 1972.
- Beaton, J. L; Ranzieri, A. J; Shirley, E. D; and Skog, J. B. AIR QUALITY MANUAL VOLUME IV, MATHEMATICAL APPROACH TO ESTIMATING HIGHWAY IMPACT ON AIR QUALITY. Report No. FHWA-RD-72-36. Federal Highway Administration, Washington, D.C. April 1972
- Bivens & Associates, Inc. ARIZONA BIKEWAYS. Arizona Highway Department. February 1973.
- Daniel, Mann, Johnson & Mendenhall. RIO SALADO PROJECT, VOLUME I. Maricopa Association of Governments and Valley Forward Association. April 1972.
- Dutt, G. R. and McCreary, T. W. THE QUALITY OF ARIZONA'S DOMESTIC, AGRICULTURAL AND INDUSTRIAL WATERS, Report 256. The University of Arizona Agricultural Experiment Station. February 1970.
- Employment Security Commission of Arizona. ARIZONA BASIC ECONOMIC AND MANPOWER DATA. September 1972.
- Environmental Protection Agency, U.S. COMPILATION OF AIR POLLUTANT EMISSION FACTORS (Revised). Office of Air Programs Publication No. AP-42. Research Triangle Park, North Carolina. February 1972.
- Federal Highway Administration. AIR QUALITY MANUAL VOLUME V, APPENDIX TO VOLUME IV. Report No. FHWA-RD-72-37. Federal Highway Administration, Washington, D.C. April 1972.

BIBLIOGRAPHY (Continued)

Gillett, Peter L. and Scott, R. A. THE IMPACT OF TUCSON SHOPPERS ON THE PHOENIX RETAIL MARKET. Arizona Business, College of Business Administration, Arizona State University. June/July 1973.

Kelsey, H. P and Dayton, W. A. STANDARDIZED PLANT NAMES. J. Horace McFarland Company, Harrisburg, Pennsylvania. 1942.

Landrum & Brown, Inc. NOISE IMPACT EVALUATION - PHOENIX SKY HARBOR INTERNATIONAL AIRPORT.

MULTIPLE LISTING EXCHANGE, Phoenix Board Territory, Volume 30. July 31, 1973.

Phoenix Chamber of Commerce. 1973 DIRECTORY OF MANUFACTURERS IN THE PHOENIX METROPOLITAN AREA.

Phoenix Planning Department, City of. THE COMPREHENSIVE PLAN 1990, Phoenix, Arizona. November 1969.

Quinton-Budlong. PHOENIX SKY HARBOR INTERNATIONAL AIRPORT MASTER PLAN AND DEVELOPMENT PROGRAM. February 1972.

SKY HARBOR INTERNATIONAL AIRPORT MASTER PLAN. Draft Environmental Impact Statement - Phoenix. December 1971.

Tempe Planning Department. THE COMPREHENSIVE PLANNING PROGRAM, TEMPE, ARIZONA. Report Number Four - Land Use. April 1966.

Tempe Planning Department. TEMPE BIKEWAY STUDY: PRELIMINARY PLANS AND RECOMMENDATIONS. March 1973.

Thiele, Dr. Heinrich, Jr. PRESENT AND FUTURE WATER USE AND ITS EFFECT ON PLANNING IN MARICOPA COUNTY, ARIZONA. 1965.

Turner, D. Bruce. WORKBOOK OF ATMOSPHERIC DISPERSION ESTIMATES, Revised. Office of Air Program Publication No. AP-26, U.S. Environmental Protection Agency, Research Triangle Park, North Carolina. 1970.

JACK WILLIAMS - GOVERNOR



Arizona State Department of Health

BEN T. DIBBLE, P.E.
CHAIRMAN, BOARD OF HEALTH

C. H. FREDELL, M.D.
MEMBER, BOARD OF HEALTH

A. V. DUDLEY, JR., M.D.
VICE CHAIRMAN, BOARD OF HEALTH

ARIZONA STATE HEALTH BUILDING
1740 WEST ADAMS STREET
PHOENIX, ARIZONA 85007

MRS. ORM ELLIS
MEMBER, BOARD OF HEALTH

WM. E. NAUMANN
SECRETARY, BOARD OF HEALTH

LOUIS C. KOSSUTH, M.D., M.P.H.
COMMISSIONER OF HEALTH

April 16, 1974

Arizona Highway Department
Environmental Planning Division
1739 West Jackson Street
Mobile Unit #10
Phoenix, Arizona 85007

Attention: Mr. Mason J. Toles, Division Manager

Re: Projects F-043-1(1) (3) Jct I-10, Washington Street and Salt River Bridge.

Gentlemen:

We have reviewed the preliminary air quality analysis made on the above referenced proposal and are in agreement that the overall pollution levels will not be affected.

Thank you for the opportunity to comment on this project.

Sincerely,

Edmund C. Garthe, Chief
Bureau of Air Pollution Control

ECG:BAJ:cg

RECEIVED

APR 19 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

MARICOPA COUNTY DEPARTMENT OF HEALTH SERVICES

MARICOPA COUNTY GENERAL HOSPITAL / MARICOPA COUNTY HEALTH DEPARTMENT
2601 East Roosevelt, Phoenix, Arizona 85008 / Phone 267-5011



April 1, 1974

Mr. Mason J. Toles, Division Manager
Arizona Highway Department
Environmental Planning Division
1739 W. Jackson St.
Mobile Unit #10
Phoenix, AZ 85007

RECEIVED

APR - 2 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Dear Mr. Toles:

Material and conclusions presented in the air quality analysis by the Arizona Highway Department's Environmental Planning Division concerning Projects F-043-1(1) and (3) [Jct. I-10-Washington St. and Salt River Bridge and Hohokam Expressway, Maricopa County] have been reviewed and evaluated by our engineering staff and it is also our conclusion that this project will not significantly affect the overall air pollution levels.

The opportunity to evaluate projects of this nature assists this agency in future planning concerning ambient air quality monitoring.

Sincerely,

Robert C. Taylor
Robert C. Taylor, Chief
Bureau of Air Pollution Control
Environmental Services Division

RCT:jam



United States Department of the Interior

RECEIVED

NATIONAL PARK SERVICE

MAR 27 1975

WESTERN REGION

450 GOLDEN GATE AVENUE, BOX 36063
SAN FRANCISCO, CALIFORNIA 94102
March 24, 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

IN REPLY REFER TO:

H3417AZ
(WR)PSH

RECEIVED

MAR 26 1975

WM. N. PRICE
STATE ENGINEER

Mr. William N. Price
State Highway Engineer
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Dear Mr. Price:

The enclosed memorandum from the Associate Director of the National Park Service to this office states that the redesignated boundaries of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks will coincide with the professional recommendations of Dr. Alfred E. Johnson as described within his recently completed study.

We are also enclosing a copy of the National Park Service news release announcing the boundary changes and the deletion of that parcel west of 44th Street. The western boundary of these adjoining Landmarks is considered to be the same as the western property lines of the City of Phoenix Pueblo Grande Municipal Monument.

We do note that the deleted area contains potential archaeological values which may meet the criteria of the National Register of Historic Places and that successful mitigation of impacts posed by the construction projects upon those resource values will be needed. We welcome the arrangements within the city of Phoenix government to protect and preserve certain historic resources now outside the Historic Landmarks.

We are confident that agencies and others involved in the various aspects of the construction proposals will develop mitigation plans so that adequate funding and research time are present for professionally acceptable archaeological recovery of historic resources. We acknowledge the concerns of many individuals and hope that this resolution meets fairly their respective interests.

Sincerely yours,

Howard H. Chapman
Regional Director,
Western Region



Save Energy and You Serve America!

RECEIVED

MAR 27 1975

DEPUTY STATE ENGINEER
HIGHWAY DEVELOPMENT



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H3417-PS

MAR 19 1975

Memorandum

To: Regional Director, Western Region

From: Associate Director, Professional Services

Subject: Pueblo Grande Ruin and Hohokam-Pima Irrigation Site
National Historic Landmarks

We have reviewed the documents and materials submitted under cover memorandum of February 6, 1975, and subsequent transmittals regarding the three-party reevaluation of the subject boundary established by the Office of Archeology and Historic Preservation memorandum to you of September 16, 1974.

We concur with the recommendation of Dr. Alfred E. Johnson contained in his independent contract study "Recommendations on the Boundaries of Pueblo Grande Ruin and Irrigation Sites National Landmark, Maricopa County, Arizona," that the area of the landmark west of 44th Street be deleted from the landmark. This revision of the boundary is effective immediately. We shall revise the Inventory-Nomination Form 10-300 and accompanying maps accordingly to reflect this change.

This action does not impair the potential likelihood that the deleted western section might meet the criteria of the National Register as specified by section 2(b) of Executive Order 11593. However, it should be understood that the values inherent in that section of land are those of the archeological data alone with the exception of the canal remains. For this reason, potential effects posed by imminent construction can be mitigated by (1) salvage excavation in advance of construction and (2) agreements we understand are already entered into to preserve the small southwest corner of the western section containing historic and prehistoric canals.


Ernest Allen Connally



NATIONAL PARK SERVICE

For Immediate Release
(Prepared 3/25/75)

Quist 415-556-5186
White 602-261-3303

SIZE OF PUEBLO GRANDE RUIN NATIONAL HISTORIC LANDMARK REDUCED

The boundaries of the Pueblo Grande Ruin and Hohokam Irrigation Site National Historic Landmarks have been redesignated and their size reduced, Howard H. Chapman, Western Regional Director of the National Park Service, said today.

Arizona State and Phoenix City officials objected to the boundary established for the Landmarks by the National Park Service last summer. The National Park Service is the Department of Interior Bureau responsible for administration of the National Historic Landmark Program.

A three-party team was appointed in the fall of 1974 to re-evaluate the archeological data of the Landmarks and determine if a boundary adjustment could be made without sacrificing prehistoric resource values. Team members were Don Hiser, City of Phoenix Archeologist; Dr. Alfred E. Johnson, Archeologist, University of Kansas, and Dr. Roger E. Kelly, Archeologist, Western Region, National Park Service.

"The National Park Service," Chapman said, "concur with the recommendation made by Dr. Johnson, in his independent contract study, that the area of the landmark west of 44th Street, Phoenix, be deleted. This revision of the boundary is effective immediately."

Chapman pointed out that the values inherent in approximately 40-acre section of land deleted from the landmarks, except for the canal remains, are concerned only with archeological data. Therefore, potential adverse effects posed by pending projects in the area could be mitigated by recovery excavation in advance of construction and by agreements between the Skyharbor Airport Authority and the City of Phoenix Parks Department to preserve the small southwest corner of the western section which contains historic and prehistoric canals.

-NPS-

Western Regional Office 450 Golden Gate Avenue San Francisco, California 94102

450 Golden Gate Avenue, Box 36096
San Francisco, California 94102

9ED

July 29, 1975

Mr. Robert R. Garvey, Jr.
Executive Director
Advisory Council on Historic Preservation
1522 "K" Street, N.W., Suite 430
Washington, D.C. 20005

RECEIVED

AUG 19 1975

ARIZONA DEPT. OF TRANSPORTATION
DIVISION OF STATE
HIGHWAY ENGINEERING & CONSTRUCTION

Dear Mr. Garvey:

This is a followup of our letter of September 16, 1974, requesting comments on the Hohokam Expressway undertaking. The expressway proposal will affect the Hohokam-Pima Irrigation Sites and Pueblo Grande Ruin National Historic Landmarks. The Federal Highway Administration, in consultation with the State Historic Preservation Officer, City of Phoenix, and Arizona Highway officials, has determined that the undertaking will have a beneficial effect upon the two landmarks, and that the archeological resources located within the right-of-way do not meet the National Register Criteria. Since September, several events have occurred that support this determination and are provided for your use:

1. The National Park Service on March 19, 1975, redesignated the boundaries of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks. The change made the west boundary coincide with the Pueblo Grande Municipal Monument boundary. Therefore, the undertaking will not require any of the historic property.
2. Mr. Dennis McCarthy, Arizona State Historic Preservation Officer, indicated on June 6, 1975 that in his opinion the archeological resources within the right-of-way of the Hohokam Expressway are not eligible for inclusion in the National Register. Three archeological sites: U:9:2, U:9:27, and U:9:28 were originally part of the historic properties. The redesignated boundaries excluded these sites, but will remain within the right-of-way of the undertaking.
3. The Department of the Interior, on July 22, 1975, stated, "Based on the information now available, we cannot say that the area is eligible for the National Register because it has yielded, or may be likely to yield, information important in pre-historic or history." Interior's statement is in

response to the Advisory Council on Historic Preservation's request respecting the eligibility of the archeological resources within the right-of-way of the undertaking.

The preparation of the Final Environmental Impact Statement has been delayed for nearly 1 year to provide time to determine the significance of the archeological resources in the vicinity of the undertaking. The Federal Highway Administration believes that it has been clearly demonstrated that the undertaking will have a beneficial effect on the historic sites and that the archeological resources within the Hohokam Expressway right-of-way are not eligible for inclusion in the National Register.

The Final Environmental Impact Statement is being prepared. Please provide your comments on the "no adverse effect" determination so they can be included in the Statement.

Sincerely yours,

F. E. Hawley
Regional Administrator

Enclosures

- FHWA letter dtd 9/16/74
- " " " 4/23/75
- DOI " " 3/24/75
- " " " 3/19/75
- " News Release dtd 3/25/75
- Ariz. State Park's ltr dtd 6/6/75 w/ encl.
- DOI ltr dtd 7/22/75
- Advisory Council's ltr dtd 5/15/75

- cc:
- Ms. Dorothy Hall, Ariz. SHPO w/ encl.
- Mr. Louis Wall, c/o Advisory Council on Hist. Pres., Denver w/ encl.
- Mr. Tom Mulhern, NPS, San Francisco (no encl)
- Ariz. Div., 94DE w/ encl.

cc:
Subj & Chron Files

JRussell:he



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

RECEIVED

JUL 30 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

JUL 23 1975

Mr. John D. McDermott
Director, Office of Review and Compliance
Advisory Council on Historic Preservation
1522 K Street, N. W., Suite 430
Washington, D. C. 20005

Dear Mr. McDermott:

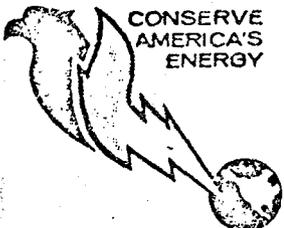
Thank you for your recent letter requesting the Secretary of the Interior's opinion concerning the eligibility for inclusion in the National Register of the section west of Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks.

We have carefully reviewed all of the documentation in our files on this area and have requested and received the opinion of the Arizona State Historic Preservation Officer. The documentation we now have on the area in general and on archeological sites U:9:2, U:9:27, and U:9:28 specifically indicates only limited evidence of prehistoric occupation in an area which has been extensively disturbed by agricultural and commercial activities according to the State Historic Preservation Officer and Dr. Johnson. Based on the information now available, we cannot say that the area is eligible for the National Register because it has yielded, or may be likely to yield, information important in prehistory or history. If later testing were to reveal significant archeological resources, we would recommend that the State Historic Preservation Officer prepare nominations. We would also consider a request for a determination of eligibility embodying additional data on the sites from the Federal Highway Administration.

We are aware that this parcel contains a portion of the Swilling Ditch, which according to the State Historic Preservation Officer's letter is the first nonaboriginal irrigation project in the Salt River Valley. In light of this statement, the property would appear to meet the criteria for inclusion in the National Register. However, we have insufficient documentation to ascertain whether in fact the Swilling Ditch does meet the criteria. The State Historic Preservation Officer's

John Russell, FHA, San Francisco

RECD:	
JUL 24 1975	
RA	
DA	
CO	
MC	
EX	
AM	
CR	
RC	
PR	
<input checked="" type="checkbox"/> E/D	
CM	
RW	
BR	
1	2
6	7
8	9



Save Energy and You Serve America!

letter also indicates that the city of Phoenix Parks and Recreation Department has signed an agreement with the Federal Aviation Administration to preserve the Swilling Ditch. If the ditch will be affected by the project, the Federal Aviation Administration should supply additional documentation for our consideration.

Sincerely yours,

(Sgd) Dennis J. Drabelle

for Deputy Assistant Secretary for
Fish and Wildlife and Parks

ADVISORY COUNCIL
On Historic Preservation
1522 K Street N.W. Suite 450
Washington D.C. 20005

MAY 15 1975

Mr. Douglas Wheeler
Deputy Assistant Secretary for Fish
and Wildlife and Parks
U.S. Department of the Interior
Room 3148
Washington, D. C. 20240

Dear Mr. Wheeler:

The Advisory Council has been requested by the Federal Highway Administration (FHWA) to comment pursuant to Section 106 of the National Historic Preservation Act of 1966 and in accordance with the "Procedures for the Protection of Historic and Cultural Resources" (36 C.F.R. Part 800) on the construction of the Hohokam Expressway in Phoenix, Arizona. At the time the on-site inspection was held last September the expressway proposal bisected the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks. Since that time the National Park Service retained Dr. Alfred Johnson, Museum of Anthropology, University of Kansas, to head a three-man study team to reevaluate the two adjacent Landmarks' boundaries. As a result of that study the boundaries of Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks were reduced removing the direct impact of the expressway proposal on the two National Register properties.

Dr. Johnson, as have others who have studied the area, identified the presence of cultural resources within the area deleted from the Landmarks. The Council by letter of April 19, 1975 requested FHWA determine the eligibility of these cultural resources for inclusion in the National Register of Historic Places. By letter of April 23, 1975 FHWA responded to that request by quoting from a memorandum dated March 19, 1975 from Dr. Ernest Connally, Associate Director, National Park Service. Dr. Connally in concurring with Dr. Johnson's recommendation to reduce the area included within the two Landmarks said, "This action does not impair the potential likelihood that the deleted western section might meet the criteria of the National Register, as specified by Section 2(b) of Executive Order 11593. However, it should be understood that the values inherent in that section of land are those of the archeological data alone with the exception of the canal remains. For this reason, potential effects posed by imminent construction can be mitigated by (1) salvage excavation in advance of construction, and (2) agreements we understand are already entered into to preserve the small southwest corner of the western section containing historic and prehistoric canals."

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

In order for the Council to complete its review and to comment on the proposed undertaking it must know if the cultural resources located in the area deleted from the Landmarks are eligible for inclusion in the National Register. Therefore, the Council requests your assistance in obtaining a clarification of Dr. Connally's statement. Does the Secretary of the Interior consider the deleted western section of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks to be eligible for inclusion in the National Register?

Your continued assistance and cooperation are appreciated.

Sincerely yours,



John D. McDermott
Director, Office of Review
and Compliance

ARIZONA
STATE
PARKS

RAUL H. CASTRO
Governor

STATE PARKS BOARD MEMBERS:

1688 West Adams
Phoenix, Arizona 85007
Telephone 271-4174
DENNIS McCARTHY, Director
WALLACE VEGORS, Assistant Director

RALPH G. BURGBACHER, Chairman
A.C. WILLIAMS, Vice Chairman
DUANE MILLER, Secretary
DELL TRAILOR, B. MARC NEAL
RICKI RARICK, ANDREW L. BETTUY

Dennis McCarthy, State Historic Preservation Officer
State and National Registers of Historic Places

June 6, 1975

Mr. F. E. Hawley
Regional Administrator
U.S. Department of Transportation
Federal Highway Administration
Region 9
450 Golden Gate Avenue
Box 36096
San Francisco, California 94102

RECD:				
JUN 9 1975				
RA				
DA	W			
CO				
MO				
EX				
AM				
CR				
EC				
PR				
<input checked="" type="checkbox"/> E.D.				
CM	/			
RW				
BR				
1	2	3	4	5
6	7	8	9	0

Dear Mr. Hawley:

Enclosed is a statement of the opinion of the State Historic Preservation Officer concerning the Hohokam Expressway in Phoenix, Arizona.

Sincerely,

Dorothy Hall

Dorothy H. Hall
Historic Sites
Preservation Officer

DHH:oml
Enc.

Statement of the opinion of the State Historic Preservation Officer concerning the eligibility of a property for inclusion in the National Register.

Department of Transportation,

I understand that the Federal Highway Administration is requesting agency

the opinion of the State Historic Preservation Officer concerning the eligibility of archaeological resources for inclusion in the right-of-way of the Hohokam Expressway National Register and that my opinion may be submitted to the Secretary of the Interior with a formal request for a determination of eligibility on this property. This statement confirms my consultation as part of the determination of eligibility procedures.

- (1) In my opinion, the property is eligible for inclusion in the National Register.
- (2) In my opinion, the property is not eligible for inclusion in the National Register.
- (3) I have no opinion and prefer to defer to the opinion of the Secretary of the Interior.

Justification and comments:

1. The area in which the archaeological resources are located has been extensively disturbed by agricultural and commercial activities.
2. The area has been archaeologically tested and has been monitored during construction of a water main. Neither activity revealed material of major significance or depth.
3. The City of Phoenix, Parks and Recreation Department has signed an agreement with the Federal Aviation Administration to preserve a parcel of land in the southwest corner of the 40 acre area deleted from the National Historic Landmark. This parcel contains a portion of the historic Swilling Ditch, the first non-aboriginal irrigation project in the Salt River Valley.
4. Laurens Hammack, Highway Salvage Archaeologist for the Arizona State Museum, did a survey of the right-of-way in January '73. He recommends: "thoroughly investigate the remains through an intensive archaeological field program now."
5. The Arizona Department of Transportation has approved a contract for the complete excavation of all prehistoric materials within the right-of-way of the Hohokam Freeway. This contract should be executed.

Signed:

State Historic Preservation Officer

2-91

W. P. T.

450 Golden Gate Avenue, Box 36096, San Francisco, California 94102

April 23, 1975

IN REPLY REFER TO

9ED



Mr. John D. Mc Dermott
Director, Office of Review & Compliance
Advisory Council on Historic Preservation
1522 - K Street, N.W., Suite 430
Washington, D.C. 20005

Dear Mr. Mc Dermott:

This is in response to your letter of April 9, 1975 requesting additional information regarding the Pueblo Grande Ruin & Hohokam-Pima Irrigation Sites National Historic Landmarks. For your use the following is provided:

1. The Federal Highway Administration (FHWA) in consultation with the Arizona State Historic Preservation Officer (ASHPO), Arizona State Highway Agency (ASHA), and the City of Phoenix officials have determined that the proposed Hohokam Expressway will not have an adverse effect upon the two National Historic Landmarks. Steps to remove adverse effects have been developed in consultation with the same parties mentioned above. By using unique design solutions, the proposed undertaking will improve the visual qualities of the two historic landmarks.
2. The archeological resources in the expressway right-of-way have been surveyed many times by archeologists in the last several years. In 1970, the Arizona State Museum of the University of Arizona conducted a survey of the Hohokam Expressway corridor to identify the archeological resources. Four areas showing indication of prehistoric habitation, or use, were located.

The most recent survey was conducted by Dr. Alfred Johnson, Museum of Anthropology, University of Kansas. Also, Dr. Roger Kelly, National Park Service (NPS), and Dr. Donald Hiser, City of Phoenix, assisted in making the survey. The report contained this statement, "Although the archaeological remains of the western area are of a limited and marginal nature, they do include artifact scatters, preserved

sections of the banks and ditches of the 1867 Swilling Canal and a prehistoric irrigation canal, and possibly the buried lower positions of extensions of the canals in the Park of the Four Waters."

By memorandum dated March 19, 1975, Dr. Ernest Connally (NPS) concurred in Dr. Johnson's recommendation. Dr. Connally said, "This action does not impair the potential likelihood that the deleted western section might meet the criteria of the National Register, as specified by Section 2(b) of Executive Order 11593. However, it should be understood that the values inherent in that section of land are those of the archeological data alone with the exception of the canal remains. For this reason, potential effects posed by imminent construction can be mitigated by (1) salvage excavation in advance of construction, and (2) agreements we understand are already entered into to preserve the small southwest corner of the western section containing historic and prehistoric canals."

3. Therefore, the ASHA will soon contract with the Arizona State Museum of the University of Arizona to excavate, evaluate, and salvage the archeological resources for the four areas identified in the 1970 survey. Also, the repository for the salvage material will be the Arizona State Museum. The dollar amount of this contract will be about \$110,000.

4. Public meetings have been tentatively scheduled for sometime in May 1975.

A "no adverse" determination will soon be sent to the Advisory Council on Historic Preservation for review and comments. FHWA believes that proper consideration is being given to the archeological resources in the expressway corridor and the National Historic Landmarks, and that all the appropriate regulations are being followed.

If you desire more information prior to receiving the "no adverse" determination, please let us know.

Sincerely yours,

F. E. Hawley
Regional Administrator

The redesignation of the boundaries caused that area deleted from the Landmarks to be removed from the National Register. The extent to which the proposed expressway would affect the Landmarks was similarly diminished, for the proposed undertaking no longer requires a taking of property included on the National Register. Nevertheless, as Mr. Chapman's letter points out, "the deleted area contains archeological values which may meet the criteria of the National Register." Therefore, at this time FHWA is required to determine if any archeological values exist within the area deleted from the landmarks that are eligible for inclusion in the National Register and would be affected by the proposed undertaking. Section 800.4(a)(2) of the Council's procedures details the method by which such cultural resources are evaluated and determined eligible for inclusion in the National Register.

Once the status, with regard to the National Register, of the "archeological values" in the area west of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks is determined FHWA should submit a revised preliminary case report for Council review. In order to expedite the compliance process, the revised preliminary case report should contain the following information:

1. a general description of the proposed undertaking with explanatory graphic material;
2. a description of the properties included in or eligible for inclusion in the National Register to be affected by the undertaking, identifying the significant features of the properties;
3. an evaluation of the effect of the undertaking upon the properties included in or eligible for inclusion in the National Register;
4. an outline of measures taken in considering the undertaking's effect upon the properties included in or eligible for inclusion in the National Register, including:
 - a. an expression of the views of the State Historic Preservation Officer,
 - b. an indication of the support or opposition of units of government, as well as public and private agencies and organizations,
 - c. a review of alternatives which would avoid any adverse effects, and

- d. a review of alternatives which would mitigate any adverse effects; and
5. a proposal listing the actions to be taken by FHWA to assure that any adverse effects the undertaking may have upon properties included in or eligible for inclusion in the National Register will be avoided or mitigated.

Should you have questions or require any additional information, please contact Louis S. Wall, of the Advisory Council staff at P. O. Box 25085, Denver, Colorado 80225, telephone number (303) 234-4946.

Your continued assistance and cooperation are appreciated.

Sincerely yours,



John D. McDermott
Director, Office of Review
and Compliance

RECEIVED

MAY 27 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

May 19, 1975

F. E. Hawley, Regional Administrator
U. S. Department of Transportation
Federal Highway Administration, Region 9
450 Golden Gate Avenue
Box 36096
San Francisco, California 94102

Dear Mr. Hawley:

In reference to the proposed Hohokam Expressway and the resultant effect on two National Historic Landmarks, Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites the State Historic Preservation Officer has the following comments:

1. The National Park Service has reevaluated the boundary established by the Office of Archaeology and Historic Preservation in a memo dated September 16, 1974. The present boundaries are such that the proposed undertaking will have no adverse effect on the landmarks. Rather the proposed expressway will act as a buffer against encroachment of diliterious elements which could be detrimental to the City of Phoenix Pueblo Grande Municipal Monument. The western boundary of the adjoining National Landmarks is considered to be the same as the western property line of the Municipal Monument.
2. There are archaeological resources within the right of way of the proposed Hohokam Expressway that may meet the criteria for inclusion in the National Register of Historic Places or specified

by section 2 (b) of Executive Order 11573. Therefore there is a potential for adverse effect in this area. As stated by Ernest A. Connally, Associate Director, Professional Services, National Park Service, in a memo dated March 19, 1975, these effects could be mitigated by (1) salvage excavation in advance of construction and (2) agreements entered into between Skyharbor Airport Authority and the City of Phoenix Parks Department, to preserve the small southwest corner of the 40 acre section of the land deleted from the landmarks in the reevaluation.

3. Should the cultural resources located in this section be determined by the Secretary of the Interior to be eligible of inclusion in the National Register, then a memorandum of agreement should be signed indicating that proper mitigation measures will be taken.

I am sure that by working together that this matter can be resolved in a fair and expeditious manner.

Sincerely,

DHH:ldk

CC:

Lou Wall

Jim Dorre

Bert Fireman

Dorothy H. Hall, Historic
Sites Preservation Officer

Advisory Council
 On Historic Preservation
 1522 K Street N.W.
 Washington, D.C. 20005

AUG 12 1975

Mr. F. E. Hawley
 Regional Administrator
 Federal Highway Administration
 Region Nine
 U.S. Department of Transportation
 450 Golden Gate Avenue, Box 36096
 San Francisco, California 94102

RECD (57)	
AUG 14 1975	
RA	
X DA	W
CS	
WC	
EX	
AM	
CR	
RC	
PR	
X ED	(M)
CM	
X RW	
BR	
LC	
1	2
6	7
8	9
0	0

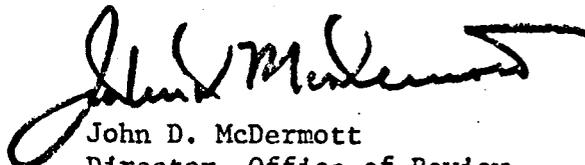
Dear Mr. Hawley:

On July 29, 1975 the Advisory Council received Federal Highway Administration's (FHWA) adequately documented determination that assistance to the Arizona Department of Highways for construction of the Hohokam Expressway would have no adverse effect on the Hohokam-Pima Irrigation Sites and Pueblo Grande Ruin, Phoenix, Arizona, both National Historic Landmarks and included in the National Register of Historic Places. In addition, the Council notes FHWA's determination of no effect with respect to the impact of the proposed undertaking upon cultural resources located within the right-of-way alignment, which have been determined ineligible for inclusion in the National Register by the Secretary of the Interior. The Council staff has reviewed FHWA's determinations and notes no objection to them.

In accordance with Sections 800.4 (b) and (d) of the Advisory Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800) FHWA may proceed with the undertaking. However, FHWA is reminded that should the archeological investigations which are to precede construction discover cultural resources that meet the criteria for inclusion in, and are subsequently determined eligible for inclusion in the National Register, FHWA is required to afford the Council an opportunity to comment before authorizing any action that would result in their alteration or destruction.

Your continued cooperation is appreciated.

Sincerely yours,



John D. McDermott
 Director, Office of Review
 and Compliance

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

3. Probable Adverse Environmental Effects Which Cannot Be Avoided

A. Effects on Natural Environment

The area which the project transverses has been considerably altered from its original state by desiccation of the Salt River, past farming, trash dumping and other activities. As a result, the area supports very little plant and animal life.

(1) Vegetation

The impact upon natural vegetation will be negligible. Even though this project crosses the Salt River and its flood plain, the alignment crosses an area that has very little vegetation and no aquatic activity since it is normally dry and the water table is well below the surface.

(2) Wildlife

Construction will result in the loss of a few shrubs, trees and some grass habitat which will slightly limit potential bird nesting sites and cover for small mammals, amphibians and reptiles.

(3) Water Resources

The expressway will not have an adverse effect on water quality; however, construction would hasten the change in land use. This change, if it occurs, will result in changes in water usage, which is discussed in Part 6. The Salt River, when running, is normally very high in turbidity and the water is of poor quality.

A spill of oil or hazardous materials into the Salt River, whether flowing or dry, will not be considered a normal occurrence as the result of the construction of the expressway since other crossings of the river now in use are subject to this possibility. However, a contingency plan for spills is discussed in Part Two.

In summary, no adverse effects from the expressway are expected so far as water quality is concerned.

B. Effect on Sky Harbor Airport

The Hohokam Expressway project will have an adverse effect on the airport only if the Expressway is not constructed.

In the event that interchanges are added at a later date as discussed elsewhere in this statement, these structures will necessarily be unobtrusive in order to comply with glide path clearance of the nearby Sky Harbor Airport.

C. Effect on Pueblo Grande Municipal Monument

The Expressway may cause undesirable noise levels in the Pueblo Grande Monument as design traffic levels are approached. Noise levels from future traffic using the expressway will be monitored to determine if actual noise levels approximate predicted levels. Noise abatement procedures will be initiated to reduce noise to an acceptable level should this be necessary. Initial noise levels will not cause adverse effects.

D. Noise Considerations

Noise level, as design-year traffic is approached, could affect those residences north of the railroad tracks and the Grand Canal and east of the expressway corridor. The ambient noise levels which now include sounds from railroad, aircraft and nearby vehicular traffic will lessen this impact. This residential area will ultimately be absorbed by the Pueblo Grande Municipal Monument.

E. Air Quality Considerations

Significant increases in air pollutants are not expected to occur; therefore, no adverse effect is expected from the air pollutants emitted by vehicles using the project.

F. Effects on Residential and Business Relocations

The Hohokam Expressway will require approximately 158 acres of right of way extended over a 2.46-mile-long corridor. This will

involve relocation of five owner-occupancy residences housing 21 persons and eight renter-occupied residences housing 28 persons. It also involves twelve business relocations.

Generally, there are facilities available in the area for those who must relocate from the project corridor. Adequate lead time will be provided for persons or businesses involved in relocation, thus minimizing the problems sometimes associated with relocating.

G. Encroachment Upon Lands

The alignment of the proposed expressway north of University is generally on new right of way. Acquisition of the lands required for the right of way for this project and the removal of these lands from their normal or potential use for commitment to highway purposes, is an encroachment which cannot be avoided.

H. Effect on Aesthetics

The expressway will not have an adverse effect on aesthetics of the area and should act as a catalyst to spur development and upgrading of the area.

The expressway will be compatible with the ultimate development of the area. This would include relocation of the Salt River crossing to fit the low-flow channel and the subsequent "Rio Salado" development.

I. Temporary Adverse Effects

During the project construction phase, certain temporary adverse effects will result, as discussed in the following:

(1) Noise, Dust and Air Considerations

Accompanying the construction of highways and roads are those noises and inconveniences related to the use of heavy construction equipment such as graders, earthmovers, trucks, tractors, dozers, etc.

Blowing dust, created from the construction activities, is present to some degree on all highway projects. Such blowing dust will be minimized on these proposed projects by employing standard water sprinkling techniques.

Arizona Highway Department construction contracts contain standard provisions and clauses which require the contractor to adhere to applicable pollution laws and regulations.

(2) Inconvenience to Driving Public

During Expressway construction, motorists using the north-south routes between I-10, University Drive and Washington Street will be periodically inconvenienced. This will be most noticeable along 48th Street. Construction activity will, at times, slow and even detour traffic crossing the Expressway corridor. Competition for road space with haul trucks and other construction machinery will further impede traffic on the crossroads in the vicinity of the project.

(3) Other Temporary Inconveniences

Inconveniences of a temporary nature may be expected during construction by pedestrians, bicyclists and equestrians.

There will be a temporary adverse effect upon aesthetics caused by construction of haul roads, grading activities, stockpiling of materials, etc.

In late June 1975 the Arizona Department of Transportation, after considering the comments received at the Design Public Hearing and on the Draft EIS, made the decision to complete the Hohokam Expressway with stage construction. The initial construction would basically be a 52-foot, four-lane section from Interstate 10 to University Drive, a 40-foot, two-lane roadway from University Drive to Sky Harbor Boulevard, and a six-lane divided section from Sky Harbor Boulevard to Washington Street with an underpass at the railroad and an at-grade crossing of the Grand Canal. Later stage construction would be programmed as traffic demand increases. These later stages could consist of widening, adding lanes, adding median barriers, and grade separating traffic intersections. A new crossing of the Salt River would be necessary with the establishment of a low-flow channel in the Salt River.

The following discussion presents the alternates considered in the Draft EIS.

4. Alternatives to the Proposed Project

A. The No-Build Alternative

The no-build alternative is self-explanatory. The Arizona Department of Transportation may implement this alternative by failing to construct the Hohokam Expressway. Discussion of this specific alternative also assumes that no significant actions will be taken by other agencies to serve the purposes for which this project is intended.

Reference is made to Part Two of this environmental impact statement in which were reported the probable impacts of the proposed Hohokam Expressway. Generally, the effects of doing nothing would be the opposite of continuing with the project.

(1) Impact Upon Phoenix Sky Harbor International Airport

Approximately half of the traffic expected to use the project will have Phoenix Sky Harbor International Airport as an origination or destination. Because of this it is apparent that the airport would be most significantly affected by a course of inaction. Because the west entrance to the airport is rapidly approaching a condition of overloading, all future expansion plans for the airport are dependent upon improvement of that entrance and provision of a suitable easterly entrance to the terminal area. If an adequate easterly entrance cannot be provided,

the linear concept chosen for future terminal facility development would be unable to function as planned and would in that event probably not be the most ideal concept around which the airport might be developed. It would become necessary to reconsider the currently accepted planning for the airport's future. Failure to provide adequate access would necessitate either relocation of the major functions of the airport or acceptance of undesirable levels of congestion on the groundside facilities approaching Sky Harbor. Either course of action would result in a less effective modal interface, thereby detracting from the quality of air transport service available to the Phoenix urban area and much of Arizona.

(2) Effect Upon Local Tax Base

Unlike most urban highway projects, if the Hohokam Expressway is not constructed most of the right of way required will not remain in or return to taxable uses. North of University Drive the City of Phoenix will eventually acquire most of the land adjacent to the project for airport purposes as far north as the Southern Pacific tracks. North of this point some adjacent land will be acquired as part of the Pueblo Grande Municipal Monument. It may be assumed that those unused rights of way which are surrounded by public land uses would not be subject to private development. In the areas where the project follows the existing alignment of 48th Street, that street already occupies a portion of the land precluding a return of much of the right of way to private taxable uses. Because of these public uses, the long-term effect of the project upon the local tax base will not be affected greatly whether the project is built or not.

(3) Impact Upon Local Traffic Area

It is generally axiomatic that transportation is a very important parameter if not the most important in the determination of land value. Natural resources associated with the land cannot, for example, be well utilized in the very local economy which

prevails without the presence of transportation facilities to interconnect the local economy with the greater region of which it is a part.

Obviously, the Phoenix metropolitan area does not suffer from a severe lack of transportation connections to other parts of the United States. The tripling of metropolitan population in the last 20 years to a present level of over one million residents was necessarily predicated on an adequate external transportation system.

However, within the urbanized area the Phoenix situation is similar to that of many other cities in that even though an intensive network of urban transportation facilities exists, the level of usage of some of these facilities is so great that little or no reserve exists to handle the traffic growth generated by the overall general increase of urban activity. It may reasonably be expected if the Hohokam Expressway is not built that these conditions of urban congestion will continue to worsen since the facilities which the Hohokam will augment or replace are not presently capable of carrying the traffic loads anticipated for the future. The parallel 40th and 48th Streets are presently serving more traffic than they can reasonably be expected to serve adequately. The problem of congestion east of the airport will be further worsened when 40th Street is eventually closed to permit runway expansion. The problem will be even further worsened when the necessary easterly entrance to the airport is constructed to connect with one of the available facilities. These events would occur even without continued overall growth of the urban area. However, when such growth is considered, the ability of the existing facilities to handle the future traffic load is reduced even further.

As congestion along the general corridor of the unbuilt Hohokam continues, motorists will choose alternate routes, if they are available. However, it is expected that no reasonable uncongested alternate route will exist east of the airport. Fortieth Street will eventually be terminated to provide for

expansion of the airport to the east. Forty-eighth Street is the only north-south arterial besides the planned Hohokam serving the area east of the airport until the Mill Avenue crossing in Tempe considerably further east. Forty-eighth Street is currently a two-lane facility, at or near capacity without an all-weather crossing of the Salt River. The Mill Avenue crossing of the Salt River is currently a one-way pairing of the old Mill Avenue bridge for the southbound traffic and the northbound traffic is carried by an adjacent roadway across the Salt River bed. During periods of flow of the Salt River, traffic in both directions must use the Mill Avenue bridge, thus reducing the capacity of the crossing by 50 percent or more.

(4) Noise and Air Quality Considerations

Noise pollution and air pollution considerations of the do-nothing alternative are discussed in Part Two of this environmental impact statement. If the Hohokam Expressway is not constructed, noise levels from highway vehicles will be greater at the right of way line of 48th Street than at the right of way line of the Hohokam, but only because the Hohokam project will utilize more right of way because of its higher design standards. Since the adjacent lands will not generally be developed in noise-sensitive land uses, the impact differential of noise would be negligible. Air pollutant levels are likewise expected to be relatively unaffected by the do-nothing alternative. Being only two and one-half miles in length, the project will have little effect on air quality even though steady-state driving on the expressway might be expected to produce a slight reduction of emissions from individual vehicles.

B. Highway Alternatives

Insofar as location approval has been given to the Hohokam Expressway by all parties involved, it is not possible to discuss all highway alternatives as being available alternatives. Those which involve an alignment different from that presently adopted

could not be implemented without abandoning the location approvals received to date. The following highway alternatives are presented to more fully illustrate the development of the project to its present stage.

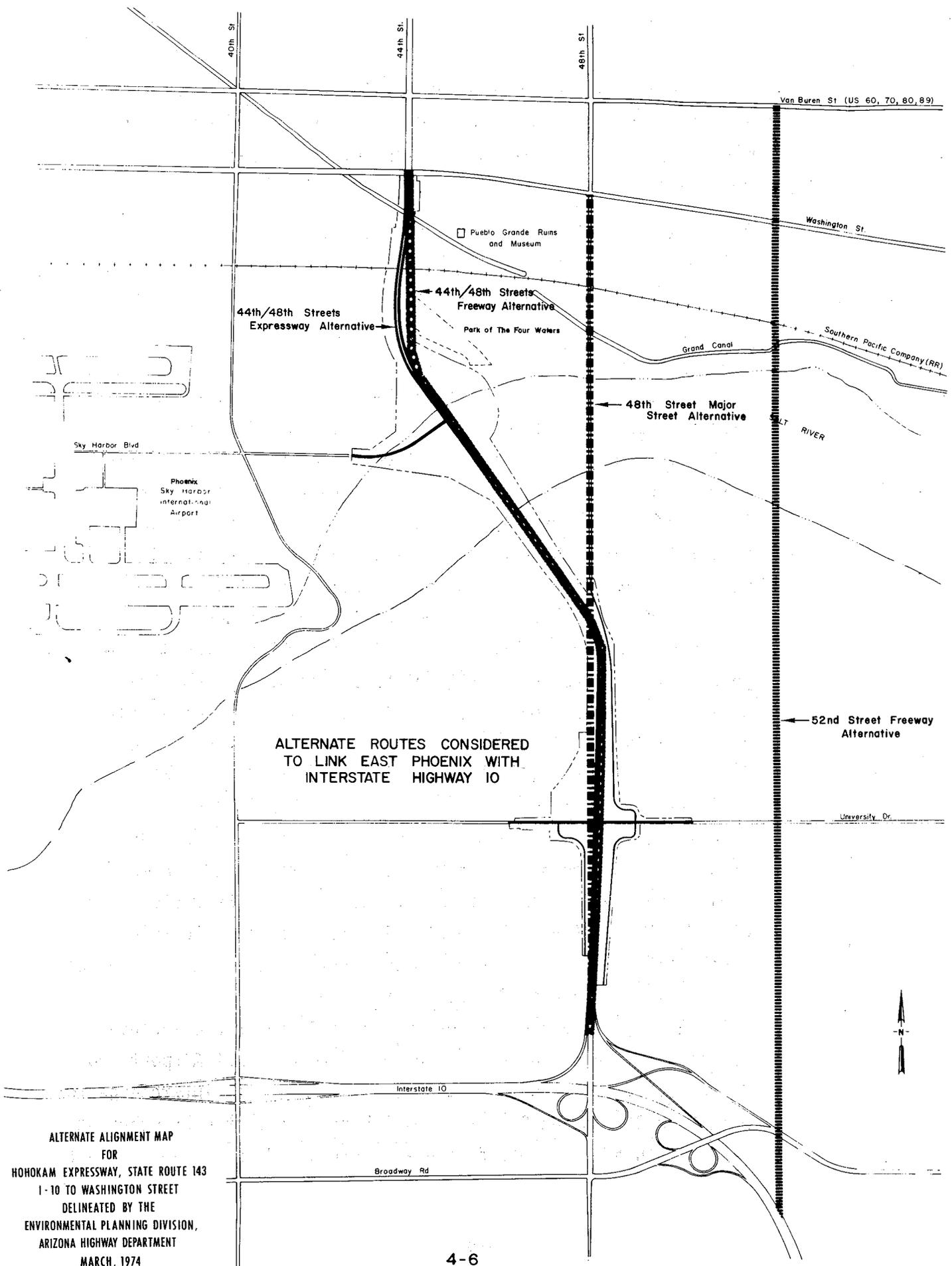
(1) Alternative: A Freeway Along 52nd Street

(See Alternate Alignment Map on Page 4-6.)

The Hohokam project was originally conceived at a public hearing held to discuss the proposed routing for Interstate Highway 10 in February 1957. At that time the need for a penetration route from I-10 to the highway-oriented commercial district east of downtown Phoenix was recognized. It was proposed to construct a freeway from an interchange on Highway I-10 directly north along the existing route of 52nd Street. This facility was proposed to have traffic interchanges at University Drive, Washington Street, and Van Buren Street as well as an overpass at the Southern Pacific tracks.

A facility along 52nd Street would have the advantage of requiring the acquisition of very little developed land. Stockyard facilities between the Grand Canal and Washington Street would have been encroached upon. If this alignment were under consideration at the present time, it would also require relocation of at least part of a mobile home development north of University Drive as well as parts of a developing industrial area south of University Drive. Other advantages of a 52nd Street routing would include directness of route and minimum impact upon recreational areas and facilities. The route would have consisted of a direct northerly extension of I-10 which itself follows a north-south routing after traversing a 90-degree curve east of the 48th Street interchange.

The primary disadvantages of a 52nd Street route include reduced service to Phoenix Sky Harbor International Airport and the difficulty of providing a full-service traffic interchange for both 52nd Street and Broadway Road which intersect each other at I-10. Both of these disadvantages contributed to the abandonment



ALTERNATE ROUTES CONSIDERED
TO LINK EAST PHOENIX WITH
INTERSTATE HIGHWAY 10

ALTERNATE ALIGNMENT MAP
FOR
HOHOKAM EXPRESSWAY, STATE ROUTE 143
I-10 TO WASHINGTON STREET
DELINEATED BY THE
ENVIRONMENTAL PLANNING DIVISION,
ARIZONA HIGHWAY DEPARTMENT
MARCH, 1974

of plans for a facility along this route. The route also would not integrate easily into the existing arterial street grid system of Phoenix. North of Van Buren Street, 52nd Street terminates in a residential area and would be unable to handle the traffic which could be anticipated along the Hohokam alignment on 52nd Street without extensive reconstruction.

(2) Alternative: A Major Street Along 48th Street
(See Alternate Alignment Map on Page 4-6.)

In 1960 Wilbur Smith and Associates, a consulting firm chosen to prepare a development plan for major streets and highways in Maricopa County, recommended that a major arterial street be constructed along the alignment of the existing two-lane 48th Street (A MAJOR STREET AND HIGHWAY PLAN - PHOENIX URBAN AREA). The consultant's plan had no provision for the proposed freeway along 52nd Street. It was recommended that 48th Street be constructed with four lanes but without traffic interchanges or a controlled access right of way and no grade separation at the Southern Pacific tracks prior to 1980.

The major advantages of the 48th Street route would have included minimum disruption of the corridor, better service to Sky Harbor Airport, and a low construction cost because of the lack of traffic interchanges. Disruption to the existing corridor would have been minimal because of the incorporation into the project of the existing rights of way utilized by 48th Street traffic. Land acquisitions would be minimal and their impacts would be reduced because 48th Street already formed a pre-existing division of the existing land uses. If this alignment were under consideration at the present time, it might still be possible to incorporate the existing rights of way for 48th Street into the proposed project. However, it would be expected that a wider facility with greater right of way requirements would be needed to handle the intervening traffic growth.

A 48th Street route would have the advantage, similar to that of the presently proposed alignment, of utilizing an

existing traffic interchange on Interstate Highway 10, an interchange that was so located to avoid conflicts with the Broadway Road interchange.

Disadvantages of the 48th Street alignment results primarily from the relatively narrow right of way required for the project and the lack of control of access along the facility. These features would have combined to permit more intensive land uses adjacent to the project with consequent higher levels of noise and air pollutant concentrations at the right of way line because of the narrow right of way width. Not foreseen in 1960 was the expansion of the Pueblo Grande Municipal Monument to 48th Street and the effects which an improved 48th Street might have upon the monument.

(3) Alternative: A Freeway Along 44th/48th Streets

(See Alternate Alignment Map on Page 4-6.)

In 1963 after various studies of the traffic needs of the area east of and including Phoenix Sky Harbor International Airport, a routing quite similar to the present alignment of the Hohokam Expressway was proposed for construction. This alignment differs only in that the 1963 routing would have encroached upon the Park of the Four Waters portion of the Pueblo Grande Municipal Monument, requiring approximately two and one-quarter acres of the park for right of way at that time. Park encroachment was later reduced to one acre until abandonment of the freeway concept in 1972. The freeway would have less sharp curvature in the vicinity of the park and an overpass of the Southern Pacific tracks because freeway design features would not have permitted underpassing the tracks without also underpassing the adjacent Grand Canal. The freeway was proposed to have traffic interchanges at University Drive and Sky Harbor Boulevard.

A freeway along 44th/48th Streets would provide motorists with a higher speed roadway than will be provided in the initial Hohokam Expressway, although the net time savings to motorists

would not be great because of the short length of the project. A freeway along 44th/48th Streets would also integrate well with the existing arterial streets of the City of Phoenix because 44th Street has been developed northerly from Washington Street in anticipation of the eventual construction of a major facility along the general alignment of the Hohokam project. Whether built to freeway or expressway standards, a route along 44th and 48th Streets would be close to the terminal of the airport and would, therefore, reduce the travel distance for the large number of airport-oriented motorists using the road.

The primary disadvantage of a freeway along this alignment would be the necessity of encroachment upon the Park of the Four Waters portion of Pueblo Grande Municipal Monument. The Federal-Aid Highway Act prohibits the approval of federal-aid highway projects which require the use of publicly-owned land from a park or certain other areas unless there is no feasible and prudent alternative to the use of such land. The 44th/48th Streets freeway was rerouted to avoid the Park of the Four Waters even though this rerouting necessitated a reduction from freeway to lesser design standards for the project. This reduction of design standards was also necessitated in part by the clearance requirements for the north runway of the airport because the overpass of the Southern Pacific tracks would have required encroachment upon the clear zones which are required by the Federal Aviation Administration in the vicinity of major airports.

C. Modal Alternatives

(1) The Non-Motorized Transportation Alternative

Non-motorized transportation is essentially limited to the bicycle. Pedestrian travel is precluded for most purposes by the present and developing patterns of land use. Horses are used in the Phoenix urban area, occasionally even for non-recreational purposes, but their utility is obviously not such as to make them a viable alternative to the automobile for many purposes.

Recent "Arizona Bikeways" studies indicate that in the Phoenix urban area the bicycle is used primarily for recreation and exercise. However, a large and growing number of persons, particularly students, use the bicycle as a basic element in their transportation. In the area of the Hohokam Expressway there is sufficient interest in bicycle usage that the City of Tempe and a consultant for the Arizona Highway Department have each included a bicycle path along or near the Hohokam Expressway in their future planning for bicycle needs in their respective jurisdictions. These plans have come into being as the result of citizen requests due, in part, to the factors of automobile parking problems and operating expenses as well as the positive desire to reduce pollution and use of natural resources.

Operation of bicycles on arterial streets is, at best, a hazardous endeavor insofar as most main routes are designed for and devoted to the exclusive use of automotive traffic. Although the law generally gives bicycle traffic the same rights and responsibilities as automobiles in use of the streets, simple reality demonstrates that the bicyclist is an unprotected intruder into the realm of automotive traffic.* The number of cyclists killed or injured annually emphatically underscores this point.

Federal highway funding is available for bikeway purposes under certain conditions as specified in Federal Highway Administration Policy and Procedure Memorandum 21-23, published in March 1973. However, it is not yet certain whether such funds will be applied to the construction of bikeways along the Hohokam Expressway or even when such a bikeway might be constructed.

Bicycle ridership into the terminal area of Sky Harbor is expected to be minimal. It is possible, however, that a bikeway might contribute to a slight reduction of traffic along the Hohokam Expressway corridor.

*Arizona's Traffic Accident Summary, Arizona Highway Department - Traffic Safety Division

(2) The Bus Transit Alternative

Transit buses now in operation in the Phoenix area seat 45 to 53 passengers and, therefore, have the potential of eliminating the need for 35 or more automobiles at any one point which a bus passes. The environmental implications of this are obviously significant: reduced air pollution levels, reduced noise levels, reduced usage of resources (including roads), and reduced total cost for each individual patron.

Transit buses also have certain disadvantages, apparent from ridership statistics. In the Phoenix urban area in recent years transit buses have accommodated less than one-half percent of all trips even though essentially no other public transit exists. (PHOENIX URBAN AREA TRANSPORTATION STUDY)

Buses are subject to the same delays as other traffic plus the additional delay caused by stopping to receive and discharge passengers. Because of the necessity for these stops, few buses use the freeways and, accordingly, they are at a further disadvantage in total travel time. Midday service has recently been improved so that many routes have half-hour service through the day. Most routes leave downtown Phoenix for the last time by 7:15 p.m. and no bus leaves after 9:50 p.m. The Tempe-Mesa line, privately operated, is the only route with Sunday service.

No bus operates parallel to the proposed Hohokam Expressway in the general vicinity of the project. The nearest bus service to the proposed project is provided along Washington Street, the northern terminus of the proposed expressway, by Sun Valley Bus Lines, a private operator. The City of Phoenix also operates a route along Van Buren Street, one-quarter mile north of the project terminus, and another route by way of Broadway Road south of the airport to 40th Street and University Drive, a point one mile from the project. Each of these routes is operated twice hourly during the morning and afternoon commute periods and

once or twice hourly through the day. One route also operates into the airport from the west on a similar schedule.

It is agreed by analysts of the operations that such service is minimal, sufficient only for transit-dependent persons. Bus service must be more frequent to attract motorists away from their cars. Both the City bus system and Sun Valley Bus Lines report losses on their transit bus operations. Sun Valley's losses are subsidized by their intercity operations and charter service. For the City bus system charter service is a financial bright spot but not nearly sufficient to balance the budget without a subsidy. The City of Phoenix has elected in recent years to continue and enlarge the subsidy to the bus system rather than to reduce service even farther or to raise fares, either course of action being inherently self-defeating. The City expects ridership to increase significantly in the future as service is expanded and improved under a five-year transit improvement plan. Such increases are reversing the general long-term trend of decreasing ridership which was manifested in a decline in ridership of almost 60 percent during the 1960s even though metropolitan population grew by 46 percent during the same decade.

A variety of trends are converging which have increased expenditures for public transit in the Phoenix area and nationwide. Such trends include energy shortages, increased awareness of the needs of no-car families and individuals, increased awareness of the environmental consequences of automobile usage, the overall cost of automobile anti-pollution measures, etc. In 1973, the Arizona legislature created a State Department of Transportation. It is likely that such a department will have a part in improving public transportation in the State's urban areas.

(3) The Fixed Right of Way Transit Alternative

Fixed right of way transit facilities involve the establishment of some sort of guideway which is used, sometimes exclusively by

vehicles which can carry passengers. In the traditional sense this includes the urban portions of some long-distance railways and also specifically urban railway systems, whether they be called subways, monorails, horizontal elevators, people movers, etc. Moving sidewalks differ slightly in that this mode combines the track with the conveyance. As an intermediary stage between normal buses and tracked vehicles, buses may be operated on special roadways provided for their exclusive use although they need not be restricted to such routes.

Fixed right of way transit facilities have essentially the same positive aspects as buses, except that a fixed right of way transit facility is statistically more effective. For example, a bus can carry the passengers of 40 automobiles while a transit train can be provided to carry the passengers of almost that many buses. The environmental implications of this are obviously significant: the benefits attributed to buses are multiplied and compounded. This is particularly true in regard to air pollutant emissions since most fixed right of way transit systems are powered by electricity which results in essentially no air pollutant emissions at the point of use. Buses may also be electrically powered although electric buses are not presently used in Arizona.

That fixed transit facilities also have certain disadvantages is apparent from the present limited application of such facilities. Only six American metropolitan areas have such facilities although several more areas have systems in the planning or construction stages. The cost of most fixed right of way transit facilities is great and must be borne largely by the taxpayers in the immediate vicinity of the system. Federal funding availability for such systems is increasing but has in the past been minimal.

These high construction costs in combination with the generally surplus capacity of a fixed right of way transit facility have been most commonly interpreted to mean that very high potential ridership traffic volumes are required before such systems can be justified. The ability of this type of system to

provide too much service can become self-defeating if ridership is insufficient. This is because it becomes financially undesirable to operate a high level of service during the periods of the day when ridership is not as great as during the commuting periods.

Because the Phoenix urban area does not have at any point the concentrations of development which are generally associated with the usage of fixed right of way transit facilities, such facilities, though studied (TRANSIT AND THE PHOENIX METROPOLITAN AREA), have not been available in the Phoenix metropolitan area since the demise of the local streetcar system in 1948.

D. Bibliography for Part Four

Betz, M. J. and Wilson, E. M. TRANSIT AND THE PHOENIX METROPOLITAN AREA. Vatts Report No. 10. December 1970.

Bivens & Associates, Inc. ARIZONA BIKEWAYS. Arizona Highway Department. February 1973.

DeLew, Cather & Company. PHOENIX URBAN AREA PUBLIC TRANSPORTATION STUDY. July 1971.

Smith, Wilbur and Associates. A MAJOR STREET AND HIGHWAY PLAN FOR THE PHOENIX URBAN AREA AND MARICOPA. Summary Report. 1960.

5. The Relationship Between Local Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity

A. Short-Term Uses

(1) Construction

During construction of the Hohokam Expressway, temporary conditions will exist. Essential utility service to area residents may be disrupted for short periods; however, construction will be coordinated with utility companies to minimize these disruptions and preclude any possibility of a health hazard that might result from the absence of these services.

Dust and noise associated with the project will be regulated by standard specifications and special instructions in the construction contracts. General construction and the stockpiling of materials may have had some detrimental effect upon the aesthetics of the area. However, this situation will be of short duration.

(2) Changes in Traffic Patterns

An evolution in traffic patterns will occur during the construction of this project. Traffic currently using 48th Street will be detoured or may use parallel routings including 40th or 24th Streets. Detour routing will be part of the construction plans. Disruption of traffic will be much less than would be the case if these parallel roads were not available. Also, nearly half of the route is along new alignment. Intersected streets will require construction of traffic intersections which will contribute to the need for traffic control during the construction period.

The opening of the Hohokam Expressway will cause some changes in traffic patterns and control systems. Travel patterns will be modified to accommodate the new facility. Certain streets will have their traffic load diminished as the Hohokam Expressway will offer motorists an alternate route to their destinations. Others will have additional demands placed upon them as they supply routes of access to and from the new facility.

(3) Taking of Natural Features

Efforts will be made to preserve existing shrubs, trees and major plants to leave portions of the Expressway right of way in a natural condition where practicable. Much of the vegetation that will be removed will be replaced in time by natural vegetative regeneration. New landscaping will be accomplished where practicable and where irrigation may be supplied in keeping with the land uses planned along the expressway. This is further discussed in Parts One and Two of this statement.

(4) Taking of Man-Made Features

As discussed in Parts One and Three, the project will require relocation of 13 residential and 12 small business units which are located in the right of way. There are no apparent insurmountable relocation problems in this project. The Arizona Highway Department Relocation Division estimates a lead time of one year for residential relocations subsequent to their purchase and about 18 months required to relocate the businesses subsequent to purchase.

The short-term use of much of the land area within the study area seems to be a matter of holding the land awaiting definite location for the Salt River low-flow channel, establishing boundary lines and development of the Phoenix Sky Harbor International Airport, the Pueblo Grande and the Park of the Four Waters complex and the Hohokam Expressway. This is evidenced by fallow land, dumping of manure from feed lots, dumping of landfill, accumulation of junk, and a deterioration of many of the improvements. There is also some removal of sand and gravel from the Salt River bed and this will probably continue in the future.

Land required for right of way will initially result in approximately 13 thousand dollars property tax revenue loss. As development takes place in the area adjacent to the Expressway, this tax loss will be quickly compensated for by better use of the land and increased value of the land and improvements.

Approximately six acres of irrigated pasture will be removed from production by the right of way. Considering the present trend, the balance of this approximate 80-acre pasture area will be converted to industrial site construction in the near future.

B. Long-Term Uses

(1) Foreseen Changes in Land Use

The construction of the Hohokam Expressway over the proposed alignment will hasten the development of major long-range plans for this study area. These planned developments would take place even without the Hohokam Expressway but probably in a slower and less orderly manner.

The presence of Phoenix Sky Harbor International Airport makes it natural for air-oriented manufacturing and warehouse facilities to locate in this area. The advantage of the Hohokam Expressway providing access to the eastern end of Sky Harbor Boulevard will stimulate demand for these types of industrial sites. The Hohokam Expressway will offer improved and more direct delivery to east Phoenix markets for goods warehoused in the industrial parks bordering Interstate 10 from 16th Street to 40th Street.

Industrial development will take place along both sides of the Expressway between I-10 and the Salt River low-flow channel as provided for by the Phoenix Comprehensive Plan for 1990 and the City of Tempe General Plan. Initial construction has already begun and will accelerate when the expressway is finalized and the Salt River low-flow channel is developed. Industrial development will continue according to the Phoenix Plan on the west side of the expressway between the Southern Pacific tracks and Washington Street.

The Phoenix Sky Harbor International Airport will proceed with its expansion eastward to the Hohokam Expressway in accordance with the Airport Master Plan and Development Program which carries through the year 2015 and beyond.

The balance of the study area will be devoted as planned to open space, recreation, and limited sand and gravel extraction. The Pueblo Grande Museum is being rebuilt to provide greater display area, research study and educational facilities. The adjoining Park of the Four Waters is being enlarged and will be further excavated to learn more about the early Hohokam Indian inhabitants. The early Indian canals will be the center of attraction. Landscaping will be developed to portray the type of vegetation that existed there during the era of the early inhabitants.

The Phoenix City Archaeologist has stated the Hohokam Expressway will greatly benefit the Park of the Four Waters by providing a very effective barrier against intrusion and/or encroachment from the west and by providing screening against the north runway of Sky Harbor Airport.

As an incidental benefit to the standards of the airport, a "clear zone" meeting FAA requirements will be provided on the eastern approach to this facility. Because of the historical significance of the Park of the Four Waters area prohibiting residential or commercial development, and because the proposed expressway will serve as a protective barrier insuring against arbitrary access to the area, future air traffic will not be hindered nor will it be exposed to hazardous conditions imposed by concentrated areas of habitation to which many major air terminals have been subjected. A plan showing the airport, highway and historic area relationship is found in Part Two of this study.

The Hohokam Expressway will provide a structure for crossing the Salt River as well as appropriate channel cutting and bank reinforcement. This will increase traffic flow through this corridor and will speed development of industrial activity. In the past, 48th Street has flooded rendering it impassable during periods of water flow in the river. This stabilization of land near the airport should hasten location of land use that would be associated with air shipment and various maintenance and support

activities associated with the modern diversified and demanding airport business. The Phoenix Sky Harbor International Airport and the Federal Aeronautics Authority will permit future development that is compatible with airport activity and safety requirements.

The Pueblo Grande Municipal Monument comprising the Pueblo Grande Museum and the Park of the Four Waters will expand along the east side of the expressway right of way. It will encompass land now being occupied by substandard housing at the north end and feed-lot manure piles at the south end. This will provide archaeological resource areas including a museum display of prehistoric Hohokam building and irrigation canal ruins, prehistoric farming demonstration area, native resource flora area and picnic facilities while providing a protective barrier which will discourage undesirable trespassing and vandalism. The expressway will provide the passing motorists a view of these important historical facilities and make them more accessible for visitation. It is believed that visitors passing through Sky Harbor Airport will visit this cultural center in greater numbers as the area becomes better known and access from the airport improves.

The Rio Salado Project involving a 40-mile stretch of the Salt River in the Phoenix metropolitan area is planned to be developed through the proposed Hohokam project area on a long-term basis. It will be highly beneficial in erosion control and providing recreation and economic development. The access to be provided by the Rio Salado Project will be especially convenient for the heavily populated east Phoenix and Scottsdale regions. The Rio Salado Project is projected to be part of a multi-modal transportation system in the area that encompasses highway, air, rail, water and bus services. The open space and public area incorporated in the northern half of this study area should facilitate development of bicycle paths, equestrian trails, and walking or jogging paths tying into the Rio Salado Project, the Grand Canal banks and the Park of the Four Waters.

6. Irreversible and Irretrievable Commitments of Resources

A. Land

Although neither irreversible nor irretrievable, the commitment of approximately 158 acres of land for right of way will be necessary. If at some future date new modes of transportation obviate utilization of this highway alignment, the roadway could be obliterated and vegetated to its former natural state.

A portion of this right of way area would be committed to hard surfacing and public area even if the Hohokam Expressway were never built. Approximately 12 acres of the proposed alignment currently fall within the rights of way of 48th Street and 44th Street. Some acreage would be taken up by improvement of 40th Street or developing 44th Street, if the Hohokam were not built, to provide an adequate east access to the Sky Harbor Airport from I-10 to the south and US 60, 80, and 89 to the north. Additional land would be taken up by paving for industrial areas to be developed in the near future.

This project will consume approximately 146 acres of unimproved, undeveloped or fallow land. The right of way area not used for actual highway construction will be treated as an open space which will preserve a significant portion of the land that will be naturalized and will blend in with the Sonoran Desert in the vicinity of the project. Suitable landscaping will be used to cause the right of way to blend in with and complement the Park of the Four Waters, the airport entrance, industrial site landscaping and the future Rio Salado water park project.

B. Construction Material

Construction of the Hohokam Expressway will require a substantial quantity of fill and aggregates for use in portland cement and asphaltic concrete paving and in the structures. Fill material needed for embankments and berms will come from excavation work within the right of way. If needed, additional borrow, select material, aggregate base and mineral aggregate will be available from a 40-acre parcel of State-owned land along the Salt River bed

on the west side of the expressway. Only light clearing of weeds would be necessary. It is expected that aggregate for the portland cement and asphaltic concrete will come primarily from existing commercial pits located in the Salt River since the contractor has this option. These pits have been in prior use and will continue in use after completion of this project.

Surplus material removed during excavation and not needed in construction might be used to replace material previously removed from borrow pits, in local landfills, or in other designated areas to be agreed upon by the contractor and the engineer in charge.

C. Water

The Hohokam Expressway will not directly affect water quality or quantity. However, the development of commercial, industrial and recreational activities currently underway and projected for future development along the expressway will constitute irreversible and irretrievable commitment of water resources as long as they are functioning. The degree of this impact will depend upon the land usage and the sources of water used. Land to be used by the Pueblo Grande Municipal Monument and the Park of the Four Waters will involve low water consumption while the water consumption by the Phoenix Sky Harbor International Airport will increase as that activity expands.

Proposed industrial park activity should use less water than residential or agricultural activity. Based upon experience in the Phoenix sphere of influence area, the Arizona State Water Commission has provided data indicating three to six acre/feet of water is required for an acre of farm crop, depending upon the type of crop grown. An acre/foot of water will support five people at a consumption rate of 250 gallons per day per capita, allowing 150 gallons for domestic use and 100 gallons for commercial and industrial support.

It is very probable sewerage system effluent will be used for green space irrigation purposes as it is in the nearby Buckeye area and in nearby planned communities.

Water rights have been established and the Cities of Phoenix and Tempe have planned to provide sufficient water to meet the future needs for domestic and irrigation water for this study area.

7. Proposed Action to Minimize Harm From Unavoidable Adverse Environmental Effects

A. Natural Environment

(1) Vegetation

A few Eucalyptus, Athel Tamarisk, Honey Mesquite and Five-stamen Tamarisk trees will be removed due to construction. Various landscaping schemes are under study for areas between Sky Harbor Boulevard and Washington Street, along the Park of the Four Waters and between Sky Harbor Boulevard and I-10.

(2) Wildlife

The construction of this project will result in a small loss of habitat for the poorly developed wildlife in the area. Landscaping of the Expressway and the developing Pueblo Grande Monument will provide habitat for certain species adaptable to urban environments.

(3) Water Resources

The Salt River, when flowing, is generally high in turbidity, and the ground water is high in salinity as discussed in Part Two. The construction and use of the Expressway is not expected to have any effect on the river or underground water quality. In the event of a spill of oil or hazardous material into the river, a contingency plan developed by the U.S. Environmental Protection Agency, Region 9, would be put into action by the appropriate agency. Procedures for implementation of this plan are available through the EPA office.

B. Phoenix Sky Harbor International Airport

In the event that interchanges are to be added at the intersection of Sky Harbor Boulevard and the Hohokam as discussed elsewhere in the statement, these structures will be of necessity, unobtrusive, in order to comply with glide path clearance of nearby Sky Harbor Airport.

C. Noise Considerations

Noise levels from vehicular traffic will increase around the Pueblo Grande Municipal Monument and the Park of the Four Waters section of the Monument. Initial noise levels may be acceptable, however, upon development of the Monument and as design traffic volumes are approached, noise levels may become unacceptable. Although other noise sources (aircraft, railroad, vehicles on nearby streets) are included in the makeup of the ambient noise levels, noise from vehicles using this project will be monitored in order that mitigating measures can be planned before they are needed.

Actions to minimize harm from noise impacts resulting from the use of this project are included in the above discussion. It is expected that those residential areas which could be affected by noise would be incorporated into the Pueblo Grande Municipal Monument before the noise levels become unacceptable. Some of the measures which can be used to reduce noise from vehicles using the project are: various forms of barriers and screens, speed limit controls, limit roadway use to quiet vehicles, and control the number of vehicles using the facility.

The Arizona Highway Department and the City of Phoenix will cooperatively develop the plans for landscaping and noise attenuators to be used on the Hohokam Expressway along the Park of the Four Waters area of the project.

D. Residential and Business Relocation

Three of the owner occupants of their homes could reconstruct on the remainder of their lands and a few of the businesses could do the same. All people and businesses desiring relocation will be assisted by personnel from the Right of Way Relocation Division of the Highway Department under provisions of the Federal Highway Administration Policy and Procedure Memorandum 81-1. This directive dictates that the Arizona Highway Department will "insure to the maximum extent possible the prompt and equitable relocation and re-establishment of persons, businesses . . . displaced as a result of Federal and Federal-aid construction". (See Part Two.)

E. Aesthetics

Some adverse impact of aesthetics will occur during construction as mentioned above which will be of temporary duration. In contrast, the completed project will impact beneficially the aesthetics for a longer duration. As mentioned in Part Two, the aesthetics of the area through which the project passes is not pleasing. The Hohokam Expressway project will be of low profile and in itself will provide an aesthetics improvement. The areas adjacent to the project are planned for environmentally acceptable industry and public use, therein providing an acceptable aesthetic change.

F. Construction Activities

When portions of existing roadways are incorporated into new projects and construction is necessary to upgrade these facilities, some inconveniences will be unavoidable. Efforts will be made to minimize traffic delays, detours and the competition for road space with construction machinery.

Noise and dust pollution generated by construction activities will be unavoidable to a certain extent. These activities will be of a temporary nature. The dust will be mitigated by sprinkling techniques. Construction equipment and procedures must comply with Federal, State and local requirements to decrease adverse impacts of air quality and noise.

The effect on aesthetics caused by construction of haul roads, grading activities, stockpiling materials, etc., is also of a temporary nature.

8. Comments Received to Draft Environmental Impact Statement

The following letters have been printed, along with appropriate responses, in accordance with directives contained in the Federal Highway Administration's Federal-Aid Highway Program Manual (Volume 7, Chapter 7, Section 2, Paragraph 19.o.). Some letters have been answered individually because of their lengthy comments and/or distinctive nature; others have been answered collectively because they contain essentially the same information. All letters, whether answered individually or collectively, have been grouped according to individual citizen comment, business interest comment, and governmental and quasi-governmental agency comment. A summary of citizen comment made at the Design Public Hearing is also contained herein.

Many of the comments are not germane to the intent and content of the Draft Environmental Impact Statement (EIS) and thus have not been answered. A non-reply posture has also been adopted in regard to comments which represent mere opinion. They are printed in toto, however, as examples of certain public views. Where rational, understandable challenges to, or questions about the Environmental Impact Statement (EIS) and project have been made, appropriate replies follow.

A. Individual Citizen Comment

(1) Comments of Citizens for Mass Transit - Against Freeways

On August 6, 1974, the following letter from Citizens for Mass Transit - Against Freeways (CMTAF) was mailed by that organization to its members. That letter requested members and friends of members to write to the Arizona Highway Department [sic] Division, voicing disapproval of the Hohokam Expressway and the Draft Environmental Impact Statement for that project. They were specifically asked to raise questions on (1) Piecemealing approach, (2) Lack of comparison of freeways and mass transit and consideration of alternatives, (3) Park land encroachment, (4) Necessity for City expansion and Sky Harbor Airport, (5) Distribution of the Draft EIS, and (6) Environmental Protection Agency requirements not met.

THIS LETTER IS URGENT - REQUIRES IMMEDIATE ACTION

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT FOR HOHOKAM FREEWAY
Project No. F-043-1(1)(3) August 6, 1974

Dear CMTAF Friend,

The Environmental Impact Statement for the proposed Hohokam Freeway (now called expressway) was released by the Arizona Highway Department July 18, and the public has until August 20 to respond. We strongly encourage you to inform yourself on this EIS, and make a written response. Your response will be official, and will be printed in the final EIS.

Copies of the 150-page EIS are available at the Phoenix Public Library, the Tempe Public Library, the Maricopa County Free Library, the Arizona State Library Archives and Public Records at the State Capitol, the Federal Highway Administration at 3500 North Central, the Arizona Department of Transportation Library at 206 South 17th Avenue, the Environmental Planning Services Office at 205 South 17th Avenue, and the Arizona Office of Economic Planning and Development at 1645 West Jefferson. If these locations are not accessible to you, call Mr. Mason Toles, Arizona Highway Department of Environmental Planning, and ask him to place a copy near you.

The EIS seems to be deficient in many regards, and fails to cover legal requirements of the EPA on at least three points: (Please include these points in your response)

1. Piecemealing approach

Federal law requires that the highway studied in an EIS should "be as long as practicable to permit consideration of environmental matters on a broad scope..."

In this regard, the EPA in San Francisco refused to approve the EIS for the proposed Papago Freeway two years ago, saying that even that was too narrow in scope. Instead, said the EPA, the need "is for an impact statement which encompasses the entire program for a freeway-based transportation system in Phoenix." In other words, the whole system, including Paradise Parkway, New River Freeway, Hohokam Freeway, Squaw Peak Freeway, Indian Bend Freeway, and the Maricopa Freeway should be included in a study--said the EPA.

"Only in this way will there be a true evaluation of all impacts associated with this transportation system; additionally, such a comprehensive analysis might suggest beneficial modifications, or possibly viable alternatives," commented the EPA. The EPA then recommended against any federal funding until such a comprehensive impact statement was prepared.

There has been no such impact statement, nor any plans for one. Highways are still being planned in a piecemeal fashion, using one completed segment to justify construction of the next. The important thing to remember, and which many Phoenix residents do not know, is this: The diabolical Wilbur Smith Plan to lace our Valley with freeways (including the Papago Freeway) has never been revoked--not one inch of it. Our request that the present City Council revoke this plan was met with a lot of double talk, and a map showing all the freeways still there. (In this regard, in order that you can make a more intelligent comment, please call the Mayor's office right now, and ask them to send you a copy of their most recently updated freeway map. You will see we still have about 200 miles, plus perhaps the "beltway" the Mayor is suggesting, in our future, and you will see the comparative location of the Hohokam.)

2. Lack of comparison of freeways and mass transit - lack of intelligent consideration of alternatives

The EPA also found the EIS on the Papago Freeway sadly lacking in its consideration of alternatives, and said it did not address itself to the question of the comparative environmental impacts of the planned freeways and a good mass transit system.

The EIS for the proposed Hohokam Freeway is almost unbelievable in this regard - the poor bus service in Phoenix is actually used as a proof that the Hohokam is needed to service the airport. There are no comparisons of impacts of alternatives as required by the Department of Transportation, PPM 90-1.

We are left, unfortunately, with no hope of a comprehensive evaluation of comparative values of mass transit and freeways, unless we make a big fuss. This is one area where every CMTAF member should make a big fuss. Otherwise the freeways have it, and our silence will be interpreted as agreement.

3. Parkland encroached upon

Federal laws are very jealous in protecting parkland. Although no land will actually be taken from the Park of the Four Waters, located within the National Registered Pueblo Grande Municipal Monument, on 44th Street below Washington, there will certainly be damage. The EIS claims the freeway will not encroach upon the 95-acre Pueblo Grande Municipal Monument, which will contain examples of prehistoric farming, native flora, and picnic areas, in addition to the museum. The Park of the Four Waters comprises about 9 acres, located at the southern limit of the Monument, and the function of this park is to preserve a small portion of the Hohokam's canal system. The Phoenix Parks Board has said the freeway going by the Monument would bring more attention to it, and enhance it. We strongly disagree with this. Also the assessment of the Parks Board that the Freeway will serve as a buffer between the Monument and the industrialized area to the east, is ridiculous. The current archaeological practice throughout the country is to locate roads so they cannot be seen from the sites.

Reason tells us the Park of the Four Waters will most certainly be encroached upon, with noise, pollution, and moving traffic to mar the serenity of the area. The whole western side of the Monument will be hugged closely by the freeway. If the highway were to be 75 feet wide, as the 7-lane 44th Street is at Washington, instead of the planned 200 feet, certainly the Monument would have more protection.

Finally, the real concern may boil down to whether it is logical to expand the airport to the extent it is planned, and then plan to serve it with auto-highway transportation. The report claims there will be six times the current air traffic by the year 2015. (No worry about any fuel shortage here!) We have contended for many years that such a monstrous airport should be located away from the city, and served by public transportation. **THE LACK OF PLANNING FOR ADEQUATE PUBLIC TRANSPORTATION TO SERVICE THE AIRPORT WILL BE A BLIGHT FROM WHICH WE CAN NEVER FULLY RECOVER.** Every city in the Valley is affected by this poor planning, which leaves us vulnerable to many crises, including shortage of fuel, in the future. Many Tempe citizens have their lives disrupted constantly by noise from the airport, with its present level of traffic.

One other very upsetting problem is that the Draft Environmental Statement was sent to many Federal, State and Local Agencies, including even Greyhound Bus Lines, Sun Valley Bus Lines, Continental Trailways, Mountain States Telephone Company, Salt River Project, etc--BUT NOT ONE COPY WAS SENT TO ANY CITIZENS' ORGANIZATION FOR COMMENT. This we feel is a great violation of the spirit of the National Environmental Policy Act, under which the Statement was prepared. CMTAF did obtain two copies, after going down to the Department of Transportation and requesting them. We suggest other citizens do likewise. Also please call and request an extension of time for your comment, if you need more time.

We must not allow these clear violations of the EPA. We must insist now on a comprehensive evaluation of the entire transportation system planned for this Valley, which will include a thorough study of alternatives, followed by a public hearing where people may give their views. The time for insisting is now. Your letter should recommend against any federal funding until this is done.

Here are the things which we hope you will do:

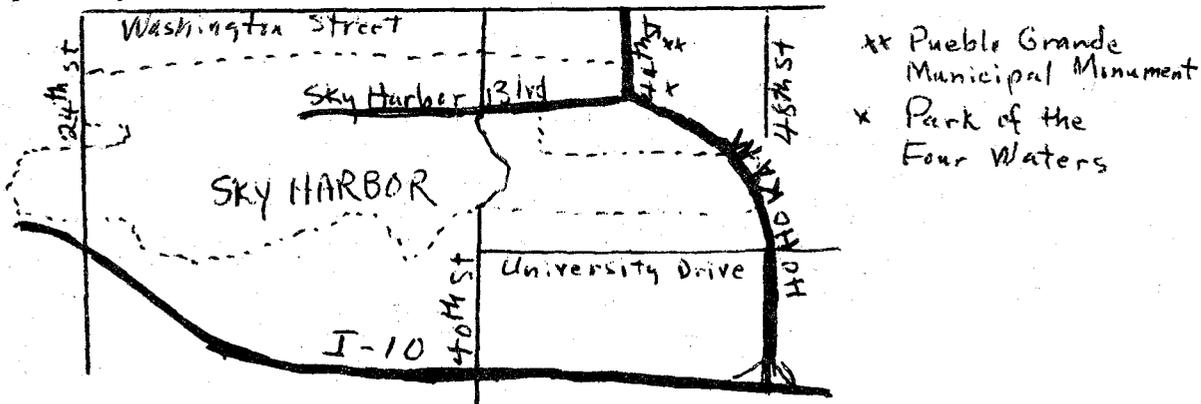
1. Call the Mayor's office and ask for a copy of their updated freeway map.
2. Call Mr. Toles at the Highway Department if you need an EIS, or if you need an extension of time.
3. Gain access to the EIS, and study it, or if you care to make just general comments you may do so from information contained in this letter.
4. Write your comment, and send it to Mr. Mason Toles, Director, Environmental Planning, Arizona Highway Department, 205 South 17th Avenue, Phoenix 85007.
5. Encourage a friend to do the same!

Thanks for your cooperation.

Sincerely,

Mrs. G. F. Judd
Mrs. G. F. Judd, 247-2786

The Hohokam is to be located between Maricopa Freeway (I-10) and will angle westward from 48th Street to 44th Street, ending at Washington. Presently there is a 7-lane highway down 44th Street to Washington, and it seems to us it would be adequate to continue this 75-foot, 7-lane highway southward rather than take 300 feet and build two expensive traffic interchanges. Why channel 6 lanes of traffic into a freeway for such a short distance? Expressways are ruinous to accessibility by local traffic.



Forty letters objecting to the proposed expressway and the Draft EIS were received by the Arizona Highways Division. Most, presumably, were written in response to the August 6, 1974 document; others, which may reflect independent thinking are also included. Because the general tenor of all letters so closely follows the CMTAF communication, however, a single response to each of the six categories listed above will suffice as a response to most of the letters. Several of these letters were more expansive in comments and require individual replies to issues not covered in the collective response. Copies of the letters answered collectively are printed in Appendix 1.

a. Item: Piecemealing Approach

Reply

The EIS has been prepared in accordance with all Federal Highway Administration (FHWA) regulations and requirements including those of the Federal-Aid Highway Program Manual. Included therein are directives which state: "A highway section should be as long as practicable to permit consideration of environmental matters on a broad scope . . . ". Furthermore, "Piecemealing proposed highway improvement in separate EIS's is to be avoided. The highway section identified in the EIS . . . should include the total length of highway between logical termini . . . ".

These criteria were met in developing the Hohokam Expressway project and the Draft EIS. CMTAF, however, persists in believing "Highways are still being planned in a piecemeal fashion, using one completed segment to justify construction of the next." They obviously view the Hohokam Expressway as an integral part of the "diabolical Wilbur Smith Plan to lace our Valley with freeways."

Although included in the Wilbur Smith Plan, the Hohokam Expressway is nevertheless designed primarily to serve specialized, local traffic needs which will not be influenced by other proposed area highways. As stated on page 1-15 of

the Draft EIS, "this project is not dependent on any other freeway construction in the Phoenix area . . . ". Thus, in spite of charges to the contrary, the Draft EIS is not deficient in its coverage. The Draft Environmental Impact Statement reports on one entire, independent, free-standing transportation facility.

- b. Item: Lack of Comparison of Freeways and Mass Transit;
Lack of Consideration of Alternatives

Reply

PPM 90-1 has been replaced by Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2. Directives contained therein state that reasonable alternatives shall be discussed and compared in appropriate manner. Part 4 of the Draft EIS discusses alternatives of no-build, alternative freeway routes, non-motorized transportation, bus transit, and fixed right of way transit. Largely because the Hohokam Expressway is an independent transportation facility serving only a very small area, it was concluded to be the only reasonable alternative.

When the Arizona Department of Transportation (ADOT) was created in 1974, mass transit considerations automatically became part of its function. Accordingly, the Division of Public Transit was established, but, to date, has been only meagerly funded. A legislative proposition that would have diverted highway user tax money to public transit programs was overwhelmingly defeated by public vote in November 1974.

Until such time that legislative action provides for adequate public transit program funding, the ADOT will have no choice but to emphasize urban highway planning. But, even with increased funding, mass transit is not likely to replace entirely the dependence upon and necessity of the private automobile. Only when supported with adequate population can public transit be economically justifiable and compatible with an automobile transportation system. The future in development of rapid transit will more realistically occur as part of a multi-modal transportation system (see pages 4-12, 4-13, and 4-14).

c. Item: Parkland Encroachment

Reply

Discussion on page 2-1 through 2-14 discusses the archaeological resources of the area and the City's plan for development of Pueblo Grande National Monument and the Park of the Four Waters. As explained therein, the expressway was routed to avoid these facilities through approval of City officials. No less an expert than the City Archaeologist, who has devoted many years to intensive study of the area, feels the expressway will be a benefit to the archaeological resources and facilities and will not constitute harmful encroachment upon the Park of the Four Waters.

d. Item: The Necessity for City Expansion of Sky Harbor Airport

Reply

ADOT does not own, have authority over or responsibility to propose airport expansion. ADOT has only reported on the proposed expansion of Sky Harbor International Airport by the City of Phoenix and has evaluated the interrelationships possible between the airport and the proposed Hohokam Expressway. In addition to serving the airport's present or expanded form, the proposed Expressway has a number of other significant functions and impacts upon the transportation system, land uses and economy of the area as were discussed in Part 2 of the Draft EIS.

No doubt Sky Harbor Airport will expand to its projected growth limits sometime in the future and will be augmented by other airports in the area. In the meantime, Sky Harbor is ideally situated near the center of the Phoenix Metropolitan area and promises to serve the transportation and air cargo needs of the area for many years to come. The Hohokam Expressway will merely aid the smooth operation of the airport. As was mentioned in Paragraph 1 on page 2-16 of the Draft EIS, it is quite possible, should future traffic needs warrant, to

serve the airport with more sophisticated means of public transit. For the present, however, the airport expansion plan envisions surface access by automobile and bus as the only practical method of ingress to and egress from the airport in the foreseeable future.

e. Item: Distribution of the EIS

Reply

Contrary to the statement contained in the August 6, 1974 CMTAF communication to its members and echoed in many letters to ADOT, there was no violation of the law or the spirit of the National Environmental Policy Act in making the Draft EIS available to the public. In addition to the agencies with expertise or jurisdiction listed in the EIS and to which statements were mailed, a selected list of 21 citizens groups including CMTAF was notified by letter of the availability of the EIS (the list may be found in Appendix 2). The CMTAF chose to pick up copies of the statement rather than to have the copies mailed. The statement was advertised in local newspapers and was and is available in libraries.

f. Item: EPA Requirements Not Met

Reply

Within the ranks of CMTAF there appears to be considerable misconception concerning the role of the Environmental Protection Agency in the national effort to provide a cleaner, healthier environment. For example, one letter states "and for publication with the record of citizen comments for the formal Environmental Protection Agency's required impact statement incidental to a Hohokam Freeway for which there was an area meeting held on Tuesday of this week, August 6th . . .".

The environmental impact statement is a requirement of the National Environmental Policy Act and not a requirement of the EPA. No meeting was held, nor need be held, for the express purpose of discussing an EIS. However, there was a

public forum held on August 6, 1974, to discuss the project; the EIS was a part of that discussion. An overwhelming majority of the citizens attending this meeting favored immediate implementation of the proposed project.

The regulations governing the preparation of environmental impact statements for Federal-aid highway projects are promulgated by the U.S. Department of Transportation, Federal Highway Administration, and not the Environmental Protection Agency. The EPA does not "approve" an EIS. Approval or disapproval is and has always been the prerogative of the Assistant Secretary for Environment, Safety and Consumer's Affairs, U.S. Department of Transportation, Washington, D.C. All EIS's are prepared with cooperation and coordination of the Federal Highway Administration and, prior to acceptance, are reviewed at FHWA Divisional, Regional and Washington, D.C. headquarters levels.

(2) Comments of Gerard F. Judd*

- a. Item: "We find no evidence in the subject EIS that proper public hearings have been held on the Hohokam Expressway, even though there have been several major changes since the project's inception in 1957."

Reply

Prior to May 28, 1975, public hearings were not held on the Hohokam Expressway project. However, in accordance with federal regulations, offers to hold a Location Public Hearing were made on October 18, 1968 and October 25, 1968. Since there were no public requests to hold the hearing, none were held.

- b. Item: "Any information gathered at a public forum or a public hearing now or in the future will be of no consequence, since major decisions concerning the alignment and design have already been made. For all practical purposes, there has been no public input on this project."

*Note: Because the comments of Gerard Judd are so voluminous, they are referenced in Appendix 3. Substantive comments have been extracted and answered.

Reply

On August 6, 1974, a public forum was held to explain the social, economic, environmental, and engineering facets of the Hohokam project and to solicit public discussion and comment. The forum was followed by a Design Public Hearing on May 28, 1975. The considerable public comment that prevailed at both meetings has been given careful consideration by ADOT engineers in developing final design plans for the project.

- c. Item: "EIS-74-3D was approved . . . July 18, 1974, and advertised July 20, 1974 . . . Callers informed us that it was not available at the Phoenix Public Library about August 18."

Reply

Due to an oversight, copies of the Draft EIS were not placed in area libraries at the time the statement was publicly advertised. This error was called to the attention of the ADOT and corrected by placement of an EIS in each appropriate public library. The ADOT subsequently extended the time for citizen review of the statement an additional 34 days beyond the date Mr. Judd officially reported the oversight. Every agency and individual who commented on the Draft EIS in writing was notified by letter of the extension in reviewing time.

- d. Item: "First, it is clear the Arizona Highway Department misrepresented in advertising the forum as one for a freeway (see ad 8-6-74) as also F-043-1(1)(3) which shows it is the same old Wilbur Smith freeway segment, but in the hearing it was declared by Mr. Hayden to be an expressway."

Reply

We have interpreted this comment to mean that ADOT purposely advertised the project as an expressway when, in reality, it is planned as a freeway. Originally, the project was planned as a short freeway segment. Although the project's location has not changed significantly in the intervening years, the design features have changed such that it is now

designed as an expressway. The following descriptions, which have been prepared by a Special Committee on Nomenclature of the American Association of State Highway Organizations, clearly show the distinction between the two types of roadways:

Expressway: a divided arterial highway for through traffic with full or partial control of access and generally with grade separations at intersections

Freeway: an expressway with full control of access

- e. Item: "F-043-1 id [sic] described as a multi-lane roadway. Why is it not stated right off how many lanes it will be so citizens can follow it better?"

Reply

This comment relates to an item in the Draft EIS summary. Since summaries are not intended to present excessive detail, the number of lanes was not included here.

- f. Item: "This is unclear how a highway can be a buffer for a park, and simultaneously a noisy intruder."

Reply

The City Archaeologist indicated that the roadway will buffer by separating the commercial uses to the west from the park areas to the east.

- g. Item: "Use of roadway material . . . will not alter the local environment. This is untrue."

Reply

The second sentence, Paragraph 2, page S-2 of the Draft EIS, has been changed to "Their usage will not significantly alter the local environment."

- h. Item: "There will not be violations of federal (air) standards . . . This is false unless there will be an overall reduction of fuel sales in the Phoenix metropolitan area."

Reply

Paragraph 3, page S-2 is true when read in context.

- i. Item: ". . . insignificant amount of animal breeding habitat will be destroyed. The report makes no measure of this factor, so why state it?"

Reply

"Insignificant" is a relative term but is used to indicate low-level impacts to animal breeding habitat.

- j. Item: "It is very likely the word 'expressway' was chosen because of the harsh connotation urban 'freeway' has on the public."

Reply

See reply to Item d., Part 8, Section A., Subsection (2).

- k. Item: "We think it is time that AHD would be grateful enough for our comments to include us as the very first recipients of the statements. We have many capable people, who, if we contact soon enough, can come up with good critiques. We are asking for a time extension on this Hohokam expressway in view of the fact we were not so included."

Reply

CMTAF had more than the normal allotted amount of time to comment on the EIS. See reply to Item c., Part 8, Section A., Subsection (2).

- l. Item: ". . . route of expressway designated 143 - February 20, 1957. The statement leaves one confused as to whether in 1957 it was designated simply SR-143 or if it was designated an expressway then. We wonder when the F-043-1(1)(3) and U-043-1(1)(3) designations were applied."

Reply

The project was originally designed to freeway standards. Its design was not altered to expressway standards until the early 1970s. The prefix letter on the project number was changed from F to U following enactment of the Federal-Aid Highway Act of 1973 and merely reflects a change in funding structure.

- m. Item: "It is felt Hohokam was planned to be a freeway on 44th Street from Washington into Paradise Valley from a comment at the hearing: 'its [sic] the only street through the mountain pass.' If that is so, why was it dead-ended at Washington Street, at only 2.5 miles?"

Reply

The road is hardly "dead-ended" at Washington Street. The six-lane Expressway is completely compatible with the six-lane 44th Street and will present no bottlenecking of traffic at that point.

- n. Item: "It appears that 308 feet of acquired right of way is entirely too much for the 48-foot roadways (2 x 48 feet) as planned."

Reply

As mentioned in the last paragraph of page 1-10 of the Draft EIS, right of way will be reduced to a little more than 200 feet to minimize disruption to the urban environment near the north end of the project. Elsewhere, right of way will be acquired only for the express purposes of safety and for expanding the roadway or incorporating other transit conveyances as future traffic demands may warrant.

- o. Item: "It is felt the 2-35 acre plots for future freeway intersections should be eliminated from consideration, since such interchanges and the controlled access they require are undesirable compared to ordinary signalization and control or stop signs."

Reply

If future traffic congestion occurs, grade separated interchanges would be constructed to lessen vehicle conflicts and increase interchange capacity. The additional land is reserved for that purpose.

- p. Item: "From the 146 acres (1-12-8) and 2.5 mile length (1-9-5), one calculates a highway width of 471 feet. The difference from the AHD value (308 feet) indicates 49 acres are being sacrificed for interchanges. We think these 24.5 acre interchanges (or 35 acre [sic] which is normal in such cases) need never be built and the purchase of land for this purpose is a waste of Federal money, since Phoenix citizens would detest becoming stacked with freeways as is Los Angeles."

Reply

See reply to o.

- q. Item: "The evaluation of ADT in 1974 through the Hohokam corridor was calculated on a total absence of mass transit planning, bicycle paths, and other movements of people nearer their work."

Reply

The Transportation Planning Office of the Maricopa Association of Governments uses statistics from ridership on the municipal bus system, the only important form of mass transit available or expected to be available in the foreseeable future, in projecting future traffic volumes.

- r. Item: "44th Street is planned as an arterial to Paradise Valley."

Reply

Forty-fourth Street already is an arterial roadway to Paradise Valley.

- s. Item: "Selecting Van Buren as the Business reason for Hohokam is rather outdated."

Reply

The Draft EIS does not say that Van Buren Street is the "business reason for Hohokam." The reader is referred to page 1-29, Paragraph 1, for the influence of Van Buren Street in the decision to construct the Hohokam Expressway.

- t. Item: "If indeed a hearing was held earlier on Hohokam, how about giving us the date of the meeting"

Reply

A public hearing was held in February, 1957, at which the Hohokam project was conceived (see page 4-5, Paragraph 2).

- u. Item: "We would like to know if AHD is going to consider the 2-hearing process or not."

Reply

See replies to Items a. and b., Part 8, Section A, Sub-section (2).

- v. Item: "What has been the reduction in ADT since the fuel shortage."

Reply

It is likely that there was a reduction in traffic during the so-called "fuel shortage", i.e., that period during the winter of 1973-74 when reduced gasoline supplies caused long lines at service stations. However, since that time, ADT has increased considerably over that mentioned in the EIS.

- w. Item: "It was not pointed out that this traffic occurs during a much longer day than the normal 8-5 street traffic"

Reply

Average Daily Traffic is measured over a 24-hour period.

- x. Item: "Nothing was said about the possibility of arranging public transit in our area so as to take the load off the street system."

Reply

Refer to The Bus Transit Alternative, pages 4-11 and 4-12 of the Draft EIS.

- y. Item: "Nothing was said as to how much of the traffic load has already been relieved by the 40th Street entrance."

Reply

No doubt the 40th Street entrance has relieved some traffic on 24th Street. However, it is really academic how much traffic has been relieved at this point since 40th Street may be closed as the airport expands eastward. At that time, the Hohokam will begin to realize its full potential in serving the airport.

- z. Item: "AHD has a rather ambivalent attitude on bikeways. First of all, it authorizes and spends our funds on a study by Bivens which lays out bike paths, and then turns about and drops the study into an uncoordinated program left with the cities and towns."

Reply

The Arizona Department of Transportation (nee the Arizona Highway Department) did not authorize funds for Arizona Bikeways

by Bivens & Associates. Page I-2 of that report points out that "The Arizona Legislature appropriated funds and set forth the mandate outlined in the project purpose for the development of specific findings and recommendations relating to bicycle and foot paths. The responsibility for this study was given to the Arizona Highway Department. The Department elected to contract with a consultant to assist in the planning effort." Based on the findings and recommendations of this report and others, Maricopa County and various cities in the Phoenix metropolitan area are developing coordinated bicycle plans that promise to be eventually interconnected throughout the entire Salt River Valley.

- aa. Item: "No statements are made as to how . . . [plants and animals] . . . will be preserved . . .".

Reply

No mention was made of preserving these plant and animal species in the project corridor because there will be no attempt to do so. Paragraphs 1 and 2 on page 2-26 explain the rationale for making no attempt to protect the sparse animal and plant life in the project area.

- bb. Item: "We wish to point out that a large expressway with increased traffic will block animal crossings over the entire area."

Reply

The project area is only sparsely distributed with vertebrate life other than birds. Since all birds found there are capable flyers, their movements will not be impeded by the expressway. Perhaps with the exception of an occasional jackrabbit, all terrestrial animals in the project area, e.g., lizards, spend their lives restricted to very small areas and do not travel great enough distances to have their "crossings" blocked by the wide expressway. Small animals, however, that adapt to the changed environment adjacent to the completed roadway will occasionally be killed as they venture onto the pavement.

- cc. Item: "It is characteristic of AHD reports to classify any use of land for agriculture as a lower use . . .".

Reply

A real estate term which defines the use of the land based on physical improvements to the land. Lower use in no way designates the role of agriculture in our society.

- dd. Item: "One conclusion . . . shows how our own and federal standards for good health were violated through 1973. . . . the report fails to point out how easily we could bring this about by emphasis on a good mass transit system".

Reply

The Draft EIS does point out that mass transit has the possibility of reducing air pollution levels (see pages 4-11 and 4-13).

- ee. Item: "This chart is labeled: 'The monthly and average concentration of carbon monoxide has declined since 1967.' We believe it is unrealistic to use these figures as they are."

Reply

The carbon monoxide data presented in the report were recorded and compiled by the Maricopa County Bureau of Air Pollution Control, the official responsible reporting body for the county.

- ff. Item: "The AHD claim that industry is incompatible with residences and therefore the zoning is correct which squeezes out residences in favor of industry needs reexamination."

Reply

The Draft EIS does not claim that residences are incompatible with industry per se. What it does say is that residences in the area of concern represent an incompatible land use situation with intermingled commercial enterprises. The conclusion is based on present zoning of the area for industrial purposes.

- gg. Item: "we feel that as compared with upgrading our present arterials . . . this project will (1) attract traffic which will congest presently free-flowing Washington, Van Buren, etc. (2) make access much poorer in the University Drive - I-10 - Airport area and (3) reduce flow because of lack of emphasis on widening and signalizing our present system."

Reply

See comparison of traffic data for surrounding street system for 1975, 1985, and 1995, pages 1-18 through 1-22.

- hh. Item: "This section says that 'no reserve exists for traffic growth'. We disagree."

Reply

This comment was taken out of context. The statement referred to reads, "even though an intensive network of urban transportation facilities exists, the level of usage of some of these facilities is so great that little or no reserve exists to handle the traffic growth generated by the overall general increase of urban activity." "Some of the facilities" referred to include major arterial streets like Indian School Road which have been expanded, signalled, and signed to carry the maximum amount of traffic possible. Obviously, there exists room for improving other transportation facilities in the Phoenix area and as the need is recognized and funds are available, they will be appropriately improved.

- ii. Item: "This section . . . [highway alternatives] . . . is completely out of context because . . .".

Reply

Highway alternatives 1, 2, and 3 were not more fully discussed because they are not considered viable. As explained in the introductory paragraph to Highway Alternatives, pages 4-4 and 4-5, highway alternatives 1, 2, and 3 were presented only "to more fully illustrate the development of the project to its present stage." They were considered in early planning but abandoned in favor of the present alignment which has been given location approval.

- jj. Item: Create greater problems by . . . bringing more accessibility to vandals who drive in a car and make theft easier because of the getaway improvement.

Reply

This would be true if an arterial street were built. However, one of the reasons favoring an expressway is that

right of access is denied; fences along the right of way and parking prohibitions will solve the problem by shielding the park from intrusion from the west.

- kk. Item: FHWA funds were already committed in February (23) of 1962. We further assume no further approval is necessary.

Reply

Inclusion on a federal-aid system does not commit funds. Full NEPA and public hearing requirements will be met in order to be eligible for FHWA funding.

- ll. Item: No studies were presented to (1) indicate the effect of car exhaust on the plant life . . .

Reply

This area was not covered in the DEIS because of low traffic volumes on this roadway. Landscaping on area freeways carrying 80,000+ ADT have not shown effects of auto exhausts.

- mm. Item: . . . to cut through a 75-foot street at 44th Street which exactly matches 44th Street on the north side of Washington . . .

Reply

The Expressway will generally function similar to an arterial street with the exception of the limited access control. The majority of adjacent land uses (Salt River, airport, park, industrial complex) allow for this control of access through the use of adjacent streets or frontage roads. With ingress and egress to the Expressway limited to specific intersections, a safer and higher capacity roadway can be provided.

September 27, 1974

Mr. Mason Toles
Director of Environmental Planning
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona

RECEIVED

Dear Mr. Toles:

The following comments are for inclusion in the record for the Hohokam Freeway:

I believe it is absolutely impossible for the Arizona Highway Department, or any other agency at this time, to properly evaluate the number of cars which will be traveling to and from the Maricopa Freeway, which the Hohokam Freeway will be, until the fate of the controversial I-10 connection is decided. Presently it is not known whether the Maricopa Freeway itself, or another highway to be built parallel to the Maricopa Freeway, or an entirely different alignment, will be used to negotiate interstate traffic through Phoenix. Until this issue is settled it would seem any highway connecting to the Maricopa Freeway would be stalled, if a coordinated traffic system is the objective. If the objective is piecemealing whatever and whenever possible, then possibly there would be justification for the Hohokam Freeway at this time.

On May 8, 1973 the voters in Phoenix rejected the Papago Freeway, which would have been the very backbone of a whole freeway grid planned for this Valley. Without the backbone, and with voters firmly opposed to highway-only transportation, it would seem very necessary to present a comprehensive, balanced plan for transportation before another mile of freeway or expressway or boulevard, or any other high capacity carrier for automobiles, is constructed in the Valley. The section of the Environmental Impact Statement concerning alternatives is really an insult to the citizens, and certainly this section will not pass as an adequate assessment of alternatives.

Urban

Early in 1974 a seven-man Rural/Development Assistance Team (RUDAT), sponsored by the Arizona Institute of Architects, took a "fresh, unbiased look" at the local planning and development situation, including transportation, and presented their entirely new alternative concept of transportation for the Phoenix metropolitan area at a public meeting. The enclosed newspaper report presents an overview of the RUDAT report. I request this newspaper report be included in the Environmental Statement for the Hohokam Freeway. I also request the entire RUDAT report be secured from the Arizona Institute of Architects, and included in the Environmental Statement for the Hohokam Freeway, as an alternative to the very inadequate evaluation of transportation and related subjects found in the Draft EIS.

P.S. If the enclosed newspaper copy is not good enough to use, please inform me and I will provide an original. 247-2786.

Sincerely,

Ella Mae Judd
4026 North 55th Drive
Phoenix, Arizona 85031

(3) Comments of Ella Mae Judd

- a. Item: Include the enclosed newspaper article and RUDAT report in the EIS

Reply

The article and report are not germane to the Draft EIS which reports on a small-scale, independent expressway, not a large-scale freeway which would have profound influence on the Valley's transportation system.

1102 West Palm Lane
Phoenix, Arizona 85007
August 20, 1974

Mr. A. L. Chadwick
Chief Deputy State Engineer
Highway Division
Arizona Department of Transportation

RECEIVED

AUG 23 1974

Dear Mr. Chadwick,

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

I have read the draft Environmental Statement for projects F-043-1 (1) (3) now U-043 and intend to point out some major discrepancies in what is published in the draft Environmental Statement and actual facts.

Page S-1, last paragraph: There are no statistics supplied to support the statement that "An adequate supply of replacement residences and business locations is available to relocatees." I do not intend to take DOT's word for it. I have personally documented their errors in official publications on numerous occasions.

Page S-2, paragraph 6: Where are the figures to back up the claim by DOT that "Employment opportunities will be fostered by the transition from low density residential uses to industrial." Is this not a cruel hoax perpetrated by freeway advocates?

Page S-2, 4., p.2: The only "alternatives" considered were freeway routes. No true alternatives, such as rapid mass transit, were considered. Does this not belie the claim by DOT of 3-C, comprehensive, cooperative, and continuous planning?

Page 1-14-15, C., b.: Since the Papago Freeway has supposedly been abandoned, no part of the Wilbur Smith Plan is valid and the entire Plan must be subjected to reevaluation in the light of the wants and needs of the citizens. The justification for the Hohokam Freeway on these two pages is completely devoid of facts and smacks of an Alice-in-Wonderland attitude.

Page 1-27, (4) b.: There has never been any question that the whole expansion plan for Sky Harbor airport inside the city of Phoenix was originated by very few individuals. When the subject of expansion was discussed in a public hearing, the Phoenix City Council Chambers were filled with hundreds of citizens protesting the plan and there was actually a demonstration in front of the Council Chambers to stop the expansion. If this plan is carried to fruition, our city may well become the laughingstock of the world. There are hundreds of Tempe citizens who have found the Environmental Statement for the airport expansion to be greatly in error. The expansion of the airport in its present location would make many Tempe neighborhoods uninhabitable. If by some miracle planners would reevaluate their recommendations to expand the airport inside the city of Phoenix, the Hohokam Freeway would be useless!

Page 1-29, (5) a.: This paragraph needs to be documented. I would like to know who expressed a need for a penetration route from I-10 to Washington Street and when. Was it before or after the citizens voted against the Papago Freeway?

Page 1-29, (5) b.: See comments under Page 1-14-15, C., b.

Page 1-31, D. (1) : Because "residential development is generally not of modern construction" is that a reason to demolish it? Would DOT demolish Georgetown in Washington, the brownstones in New York, and Encanto-Palmcroft in Phoenix? Because "residential development is generally not of modern construction" does not mean that a home is not sacred to its owner. A home should be inviolate, no matter how DOT evaluates it.

Page 2-14-16, C.: All of the important cities of the world have placed their major airports outside of the heavily populated areas. The philosopher George Santayana said, "Those who cannot remember the past are condemned to repeat it." Must Phoenix remain in this category forever? Can we not learn from other cities that "highways only" transportation is never adequate to service the airports?

Page 2-31, paragraph 2: The statistics are extremely dated.

Page 2-31, p. 3 : Does DOT expect divine intervention when they allow that "Relocation close to present residences might constitute a problem, however."

Page 2-29-50, paragraph 1 & 2 : This is the finest example of bureaucratic doubletalk I have ever had the displeasure to read.

Page 2-62, last paragraph: How long, oh how long, is DOT going to continue to build freeways to benefit real estate developers?

Page 2-63, (6) : See comments under Page 1-31, D. (1).

Page 2-65, p. 4 : "Incompatible" to whom - the freeway builders?

Page 2-65, (7) : I would like to see some statistics to document "responsible government...".

Page 4-1-14 : The bibliography for these pages make it quite clear that only freeways will ever be considered as an acceptable way of moving people in the Phoenix area. The authors of three of the four sources in the bibliography are freeway advocates who associate with other freeway advocates and thus continue to reinforce their own neuroses.

Not one penny of federal funds should be allocated to build another inch of freeway in Phoenix until the letter and intent of federal laws are complied with.

The 3-C approach to planning is a farce in Arizona and continues to cost the taxpayers millions of dollars in meaningless studies.

Now is the time for a truly comprehensive, cooperative, and continuous plan for balanced transportation in Maricopa County. The piecemeal approach will no longer be tolerated by an informed citizenry.

Yours very truly,



G. G. George

cc: Mr. Mason Toles, Director
Environmental Planning
Arizona Department of Transportation

Mr. Claude Brinegar, Secretary
U.S. Department of Transportation
Washington, D.C. 20590

Mr. David Collins
Environmental Protection Agency
San Francisco, California 94111

(4) Comments of G. G. George

- a. Item: "There are no statistics supplied to support the statement that 'An adequate supply of replacement residences and business locations is available to relocatees.'"

Reply

Statistics on page 2-31 do indeed support the statement. The source of the statistics is shown also on page 2-31. The Final EIS has been changed to reflect more current housing statistics in the area.

- b. Item: "Where are the figures to back up the claim by DOT that 'Employment opportunities will be fostered by the transition from low density residential uses to industrial.'"

Reply

On pages 2-52, 2-53, 2-57, 2-59, and 2-60.

- c. Item: "No true alternatives, such as rapid mass transit, were considered."

Reply

See Draft EIS, pages 4-9 through 4-14, Modal Alternatives

- d. Item: "Since the Papago Freeway has supposedly been abandoned, no part of the Wilbur Smith Plan is valid"

Reply

The so-called Wilbur Smith Plan is merely a guide for street and highway development in the Phoenix area (see page 1-29). Rejection by Phoenix' voters of the Papago Freeway had nothing to do with the total plan which remains as the basic guide for future street improvement.

- e. Item: "who expressed a need for a penetration route from I-10 to Washington Street and when."

Reply

The need was expressed at a public hearing in February 1957 by business interests who were concerned that construction of I-10 would bypass the highway-oriented commercial district east of downtown Phoenix (see page 4-5).

- f. Item: "A home should be inviolate, no matter how DOT evaluates it."

Reply

ADOT has merely reported the facts, age, type, and condition of residential housing affected in the Hohokam right of way corridor. Judgment has not been passed or indicated as to subjective values placed on these residences by their owners.

- g. Item: "The statistics are extremely dated."

Reply

The statistics have been updated in the Final EIS. (page 2-31)

- h. Item: "How long . . . is DOT going to continue to build freeways to benefit real estate developers?"

Reply

See pages 2-52 through 2-62 which indicate an improved economic environment through increased jobs and tax base.

- i. Item: "'Incompatible' to whom - the freeway builders?"

Reply

See reply to Item ff., Part 8, Section A., Subsection (2).

RECEIVED

JUL 31 1974

DISTRICT ONE OFFICE

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

5302 N. Granite Reef Rd.
Scottsdale, AZ 85253
July 30, 1974

Mr. Milam C. Livesay,
District Engineer,
District I,
2140 West Hilton Ave.,
Phoenix, AZ 85007

Dear Sir,

After reading your notice concerning the proposed route from 44th Street and Washington to 48th Street and the Maricopa Freeway, I felt it my duty to write to you since I will not be able to attend the August 6th forum.

First of all, I find no reason to assign the proposed route a highway number, unless this proposed route should receive funds from the state--especially for such a short route (2½ miles).

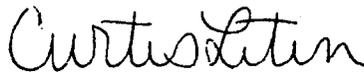
Secondly, I find no reason to make a road from Washington and 44th Streets to the spot where the proposed route would become part of 48th Street--and waste the taxpayer's money--when 48th Street could be used instead to carry traffic. My suggestion would be to improve 48th Street south of Washington, and--if state funds are needed--call that thoroughfare State Route 143 (the Hohokam Expressway).

Thirdly, from the map, it looks like the proposed route would make it easy for one to get from the Maricopa Freeway

to Sky Harbor Airport (because the map shows Sky Harbor Blvd. stopping at the proposed route instead of 40th Street, where it is now). If this is the case (an easier route to Sky Harbor), I suggest improving 40th Street.

Thank you for reading what I had to write. I have done my best to express my views on paper, and I hope they will be of help.

Sincerely,

A handwritten signature in cursive script that reads "Curtis Litin".

Curtis Litin

(5) Comments of Curtis Litin

- a. Item: "I find no reason to assign the proposed route a highway number".

Reply

The proposed expressway route was adopted by the Arizona Highway Commission into the State Highway system on February 20, 1957 and, as such, required a route number for identification purposes (see page 1-1 of the Draft EIS).

- b. Item: Why not improve 48th Street south of Washington instead of building the expressway.

Reply

The expressway is designed to tie in with 44th Street that has already been improved to standards similar to the expressway, i.e., six-lane divided arterial street. If the expressway were built along the 48th Street alignment, that street would have to be expanded similar to 44th Street, thus duplicating the same arterial standards only one-half mile away. See pages 4-7 and 4-8 for further discussion of the 48th Street alignment consideration.

- c. Item: I suggest improving 40th Street

Reply

Future eastward expansion of the Sky Harbor Airport may preclude the improvement of 40th Street (see page 1-27).

RECEIVED

ARIZONA DEPT. OF TRANSPORTATION
1100 WASHINGTON STREET
PHOENIX, ARIZONA 85007
ENVIRONMENTAL PLANNING SERVICES

16 August 1974

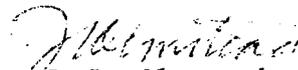
Arizona Department of Transportation
Highways Division
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Price:

I appreciate the opportunity to review the Draft Environmental Statement for the Hohokan Expressway (State Route 143), Junction I-10 - Washington Street. It is a well-prepared comprehensive document. It covers all the criteria I consider important except three minor items:

1. Advisory Commission on Arizona Environment, which copies your environmental impact statements, should be added to future lists of agencies from which comments will be requested.
2. Effects of lighting at intersections should be considered, especially because of Arizona's growing importance in the world of astronomy.
3. The Statement predicts the use of "extensive landscaping and irrigation systems" where industrial park developments are anticipated. Such landscaping does not set a good example of water conservation for these developments, and should be actively discouraged.

Respectfully yours,


J. L. Olmstead

JLO:bd

2949 N. Sunrock Lane
Tucson, Arizona 85705

RECEIVED
AUG 20 1974
WM. N. PRICE
STATE ENGINEER

(6) Comments of J. L. Olmstead

- a. Item: Advisory Commission on Arizona Environment should be added to the mailing list.

Reply

The ACAE is on the mailing list.

- b. Item: Effects of lighting on astronomy should be considered.

Reply

ADOT is aware of the serious effects artificial source light pollution has on Arizona's important astronomy industry. In Tucson and Flagstaff, which are both near important observatories, ADOT has been cooperating in providing light shields to reduce certain types of light pollution. In Phoenix, and elsewhere, high pressure sodium lights, which also reduce light pollution, are being increasingly installed on urban highway projects.

- c. Item: "landscaping does not set a good example of water conservation . . . and should be actively discouraged."

Reply

The growing concern for water conservation in Arizona makes this comment particularly appropriate and it will be considered when developing final landscaping plans for the project.

2 June 1975

Mr. Mason Toles, Environmental Director
Arizona D.O.T., 17th & Madison Aves.
Phoenix AZ 85007

Dear Mr. Toles:

I wish to put my objection on the record regarding the proposed construction of a 2-mile Hohokam Expressway section, planned by your department and the City of Phoenix between I-10 and Washington at 44th Street.

As a resident of Tempe, which is close to the proposed extension, I feel that a wide thoroughfare suddenly emptying a lot of traffic onto a comparatively narrow street will cause bottlenecks and add to the traffic congestion, noise and air pollution in this area near my home.

Why doesn't the Transportation Department do some serious planning and work on a decent mass transit system--especially among the various air bases and airports in our valley, instead of letting them be a source of continuing increase in automobile traffic?

With the growing energy crisis and fuel shortage, just what we do NOT need is more automobiles. Your planned Hohokam extension would, in my opinion, inevitably mean more cars, more traffic noise and hassle, and more pollution.

Yours truly,

Sherry Cole
Sherry Cole
331 E. 14th St.

cc: TEU Div. Dir., D.O.T.
Washington DC

(7) Comments of Sherry Cole

a. Item: Why doesn't ADOT plan for mass transit?

Reply

See reply to Item b., Part 8, Section A., Subsection (1).

FOR THE OFFICIAL RECORD

4235 N. 13th Pl.
Apt. #1
Phoenix, Az. 85014
May 25, 1975

Mr. Mason Toles, Chief, Environmental Div.
Arizona Department of Transportation
Madison & 17th Ave.
Phoenix, Az. 85007

Subj: Hohokam Expressway (Proposed)

Dear Mr. Toles:

I am writing to request that you disapprove the proposed Hohokam Expressway, for the following reasons:

1. Hohokam Project is not part of a comprehensive plan of highways as required by Federal Statute 103 covering highways and air transportation.
2. Fortieth Street leading into the airport has recently been opened to relieve traffic on 24th Street and is an excellent solution for the present airport. The proposed Hohokam Expressway will junk this approach.
3. The present location of Sky Harbor Airport should not be considered a permanent location, despite the fact that a \$2,000,000 bond issue has been approved for expansion. It is too near the population, and Phoenix must accept what other cities have accepted, that safety is more important than ready accessibility.
4. The voters should be allowed to express an opinion about the Hohokam Project, just as they were allowed to vote on the Papago Freeway. Otherwise we may find Phoenix with another San Francisco Embarcadero, very expensive but leading to nowhere. It is better to arouse public feeling before the money is spent.

Thank you for your attention.

Very truly yours,

Katherine B Farnholtz

Katherine B. Farnholtz

RECEIVED

MAY 28 1975

(8) Comments of Katherine B. Farnholtz

- a. Item: The Hohokam Expressway is not part of a comprehensive plan for highways.

Reply

Since 1962, the Hohokam Expressway project has been part of a comprehensive, coordinated, and continuing planning effort for transportation facilities directed by the Maricopa Association of Governments (MAG) in accordance with the Federal-aid Act of 1962.

- b. Item: The expressway will negate the traffic relief that has been given to 24th Street by the opening of 40th Street.

Reply

See reply to Item y., Part 8, Section A., Subsection (2).

JOAN A. GREGORY

601 N. Hayden Rd., No. 159
Scottsdale, Arizona 85257

Mr. Mason Toles
Environmental Planning
Arizona Dept. of Transportation
205 South 17th Ave.
Phoenix, Arizona 85007

Dear Mr. Toles,

As a longtime resident of the Phoenix area I am extremely concerned about plans to construct the 2 mile segment of the Hohokam expressway.

Among numerous factors that should be considered in disapproving this unbelievably bad plan are:

- 1) The two miles go nowhere, and will dump great amounts of traffic onto Washington Street.
- 2) The project is not a part of a comprehensive plan of highways as required in Sec. 103 of the highway statutes.
- 3) The only large ancient Hohokam archeological site in Phoenix, the others have all been plowed under, is in great danger of being damaged by airport expansion and freeway encroachment. A beautiful new museum has been built at the site, to the great credit of the City of Phoenix. Now an erratic freeway project has been planned without any safeguards to preserve this valuable site, museum, and park for the recreation of the citizens of the Phoenix area, and thousands of visitors who admire the site each year. Pueblo Grande Museum and archeological compound are valuable tourist attractions in a city that has too few. Surely it will not be sacrificed, and with the peaceful surroundings, a recreation area for the citizens and visitors of the Valley of the Sun.

Please will you help us and prevent this 2 mile fiasco from being approved?

Yours sincerely,


Joan A. Gregory

(9) Comments of Joan A. Gregory

- a. Item: The project is not part of a comprehensive plan of highways.

Reply

See reply to Item a., Part 8, Section A., Subsection (8).

- b. Item: The freeway has been planned without any safeguards to preserve Pueblo Grande and archaeological sites.

Reply

See discussion of Archaeological Resources in the Draft Environmental Statement for this project, pages 2-1 through 2-14.

417 W. Linden Lane
Chandler, Arizona 85221
June 4, 1975

Mason Toles
Head Environmental Division
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, Arizona 85007

RECEIVED

JUN 6 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Mason Toles:

I am writing this letter to officially register my COMPLETE disapproval of the Hohckam Expressway (Project U-043-1(1)(3)) proposed for Phoenix, Arizona.

Before going to the public hearing on May 28, 1975, held in East High School's auditorium, I was under the impression this was to be the "Corridor Hearing". When I arrived, I discovered it was the "Design Hearing", and more to my amazement I discovered that the "Corridor Hearing" was held on February 20, 1957. I would appreciate having you explain to me the LEGALITY of holding the public responsible to the so-called "Corridor Hearing of February 20, 1957". I believe a NEW "Corridor Hearing" should be held, and then another "Design Hearing".

Another objection, that I consider to be as important, is the issue of MASS TRANSIT versus the PRIVATE AUTOMOBILE. I have a Bachelor of Science degree in Chemistry, so please explain how the automobile is more energy efficient than mass transit vehicles! Please explain to me where ALL the energy fuels, and raw materials for the operation of LARGE numbers of automobiles, trucks, and planes will come from in the near future (i.e., 15 to 50 years from now).

My last question is this: "How much effort is being exerted by The Department of Transportation to persuade the state and federal legislatures to release MORE FUNDS for MASS TRANSIT PURPOSES?"

8-37

Sincerely yours,

~ Bradley K. Vandermark ~
Bradley K. Vandermark

(10) Comments of Bradley K. Vandermark

- a. Item: "I would appreciate having you explain to me the LEGALITY of holding the public responsible to the so-called 'Corridor Hearing of February 20, 1957'."

Reply

A corridor hearing was never held on this project. There were no public requests to hold a Location (Corridor) Public Hearing following legal advertisements made on October 18, 1968 and October 25, 1968 of offers to hold one. Federal regulations require that hearings be held on projects receiving Federal funding only if there are public requests for them following publication of offers to conduct hearings.

(11) Supplemental Comments of Citizens for Mass Transit - Against Freeways

On May 17, 1975, Citizens for Mass Transit - Against Freeways (CMTAF) mailed additional material to its members urging them to oppose construction of the Hohokam Expressway. Copies of the following form letter were mailed to CMTAF members for mailing to the Arizona Department of Transportation as well as the U.S. Department of Transportation.

Mr. Mason Toles, Head, Environmental Division,
Arizona Department of Transportation
Madison and 17th Ave., Phoenix, AZ 85007

Dear Mr. Toles,

I am writing to you with regard to the 2-mile segment of HOHOKAM EXPRESSWAY proposed by the Arizona Department of Transportation and the City of Phoenix to extend between I-10 and Washington at 44th Street past the east end of Sky Harbor Airport.

For many reasons, some of which are printed on the opposite side of this page, I am requesting that you disapprove these plans and designs. Thank you very much.

Very truly yours,

signed

ADDRESS
Date _____ Phone _____

REASONS FOR REJECTING HOHOKAM EXPRESSWAY between
I-10 AND WASHINGTON AT 44th STREET

1. It is not part of a comprehensive street plan for Maricopa County. It is too wide, will bottleneck our grid street system, and require future supplementation.
2. High speed comprehensive public transportation is not being explored.
3. Rapid transportation between Luke Air Force Base, Sky Harbor, Goodyear, Williams Field and other airports is not even under consideration.
4. Safe, convenient, high-speed bicycle paths are not being planned even though a large segment of Maricopa citizens have demonstrated their desire for them.
5. Hohokam Park and Museum should be in as quiet and isolated condition as possible with respect to the proposed road. The designs so far do not express this ideal.
6. Homes, churches, parks, schools, small businesses and shopping centers on 44th street will be endangered should 44th fall prey to future extension of Hohokam as an expressway.

The ADOT received the form letter from 60 individuals listed below. Several of these persons included more than one letter. Since all of the substantive comments contained therein have been answered in the foregoing pages, additional reply here is not warranted. These letters, however, will remain on file with the ADOT as an official record of those citizens who sent them. The names of those persons follow:

Roger Winters
Heidi Postelnek
Thomas H. Pfeffer
Jeanette Daane
William Parks
Alicia DeRoy
Evelyn Earl Duncan
Yolande E. Lauerma
Ellen Heimann
Mrs. Claudine S. Adams
Thornton W. Price III
H. W. Dorman
Bertha Kirkland
Climax F. Falconbury
Weir McDonald
Ruth Knickrehm
Mrs. Lance Lacey
Beth Bradford
Edith L. Hewitt
John R. Harper
Eloise Gooch
Lynn Roseberry
Ms. Helen Zenkovich
Lawrence H. Coffin
Ray Louis Fischer
Leslie J. VanEtten
Cecel M. Nicalay
Harper C. Stewart
Agnes Smith
Mildred D. Sterns

Edith G. Stewart
Acil Dowell
A. L. Crandall
Mr. & Mrs. Benny Arroyo
Dr. & Mrs. Ron Elkins
A. A. Dearwester
Glenn D. Danielsen
G. Adams (Adams Machinery Co.)
Mrs. Mary Flores
Wendy Schwartz
Jon A. Kerr
Jack Smyth
Ben McEwin
Christy G. Turner II
Mary O. Wilson
William S. Rawls
R. J. Becker
H. M. Bohlman
Michael E. St. George
Marie Hackert
Arn R. Fitzpatrick
Irving Fitzpatrick, Jr.
May Mahone (sp. ?)
(given name?) Hale
Joan Lemon Truffa
Wayne Laskin
Mrs. L. O'Connor
Vera I. Popp
Carolyn J. McClain
Elsa M. (surname?)

- (12) The following letters are either supportive or nonsupportive of the project. They do not contain the type of comment that requires a reply. However, the views contained in these letters were considered in arriving at final design plans for the project.

603 Saguaro Drive
Tempe, Arizona 85281
May 31, 1975

Mr. Mason Toles, Environmental Section
Department of Transportation
Arizona Highway Department
Madison & 17th Avenue
Phoenix, Arizona 85007

Dear Sir:

I wish herewith to register a protest against the proposed construction of the Hohokam Freeway Project in the 44th Street vector of Phoenix.

In addition to the deplorable effect upon existing urban environment, and the attract-overload effect, I must say frankly that, in view of the petrolfuel situation, freeway construction now is akin to building facilities to house dinosaurs. I understand that certain gentlemen in highway contracting may view this with dismay, but better them than the general citizenry.

It seems to me that if funds are available, they would be better spent on some engineering studies tending toward mass-transit and electric propulsion. The Big Barbecue is over whether we like it or not.

In fact, come to think of it, the only way we can have our cake and eat it too is to repeal the Laws of Thermodynamics. I suggest you write, say, The Hon. Edward Kennedy, D-Mass., and appeal to him to introduce such legislation. I have no doubt that he is capable of this -- he has done other things less soundly rooted in practicability.

Yours sincerely,

RECEIVED

JUN 2 1975

Otis E Young, Jr.
Otis E Young, Jr.

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

1107 W. Cedar Rd
Phoenix Ariz
Aug 9, 1974 -

Dear Mr. Tolson -

The location of proposed Hohokam Freeway seems to avoid the real problems of people and goods movement in our Valley. Its location is not solving the problem of our International Airport. Need of better approaches to handle traffic in that area.

The building of Hohokam would be as big a mistake as the proposed and never finished cut off thru the Mac Dowell street area. Let us insure the plans are right and not just a beautiful dream of some freeway oriented Architect. We must know and study more on the Environmental Impact.

This statement released July 18th seems as inadequate as the study made on the abandoned freeway where millions were spent for no return.

Multiple Dwellings Units are rampant
making the population density a real
problem calling for public transit.

At present we have little public transit
but economic conditions will tend to
reduce the One man - One Car we see
all the time on our streets.

I am not in favor of any freeway
planning until I know more about
the Environmental Impact of such highways
in their proposed location.

Very sincerely yours.

Blake Imbay

RECEIVED

AUG 13 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

1613 E Indianola #18
Phoenix, Arizona, 85016
19/8/74

To Mr Mason Toles
Environmental Planning
Arizona Highway Department

RECEIVED

AUG 20 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Sir—

The environment you are planning
doesn't suit me.

You are setting up a network of passageways
to accommodate cars operating at a rate
of speed which is wasteful of oil.

Oil is a vanishing commodity.

Please find, or create a better job for
yourself.

We need satisfactory public transportation

what you are planning is more accidents,
higher insurance, more car dumps, more
human wrecks. Does that sound like sanity?

(Mrs CA) Margaret Ann Huson

Mr. Mason Toles, Head, Environmental
Arizona Department of Transportation,
Madison and 17th Ave., Phoenix, AZ 85007

Dear Mr. Toles,

This letter is to inform you of my opposition to the
Hohokam Expressway that is proposed to join Interstate 10
with Washington at 44th St. I do not support the construction
of any additional highspeed roadway or adjunct to any such
existing roadway in Maricopa Co. until efficient and economical
rapid transit systems have been developed.

Sincerely,

Larry Clark
Larry Clark

RECEIVED

JUN 10 1975

**ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES**



Maxine Provost Brubaker

1120 East Van Buren
Phoenix, Arizona 85006
(602) 254-2920

Official Letter for Record

Mr. Mason Jones: E.P. Dept. Trans

205 S. 17th Av.

Phoenix, Arizona 85007

Re: Hohokam Freeway:

To be free to express an opinion
 as a native daughter and an oppressed
 daughter whose birthplace was
 financed ^{financed} during War II years
 out of our hands at 20th East
 Roosevelt - our 8 acres. - skip
 the interim. 30 years of teaching
 retired and today having a hearing
 Board of Supervisors
 that my 70 (seventy years old) ^{home} and
 improvements to be raised
 \$1300 on improvements on top
 of 3000 increase for assessment

1120 E Van Buren
Phoenix



official Letter for Records

No such gerrymandering
should happen without copies
being in the public Library.

Tonight I'll attend meeting on the
Design of the Hohokam Freeway
May 28, 1975 7:30 East High;

I'll listen but agreement - not
hodge podge will be required by
any person who is intelligent.

I attended when the Freeway
meeting defeated the
Moulton Route and if this
is unreliably planned I'll
relegate money to seek office as
it takes today. Selling a home
is hard decision but we only
have one life and one conscience

Maxine Provost Brubaker

1120 East Van Buren
Phoenix, Arizona 85006
(602) 254-2920



Page.

3.

official Letter for Record.

Committee work

newspaper

all needed

Public Sentiment

but get the true picture

the why
and how

into print for those who have

Suffered seriously.

Maxine Provost Brubaker

Mrs. Ethel Sure
Apt. 4, 844 W. Osborn Rd.
Phoenix, Arizona 85013

May 21, 1975

Mr. Mason Toles, Head,
Environmental Dept.,
Arizona Dept. of Transportation,
Phoenix, Arizona.

RECEIVED

MAY 27 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:-

I wish to have this letter become part of the record of responses by citizens to a proposed Hohokam Expressway. Further, that consideration be given to an alternative for handling traffic in this area.

An expressway, or freeway is unacceptable environmentally, abutting a park and museum archeologically related.

An expressway generates traffic in numbers that exceed traffic counts for other corridors or streets. Hohokam expressway is a two-mile long stretch that neglects use of a traffic pattern designed as a whole. In other words, a design that fits cost reimbursed planning rather than incrementals. In Phoenix we have a grid outline in streets which, with good planning and the people capable of such plans, could result in the kind of spatial results that are conducive to dispersal of air pollution from vehicle traffic, while the opposite is true for more freeways or expressways. This important observation I heard on the campus of Arizona State University in January of this year, when engineers from around the world convened in this country to present their professional findings in the field of transportation.

Cities who depend on forty-year-old concepts to resolve their problems in transit, Mr. Toles, rather than going to efficient ground transportation, are just not keeping up with the parade and the advancements and technologies already with us today. My vote, as was recorded for the citizens' advisory, is NO Hohokam, but better street planning and better paving materials as well.

Sincerely,

(Mrs.) Ethel Sure

919 E. Ocotillo Rd, Apt 3
Phoenix, Az. 85014
June 7, 1975

RECEIVED

JUN 9 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason Towles
Environmental Division
Ariz. Dept of Transportation
Phoenix, Az. 85007

Dear Sir:

As former Easterners, we are appalled at the hap-hazard manner the problem of transportation is handled in our adopted city. While Eastern cities now realize their errors in building more and more freeways - and are abandoning some - and plans for others - Arizona must go on beating a dead horse.

There seems to be no basic planning on the matter of moving people in our large metropolitan area. The only thing talked about seriously is more busses, which means more freeways, presumably, which in turn means more air pollution.

We oppose bitterly the short piece of freeway from 48th St. to 44th and Washington and termed the Hobokam Freeway. We fail to see how such a piece that dead ends at Washington St. will facilitate traffic movement.

We strongly urge a modicum of planning, that includes other ways of moving people than the internal combustion engine.

The future is now!

Sincerely,

Mr. and Mrs. M.R. Hagerty

For official use

2125 West Madison
Phoenix, Arizona
June 10, 1975

Mason Toles, Head, Environmental Division
Arizona Department of Transportation
Madison and 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I am writing to you with regard to the 2-mile segment of Hohokam Expressway proposed by the Arizona Department of Transportation and the City of Phoenix to extend between I-10 and Washington at 44th Street past the east end of Sky Harbor Airport.

Some of the reasons I am against this are: 1) bike-paths are not being planned for, 2) its closeness to an historical landmark, 3) the interference ^{with} homes and businesses in the area, and 4) the lack of consideration of alternate routes. It is my hope that you will disapprove these plans and designs. Thank you very much.

Yours truly,
Debra Vance

RECEIVED

JUN 11 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. D.W. Loutzenheiser, Director
Office of Engineering, DOT
Washington DC 20590

re: "Hohokam Expressway" State (Arizona) Route 143, I-10 to
Washington Street, Maricopa County.

1. The added service to be gained by this project/expenditure is provided by two features: a bridge which will improve wet weather movement, and, an east-side link to entrance to Sky Harbor International Airport.

To get these two improvements, the project requires purchase of much new roadway, construction of much new road through that new right-of-way purchased, and disturbance-relocation-financing for the present residents and businesses along the present road, 48th Street.

Alternately: Buy no right of way. Build no new roadway. Disturb present resident adjacent owners minimally. How? Put a bridge over the Salt River on 48th Street. Improve or add to any useful link from Washington Street to Sky Harbor Blvd on the east side of the airport. Keep the surface and shoulders in useful and safe condition.

2. The priority of this project is not clear. I live here, pay taxes here, drive here. The greatest need is for bridges. The other needs are: for surface quality. We do not keep in good maintenance the roads we have! How can we barge along building more? for a traffic system that is functional with what we have. The area is laced with roads: why not get some use out of them? for fuel economy. Fuel will not get cheaper. Surely, any responsible people must now be working HARD to get a transportation system that is more efficient. How can a Wilbur Smith "plan" from years back fit the needs of the post 1973-74 winter traveler? Surely, there should be objective, honest, professional effort to conceive the mix of mass and single person transit that will serve a rational community. for enforcement of what rules we have, as part of a serviceable transportation system. I've been driving from Tempe to I-10 and Grand, each day. I travel at 55 mph. I'm passed by everything, big trucks, little sports. (Throughout town, I see on-street parking, choking the primary function of any street--a poor expenditure of my transportation money!)

3. During the rain last Monday, ^{5th} we had a foot of water on the ramps to I-10 at Tempe, and the "Superstition" freeway under

water. During the winter of 1965, the new I-10 was partly closed where it crossed the Salt River in Phoenix--the support system was demared by the wet riverbed! The surface of I-10 is choppy. Other local roads are bumpy, choppy, chuck-holed. My windshield is chipped where road material is thrown by passing vehicles. We have many examples of changes of width of road.

I don't want any more roads built by these same people. When I'm on a new road on August 10, 1974, in a foot of water, I want something else by way of road design and building.

4. At a public "forum" conducted by the Arizona Highway Division of the Arizona ~~XXXXXX~~ Transportation Department (headed by the former highway chief), a goodly number of the 100 people attending spoke--but none of the Highway Division people in the audience spoke. Tempe and Phoenix Streets officials were asked for comments. Most of the people who spoke live along the present 48th Street. Most were concerned about their future access, the taking of their property, the timing of the bulldozing, the settlement arrangements, for damages done.

Two of the most positive expressions favoring the new construction were (1) by a motel owner located on Van Buren who would like to see this link to the freeway coming so near to his motel, and (2) by a man who has recently purchased adjacent land. (among several land purchases in Tempe which he has made in latter months or posted in his name in latter months).

5. There was inquiry about the legal status and funding status of this project. Some members of the crowd began, others joined, in disrupting this inquiry, by discourteous calls and comments. The person who had inquired raised his hand a number of times after, but was not recognized, although others who had previously spoken were recognized a second time or more.

6. The Highway Division has a difficult, non-engineering, non-cementing part in their job--that of conducting such public meetings. And, they have a difficult time in other ways. There is much to be done to provide good transportation. I do not perceive that this present patch has priority; that its proposed form is needed; that it helps the transportation system of the area; that it serves the area as a part of any urban or area form; that it adds any fuel efficiency; that it improves over-all pollution performance--in general, that it represents what could and should be done in new construction for transportation in this area in 1974.

I believe that our Transportation Division should be freed of past entanglements like Wilbur Smith reports made under other circumstances. They should be allowed to apply their expertise to the present and perceived realities. They should not be subjected to pressures by profit-interests.

Changes at 48th Street should be improvements: not waste.

Sincerely,

R. J. Becker
R. J. Becker

October 4, 1974

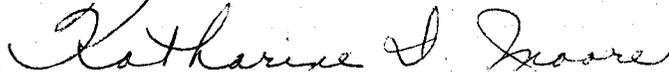
Mason Toles, Manager
Environmental Planning Div.
Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Re: Hohoham Expressway

Dear Mr. Toles:

As a daily user of streets in the area of the Sky Harbor Airport, I feel very strongly that this two and a half mile link is urgently needed for improved access to I-10 and the east side of the city.

Sincerely,



Katharine D. Moore

KDM/gg

RECEIVED

OCT 7 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

August 28, 1974

Mr. Mason Toles, Manager
Environmental Planning Div.
Arizona Dept. of Transportation
206 So. 17th Avenue
Phoenix, AZ 85007

Dear Mr. Toles:

As a private citizen, I am concerned that the needed portion of the Hohokam Expressway which will connect with I-10 be constructed, and as soon as possible.

In fact, I was not opposed to the freeway system which was voted down, as I felt it was needed. I was opposed to the elevation of the freeway which, to me, was a monstrosity.

I-10 is a coast-to-coast highway, and certainly it does nothing for Arizona's prestige to be a broken link in that highway.

Yours very truly

Anna Mae Zajic
Anna Mae Zajic

A. M. ZAJIC
1821 W CLARENDON
PHOENIX, ARIZ.
85015



RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL PLANNING & SERVICES

1909 East Berridge Lane
Phoenix, Arizona 85016
October 2, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

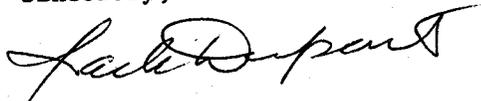
Dear Mr. Toles:

This is to notify you that I give my full support to your proposed Hohokam Expressway.

We are becoming slowly strangled in our own population expansion, and we must begin to expedite traffic movement, so that we will in a small way keep pace with our increase in vehicular traffic.

I am one of the few people in this area who has ever travelled extensively on city busses. That was in Massachusetts in 1944, and after thirty years I still maintain my vow, "Never again!"

Sincerely,



John L. Dupont

JLD/c

RECEIVED

OCT 3 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

SAM MARDIAN, JR.
7310 N. 4th Drive
PHOENIX, ARIZONA 85021

September 26, 1974

Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Re: Hohokam Expressway from 44th Street and Washington
to the Maricopa Freeway and 48th Street, Phoenix

Gentlemen:

I am writing in support of the proposed construction of two and one-half miles of the Hohokam Expressway from 44th Street and Washington to the Maricopa Freeway and 48th Street.

The proposed two and one-half mile road segment will help relieve congestion and provide for more orderly movement of vehicle traffic.

Thank you for your consideration of the views expressed in this letter.

Very truly yours,


Sam Mardian

SM:pw

RECEIVED

SEP 30 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RECEIVED

SEP 27 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Sept. 24, 1974
Craig S. Svoboda
Phoenix, Arizona

Arizona Highway Dept.
Phoenix, Arizona

Gentlemen:

I am a firm believer in life, liberty, and the pursuit of happiness. The quality of life is a factor in the degree of happiness an individual or a population feels. Environmental quality is a primary prerequisite to the future life and happiness of our ~~our~~ generations following, living in what we have produced, consuming the medicinal miracles our knowledge has produced, and ~~consuming~~ the poisons by products we have selfishly left behind. Just such as we can think back to the tranquility of romping through the grasses and trees in the vacant lot on the corner. You Gentlemen must face the facts and reality of the future generations. Major changes are occurring, and will occur as the finite hydrocarbon reserves ~~are~~ dwindling. Face the facts men, Can the coldness of a man's mind honestly say he won't worry about it because he won't be around.

I ~~do~~ believe the superhighways for the large, American automobile are rapidly becoming a thing of the past. The heavy dependence on foreign sources for fuel proves this point. The future doesn't hold the fact to continue providing the excessive wastefulness of individual transportation. Masses need to be fed into the future of a mass system, and not the elegant convenience of a faster, smoother, wider mile of individual transport.

SEP 21 1974
I feel the I-10 project is wrong in the light of another wrong still follows
Developing roadways is not the solution to the future, to the life, liberty, and
the happiness of generations following. This also applies to the Hopalong.

As a major city like Phoenix with a mass transit system running the
major thoroughfare once an hour is ridiculous, and any city official should bury
his head in shame that better service to the people ~~is~~ is not provided.

Sincerely,
Craig A. Hood

Dear Friends:

Sept. 25.

Greetings. I am writing this brief note to express
my disapproval of the proposed plans for construction
of the Hohokam Freeway. I feel it is an unnecessary
& wasteful project, who's funds could be put to a more
energy conservation use by building/improving the
"poor excuses for" bike trails in Phoenix.

Sincerely,
Robert Fitzpatrick

RECEIVED

SEP 27 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

24 September
3042 S. Country Club Way
Tempe, Arizona

Mr. William J. Hayden
Supervisor
Public Investment Branch
Arizona Dept. of Transportation
205 South 17th Ave.
Phoenix, Arizona 85007

RECEIVED

SEP 26 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Hayden:

Thank you for the time you spent with me last week. The Hohokam Expressway really is needed. It certainly is a blessing that most of the land that will be used is unimproved.

I am sure most of the valley residents will be very happy with an eastern access to the airport and Maricopa Freeway.

I shall see you all at the October 22nd meeting.

Regards,

Kimball Durbin

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

RECEIVED
FEDERAL DEPT. OF TRANSPORTATION
WASHINGTON, D.C.

Tuesday, August 6, 1974

8:00 p.m.

NAME Ray F. Taylor
ADDRESS 7236 North 16th Drive
REPRESENTING Self
Self, Federal, State, County, City or Other

COMMENTS It would appear to me that the Projects F-043 (1) and (3) would be a good thing for the eventual hook up with I-10 and also for some sort of boulevard hook up running north to relieve the traffic coming south into I-10 which at the present time is a bottle neck. In fact it would seem that plans should be made now and right of way acquired at the initial building so that proper approaches can be made at I-10 University Drive and Washington and Jefferson. If traffic coming west on University could get to I-10 either on 48th or 40th streets it would tend to help the flow from Tempe and Mesa on to Van Buren and Jefferson. Try to use all means in the early stages

so that they will not have to
be a major rip-up at some
late date.

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

RECEIVED

AUG 28 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Tuesday, August 6, 1974

8:00 p.m.

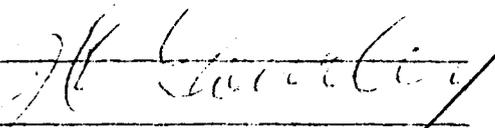
NAME Venus Manufacturing

ADDRESS 2424 W. University Dr.

REPRESENTING Self
Self, Federal, State, County, City or Other

COMMENTS 1. We support this project completely as presented.

2. We request that the 48th Street access to University
be moved very slightly west to miss our west frontage, on which we
plan to build.



J. C. Gourley
General Manager

Aug. 30, 1974

Mr. Mason Toles, Mgr.
Environmental Planning Div.
Arizona DOT

Gentlemen:

Mass transit for the Phoenix area is not practical!
Mass transit has not worked, will not work
in the Phoenix area. Well planned freeways
are practical, have worked and will work
in the Phoenix area.

Philip C. Wright
6712 E. Cheney Rd.
Scottsdale, Az. 85253

President, Scottsdale Papago Rotary.
Member, Governor's Advisory
Commission on Az. Environment.

RECEIVED

SEP 3 1974

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

Tuesday, August 6, 1974

8:00 p.m.

NAME DONALD A. McCHESNEY
ADDRESS 3924 EAST MEADOWBROOK PHOENIX, ARIZONA 85018
REPRESENTING SELF + BUS.
Self, Federal, State, County, City or Other

COMMENTS ^① I am 100% in favor of proposed expressway
for getting to and from airport from my house.
^② Also for getting service trucks to and from
Tempe, Mesa, Chandler area for work.

RECEIVED

AUG 10 1974

ARIZONA DEPT. OF TRANSPORTATION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

Tuesday, August 6, 1974

8:00 p.m.

NAME C. W. JACKSON
ADDRESS 3633 E PIERSON ST PHOENIX, ARIZ
REPRESENTING SELF
Self, Federal, State, County, City or Other

COMMENTS Our Co. owns land on the east side
of 48th St + South of University St
We strongly favor this project. The
traffic at present is very bad. It need
to be improved. Access to PTH and
the air port and a bridge over the
river are very important at this
time.

We support the design and
hope that it will proceed at once.

CW Jackson

RECEIVED

AUG 7 1974

Phoenix, Arizona
September 4, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Sir:

I enthusiastically endorse the proposed freeway from 44th Street and Washington to I-10 at 48th Street.

This greater Phoenix area is desperately in need of a greater freeway system, especially on the East Side, and also on the North.

Very truly yours,


Paul J. Leinheiser
5816 North 39th St.
Paradise Valley, AZ 85253

ec

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

RECEIVED

PUBLIC FORUM

AUG 8 1974

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Tuesday, August 6, 1974

8:00 p.m.

NAME Edgar M. Larsen

ADDRESS 3737 E. Montecito, Phoenix, Ariz. 85018

REPRESENTING Self
Self, Federal, State, County, City or Other

COMMENTS The total concept of the project is good. However,

I think the project construction schedule should be
rearranged as I believe the first priority is the
link between Sky Harbor Blvd. and Washington St. My

reasons for this are that the Sky Harbor Development is

ready to proceed and I think the access to the airport

is of first importance. While this section is considered

the most expensive, with costs rising as they are, maybe

this is the best time to do it. With this project completed

the authorities that are going to relocate 40th st. could

get their project completed. You explained that the project

from I10 to the airport was originally to be built on a

semi-temporary basis. If this was held up and became the

second project, the Salt River channelization could be

finalized and this project could be completed and be

permanent. The channelization of the Salt River Project,
it's relocation and straightening, should be a first
priority for the valley. If the Salt River is contained in
a concrete chute, flooding would be ended, thousands of

acres of land reclaimed, bridge construction over the river would be minimal, as an example, the Central Ave. bridge now being constructed is going to be about 1500 feet long. If the river was channelized this bridge would only have to be about 100 feet long. In summary, I believe that the first construction should be from Sky Harbor Blvd. to Washington, pressure should be brought to authorities that will handle the Salt River project so those plans could be finalized, then the project from I10 to Sky Harbor could be built in a permanent way.

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

September 4, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Toles:

Motor traffic continues to increase in our valley. Not only is there an increase in passenger car traffic as population increases, but the area becomes more of a distribution center for the southwest, increasing commercial traffic.

I feel it is imperative that we ease the load on arterial streets by continuing the freeway network. The proposed Hohokam Expressway should be underway as soon as possible. The southeast section of the valley continues to grow industrially and this segment is a must!

Sincerely,


J. H. Gullyes

4902 N. 45th Place
Phoenix, Arizona 85018
August 22 1974

Mr. Mason Toles
Mgr. Environmental Planning
Ariz. Dept. of Transportation
2055 17th Ave.
Phoenix Arizona 85007

Dear Mr. Toles,

As a member of the Valley Forward Transportation Committee under Admiral Spangler, I wish to urge the construction of the proposed Hohokam Expressway (State Route 143). Further definitized, this would start at Maricopa Freeway and 48th Street, northward 1.1 mile, continuing on 1.3 miles to 44th Street at Washington Street.

Your serious consideration of this recommendation will be most appreciated.

Very truly yours

C. F. Blanding
C. F. Blanding

Copy to Frank Bosh
300 W. Osborn Road
Phoenix, Arizona 85003

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS, AIRPORTS,
AND AIRCRAFT MAINTENANCE SERVICES

BERL CAMPBELL
POST OFFICE BOX 20551
PHOENIX, ARIZONA 85002

RECEIVED

AUG 29 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

August 28, 1974

Dear Mr. Toles:

Please number me as one who favors early construction of the Hohokam Freeway, one who believes we have been derelict in allowing the metropolitan area to lag so far behind other major cities in the provision of freeways.

As a member of the Citizens Advisory Committee on Transportation, I was an active participant in the drafting of the enclosed June 19 report. Because that committee had given much time to its study of alternatives, the underscored statement in the report (item 9, page 5):

Freeways are necessary and appropriate to the total transportation plan.

is believed worthy of heavily weighted consideration in your current deliberations.

Sincerely,

Berl Campbell

Mr. Mason Toles
Environment Service Manager
Arizona Department of Transportation
206 17th Avenue
Phoenix, Arizona 85007

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

RECEIVED

AUG 8 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Tuesday, August 6, 1974

8:00 p.m.

NAME Joseph H ~~Beth~~ BETHELL
ADDRESS 3423 N 44 PLACE
REPRESENTING Self Federal, State, County, City or Other

COMMENTS

This is a badly needed project and should be completed at the earliest possible date. I would like to make the following comments:

1. Plan to diveloge the expressway from the 1-10 interchange to university as a full divided road at this time, not later.

2. The additional traffic that the express way will funnel into to the 1-10 interchange will add to a hazardous condition that presently exist. That is using the 48 street on ramp to 1-10 it is very difficult to enter the flow of traffic before you reach the Broadway off ramp from 1-10. The added traffic will almost make it impossible

Sept. 18, 1974

Mason Toles, Manager
Environmental Planning
Department of Transportation
Phoenix, Arizona

Dear Mr. Toles,

Please count me as one in favor of construction of the proposed Hohokam Expressway.

I understand the proposal has encountered the anticipated opposition from the anti-freeway, pro-mass transit forces. If it were left to them, this city would be bumper-to-bumper, border-to-border automobiles and our economic life would be strangled in a mass of chrome and steel with no where to go.

I am not necessarily opposed to rubber-tired mass transit. I am, however, strongly opposed to a city of this size with something like 28 miles of freeway with every effort to improve the situation thwarted by a small band of well intentioned but, apparently, misinformed people.

Sincerely,



LOU COMBS

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

RECEIVED

AUG 8 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Tuesday, August 6, 1974

8:00 p.m.

NAME Kevin Rippen

ADDRESS 505 E. Carter Tempe

REPRESENTING Self Federal, State, County, City or Other

COMMENTS I believe the idea of the proposed Hohokam Expressway is an excellent answer to our growing traffic problems. However I do wish you would make the entire expressway four lanes, with two lanes of traffic flow in each direction. I am looking very much forward to the beginning of this project

4202 N. 56th St.
Phoenix, AZ 85018
August 26, 1974

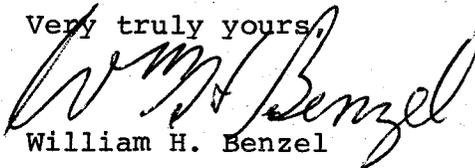
Mr. Mason Toles
Manager, Environmental Planning
Arizona Department of Transportation
205 S. 17th Avenue
Phoenix, AZ 85007

Dear Mr. Toles:

This letter is being sent to urge you to give favorable consideration to the completion of the Hohokam Expressway (State Route 143). This will be a great time saver for those of us who live on the east side of Phoenix as an access to the freeway to Tucson.

Your favorable consideration will be greatly appreciated.

Very truly yours,



William H. Benzel

WHB/lcb

RECEIVED

AUG 27 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

Tuesday, August 6, 1974

8:00 p.m.

NAME FELIX J. BERTINO

ADDRESS 1024 N. 94th St. Phoenix, Ariz. 85008

REPRESENTING Self
Self, Federal, State, County, City or Other

COMMENTS I am heartily in favor of this project and am available to speak in support of it at any time.

ASU's FIRST DORMITORY was this house still standing at 800 Farmers Av. in Tempe. The large home, built by a saloon man, was bought and finished in 1875 by the Normal School's first principal, Hiram Bradford Farmer. He used the house as his own residence, and got special permission of the Normal School Board to use it as a boarding house for girl students. Housing was scarce in Tempe then, and the girls, it is said, considered it a privilege to live at Principal Farmer's home.

I heartily agree with your plan for the HOHOKAM Expressway. Wasn't the river bridge for this purpose advertised for a couple years ago? Don't delay it unnecessarily like they have the Page Expressway. Stan Schirmer, Director



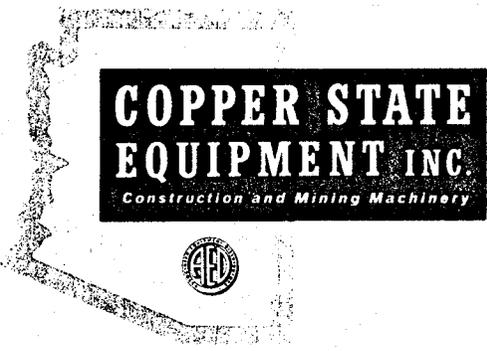
1725 Farmers
Tempe, Arizona 85281
"Sope of Sherman's March to the Sea"

POSTCARD

MILEM LIVESAY
DISTRICT 1 ENGINEER
2140 W. Hilton Ave.
Phoenix, Az. 85009

B. Business Interest Comment

The following letters all support the construction of the Hohokam Expressway and do not require replies. Several letters, however, refer to a need for expansion of the project to at least four lanes throughout. These comments were considered in arriving at a final design for the project.



TEMPE • (602) 968-4461
STREET ADDRESS: 2323 WEST UNIVERSITY DRIVE
MAILING ADDRESS: P. O. BOX 3188
TEMPE, ARIZONA 85281

TUCSON • (602) 887-7660
STREET ADDRESS: 3640 NORTH ROMERO ROAD
TUCSON, ARIZONA 85705

August 14, 1974

Mr. William Price
Chief Highway Engineer
Arizona State Highway Dept.
206 S. 17th Avenue
Phoenix, Arizona 85005

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RECEIVED

AUG 13 1974

WM. N. PRICE
STATE ENGINEER

Dear Bill:

We recently attended the hearing on the HoHoKam Expressway. Your man Bill Hayden together with his group of engineers, designers, etc., did an excellent job of handling the hearing.

We do want to encourage several changes from the present thinking:

(1) Finish four lanes all the way through. As planned now it will be limited access and a complete freeway going south from Washington to the airport turnoff, then two lanes from there on. From my experience on 40th Street when it was partially widened, a major new inflow of traffic developed going past the airport turnoff to the freeway. With normal increases or even the present flow in the wintertime, two lanes on 48th Street will no where near handle the increase you can expect diverted from 40th Street.

(2) Complete the limited access, frontage roads and four lane from I-10 north to University. Much the same as on the north end - this section could be completed now. The flow of traffic off the freeway north on 48th Street has been ever increasing. It is extremely dangerous for anyone crossing or entering south of University because of the speed and density of traffic. Once the street is improved, the hazards will increase. The traffic light at University slows or stops them and from there on it is okay.

We would appreciate your serious consideration of these suggestions. We work here every day, use 40th and 48th Streets, and have watched the ever increasing traffic flow, traffic jams, accidents, etc. We believe these two suggestions will greatly improve the immediate situation.

Costs will be much higher and traffic problems greater during construction of the next phase, if you wait.

*copy to: [unclear]
[unclear]
[unclear]*

COPPER STATE EQUIPMENT, INC.

[Signature]
R. L. Harrison
President

RLH/gr



TEMPE • (602) 968-4461
STREET ADDRESS: 2323 WEST UNIVERSITY DRIVE
MAILING ADDRESS: P. O. BOX 3188
TEMPE, ARIZONA 85281

TUCSON • (602) 887-7660
STREET ADDRESS: 3640 NORTH ROMERO ROAD
TUCSON, ARIZONA 85705

September 10, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Avenue, Room 240
Phoenix, Arizona 85007

Dear Mr. Toles:

We attended the impact meeting, concerning the HoHoKam Expressway, and have discussed this project for several years with the Arizona State Highway Department and design engineers before we built our new facility in Tempe.

Attached is a letter to Mr. William Price on the subject.

Not to build this expressway now would be a tragic mistake. Traffic is getting so bad as the area builds up that it is unbelievable. It is only a matter of time until lives are lost because of the impatient drivers that bad traffic conditions build up. We are only afraid it may be some of our employees.

We are absolutely in favor from every standpoint in having this expressway built as soon as possible.

COPPER STATE EQUIPMENT, INC.

R. L. Harrison
President

RLH/gr

RECEIVED

SEP 11 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Venus Manufacturing Co.

ENCLOSURES - MIRROR - MARBLE

2424 W. UNIVERSITY DR.
TEMPE, AZ. 85281

August 26, 1974

RECEIVED

AUG 28 1974

Arizona Highway Department
Environmental Planning Division
1739 W. Jackson St. M.U. #10
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Subject: Project F-043-1 (1 and 3) Hohokam Expressway (SR 143)

Gentlemen:

We attended the August 6th forum, and were impressed with the general attitude of all concerned - the great majority in support of this project.

We would like to officially add our support and approval to this project. It appears to be a very good step forward in the planning for traffic flow in this area.

We do have one particular concern in considering the effect on our property. The 48th Street from the north as shown curves eastward where it meets University. As drawn, it appears to take about half of the balance of our frontage on University. We have long range plans for this lot which is directly to the west of our present building, in that we wish to build another building fronting on University. I believe that our property starts 712 feet east of 48th Street and we are in hopes that the connection which I have mentioned might miss that property.

I understand that you have an exact location for the street mentioned, and I would appreciate your advising as to its exact location. It appears that its use as drawn would negate the use of our frontage, which had considerable affect on our decision to purchase.

We would appreciate hearing from you.

Sincerely,

J. C. Gourley
General Manager

JCG/sh

Venus Manufacturing Co.

ENCLOSURES - MIRROR - MARBLE
2424 W. UNIVERSITY DR.
TEMPE, AZ. 85281

October 7, 1974

Mr. Mason J. Toles, Mgr.
Environmental Planning Service
ADOT - Highways Division
205 South 17th Ave, Room 240
Phoenix, Arizona 85007

Subject: Hohokam Expressway Project

Gentlemen:

We wholeheartedly support subject as something that is very much needed and wanted by the business community in our area. We have studied the project thoroughly and we sincerely urge that it be started as soon as possible. It is already past due!!

Sincerely,


J. C. Gourley
General Manager

JCG/sh

RECEIVED

OCT 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

RECEIVED

OCT 6 8 1974

MAGIFF

TEMPE, ARIZONA

Tuesday, August 6, 1974

8:00 p.m.

NAME Doug Black Mfg. Inc.

ADDRESS 915 S. Hohokam Dr.

REPRESENTING Self, Federal, State, County, City or Other

COMMENTS ~~xxx~~ In order to handle the bad traffic problem

that now exists, it would be better to put in four lanes from

Interstate 10 to University Drive. The fences and access roads can come

later. WE NEED FOUR LANES NOW!

RECEIVED

OCT 8 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

THE DUNBAR COMPANY LTD.

SUITE 1559 • DEL WEBB'S TOWNEHOUSE
100 WEST CLARENDON
PHOENIX, ARIZONA 85013
PHONE (602) 264-7582

Mailing Address:
POST OFFICE BOX 1150
PHOENIX, ARIZONA 85001

25 Sep 74

Mr. William J. Hayden
Arizona Department of Transportation
205 South 17th Avenue
Phoenix, Arizona
85007

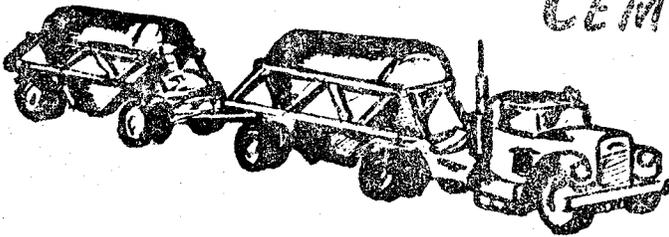
Dear Mr. Hayden -

It is good that the Hohokam
Expressway is getting closer to
being a reality - It makes a
lot of good common sense -

RECEIVED

OCT 3 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



CEMENT

TRANSPORTERS
INC.

ACC-MC - 13002
CERT. NO. 6375

PLEASE REPLY TO: RILLITO,
ARIZONA

CLARKDALE,
ARIZONA

September 25, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

It is our wish to express our strong support of the Hohokam Expressway-44th Street and Washington to Maricopa Freeway and 48th Street. Our company has terminals located at Rillito, Clarkdale, Kingman and Douglas, Arizona hauling portland cement, lime products and other materials into and through the Phoenix metropolitan area.

As a trucker operating in this area we have as many as 30 trucks per day which would utilize this proposed expressway. It seems apparent that the Hohokam Expressway would at one time relieve traffic congestion providing improved safety for the Phoenix residents and expedite the flow of heavy truck traffic through and around the city.

This and similar projects in Arizona's growing metropolitan areas are absolutely essential if we are to keep up with and stay ahead of the ever increasing road and street problems.

We appreciate your consideration and hope the Environmental Planning Division will join us in the support of this project.

Thank you!

Yours truly,

CEMENT TRANSPORTERS, INC.


C. Richard McNally
Vice President - General Manager

CRM/ps

cc

RECEIVED

SEP 26 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

PRODUCERS COTTON OIL COMPANY

● A BANGOR PUNTA COMPANY

Arizona Division

September 25, 1974

RECEIVED

SEP 26 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Avenue, Room 240
Phoenix, Arizona 85007

Dear Mr. Toles:

Please be advised that Producers Cotton Oil Company fully supports the proposal of the Arizona Highway Department and the Federal Highway Administration to construct the Hohokam Expressway.

We feel that the access to Interstate Highway 10 and the Phoenix Sky Harbour International Airport, which this project will develop, is of vital interest to both the industrial and residential population of the east side of Phoenix. In addition, it would appear that the central and west side interests would be benefited through reduced traffic from the east side which is presently forced to use existing connections through that area.

Current traffic congestion along 48th Street should be greatly relieved through the addition of the Hohokam Expressway, and we strongly urge its acceptance.

Very truly yours,



C. R. Bell
Vice President
General Manager

CRB:sk



Purolator Security, Inc.
Armored Motor Service Division
Regional Office
712 East Roosevelt Street
Phoenix, Arizona 85006
(602) 258-8425

September 23, 1974

Mr. Mason Toles
Mgr., Environmental Planning Division
Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I want to take a moment of your time to express my desire to support the building of the Hohokam Expressway

Phoenix is long over-due for increased efficiency in the moving of vehicular traffic, and we need to improve our streets and freeway system. We need this freeway as well as we needed other freeways that have been proposed, to expedite the moving of vehicular traffic to and from and across this valley.

Sincerely,

PUROLATOR SECURITY, INC.

A handwritten signature in dark ink, appearing to read "Walt Richins". The signature is fluid and cursive, written over the typed name.

Walt Richins
Senior Marketing Representative

WR/ar

RECEIVED

SEP 25 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



MICRO-REL INC.

1005 South Park Lane • Tempe, Arizona 85281
Phone 602/967-2014

September 23, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT-Highways Division
205 South Seventeenth Avenue, Room 240
Phoenix, Arizona 85007

Dear Mr. Toles:

Micro-Rel, Inc., strongly supports the construction of State Route 143 (Hohokam Expressway) between Interstate Highway 10 and Washington Street. Our facility is located in the Hohokam Business Park, just south of University Drive and east of Forty-eighth Street. The proposed highway would be extremely advantageous to us, by giving us rapid and convenient access to the airport.

We manufacture hybrid circuits, which are light in weight and extremely fragile; therefore, most of our shipments are made by air. Our business is showing rapid growth, which will result in increased air shipments; moreover, we have many out-of-state visitors, who travel by air. The proposed highway would enable us to meet these visitors, when they arrive, and return them to the airport, when their business is completed, with less disruption to our own business schedules.

In addition to these advantages to us in more convenient travel between our facility and the airport, those employees of ours who travel on Forty-eighth Street during peak travel hours, would welcome relief from the dangerous congestion now present on that street.

We look forward to an early implementation of the proposed plans for the Hohokam Expressway.

Sincerely yours,

MICRO-REL, INC.

James E. Treatch
James E. Treatch
President

JET:rl

RECEIVED

SEP 25 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

3550 North Central Avenue
Phoenix, Arizona 85012

602 264-0511

Phoenix
Cement Company

September 23, 1974

RECEIVED

SEP 24 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

Hohokam Expressway - 44th Street
and Washington to Maricopa Freeway
and 48th Street

We would like to express our support of the above referenced project.

Our company has a plant located at Clarkdale, Arizona, and we ship portland cement to customers in the Phoenix metropolitan area. The majority of our shipments are by truck and during our peak shipping months we have as many as 35 trucks per day in the area that would be serviced by this expressway.

We feel that, with the completion of this expressway, shorter and safer delivery times to this area from our plant would be experienced. Congestion of heavy trucks on city streets constitutes a major safety hazard that would be alleviated. Also, many aspects of visual, noise and air pollution would be improved through the removal of major segments of truck traffic from the city streets.

As Phoenix gradually absorbs its forecast population and vehicle growth through 1980, congestion on Phoenix streets will grow apace, and the completion of this expressway is needed to help prevent the traffic chaos that will otherwise surely occur.

Thank you for your consideration in this matter.

Cordially


Raymond A. Quadt
President



August 6, 1974

PHOENIX METROPOLITAN CHAMBER OF COMMERCE

HOHOKAM EXPRESSWAY STATEMENT

THE PHOENIX METROPOLITAN CHAMBER OF COMMERCE, THROUGH ITS VARIOUS COMMITTEES AND BOARD OF DIRECTORS, HAS REVIEWED AND STUDIED THE HOHOKAM EXPRESSWAY PROJECT. THE CHAMBER HAS ON PREVIOUS OCCASIONS SUPPORTED THE COMPLETION OF THIS EXPRESSWAY AND THIS STATEMENT SERVES AS A REAFFIRMATION OF OUR SUPPORT.

IN OUR REVIEW OF THIS PROJECT THE CHAMBER AT NO TIME HAS BEEN GIVEN THE INDICATION THAT THIS 2.48 MILES OF MAJOR EXPRESSWAY WILL ULTIMATELY LEAD TO A MAJOR URBAN FREEWAY RUNNING NORTH AND SOUTH ACROSS EAST PHOENIX.

WHAT THE CHAMBER HAS FOUND IN ITS STUDY OF THIS PROJECT IS THAT IT WILL PROVIDE THE EAST SIDE RESIDENTS OF OUR VALLEY WITH MORE EFFICIENT ACCESS TO I-10 AND SKY HARBOR AND WILL EXPEDITE THE TRAFFIC FLOW IN THIS AREA. IT IS FOR THIS REASON THE CHAMBER URGES THE PROMPT COMPLETION OF THE HOHOKAM EXPRESSWAY.

TECHNOLOGY ACHIEVED

Flow Technology, Inc.

4250 EAST BROADWAY ROAD ■ PHOENIX, ARIZONA 85040 ■ TELEPHONE (602) 268-8776 ■ TELEX 668-344

September 6, 1974

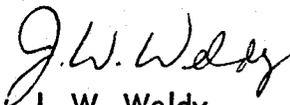
Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Ave., Room 240
Phoenix, Arizona 85007

Dear Mr. Toles:

Flow Technology, Inc. is in favor with the construction of the Hohokam Expressway. We believe this new roadway would provide an additional access to the Phoenix Sky Harbor Airport and would relieve some of the congestion in the community.

Sincerely,

FLOW TECHNOLOGY, INC.



J. W. Weldy
Controller

JWW:ls

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

September 6, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I live in Tempe and travel to work in Phoenix. The proposed Hohokam Expressway would cut my travel time in half thus saving both time and valuable "energy". The major area that will be disturbed by the construction is the vacant salt river bed.

Please record my vote in favor of the proposed expressway.

Sincerely,



Delbert L. Tingey

DLT:vh

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

m.j.t.



THE
STARR
COMPANY

MATERIAL HANDLING EQUIPMENT
SALES • ENGINEERING • LEASING • SERVICE

September 9, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 S. 17th Avenue, Room 240
Phoenix, AZ 85007

Dear Mr. Toles:

We are excited about the possibilities of the Arizona Highway Department, in conjunction with the Federal Highway Administration to construct a 2.48 mile multi-lane roadway, to be called Hohokam Expressway which would give additional surface roadways to Sky Harbor and the industrial communities of Tempe, East Phoenix, and Mesa.

We wholeheartedly approve of this Expressway and would greatly appreciate any endeavors that could be made in order that this project be expedited and put into use at the earliest possible time.

Our business is located in the eastern part of Phoenix and we would have many, many opportunities to give better and more efficient service to our customers throughout the Valley if the Hohokam Expressway were, indeed, a fact.

Again, hoping for a very early conclusion to this project, we are

Very truly yours,

THE STARR COMPANY


E. I. Bistrow
President

EIB:uf

RECEIVED

SEP 10 1974

ARIZONA DEPT. OF TRANSPORTATION
PHOENIX OFFICE
1201 E. NINETEENTH STREET, PHOENIX, ARIZONA 85019

SHELTER SALES CO.

3100 South 7th Street

Phoenix, Arizona 85040

Telephone (602) 276-5511

STEEL FABRICATORS — CONTRACTORS

Portable Parking Structures
Feffer "No Post" Canopies
and Carports
Lumite Shade Fabric
Automated Parking Equipment

September 3, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, Arizona 85007

Re: Hohokam Expressway

Dear Mr. Toles:

Please add our name to the list of those IN FAVOR of the above project. Thank you.

Sincerely,

SHELTER SALES CO.

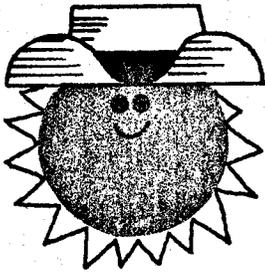
Ralph B. Feffer, Jr.
Ralph B. Feffer, Jr.

RBF:eh

RECEIVED

SEP 4 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



The Scottsdale Auto Dealers

BOX 2092 SCOTTSDALE, ARIZONA 85252

September 5, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles,

In behalf of the Scottsdale New Car Dealers Association we would like to express our concern for the proposed Hohokam Freeway. While we are in the business of selling and servicing automobiles, we are also concerned, responsible citizens and I assure you, extremely sensitive to the Valley's transportation needs. Unfortunately we appear to have remained as part of the silent majority. It does in fact seem as though you only hear from the anti-people and not from the supporters. From what we have seen and heard, we are of the impression that while freeways are not the most popular, it does appear at this writing to be a needed serviceable means of improving traffic flow. Certainly with the growth and development we have experienced in the past and must cope with in the future, it does appear the position of procrastination can no longer be tolerated and action is needed now for delay only compounds the problem and even makes the solution more inadequate in the future.

If we may be of any further need or assistance, please feel free to call upon us collectively. Thank you for your time. We remain concerned citizens.

Very truly yours,

C. M. Brooks
President
Scottsdale Auto Dealers

CMB/at

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SECTION

GOETTL BROS. METAL PRODUCTS, INC.

PHONE 264-2681

2005 E. INDIAN SCHOOL ROAD

PHOENIX, ARIZONA 85016

September 5, 1974

Manufacturers
and
Suppliers
of

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

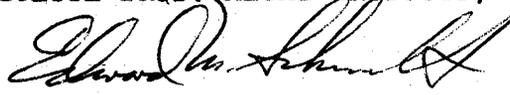
Dear Mr. Toles:

It is my understanding that your division solicited public response to the proposed construction of the Hohokam Expressway from 44th Street and Washington to the Maricopa Freeway.

It has long been our feeling that an adequate freeway system is a mandatory prerequisite to any solution of the traffic problem in the metropolitan Phoenix area, and we feel that the proposal now under consideration is a long overdue step in the right direction. Our production plant is located approximately one mile to the east of the proposed route and we are quite conversant with the difficulties experienced by many of our employees in driving the congested city streets. In short, please accept this letter as an indication of support for the proposed construction.

Very truly yours,

GOETTL BROS. METAL PRODUCTS, INC.


Edward M. Schmitt
Assistant to the President

EMS:mc

RECEIVED

SEP 6 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

"If it's made of metal, Call Goettl"

HEAT PUMPS

REFRIGERATED
AIR
CONDITIONERS

WATER
CHILLERS

EVAPORATIVE
COOLERS

GAS-FIRED
HEATING

VENTILATING
EQUIPMENT

ELECTRIC
HEATING

METAL
FABRICATION

RESEARCH
IN
DESIGN
ENGINEERING

For over a
Quarter
of a
Century

LIFT TRUCKS, INCORPORATED

September 5, 1974

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT-HIGHWAY DIVISION
205 South 17th Avenue, Room 240
Phoenix, AZ 85007

Dear Mr. Toles:

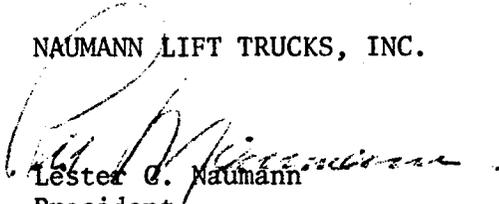
It is my understanding that the Arizona Highway Department, in conjunction with the Federal Highway Administration, is proposing to construct a 2.48 mile multi-lane roadway connecting Interstate Highway 10 and Washington Street, beginning at 48th Street on the south and continuing north to 44th Street.

We strongly support this project. In our opinion, it is vitally needed to control the traffic that is daily becoming more of a serious problem to all of the businesses in the area. Not only do our employees find it extremely difficult to get to and from work during the morning and evening rush hours, but access to the Airport is next to impossible during these times. Air Freight is vital to our business and early morning pick-ups and late afternoon deliveries to and from the terminal are an absolute must.

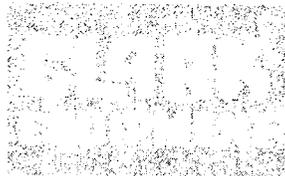
Anything that may be done to expedite construction to this project will be greatly appreciated.

Sincerely,

NAUMANN LIFT TRUCKS, INC.


Lester C. Naumann
President

LCN:mh
CC: Bill Ralston



McELHANEY CATTLE Co.

P. O. BOX 277

PHOENIX DIRECT 252-2651
YUMA DIRECT 782-1442

WELLTON, ARIZONA 85356

WELLTON 785-3384

Sept. 3, 1974

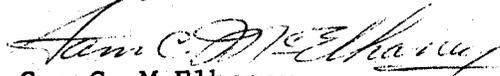
Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Avenue, Room 240
PHOENIX, Arizona 85007

Dear Mr. Toles,

As daily users of Sky Harbor airport, we are very aware of the need of State Route 143 beginning at 48th Street on the south and continuing north to 44th Street.

This project is very vital for the traffic entering Sky Harbor from the east, and we hope it will receive early approval so construction can be completed at an early date.

Sincerely



Sam C. McElhaney
McElhaney Cattle Co.

SCM/jc
cc:William J. Ralston, AAE

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

M.J.T.

Mesa Chamber of Commerce



DRAWER C • PHONE 969-1307

Mesa • Arizona 85201

September 17, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 S. 17th Avenue, Room 240
Phoenix, Az. 85007

Dear Mr. Toles:

This letter concerns State Route 143, known locally as the Hohokam Expressway.

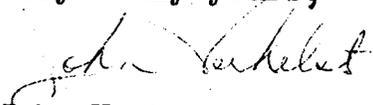
At a meeting of the Mesa Chamber of Commerce Board of Directors, held September 10th, the Board unanimously endorsed the construction of the 2.48 mile multilane roadway connecting Interstate Highway 10 and Washington Street.

The Mesa Chamber of Commerce, representing a good portion of East Maricopa County, believes that this project will provide additional and vitally needed access to Phoenix Sky Harbor International Airport, partly serving the access areas from East Maricopa County and Northern Pinal County plus all other outlying communities that use the services of Sky Harbor Airport.

It is beyond doubt that the construction of this access will prove valuable in allowing ready access to the airport in providing service to the thousands of people who daily use the service of Sky Harbor Airport.

We heartily endorse this project and feel that it will enhance the flow of traffic in the East Maricopa County area.

Very truly yours,


John Verhelst, President
Mesa Chamber of Commerce

br

ARIZONA'S FINEST CITY
16 MILES EAST OF PHOENIX

40 North First Avenue
Phoenix, AZ 85003
(602) 252-5011

MERRILL LYNCH, PIERCE, FENNER & SMITH INC

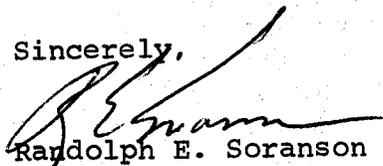
September 5, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I wish to express my support for the construction of the proposed Hohokam Expressway from 44th Street and Washington to the Maricopa Freeway (I-10) and 48th Street. With the continued population growth, and accompanying traffic increase in that area, the proposed link would prove to be not only desirable, but essential.

Sincerely,



Randolph E. Soranson
Resident Vice President

RES:lk

RECEIVED

SEP 6 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

MARK Imports

2020 EAST INDIAN SCHOOL ROAD • 264-0811
PHOENIX, ARIZONA 85016

September 3, 1974.

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
Phoenix, Arizona 85007

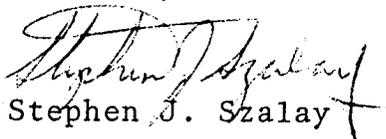
Dear Mr. Toles:

It appears that we are going thru a period that everyone is against anything that may come up that is new and which lacks a complete guarantee of satisfaction to all. I am sure you can not guarantee everyone complete happiness with the Hohokam Freeway but it is very evident that Phoenix is in dire need of a freeway system not only in the Hohokam area but also in the east-west area.

With our continued growth in the Phoenix population it will just be a matter of time before it will be impossible to move efficiently without a good freeway system. Let us at least get a start with the Hohokam Freeway and then on to others as they come up.

Thank you for listening.

Sincerely,


Stephen J. Szalay

SJS/b

RECEIVED

SEP 4 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

GILBERT E. MANN, D.D.S., P.A.
WILLIAM R. WOMACK, D. D. S.
A Professional Association

2200 W. BETHANY MEDICAL PLAZA
SUITES 8 AND 9
2200 W. BETHANY HOME RD.
PHOENIX, ARIZONA 85015

Area Code 602
Telephone 242-3289

PRACTICE LIMITED TO
ORTHODONTICS

September 10, 1973

Mr. Mason Toles
Manager-Environmental Planning Division
Arizona Department of Transportation
206 South 17th Ave.
Phoenix, AZ 85007

Dear Mr. Toles:

We feel that it is imperative that the State of Arizona develop a freeway system in Maricopa County as quickly as resources will make it possible.

This city is being choked and stagnated by the delays that have occurred in the development of a freeway system.

It is a MUST that the Hohokam Freeway be started as soon as possible as we are already ten years behind!

Sincerely,

Gilbert E. Mann, D.D.S.
Wm. R. Womack
Gilbert E. Mann, D.D.S., P.A.
Wm. Rando! Womack, D.D.S., A.B.O.

GEM-WRW/bjc

BILL LUKE CHRYSLER-PLYMOUTH

2425 West Camelback Road • Telephone 264-7292

PHOENIX, ARIZONA 85015

Plymouth

CHRYSLER

IMPERIAL



VALIANT

September 11, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

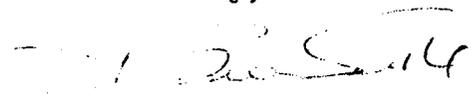
Dear Mr. Toles:

I am in favor of the Hohokam Freeway and all the other proposed freeways.

I feel the Maricopa Freeway should connect with the Brenda cut-off (Interstate 10) and take the river route, due to the differences in land values. I believe that route will cause less irritation to the anti-Freeway people.

If we do not continue our freeway program, Phoenix will be a bottled-up mess in the future.

Yours truly,


Bill Luke
President

BL:rr

RECEIVED

SEP 11 1974

ARIZONA DEPT. OF TRANSPORTATION
1000 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004

8-103

AUTHORIZED DEALER



CHRYSLER
MOTORS CORPORATION

LEWIS AND ROCA
LAWYERS

FIRST NATIONAL BANK PLAZA
ONE HUNDRED WEST WASHINGTON STREET
PHOENIX, ARIZONA 85003
602/262-5311

WASHINGTON OFFICE
1625 K STREET, N. W.
WASHINGTON, D. C. 20006
202/783-6590

COUNSEL
JAMES J. BIERBOWER
ALVIN B. DAVIS

EDWIN BEAUCHAMP
(1916-1964)

ORME LEWIS
JOHN P. FRANK
CHARLES CREHORE
ROBERT C. KELSÖ
LYMAN A. MANSER
A. GORDON OLSEN
JEREMY E. BUTLER
DAVID L. GROUNDS
ROGER W. KAUFMAN
PAUL G. ULRICH
PETER D. BAIRD
DOUGLAS L. IRISH
BRIAN GOODWIN
RICHARD A. HILLHOUSE
DAVID L. COCANOWER
JOHN C. MASON
DOUGLAS R. CHANDLER
KIMBALL J. CORSON
SALLY S. NEELY
I. JEROME HIRSCH
ANDREW S. GORDON
RICHARD N. GOLDSMITH

PAUL M. ROCA
WALTER CHEIFETZ
PAUL R. MADDEN
JOSEPH E. MCGARRY
DAVID R. FRAZER
D. W. GRAINGER
GERALD K. SMITH
MONROE G. MCKAY (ON LEAVE)
JOHN L. HAY
JOHN A. MILLER
SCOTT E. LITTLE (ON LEAVE)
WILLIAM H. ISAACSON
EDWARD M. LEWIS
P. ROBERT MOYA
MARY M. SCHROEDER
TERRY D. OENLER
THOMAS C. HORNE
PETER A. WINKLER
JAY S. RUFFNER
JOSEPH M. HARPER
GORDON W. CAMPBELL

WALTER LINTON
OF COUNSEL

September 4, 1974

OUR FILE NUMBER

Mr. Mason Toles, Manager
Environmental Planning
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Re: Hohokam Freeway

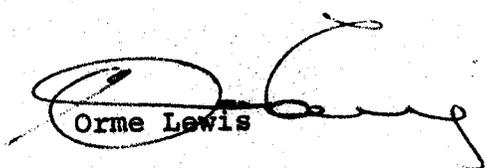
Dear Mr. Toles:

I believe the construction of this freeway will assist in solving the traffic problem of this area.

I see no reason why it should be considered as something that will create a problem, rather, it will be a great convenience to the airport and the public.

I trust that its construction may be permitted and will go forward very soon.

Sincerely,


Orme Lewis

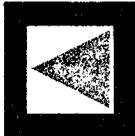
OL:vmd

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

KITCHELL
CORPORATION



1006 SOUTH 24th STREET · PHOENIX, ARIZONA 85034 · 275-7541

September 18, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Department of Transportation
206 S. 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

Re: Hohokam Expressway

I understand there is some opposition to the proposed Hohokam Expressway. Personally, I feel that this 2-1/2 mile link to I-10 is an absolute must. Since our office is located near Sky Harbor Airport and many of our personnel live on the east side of the city, we feel that this proposed Expressway would give us greater access to the freeway.

We would appreciate anything you can do to get this proposal passed.

Sincerely,

A large, stylized handwritten signature in black ink, which appears to read "Samuel F. Kitchell". The signature is written over the typed name and extends across the width of the signature block.

Samuel F. Kitchell
President

SFK:jk/KC

RECEIVED

SEP 19 1974

ARIZONA DEPT. OF TRANSPORTATION
PHOENIX DIVISION
ENVIRONMENTAL PLANNING DIVISION

WILLIAM JAMES AND ASSOCIATES
MANAGEMENT CONSULTANTS

THE LUHRS CENTER BUILDING
PHOENIX, ARIZONA 85003
602-254-5246

September 9, 1974

Mr. Mason Toles
Manager
Environmental Planning Division
Arizona Dept. of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

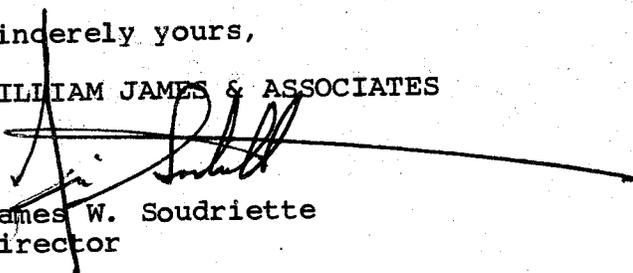
I am responding to the citizen's reaction your organization is seeking regarding the construction of the Hohokam Expressway from 44th Street and Washington to the Maricopa Freeway at 48th Street, Phoenix, Arizona.

For some time now, I have been conducting studies relating to the expansion of industrial and commercial enterprises adjacent to or to be served by the expansion of the Hohokam Freeway. So far as this office is concerned, this project is many years behind need and critically and urgently needed at this time.

I want you to know I strongly encourage the immediate and expeditious construction of this extension of 44th Street.

Sincerely yours,

WILLIAM JAMES & ASSOCIATES


James W. Soudriette
Director

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

RECEIVED

PUBLIC FORUM

AUG 20 1974

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Tuesday, August 6, 1974

8:00 p.m.

NAME C W JACKSON COMPANY

ADDRESS 805 South HoHoKam Drive, Tempe, Arizona

REPRESENTING Self, Lincoln Meadows Arizona Inc., Williams Field Road Business Park,
Self, Federal, State, County, City or Other
HoHoKam Business Park

COMMENTS _____

Strongly support the HoHoKam Expressway. It seems

to be well designed and the area is in dire need of better

traffic arteries. Please build as soon as possible.

RECEIVED

AUG 20 1974

PUBLIC INFORMATION OFFICE

RECEIVED

SEP 1 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



Holsum

BAKERY, INC., P. O. BOX 6674, PHOENIX, ARIZONA 85005 • 252-2351

August 30, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007

Dear Mr. Toles:

We are definitely in favor of the construction of the Hohokam Expressway project which is now under consideration by your Department.

There should be no doubt in anyone's mind, after all the facts have been reviewed, that there is a definite need for such an expressway. The low density factor and wide spread area in which we live certainly does not offer or lend itself to mass transit as we know it today. Mass transit is definitely the best alternative in a number of cities, but I do not believe that mass transit is justifiable in Phoenix at the present time. In the meantime we have a very real problem in trying to move people here, and there should be no delay in proceeding on this project.

Sincerely,

A handwritten signature in cursive script that reads "Ed Eisele".

Ed Eisele
President

EE:ggl



Eaton International Corporation 3443 North Central Suite 1401 Phoenix, Arizona 85012

Telephone 602 / 264 • 6193

September 17, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I am writing to express my personal feelings regarding the proposed Hohokam Expressway. I am in favor of the City proceeding immediately with the development and construction of this expressway.

There needs to be a quick access from the airport and surrounding areas to Paradise Valley and northeast Phoenix. This would provide this access. I hope the City will get on with the job.

Sincerely yours,

EATON INTERNATIONAL CORPORATION

Ralph H. Eaton
President

RHE/tt

RECEIVED

SEP 18 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



August 21, 1974

Mr. Mason J. Toles
Manager, Environmental Planning
ARIZONA DEPARTMENT OF TRANSPORTATION
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mason:

Although unable to attend the public hearing August 5 on the Hohokam Freeway, I want to pass on to you these thoughts.

As you know, the Hohokam Freeway is very important to the Rio Salado Project. In fact, many hours have been spent with representatives from the Arizona Department of Transportation discussing the possible impact of the freeway on the Rio Salado Project.

I am most pleased to say that I feel every possible impact--social, environmental, economic and others--were thoroughly considered and reflected in the Environmental Impact Statement. I think that the staff members of the ADOT should be commended for the thoroughness of the report, and Valley Forward urges that construction proceed in an expeditious manner.

Sincerely,

VALLEY FORWARD ASSOCIATION

Frank A. Bosh
Executive Director

FAB:cvr

RECEIVED

AUG 22 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

AZL ARIZONA-COLORADO
LAND & CATTLE COMPANY

5001 East Washington Street / Phoenix, Arizona 85034 / (602) 267-7511

RECEIVED

AUG 27 1974

August 23, 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

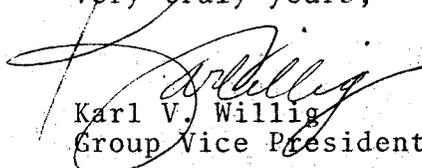
Mr. Mason J. Toles, Manager
Environmental Planning Services
Department of Transportation
205 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

This letter expresses our support of the proposed Hohokam Expressway (State Route 143) which will connect Interstate 10 with Washington at 44th Street. The completion of this project will alleviate at least two conditions that we consider to be negative in this area: the impassability of 48th Street when the Salt River bed is flooding, and the consistent congestion at the intersection of University and 48th Street.

Please advise me if we can be of support in any way.

Very truly yours,


Karl V. Willig
Group Vice President - Services

KVW:akm

8-112

BECK DAIRY SUPPLY CO.

Supplies and Equipment for the Dairy,
Beverage and Food Industries
Telephone 254-9221

1030 N. 22nd AVENUE
PHOENIX, ARIZONA 85009

September 10, 1974

Mr. Mason Toles, Manager
Environmental Planning Division
Arizona Department of Transportation
206 S. 17th Ave
Phoenix, Arizona 85007

Dear Mr. Toles:

On behalf of our company I would like to go on record in support of construction of the Hohokam Expressway.

Expressways move more than people. They facilitate the movement of goods and services, too. CMTAF must be made to realize that anything which is of benefit to the commercial sector can only be of benefit to the private sector.

Sincerely

BECK DAIRY SUPPLY COMPANY


P. J. Horne,
Vice President

PJH/dj



phoenix

METROPOLITAN
CHAMBER OF COMMERCE

805 NORTH SECOND STREET
P. O. Box 10 • Phoenix, Arizona 85001
Telephone (602) 254-5521

May 22, 1975

RECEIVED

JUN 18 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. William N. Price
Assistant Director
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Price:

This is to acknowledge receipt of the Notice of Public Hearing to be conducted on May 28, 1975, regarding the Hohokam Expressway.

For the record, please note that the Phoenix Metropolitan Chamber of Commerce is extremely interested in the expeditious completion of the Hohokam Freeway. It is our judgment that the longer the expressway is delayed, the greater will be the adverse social, economic and environmental effect on the metropolitan community. Conversely, as soon as the expressway is completed, the greater will be the overall benefits to the community.

Sincerely,


Michael T. Hellon, Manager
Public Affairs Division

MTH:gh

RECEIVED

JUN 17 1975

DEPUTY STATE ENGINEER
HIGHWAY DEVELOPMENT

8-114

RECEIVED
MAY 23 1975
WM. N. PRICE
STATE ENGINEER

Nelson Engineering Co.

4020 EAST AIR LANE

PHOENIX, ARIZONA 85034

PHONE 273-7114

May 30th, 1975

RECEIVED
JUN 2 - 1975
WM. N. PRICE
STATE ENGINEER

Arizona Department of Transportation
Highways Division
206 South 17th Ave.
Phoenix, Arizona 85007

Atten: Mr. Wm. N. Price

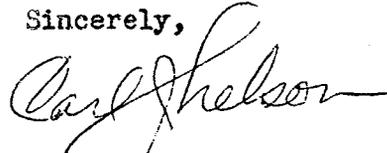
Gentlemen:

At your invitation I attended the Public Hearing regarding the Hohokam Expressway last night. After listening to all the "Freeway Haters", most of whom seem to know very little about this area, I feel we must give our hearty endorsement to this Project.

We have been at this address since 1963 and have watched the development of the airport and this area very closely. The Hohokam Expressway is sorely needed, and we can see no valid objection whatsoever to this.

CJN:vn

Sincerely,


Carl J. Nelson, President

Info Copy to Roger Brady
✓ ✓ ✓ Mertz ✓
✓ ✓ ✓ WAO

J

C. Governmental and Quasi-Governmental Agency Comment



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION IX
 100 CALIFORNIA STREET
 SAN FRANCISCO, CALIFORNIA 94111

F. E. Hawley
 Regional Administrator
 Federal Highway Administration
 450 Golden Gate Avenue
 San Francisco CA 94102

OCT 3 1974

DA
CB
MC
EX
AM
CR
RC
PR
ER
CM
RW
BR
1 2
6 7

Dear Mr. Hawley:

The Environmental Protection Agency has received and reviewed the draft environmental impact statement for the following proposed project, Hohokam Expressway - State Route 143, Junction I-10 to Washington Street, Maricopa County, Arizona.

EPA's comments are directed only to the environmental statement and are not to be construed as comments with respect to any application to construct an indirect source of air pollutants.

EPA's comments on the draft statement have been classified as Category ER-2, specifically environmental reservations pending resolution of the comments noted in the attachment to this letter. Definitions of the categories are provided on the enclosure. The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 fo the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the impact statement at the draft stage.

EPA appreciates the opportunity to comment on this draft statement and requests two copies of the final statement when available.

Sincerely,

Paul De Falco, Jr.
 Paul De Falco, Jr.
 Regional Administrator

Enclosure

cc: Council on Environmental Quality, Wash., D.C. 20460

ARIZ. DIV

OCT 10 1974

DE
1
EC
ER
PR
1
BE
RW
1
AM
143
DA
143
DB
143
AU
143
MC

1 ◀ The EIS mentions that the traffic flow on the Hohokam
will be different from earlier projections based on a connec-
tion with the now-abandoned Papago Freeway. This difference
2 should be discussed in detail. ◀ The north end of the Hohokam
will be a dangling stub of a high volume expressway. What
happens to 44th Street north of Washington Street? What of
the congestion at 44th and Washington where the Hohokam begins
(or ends)?

EPA, Region IX, provided lengthy comments on the draft EIS for the Sky Harbor Master Plan. Our comments specifically addressed the question of airport ground access as it relates to VMT and air quality goals. Assuming the projections of very large volumes of air traffic in 1985 or 1995 are reasonably accurate, the volumes of auto traffic to the airport will likewise be large and significant in terms of air quality, both in the airport vicinity and region wide. EPA recommended that the City of Phoenix consider remote full-service passenger terminals located around the metropolitan area, each with express access to the airport or to the planes directly. Such a system would reduce region wide airport-related VMT and eliminate auto congestion at the airport. These considerations are particularly important in view of the fact that the Phoenix SMSA is designated as an AQMA for both carbon monoxide and photochemical oxidant, that is growth and air quality trends indicate 1985 violations of the CO and O_x standards.

3 ◀ The environmental statement should fully discuss the rela-
tionship of the Sky Harbor Airport traffic to the traffic
estimates for the Hohokam segment.

Comments on the Draft Environmental Statement for Hohokam Expressway, Maricopa County, Arizona.

4 The draft environmental statement does not indicate that the Arizona Highway Department has complied with FHWA Air Quality Guidelines (23 U.S.C. 109(j)). ◀The Guidelines require consultation with the cognizant air pollution control agency when air quality impacts are expected to be significant. In Phoenix, where CO standards are chronically violated, any major highway project such as the Hohokam Expressway should be assumed to have a significant air quality impact. The draft statement should include 1) ◀a summary of the results of consultation with the air pollution control agency, and 2) the highway agency's tentative finding of consistency of the proposed project with the State Implementation Plan.

The methodology for deriving traffic estimates, emission estimates, and the use of the diffusion model are not clearly described in the draft environmental statement:

1. A more detailed presentation of traffic data supplied by MAG-TPP is warranted:

5 a. ◀Average and maximum traffic volumes for one, eight, and 24-hour time periods within 10 years of completion.

b. ◀Estimates of vehicle speed for average and maximum traffic flows.

6 2. ◀Use of California emission factors is not appropriate for Arizona. California state law requires emission controls on 1966 and 1967 vehicles, whereas such vehicles are uncontrolled in Arizona. In addition, 1975 autos in California will have the interim Federal Motor Vehicle Controls Plan controls, whereas these controls may not be applicable to Arizona until 1976 or 1977.

7 3. ◀Specify which specific model was utilized in the analysis. ◀Specify the exact location of receptor sites on the project area map.
8

1. The traffic information included in the DEIS was calculated based on no Papago Freeway. This was done to reflect the latest situation even though the Hohokam Expressway is not dependent upon the Papago for its usefulness and in fact does not nor was it planned to intersect the Papago.

The Papago Freeway was the name of a proposed freeway from Buckeye, Arizona on the west of Phoenix to Scottsdale, Arizona on the east of Phoenix. Interstate 10 would be the Papago Freeway from the west connection near Buckeye, Arizona to 20th Street in Phoenix where Interstate 10 would turn south and connect with the present terminus of I-10 near the Sky Harbor Airport. The remaining part of the Papago Freeway extending east of where I-10 turned south was designated State Route 217. As a result of the May 1973 advisory vote described in the Hohokam EIS, the Papago Freeway has returned to the planning stage. This was the purpose of new traffic projections to determine if additional traffic would use facilities such as the Hohokam and should a larger facility be proposed. The traffic projections by MAG which were included in the EIS showed that the proposed facility, Hohokam Expressway, would adequately handle the projected traffic. Recently a referendum was held (November 1975) which included the I-10 portion of the Papago Freeway (that part that starts west of Phoenix and turns south at 20th Street to connect with the present I-10 terminus near the southwest end of Sky Harbor Airport) in the I-10 alternate study. This is just one of seven I-10 locations under that study. It should again be stressed that the I-10 alternate along the Papago corridor would not extend east of 20th Street. The City of Phoenix is investigating the possibility of a parkway along the Papago corridor but these discussions are still in the preliminary planning stages.

2. Concern was expressed that the Hohokam Expressway would be a dangling stub on the north end. The discussion beginning on Page 1-23 of the Draft EIS indicates that the Hohokam Expressway will be a southward extension of 44th Street, a six-lane arterial street in the Phoenix street system. The City of Phoenix designated and developed 44th Street as an arterial because 44th Street provided access through the mountains on the north city limits approximately five miles north of the Hohokam project. The 44th Street project north of the Hohokam has been completed

for approximately four years in anticipation of the 2-3 mile Hohokam Expressway extension on the south. The congestion that EPA speaks of is now on 48th Street, a two-lane roadway, which will be relieved and replaced in part by the Hohokam Expressway connecting to 44th Street.

3. The EPA mention of alternate ground access to Sky Harbor Airport is well taken. The present airport layout restricts future high speed service and to provide the possibility for this service the airport master plan shows a linear development. We feel this will allow greater flexibility in transit choice and support that concept. However, until these facilities and transit alternatives are available, the airport suffers from the ground transportation network. The improved eastern access provided by the Hohokam Project will allow both short-term relief and a long-term transportation corridor. Regarding the relationship of Sky Harbor traffic to project traffic, the MAG traffic modal used in this report takes Sky Harbor traffic growth into consideration in assigning future traffic to the roadway network. Therefore, no additional analysis is necessary.

4. A preliminary air quality analysis was submitted to the Arizona State Department of Health and the Maricopa County Department of Health Services, the cognizant air pollution control agencies, as required by the guidelines. The results of their reviews are contained in letters found on Pages 2-79 and 2-80.

Based on this information, the Arizona Department of Transportation made the determination that the project was consistent with the State Implementation Plan for Air Pollution Control.

5. The Maricopa Association of Governments, Transportation Planning Office prepared a description of their travel forecasting procedures. This description is on Pages 8-120 and 8-120a. The requested volumes and speeds are given on Pages 8-120a through c.

6. Since the emission factors used in the Draft EIS are dated by today's information, an updated air quality analysis is presented here using AP-42 emission factors showing this project to be consistent with attainment and maintenance strategies contained in the State Implementation Plan for Air Pollution Control.

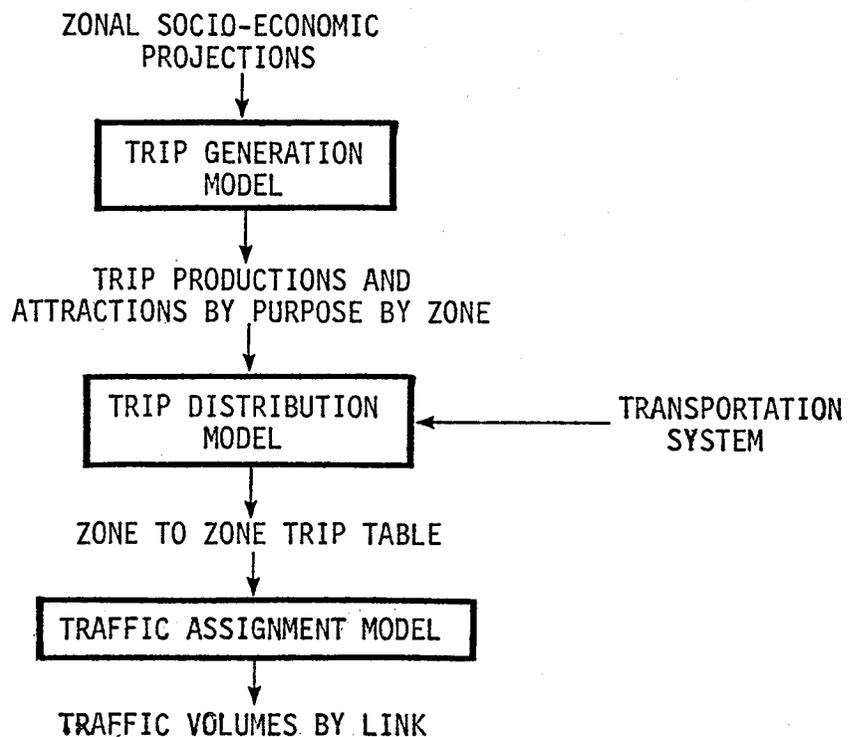
7. Under a special contract, Aerovironment, Inc. of Pasadena, California, prepared microscale air quality analysis of specific sites using their AVQUAL model which was validated in the Phoenix area in March 1976 under another contract. This AVQUAL model was used in the updated air quality analysis of this project.

8. The locations investigated in the updated air quality analysis were the I-10 at 48th Street interchange, a segment of the Hohokam Expressway north of Sky Harbor Boulevard and adjacent to the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites, and the north terminus of the Hohokam Expressway at the 44th Street-Washington Street intersection. This last site is also adjacent to the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites. See figures on Pages 8-122c, 8-122d, 8-123 and 8-123a. This site complex is the only sensitive receptor site for the project. The land use map on Page 2-54 is indicative of future receptor types in the project area.

THE MARICOPA ASSOCIATION OF GOVERNMENTS' (MAG)
TRAVEL FORECASTING PROCEDURES

T H E P R O C E S S

The 24-hour traffic volumes forecast were derived from a sequential set of MAG travel forecasting models developed with the Federal Highway Administration Urban Transportation Planning battery. The MAG travel forecasting process is based on a 929 traffic analysis zone system which is designed at a sufficient level of detail to provide forecasts of traffic volumes on all major arterials and freeways in the Phoenix region. The MAG travel models perform three major functions, trip generation, trip distribution and traffic assignment, which are shown schematically below.



Trip generation involves the conversion of socio-economic projections into trips initiated (productions) and completed (attractions) in each zone. The MAG trip generation procedure is composed of fourteen regression equations representing productions and attractions by seven different trip purposes: home-based work, home-based shop, home-based social-recreational, home-based other, non-home-based, light truck, and heavy truck. Socio-economic projections include population, vehicles, dwelling units, total employment and retail sales.

The second step in the forecasting process is the distribution of trips by purposes from production to attraction zones. This is accomplished with the gravity model, which distributes the trip productions in each zone to all other zones in direct proportion to zonal attractions and inversely proportional to the travel time between the

zones. The zone-to-zone trip movements produced by the gravity model are summed over all trip purposes to determine 24-hour trip interchanges between zones.

The third procedure in the forecasting process, traffic assignment, allocates trips to the actual arterial and/or freeway links. This assignment process is performed initially on a minimum time path basis. That is, all trips are assigned to the links which provide the fastest trip between the two zones. Subsequently, the volume of trips assigned is compared with the carrying capacity of each link, and the link speed is recalculated. Minimum time paths between zones are then refigured and another assignment is made. Four iterations of this procedure are performed and link volumes are averaged to determine the 24-hour traffic volumes.

SIMULATION

The travel forecasting models used by MAG were originally calibrated on the basis of a 1957 home interview origin-destination survey. In 1964 and 1970 checks of model output were conducted to check the accuracy of the assignments. A preliminary 1975 assignment has been made based upon the estimated population. At the time of this writing, we are waiting for 1975 census figures by traffic analysis zone for further assignments.

HOURLY CAPACITIES

	<u>1975</u>	<u>1985</u>	<u>1995</u>
I-10	10,000	10,000	10,000
48th Street	1,500	3,000	3,000
Sky Harbor Boulevard	-	3,000	3,000
Washington Street	3,000	3,000	3,000
40th Street	1,500	1,500	1,500
University Avenue	1,500	3,000	3,000
44th Street	4,400	4,400	4,400
Hohokam Expressway	-	4,400	4,400

Traffic Analysis

Average Daily Traffic (ADT) for a particular link in the EIS (Pages 1-18 through 1-22) is multiplied by 112% to give the maximum ADT. The particular hour under investigation is chosen from the % ADT by hour table to give hourly volume. The hourly volume is divided by the link capacity to give the V/C ratio. The average speed table will give hourly speeds for V/C ratios.

All analysis in this report use the 112% ADT traffic volumes called maximum or peak except for the average volumes and speeds shown on page 8-120c.

<u>Time</u>	<u>% ADT BY HOUR</u> (January) ¹		<u>AVERAGE SPEED</u>		
	<u>Arterial</u>	<u>Freeway</u>	<u>V/C</u>	<u>Arterial</u>	<u>Freeway</u>
0100	1.6	1.3	-0-	32.2	65.0
0200	0.8	0.8	0.1	32.0	62.5
0300	0.3	0.5	0.2	31.8	60.0
0400	0.2	0.5	0.3	31.6	57.5
0500	0.2	0.6	0.4	31.4	55.0
0600	0.6	1.3	0.5	31.2	52.5
0700	3.1	4.5	0.6	31.0	50.5
0800	8.1	9.4	0.7	30.8	47.5
0900	6.5	7.7	0.8	30.6	44.5
1000	4.8	5.3	0.9	22.8	41.0
1100	4.9	4.9	1.0	15.0	30.0
1200	5.5 ²	4.9 ²	1.1	13.0	27.0
1300	6.1 ²	4.8 ²	1.2	11.0	24.0
1400	6.0 ²	5.0 ²	1.3	9.0	21.0
1500	6.0 ²	5.7 ²	1.4	7.0	18.0
1600	7.5 ²	7.1 ²	1.5	5.0	15.0
1700	8.8 ^{2,3}	9.4 ^{2,3}	1.6	3.0	15.0
1800	8.2 ²	8.5 ²			
1900	5.4 ²	5.0 ²			
2000	3.9	3.7			
2100	3.1	2.5			
2200	3.4	2.4			
2300	2.7	2.3			
2400	2.3	1.9			

¹Month showing highest traffic peaks

²Eight hour maximum traffic

³One hour maximum traffic

SAMPLE CALCULATION OF TRAFFIC VOLUMES AND SPEEDS

In response to EPA's request for 1, 8, and 24 hour maximum and average volumes and their corresponding speeds, and also to serve as an example to aid in the computation of any other link volumes of interest, we will go through the steps necessary to develop this information for the Hohokam Expressway link between Sky Harbor Boulevard and Washington Street in 1985.

The chart on Page 1-21 gives a 24-hour average daily traffic (ADT) of 24,000 vehicles on this link in 1985. This would be the average 24-hour volume. A volume of 1,000 VPH is between 20% and 30% of capacity (4,400 VPH, Page 8-120a). Therefore, the associated speed from Page 8-120b is 31.6 mph. (Arterial values apply since traffic signals will exist less than one mile apart on this link.)

To estimate the maximum 24-hour traffic, multiply the average figure by 1.12, as explained on Page 8-120a. This yields 26,880 vehicles per day. Speed remains essentially unchanged.

In order to compute the volume in any hour, the first chart on Page 8-120b is used. We presume EPA's interest to be related to the hourly standard for CO, therefore, we will compute the highest hour. For 1700 or 5:00 p.m., the factor listed is 8.8% of ADT. For an average day, this yields 2,112 VPH (Vehicles Per Hour). The associated speed is 31.2 mph (V/C ratio is approximately .5). Expanding this volume to a peak day gives $2,112 \times 1.12 = 2,365$ VPH. Speed again remains the same. (One can see from the second chart on Page 8-120b that speeds do not differ very much until capacity is approached or exceeded.)

For eight-hour volumes, we presume that EPA would be interested in the most severe consecutive eight-hour period, shown on Page 8-120b. These would be the hours between 1200 (noon) and 1900 (7:00 p.m.). The sum of these eight percentages is 53.5%. Therefore, on an average day, 12,840 vehicles ($24,000 \times 53.5\%$) travel the link in this period with an associated speed of 31.4 mph (V/C of 0.4). Once again expanding this to a maximum eight-hour count gives 14,381 vehicles ($12,840 \times 1.12$), at the same speed (31.4 mph).

TO SUMMARIZE 1985 - Hohokam Expressway (Sky Harbor Boulevard to Washington Street)

	<u>Average Day</u>		<u>Maximum Day</u>	
	Volume	Speed	Volume	Speed
1 Hour	2,112	31.2	2,365	31.2
8 Hour	12,840	31.4	14,381	31.4
24 Hour	24,000	31.6	26,880	31.6

The following figures and tables display roadway carbon monoxide concentrations and projected ambient carbon monoxide concentrations in the project area of the Hohokam Expressway.

The roadway concentrations shown in the figures are from the roadway centerline. Lane widths are assumed to be 12 feet. For the simulation of corridor air quality, the meteorology which diffuses the air pollutants was classified into two regimes - typical and severe. Typical is defined as that which is most probable and severe as that associated with predicted high carbon monoxide readings. Maximum or peak hour traffic was used for both typical and severe cases analyzed here.

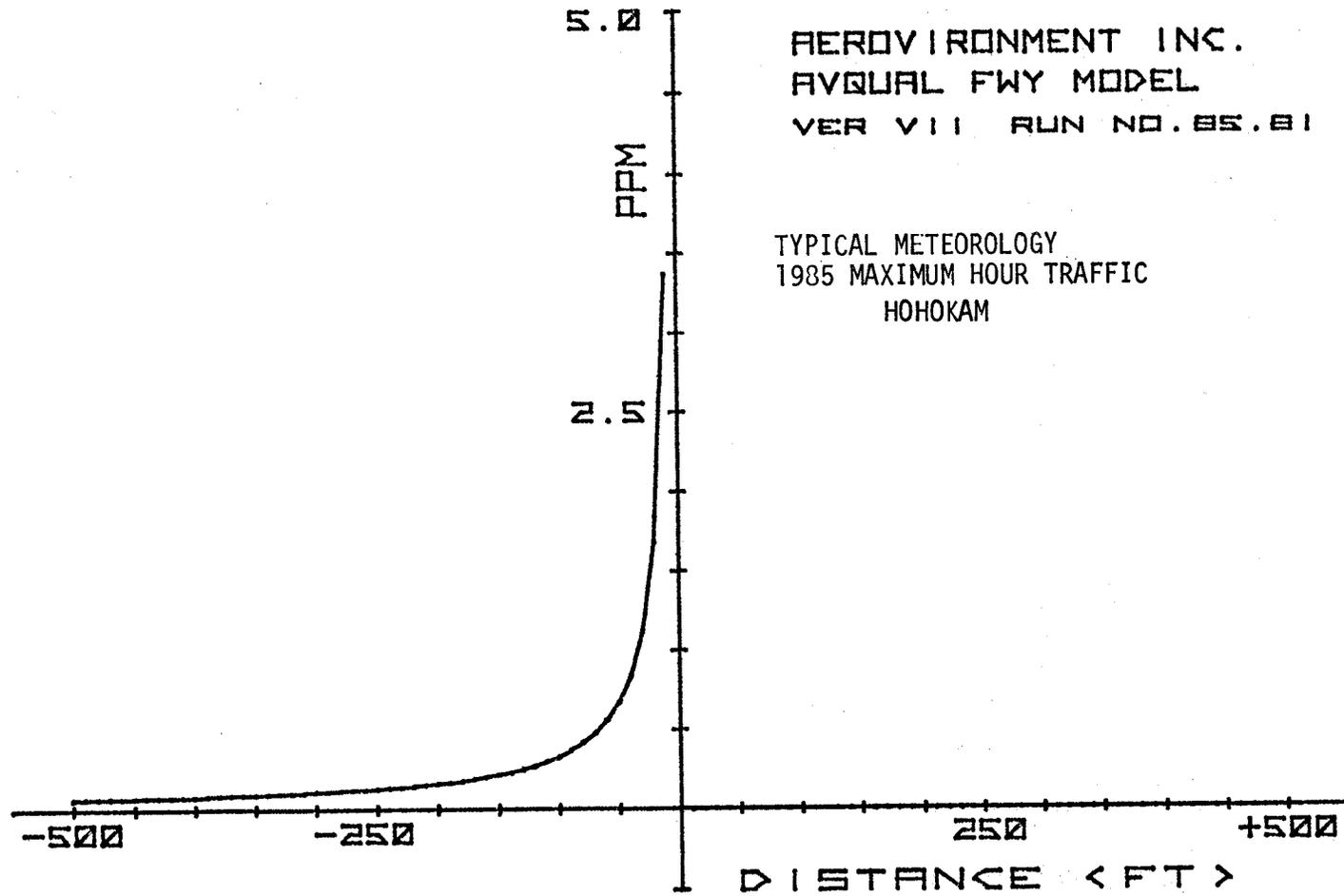
Eight-hour concentrations for carbon monoxide were not calculated. This was based on an examination of background concentrations on Pages 8-124 and 8-124a and the comparison of peak or maximum hour concentrations and other hourly traffic data. As shown on Page 8-120b, the maximum eight-hour traffic on an arterial occurs from 1200 through 1900 hours. The combined average of these eight hours is 76% of the peak or maximum hour of 8.8% ADT. Therefore, all one-hour concentrations shown in the following figures can be multiplied by 0.76 to give maximum eight-hour average concentrations. The maximum eight-hour average background concentration from Page 8-124a occurs between 0500 and 1200 hours and is 3.8 ppm in 1985 and 3.5 ppm in 1995. The corresponding roadway contribution between 0500 and 1200 hours would be 48% of the one-hour concentrations.

The last table is the most recent pollution burden for both the MAG area and the Hohokam Project area.

The 1985 and 1995 concentrations of Reactive Hydrocarbons (RHC) and Nitrogen Dioxide (NO₂) in the project area were estimated by the proportional modeling technique. The 1975 annual maximum (6-9 a.m.) RHC concentration at the Maricopa County Bureau of Air Pollution Control, Central Phoenix Station at 1845 East Roosevelt was 4.4 ppm. The 1975 annual average concentration for NO₂ at this Central Phoenix Station was 0.033 ppm. Using the pollution burdens for the project area contained in the last table (Page 8-126), the 1985 and 1995 concentrations expected in the project area are:

Pollutant	1985	1995
RHC (6-9 a.m.) Annual Maximum	2.0 ppm	3.4 ppm
NO ₂ Annual Average	0.039 ppm	0.045 ppm

8-122



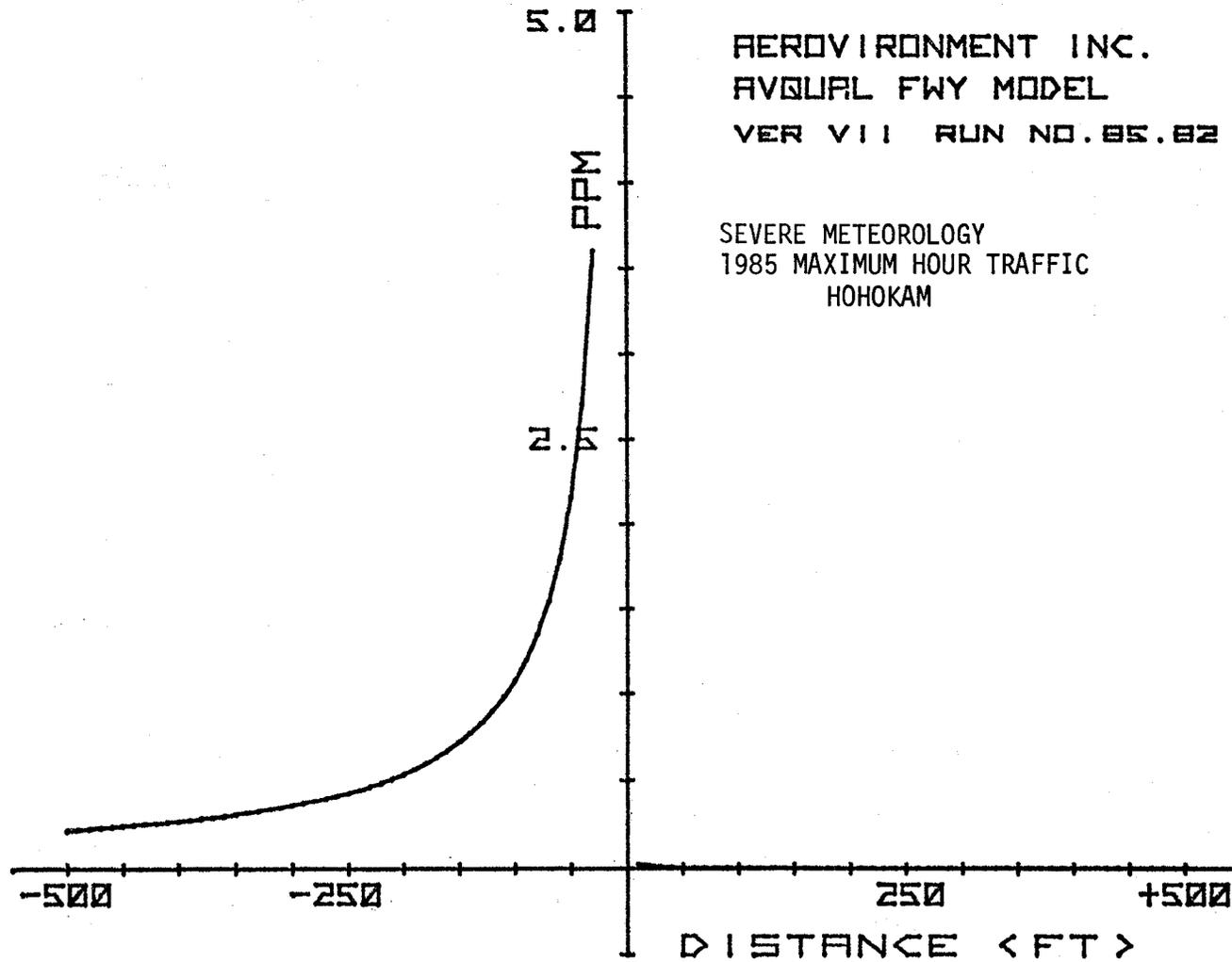
AEROVIRONMENT INC.
AVQUAL FWY MODEL
VER VII RUN NO. 85.81

TYPICAL METEOROLOGY
1985 MAXIMUM HOUR TRAFFIC
HOHOKAM

(PREDICTED)

ROADWAY CARBON MONOXIDE CONCENTRATION FROM ROADWAY CENTERLINE

8-122a



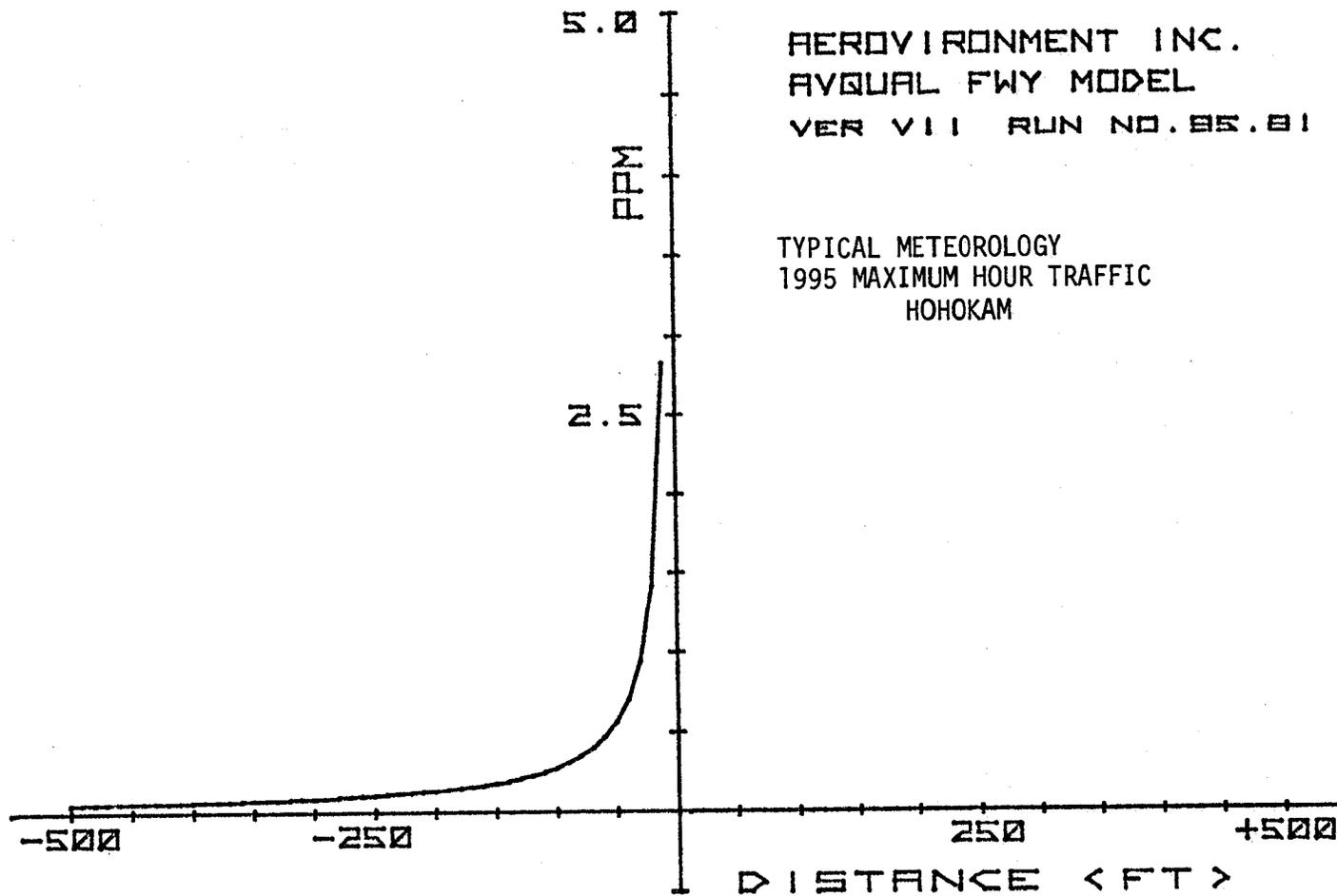
AEROVIRONMENT INC.
AVQUAL FWY MODEL
VER VII RUN NO. 85.82

SEVERE METEOROLOGY
1985 MAXIMUM HOUR TRAFFIC
HOHOKAM

(PREDICTED)

ROADWAY CARBON MONOXIDE CONCENTRATION FROM ROADWAY CENTERLINE

8-122b

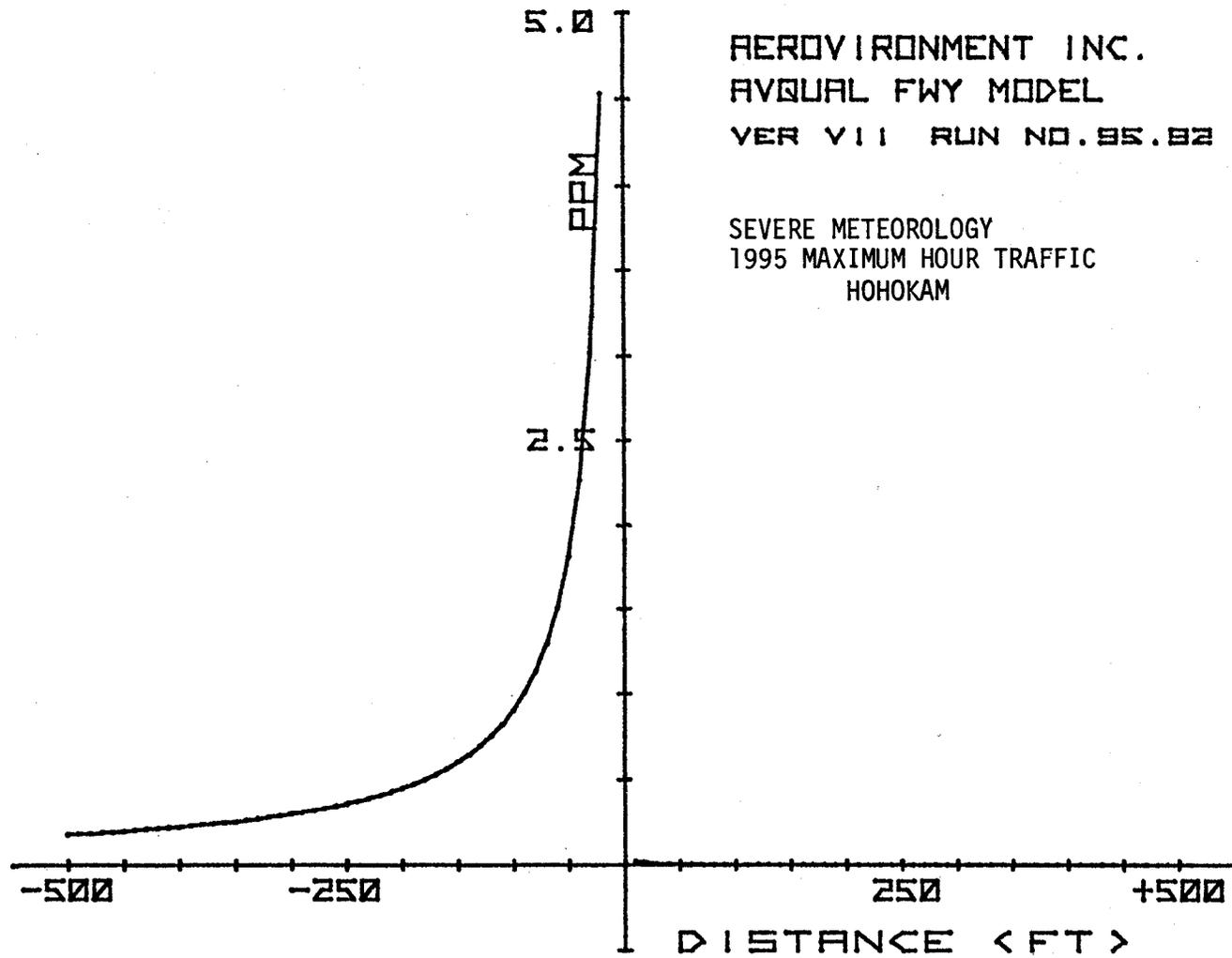


AEROVIRONMENT INC.
AVQUAL FWY MODEL
VER VII RUN NO. 85.81

TYPICAL METEOROLOGY
1995 MAXIMUM HOUR TRAFFIC
HOHOKAM

(PREDICTED)
ROADWAY CARBON MONOXIDE CONCENTRATION FROM ROADWAY CENTERLINE

8-122c

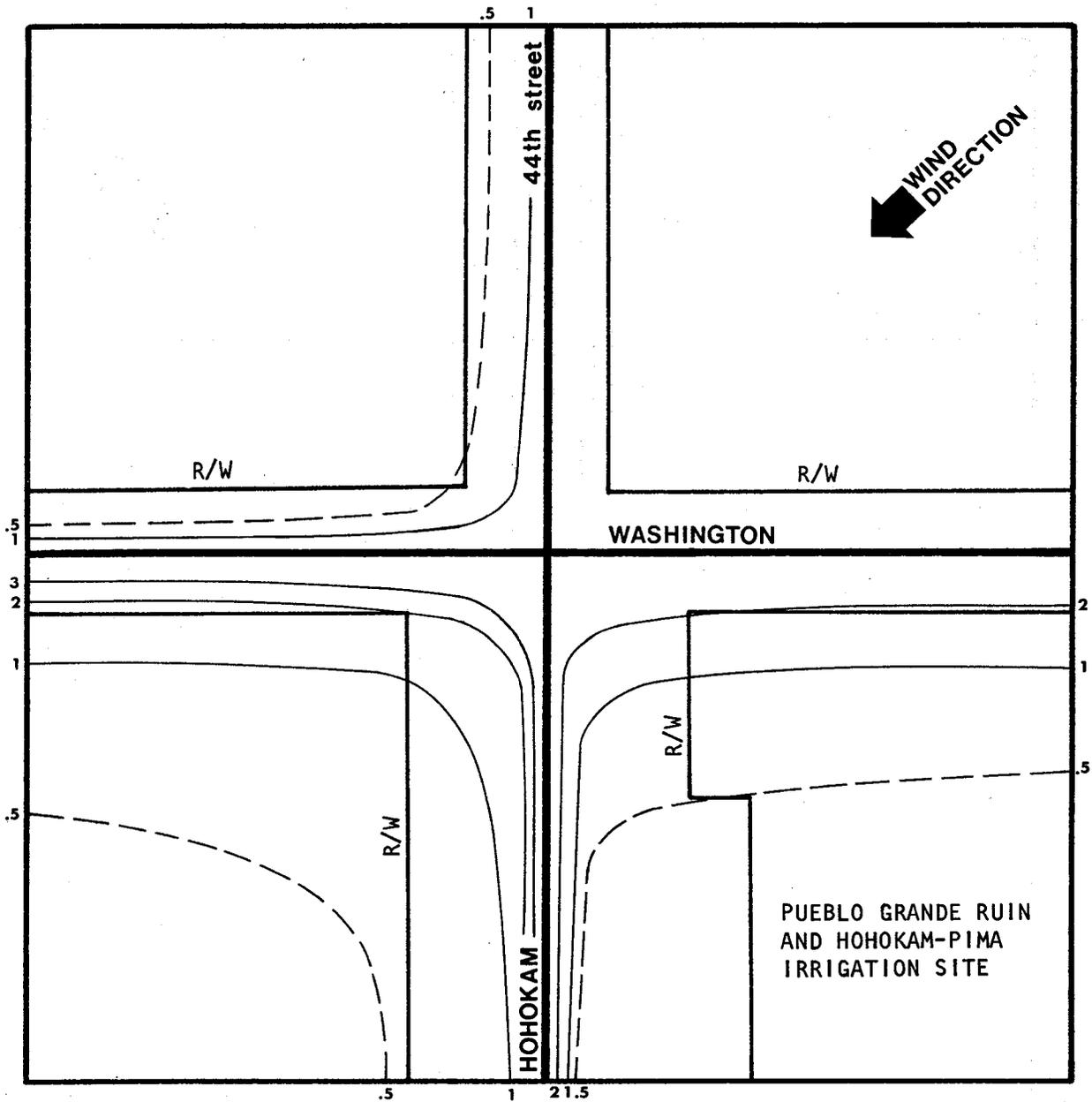


AEROVIRONMENT INC.
AVQUAL FWY MODEL
VER VII RUN NO. 95.92

SEVERE METEOROLOGY
1995 MAXIMUM HOUR TRAFFIC
HOHOKAM

(PREDICTED)
ROADWAY CARBON MONOXIDE CONCENTRATION FROM ROADWAY CENTERLINE

HOHOKAM TYPICAL METEOROLOGY
 1985 MAXIMUM HOUR TRAFFIC

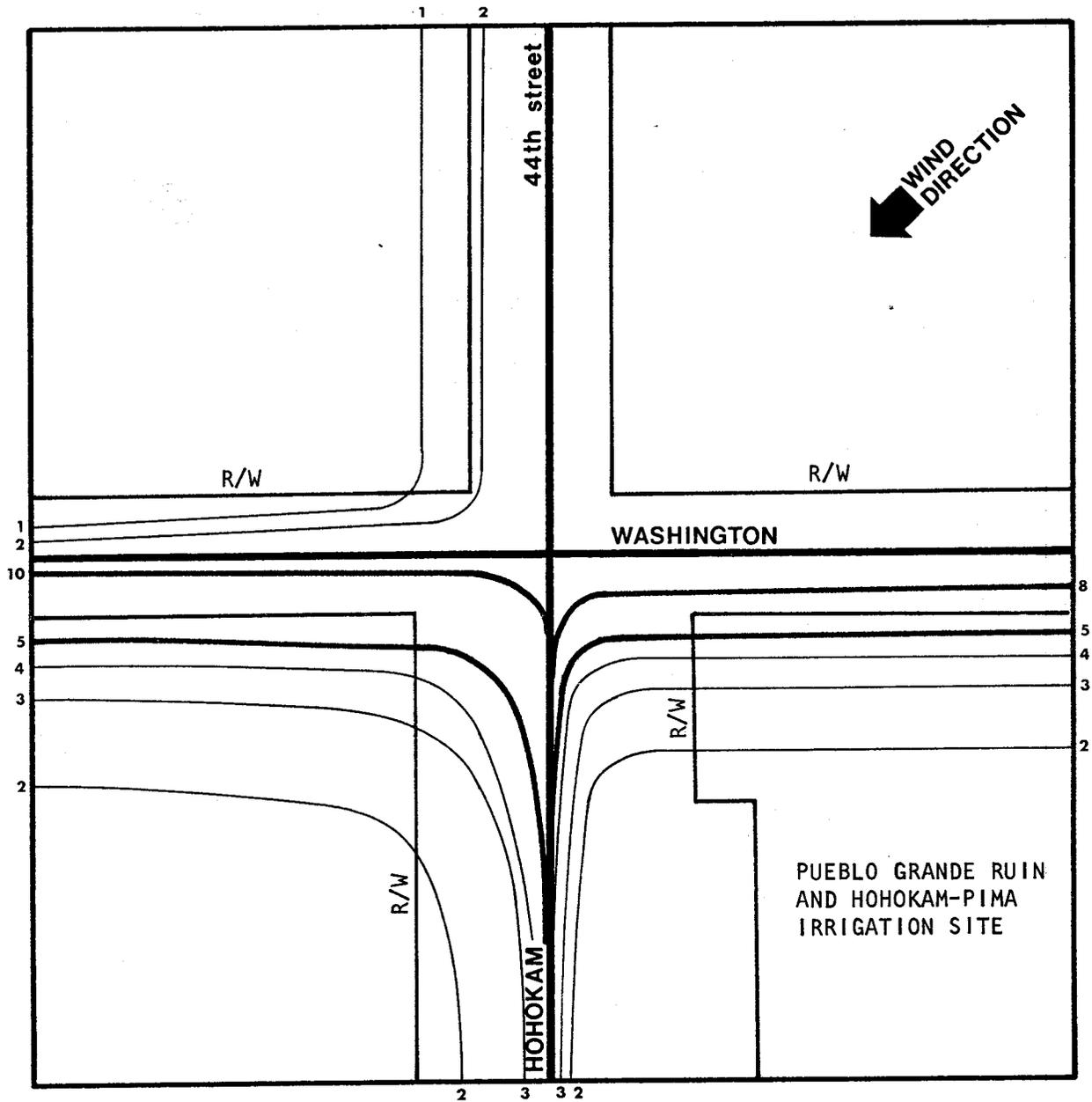


(PREDICTED)
 ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE

3/4" = 100'

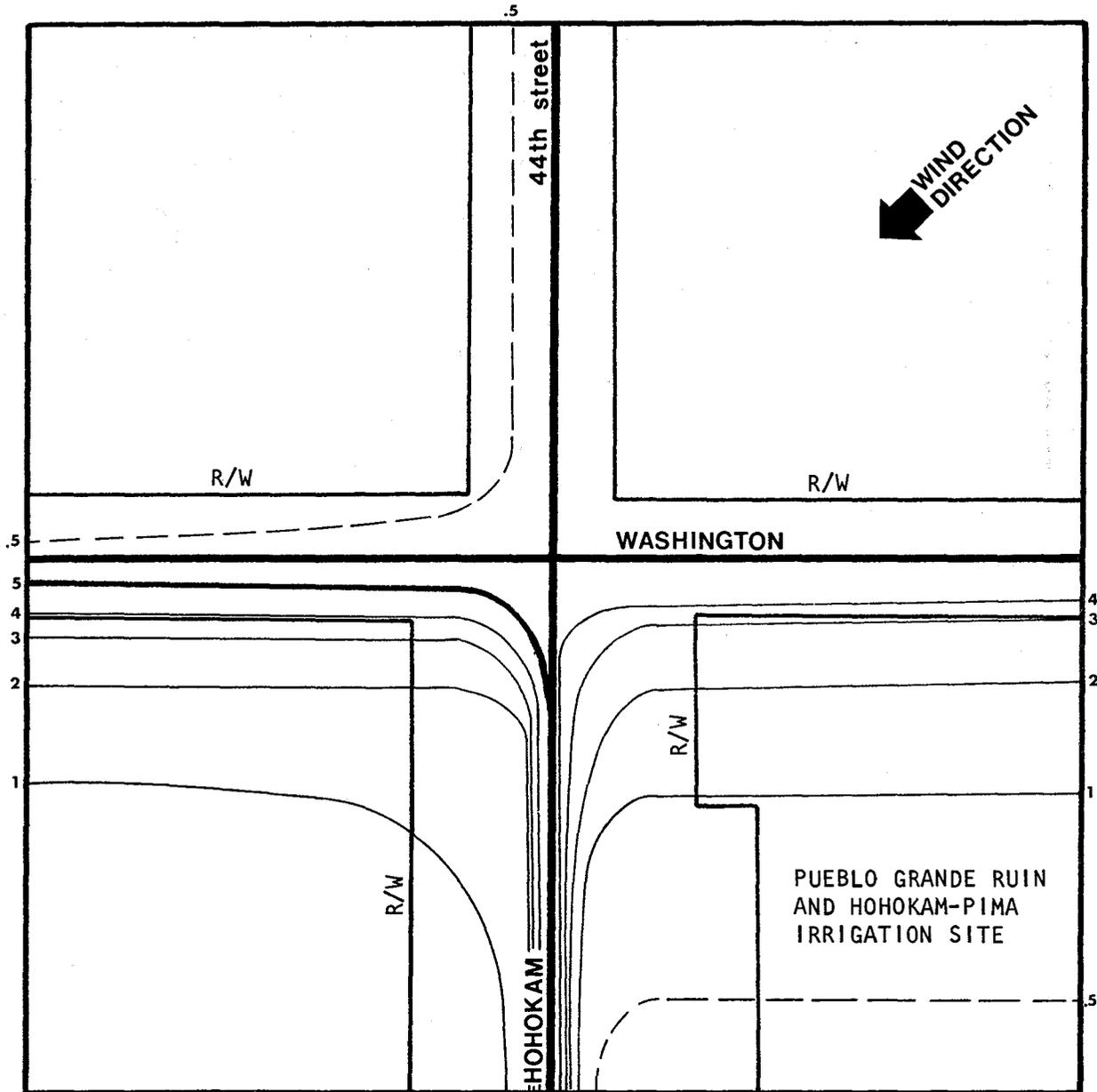
CONCENTRATIONS IN ppm

HOHOKAM SEVERE METEOROLOGY
1985 MAXIMUM HOUR TRAFFIC



(PREDICTED)
ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE
3/4" = 100' CONCENTRATIONS IN ppm

HOHOKAM TYPICAL METEOROLOGY
 1995 MAXIMUM HOUR TRAFFIC



(PREDICTED)

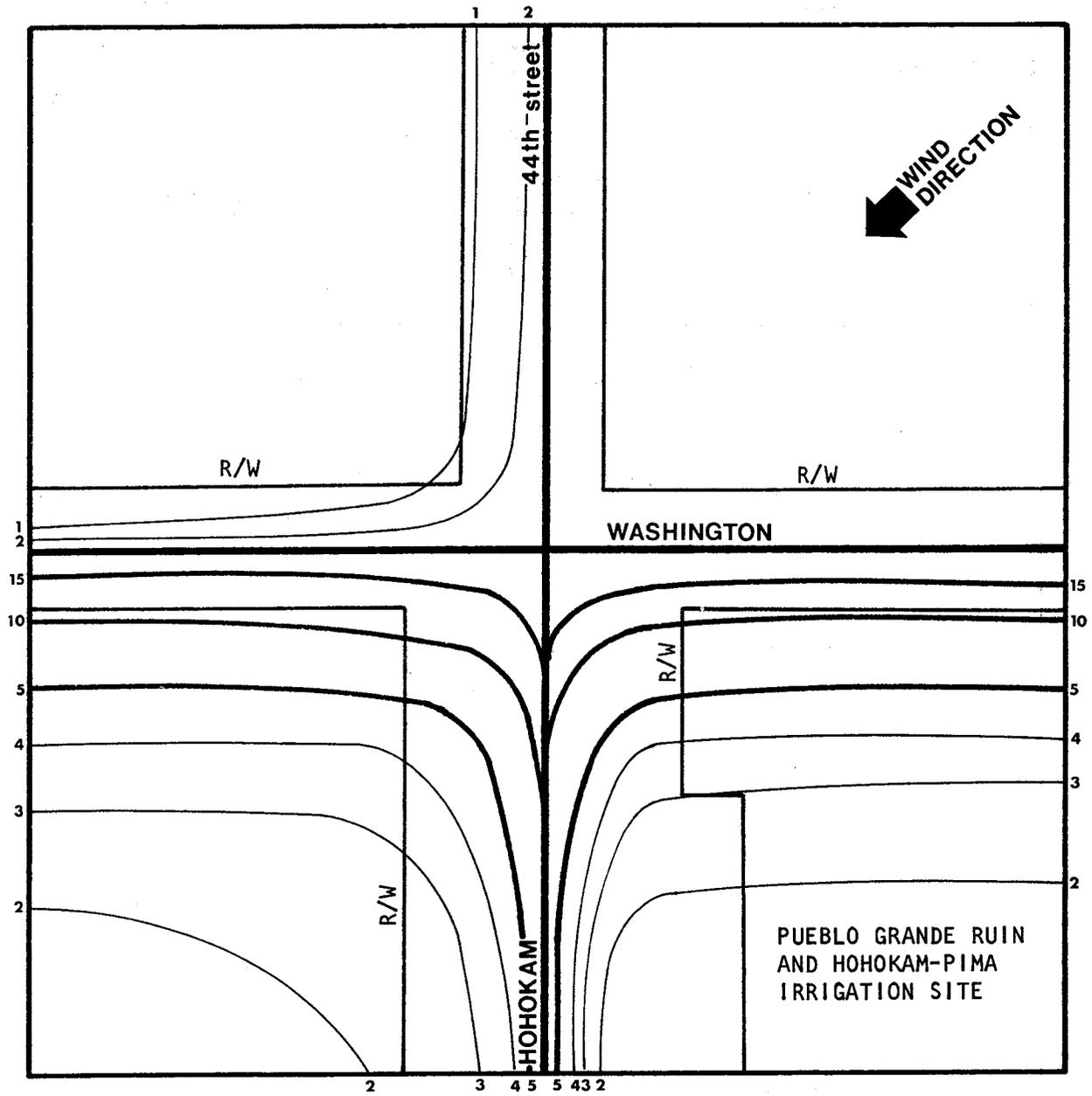
ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE

3/4" = 100'

CONCENTRATIONS IN ppm

HOHOKAM SEVERE METEOROLOGY

1995 MAXIMUM HOUR TRAFFIC



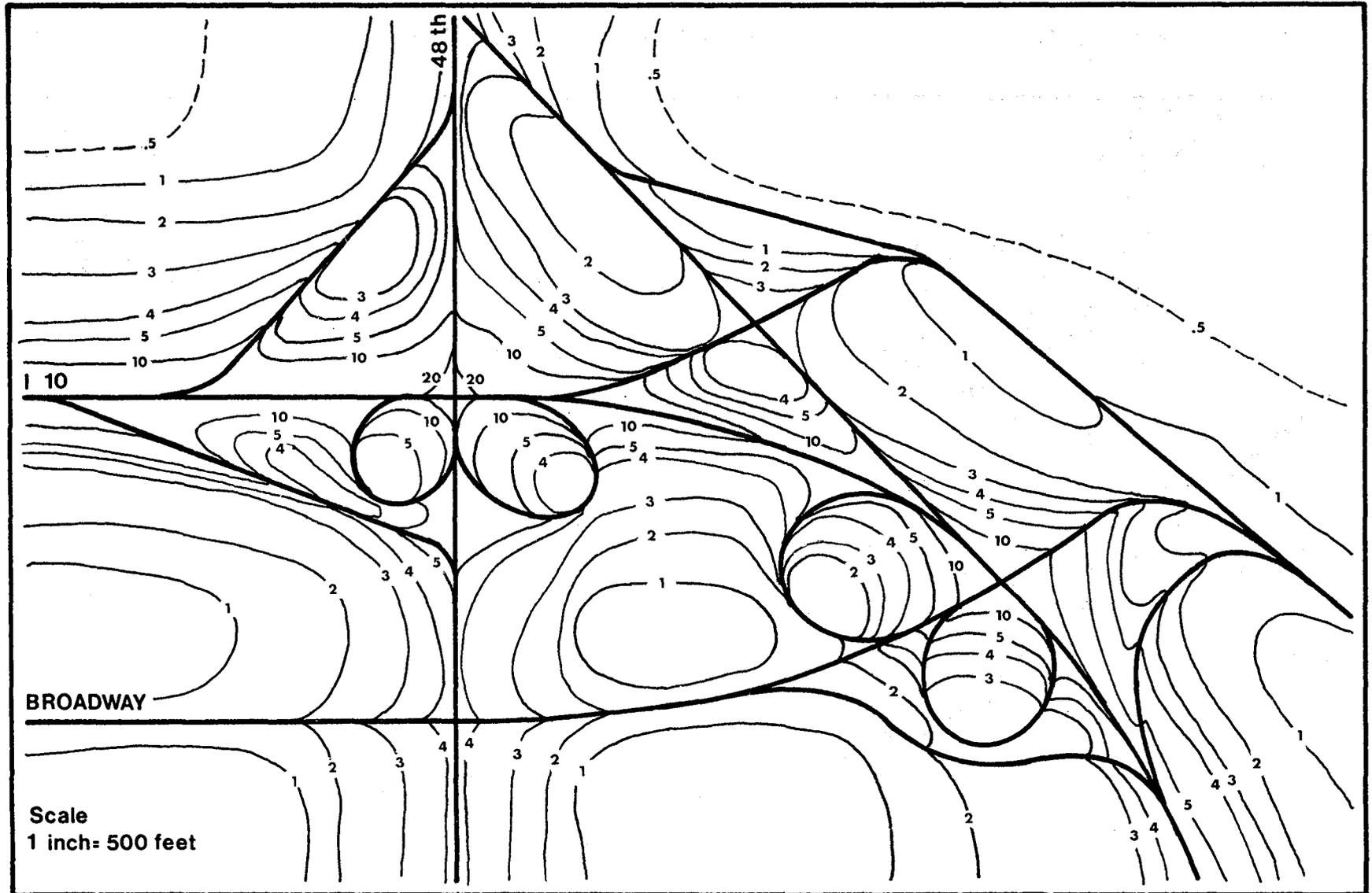
(PREDICTED)

ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE

3/4" = 100'

CONCENTRATIONS IN ppm

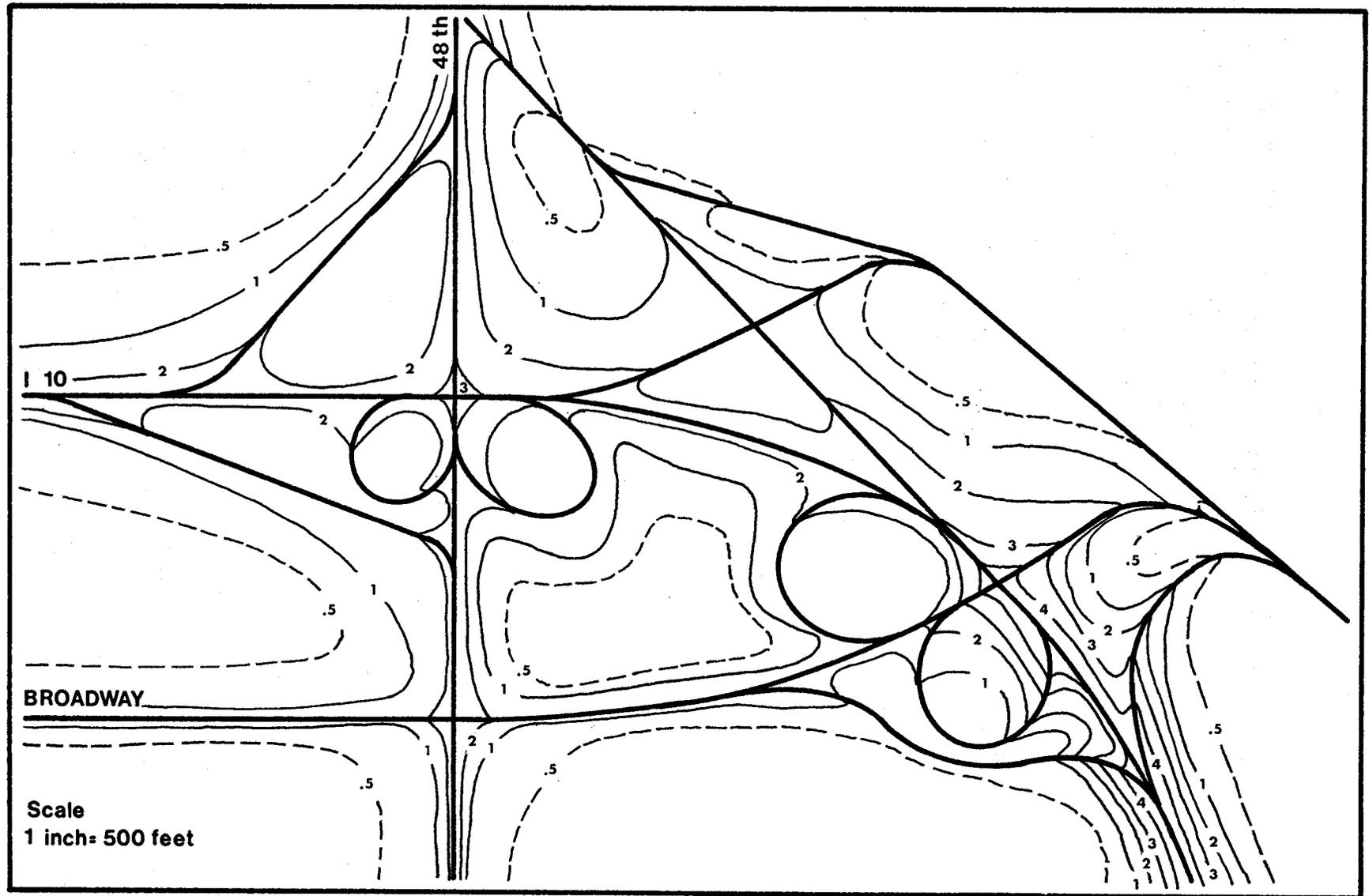
8-123b



ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE
CONCENTRATIONS IN ppm (PREDICTED)

1975 MAXIMUM HOUR TRAFFIC
SEVERE METEOROLOGY

8-123c



ROADWAY CARBON MONOXIDE CONTRIBUTIONS FROM ROADWAY CENTERLINE
CONCENTRATIONS IN ppm (PREDICTED)

1995 MAXIMUM HOUR TRAFFIC
SEVERE METEOROLOGY

DECEMBER CARBON MONOXIDE IN PARTS PER MILLION

MEAN CONCENTRATION FOR EACH HOUR

BACKGROUND

TIME	1970 CENTRAL PHOENIX	1975 CENTRAL PHOENIX	1970 AIRPORT	1975 AIRPORT	1985 AIRPORT	1995 AIRPORT
0000	16.8	9.8	5.8	3.4	1.4	1.3
0100	13.8	8.3	5.2	3.1	1.2	1.1
0200	11.6	7.0	4.2	2.5	1.0	0.9
0300	7.9	6.2	3.5	2.7	1.1	1.0
0400	6.5	4.7	3.1	2.2	0.9	0.8
0500	4.0	4.2	2.8	2.9	1.2	1.1
0600	4.1	3.9	2.8	2.7	1.1	1.0
0700	6.1	4.5	3.2	2.4	1.0	0.9
0800	11.4	7.1	4.8	3.0	1.2	1.1
0900	6.1	7.8	5.3	6.8	2.7	2.5
1000	3.7	5.1	3.5	4.8	1.9	1.8
1100	2.7	3.2	1.6	1.9	0.8	0.7
1200	2.2	2.5	1.4	1.6	0.6	0.6
1300	1.8	2.3	0.6	0.8	0.3	0.3
1400	1.4	2.0	1.1	1.6	0.6	0.6
1500	1.4	2.2	0.6	0.9	0.4	0.3
1600	2.1	2.3	0.7	0.8	0.3	0.3
1700	5.2	2.9	1.5	0.8	0.3	0.3
1800	10.7	5.1	3.7	1.8	0.7	0.7
1900	15.1	7.3	5.1	2.5	1.0	0.9
2000	17.7	9.4	5.2	2.8	1.1	1.0
2100	19.5	10.2	6.2	3.2	1.3	1.2
2200	21.4	10.9	7.7	3.9	1.6	1.4
2300	18.4	10.6	6.4	3.7	1.5	1.4

The Maricopa County Bureau of Air Pollution Control, Mobile Air Quality Laboratory, measured air pollutants in the southeast corner of the Sky Harbor Airport property in December 1970. In order to estimate 1975, 1985 and 1995 ambient carbon monoxide concentrations in the project area (assumed same as airport), the differences between hourly measurements at the Maricopa County Central Phoenix Station at 1845 East Roosevelt for December 1970 and 1975 were applied to the December 1970 measurements at Sky Harbor Airport to give 1975 concentrations at Sky Harbor Airport. To advance the 1975 airport concentrations to 1985 and 1995, the respective differences 0.4 and 0.37 were multiplied by the 1975 airport concentrations. These differences came from the last figure (Page 8-125) which shows a set of curves prepared by Aerovironment, Inc., comparing future Phoenix vehicle emissions with 1975 values using AP-42 Supplement #5. These curves include projected traffic increases.

DECEMBER CARBON MONOXIDE IN PARTS PER MILLION

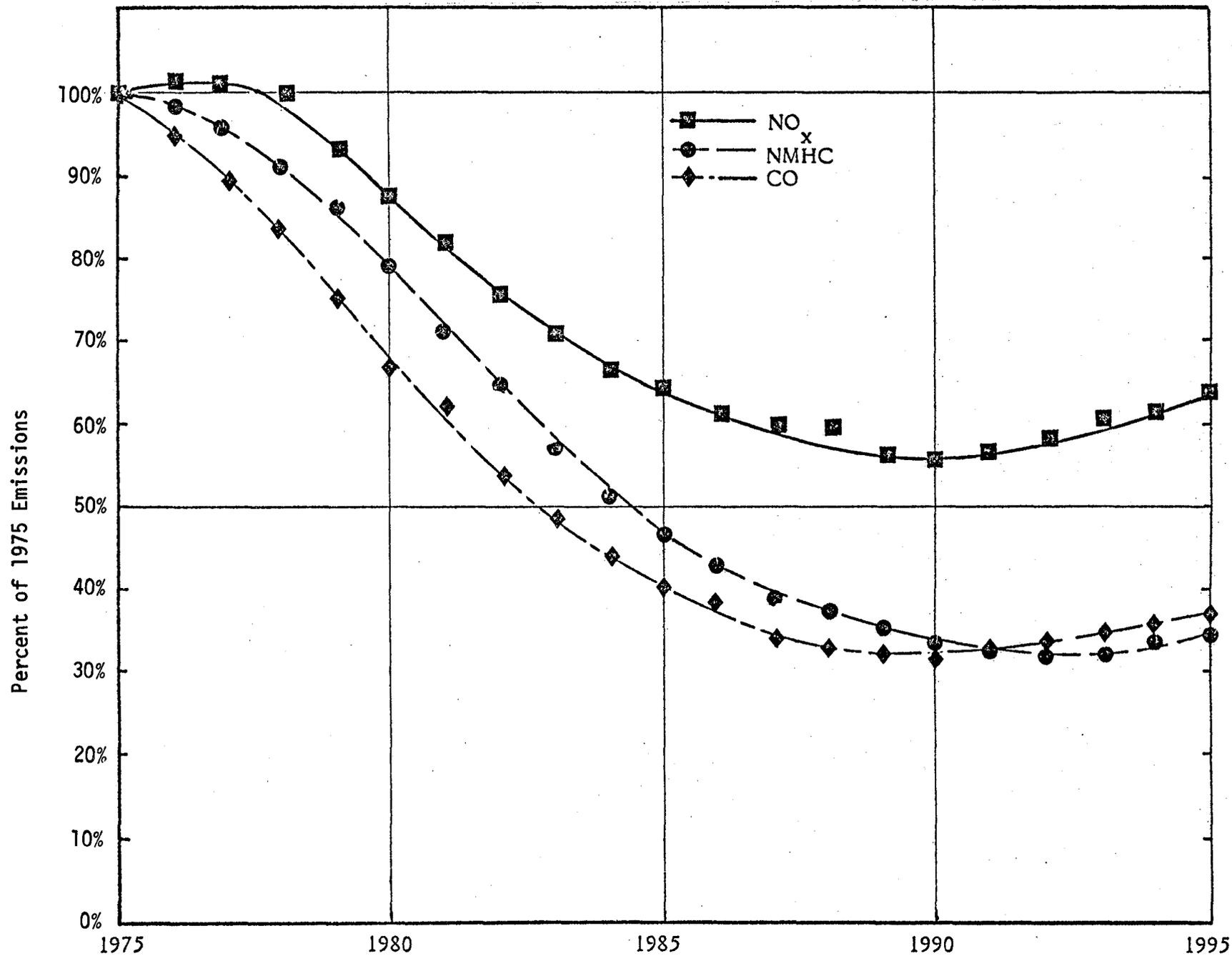
HIGHEST CONCENTRATION FOR EACH HOUR

BACKGROUND

TIME	1970 CENTRAL PHOENIX	1975 CENTRAL PHOENIX	1970 AIRPORT	1975 AIRPORT	1985 AIRPORT	1995 AIRPORT
0000	45	30	16	10.7	4.3	4.0
0100	33	24	13	9.5	3.8	3.5
0200	35	21	11	6.6	2.6	2.4
0300	28	16	9	5.1	2.0	1.9
0400	24	14	7	4.1	1.6	1.5
0500	14	15	7	7.5	3.0	2.8
0600	11	12	6	6.5	2.6	2.4
0700	20	11	6	3.3	1.3	1.2
0800	38	16	13	5.5	2.2	2.0
0900	17	24	25	35.3	14.1	13.1
1000	11	14	9	11.5	4.6	4.3
1100	10	8	4	3.2	1.3	1.2
1200	15	5	9	3.0	1.2	1.1
1300	17	4	7	1.6	0.6	0.6
1400	13	4	15	4.6	1.8	1.7
1500	13	4	6	1.8	0.7	0.7
1600	12	4	4	1.3	0.5	0.5
1700	20	7	4	1.4	0.6	0.5
1800	33	11	10	3.3	1.3	1.2
1900	32	19	15	8.9	3.6	3.3
2000	35	24	11	7.5	3.0	2.8
2100	55	25	13	5.9	2.4	2.2
2200	48	30	22	13.8	5.5	5.1
2300	41	30	15	11.0	4.4	4.1

The Maricopa County Bureau of Air Pollution Control, Mobile Air Quality Laboratory, measured air pollutants in the southeast corner of the Sky Harbor Airport property in December 1970. In order to estimate 1975, 1985 and 1995 ambient carbon monoxide concentrations in the project area (assumed same as airport), the differences between hourly measurements at the Maricopa County Central Phoenix Station at 1845 East Roosevelt for December 1970 and 1975 were applied to the December 1970 measurements at Sky Harbor Airport to give 1975 concentrations at Sky Harbor Airport. To advance the 1975 airport concentrations to 1985 and 1995, the respective differences 0.4 and 0.37 were multiplied by the 1975 airport concentrations. These differences came from the last figure (Page 8-125) which shows a set of curves prepared by Aerovironment, Inc., comparing future Phoenix vehicle emissions with 1975 values using AP-42 Supplement #5. These curves include projected traffic increases.

8-125



Predicted MAG Area Traffic Emissions

Years

AP-42 Supplement #5

EMISSION INVENTORY (TONS/DAY)

Year	System	Pollutant	Mobile			Stationary		Total	% Contribution Automobile
			Motor Vehicle	Aircraft	Railroad	Point	Area		
1975	MAG Planning Area 16,291,000 Daily VMT	NO _x	98.6 ²	1.6 ¹	15.1 ¹	33.7 ¹	7.4 ¹	156.4	63
		RHC	116.5 ²	2.6 ¹	3.8 ¹	2.1 ¹	22.7 ¹	147.7	79
		CO	865.5 ²	9.8 ¹	5.3 ¹	1.0 ¹	5.7 ¹	887.3	98
1975	Hohokam Area w/o Project 718,000 Daily VMT	NO _x	4.3 ²	1.9 ³	-	-	-	6.2	69
		RHC	5.1 ²	0.5 ³	-	-	-	5.6	91
		CO	38.1 ²	2.8 ³	-	-	-	40.9	93
1985	Hohokam Area w/o Project 985,000 Daily VMT	NO _x	3.5 ²	4.0 ⁴	-	-	-	7.5	47
		RHC	2.2 ²	0.4 ⁴	-	-	-	2.6	85
		CO	14.6 ²	2.5 ⁴	-	-	-	17.1	85
1985	Hohokam Area w/ Project 972,000 Daily VMT	NO _x	3.4 ²	4.0 ⁴	-	-	-	7.4	46
		RHC	2.1 ²	0.4 ⁴	-	-	-	2.5	84
		CO	14.4 ²	2.5 ⁴	-	-	-	16.9	85
1995	Hohokam Area w/o Project 1,249,000 Daily VMT	NO _x	3.6 ²	5.0 ¹	-	-	-	8.6	42
		RHC	1.9 ²	2.4 ¹	-	-	-	4.3	44
		CO	13.7 ²	8.3 ¹	-	-	-	22.0	62
1995	Hohokam Area w/ Project 1,241,000 Daily VMT	NO _x	3.5 ²	5.0 ¹	-	-	-	8.5	41
		RHC	1.9 ²	2.4 ¹	-	-	-	4.3	44
		CO	13.7 ²	8.3 ¹	-	-	-	22.0	62
1995	MAG Planning Area 29,936,000 Daily VMT	NO _x	85.6 ²	5.0 ¹	19.2 ¹	23.1 ¹	12.8 ¹	145.7	59
		RHC	46.1 ²	2.4 ¹	4.8 ¹	1.7 ¹	16.2 ¹	71.2	65
		CO	329.3 ²	8.3 ¹	6.8 ¹	1.8 ¹	9.9 ¹	356.1	92

8-126

¹Study by Aerovironment Inc., Pasadena, California, 1976, Using NEDS

²ADOT Study Using AP-42 Supplement #2

³Sky Harbor Environmental Impact Statement for 1973

⁴Sky Harbor Environmental Impact Statement for 1985

SALT RIVER PROJECT

P.O. BOX 1980
PHOENIX, ARIZONA 85001

August 20, 1974



TELEPHONE 278-5300

Mr. A. L. Chadwick, Chief Deputy State Engineer
Arizona Highway Department
206 S. 17th Avenue
Phoenix, AZ 85007

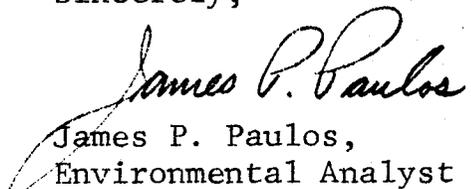
re SALT RIVER PROJECT'S REVIEW OF THE DRAFT ENVIRONMENTAL
STATEMENT FOR THE HOHOKAM EXPRESSWAY - PROJECTS
F-043-1 (1) (3)

Dear Mr. Chadwick:

Attached herewith are the Salt River Project's comments
pertaining to the above mentioned document.

I would like to thank you for affording us the opportunity
to review this Draft Environmental Statement and hope
that said comments will be of value to you and your
staff members.

Sincerely,


James P. Paulos,
Environmental Analyst

cgc
attachments

SALT RIVER PROJECT'S
Comments Pertaining to the Proposed Hohokam Expressway

The Salt River Project's Water Group reviewed your Draft Environmental Statement and expressed the following concerns (verbatim et litteratim):

Our primary concern with the Hohokam Expressway is the impact its crossing will have on the operation and maintenance of the Grand Canal. Current plans call for an at-grade crossing of the Grand Canal. We have tentatively approved that design concept, provided adequate traffic signalization is provided. Paragraph 1-B(4) on Page 1-12 of A.H.D. environmental statement mentions all proposed signalized intersections and does not mention the problem at the Grand Canal.

As previously discussed with the Arizona Highway Department (see attached letter), if adequate traffic control is not provided, we will insist on a grade separation as originally proposed.

I request that this statement again be transmitted to the State for incorporation in their limited access concept and of the Hohokam Expressway.

Also, on Page 1-12, Paragraph (4), Access Control, fencing of the expressway will be installed along the right-of-way boundaries except at planned access points. Since we are requiring traffic control at the Grand Canal, I anticipate that no fencing will be requested by the State.

(3) Comments of the Salt River Project

a. Item: Signalization at the Grand Canal

Reply

A traffic signal for exclusive use by SRP for their maintenance truck crossings (at the Grand Canal service road and the Hohokam Expressway) would be a hazard to SRP personnel as well as the traveling public. Due to the infrequent use of such a signal, the general traffic on the Expressway could be surprised by such unanticipated utilization of the signal. The possibility of an accident occurring would be increased by such digression from the normal expected traffic controls on the Hohokam Expressway. It is the considered opinion of ADOT Traffic Engineering Section that temporary policed traffic control for these SRP maintenance periods would be a suitable alternative.

b. Item: Fencing

Reply

Appropriate open sections in the Hohokam Expressway right of way fencing will be provided for the SRP Grand Canal Service Road.



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

August 26, 1974

RECEIVED

SEP 4 1974

Mr. A.L. Chadwick
Chief Deputy State Engineer
Highways Division
Arizona Department of Transportation
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Chadwick:

The draft environmental impact statement for Project F-043-1 (1)(3), Hohokam Expressway, Maricopa County, Arizona, which accompanied your letter of July 18, 1974, has been received by the Department of Commerce for review and comment.

The statement has been reviewed and the following comments are offered for your consideration.

Bench marks, triangulation stations, and traverse stations have been established by the National Geodetic Survey in the vicinity of the proposed project. Construction required for the project could result in destruction or damage to some of these monuments.

The National Geodetic Survey requires sufficient advance notification of impending disturbance or destruction of monuments so that plans can be made for their relocation. It is recommended that provision be made in the project funding to cover costs of monument relocation.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving a copy of the final statement.

Sincerely,

Sidney R. Galler

Sidney R. Galler
Deputy Assistant Secretary
for Environmental Affairs



(4) Comments from the U.S. Department of Commerce

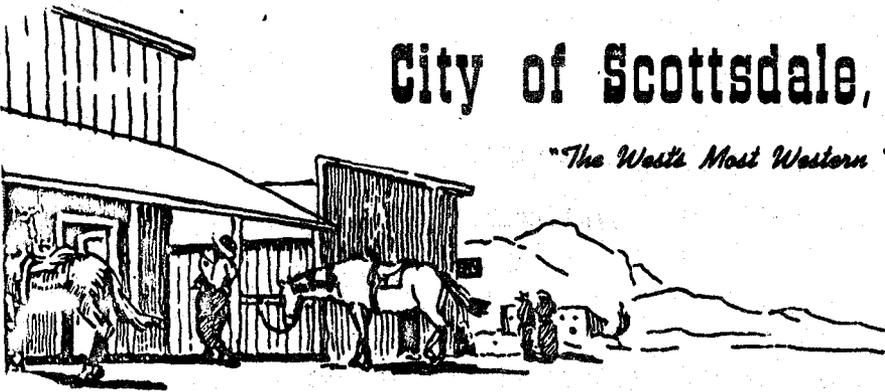
- a. Item: Bench marks, triangulation stations, and traverse stations.

Reply

In the event bench marks, triangulation stations, or traverse stations, established by the National Geodetic Survey in the vicinity of the proposed project must be disturbed for highway construction purposes, sufficient advance notification will be made. As in other highway construction projects, provision will be made in the Hohokam project funding to cover any costs incurred for such monument relocation.

City of Scottsdale, Arizona

"The West's Most Western Town"



3939 Civic Center Plaza
Scottsdale, Arizona 85251

September 12, 1974

Mr. William J. Ralston, AAE
Aviation Director
City of Phoenix Aviation Department
3100 Sky Harbor Boulevard
Phoenix, AZ 85034

RECEIVED

SEP 16 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Ralston:

Thank you for your letter of August 29, 1974. We are directing comments to you and Mr. Mason J. Toles because of the nature of the comments.

It is the opinion of the City of Scottsdale that we may stand to lose more than we would gain from the proposed Hohokam Expressway (as described in your letter). The benefits from a transportation perspective would be minimal at best since most residents of Scottsdale already use 40th Street for airport access and few will probably divert to the Hohokam. Those that would probably reap the benefits described by you would be those approaching via I-10 from the south and southeast, not those via surface streets from the east and northeast.

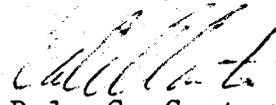
Our concern at this point is related to the economic aspects of the proposed project. Should the funds for this project be the ones from which we also request, then we would prefer a less expensive project. Without question, an improved facility is needed along the 40th Street corridor. A good four-to-six lane arterial would probably suffice, leaving funds for other projects more badly needed in the valley.

Mr. William J. Ralston, AAE

September 12, 1974

Our understanding from the Department of Transportation is that the funds to be used will likely be from a bond program. Should that be the case, we would probably have no strong objections. On the other hand, should the funds be from the urban systems or urban extensions monies, we would be seriously concerned that this project would necessitate expenditures of excessive portions of those funds, thereby reducing the funds available to us.

Sincerely,



Dale C. Carter
City Manager

DCC/mt

cc: Mr. Mason J. Toles, Manager
Environmental Planning Services

(5) Comments from the City of Scottsdale

- a. Item: Funds for the project.

Reply

The project funds for the Hohokam Expressway will be obtained from a bond program. The funds will not be obtained from urban monies or urban extension monies. These latter sources will not be affected by the expressway project and will continue to be available to cities such as Scottsdale for apportionment and distribution.



Arizona House of Representatives
Phoenix, Arizona 85007

THIRTY-FIRST LEGISLATURE
1973-1974

August 7, 1974

RECEIVED

AUG 8 1974

Mr. Jim Dorey
Arizona Department of Transportation
Environmental Planning Division
1739 W. Jackson St. M.U. #10
Phoenix, AZ. 85007

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Dear Mr. Dorey:

I was in attendance at the recent Hohokam Expressway public forum. The proposed expressway is very much needed as the existing roadway is inadequate.

A few questions came to mind as well as one suggestion and I would like to pose them to you.

Since University east of 48th. st. is a heavy feeder into west Tempe, will the new expressway encourage heavier use of this already overused section of street? With increased traffic on Hohokam north of I-10, will there be an increased load on 48th. south of I-10? Will the landscaping on Hohokam be in concert with that to be done on I-10?

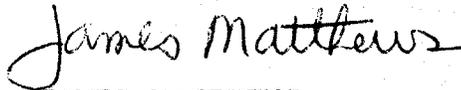
It appears that the Salt River crossing is the key area in this project. If you had assurances as to where the river bed will be permanently located, it would be possible to build adequate bridging for a full scale expressway. I would like to suggest that the Hohokam Expressway be used as a vehicle to obtain additional Federal funds to be used to build a portion of the Rio Solado project. By beginning Rio Solado development in this area decisions could be made concerning the riverbed. The Arizona House of Representatives appropriated \$100,000 this year to be used for Rio Solado development. It would seem that a combined project including the Expressway, Rio Solado development and potential matching funds, and Pueblo Grande work would make a very attractive proposal to the Federal government.

page two

While Valley Forward is heading up the Rio Solado effort, they are relatively powerless to make any hard decisions concerning implementation. However, I am sure Senator Jim Mack, chairman of the Senate Natural Resources Committee and Representative Mike Goodwin, chairman of the House Committee on Environmental Future would be receptive to a proposal of this type and would be willing to work for additional funding if necessary.

I hope my comments prove to be helpful. If I may be of any further help please feel free to contact me.

Sincerely,



JAMES MATTHEWS
Administrative Assistant
Committee on Environmental Future

JM:jbm

(6) Comments of James Matthews, Administrative Assistant, Arizona House of Representatives

- a. Item: Increase in traffic on 48th Street and University Drive?

Reply

Traffic data on pages 1-19 through 1-22 in the Draft EIS show that the expressway will not cause an increase in traffic on University Drive east of the expressway and 48th Street south of I-10.

- b. Item: Landscaping.

Reply

Paragraph 4, page 2-1 of the Draft EIS states: "At each end of the project corridor, landscaping will harmonize with that of the surrounding area."



ARIZONA DEPARTMENT OF HEALTH SERVICES

Division of Environmental Health Services

JACK WILLIAMS, Governor

J. L. SCHAMADAN, M.D., Director

AUG 8 1974

Mr. William N. Price
Assistant Director
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007

RECEIVED

AUG 14 1974

Re: Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143)
Junction I-10 - Washington Street and Salt River Bridge
State Application Identifier: 74-80-0052

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Price:

The Division of Environmental Health Services has reviewed the subject report and submits the following comments:

The Bureau of Air Pollution Control:

The Bureau of Air Pollution Control has reviewed the referenced report and finds the discussion of impact on air quality adequate. The Bureau supports the planned measures to comply with regulations concerning fugitive dust and open burning.

The Bureau of Sanitation:

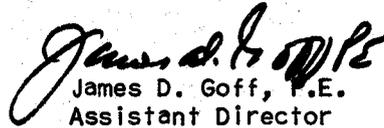
We have reviewed the Draft Environmental Statement for the Hohokam Expressway and related projects. This Bureau has no objections at this time.

A thorough investigation into possible noise problems appears to have been done. Thus, the potential noise problem with the Pueblo Grande Municipal Monument has been identified during the planning stages so that noise control measures can be implemented whenever and wherever necessary.

The Bureau of Water Quality Control:

The Bureau of Water Quality Control requests that the Contingency Plan section on page 2-27 of the Draft Environmental Statement be corrected to reflect recent organizational changes. The Arizona State Department of Health has been reorganized and renamed Arizona Department of Health Services. The proper contact office is the Bureau of Water Quality Control, Central District Office, phone (602) 271-5453. Notification of a spill should be made immediately and not more than 24 hours of the incident.

Sincerely,


James D. Goff, P.E.
Assistant Director

cc: Constance LaMonica
Clearinghouse Staff Contact, OPAD

RECEIVED
AUG 12 1974
WM. N. PRICE
STATE ENGINEER

State Health Building

1740 West Adams Street

Phoenix, Arizona 85007

8-136

(7) Comments of the Arizona Department of Health Services

- a. Item: The Bureau of Water Quality Control requests that the Contingency Plan section of page 2-27 be corrected to reflect recent organizational changes.

Reply

The changes requested have been made in the Final EIS.

OFFICE OF THE COUNTY MANAGER

MARICOPA COUNTY BOARD OF SUPERVISORS
804 County Administration Bldg. 111 S. 3rd Ave., Phoenix, Arizona 85003

HENRY H. HAWS
District 1

ELDON RUDD
District 2

BOB CORBIN
District 3

BOB STARK
District 4

JOE EDDIE LOPEZ
District 5



August 2, 1974

Mr. William N. Price, State Engineer
Arizona Department of Transportation
Highways Division
206 S. 17th Avenue
Phoenix, Arizona 85007

Attention Mr. A. L. Chadwick
Chief Deputy State Engineer

Gentlemen:

Re: PROJECTS F043-1 (1) and (3)
JCT I-10 - WASHINGTON ST.
and SALT RIVER BRIDGE
HOHOKAM EXPRESSWAY.

The Draft Environmental Statement for the subject projects has been reviewed by our Highway Department. There are no conflicts between your proposed project and any County improvement plans.

Completion of the Hohokam Expressway will provide a much needed route for traffic from the area northeasterly of Phoenix Sky Harbor International Airport and make available another Salt River crossing during times of low flow. This is particularly important with the potential closure of 40 Street at the end of the airport runways.

It is suggested that consideration be given to increasing the capacity of the bridge over Salt River to accommodate a flow of 30,000 to 35,000 cfs more in line with bridges at Hayden Road and Scottsdale Road.

Very truly yours,

BOARD OF SUPERVISORS

Bob Corbin

Bob Corbin
District 3

FHL:ya

RECEIVED

AUG - 8 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

(8) Comments of the Maricopa County Board of Supervisors

- a. Item: "It is suggested that consideration be given to increasing the capacity of the bridge over Salt River to accommodate a flow of 30,000 to 35,000 CFS more in line with bridges at Hayden Road and Scottsdale Road."

Reply

See following letter to Mr. Robert Corbin dated August 26, 1974.



ARIZONA DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Wm. N. Price,
Assistant Director
and State Engineer

August 26, 1974

Mr. Robert Corbin, Chairman
Maricopa County Board of Supervisors
111 South 3rd Avenue, Room 604
Phoenix, Arizona 85003

Subject: Project No. U-043-1(1)
Hohokam Expressway
Jct. I-10 - Washington Street

Dear Mr. Corbin:

Regarding your letter of August 2 in which the suggestion was made that consideration be given to increasing the capacity of the proposed bridge over the Salt River for the above noted project, the following comments are offered:

The cities of Mesa, Tempe and Phoenix have agreed that the Salt River shall be channelized through their respective metropolitan areas in conjunction with or subsequent to the construction of Orme Dam. The channel will be designed to contain maximum releases from Orme Dam and additional flows originating from drainage areas below the dam. In the vicinity of the proposed Hohokam Expressway crossing, this future channel will be located approximately 1500 feet south of the existing river channel. Since construction of the Expressway will precede the channel construction, the bridge proposed at the existing low flow area at this time must be considered temporary. This bridge will be removed and replaced with a permanent structure over the future channel when the channel is constructed.

Due to the temporary nature of the proposed bridge, the design hydraulic capacity of 15,000 cfs is considered reasonable. Our studies indicate that discharges in excess of 15,000 cfs have occurred for only seven days out of the past 29 years. This value also appears reasonable by virtue of the fact that it is equivalent to a slightly higher than 10-year frequency

8-140

206 SOUTH SEVENTEENTH AVENUE PHOENIX, ARIZONA 85007

HIGHWAYS • AERONAUTICS • MOTOR VEHICLE • PUBLIC TRANSIT • ADMINISTRATIVE SERVICES • TRANSPORTATION PLANNING



storm discharge from the Indian Bend Wash drainage outletting into the Salt River approximately four miles upstream from the Expressway.

A bridge approximately 450 feet long will be required to convey a 15,000 cfs discharge without increasing backwater depths on the adjacent floodplain upstream greater than existing under natural conditions. Due to the shallow flow depth under these conditions, the bridge length would have to be greatly increased to provide for a nominal increase in capacity. Since the bridge is temporary, the additional cost to provide a longer bridge with only slightly increased capacity is not justified.

Please know that we share your concern for providing a high level of service for this crossing of the Salt River, particularly since it is located within an urbanized area; however, in view of the considerations noted above, we feel that the proposed bridge, although not providing the highest degree of service, does provide the highest operational characteristics consistent with economics and conditions imposed on the site.

Your comments concerning the Draft Environmental Statement are appreciated. Please feel free to contact us if you have any further questions concerning this project.

Very truly yours,



J. B. MERITZ
Deputy State Engineer

RCB:lw
cc: Fred Glendening,
City of Phoenix
Maricopa County Flood Control District



Flood Control District
of
Maricopa County
3325 WEST DURANGO STREET
PHOENIX, ARIZONA 85009

RECEIVED

AUG - 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

August 6, 1974

Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Attention of William N. Price

Re: Projects F-043-1(1) and (3), Projects U-043-1(1) and (3)
Jct. I-10-Washington Street and Salt River Bridge
Hohokam Expressway, Maricopa County, Arizona

Gentlemen:

This office has reviewed the draft environmental statement dated July 18, 1974 for the reference projects and our comments are submitted below.

On page 1-9, paragraph B (1), it is indicated that a bridge having a capacity of 15,000 cfs will be constructed over the low flow channel of the Salt River. Also, on page 1-28, paragraph C (4)e, it states that an all-weather crossing over the Salt River is needed.

Bridges constructed recently by the County Highway Dept. and the City of Phoenix provide for a flow of about 35,000 cfs. In order to provide for an all-weather crossing for the Salt River, after completion of the Orme Dam, a bridge with the capacity of at least 50,000 cfs is required.

It is recommended that a bridge be constructed providing a minimum of 50,000 cfs at this location. In addition, a depressed approach should be provided to handle flows in excess of 50,000 cfs.

This office has no further comments on the draft environmental statement.

Sincerely,

Herbert P. Donald, P.E.
Chief Engineer and General Manager

HPD:ms

Copy to: Mertiz
Toney
Brechtler
Bill Ross
M. Tolos ✓

8-142

RECEIVED
AUG - 9 1974
WM. N. PRICE
STATE ENGINEER

Tols

(9) Comments of the Maricopa County Flood Control District

- a. Item: "It is recommended that a bridge be constructed providing a minimum of 50,000 CFS at this location. In addition, a depressed approach should be provided to handle flow in excess of 50,000 CFS."

Reply

See reply to Item a., Part 8, Section C., Subsection (8).



CITY OF TEMPE

P.O. Box 5002

Tempe, Arizona 85281

(602) 967-2001

August 16, 1974

RECEIVED

AUG 19 1974

Mr. A. L. Chadwick
Chief Deputy State Engineer
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Re: Projects F-403-1(1) and (3)
Projects U-043-1(1) and (3)
Jct. I-10-Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Chadwick:

This is in response to your letter of July 18, 1974, requesting our review and comments relative to the Draft Environmental Statement for this referenced project.

The following comments represent the combined thinking of the Public Works, Planning and Parks and Recreation Departments of the City of Tempe.

Roadway Widths

Since the section of 40th Street between I-10 and a point north of University Drive is proposed for 52 feet, it appears to be adequate to handle four traffic lanes. However, that section of 40th Street north of University Drive to Sky Harbor Boulevard should also be constructed at 52 feet rather than the 40 foot width to accommodate four traffic lanes. The approaches to the intersection on University Drive and 48th Street appear to be adequate (minor comments have been forwarded to Mr. Jim Oxley).

Frontage Road

The frontage roads appear to be adequately designed. Consideration will have to be given to accommodate present development of streets intersecting with the frontage roads. There is a connection proposed to tie the Expressway to the

BEVERLY HERMON, Councilman
HARRY E. MITCHELL, Councilman
JAMES R. PHILLIPS, Councilman

WILLIAM J. LOPIANO, Mayor
KENNETH A. McDONALD, City Manager

JOSEPH L. DWIGHT, Vice Mayor
THOMAS L. KINCAID, Councilman
WILLIAM J. REAM, Councilman

Mr. A. L. Chadwick
August 16, 1974
Page 2

east frontage road located approximately 0.5 miles south of Sky Harbor Boulevard during Phase I. This connection will be eliminated in Phase II.

Landscaping

A positive statement to provide adequate landscaping should be included under Phase I of this project. It is our feeling that heavy landscaping should be provided along the proposed Expressway within the Tempe corporate limits and that the City be provided an opportunity to review such proposed landscaping.

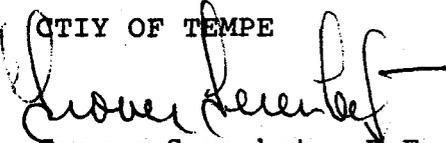
Bikeways

A positive statement should be included to provide a bikeway or bikeways. We do not feel the reference in the report is satisfactory and are concerned that if the bikeway is not an integral part of the construction it may well be delayed for an indefinite period of time or perhaps never built.

Traffic Volumes (Street Network)

Traffic projections appear to be based on the assumption that 40th Street will not be a through street in the future. Mr. Ralston, Director of Aviation for the City of Phoenix, has indicated that 40th Street would be rerouted and continue to be a through street. This could affect the projected traffic volumes.

Very truly yours,

CITY OF TEMPE

Grover Serenbetz, P.E.
Public Works Director

GRS:bn

(10) Comments of the City of Tempe

a. Item: Roadway Widths

Reply

The section of 48th Street north of University Drive to Sky Harbor Boulevard will be initially constructed to a 40-foot width to be compatible with the proposed two-lane bridge over the Salt River. The two traffic lane design capacity reflects the interim function of the proposed bridge. Please refer to the ADOT letter of August 26, 1974 which contains detailed reply to the Maricopa County relative to bridge design considerations. The letter is reproduced as a reply to Item a., Part 8, Section C., Subsection (8).

b. Item: Landscaping

Reply

The landscape system for the proposed project will be designed to augment the proposed expressway and be compatible with its environs (see pages 1-13, 2-1, 2-22, 2-23, and 6-1). Opportunity for review and coordination with appropriate agencies will be provided prior to letting of the landscape project as a separate contract in the construction of the Hohokam Expressway.

c. Item: Bikeways

Reply

The bikeway provision has been included in the manner as allowed and set forth in present Arizona and Federal regulations. The right of way proposed for the Hohokam Expressway is sufficient for development of a bikeway by the responsible local governmental agency as the demand and exact routing for such mode of transportation becomes evident and necessary in the future.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In reply refer to:
(ER-74/943)

NOV 12 1974

Dear Mr. Price:

This is in response to your request for the Department of the Interior's comments on the draft environmental statement for State Route 143, Maricopa County, Arizona.

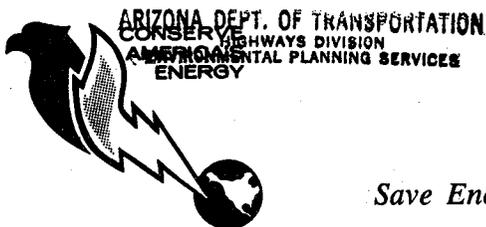
SECTION 4(f) COMMENTS

Pages 2-6 through 2-14 discuss the fact that the Hohokam-Pima Irrigation Sites National Historic Landmark (Park of the Four Waters) and the Pueblo Grande Ruin National Historic Landmark fall within the proposed highway corridor for the subject project. The information on page 2-10 infers that there remains unresolved a determination on whether Section 4(f) of the Department of Transportation Act, as amended [49 U.S.C. 1653 (f)] is, in fact, applicable in this situation.

Please be advised that the Department of the Interior concludes that Section 4(f) should be applicable to this project's use of publicly owned land in a Registered National Historic Landmark property. While the boundaries of the National Landmark had never been clearly defined, the Director, Office of Archeology and Historic Preservation, National Park Service, has now approved, under his delegated authority, a specific area for the two (2) Landmarks. One boundary now encompasses both Landmarks. A copy of the Director's approval document of September 16, 1974, is enclosed. Also enclosed for your information is a map which shows the specific area enclosed in the single boundary. The coordinates shown on the map are only for reference purposes to the Landmark Property. We wish to stress that the Landmark area boundary was not established on the basis of land ownership but on the basis of professional evaluation of the area with archeological and historic resource value.

RECEIVED

NOV 19 1974



Save Energy and You Serve America!

8-147

RECEIVED

NOV 18 1974

WM. N. PRICE
STATE ENGINEER

Based on information in the draft statement, it is our opinion that there is not conclusive evidence to support a finding that there is no feasible and prudent alternative to use of land now designated as a historic property.

Page 2-54 of the statement shows a very sizeable area in the vicinity of Sky Harbor Boulevard extended to the Hohokum Expressway which would be used for the project. It appears that this area is the site of a future large half-clover leaf interchange. Having an interchange at this point increases the amount of land taken from the designated National Historic Landmark site. The placing of this interchange on the 48th Street alternative is another option which should be examined in the statement since this alternative would not require the use of any Section 4(f) lands.

The statement reflects that it was the Phoenix Park Board which acquired certain lands within the general area of the National Historic Property "...for roadway purposes." (Parcel C, page 2-7.) The statement would be strengthened if there was a discussion as to why Phoenix Park Board funds were used for this acquisition particularly when the highway project is a 4-lane limited-access expressway not directly serving the park and historic property. We make note of this matter only because this Department has provided \$8,700,000 Federal assistance from its Land and Water Conservation Fund to Maricopa County and about half of this amount has been expended in the City of Phoenix for the acquisition and/or development of park and recreation opportunities for the people of Phoenix.

A possible second Section 4(f) involvement may exist where the proposed expressway and the alternatives would intersect and/or encroach upon those public lands which have been designated for bicycle trails, pedestrian trails and hiking trails. One area, for example, is in the vicinity of the Grande Canal. The possible Section 4(f) involvement stems from two (2) facts of record:

1. The Bureau of Reclamation has a 1963 contract -- #14-06-300-1489 -- with the Salt River Valley Water Users' Association. Subsequently on June 30, 1971, that Association and the City of Phoenix entered

into an agreement "Relating to Use of Salt River Project Rights-of-way for Public Recreational Activities." This agreement was approved by the Bureau of Reclamation. Section 6 of this agreement provides for utilizing water project rights-of-way along the canals "for the sole purpose of establishing and maintaining facilities for the use of the public for recreational purposes, i.e., hiking, horseback riding, picnicking, bicycling and other related recreational activities."

2. The Arizona Outdoor Recreation Coordinating Commission has recently adopted a Metro-wide Bikeway Development Project. The 125-mile Metro-wide Bikeway System encompasses the communities of Phoenix, Mesa, Tempe, Chandler, and Paradise Valley. The System includes a bicycle trail along the Grande Canal. A spur trail would proceed south from the Grande Canal along 48th Street to the Arizona State University campus.

Whether Section 4(f) is, in fact, applicable in this second situation is a matter which, in and of itself, warrants further evaluation. If there should be doubt about this second involvement on your part, then we recommend that the facts be assembled and a decision sought from the General Counsel, U. S. Department of Transportation.

Also of key import with respect to the bikeway project is that the Department of the Interior, through the Bureau of Outdoor Recreation, granted in July 1974 Federal assistance to the Arizona Outdoor Recreation Coordinating Commission for construction of certain components of the bikeway system. (BOR Project No. 04-00283.) Whether Section 6(f) of the Land and Water Conservation Fund Act is applicable in this situation warrants further investigation and may necessitate a legal opinion by our Solicitor. Initially, we recommend that you confer about this matter with the State Liaison Officer for Outdoor Recreation in Arizona -- Roland H. Scharer, Arizona Outdoor Recreation Coordinating Commission, 4433 N. 19th Ave., Suite 203, Phoenix, Arizona 85015, phone: 602-271-5013 and the Regional Director, Bureau of Outdoor Recreation, San Francisco, California.

With respect to the bikeway/expressway interface, it is recommended that provisions be made for adequate horizontal and vertical clearances under the highway overpass of the Grande Canal to facilitate implementation of the bikeway system.

Please be advised that the Department of the Interior, through this Office, would expect the opportunity to review the Section 4(f) determinations you will prepare in order for us to carry out our consultative role as set forth in Section 4(f).

Pending resolution of the first proviso of Section 4(f), we will defer commenting on the second proviso -- i.e, measures to minimize harm.

ENVIRONMENTAL STATEMENT COMMENTS

In the "Project Description," the statement should include a discussion of the functionally-related but independent Federal action which the Department of the Interior must take if the project is to be implemented. The Interior action involves the issuance of right-of-way easements for traversing Federal land in the vicinity of the Salt River under the jurisdiction of this Department and administered by the Bureau of Reclamation. A map should identify the areas in Federal ownership and the acreage involved should be included in the statement. The statement should also include the results of coordination with the Bureau of Reclamation concerning measures to minimize harm to the Federal lands and facilities being traversed.

The proposed expressway could affect the proposed Rio Salado Project, which combines flood control features with recreation and trail facilities along the Salt River. However, as the statement indicates, the expressway may be constructed long before the Rio Salado Project materializes. The use of a temporary structure to cross the Salt River, pending further planning and development of the Rio Salado Project and possible relocation of the Salt River channel, appears to be a prudent action at this time. We understand that you have consulted with the Bureau of Reclamation concerning use of withdrawn lands and in conducting certain bridge foundation investigations in Sections 7, 17, and 18, T. IN., R. 4E, C&SRM, Arizona.

The section on irreversible and irretrievable commitments of resources shows that additional fill material may be obtained from a 40-acre parcel of State owned land along the Salt River bed of the expressway. We urge that an archeological resources survey be made of the area by a professional archeologist and his findings included in the statement. If significant archeological resources are identified, they should be described and evaluated for their National Register potential under E.O. 11593. An alternative borrow area may need to be considered depending on what resources were found.

As you may know, the Federal Aviation Administration has under consideration a proposed final environmental statement for the Phoenix Sky Harbor International Airport Improvement Program. (NOTE: The draft statement was circulated in June 1973.) The "Project Alignment Map" page I-3, shows the highway traversing land proposed for airport expansion purposes. Most of this land is in Federal ownership. The compatibility of the proposed runway extensions with highway developments is not extensively addressed in the statement. For example, if the proposed route were used, what constraints would there be on overhead signing to avoid any conflict with the two major runway glide paths and clear zones? Airport use safety factors and benefits should be discussed for the 49th Street alternative vis-a-vis the proposed expressway. In this connection, is the approximate 400-500 feet between the end of Runway 8L-26R and the Hohokam Expressway an adequate clear zone?

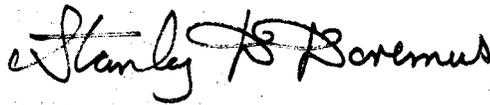
Please be advised that copies of any archeological reports obtained should be made available to the National Park Service in accordance with Section 3(a) of Public Law 93-291. The archeological report by the Arizona State Museum should be included in the bibliography of the final statement.

SUMMARY COMMENT

Because of this Department's jurisdictional involvement and the lack of a Section 4(f) statement, we could not at this time recommend Section 4(f) approval of the project by the Secretary of Transportation. We would be willing to furnish technical assistance

for any amended or additional material you may prepare. The field office assigned the responsibility for coordination with you and FHWA is the Regional Director, Western Region, National Park Service, 450 Golden Gate Avenue, San Francisco, California 94102; phone: 415-556-4196. The final position of this Department on the Section 4(f) elements will be made by this Office when we are requested to comment on the proposed final combined environmental/Section 4(f) statement.

Sincerely yours,



Deputy Assistant Secretary of the Interior

Mr. William N. Price
State Engineer
Arizona Department of
Transportation
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Enclosure

H3417-PS

SEP 16 1974

Memorandum

To: Regional Director, Western Region

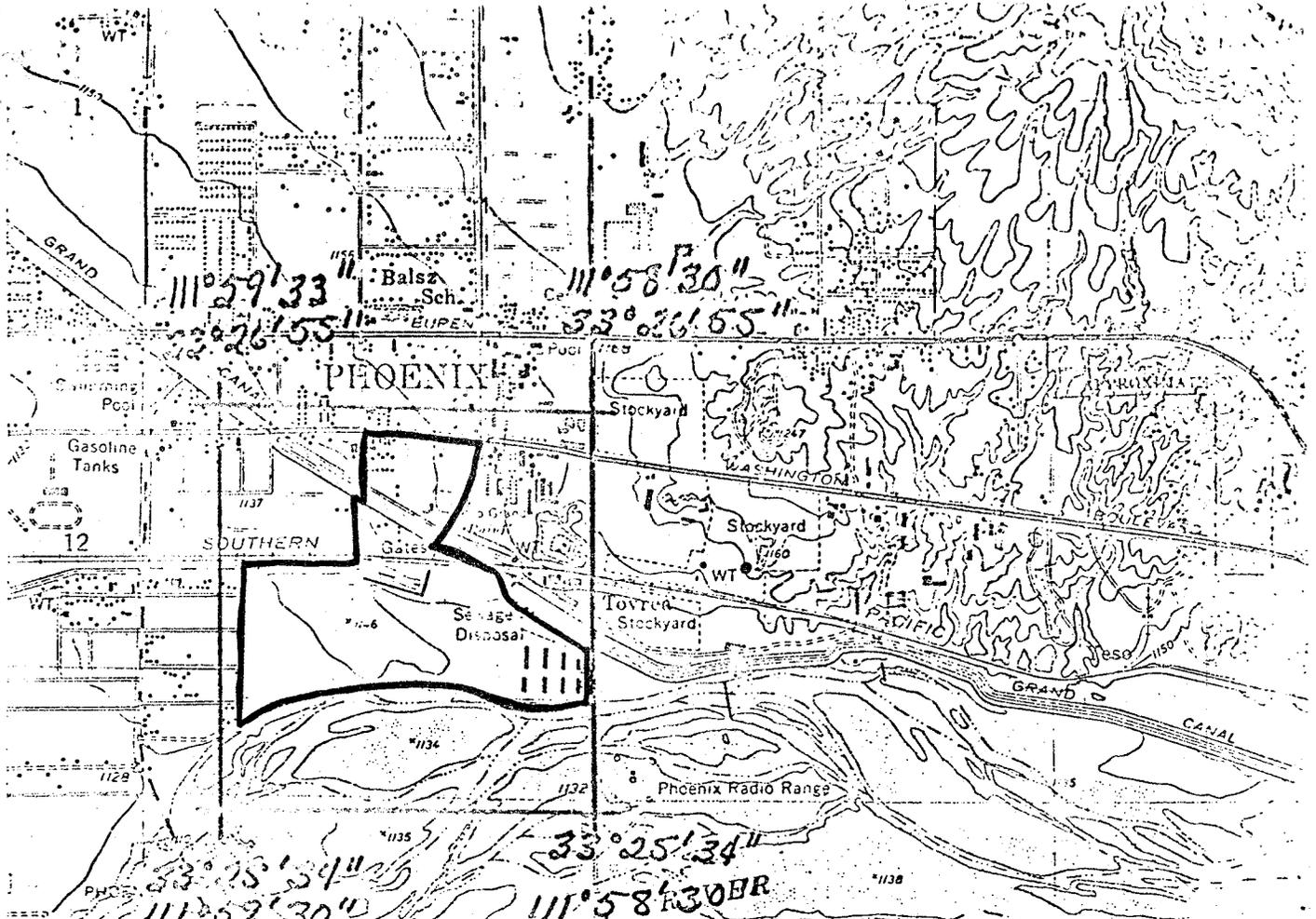
From: Director, Office of Archeology and Historic Preservation

Subject: Pueblo Grande Ruin and Hohokam Pima Irrigation Sites
National Historic Landmarks--Boundary Approval

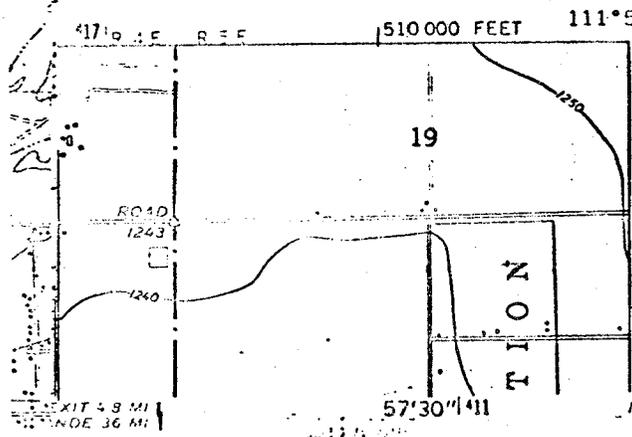
This is to notify you that the subject boundary proposed by your office under cover of December 7, 1973, is hereby approved. This approval signifies that the boundary encloses national historic landmark resources without approving or disapproving the proposed amalgamation of the two subject landmarks. Nor should it be construed to limit the future addition of resources found to be of national significance at some time in the future.

(Sgd.) A. R. Mortensen

A. R. Mortensen



TEMPE QUADRANGLE
 ARIZONA—MARICOPA CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)
 NW/4 MESA 15' QUADRANGLE



Swimming Pool 1253
 R. S. E. 14130000 E. 111°52'30"
 33°22'30"

CLASSIFICATION
 Light duty
 Unimproved dirt
 Route U. S. Route

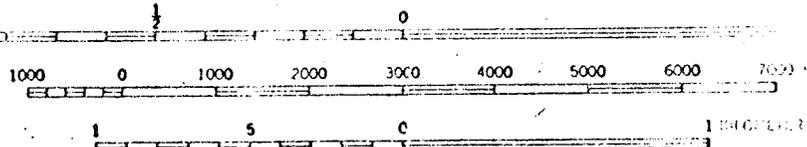
Landmark Boundary
TEMPE, ARIZ.
 NW/4 MESA 15' QUADRANGLE
 N3322.5—W11152.5/7.5

1952
 PHOTOREVISED 1967
 AMS 3650 IV NW—SERIES V898

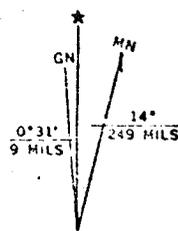
(CHANDLER)
 3650 IV SE

(GUADALUPE)
 3650 IV SW

SCALE 1:24000



CONTOUR INTERVAL 10 FEET
 DATUM IS MEAN SEA LEVEL



UTM GRID AND 1967 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET

(11) Comments of the United States Department of the Interior

- a. Item: "Section 4(f) should be applicable to this project's use of publicly owned land in a Registered National Historic Landmark . . . the Director, Office of Archaeology and Historic Preservation, National Park Service, has now approved . . . a specific area for the two (2) Landmarks."

Reply

Although the Director, Office of Archaeology and Historic Preservation, approved an expansion of the two landmarks that would have encroached upon the expressway corridor, their boundaries were later rescinded to conform to those of the Pueblo Grande Municipal Monument as described in the Draft EIS. (See the following National Park Service letter, memorandum and news release for discussion of boundary designation). Because the expressway project will in no way encroach upon the Pueblo Grande Monument or any historic property, it has been determined that Section 4(f) is not applicable to this project.

- b. Item: "It is our opinion that there is not conclusive evidence to support a finding that there is no feasible and prudent alternative to use of land now designated as a historic property."

Reply

See reply to Item a. above.



United States Department of the Interior **RECEIVED**

NATIONAL PARK SERVICE

MAR 27 1975

WESTERN REGION

450 GOLDEN GATE AVENUE, BOX 36063

SAN FRANCISCO, CALIFORNIA 94102

March 24, 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RECEIVED

MAR 26 1975

WM. H. PRICE
STATE ENGINEER

IN REPLY REFER TO:

H3417AZ
(WR)PSH

Mr. William N. Price
State Highway Engineer
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Dear Mr. Price:

The enclosed memorandum from the Associate Director of the National Park Service to this office states that the redesignated boundaries of the Pueblo Grande Ruin and Hohokam-Pima Irrigation Sites National Historic Landmarks will coincide with the professional recommendations of Dr. Alfred E. Johnson as described within his recently completed study.

We are also enclosing a copy of the National Park Service news release announcing the boundary changes and the deletion of that parcel west of 44th Street. The western boundary of these adjoining Landmarks is considered to be the same as the western property lines of the City of Phoenix Pueblo Grande Municipal Monument.

We do note that the deleted area contains potential archaeological values which may meet the criteria of the National Register of Historic Places and that successful mitigation of impacts posed by the construction projects upon those resource values will be needed. We welcome the arrangements within the city of Phoenix government to protect and preserve certain historic resources now outside the Historic Landmarks.

We are confident that agencies and others involved in the various aspects of the construction proposals will develop mitigation plans so that adequate funding and research time are present for professionally acceptable archaeological recovery of historic resources. We acknowledge the concerns of many individuals and hope that this resolution meets fairly their respective interests.

Sincerely yours,

Howard H. Chapman
Regional Director,
Western Region



Save Energy and You Serve America!

RECEIVED

MAR 27 1975

DEPUTY STATE ENGINEER
HIGHWAY DEVELOPMENT



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

H3417-PS *11/2/75*

MAR 19 1975

Memorandum

To: Regional Director, Western Region

From: Associate Director, Professional Services

Subject: Pueblo Grande Ruin and Hohokam-Pima Irrigation Site
National Historic Landmarks

We have reviewed the documents and materials submitted under cover memorandum of February 6, 1975, and subsequent transmittals regarding the three-party reevaluation of the subject boundary established by the Office of Archeology and Historic Preservation memorandum to you of September 16, 1974.

We concur with the recommendation of Dr. Alfred E. Johnson contained in his independent contract study "Recommendations on the Boundaries of Pueblo Grande Ruin and Irrigation Sites National Landmark, Maricopa County, Arizona," that the area of the landmark west of 44th Street be deleted from the landmark. This revision of the boundary is effective immediately. We shall revise the Inventory-Nomination Form 10-300 and accompanying maps accordingly to reflect this change.

This action does not impair the potential likelihood that the deleted western section might meet the criteria of the National Register as specified by section 2(b) of Executive Order 11593. However, it should be understood that the values inherent in that section of land are those of the archeological data alone with the exception of the canal remains. For this reason, potential effects posed by imminent construction can be mitigated by (1) salvage excavation in advance of construction and (2) agreements we understand are already entered into to preserve the small southwest corner of the western section containing historic and prehistoric canals.

Ernest Allen Connally
Ernest Allen Connally



NATIONAL PARK SERVICE

For Immediate Release
(Prepared 3/25/75)

Quist 415-556-5186
White 602-261-3303

SIZE OF PUEBLO GRANDE RUIN NATIONAL HISTORIC LANDMARK REDUCED

The boundaries of the Pueblo Grande Ruin and Hohokam Irrigation Site National Historic Landmarks have been redesignated and their size reduced, Howard H. Chapman, Western Regional Director of the National Park Service, said today.

Arizona State and Phoenix City officials objected to the boundary established for the Landmarks by the National Park Service last summer. The National Park Service is the Department of Interior Bureau responsible for administration of the National Historic Landmark Program.

A three-party team was appointed in the fall of 1974 to re-evaluate the archeological data of the Landmarks and determine if a boundary adjustment could be made without sacrificing prehistoric resource values. Team members were Don Hiser, City of Phoenix Archeologist; Dr. Alfred E. Johnson, Archeologist, University of Kansas, and Dr. Roger E. Kelly, Archeologist, Western Region, National Park Service.

"The National Park Service," Chapman said, "concur with the recommendation made by Dr. Johnson, in his independent contract study, that the area of the landmark west of 44th Street, Phoenix, be deleted. This revision of the boundary is effective immediately."

Chapman pointed out that the values inherent in approximately 40-acre section of land deleted from the landmarks, except for the canal remains, are concerned only with archeological data. Therefore, potential adverse effects posed by pending projects in the area could be mitigated by recovery excavation in advance of construction and by agreements between the Skyharbor Airport Authority and the City of Phoenix Parks Department to preserve the small southwest corner of the western section which contains historic and prehistoric canals.

-NPS-

Western Regional Office 490 Golden Gate Avenue San Francisco California 94102

- c. Item: "Having an interchange at this point increases the amount of land taken from the designated National Landmark site."

Reply

See reply to Item a. above.

- d. Item: "The statement would be strengthened if there was a discussion as to why Phoenix Park Board funds were used for this acquisition particularly when the highway project is a four-lane limited-access expressway not directly serving the park and historic property."

Reply

See letter from Charles M. Christiansen, Director of Phoenix Parks and Recreation Department on following pages.

- e. Item: "A possible second Section 4(f) involvement may exist where the proposed expressway and the alternatives would intersect and/or encroach upon those public lands which have been designated for bicycle trails, pedestrian trails and hiking trails. One area, for example, is in the vicinity of the Grand Canal."

Reply

See letter from Roland H. Sharer, State Liaison Officer for the Arizona Outdoor Recreation Coordinating Commission on following pages.

- f. Item: "it is recommended that provisions be made for adequate horizontal and vertical clearances under the highway overpass of the Grande Canal to facilitate implementation of the bikeway system."

Reply

See reply to Item e. above.

- g. Item: "the statement should include a discussion of the . . . action which the Department of the Interior must take if the project is implemented."

Reply

This comment has been answered in the third paragraph, page 1-12 of the Final EIS.

- h. Item: "We urge that an archaeological resources survey be made of the area by a professional archaeologist and his findings included in the statement."

Reply

Archaeological surveys of state highway projects are standard procedure in Arizona. Any archaeological materials found in a highway right of way are always excavated by professional archaeologists and evaluated for their National Register potential. Similar procedures will be followed with the 40-acre parcel referred to should it be used as a material source. However, uncertainty that it will be used in the project precluded reporting of its archaeological value in the final EIS.

- i. Item: "The compatibility of the proposed runway extensions with highway development is not extensively addressed in the statement."

Reply

Letters from W. Bruce Chambers, Regional Planning Officer for the Federal Aviation Administration and William J. Ralston, Aviation Director of the Phoenix Sky Harbor International Airport on the following pages show that these aviation officials feel the Draft EIS addresses the expressway-airport compatibility question sufficiently. They indicate there will be no conflict between expansion plans of the airport and development of the Hohokam Expressway.

- j. Item: "Airport use safety factors and benefits should be discussed for the 49th [sic] Street alternative vis-à-vis the proposed expressway."

Reply

As mentioned on pages 4-4 through 4-9, other highway alternates, including a route along 48th Street, are not considered viable insofar as "location approval has been given to the Hohokam Expressway by all parties involved

... "



CITY
OF
PHOENIX

PARKS AND RECREATION DEPARTMENT

May 12, 1975

RECEIVED

MAY 14 1975

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason J. Toles, Manager
Environmental Planning Services
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Re: Projects F-043-1(1) and (3)
(Projects U-043-1(1) and (3))
Jct I-10-Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Toles:

In response to your request (May 1, 1975) for assistance in preparing a rebuttal to the Department of Interior comment letter (Ref: page 2, paragraphs 2 and 3, Parcel C), I submit the following three statements for your consideration:

1. The 4-lane limited access Hohokam Expressway will directly serve Pueblo Grande Municipal Monument by: (a) curtailing the undesirable and destructive intrusion of vehicles and pedestrians into the Park of 4-Waters area from the west; (b) effectively reducing the visual impact of adjacent airport and undeveloped properties through vegetal screening as per environmentally compatible landscaping by the State Highway Department of Roadside Development; and (c) afford a much easier and more direct access to Pueblo Grande Municipal Monument for not only out-of-state visitors, but all of the busloads of students which come from communities lying west, south, and east of Phoenix.
2. In 1971 the City of Phoenix purchased 21 acres of land for a flood control channel, park use, service road easement, and future expressway use. Of the 21 acres purchased by the City, the Parks Department acquired 11.5 acres which lay inside the area designated as Pueblo Grande Municipal Monument. An additional 6.11 acres (Parcel C) lay isolated outside the Monument and south of the Park of 4-Waters. If this parcel were not purchased, the City would have to pay for severe severance damages. The Park Board, realizing the importance of the Hohokam Expressway to the development of the Pueblo Grande Municipal Monument Master Plan, therefore, purchased this land (Parcel C) for future exchange with the State of Arizona. Funding for these

2300 NORTH CENTRAL AVENUE

• PHOENIX, ARIZONA 85004

• TELEPHONE (602) 262-6861

Mr. Mason J. Toles
May 12, 1975
Page 2.

purchases came from the 1961 Park Bond Fund and not from the Department of Interior's Land and Water Conservation Funds.

3. The Hohokam Expressway and the future half-clover leaf interchange are not taking any land from neither the Pueblo Grande Municipal Monument nor the National Historic Landmark. The National Park Service has recently re-designated the Landmark boundaries to coincide with those of Pueblo Grande Municipal Monument.

If further assistance is needed in this matter, please feel free to contact us again.

Sincerely,



CHARLES M. CHRISTIANSEN
Parks and Recreation Director

CMC/DH/dsb

cc: Mr. Hall
Mr. Hiser

Raul Castro
~~Jack Williams~~
Governor

b

Commissioners
Thomas R. Wardell
Chairman
Robert A. Jantzen
Vice Chairman
Dennis McCarthy
Secretary

Arizona Outdoor Recreation Coordinating Commission



4433 N. 19th Avenue, Suite 203
Phoenix, Arizona 85015
(602) 271-5013

Staff
Roland H. Sharer
Liaison Officer
&
Project Director
Lyle A. Bair
Recreation Planning
Coordinator

April 2, 1975

Jim Dorre, P.E.
Supervisor, Environmental Research Branch
Environmental Planning Services
Arizona Department of Transportation
Highways Division
205 South 17th Ave., Room 240
Phoenix, Arizona 85007

Dear Mr. Dorre:

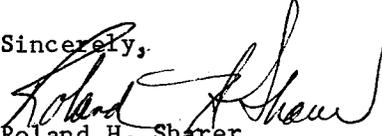
My apologies for the tardiness in responding to the Draft E.I.S. for the Hohokam Expressway.

In the November 12, 1974 letter directed to Bill Price from the Secretary of Interior on the above subject, it was stated that the Grand Canal was a part of the Phoenix Metro Bikeway Development project funded through this office. That statement was incorrect. The Statewide Arizona Bikeways Plan did indicate that the Grand Canal should be considered as a corridor for future bikeway development, but at the present time there is no funding proposed for this section of the Canal.

As I indicated to you in our conversation, our main concern is that adequate right-of-way could be made available if at some future date a bikeway is developed on the Canal. It is likely that bikeway traffic at 44th Street and the Canal would be routed north to Washington and then west to the Canal, rather than going under the Freeway and Washington roadbeds. This would then demonstrate a need to preserve adequate right-of-way so that bicycle traffic would not mix with vehicular traffic.

Thank you for the opportunity to comment on this project.

Sincerely,


Roland H. Sharer
State Liaison Officer

RHS:nt

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WESTERN REGION
P. O. BOX 92007, WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009



August 12, 1974

Mr. William N. Price
State Highway Engineer
Arizona Highway Department
Phoenix, Arizona 85007

Dear Mr. Price:

As requested, we have now completed a review of your draft Environmental Statement for projects F-043-1 (1)(3), Hohokam Expressway (State Route 143) in Maricopa County, Arizona.

Our findings indicate that this proposed project will not present any problem from an environmental viewpoint to any existing or presently planned FAA facilities. Please be advised that this approval does not obviate the requirement for the Arizona Highway Department to file a notice with the FAA where applicable and as stipulated under Part 77 of the Federal Aviation Regulations.

We appreciate the courtesy extended in bringing this matter to our attention.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Bruce Chambers".

W. BRUCE CHAMBERS
Regional Planning Officer

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Copy to:
Mertz
Toles
Willey

RECEIVED
AUG 14 1974
WM. N. PRICE
STATE ENGINEER



CITY
OF
PHOENIX

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

August 2, 1974

RECEIVED

AUG 6 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

Mr. A. L. Chadwick
Chief Deputy State Engineer
Arizona Highway Department
206 South 17th Avenue
Phoenix, Arizona 85007

Re: Projects F-043-1(1) and (3)
-Projects U-043-1(1) and (3)-
Jct. I-10-Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Chadwick:

The Aviation Department of the City of Phoenix has reviewed the Draft Environmental Statement for the above highway project. The construction of the Hohokam Expressway conforms with the long range development plans of Phoenix Sky Harbor International Airport. After completion of this project, Sky Harbor will be one of the few airports in the country with a through roadway that will offer convenient, efficient and safe access for residents west and east of the airport.

We concur in the Environmental Impact Statement and support the construction of this very necessary roadway.

Very truly yours,

WILLIAM J. RALSTON, AAE
Aviation Director

WJR/AJG/asc

(12) The following letters are commentarial and do not require replies.



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

REGIONAL OFFICE

50 FULTON STREET

SAN FRANCISCO, CALIFORNIA 94102

OFFICE OF
THE REGIONAL DIRECTOR

Office of Environmental Affairs

September 9, 1974

Mr. A. L. Chadwick
Chief Deputy State Engineer
Highways Division
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Dear Sir:

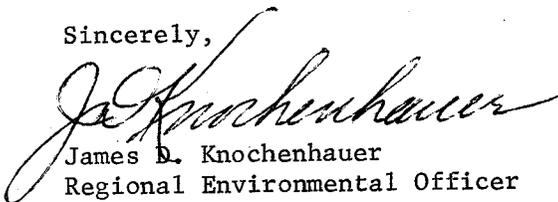
The Draft Environmental Impact Statement for Projects F-043-1(1) and (3), Projects U-043-1(1) and (3), Jct. I-10-Wash, St. and Salt River Bridge Hohokam Expressway, Maricopa Co., Arizona, has been reviewed in accordance with the interim procedures of the Department of Health, Education and Welfare as required by Section 102(2)(c) of the National Environmental Policy Act (PL 91-190).

The material provided appears to describe adequately the impacts of the proposed action as well as the alternatives that were presented. The major concerns of this department are related to possible impacts upon the health of the population, services to that population and changes in the characteristics of the population which would require a different level or extent of services. Our review does not identify problems related to these specific concerns.

We regret the delay in responding, however the unexpected volume of statements coupled with limited manpower precluded an earlier reply.

The opportunity to review this statement was appreciated.

Sincerely,


James D. Knochenhauer
Regional Environmental Officer

cc: P. Hayes
W. Muir

RECEIVED

SEP 12 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

MARICOPA COUNTY HEALTH DEPARTMENT

A DIVISION OF MARICOPA COUNTY DEPARTMENT OF HEALTH SERVICES
1825 East Roosevelt, Phoenix, Arizona 85006 / Phone 258-6381



July 26, 1974

ADDRESS REPLY TO

Mr. William N. Price
State Engineer
Arizona Dept. of Transportation
Highways Division
206 South 17 Avenue
Phoenix, Arizona 85007

RECEIVED

SEP 5 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Attn: Mr. A. L. Chadwick
Chief Deputy State Engineer

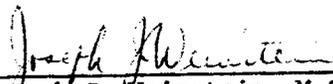
Re: Projects F-043-1(1) and (3)
(Projects U-043-1(1) and (3))
Jct. I-10-Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Price:

In pursuance of your request, I have reviewed the referenced material dated July 18, 1974 which you sent me and offer the following comments:

1. The completed project should smooth out the flow of traffic to and from I-10 in the project area, diminish the frequency of stop and go maneuvers, reduce vehicle miles now being travelled, improve the nature and quality of the roads traversed so that fugitive dust levels could be expected to be reduced and to the extent that these conditions obtain the project should produce a salutary effect on ambient air pollution levels.
2. It is reasonable to assume that noise impact resulting from use of the completed project would be relocated rather than increased and may even diminish in intensity.
3. Existing regulations governing the construction phases of the project are sufficient to control any potential insult to the environment arising out of the construction.

Very truly yours,


Joseph J. Weinstein, M.C.E., Chief
Environmental Services Division

JJW:cal

RECEIVED
JUL 29 1974
WM. N. PRICE
STATE ENGINEER

8-167



MUNICIPALLY OWNED UTILITIES • ELECTRICITY • NATURAL GAS • WATER

55 NORTH CENTER STREET • P. O. BOX 1466 • 85201 • 834-2011

September 5, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Avenue, Room 240
Phoenix, Arizona 85007

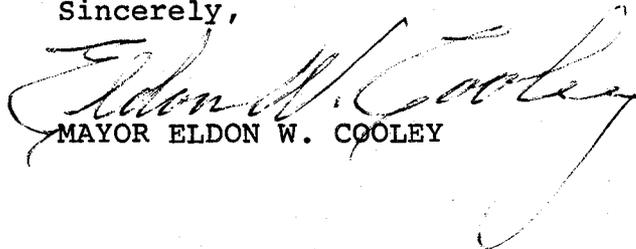
Dear Mr. Toles:

It has come to my attention that the Arizona Highway Department, in conjunction with the Federal Highway Administration, is proposing to construct a 2.48 mile multi-lane roadway connecting I-10 and Washington Street, beginning at 48th Street on the south and continuing north to 44th Street.

Because easy access to Sky Harbor International Airport is a vital asset to our community, I fully support and encourage the construction of this project.

Your assistance in this matter is very greatly appreciated.

Sincerely,


MAYOR ELDON W. COOLEY

EWC:MRL:mh

RECEIVED

SEP 6 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



PHOENIX TRANSIT

Watkins Road at Third Avenue • Phoenix, Arizona 85030

P. O. Box 4275 • Telephone: 258-5501

Aug 22. 1974

Mr. Mason Toles
Manager of Environmental Planning
Department of Transportation
205 S. 17th Avenue
Phoenix, Arizona

Dear Mr. Mason:

I am writing just a short letter to express my opinion on the Hohokam Freeway.

It is my understanding that your studies have been completed and we have no reason not to proceed with the freeway as far as the environmental aspect is concerned.

I think that the Hohokam Freeway should be started and completed just as soon as possible, as this would help our transportation system in a very vital section of the valley.

Thank you very much.

Sincerely,

J.S. Loe
Manager

JSL/gf

RECEIVED
AUG 23 1974
ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES



Office of the
Mayor and City Manager

CITY OF TEMPE

State of Arizona State University

P.O. Box 5002

Tempe, Arizona 85281

(602) 967-2001

September 3, 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highways Division
205 South 17th Avenue, Room 240
Phoenix, Arizona 85007

RECEIVED

SEP 4 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

On behalf of the City Council of Tempe I wish to indicate support of the proposed construction of a 2.48 mile multi-lane roadway connecting Interstate Highway 10 and Washington Street, beginning at 48th Street on the south and continuing north to 44th Street. The completed facility will be State Route 143 and known locally as the Hohokam Expressway.

We concur that this project is needed to provide access to adjacent Phoenix Sky Harbor International Airport; to provide a crossing of the Salt River bed; to provide access between Interstate Highway 10 and the east side of the City of Phoenix and the west side of the cities of Tempe, Scottsdale and Mesa; and to relieve increasing traffic congestion in the community.

Residents of Tempe and the east side of the Valley will save approximately 5 miles of travel going to and from Sky Harbor via the proposed Hohokam Expressway versus using the 24th Street entrance to the airport.

The construction of this vitally needed roadway is needed as soon as possible. If we can be of further assistance to you, please contact this office.

Very truly yours,

William J. Lofiano
William J. Lofiano
Mayor

WJL/djm

cc: William J. Ralston

BEVERLY HERMON, Councilman
HARRY E. MITCHELL, Councilman
JAMES R. PHILLIPS, Councilman

WILLIAM J. LOPIANO, Mayor
KENNETH A. McDONALD, City Manager

JOSEPH L. DWIGHT, Vice Mayor
THOMAS L. KINCAID, Councilman
WILLIAM J. REAM, Councilman



CITY
OF
PHOENIX

OFFICE OF THE CITY MANAGER

August 22, 1974

RECEIVED

AUG 26 1974

Mr. Angus L. Chadwick, Chief Deputy State Engineer
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Re: Hohokam Expressway

Dear Mr. Chadwick:

In response to your letter of July 18th which transmitted a Draft Environmental Statement for the Hohokam Expressway from Interstate 10 to Washington Street, the staff of the City of Phoenix has reviewed the report. Our staff analysis finds the report well researched and carefully presented, and appears to well cover the important areas such as air quality, aesthetics, airport data, recreational activities and facilities, bikeways, relation to the Park of the Four Waters and Pueblo Grande, traffic engineering data and noise exposure forecasts.

Attached is a brief memo from our Parks and Recreations Department which approves the statement and supports the development of the Hohokam Expressway.

As you know, the City of Phoenix has actively supported the construction of this important needed facility for a goodly number of years. The Hohokam Expressway is an important link in the total transportation system. It will connect to 44th Street which has been brought up to most modern standards by the City of Phoenix with the assistance of Federal Aid. Of key importance is the urgent need to provide improved access to Phoenix Sky Harbor International Airport. The construction of the Hohokam will provide this needed service to the eastern portions of the City of Phoenix as well as the cities of Scottsdale, Tempe, Mesa, Chandler, and the unincorporated areas to the east and southeast of the Airport. The serious and growing traffic congestion on 24th Street adds further to the justification for and to the environmental benefits of this important transportation facility.

251 WEST WASHINGTON

PHOENIX, ARIZONA 85003

TELEPHONE (602) 262-6941

Page Two
August 22, 1974
Mr. Angus L. Chadwick

In sum, the City of Phoenix continues to support the efforts of the Arizona Department of Transportation to construct this important facility and urges that it be done at the earliest possible time.

Sincerely,



EDWARD M. HALL
Executive Assistant to the City Manager

EMH:emd

cc: Mr. Wentz



CITY OF PHOENIX

TO Edward M. Hall
Executive Assistant to the City Manager

DATE July 24, 1974

FROM Henry T. Swan
Acting Parks and Recreation Director

SUBJECT Draft Environmental Statement for the Hohokam Expressway

We have reviewed the sections of the Draft Environmental Statement (Projects F-043-1 (1) & (3), Projects U-043-1 (1) & (3), Jct. 1-10 Washington Street and Salt River Bridge Hohokam Expressway, Maricopa County, Arizona) which pertain to Pueblo Grande and the Park of Four Waters.

The statement appears to be complete and well documented. It agrees with our desires and the Pueblo Grande Master Plan. It, therefore, has our approval.


HTS/nd

cc: Donald Hiser



CITY
OF
PHOENIX

PUEBLO GRANDE MUSEUM
4619 EAST WASHINGTON STREET
PHOENIX, ARIZONA 85034

JULY 22, 1974

RECEIVED

JUL 24 1974

Mr. A. L. Chadwick
Chief Deputy State Engineer
Arizona Department of Transportation
206 South 17 th Avenue
Phoenix, Arizona 85007

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

RE: Projects F-043-1 (1) & (3)
Projects U-043-1 (1) & (3)
Jct. I-10 Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Chadwick:

Those sections of the Draft Environmental Statement which pertain to Pueblo Grande and the Park of Four Waters appear to be complete and well documented. The statement agrees with our desires and Pueblo Grande Master Plan and therefore has our approval.

Now let's build that expressway.

Yours truly,

Donald H. Hiser
City Archaeologist

DHH:mmg



CITY
OF
PHOENIX

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

August 23, 1974

RECEIVED

AUG 27 1974

Mr. Mason J. Toles, Manager
Environmental Planning Services
ADOT - Highway Division
205 South 17th Avenue, Room 240
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

The Phoenix Municipal Aeronautics Advisory Board has recently been concerned over the delay in the implementation of the proposed HoHoKam Expressway. This concern is brought about because of the Board's deep involvement with the long range master plan for the expansion of Phoenix Sky Harbor International Airport and the fact that within a few months contracts will be let to begin construction on what is to be the new roadway system, parking structure and terminal building.

The Board feels that access to the new terminal building, a vital portion of the master plan, would be adversely affected without the proposed HoHoKam Expressway which will provide access for ground transportation from the east. It is estimated that 45% of the traffic now compelled to use the main entrance from 24th Street would have access to the airport from the HoHoKam Expressway.

Therefore, the Municipal Aeronautics Advisory Board unanimously requests your support in the earliest implementation of the proposed HoHoKam Expressway development.

Very truly yours,


FRANK MIDDLETON, Chairman

Municipal Aeronautics Advisory Board

FM: ap

JACK WILLIAMS

Commissioners:

MILTON G. EVANS, Chairman, Flagstaff
ROBERT J. SPILLMAN, Phoenix
WILLIAM H. BEERS, Prescott
CHARLES F. ROBERTS, O.D., Bisbee
FRANK FERGUSON, JR., Yuma

Director

ROBERT A. JANTZEN

Asst. Director, Operations

PHIL M. COSPER

Asst. Director, Services

ROGER J. GRUENEWALD



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85023 942-3000

July 26, 1974

top
Mr. A. L. Chadwick
Chief Deputy State Engineer
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Dear Mr. Chadwick:

Arizona Game and Fish Department personnel have assessed the Draft Environmental Statement pertaining to Projects F-043-1(1) and (3), (Jct. I-10 - Washington Street and Salt River Bridge) associated with the HoHoKam Expressway, Maricopa County, Arizona. We feel that these projects would not conflict with our interests or responsibilities.

We appreciate the opportunity to review this DES. Please contact us if we can be of further assistance.

Sincerely,

Robert A. Jantzen, Director

By: Bruce R. Duke
Planning and Evaluation Branch

BRD/cb

RECEIVED

JUL 30 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

ARIZONA STATE
UNIVERSITY

TEMPE, ARIZONA 85281

COLLEGE OF BUSINESS ADMINISTRATION
BUREAU OF BUSINESS AND ECONOMIC RESEARCH

July 29, 1974

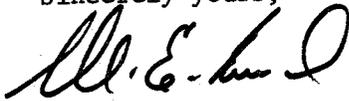
Mr. A. L. Chadwick *ALC*
Chief Deputy State Engineer
Arizona Department of Transportation
Highways Division
206 South 17th Avenue
Phoenix, AZ 85007

Re: Projects F-043-1(1) and (3)
[Projects U-043-1(1) and (3)]
Jct. I-10-Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Chadwick:

Following the instructions in your letter of July 18, 1974, the Draft Environmental Statement for the above projects was reviewed within the Bureau. From our review we found nothing erroneous and in our area of competence the work seemed to be complete.

Sincerely yours,



M. E. Bond
Director

MEB/eh

cc: Dean Glenn D. Overman

RECEIVED

JUL 31 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION

MJIT



ARIZONA STATE MUSEUM

THE UNIVERSITY OF ARIZONA

TUCSON, ARIZONA 85721

July 30, 1974

Mr. A.L. Chadwick, Chief Deputy State Engineer
Arizona Department of Transportation,
Highways Division
206 South 17th Avenue
Phoenix, Arizona 85007

Re: Project F-043-1(1) and (3)
Project U-043-1(1) and (3)
Jct. I-10 - Washington Street
and Salt River Bridge
Hohokam Expressway
Maricopa County, Arizona

Dear Mr. Chadwick:

We have reviewed the Draft Environmental Statement for the above-referenced projects and offer the following comments regarding the archaeological resources involved. This draft contains excerpts from the archaeological resource report prepared by this office and submitted to the Environmental Planning Division of the Arizona Highway Department on January 26, 1973. As stated in this report, excavation will be necessary in the area bordering Pueblo Grande and the Park of the Four Waters. These excavations will be conducted as part of the Arizona Statewide Highway Salvage program and will in no way affect the construction schedules.

Although this draft report does not contain as much discussion of the archaeological resources as presented in our report, it does accurately summarize its findings. We therefore concur that construction of this project will be advantageous to the archaeological resources and beneficial to the historical properties adjoining the project.

Sincerely,

A handwritten signature in cursive script, reading "Laurens C. Hammack".

Laurens C. Hammack
Associate Archaeologist

LCH/so

RECEIVED

AUG 1 1974

ARIZONA HIGHWAY DEPARTMENT
ENVIRONMENTAL PLANNING DIVISION



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
2500 WILSHIRE BOULEVARD, LOS ANGELES, CALIFORNIA 90057

AREA OFFICES:
Los Angeles, California
San Francisco, California

AUG 20 1974

REGIONAL IX
REGIONAL OFFICE
SAN FRANCISCO, CALIFORNIA

IN REPLY REFER TO:

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. A. L. Chadwick
Chief Deputy State Engineer
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Chadwick:

Subject: Environmental Impact Statement for the Proposed
Hohokam Expressway, Phoenix, Arizona

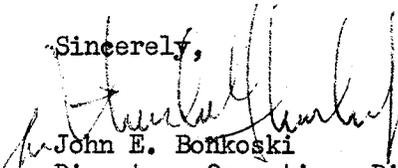
We received the subject environmental assessment for comment and have completed our review. It is our understanding that the proposed expressway will not be dependent on any other freeway construction in the Phoenix area. We also understand that the new expressway is designed to meet local needs. Principally, the flow of traffic to and from the Phoenix Sky Harbor International Airport will be improved.

Our agency is always concerned about the effect of traffic generated noise on residential units and other noise sensitive land uses. Apparently, by the completion date of the expressway, there will be no residential uses along the Hohokam corridor. Either the existing homes will be purchased for highway right-of-way or bought by Phoenix as the Pueblo Grande Municipal Monument is expanded. Toward the southern portion of the project, residential uses are expected to follow the present trend of changing to industrial use. We would hope that if residential uses remain in affected areas, noise attenuation measures will be taken by your agency to reduce the impact.

We assume that all the relocation benefits provided for in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be available to all who qualify.

We appreciate being given the opportunity to review projects proposed by your agency. We would like to request that a copy of the Final Environmental Impact Statement be mailed to this office.

Sincerely,


John E. Bonkoski
Director, Operations Division

MARICOPA COUNTY PLANNING AND ZONING DEPARTMENT

300 County Administration Bldg. 111 S. 3rd Avenue, Phoenix, Arizona 85003



August 21, 1974

Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Attention: Mr. A. L. Chadwick, Chief Deputy State Engineer

Subject: Projects F-043-1 (1) and (3) [Projects U-043-1(1) and (3)]
Jct. I-10-Washington Street and Salt River Bridge Hohokam
Expressway Maricopa County, Arizona

Dear Mr. Chadwick:

This is in reply to the environmental statement for project U-043.

The proposed alignment for this project is located within the City Limits of Phoenix along the western boundary of the City of Tempe. Therefore, it does not have a direct impact upon future land use plans for the unincorporated area of Maricopa County.

The environmental impact statement for this project is directed only to one alternative, superficially discusses others, and does not discuss the environmental impact of any of the alternatives as required by the National Environmental Policy Act of 1969.

There is a need for a comprehensive discussion of the alternatives and their environmental impact, in order to evaluate the environmental consequences of the proposed project.

Sincerely,

Donald W. Hutton
Director

Fred Madjar

Fred Madjar
Planner
Advanced Planning Division

FM/sfh

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

ARIZONA

OFFICE
OF THE
GOVERNOR



OFFICE OF
ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007
STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Dr. James Schoenwetter
Center for Environmental Studies
Department of Anthropology
Arizona State University
Tempe, AZ 85281

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation,
Highways Division

Project Title: Administrative Action for Projects
F-043-1(1)(3) - Hohokam Expressway
(State Route 143) - Junction I-10-
Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
- Proposal is supported as written.
- Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact	
Economic Sec	state Museum
Indian Affairs	Historical Society
Civil Rights	Health
Game & Fish	Power
Ag & Hort	water
Anthropology	Parks
Education	Land
Aeronautics	AORCC
	DEPAD

Region I

James Schoenwetter

Anthropology - ASU

Authorized Review
Agency Signature

8-181

ARIZONA



OFFICE OF
ECONOMIC PLANNING AND DEVELOPMENT

JUL 29 P.M. ✓

OFFICE
OF THE
GOVERNOR

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007
STATE CLEARINGHOUSE

Date: July 26, 1974

TO:

Mr. John P. Dickinson
Dept. of Economic Security
Post Office Box 6123
Phoenix, AZ 85005

FROM:

Clearinghouse Staff Contact: Constance LaMonica

SUBJECT:

Environmental Statement Review

Applicant: Arizona Department of Transportation,
Highways Division

Project Title: Administrative Action for Projects
F-043-1(1)(3) - Hohokam Expressway
(State Route 143) - Junction I-10-
Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
- Proposal is supported as written.
- Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec	state Museum
Indian Affairs	Historical Society
Civil Rights	Health
Game & Fish	Power
Ag & Hort	water
Anthropology	Parks
Education	Land
Aeronautics	AORCC
	DEPAD

Region I

Nancy R. Lab...

John C. Beck...

Authorized Review
Agency Signature

8-182

SUBJECT: State Clearinghouse Application 74-80-0052 (Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10 - Washington Street and Salt River Bridge)

Urge that project plan in conjunction with and consider the plans of the Rio Salado Project, as indicated within this document. The Rio Salado Project would be more desirable than the Hohokam Expressway, if the development of one precluded the other.



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007 STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Dr. W.P. Shofstall, Supt. Department of Education 1535 West Jefferson, #4 Phoenix, Arizona 85007

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation, Highways Division

Project Title: Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10- Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
[] Proposal is supported as written.
[] Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact
Economic Sec state Museum
Indian Affairs Historical Society
Civil Rights Health
Game & Fish Power
Ag & Hort water
Anthropology Parks
Education Land
Aeronautics ADRC
DEPAD

Region I

8-184

Handwritten signature of J. Shofstall

Authorized Review Agency Signature

ARIZONA

OFFICE OF THE GOVERNOR



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007 STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. Ford Smith, Exec. Dir. Civil Rights Div, Dept of Law 1645 W. Jefferson, Room 140 Phoenix, Arizona 85007
FROM: Clearinghouse Staff Contact: Constance LaMonica
SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation, Highways Division

Project Title: Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10- Washington Street and Salt River Bridge
State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
[X] Proposal is supported as written.
[] Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.



Review Agency Staff Contact
Economic Sec state Museum
Indian Affairs Historical Society
Civil Rights Health
Game & Fish Power
Ag & Hort water
Anthropology Parks
Education Land
Aeronautics AORCC
DEPAD

Region I

J. Ford Smith
Authorized Review Agency Signature

Executive Director

8-185

ARIZONA

OFFICE OF THE GOVERNOR



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007 STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. L. D. McCorkindale Agriculture & Horticulture Dept. 414 Capitol Annex West Phoenix, Arizona 85007

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation, Highways Division

Project Title: Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10- Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project. Proposal is supported as written. Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact Economic Sec state Museum Indian Affairs Historical Society Civil Rights Health Game & Fish Power Region I Ag & Hort Water Parks Anthropology Land Education AORCC Aeronautics OEPAD

Signature of L. D. McCorkindale Authorized Review Agency Signature

8-186

ARIZONA

OFFICE
OF THE
GOVERNOR



OFFICE OF
ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007
STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Office of Economic Planning
and Development
1624 West Adams Street
Phoenix, AZ 85007

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation,
Highways Division

Project Title: Administrative Action for Projects
F-043-1(1)(3) - Hohokam Expressway
(State Route 143) - Junction I-10-
Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
- Proposal is supported as written.
- Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec	state Museum
Indian Affairs	Historical Society
Civil Rights	Health
Game & Fish	Power
Ag & Hort	Water
Anthropology	Parks
Education	Land
Aeronautics	AORCC
	DEPAD

Region I

Authorized Review
Agency Signature

8-187

ARIZONA

OFFICE OF THE GOVERNOR



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

JUL 26 1974

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007
Arizona Water Commission STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. Wesley E. Steiner, Eng.
State Water Commission
222 N. Central Ave., Suite 800
Phoenix, Arizona 85004

WES	BGS
TCC	JDW
DWS	DRL
REE	PCB
DAG	SGE
JGL	JLB
MSA	FSO
GDC	PLM

FROM: Clearinghouse Staff Contact: Constance LaMotta

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation,
Highways Division

Project Title: Administrative Action for Projects
F-043-1(1)(3) - Hohokam Expressway
(State Route 143) - Junction I-10-
Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
- Proposal is supported as written.
- Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec	state Museum
Indian Affairs	Historical Society
Civil Rights	Health
Game & Fish	Power
Ag & Hort	Water
Anthropology	Parks
Education	Land
Aeronautics	AORCC
	OEPAD

Region I

Thomas C Clark

Authorized Review
Agency Signature

8-188

ARIZONA



OFFICE
OF THE
GOVERNOR

OFFICE OF
ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007
STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. Les Ormsby, Admin.
Arizona Power Authority
1810 West Adams Street
Phoenix, Arizona 85005

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation,
Highways Division

Project Title: Administrative Action for Projects
F-043-1(1)(3) - Hohokam Expressway
(State Route 143) - Junction I-10-
Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- No comment on the above project.
- Proposal is supported as written.
- Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec	state Museum
Indian Affairs	Historical Society
Civil Rights	Health
Game & Fish	Power
Ag & Hort	Water
Anthropology	Parks
Education	Land
Aeronautics	AORCC
	OEPAD

Region I

L Ormsby
Authorized Review
Agency Signature

8-189

ARIZONA

OFFICE OF THE GOVERNOR



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007 STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. James Vercellino, Dir. Department of Aeronautics 3000 Sky Harbor Boulevard Phoenix, AZ 85034

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review.

Applicant: Arizona Department of Transportation, Highways Division

Project Title: Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10- Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

- [X] No comment on the above project. [] Proposal is supported as written. [] Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec state Museum
Indian Affairs Historical Society
Civil Rights Health
Game & Fish Power
Ag & Hort water
Anthropology Parks
Education Land
Aeronautics AORCC
OEPAD

Region I

JAMES VERCELLINO

Handwritten signature of James Vercellino

Authorized Review Agency Signature

8-190

ARIZONA

OFFICE OF THE GOVERNOR



OFFICE OF ECONOMIC PLANNING AND DEVELOPMENT

1624 West Adams Street • Room 317 • Phoenix, Arizona 85007 STATE CLEARINGHOUSE

Date: July 26, 1974

TO: Mr. Clinton M. Pattea Executive Secretary Indian Affairs Commission 1645 West Jefferson St. Phoenix, AZ 85007

FROM: Clearinghouse Staff Contact: Constance LaMonica

SUBJECT: Environmental Statement Review

Applicant: Arizona Department of Transportation, Highways Division

Project Title: Administrative Action for Projects F-043-1(1)(3) - Hohokam Expressway (State Route 143) - Junction I-10- Washington Street and Salt River Bridge

State Application Identifier: 74-80-0052

A copy of a Draft Environmental Statement is attached for your review and comment in accordance with requirements of OMB Circular A-95. Please review the proposal as it affects the plans and programs of your agency and register your response below. Also note a staff contact within your agency in case further consultation is required. Please return this completed form within fifteen (15) days of your receipt of this request.

[X] No comment on the above project.

[] Proposal is supported as written.

[] Comments are attached.

Please contact the Clearinghouse should you desire further information, or need additional time for review.

Review Agency Staff Contact

Economic Sec state Museum
Indian Affairs Historical Society
Civil Rights Health
Game & Fish Power
Ag & Hort water
Anthropology Parks
Education Land
Aeronautics AORCC
DEPAD

Region I

Handwritten signature of Clinton M. Pattea

Authorized Review Agency Signature

8-191

D. Summary of Comments Made at the Design Public Hearing

Twenty-nine persons, including the mayor of Phoenix and two governmental agency employees, chose to speak at the Design Public Hearing for the Hohokam Expressway project held on May 28, 1975. Of these 29 persons, 17 expressed support of the project, nine expressed opposition to the project, and three made comment which did not indicate either support or opposition.

Of those persons supporting the project, seven felt the project was either underdesigned or designed inadequately to satisfy traffic needs. Seven of the nine persons opposing construction of the project favored implementation of some form of a mass transportation system to serve Phoenix Sky Harbor International Airport and the transportation needs of the area. Another alternative proposed by an individual was to build the expressway on 48th Street instead of in the proposed corridor.

Other suggestions made during the hearing included: (1) abandon the expressway project in favor of improving city streets, (2) reduce the amount of right of way needed for the project, (3) improve access from 48th Street to Interstate 10, (4) install a barrier between the expressway and Pueblo Grande Monument, and (5) reduce planned access control by adding signal lights at various points.

Additional questions were raised and comments made by various citizens in regard to: (1) the relationship of the Rio Salado Project to the expressway, (2) the relationship of the project to regional and city comprehensive street and highway planning, (3) increases in smog and reduction in aesthetics by implementation of the project, (4) cost of the project, (5) compatibility of the project with flood control planning, (6) lack of responsiveness to citizen comments at public hearings, (7) developmental plans of Sky Harbor Airport, and (8) congestion of traffic now entering the airport.

Two persons expressed regret that planning for the project was related to results of a corridor hearing held in 1957. (In truth, a corridor hearing was never held for the project because of no public requests for one). There was considerable other comment from the public on subjects which were not germane to the purpose of the hearing.

APPENDIX 1

38 McKinley Circle
Tempe, Arizona 85281
August 23, 1974

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason Toles,
Arizona Highway Dept of Environmental Planning
205 South 17th Ave.
Phoenix, Arizona

Dear Mr. Toles:

As a result of reviewing the "Environmental Impact Statement for Hohokam Freeway, Project No. F-043-1(1)(3), and with the information provided in the book "The Economics of Environmental Protection" by Donald N. Thompson, York University, Toronto, Ontario, published in 1973 by Winthrop Publishers, Inc., Cambridge, Mass., and the book "Congress in Action, the Environmental Education Act", by Dennis W. Brezina and Allen Overmyer, with Foreword by Senator Gaylord Nelson and Afterword by Congressman John Brademas, published by the Free Press, a division of Macmillan Publishing Co., Inc., New York, 1974, the following remarks are submitted:

The EIS seems to be deficient in many regards, and fails to cover legal requirements of the EPA on a least three points:

1. Piecemealing approach

Federal law requires that the highway studied in an EIS should "Be as long as practicable to permit consideration of environmental matters on a broad scope..."

In this regard, the EPA in San Francisco refused to approve the EIS for the proposed Papago Freeway two years ago, saying that even that was too narrow in scope. Instead, said the EPA, the need "is for an impact statement which encompasses the entire program for a freeway-based transportation system in Phoenix." In other words, the whole system, including Paradise Parkway, New River Freeway, Hohokam Freeway, Squaw Peak Freeway, Indian Bend Freeway, and the Maricopa Freeway should be included in a study—said the EPA.

"Only in this way will there be a true evaluation of all impacts associated with this transportation system; additionally, such a comprehensive analysis might suggest beneficial modifications, or possibly viable alternatives," commented the EPA. The EPA then recommended against any federal funding until such a comprehensive impact statement was prepared.

There has been no such impact statement, nor any plans for one. Highways are still being planned in a piecemeal fashion, using one completed segment to justify construction of the next. The important thing to remember, and which many Phoenix residents do not know, is this: The discredited Wilbur Smith Plan to lace our Valley with freeways (including the Papago Freeway) has never been revoked—not one inch of it. A request that the present City Council revoke this plan was met with a lot of double talk,

2. Lack of comparison of freeways and mass transit - lack of intelligent consideration of alternatives

The EPA also found the EIS on the Papago Freeway sadly lacking in its consideration of alternatives, and said it did not address itself to the question of the comparative environmental impacts of the planned freeways and good mass transit system.

The EIS for the proposed Hohokam Freeway is almost unbelievable in this regard - the poor bus service in Phoenix is actually used as a proof that the Hohokam is needed to service the airport. There are no comparisons of impacts of alternatives as required by the Department of Transportation, PPM 90-1.

Mr. Mason Toles—re EIS on Hohokam Freeway Proposal—August 23, 1974—2

We are left, unfortunately, with no hope of a comprehensive evaluation of comparative values of mass transit and freeways, unless we protest vigorously.

3. Parkland encroached upon

Federal laws are very jealous in protecting parkland. Although no land will actually be taken from the Park of the Four Waters, located within the National Registered Pueblo Grande Municipal Monument, on 44th Street below Washington, there will certainly be damage. The EIS claims the freeway will not encroach upon the 95-acre Pueblo Grande Municipal Monument, but even tho the Phoenix Parks Board has said the freeway going by the Monument would bring more attention to it, and enhance it, we strongly disagree with this. Also the assessment of the Parks board that the Freeway will serve as a buffer between the Monument and the industrialized area to the east, is ridiculous. The current archaeological practice throughout the country is to locate roads so they cannot be seen from the sites.

Reason tells us the Park of the Four Waters will most certainly be encroached upon, with noise, pollution, and moving traffic to mar the serenity of the area. The whole western side of the Monument will be hugged closely by the Freeway. If the highway were to be 75 feet wide, as the 7-lane 44th Street is a Washington, instead of the planned 200 feet, certainly the Monument would have more protection.

Finally, the real concern may boil down to whether it is logical to expand the airport to the extent it is planned, and then plan to serve it with auto-highway transportation. The report claims there will be six times the current air traffic by the year 2015. (No worry about any fuel shortage here, or the fact that increased gasoline taxes may greatly reduce auto use!) We have contended for many years that such a monstrous airport should be located away from the city, and served by public transportation. **THE LACK OF PLANNING FOR ADEQUATE PUBLIC TRANSPORTATION TO SERVICE THE AIRPORT WILL BE A BLIGHT FROM WHICH WE CAN NEVER FULLY RECOVER.** Every city in the Valley is affected by this poor planning, which leaves us vulnerable to many crises, including shortage of fuel, in the future. Many Tempe citizens have their lives disrupted constantly by noise from the airport, with its present level of traffic.

One other very upsetting problem is that the Draft Environmental Statement was sent to many Federal, State and Local Agencies, including even Greyhound Bus Lines, Sun Valley Bus Lines, Continental Trailway, Mountain States Telephone Company, Salt River Project, etc—**BUT NOT ONE COPY WAS SENT TO ANY CITIZENS! ORGANIZATION FOR COMMENT.** This we feel is a great violation of the spirit of the National Environmental Policy Act, under which the Statement was prepared.

Therefore, we must insist now on a comprehensive evaluation of the entire transportation system planned for this Valley, which will include a thorough study of alternatives, followed by a public hearing where people may give their views. We strongly recommend against any federal funding until this is done.

Respectfully,


John C. Eichensauer III

Mrs. Jill Gandolfi
8921 N. 10th Street
Phoenix, Arizona
85020

RECEIVED

SEP 27 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Arizona Department of Transportation
Environmental Division
17th Avenue and Jackson
Phoenix, Arizona 85007

Attn: Mr. Mason Toles

Sir:

I strongly object to the methods and purposes of plans to complete the proposed Hohokam freeway and the network of super highways planned for the greater Phoenix area.

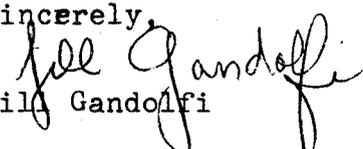
The spirit of investigation and the lack of accurately and freely informing the public of these plans is appalling. While the Draft Environmental Statement was sent to various commercial agencies, the statement was not presented to the public for consideration. Only if you went to the Department of Transportation could you get one. Is this a true representation of the National Environmental Policy? I answer no; yet it should be.

There has been little or no creative investigation into the viable possibilities for alternatives to the freeways. It may be argued that the freeway plan is a viable solution. The EIS has the gall to use the poor bus service in Phoenix as a good reason to build the highway system.

The rape of the local parklands must also be considered. One of the proposed highways is to run adjacent to the Pueblo Grande Monument. The "powers that be" believe that this would create more interest in the monument and encourage more visitors. However, they overlook the fact that the natural serenity and cleanliness would be forever lost. What could be more disturbing, than to have taken one's family for a Sunday outing to certainly one of the most beautiful areas around Phoenix only to have it destroyed by the noise and pollution from the highway.

I conclude with the hope that some conscientious investigation and good alternatives can be found for this crucial problem.

Sincerely,


Jill Gandolfi

509 East Lynwood
Phoenix, Az. 85004
August 18th, 1974

RECEIVED

AUG 19 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason Toles,
Director, Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Az. 85007

Dear Mr. Toles:

As interested citizens we would like to comment on the impact of the proposed Hohokam Freeway.

The purposes of the Hohokam Freeway were elaborated in the Environmental Impact Statement as follows: easing traffic congestion east of Sky Harbor International Airport, permitting Airport expansion via closure of 40th Street and extension of Sky Harbor Boulevard to the Hohokam Freeway, taking some of the traffic load from 24th Street, providing a highway bridge over the Southern Pacific Railroad tracks and an "all-weather" crossing over the Salt River, and improved access to Van Buren Street from Interstate 10.

We would like to comment on these purposes individually:

- (1) Constructing the Hohokam Freeway is a piecemeal response to growing traffic congestion east of the Airport. The Impact Statement emphasized that the Hohokam Freeway is not dependent on other freeway construction and that it is intended to serve local traffic, yet the same Impact Statement also notes the Hohokam Freeway was conceived over a decade ago to be part of the master plan done by Wilbur Smith and Associates in 1960, which sets out a 200-mile freeway system for the Phoenix metropolitan area. We would agree with the Environmental Protection Agency's statement in regard to the Environmental Impact Statement of the now defunct Papago Freeway that the impact overall of a freeway system for Phoenix — of which the Hohokam Freeway is part — should be studied and compared with the impact of mass transit alternatives.

Also, we have studied the Hohokam Freeway Environmental Impact Statement maps of predicted traffic flows for 1985 and 1995 with and without the Hohokam Freeway.

Frankly, we see little difference in regard to whether the Freeway is built or not. The only exception, if the Freeway would be built, appears to be 44th Street, which would be predicted to draw traffic from 48th Street. The levels of traffic on each of the streets in the area (excepting 44th and 48th streets) will remain about the same with or without the Freeway. Obviously daily traffic levels cannot rise indefinitely. Sooner or later some local or state agency will call for a freeway to be built to handle more automobiles and trucks. This decision-making pattern always ignores the alternative of lowering daily traffic levels by providing adequate alternatives of moving people.

If traffic levels for the area's streets won't be reduced appreciably by the Hohokam Freeway, then it seems to us that the major reason for the Freeway being built is to allow for Airport expansion and to provide access to a larger Sky Harbor Airport.

- (2) We do not think that construction of the Hohokam Freeway can be discussed without answering conclusively the question of whether present facilities at Sky Harbor International Airport should be expanded to handle the anticipated 21,000,000 passengers annually by the year 2000. Already noise levels in most of Tempe and parts of South Phoenix are disruptive for people living there (we know because some of our friends live directly under the approach path of the main runway). According to the map on page 2-50 of the Hohokam Environmental Impact Statement, larger areas will be subjected to unacceptable noise levels according to HUD standards.

Expansion of the Airport will involve major capital expenditures, and there is no excuse for poor planning. We don't think that air traffic of the present and anticipated magnitude belongs in the middle of Arizona's largest metropolitan area. Already public officials of Tucson's airport authority, according to reports we've read in the Arizona Daily Star, are broaching the idea of a major air facility located between Phoenix and Tucson to handle the anticipated growth of both cities. Such a new airport could be connected to both cities by rapid transit lines.

- (3) The increasing traffic load on 24th Street is associated with the rapid useage increase of Sky Harbor Airport. Our remarks immediately preceding would also apply here. We believe improvements to 40th and 48th streets can be made to allieviate automobile traffic in the immediate future, but ultimately a solution lies in provision for adequate mass transit alternatives and construction of a new air facility.
- (4) Adequate access over the railroad tracks and the Salt River can be provided by new bridges without construction of a freeway.
- (5) Access to Van Buren from Interstate 10 would be adequate if the anticipated Sky Harbor expansion is not implemented, if improvements were to be made to existing streets, and if some of the local traffic were eliminated through public use of convenient mass transit alternatives.

In conclusion, we think no Federal or state funds should be spent on the Hohokam Freeway project until comprehensive studies and planning of transportation needs are undertaken which will provide for alternatives to automobile traffic and for new airport facilities away from the metropolitan area.

Sincerely yours,

Elaine M. Lattemann

Jack K. Lattemann

2236 W Heatherbrae dr.#1
Phoenix AZ, 85015
August 20, 1974

Mr. Mason Toles
Director, Environmental Planning
Arizona Highway Department
205 South 17th Ave.
Phoenix Az, 85007

RECEIVED

AUG 21 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Sir :

I have looked over the Environmental Impact Statement and you failed to cover all the possibilities concerning access to the airport and airport expansion. One that you mentioned, but failed to explore (except for supposition), was access to the airport via mass transit. Another possible alternative of building another airport and not expanding Sky Harbor wasn't even mentioned. I will also take the liberty of making a few suppositions concerning environmental, social and economic impacts.

Listed below are some of the possible combinations.

I) Your proposed solution :

Expand the airport and construct the Hohokum Freeway

- 1.) Airport will be expanded at its present site
- 2.) Parking facilities must therefore

- be expanded
- 3) the distance between the parking area and the terminal will increase
 - a) this will increase the time required to get to a departure or arrival gate.
 - b) perhaps if this plan is implemented it will be necessary to provide shuttle service within the airport
 - 4) Pollution - noise visual and air pollution will certainly increase from increased auto traffic and air traffic.

II) Alternatives:

A.) Expand the airport and service it with mass transit.

- 1.) Noise visual and air pollution from air traffic will increase
- 2.) Pollution from auto and mass transit will decrease
- 3.) Total travel time will be decreased
 - a) Drivers: less time spent finding a parking place and walking from the parking lot to the terminal (because it will be less crowded)
 - b) The above time would be eliminated ~~with~~ for users of mass transit.

- B) Expand airport and service it with a 4 lane highway. (instead of a freeway)
- 1) would suffice to provide adequate access to the airport for automobile traffic.
 - 2) would have all the problems mentioned in (I)
- C) Expand airport and do nothing to improve access to it.
- 1) would increase congestion on the present access roads.
 - 2) Would probably encourage better bus service to the airport.
- D) Do not expand airport and service it with mass transit
- 1) would decrease overall pollution
 - 2) Decrease travel time
- E) Do not expand airport and service it with 4 lane highway
- 1.) a possible compromise but more pollution than (D)
- F.) Do not expand airport and service it with a freeway
- 1.) unnecessary to provide freeway access to an airport of Sky Harbor's present size.

A few more points and questions

Is this proposed freeway part of a major transportation plan for this metropolitan area? We all know it is. What will the impact of this entire system be on the environment of this area? Where is the Environmental Impact Statement for the entire system?

Do the citizens wish the automobile as their sole means of transportation by choice or only because that is all that is offered? I think it is the latter.

I wonder if the average person will really be able to afford the automobile after the true costs are accounted for, such as:

- 1) the initial purchase of the Detroit automobile modified not to pollute
- 2) medical costs incurred from air pollution.
- 3) auto insurance
- 4) fuel and taxes
- 5) maintenance
- 6) parking fees
- 7) time wasted during rush hour
- 8) time wasted chauffeuring children and senior citizens

In fact, the cost of fuel will alluded

to in your E.I.S. as one of the reasons for increased ridership on our skeletal bus system.

I really must applaud the inclusion of several full page photographs of old manure piles. Never before has bull
----- (expletive deleted by author)
been presented in such quantities. My first impression was: "What a great resource!" In these days of shortages I don't believe we have to build a freeway in order to remove some fertilizer.

Thank You,
Eugene Fifield

Mrs. Ethel Sure
Apt. 4, 844 W. Osborn Rd.
Phoenix, Arizona 85013

Phoenix, Arizona, Aug. 8, 1974.

Dear Mr. Toles:-

After the statement made at the August 7th open meeting at Maricopa Association of Government's offices in conjunction with a study being made on the Interstate 10 freeway, to the effect that the Environmental Protection Agency has and would not have any effect upon implementing freeways, at least from the standpoint of funding, I predict there will be repercussions to be heard all the way to the EPA offices. I, for one, have sent a clipping from the Phoenix Gazette of August 8th with the highway person's quote, to our regional office in San Francisco.

Now, this letter is to comment, and for publication with the record of citizen comments for the formal Environmental Protection Agency's required impact statement incidental to a Hohokam Freeway, for which there was an area meeting held on Tuesday of this week, August 6th: In the very beginning, any freeway now called Hohokam, is "jumping the gun" so to speak, since simultaneously with its planning is a beginning study on Interstate 10 freeway, for which citizen opinions and dictates will be used co-operatively with the Maricopa Assn. of Governments and the Department of Transportation. Such a process might be truly called "piecemealing" of designs and planned routes. These may indeed overlap or independently defeat the intent of each other.

Even more importantly perhaps is an implicit understanding and mandate between the federal funding agency and local governments to study alternatives to freeways in those cities having over 50,000 population. I don't believe that the highway department CAN NOT comply with this.

As Mr. Kipp - whom you know - and who is an expert in design and planning says, concentrated traffic needs are at the international airport which we recognize is located too near to central cores, and on to Tempe, through central downtown Phoenix, to the Arizona State University campus. The Hohokam will not

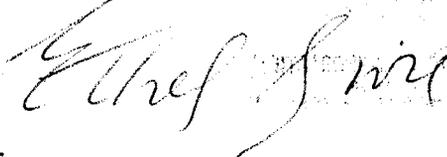
p. #2-Hohokam Freeway

serve this route. An uneasy thought is that International Airport in Phoenix, in an area of businesses and industry, will be greatly affected by the Indirect Source (under EPA reg.) law which must meet a deadline by early 1975. For some who do not yet know, this is the law to protect people from concentrated pollutants or those deriving from concentrated areas of air pollution producers, as car parking lots, shopping center complexes, heavy people and products moving activities and the like.

It is never easy to wean people from old habits. We depend upon strong, honest leadership to do this. The reason for a "weaning" from a now threatened life style involving cars only for people transportation are the crises facing us: the one of the downturn in the economy, making use of private transportation only, at a cost of \$8.74 per hour for private car operation a heavy burden with exclusions for some altogether; the one of energy shortages to fuel this mode of transportation, and the one of necessity for cleaning up the air to enable us to live and work in a healthy atmosphere. There are still some miles between some cities, in some states, where freeways serve traffic as they did back in the last century when we had to build roads to market, but in cities freeways are obsolescent and serve no good purpose. This has been emphasized over and over by planners of urban forms for cities.

As you no doubt know, I spent nearly a year in a study committee on a viable legislative action to bring a Department of Transportation to Arizona, and that presently I am on an Advisory Committee for Transportation for the City of Phoenix, and my intention is to be constructive and helpful in matters affecting transportation, especially the public kind.

Sincerely,



RECEIVED

AUG 14 1974

2435 E. Belleview
Phoenix, Ariz. 85008
August 13, 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason Toles
Director Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I am writing in regard to the proposed Hohokam Freeway or Expressway. It seems to me this thing should be pretty well discussed and very carefully considered before we go ahead and tear through the most beautiful section of our city.

We should have an impact statement which encompasses the entire program for a freeway-based transportation system in Phoenix. In other words, the whole system, including Paradise Parkway, New River Freeway, Squaw Peak Freeway, Indian Bend Freeway, and the Maricopa Freeway should be included in a study-- so said the EPA.

There has been no such impact statement, nor any plans for one. Highways are still being planned in a piecemeal fashion, using one completed segment to justify construction of the next. I am sure the Wilbur Smith plan to lace our valley with freeways, (including the Papago Freeway) has never been dropped.

The Environmental Impact statement for the proposed Hohokam Freeway is almost unbelievable in its lack of consideration for alternatives. In fact the poor bus service in Phoenix, is actually used as a proof that the Hohokam is needed to service the airport.

Federal laws are very jealous in protection of parklands. Although no land will actually be taken from the Park of the Four Waters on 44th Street below Washington, there will certainly be damage. The EIS claims the freeway will not encroach upon the 95 acre Pueblo Grande Municipal Monument, which will contain examples of pre-historic farming, native flora, and picnic area, in addition to the museum. Reason tells us that the Park of the Four Waters will most certainly be encroached upon, with noise, pollution, and moving traffic to mar the serenity of the area. The whole western side of the monument will be hugged by the freeway. If the highway were to be 75 feet wide, as the 7-lane 44th Street is at Washington, instead of the planned 200 feet, certainly the Monument would have more protection.

I sometimes wonder if it is logical to expand the airport to the extent planned, and then plan to serve it with auto transportation. The lack of planning for adequate public transportation to service the airport will be a blight from which we can never fully recover.

I think we should have a comprehensive evaluation of the entire transportation system planned for this Valley which will include a thorough study of alternatives, followed by a public hearing where people may give their views. I recommend no Federal funding until this is done.

8-207 Yours very truly, *Mrs. Claudia S. Adams*

August 17, 1974

2607 W. Catalina Dr.
Phoenix AZ 85017

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Dept.
205 So. 17th Ave.
Phoenix, AZ 85007

RECEIVED

AUG 19 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles,

I feel the Draft Environmental Impact Statement for the proposed Hohokam Expressway (5143) is an inadequate assessment of the project's impact for the following reasons:

1) Freeways such as the Hohokam tend to attract more traffic than intended and thus spawn other freeways to handle the load in a spiral effect. The present EIS fails to consider the total impact of a transportation system based on freeways in Phoenix and so is very short sighted and incomplete.

2) Public transportation is dismissed too easily as a viable alternative to the proposed freeway. A good mass transit system is overwhelmingly preferable in terms of actual and environmental costs to auto-highway transportation. The present sorry state of public transit in Phoenix should not be seen as justification for this Freeway.

3) The Pueblo Grande Municipal Monument will be adversely affected, not protected, by a multilane freeway on its western edge - contributing noise and visual pollution to the proposed park.

At this time, I feel long range planning is needed regarding the Phoenix airport expansion and the ground transportation serving it. A large regional airport located south of the Valley with a combination of rapid rail bus and auto transportation is the best alternative & support.

I therefore wish to go on record as opposing the proposed Hohokam Expressway as it is presently described.

Sincerely,

Arlene Belasco
2607 W. Catalina Dr.
Phoenix AZ 85017

Lilia Bumbullis
3128 W. Marshall Ave.
Phoenix, Ariz. 85017

August 22, 1974

Mr. Mason Toles
Director, Environmental Planning
Az. Highway Department
205 S. 17th Avenue
Phoenix, Az. 85007

Mr. Toles:

In regards to the environmental impact statement for the Hohokam Freeway; I cannot help but feel if we do plan to construct an integrated comprehensive freeway network, as shown by the Wilbur-Smith Street Plan, that the impact statement of any one segment is incomplete and inadequate without a similar analysis of the network as a whole. Each segment does not fulfill its intention and complete usefulness until connected as a unit to the others.

We should not act in a short-sighted, piecemeal fashion, studying each segment as it comes up as if in isolation of the others. Where we came from and where we want to go are very important considerations to keep our actions from being futile or absurd.

Where is the impact statement on the Phoenix Freeway System? We cannot use one on this mile or that piece to really plan on a farsighted basis. Federal monies should not be spent until this is done.

Sincerely,

Lilia Bumbullis

Lilia Bumbullis

RECEIVED

AUG 23 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

August 15, 1974
67 W Culver
Phoenix, Arizona 85003

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr Toles:

What is happening to the comprehensive evaluation of comparative values of mass transit and freeways? Since the Federal law requires that the highway be as long as practicable to permit consideration of environmental matters on a broad scope... Here we go with the Hohokam Freeway...is that another "public be damned."

Federal laws are very jealous in protecting parkland and have and are spending millions for the protection and yet, along with the Phoenix Parks Board quote "the freeway going by the Monument would bring more attention to it." Isn't the current practice archaeologically throughout the country, locate roads so they cannot be seen from the sites, a/o Monuments?

Further, if the air traffic by 2015 is to be six times greater it should be located away from the city and what about a monorail, or is a monorail to modern for Phoenix, the fastest growing community. If Japan can operate Monorails why can't we????

Finally, to allow these clear violations of the EPA ruling is not to recommend any Federal funding until the violations are rectified.

Very truly,


Col. & Mrs. E. R. Crandall

RECEIVED

AUG 19 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

615 S. Hardy #29
Tempe, Arizona 85281
August 20, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

Please include this in the record on the environmental impact statement for the proposed Hohokam Freeway.

There are two reasons why I, as a resident of the greater Phoenix area, believe that this impact statement is unacceptable.

First, it deals only with this one small proposal out of context with the aggregate traffic and transit problems, not only of Sky Harbor, but all of Phoenix. To do this is to continue with the outdated, unplanned policies of the past. What Phoenix needs is total transportation planning, not a bunch of unrelated, possibly damaging freeway segments, convenient because of assured federal funding.

Secondly, I think that the effect this freeway will have on the Pueblo Grande Monument, an important archeological resource, has been fully examined.

Thank you for this opportunity to express my views. I would appreciate receiving a copy of the final environmental impact statement.

Most sincerely,

Kevin Dahl

Kevin Dahl

RECEIVED

AUG 26 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

8/22/74
936 Terrace RL

Mr. Mason Toles
Director of Environmental Planning
Arizona Highway Department

RECEIVED

AUG 26 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

This letter is written in regards to the Environmental Impact Statement (EIS) for the proposed Hohokam Expressway. I feel that this statement is very weak in three critical areas.

First, and foremost, it seems to contradict the federal law which requires that a highway under consideration in an EIS should "be as long as practicable to permit consideration of environmental matters on a broad scope...". A statement which would be inclusive for the whole freeway system planned for the greater Phoenix area would be much more acceptable.

A second area in which the current EIS seems deficient in is in ^{its} comparison of the proposed expressway to mass transportation alternatives. I am bewildered as to

the lack of attention given to public transit especially in view of the recent petroleum shortage.

The third and final area I wish to address myself to is the matter of the close proximity of a good portion of this expressway to the Park of the Four Waters. I find the ^{idea} of such a large transit artery so near the park wholly repugnant.

In full consideration of the above inadequacies of the current EIS for the Holoakan Expressway I urge that no federal funds be expended for this project until a more comprehensive and thorough statement is issued.

Sincerely yours,

Thomas M. Gray

Leah B. Hadd RN
4626 N 57th Avenue
Phoenix, Arizona 85031

August 19, 1974⁷⁴

Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 S. 17th Avenue
Phoenix, Arizona 85007

RECEIVED

AUG 21 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

It appears to me that the EIS for the proposed Hohokam Freeway (now called expressway) released by the Arizona Highway Department does not meet requirements set forth by the EPA for the following reasons:

1. It does not permit consideration of environmental matters on a broad scope. It is rather a "piecemealing approach" on only one segment of an entire program for a freeway-based transportation system in Phoenix and the Valley of the Sun. The entire proposed system should be studied on a broad scope and an EIS published. By the entire system I am speaking of Paradise Parkway, New River Freeway, Hohokam Freeway, Squaw Peak Freeway, Indian Bend Freeway and Maricopa Freeway. You cannot have a true evaluation of a system and its environmental ramifications unless an entire study and an EIS on all of it published.

2. No alternative planning is included and no comparison of freeways and mass transit is made.

3. The Park of Four Waters will be encroached upon with noise pollution and moving traffic to mar the serenity of the area.

4. Is it my understanding that the Draft Environmental Statement was sent to many Federal, State and local agencies including Greyhound Bus Lines, Sun Valley Bus Lines, Continental Trailways, Mountain Bell, Salt River Project, but none was sent to interested citizens' organizations for comment. Isn't that a violation of the spirit of the National Environmental Policy Act?

Sincerely yours,

Leah B. Hadd
Leah B. Hadd

August 14, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 South 17 Avenue
Phoenix, Arizona 85007

Re: Environmental Impact Statement for Hohokam Freeway Proj # F-043-1(1)(3)

Dear Mr. Toles:

I was very disappointed that this Environmental Impact Statement was so inadequate in view of our serious situation here in Phoenix. If this statement had dealt with an entire program for transportation in this valley it would have been a great stride forward in solving our problem here; but it did not - it dealt only with a small piece.

And I was griefstricken to see that the statement made no attempt to protect the Park of the Four Waters and instead it condoned the damage to the park that is certain to result from the close proximity of this proposed noisy and polluting highway. Although no alternative route is suggested, there is certainly some better way to go.

The lack of over-all planning for public transportation is undoubtedly our greatest local problem, but these short-sighted piecemeal projects do nothing but waste money and energy and damage our environment. Therefore, altho I wish the circumstances did not make it necessary, I am writing this letter to request that no federal funding be given to highways in this area until there is a complete evaluation of transportation needs here with alternatives given and public hearings where those of us who live here can be heard. This is required by federal law, for obvious reasons, and must be complied with.

Very sincerely yours,

Clarice Lehman
Clarice Lehman

905 E Granada
Phoenix AZ 85006

527 N. Wilshire Drive
Phoenix, Arizona
August 18, 1974

Mr. Mason Toles, Director, Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Az 85007

RECEIVED

AUG 20 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

A citizens group to which I belong asks me to study and comment to you in writing upon the EIS for Hohokam Freeway (now called expressway), Project No. F-043-1(1)(3). First the statement appears to be beginning at the wrong end of a much larger and more inclusive needed study. Piecemeal planning of almost any important project seldom works out to be either satisfactory or economical. I understand that the EPA said that the whole proposed system of freeways should be included in a study, also that such an analysis might properly suggest modifications

or even make comparisons of the impacts of possible alternatives.

This statement makes no comparisons of freeways and mass transit systems and lacks consideration of alternatives, such as comparative environmental impacts.

It is hard to understand how a freeway could fail to encroach upon the Pueblo Grande Municipal Monument and The Park of the Four Waters with noise, pollution and fast traffic so close.

Also isn't it true that there is a strong possibility the airport will have to be moved out away from the city. It could be served with public transportation.

Personally I must say I hope we won't get any federal funding (or even try to get it and be turned down) until a comprehensive study of the entire transportation system planned for this valley, including a thorough study of alternatives and environmental

impacts is done and the citizens
be given public hearings in which
to express their views.

We don't need a network of freeways
fouling up the air and the traffic
as that Wilbur Smith Plan calls for.

The map shows two expensive inter-
changes in a very short distance
on the Hohokam project. I am wondering
why that section is necessary. The
7-lane road down 44th street continued
southward could handle that traffic.

This is probably enough of my
opinion.

Very truly yours
Catherine Millsbaugh

August 18, 1974

Mr. James M. O'Brien
6044 N. Mockingbird Ln.
Phoenix, Arizona 85253

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

AUG 21 1974

RECEIVED

Mr. Mason Toles
Director, Environmental Planning
Arizona Highway Department
205 S. 17th Avenue
Phoenix, Arizona 85253

Dear Mr. Toles:

I am writing concerning the plans to build the Hohokam Freeway. I am strongly against the building of this freeway for the reasons which follow.

1. The failure to cover the legal requirements of the EPA.
2. The clear violation of the spirit of the National Environmental Policy Act by not sending the Draft Environmental Statement to citizens' organizations for comment.
3. The destruction of the peaceful environment of the Park of the Four Waters.
4. The neglect to consider the fuel shortage.

I strongly urge that before any freeways are built that there is a comprehensive evaluation of the entire transportation system planned for this Valley, which will include a thorough study of alternatives followed by a public hearing.

Thank you.

James M. O'Brien
James M. O'Brien

RECEIVED

AUG 21 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

10642 Nth 15th Ave #7

Phoenix, Arizona

August 19, 1974

Mr. Mason Toles
Director, Environmental Planning
Arizona Highway Department

Dear Sir:

Just recently I have been made aware of the Environmental Impact Statement for Ahohokam Freeway, Project No. F-043-1(1)(3). I wish to make a few general comments about this statement.

The statement concerns itself with only one very small segment of freeway. It has not been shown how this small segment would fit in a comprehensive transportation system. Before any more "stopgap" freeways are built or even proposed and impact statements written, a comprehensive transportation system should be developed. The overall system as well as each segment should be studied carefully in environmental impact statements, with the statements on each segment describing the impact of that segment on the immediate local area as well as the greater metropolitan area and its

transportation system.

This statement is deficient in its discussion of alternatives to the proposed freeway segment. Efficient express bus or other mass transit service to the airport from outlying areas may be the only reasonable answer to a sixfold increase in air traffic. With the energy situation, more efficient modes of transportation are desirable.

In conclusion, I feel it is meaningless to look at the environmental impact of isolated freeway segments. The present world energy situation demands that any statement on the environmental impact of a freeway include extensive study of alternative, more efficient, modes of transportation.

Sincerely
Douglas Pace
Douglas Pace

717 W Latham,
Phoenix, Arizona - 85007,
August 19, 1974

Mr Mason Tole, Director,
Department of Inivronmental Highway Dep't Planning,
205 South 17th Ave.,
Phoenix, Arizona - 85007.

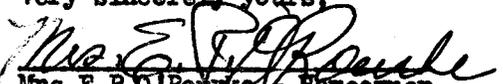
Dear Mr Tole:

Placeway planning of our transportation needs in
this area should be stopped, we think.

Instead, a thorough study should be made on our
whole transportation system, both Mass Transit
and Freeways before any Federal Funding is done.

Your co-operation and assistance to accomplish
this will be appreciated.

Very sincerely yours,


Mrs E P O'Rourke - Homeowner


E P O'Rourke

RECEIVED

AUG 19 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Coles,

I wish to take this opportunity to express my dissatisfaction with the current Environmental Impact Statement on the proposed ~~Shoham~~ Freeway. I feel that what is truly needed is a study that takes into consideration the environmental impact of the entire system of proposed freeways in this area. Studies done on the small scale currently practiced cannot hope to be accurate.

Also I hope that future studies will deal in much greater depth with alternatives to freeways — mass transportation being a far more sensible answer to this problem. The current EIS fails completely to compare impacts of freeways and mass transportation systems.

I can't help but feel the freeway would hurt the beauty of the Park of the four waters as heavy traffic hurts the beauty of anything be it P.O.R. - City or neighborhood.

Respectfully,
Jill D. Conch

August 13, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Dept.
205 South 17th Ave.
Phoenix, AZ 85007

Dear Mr. Toles:

I am writing you concerning the Environmental Impact Statement for the proposed Hohokam Freeway. While I am aware of one of the functions of the proposed section, namely to move traffic from the airport to the I-10 Freeway, I worry about the possibility of some hidden purposes in this proposal.

The danger referred to above is the intentional, or even unintentional, piecemeal strategy of working in freeways into our city, using each section to justify other sections until we are so committed that the process cannot be stopped.

The piecemeal process is not only dangerous from this standpoint, but in direct violation of the Environmental Protection Act, requiring a complete impact statement for an entire freeway system for the area.

Neither is there adequate study and comparison of alternatives to these freeways. There must be at least equal attempts to solve our transportation problems with mass transit. In my opinion, freeways belong between and around cities, not within. Cities that choose to use them to solve their local transportation problems are doing their own citizens a disservice, and destroying their own cities with pollutions and huge, expensive, divisive structures that carve up and separate large sections of the city. These same freeways encourage automobile traffic and do nothing for the young and the elderly, who have no means of getting anywhere, and cannot afford taxis and should not be driving.

The Pueblo Grande Municipal Monument and the Park of the Four Waters will suffer from the encroachment of the proposed Hohokam addition. Freeways do not encourage stops for visitation, anymore than they do the reading of informational signs on historical sites.

There does not seem to be any reason that current highways and roads cannot be expanded logically to handle the traffic without constructing another freeway.

As a citizen who has seen one after another of America's beautiful cities destroyed by freeways, I greatly protest the attempts by various interests and shortsighted civic officials who would change what was once called "America's Most Beautiful City" into another Los Angeles. It is not too late, yet, but is soon will be, if we fail to make a stand.

RECEIVED

AUG 15 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Sincerely,



Tom R. Thomson
4820 N. Granite Reef Rd
Scottsdale, AZ 85251

8708 E. Angus Drive
Scottsdale, AZ 85251

September 5, 1974

Mr. Mason Toles
Director, Environmental Planning
Arizona Highway Department
205 South 17th Ave.
Phoenix, AZ 85007

Dear Mr. Toles:

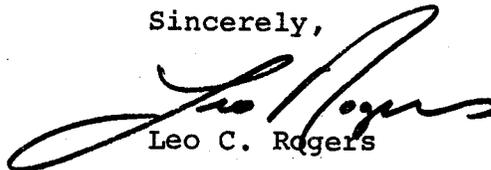
Concerning the proposed Hohokam Freeway extending from I-10 to 40th Street: I am against the construction of this freeway. Rather, I would approve an extension of the existing 44th Street type of trafficway.

If you would, please keep in mind that your study of the freeway should include the full scope of the transportation needs and environmental needs. Recently I looked at a map which showed the Paradise Parkway, the Hohokam Freeway, the New River Freeway, the Indian Bend Freeway, the Squaw Peak Freeway, and the Maricopa Freeway. This high density complex is not appropriate. The Hohokam is just the beginning of a maze.

Also, consideration should be given to the aspects of mass transit. I would like to see a planned mass transit program for the Phoenix area which would be an alternate to the freeway proposals.

The construction of a street like 44th is now, from Thomas to Van Buren, would seem to me more appropriate.

Sincerely,



Leo C. Rogers

ns

RECEIVED

SEP 9 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Aug 18, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Dept.
205 South 17th Ave.
Phoenix, Ariz. 85007

RECEIVED

AUG 20 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles,

I am writing you regarding the proposed Hohokam Freeway.
I took the time Thursday afternoon to follow the path
that it will take and there is no doubt in my mind that
it will not add a thing to Phoenix except more congestion.

It would not be long enough to do much good and would
only lead to more freeways to connect with it and soon
we would look like and have the same problems
as Los Angeles

We need solutions that will provide for transportation
for young and old not just people who can drive.

I went by the Pueblo Grande monument on the trip
and with that and the Park of the Four Waters involved
can see no way of putting a freeway near there. You
don't have freeways with parks under them as pictured
in the proposals. When there is a smog alert in
Los Angeles children in schools near the freeways
can not even go out to recess, let alone use the
basis of them as parks!

We must try for mass public transportation!

Sincerely

Gene Tucker, Ph.D.
8-227 4870 N. Granite Reef
Scottsdale, Ariz 85251

1220 Ash Avenue
Tempe, Arizona
August 16, 1974

Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona

RECEIVED

AUG 16 1974

Mr. Mason Knowles,
Director Environmental Planning

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Knowles,

We wish to have our names added to the growing list of those requesting deeper study of a complete transportation system and alternatives for the Salt River Valley area. We urge this study be made before decisions are reached that will create an inferior, inadequate, expensive and complicated system, the development of parts that are in violation of the Environmental Planning Association in San Francisco and their refusal to approve the Environmental Impact Statement for the proposed Papago Freeway.

Planning decisions made now will effect many future generations. Before many years we will undoubtedly have developed some other means of power and our freeway system might be obsolete. We can not assume there will not be drastic changes within the next 10-20 years.

We have just finished a 5,500 mile trip throughout the north and northwestern states. Nothing compares with the ugliness of the Los Angeles area and its system of Freeways accompanied with lack of visibility, burning eyes, lung problems, monstrosities of cement that could again be destroyed by one earthquake or similar "Act of God".

We definitely think a similar system for this area that has the inverted 'air saucer' will be a disaster. Lets give future generations something beautiful, useful, adequate and as free from ugliness as possible and something all people can point to with pride.

We should develop plans now for a larger airport somewhere away from the central part of the Valley. The present one is already a threat to schools and congested population areas. My class and I watch airplanes violating regulations as they fly over Evans School in approaching or leaving.

We suggest:

1. Overall long range planning--not piecemeal.
2. The best system--consider all alternatives.
3. Maintain existing heritage and parklands.
4. Consider the wishes of those who sweated to make this area desirable for the 'Johnnie Come Latelys'.

Sincerely,

J. Harold & Ray Winder

8-228

Arizona State University
Department of Chemistry
Tempe, Arizona 85281
August 12, 1974

Mr. Mason Toles, Director,
Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona 85007

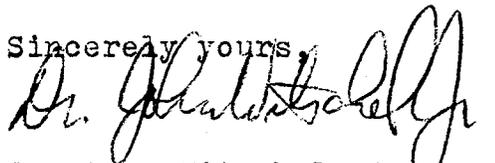
Dear Mr. Toles:

Only too often silence on the part of the general public is interpreted as agreement with regard to governmental economic planning and development. So, at this time I would like to let my opinion, as well as that of several of my colleagues, be known to you and your department.

We have been informed about the Environmental Impact Statement for the proposed Hohokam Freeway/Expressway and believe it to be deficient on various counts. In general, we do not understand why the complete network of freeways was not included in the investigation (ie. Hohokam plus New River, Squaw Peak, Maricopa, and Indian Bend Freeways). It seems clear that such an intensive study would elucidate the interactive, additive, and alternative impacts more definitively.

From this type of research it might become evident, as it has to some of us, that a mass transit system would be far more beneficial to the citizens of the greater Phoenix environs. Thank you for your time.

Sincerely yours,



Dr. John Witschel, Jr.
Arizona State University

RECEIVED

AUG 14 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RECEIVED

AUG 21 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

August 19, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 S. 17th Avenue
Phoenix, Arizona 85007

Re: Hohokam Expressway I-10 State 143

Dear Mr. Toles:

I think the Hohokam freeway project should be cancelled and 48th street should be widened to accommodate four lanes of traffic (as the freeway is supposed to have) in order to save taxpayers money.

Also, it seems the freeway doesn't go anywhere (stops on Washington Street). So in order to keep traffic from snarling at Washington and to give the Sky Harbor Airport further room to expand, 48th street should be expanded to four lanes to McDowell and fill in the 48th street canal.

Since the officials at the August 6th hearing didn't want to disclose the cost of this proposed freeway, I'll bet fixing up 48th street would be cheaper.

Why not have a thorough study made on the whole transportation system -- both freeways and mass transit?

Our "buck" should stop in Washington and not be sent back to Phoenix in the form of misplaced concrete and air pollution.

Thank you for the opportunity to air my feelings.

Yours for a better environment,

Veronica B. Klein

Veronica B. Klein
537 West Missouri
Phoenix, Arizona 85013

August 18 1974

RECEIVED

AUG 21 1974

Mr. Mason Toles
Director, Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Toles:

I am writing concerning the Environmental Impact Statement for the Hohokam Freeway. The statement seems deficient in that it is not a result of total transportation planning. Mass transit must not be regarded as an alternative but rather as a necessity. We need transportation planning in which freeways and mass transit compliment each other instead of being mutually exclusive alternatives.

In addition, the proposed freeway parallels the already existing I-10 quite closely. We should remember that the voters have already rejected one freeway that went "nowhere" for an exorbitant cost. The Hohokam Freeway, 2.8 miles of freeway that will supposedly cost from \$6-8 million, is an unjustified fragment.

Now is the time for comprehensive transportation planning which will serve not just car owners in a period of plentiful gasoline supplies, but which will benefit all the residents of this city at all times.

Sincerely,

Helene Kasavan

Helene Kasavan

4235 N. 13th Place, #1
Phoenix, Az. 85014
August 14, 1974

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Az. 85007

Re: Environmental Impact Statement, Hohokam Fwy.

Dear Mr. Toles:

I have just seen the Environmental Impact Statement for the proposed Hohokam Expressway, and wish to give you my reaction to it, and to other freeway proposals.

Why do we need Hohokam? Because of the expansion of the airport? May I suggest that like other burgeoning cities, Phoenix' enlarged airport must be far removed from the area of homes and congestion such as exists near the airport's present location. Safety must be the first consideration, noise and air pollution the second, and ease of access must come last. If the airport is moved, as it seems certain it will be, the Hohokam Expressway will be obsolete.

As to other valley freeway plans, the Wilbur Smith Plan does not give consideration to the environment which we, who love Phoenix, consider of prime importance, and it should be scrapped.

And, finally, I consider most important of all, that mass transit should be studied with an open mind as an absolutely essential alternative to a network of freeways and expressways. The Phoenix and Valley public, now apparently loathe to use public transportation, will, if given a really good system, accept mass transport as a fact of life as all big cities have. A great deal of money must be spent to have a good system, but no more than would be spent on a criss-cross of the valley by concrete freeways. The future of Phoenix and the Valley is at stake.

Sincerely yours,

Katherine B Farnholtz
Katherine B. Farnholtz

David B. Chatburn
5528 W. Catalina Dr.
Phoenix, AZ 85031
August 18, 1974

RECEIVED

AUG 19 1974

Mr. Mason Toles
Director, Environmental Planning
Arizona State Highway Department
205 S. 17th Avenue
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RE: Environmental Impact Statement for the Hohokam Free-
way, Project No. #F-043-1 (1) (3)

Dear Mr. Toles;

In reading the impact statement for the proposed Hohokam Freeway, I feel that a great deal of future planning is lacking and therefore makes the project totally unacceptable.

According to all of the current city and county maps, the Hohokam is considered a transportation corridor, which should include more than just one mode of transportation within it.

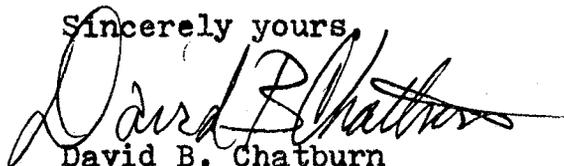
Therefore, the Hohokam should not be built unless at the same time construction of a public transportation system be included in the project. A transit system could be incorporated into the freeway design at a much less cost than if built at a later date on separate right-of-way.

The automobile, undoubtedly, will remain the prime means of transporting people within the Valley area. Higher fuel costs, new and used car price increases, and soaring lending rates make it necessary for us to begin an attempt to balance our methods of transportation here in Phoenix.

California officials are presently realizing the mistakes of not planning ahead, and are faced with massive costs in building additional freeway lanes for the exclusive use of public transportation vehicles. With a bit of foresightedness on the part of the Arizona Highway Department, Arizona won't have that problem.

Public and private transportation problems can be tackled at the same time, and now is the time to start.

Sincerely yours,


David B. Chatburn

Mr. Toles ;

In reference to the proposed freeway connecting the 48th. street exit of the Maricopa freeway with 44th. and Washington - Please reconcider this project. As planned, this freeway will partially destroy and disturb the Indian ruins at Pueblo Grande. This is a cultural heritage and nothing, including today's societies so called progress, should disturb this treasure of the past.

As it now stands, this freeway proposal is incomplete. It seem unreasonable to me that a comprehensive plan hasn't been devised reflecting future growth of Phoenix and the surrounding areas for mass transit in conjunction with one way boulevards to and from the inner city. Such a proposal, as yours, made in piece-meal fashion, does not relieve the transportation problem we face.

Pending fuel shortage demand a realistic view of transportation. A long term projection for such things as freeways should be weighed against the possiblity that freeways may soon be obsolete. Why waste the people's tax dollars now, committing ourselves to federal funding for freeways, when what we really need is some practical form of mass transportation plan.

Ten years ago Phoenix skies had one-fourth as much chemical pollutants, today look out your window and you can't even see the mountains around the Valley. What will it be ten years from now, another Los Angeles.

Gentlemen, please reconcider your proposal and evauluate the alternatives in a realistic manner. More freeways for the Valley are not the answer.

Tim Tracey

Tim Tracey

ASU Student

*1139 E. Denver
Tempe, Arizona 85281*

RECEIVED

AUG 30 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

WILLIAM S. PARKS, M. D.

3010 EAST CACTUS ROAD
PHOENIX, ARIZONA 85032

TELEPHONE 992-3100

9/23/74

Mr. Mason Toles
Director of the Environmental Planning Division
Arizona State Department of Transportation
1701 S. 17th Avenue
Phoenix, Arizona

Re: Hohokam Freeway

Dear Mr. Toles,

We citizens in Maricopa County look for some leadership in working out a comprehensive, long-term, county-wide transportation plan.

I write specifically about the Hohokam Freeway: it should not be built or considered. No freeway segment should be considered until the citizens of this county have worked out a comprehensive transportation plan.

Totally lacking in your Department's plans, so far as I can see, is any serious consideration of public transportation. We can't afford to be so blind.

Yours Truly,

William Parks, M.D.

William Parks, M.D.

WP/adr

RECEIVED

SEP 30 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

3442 North 21 Avenue
Phoenix, AZ 85015
September 19, 1974

RECEIVED

SEP 23 1974

Mr. Mason Toles, Director
Environmental Planning Division
Arizona State Department of
Transportation
205 South 17 Avenue
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Sir:

My wife and I vigorously oppose the construction of the Hohokam Freeway. As we see it, the proposed Hohokam Freeway would be a waste of money because it cannot effectively serve the best interests of all the citizens of Phoenix.

One purpose of the Hohokam Freeway is purportedly to serve Sky Harbor International Airport. Congestion of automobiles at Sky Harbor is already severe. Channeling more cars into the same limited area can only make matters worse. A more practical solution to this problem is to make other forms of transportation (buses, underground mass transit, etc.) more attractive and convenient for the people who use the airport. The fewer the number of cars, the less the degree of congestion.

We also object to the destruction of the many homes along the proposed alignment and to the encroachment of the proposed freeway upon Park of the Four Waters, Pueblo Grande Municipal Monument, etc.

Finally, we are appalled at the lack of comprehensive, countywide transportation planning and we feel that the Department of Transportation has not adequately considered alternate forms of transportation (buses, subways, etc.) as part of a total transportation plan for Maricopa County that would cut down on the waste of energy, increase efficiency, lessen air pollution, and serve all citizens.

We believe that this freeway, if built, would soon be obsolete and overcrowded. Further, the freeway-only approach forces people to be utterly dependent on cars, a dangerous

Mr. Mason Toles
Page 2
September 19, 1974

situation in which to be when the next Arab oil embargo occurs. Further, about 40% of the people in Maricopa County cannot or should not drive. The freeway-only approach is not fair to these people.

Very truly yours,

Michael J. Millam

Michael J. Millam, Ph.D.

Mrs. Lois J. Millam

Mrs. Lois J. Millam

RECEIVED

AUG 31 1974

ARIZONA DEPT. OF TRANSPORTATION

ENVIRONMENTAL PLANNING SECTION August 1975

Mr. Mason Toles
Director of Environmental Planning
Arizona Highway Department
Phoenix, Arizona

Dear Mr. Toles:

Re: Pueblo Grande and the Airport

One of the beauties of Pueblo Grande Monument has always been its remote and isolated mood. Set back from paved, hot noisy streets among ancient cotton woods and mesquites, that small area almost invokes the feeling of the uncomplicated days of Hohokam life.

The proposed freeway, ironically named Hohokam, would surely shatter this little oasis of early memories. Or perhaps the name is rightly chosen--"the old ones or those who have gone" will be gone forever.. Please consider this an objection to the planned routing of this section of the altogether obnoxious proposed system

In addition--a suggestion--why not consider the opening of downtown depots for air travelers?

Sincerely.

Kay Watkins

Kay Watkins
907 Encanto Drive SW
Phoenix, Az. 85007

ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

PUBLIC FORUM

HOHOKAM EXPRESSWAY
STATE ROUTE 143
JUNCTION I-10-WASHINGTON STREET
MARICOPA COUNTY, ARIZONA

Tuesday, August 6, 1974

8:00 p.m.

RECEIVED

AUG 21 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

NAME LAWRENCE DEAN KLEIN
ADDRESS 537 West Missouri -- Phoenix, Arizona 85013
REPRESENTING Self and Citizens for Mass Transit Against Freeways
Self, Federal, State, County, City or Other

COMMENTS I would like to respond to three points concerning the
environmental impact statement for the Hohokam Freeway.¹

I. **PIECEMEALING**

This 2.5 mile freeway is nothing more than a small
link in a big chain of freeways for the Phoenix area. Phoenix
is trying to build one little freeway at a time to finish the
Wilbur Smith Freeway Plan.

A Federal law says that there has to be consideration
of environmental matters on a broad scope. And the U.S. En-
vironmental Protection Agency said instead of approving or dis-
approving one freeway at a time, the need "is for an impact
statement which encompasses the entire program for a freeway-
based transportation system in Phoenix." Therefore, funds of any
kind, Federal, State, or local should not be allocated without

an adequate balanced transportation² study for Phoenix. (Considering buses and trains also.)

II. ALTERNATIVES

There is no consideration for good alternative modes of travel other than freeways and cars. If there were a good, useable and dependable bus system in the valley (such as a thousand buses valley-wide) we wouldn't even consider a freeway which serves only 50% of the public.³ But, since we have no adequate public transit system, there is no alternative except the car.

Therefore, it behooves us to concentrate our efforts on moving people rather than just cars . . . which seems to me to be the intended purpose of the Department of Transportation-- people, not cars!

III. PARK LAND ENCROACHMENT

Even though the Hohokam freeway does not go through the park of the Four Waters, and the Pueblo Grande Monument -- the close proximity of the freeway to the two public facilities should definitely require the re-assessment of the damage to these facilities.⁴

1. 308' right of way for a four lane street? You've got to be kidding! Just because it has a different name now, than was stated in the Wilbur Smith Freeway plan for Phoenix, doesn't mean it's now a perfectly harmless road without stoplights (which is inconsistent with the other Phoenix streets and also dangerous.)

Page - 3 -

2. Bus, Rail, Car, Bike.
3. Too young, too old, too poor, disabled to drive an automobile.
4. Air, noise, eye(sight) pollution.

To sum it up I recommend a thorough study be done on the whole transportation system -- both freeways and mass transit -- before any more federal funding is allocated.

Lawrence R. Hill

1825 Palmcroft Way, NW

Phoenix, Arizona 85007

September 11, 1974

RECEIVED

SEP 12 1974

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Mason Toles, Director
Environmental Planning
Arizona Highway Department
205 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Toles:

I would like to submit a general comment to be included in the Environmental Impact Statement for the Hohokam Freeway.

There are many things in the Environmental Impact Statement for the Hohokam Freeway that could be objected to, but I feel that the major problem is that projects such as the Hohokam Freeway (Expressway?) should not be constructed, if ever, until an adequate transportation master plan for all of Maricopa County is developed. The master plan should consider the impact of various methods of transportation on air pollution, energy use (energy can do nothing but become scarcer and more expensive), community esthetic values, etc. When and if such a study is made I believe it will show that many of the freeways proposed for the Phoenix area are undesirable and that other transportation alternatives will be recommended. Therefore, I feel that this freeway (expressway?) and others proposed for Maricopa County should not be built until an objective master transportation plan has been developed and these roads shown to be a necessary part of the overall plan.

Sincerely yours,

8-24 Richard F. Rowe

TOLES

APPENDIX 2

PROJECTS F-043-1(1) AND (3) [PROJECTS U-043-1(1) AND (3)]
JUNCTION I-10-WASHINGTON STREET AND SALT RIVER BRIDGE
HOHOKAM EXPRESSWAY - MARICOPA COUNTY, ARIZONA

In addition to agencies listed in the Hohokam EIS, availability of the statement was announced by letters as dated below:

Arizona Association of Colored Women's Clubs	7/23
Arizona Roadside Council	7/23
Arizona Consulting Engineers Association	7/23
American Association of University Women	7/23
Citizens for Mass Transit and Against Freeways	7/23
Sierra Club	7/23
National Wildlife Federation	7/23
Nature Conservancy	7/23
League of Women Voters of Phoenix	7/23
Good Earth	7/23
Environmental Council of Arizona	7/23
Environmental Conscience, Inc.	7/23
Arizonans in Defense of the Environment, Inc.	7/23
Friends of the Earth	7/23
Audubon Society	7/23
Arizona Wildlife Association	7/23
Coconino Sportsmen	7/18
Valley Forward	7/18
Arizona Academy of Science	7/18
Institute of Electrical & Electronics Engineers	7/18
Arizona Wildlife Federation	7/18

APPENDIX 3

CHALLENGE TO THE DRAFT ENVIRONMENTAL STATEMENT ON

FHWA AZ EIS-74-3D

(Hohokam Expressway)

I-10 and 48th Street to 44th Street and Airport (Eastern entrance) and to Washington Street.

6

History

The Hohokam project was conceived at a public hearing held to discuss the proposed routing for I-10 in February 1957.

It was originally conceived to be on 52nd Street with traffic interchanges at University Drive, Washington Street and Van Buren Streets with an overpass at the Southern Pacific tracks. (EIS 74-3D, p. 4-5, line 5)

In 1958 - 1960, Wilbur Smith recommended that a major arterial be constructed at 48th Street (not 52nd Street) with 4 lanes, no traffic interchanges, and no access (EIS 74-3D, p. 4-7, line 9).

In 1963 a routing was proposed as EIS-74-3D as described above.

On March 13, 1961, the Arizona Highway Commission approved the Hohokam corridor (State Route 143) as a Federal Aid Primary Route. On March 21, 1961, the Arizona Highway Department requested approval of State Route 143 as Federal Aid Primary Route 43 by the Bureau of Public Roads of the U. S. Department of Commerce. Approval was so granted by BPR on February 23, 1962. (EIS-74-3D-1, 30)

Final location approval was granted by FHWA on June 15, 1973 after certain objections to Park encroachments were answered.

23

We find no evidence in the subject EIS that proper public hearings have been held on the Hohokam Expressway, even though there have been several major changes since the project's inception in 1957. Any information gathered at a public forum or a public hearing now or in the future will be of no consequence, since major decisions concerning the alignment and design have already been made. For all practical purposes, there has been no public input on this project.

1 EIS-74-3D was approved by Mr. H. C. Tilzey July 18, 1974, and advertised July 20, 1974. We obtained two copies only by going to the Arizona Department of Transportation on July 28. It was announced as being accessible in libraries around the County and at the Federal Highway Administration. Callers informed us that it was not available at the Phoenix Public Library until about August 18. At least one person was refused access to the EIS at the FHWA, and was told she should go to the Arizona Highway Department Library, which she was not able to do during working hours. As late as August 22 the EIS was not available in the Tempe Public Library as advertised. In a telephone conversation with Mr. Mason Toles he announced the August 23 deadline to me, and extended time for comments to be received until September 6, the date required for EPA comment.

12 An unofficial forum was held to discuss the project August 6, 1974 at 8 p.m. in the Parks and Recreation Building, 4701 East Washington. This discussion, which was attended by many highway personnel and their wives was very unprofitable and conversation was limited by certain rude interruptions of business interests who wanted the project for their personal gain.

17 Citizen Viewpoint

We have several recommendations to make regarding this project:

- (1) The expressway, as proposed, should not be built. It is not compatible with our street system and will ruin it. For example, it will only congest Washington with unneeded traffic.
- (2) A 75-foot, 7-lane highway with proper signal synchronization should be built in the approximate place (possibly at the pit edge near 44th Street) suggested for the expressway. This would match 44th Street going north.
- (3) 48th Street should be brought up to standard from its one-lane condition.
- (4) Bike paths should be planned on the edges of the highway.
- (5) A mass transit subway line should be built from Paradise Valley to Chandler through the Airport area. Prior to that time a grid bus system should be instituted, and one bus put on Tatum and 44th Street to carry passengers North and South.

(6) The large amount of 350 feet of right of way should be purchased only at Washington so that the fenced area of the Hohokam ruins can be extended to the 75-foot road at 44th Street and Washington. This area would then be more adequately shielded from highway encroachment;

(7) Prior to any more construction of freeways or expressways in the MAG planning area, a comprehensive plan of transit and highways should be presented to the public for discussion and approval.

Comment on EIS-74-3D will now be carried out, page by page.

Comments to Summary

5

First, it is clear the Arizona Highway Department misrepresented in advertising the forum as one for a freeway (see ad 8-6-74) as also F-043-1(1)(3) which shows it is the same old Wilbur Smith freeway segment, but in the hearing it was declared by Mr. Hayden to be an expressway.

9

We object on the basis of EPA's advice on September 6, 1972 to the Arizona Highway Department that the impact statement on any future freeways, including the Hohokam if constructed, should be part of a comprehensive plan.

Page 1s F-043-1 is described as a multi-lane roadway. Why is it not stated right off how many lanes it will be so citizens can follow it better?

14

1s-3 This is unclear how a highway can be a buffer for a park, and simultaneously a noisy intruder. The highway will serve as a barrier against vandalism. Why not say that a landscaped buffer will be built between the minimal-width highway and the park?

18

1s-13 The names of affected people should be included in the discussion on what right of way will be taken so they can intelligently address questions to the chair.

Page 2, line 4 "Use of roadway materials...will not alter the local environment."

This is untrue.

24

Page 2s, line 8 "There will not be violations of federal(air) standards..."

This is false unless there will be an overall reduction of fuel sales in the Phoenix metropolitan area. The report does not project that!

28

2s, line 16 "insignificant amount of animal breeding habitat will be destroyed."

The report makes no measure of this factor, so why state it? It may be false since no norms, standards, projections or measurements are cited.

2s-30 "Alternate concepts - freeway, expressway or street were considered." The expressway was chosen.

3 It appears the report totally denies the alternative of blending in with and upgrading our beautiful 1/2 - 1 mile grid system. As a consequence, the choice of the controlled access expressway will tend to degrade what we already have by overcharging one small segment of our street system while 48th Street serves as "bottleneck in blackmail" by being plugged up with only its two lanes.

It is very likely the word "expressway" was chosen because of the harsh connotation urban "freeway" has on the public. Of course even in the forum we found some 100% freeway people who tried to shout down the ones making constructive comment, and saying hurry on with getting their expressway, but these are emotional people who are getting more and more in the minority when it comes down to serious cases.

15 2s-33 "A bicycle path along the expressway might result in a slight reduction in vehicular traffic".

It is a very poor commentary on the AHD that with the Bivens' study completed and Tempe already in the forefront that they couldn't say "yes, there will be bicycle lanes, both to this end of the airport and also to the 24th Street access." The street should never be built without bicycle lanes.

21 2s-34 "Transit buses do not....demise of street car service in 1948."

Again it is regrettable that the planners could not say at this point: "yes, there will be a subway line dug from Paradise Valley to Chandler, and it will terminate inside the airport to relieve car traffic down Tatum and Northern," instead of again hearing the lament "we can do nothing".

26 3s-1 Comment requested from 64 agencies.

The AHD has known for over 2 years that CMTAF, a non-profit citizens group interested in roads, transit and clean air, are keenly interested in getting copies of draft EIS's and final EIS's, and yet AHD sends 64 copies

out to people who have nothing to do with urban freeways or roads and leaves out CMTAF from their mailing, so we are usually put to extreme hardship to come up with comments in the time allocated after we discover it is out.

We think it is time that AHD would be grateful enough for our comments to include us as the very first recipients of the statements. We have many capable people, who, if we contact soon enough, can come up with good critiques. We are asking for a time extension on this Hohokam expressway in view of the fact we were not so included.

Draft Proper

1-1, line 5 "route of expressway designated 143 - February 20, 1957.)"

The statement leaves one confused as to whether in 1957 it was designated simply SR-143 or if it was designated an expressway then. We wonder when the F-043-1(1)(3) and U-043-1(1)(3) designations were applied.

1-21 "1.3 miles on new location"...1-9-5... 2.5 miles (total)."

15 It is felt Hohokam was planned to be a freeway on 44th Street from Washington into Paradise Valley from a comment at the hearing: "its the only street through the mountain pass." If that is so, why was it dead-ended at Washington Street, at only 2.5 miles? It appears this is still more "piece-mealing" beyond the Wilbur Smith Plan, but someone apparently knows about it and is holding back.

21 1-2 It is noteworthy and characteristic of AHD that they have placed the Papago Freeway route on their 1974 State Highway System (see dotted line, Federal Highway 10) even though it was voted down by Phoenix citizens in 1973.

24 It is also a sign of great complicity and secrecy or incompetence that the huge, expensive 1973 relief map of Phoenix/^{metropolitan area} (estimated cost \$300) hung in Malouf's Tri Center Shopping Mall in Tempe shows the Hohokam Freeway up to Van Buren (1 more mile) than the Impact Statement, published July 18, 1974, which shows it ending at Washington. Piecemealing is again evident.

1 This shows how impossible it would be to talk to AHD about a particular part of a freeway, because they themselves would be giving one either a false or grossly incomplete picture, and perhaps an impact statement such as this one would not even address itself to the correct people.

5 It would appear that the AHD would have at least as much savvy as the California Highway Department which recently announced de-programming of freeways from their 5-year plans, chopping hundreds of miles from their/ ^{plans.} But in this area we have the City, County and State working in complicity with Federal authorities and will apparently not relinquish one inch of highways planned back in 1957-58, essentially slapping citizens in the face. In the absence of expensive legal action, we seem to be beat down at every turn to reason on these matters.

13 1-3 and 1-4 It is clear from these pictures that AHD intends to run a 1 lane (each way) road (48th Street) into the 4 lane (3 lanes and shoulder) Maricopa Freeway. For numerous years 48th Street at 3700 South could easily have been improved to 3 lanes, but instead it has been allowed to bottleneck so as to "justify" a freeway on 44th Street. We consider this to be characteristic of the do-nothing stance of the City of Phoenix when it comes to some of our main arterials which could be natural traffic carriers if improved. It could properly be called freeway blackmail by street-bottlenecking. We feel FHWA is also in need of a change in their practice of funding. Funding for these local street improvements should be on a 100% par with urban freeway funds (95%). Alternatively we feel Federal urban freeway construction should not be done. We feel non-urban, coast to coast interstate highways should have a different ratio of funding, than the urban type which attempt to solve (but fail usually) local traffic problems.

27 1-8 It is clear from this picture (which has a bunch of extra cars parked here that were not there in July and August this summer, and absence of about a dozen school buses on the right) that only 75 feet of right of way will be adequate to

hook-up with 44th Street (7 lanes, view of 3 blocked by the dump truck illegally crossing or parked on the street). Additional encroachment on Pueblo Grande (65 extra feet on right) by a roadway seems untenable. We do believe, however, that the area to the right should be purchased by FHWA for an addition to the Pueblo Grande Indian Ruins. This area has much pottery and other artifacts upon it and there are only about 2-3 homes there which are kept in reasonable shape.

1-9-8 The report says only a 40 foot road will be built from I-10 north to the airport interchange and the traffic engineer said at the forum this would be a 2-lane road, ^{one each way.} We consider this entirely inadequate and believe it should be at least 7 lanes (75 feet) as 44th Street is. We also believe 48th Street should be widened to at least 6 lanes from Thomas to I-10 to match the capacity of the rest of our 1 mile grid streets.

1-10-13, 30 It appears that 308 feet of acquired right of way is entirely too much for the 48-foot roadways (2 x 48 feet) planned. We believe AHD should get out of the real estate business and return its huge extra holdings of land to the State Land Department to lease or sell and thereby reduce citizen taxes (since no taxes are required on the huge holdings they have.)

1-10-34 It is felt the 2-35 acre plots for future freeway intersections should be eliminated from consideration, since such interchanges and the controlled access they require are undesirable compared to ordinary signalization and control or stop signs.

1-12-8 From the 146 acres (1-12-8) and 2.5 mile length (1-9-5), one calculates a highway width of 471 feet. The difference from the AHD value (308 feet) indicates 49 acres are being sacrificed for interchanges. We think these 24.5 acre interchanges ^(or 35 acre which is normal in such cases) need never be built and the purchase of land for this purpose is a waste of Federal money, since Phoenix citizens would detest becoming stacked with freeways as is Los Angeles.

1-12-10 With less right of way needed, fewer relocations will be needed, both of business and homes.

1 We do feel AHD is remiss in not planning definitely for mass transit down
 from Paradise Valley to the Airport and beyond. Again, AHD is defaulting while
 commenting "maybe sometime in the future something will come about in mass transit."
 The irony of this is that AHD, Phoenix and other cities here shall have to do
 the planning because there is no one else to do it under the present system of
 free enterprise anymore than there is for free enterprise to ^{plan and} build city and
 state roads in the absence of governmental authority.

8 1.26-16 We do not like the idea of 40th Street, a feeder for I-10,
 becoming a casualty to this planning. As an arterial it handles a good deal of
 traffic and should be improved, not jammed into 48th Street and the Hohokam project
 with frontage roads. The report points out that 48th Street needs bridges across
 the Salt River, and again it is a crime to permit this excellent arterial to
 deteriorate simply as window dressing for the Hohokam project.

14 1-27-13 40th Street and 48th Street, 1 laners, are said to carry twice
 rated
 their/capacity. What would have been the case if they had been tripled in width
 in the 1960's/ And does it not seem logical if the traffic from 3 roads is jammed
 into one (Hohokam)/that without relief from mass transit this expressway will be jammed in no time at all? It is
 more of AHD and City of Phoenix blackmail--to jam up good arterials and try to
 tell an unsuspecting public that they need freeways to uncork traffic.

20 1-27 It seems very strange that just last January 40th Street was
 opened to the Airport and now it is being closed because of airport expansion.
 Surely in January the plans were known for expansion, and if so, it would appear
 a waste of Federal Highway and State Highway Funds to build a road--to be shut
 up in less than a year or two. This is more of the wasteful piecemealing process to
 grab Federal funds and build one bad road right on top of another with no thought
 of its long term effect on the communities here. It is antiplanning, it is political
 ploy, it is corruption with enormous power of taxation and federal funding. It
 is an oppressive affair which is destroying the fabric of human decency in our
 cities, homes, parks, air, economy, free enterprise, and public participation
 in important decision making, which in this case is absent.

1 1-28-5 Congestion on 24th Street would be non-existent in our area
if we had N-S and E-W underground rail transit fed by other forms of transit
such as bicycles, cars, buses, etc. Also congestion at the Airport is more
imagined than real. I have been to the Airport several times and have never
waited any more than a few seconds to get in and out. I think the traffic flow
figures into the Airport need to be reported here.

7 1-28-26 It is felt that 40th, 44th and 48th Streets should all have
river crossings paid for out of the Federal Highway Fund.

10 1-29-1 Selecting Van Buren as the Business reason for Hohokam is
rather outdated. Why not consider McDowell, Thomas, Indian School, etc. etc.
etc. which possibly have more business than Van Buren.

13 1-29-20 If indeed a hearing was held earlier on Hohokam, how about
giving us the date of the meeting and place of the report so we can look it
up and read it--otherwise not harass us with the insignificance of a decision
based on it.

17 1-29-27 The Wilbur Smith Freeway Plan, which is the inspiring
document behind the Hohokam is out of date (1958) and totally ignores trans-
portation crises, fuel crises, lowering of speed limit to 55 mph, street
overcrowding, etc. Furthermore it has never been submitted to public dis-
cussion, although AHD could keep people jumping and hopping all over the
place trying to "put out little fires" like the Hohokam and Squaw Peak
Freeway. AHD seemingly has learned nothing from either the law suit on
the Papago Freeway based on Federal statutes, or the May 1973 vote, or
the Superstition or Squaw Peak law suits: they still resist true public
input 100%. When I confronted Mr. Toles (8-13-74) by the question: why
wasn't the EIS written in context of the area 1 mile street system, he
accused "you people" of being against all roads (which is not true and is no
more CMTAF's position than the one they attribute to CMTAF that we are against
all freeways). He also asked if I were were trained in civil engineering
or road building. He threatened to hang up.

1 One thing for sure is that neither Mr. Toles or any other highway man has
ever asked me what we thought or wanted in the way of road plans. Mr. Toles
said that in the forum nearly everybody wanted it--which is beside the point,
4 because a large crowd of highway personnel, and Mr. Jackson (a developer
on University Drive near the Freeway) brought in their cat-calls and
intimidation.

7 Mr. Hayden, the hearing officer said when questioned in the meeting
that they considered it important to work with EPA in these matters, but
then he proceeded to ignore my comment ~~they~~ concerning the position of the
EPA that the entire freeway system was the proper subject for environmental
12 comment, not even the Papago Freeway. Of course Mr. Hayden's comment
differs with Mr. Boswell of the Federal Highway Administration, who said
recent
at a/MAG hearing the EPA's comment had no more weight than a Greyhound Bus
Company comment.

1-30-1 Hohokam was approved for primary Federal Aid on February
23, 1962. We assume all primary roads and secondary roads and freeways put in
18 the 5-year plans have such approval. If that is so, then FHWA funds were
already committed in February (23) of 1962. We further assume no further
approval is necessary. If that is so, then all other actions now would be
perfunctory unless some other factor mitigated the actions of AHD. We
22 would like to know if AHD is going to consider the 2-hearing process or not.

23 1-31-9 We consider AHD action to abide by 18-4f of 1968 as requested
by the City of Phoenix to be a wise and prudent action. We also feel that
still less encroachment is possible if 44th Street is cut through as the
same width (6 lanes of traffic) already existent north of 44th Street on
Washington.

1-31-16 We wonder what the Federal action was prior to conformance to 18-4f
and what correspondence occurred on this.

1-31 through 2-10-7 The information and decisions so far with regard
to park preservation and enhancement are refreshing to this writer and it is
hoped that both Title 36, ch. 8 Part 800 of Procedures for Protection of Historic
8-257

10
and Cultural Properties as well as a 4f on highways be prepared, and that
2 this action be preceded by a decision of the AHD to (1) move the road as far
as possible from the site (2) obtain property to create an entrance on 44th
Street and (3) beautify and plant on the East side to make an attractive
island (4) put a bicycle path entrance on the West (5) try to wean themselves
7 from the notion that an expressway is a means of attracting people to a
park (2-10-17, 28). It just isn't true. People, I feel, try to find
seclusion, not noisy and trafficked areas.

9 2-10-32 In talking to the City Archaeologist at the forum I learned
his main problem was vandalism--cutting the fences--and the road--(no matter
what it was) would be to reduce this vandalism and encroachment on the ruins.
He said he didn't care whether the road was 75 or 200 feet.

13 One of the troubles with all governmental employees is "whoever pays the
piper calls the tune". One just cannot bite the hand which feeds him, and
therefore no very incisive comments would be expected from any city employee.
They just don't want to rock the boat.

A system should be devised where citizens can walk into the project
easily and enjoy their stay--and at the same time protect the ruins. A trained
caretaker should be available and circulating on the grounds to see that the in-
terests of the city--and citizens--are preserved. It would be foolish to presume
a roadway, by itself, would solve this problem. In fact it may create greater
problems by making a noisy environment, bringing more accessibility to vandals who
drive in a car, and make theft easier because of the get-away improvement.

24 2-11,12 The comments by the Parks director that the land will be a
"buffer" has already been answered. Basically his position is complete support
of the AHD and their plans to make Hohokam an expressway. Not one reservation
or negative comment or suggested improvement is to be offered by the Parks director.

28 2-13. The same evaluation can be made of Mr. Hiser's letter. He
mis-labels Hohokam a Parkway and says the only real impact would be its absence.
We decry this irresponsible evaluation of the highway construction process, because

we feel sure there must be some adverse comments where expressways are put in the context of parks. We feel the NEPA process is a total failure when it comes to one fund-related governmental agency commenting on the actions of another closely related one.

2-15-1 The section on Sky Harbor begins by citing the traffic load at 24th Street as a weekday traffic volume of 34,600 vehicles in 1971.

Several things are missing:

(1) What has been the reduction in ADT since the fuel shortage

(2) It was not pointed out that this traffic occurs during a much longer day than the normal 8-5 street traffic, and therefore being strung out, is lighter during most of the time than normal street traffic. In the few times I have used the Airport, there has been no congestion on 24th Street and the Airport. The congestion here, on the streets and at the Airport both, is much less than in downtown Dallas or the Dallas Airport, even though Dallas has a spate of freeways.

This shows the freeway concept is a failure and really causes the grid street system to be much superior. Mathematical studies in Toronto led to the conclusion that the superimposition of the Spadina Freeway on their street system would put an unmanageable load on the street system for entrance and egress and such knowledge as well as the exorbitant cost caused the officials involved to scotch the project, all to the credit of Toronto.

(3) Nothing was said about the possibility of arranging public transit in our area so as to take the load off the street system. The planners here in Phoenix are either the worst planners in the world, or else they are acting in complicity with the car-only apparatus to further the aims of (1) car interests (2) insurance interests (3) medical interests (4) narrow-minded and special privilege real-estate interests who long ago had special privileged insight on where the future freeway routes would be and thus invested heavily in land along such routes and (5) petroleum sales interests. We believe any second-year

college student with a "B" or better could manage the Phoenix Bus system far better than it is being managed at the present time at 1/3 the salary. Such efficient management and proper routing and scheduling of buses on the main arterials is the key to taking the load off the Airport access road.

5 (4) Nothing was said as to how much of the traffic load has already been relieved by the 40th Street entrance.

7 2-15 If the Airport is to expand 6 times (my calculations from data provided) by 2015, then we shall need a new Airport. Since Paradise Valley may become more of the center of our metropolitan area by that time, it seems logical to build it close to that area and to quit talking about expanding by encroaching on the inhabitants of Tempe, and Phoenix, who live near the present Airport. Furthermore, rapid transit lines, with parking centers, should feed both Airports. It is much more convenient to all travellers than the present system of what amounts to car-only routing.

The mere mention of "any type of future possible mass transit system adaptable for the linear concept of the airport" is an ineffectual evaluation by ADOT. Mass transit planning is ADOT's responsibility as much (or more in the urban area) as highway planning.

19 2-16-11 Since many recreational activities are in reach of the Hohokam, all of these should be planned to be adequately served by public transit. Such is not now the case or the intention of the writers of this EIS.

22 2-16 A few years ago a chief planner touted the Hohokam as "mass transit" to the Rio Salado. We consider this section of this report in the same category of deception as that particular report. We also were at the "forum" recently held on the Hohokam and at that time we did not hear any of the expert planners available to tell the "wondrous ways" in which the Hohokam would correlate with the Rio Salado. In fact, planning was said to be so far in the future that bridges now being built for the Hohokam may have to be pulled out and replaced later on. We felt the entire discussion of the Rio Salado was so nebulous and filled with doubt as to make it worthless. We felt there was no coordination of one plan with any other plan and doubt ruled.

We feel this section should be removed from the report in view of the nebulous concepts--or else restated as it is: a sham and a pretense at this time.

4 2-19-22 AHD has a rather ambivalent attitude on bikeways. First of all, it authorizes and spends our funds on a study by Bivens which lays out bike paths, and then turns about and drops the study into an uncoordinated program left with the cities and towns.

What is wrong with getting the Mayors of all towns together through MAG and planning these paths definitely instead of using window dressing? We feel this is as much the responsibility of ADOT as highway planning in the MAG planning area from Jackrabbit Road on the West to the Pima Road on the East and from Dobbins Road on the South to Carefree on the North. We also think this area should be extended to the area between Buckeye and Apache Junction! irresponsible

Again, we think the Bike Path section of the Hohokam highway is weak and/ in terms of a realistic method of relieving street traffic. We feel certain that the reason for such a remand is to enforce a monopoly in petroleum, car, insurance and land sales.

18 2-20-26 Natural Resources Section (1) paints a very bleak picture of future potential underground water quality in this area. One wonders if a highway has anything at all to do with the resource. Is it possible that mining rocks and sand in the area would have a hastening effect on underground water evaporation and concomitant build-up of salts. Could it be possible that extensive urban freeway construction would generate further undesirable "pits" in the urban area as well? Is there any way to reverse the presumed water degradation and terrain degradation?

26 2-22-24 (2) Vegetation and Wildlife. No statements are made as to how Mesquite, Tamarisk, Paloverde, mourning doves, English sparrows, mockingbirds, thrashers, meadowlarks, loggerhead shrikes, black-tailed jackrabbits, Creosotebush, Wolfberry, Mustard, Jerusalemthorn, Russianhistle, Globemallow, Horsenettle,

Saltbrush, Spurge, Aster, Brittlebush, Desert Tobacco, Carelessweed, Datura, Cocklebur, Mesquite, Arrowweed, Globemallow, Seepwillow, Wild Oats, Wheatgrass, Bermudagrass, Squirreltailgrass, Green Bristlegrass, Eucalyptus trees, Palms, Pecans, Athel Tamarix, and Cottonwood trees will be preserved along with the doves and starlings. The statement claims an insignificant amount of breeding ground will be taken by the project and the birds move into other areas.

We wish to point out that a large expressway with increased traffic will block animal crossings over the entire area. If the intent is to wipe out animal life, we think the broad expressway would do a good job of that.

No studies were presented to (1) indicate the effect of car exhaust on the plant life and (2) tell what definite plantings would be made to replace denuded areas.

2-26-14 (3) Material Pits and Haul Roads. (Please see 2-20-26 regarding "pits" and mining.)

15 2-27-35 (4) Agricultural Lands. It is characteristic of AHD reports to classify any use of land for agriculture as a lower use, and therefore in this case we see a desire for AHD to relegate the land to other than this use. The intrinsic value of land is probably higher than industrial land especially as it disappears from the scene in the urban area and makes us (1) dependent on long hauls for food (2) deprives us of a healthy employment outlet for our youngsters. It has often been said, and I believe it, that any economy based on an agricultural economy is strong. No consideration is given in this report to this viewpoint and the merits of an agricultural economy. We suspect that in the mad rush of speculation now rampant that it would be well for government agencies to be trying to ruralize rather than urbanize people.

26 2-28-4 (F) Social Institutions. AHD in this section stands back, takes a bird's eye view of homes and businesses they are going to possess at any cost and says this and that will be done. We have already found numerous cases where citizens are harassed out of their property by the right of way division at values from 1/4 to 2/3 replacement value. In no case has AHD ever really made pre-estimates on property needed for an entire project and then put this "fair value" ahead of time

to the ones involved. We believe this is an absolute essential, i.e. to have the entire course laid out ahead of time and lay the proposition before the public and especially those involved before wrecking one home. As done on the Papago Freeway, the process was annihilating to the morale of those down the line where the situation was (1) to wreck a home (2) to leave the garbage dump until marauders and vandals picked it over (3) allow cockroaches to infest the adjacent home owners and let the dust create health problems (4) rent some of the homes to rowdies who stirred up anxiety and threw fear into the householder's heart and finally (5) send one after another after another agent by to tell the homeowner he will have to take the price offered or suffer eminent domain and legal costs and lose many benefits.

One further objection has to do with due process of law and inequities of administering the same. While the Papago Freeway was under litigation, AHD, under the real bending of the intent of law, continued to wreck home after home and thereby create a path for accomplishing an illegal objective. This was done simply under the interpretation of the law, which claimed that such wrecking of homes was not really construction. We consider this concept does violence to the law and to citizens who attempt to bring about conformance of government agencies to Congressional statute.

19

20

2-31-13,17 The residence shown on page 2-29 is a used home, but in every way is probably superior to the new homes. It is impossible to purchase or have built an equivalent home in as desirable a location, as close to the city, as this one for \$25,000. And this is just the stickler--if the home cost the homeowner \$15,000 to build (not fix up or enhance) that is just about what AHD will offer, ignoring completely the inflation. Cases are extant where AHD has tried to cram such people into less desirable quarters or give an ultimatum on a price and force the homeowner to go to the suburb for an approximate equivalent and refinance to pay for it. We deplore these high-handed tactics on an unsuspecting public who is given false PR that everybody is happily moved. It just isn't true.

1

2-32-9 G. Traffic Flows. This section is really saying that traffic will be attracted to the Hohokam and congest east-west streets, since Papago Freeway was killed.

We agree, that if Hohokam is built as an expressway instead as an ordinary artery, it will attract truck traffic and other traffic into Washington and ruin this perfectly good artery as well as Van Buren.

We disagree that Papago Freeway on McDowell would have alleviated this problem-- it would simply have clogged and blocked the 1/4, 1/2 and mile N-S streets more fully with traffic, and thereby created still more circulation problems on Washington, Van Buren, McDowell, etc. Freeways just do not belong in this urban area superimposed on a decent street system. It is a mythical pronouncement to say that traffic circulates better in the urban area because of freeways. L.A. streets are very slow circulators, and this loss in time very much makes up for the more rapid driving on the freeways. Since Freeway speeds are now 55 miles per hour, Freeways are certainly out of place in between our major streets.

16 2-33-9 This section furnishes data regarding CO in the Phoenix area. One conclusion, 2-34 and 2-35 shows how our own and federal standards for good health were violated through 1973. We decry these violations, we have pointed them out before, we know we need a reduction in total vehicular traffic here, and yet the report fails to point out how easily we could bring this about by emphasis on a good mass transit system and deemphasis of the 1 car - 1 driver - no walk - no bicycle philosophy of AHD.

23 2-36 This chart is labelled: "The monthly and average concentration of carbon monoxide has declined since 1967."

We believe it is unrealistic to use these figures as they are. We know wind greatly affects and controls these values. We know that sampling station (it has been changed) place and height affects these values. We know that we are already over the limit for healthful air many hours of the days much of the year. To compound the difficulties of using this data, we see that between 1971 and 1972, when new pollution devices came on cars, there was an increase in the annual average of CO and also for the months of February, August, September, October, November and

December there was a respectable increase in CO along with a slight decrease in the other months. This is also true of the "highest hour" values for 1971-72- February, May, August, September, November and December show an increase, while January and October show fortuitously identical values, and the other months show a slight decrease. I consider this poor progress and poor reporting of scientific measurement.

We are including our evaluation of CO and other air-pollutants as reported in the Papago Freeway impact statement as fully applicable in the context of one more freeway in the urban area: Hohokam.

9
10 2-44-10 I. Noise Considerations. This section tries to sell the concept that (1) noise which we learn to tolerate is acceptable and (2) if the noise becomes unbearable because of a project, then home owners, park participants and business people should get out or appeal "later on" to the AHD or Airport personnel for redress for the problem.

We understand from residents, teachers and students in the Tempe area that the noise from aircraft is already unbearable at times, with some classes being interrupted at times.

It would appear preferable to (1) move the present airport than encroach further on Tempe, the roads, residents, park visitors and others with advancing noise levels (2) to limit the project to a 75 foot highway which runs into and matches 44th Street and (3) to open up 48th Street to at least a 4-lane nicely-surfaced roadway. This would prevent the attraction of great hordes of truck traffic from I-10 to Washington and Van Buren.

2-47-31 This would also avoid the necessity of a "noise wall" along Hohokam as proposed in the report. It would also prevent the inundation of the Park of the Four Waters with 84 dBA by 1995.

The "toleration of noise" by AHD seems incompatible with our recent desire to pass noise standards and abate industrial noise. Highway people and many

"noise experts" try to pass on noise with simple dBA readings. This is unfair, because other factors are far more important from both (1) an educational irritant viewpoint, (2) a psychological viewpoint, (3) a social viewpoint and (4) a hearing viewpoint.

First of all (sec. 4) noise levels of a particular pitch deafen one's receptors first, i.e. the high-pitched ones. With turbine engines on the horizon, the dBA should be replaced by a full octaval range (dBA, B, C, D, E, F, G). Secondly, one can easily be irritated by a continuum of noise level (as in traffic) where the dBA may be at a harmless level. Thirdly, the staccato effects of acceleration and cause very disturbing psychological effects, as in the dripping of water. Fourthly, the low but steady whine of engines during sleeping (low level, quiet period) hours is not conducive to sleep or lack of distraction, or meditation. One feels as if he were trapped into a machine day and night, from which he must escape. Therefore citizens uproot themselves and try to "fly" to quieter quarters. Thus they and their influence are lost to the community, which needs them, and city problems magnify in their absence. All in all, we are becoming a nation of "displaced gypsies". The encouragement of this policy by Federal funding of freeways is the chief problem. Citizens say "don't fight it, you will lose anyway, because a citizen can do nothing." The bureaucrats like this stance as they stuff their administrative pockets.

During quiet, sleeping hours, the roll of rubber can be heard for miles. Some data obtained on neighborhood noise will be shown / ^{later.} Should 44th Street become an expressway, from Washington to Paradise Valley, as no doubt AHD and MAG plan, it would cost billions of dollars to buy up the homes within earshot of the project--which homes are now barely encroached upon.

26

2-52-18/ 2-61-12 J. Economic factors L. Population This section essentially says: (1) Maricopa County, Phoenix and Tempe are growing rapidly (Phoenix increased 92,000 in 1972, or 13%) (2) Manufacturing is the main source of income in Phoenix (3) industry is displacing farming (4) industry will drive home-owners out of this Salt River area and (5) employment due to speculative enterprises of finance, insurance and real estate, and contract construction employment is booming (6) the Hohokam

roadway will accelerate the above named changes and (7) time accessibility of Mesa, Tempe, and Chandler residents to their places of occupation will be enhanced by the freeway.

4

We decry any action which will rob our area of independence of food production. Food prices in this area will double and triple as our land base diminishes and create fantastic hardship on every citizen. We therefore think the entire attitude of AHD, which looks on the speculative professions with favor is heinous and inimical to the best interests of all. Not one acre is to be preserved! Not one farm is to be preserved! Not one grower is to be encouraged to stay! Sell all, make a killing on all, tax all, and hope for the best! (Which cannot help but eventually be the worst).

12

2-63-11 We think the entire concept of using police power to zone our bread-basket out of existence is wrong. The idea of making us dependent distant producers who must use precious fuel to ship food into us at elevated prices is inconceivable. To make a small segment of our population rich by bartering away our natural sources of supply is the work of bureaucratic leeches.

The concept of uprooting home owners and businesses to cater to real estate and landlord agents is a throw back to the feudal system where assets fell into the hands of the few. Even at this time, this process has put home ownership almost completely out of range of the average citizen. Our youth are going to be out of luck. There isn't enough money in FHA to solve these matters!

FHWA and urban renewal are accentuating each other in this process of displacing less affluent owners from their property by "police power zoning" and building imposing hotels, skyscrapers and airports in their place.

The Comprehensive Plan of 1990 has been characterized by our Mayor and other local planning authority such as Phoenix Planning Commission as no plan at all--and we don't understand why AHD must use it as a basis of discussion (2-63-11) in this report.

29

2-65-1 The AHD claim that industry is incompatible with residences and therefore the zoning is correct which squeezes out residences in favor of

industry needs reexamination.

We will agree that the 48th Street - 44th Street area adjacent to the Salt River and gravel pits is compatible to industry. However, we do not believe it is a correct nor desirable concept to assume that homes are incompatible with all industry. We have seen much industry which is totally compatible to homes, churches and quiet residential neighborhoods (where streets are buffered). Therefore in street construction we should realize that many industries, manufacturing and otherwise, are totally compatible with neighborhoods and homes. Zoning should look at the industry from specific considerations. Some industry should be purposely zoned with developments. Other industries should be located only within a certain close proximity (gas stations) and still other industry (such as an atomic energy plant or explosives factory or petroleum refinery) far distant from such homes.

In recent times many industries have become so well studied that where formerly they were incompatible with housing developments, they are now compatible. Such an example in this area is Spreckles Sugar Plant, where everything is recycled and odors and other by-products are not set free. In this case, even the street which serves the plant is compatible to homes, and the noise and confusion one might expect from a freeway or expressway in front of it is missing.

In the case of Hohokam, the author seems to be saying "industrial is good, homes are incompatible and uneconomic, therefore get rid of the homes." "And furthermore go ahead now and add some more incompatibility in the way of an expressway." We think this is indeed an incorrect and needlessly naive and destructive concept of zoning and planning.

25 2-65 The report claims the 15 or so homes and buildings extending some 325 feet east from the center line of the junction at Washington and 44th Street (over to the Pueblo Grande fence) will be acquired for the necessary project right of way. This report claims the Hohokam will be only 200 feet wide at this point. Therefore the extra purchased right of way east only of the planned expressway will be $325 - \frac{200}{2} = 225$ feet with all the homes, the county bus parking lot, a

welding shop - junked car shop and other objects.

We feel that it will be proper to purchase this land to put trees, benches and embellishments for the Pueblo Grande Monument (Hohokam ruins preservation) only but we think if FHWA were to permit the purchase of this extra land for highway construction purposes it would be done so under false and sneaky presenses. We know that 75 feet of right of way (38 feet each side) is sufficient to match 44th Street.

7
8 2-65-24 (7) Commercial - Industrial This section says our fast-growing manufacturing industry, air freight, and road shipments are going to require a Hohokam project (inferred as planned 300 feet, not 75 - as more compatible with our street system.)

Totally overlooked (2-20-18) in this treatment is the possible augmentation of freight line rail-street connections for transferring freight locally to rail lines and shipping it more economically to its ultimate destination in Los Angeles, the Northwest, the East, etc. We sense that there is a total conspiracy to build roads for 100% trucking by Interstate rather than a more moderate stand where cooperative effort could create a balanced, more efficient mix. Between air-cargo and freeway trucking, there seems to be a conspiracy to smash down the most efficient cargo carrier, vis. rail, for all time.

20 2-70-10 The report says "an interview with one of the prime developers in the area revealed that specific plans to construct two major industrial facilities in his industrial park bordering the project route are contingent upon final approval of the expressway."

We wonder if this is the same dev eloper, that Mr. Watson who attempted to shout down any expression of opposition during the forum conducted by Mr. Bill Hayden. Why not mention the man's name if he is so important? We feel also that for AHD to react to blackmail from individual businessmen for construction of highways has been a long-standing policy and a very bad one, and often inimical to best long-term interests of the citizens. We feel it is putting AHD into what we consider an illegal position, / ^{much like} rushing ahead with Papago Freeway because of pressure from Litchfield - Goodyear millionaire combines and their influence with other

political-business combines.

2

2-70-26 (8) Tourism. This section says Hohokam will bring customers to Van Buren businesses, partly because of inaccessibility because of Salt River flooding at times and partly because I-10 took away the business when it was constructed. We feel that on the present exit on 48th Street there can be signs advertising the Van Buren businesses--and as the main arteries are improved people will enjoy taking a 6-lane street (rather than an expressway) over 44th Street to Van Buren. We see a preference of this approach. Interchanges boggle the mind of the motorist and instead of pulling off an interchange at 48th Street such motorists would continue on down I-10 until they see a motel in the distance and then turn off.

We think tourism might really be big in Phoenix if there were N-S and E-W subways which ran the length of the Valley and these were served by large parking centers and bus feeders and bicycle rental agencies. The chief complaint of out of town visitors is that Phoenix has the worst public transit system of any city in the country of comparable size.

17.

In connection with this, it is very amusing, even if harrassing to see programs of local TV stations and articles in the newspapers* painting a bleak picture of public transportation by saying the Bay Area Rapid Transit is broken down, a total failure, electronic control is a failure, it has cost billions and still isn't in operation when the facts are entirely different. The truth is, as one who returned this week and also as I have discovered and have films of myself, that the trains are very rapid, quiet, clean, and it has been constructed at very minimal cost (less than \$20 million per mile compared to freeway systems at 75-100 million per mile (Chicago, expressway, Manhattan Expressway, Boston expressway, etc.)

*(all of which were in complicity and still are in complicity in trying to ram the Wilbur Smith Freeway plan down citizens' throats).

1 Phoenix bureaucracy is really trapped in the morass of urban freeway building!

If these men were educated to the potential of transit; if they had vision; if they could see how to make free enterprise work again; if they could consult the public on what they want and get bonding passed, then there are numerous clean, productive enterprises which would take up the slack in business here and put people to work.

A subway could be built down I-17 to I-10 from Greenway Road to ASU beginning tomorrow.

A subway could be built on the Moreland I-10 alignment from White Tanks Mountains to Apache Junction "day after tomorrow". People could vote on a balanced system involving these as spines for \$2.50 to be deducted from their paychecks weekly to bond construction and operation of such an elegant system. One could thus board a subway in Maryvale and be in Scottsdale, in 10-15 minutes. Now a car takes about an hour during good times, and a freeway would still require 30-40 minutes. One could also board a subway in Chandler and be in Paradise Valley, the new coming center of Phoenix, in 15-25 minutes.

Today (8-21-74) a 11 billion transit bill passed Congress. While we think it is very fine to use these funds for construction, and it is time ADOT got busy measuring projects for these funds, we feel it is totally

20 improper to use a cent of it for operation or upkeep. We feel the dangers of bureaucracy will be best removed by tying operational expense to local users by a wage tax which offers service.

3-1 (3) Probable Adverse Environmental Effects Which Cannot be Avoided. (A) Effects on Natural Environment.

25 The summary here seems to take the view that because of past farming, trash dumping and other activities that the area is unredeemable for any higher

activity than freeway construction and industrial. We would ask the question: if one can reclaim the Pacific Atolls, drain swamps for arable land, irrigate the desert and reclaim areas like Israel and the Intermountain West with a little effort, why is AHD so sterile and unimaginative as to be unable to bring about or at least suggest improvements and reclaiming mechanisms that could be employed in the Hohokam area? (We also find this attitude of the City of Phoenix towards preservation and enhancement of the Squaw Peak area).

8 3-1-7 through 3-4-22 The vegetation, wildlife, water resources, airport, Pueblo Grande, noise, air quality, residential and business, and land encroachment degradation can all be affected by proper planning of this project under the D or a modified street construction program.

This report fails to properly address itself to these problems because proper alternatives are not considered.

18 3-3-23 through 3-4-22 Temporary Adverse Effects. While it is probably desirable to tell about the inconveniences during construction, we feel these inconveniences are minor in the total context of transportation facility construction. We also feel that AHD usually does an outstanding job in caring for these considerations. The only regret we have is that at times Arizona Statutes involving

watering down at construction sites is violated. We feel this should never be violated (as it was in some of the Moreland destruction) because the dust affects (1) the health of the worker(s) and (2) the health of the individual adjacent householder(s). We assume this stance squares with BSHA safety standards.

We also have been told of instances where highway personnel would use water and watering facilities belonging to householders without asking for it or agreeing to pay for it or considering the householder's feelings for it. This is, of course, as much a violation of law as it would be for any other citizen to so trespass.

4-1-2 Alternatives to the Proposed Project. Contrariwise to the purpose enunciated in the report: "To aid in meeting and satisfying the transportation needs of the service area of the project", we feel that as compared with upgrading our present arterials in cutting through a 75 foot street at 44th Street and widening 48th Street this project will (1) attract traffic which will congest presently free-flowing Washington, Van Buren, etc. (2) make access much poorer in the University Drive - I-10 - Airport area and (?) reduce flow because of lack of emphasis on widening and signaling our present system.

4-1-12 The No Build Alternative. We feel AHD does violence to rational thinking by limiting the No Build Alternative discussion to the expressway concept.

We do hold to the No-build alternative if the alternative is a freeway or expressway penetration route.

We do not hold to the no-build alternative if the alternative is to cut through a 75 foot street at 44th Street which exactly matches 44th Street on the North side of Washington---and the traffic control is through computerized or synchronized signalization from the junction of I-10 with 48th Street, over to the airport and 44th Street, and then into 44th Street and Washington.

4-1-22 Impact Upon Phoenix Sky Harbor International Airport. The rationale of Arizona Highway Department is answered by our earlier comments. These are (1) the project is a temporary alleviation only, and another airport should be built for future traffic (2) ingress and egress from the airport does not require street attention--but more convenient mass transit attention (3) modification

and upgrading of 40th, 44th, and 48th Streets are far preferable alternatives to the expressway limited-access alternative and (5) the adaptability of the street system to link-up with rail-freight facilities is ignored.

4 4-2-13 AHD claims there will be no net effect in removing property from the tax rolls, and therefore eliminated specific acreage, property evaluation and tax now paid per individual as compared with the same figures afterwards and how property owners left behind will have a higher rate to compensate for the change.

9 4-2-30 (3) Impact Upon Local Traffic Area. This section says that "no reserve exists for traffic growth". We disagree. We know that enormously more traffic could be handled by our street system if (1) streets were brought up to standard (2) traffic lights were synchronized (3) yield signs were to replace numerous stop signs where the flow in one perpendicular direction is infrequent compared to the other and (4) bicycle and mass transit facilities were cogently planned (to take off part of the present load).

16 4-4-19 (4) Noise and Air Quality Considerations. We have answered the noise and air quality evaluations earlier in this report. Our conclusion is that the construction of the expressway, essentially a traffic collector and inefficient urban road, would cause more miles of high speed driving and elevate both (1) noise levels and (2) air pollutants. We feel upgrading of the street system (40th, 44th and 48th Streets) would spread out traffic more than the expressway option and have a less deteriorating effect. We do believe, however, that bicycle paths, mass transit and population relocation closer to work are the necessary options for cleaner air. Car-pooling could only be interfered with by expressways and the tortuous driving to get off and on them, to say nothing of the ruination of a perfectly good grid street system by the limited-access-street-blocking expressways.

24 4-4-29 (B) Highway Alternative. This section discusses the alternatives of a street down 52nd (4-5) or 48th (4-7) street. This discussion is completely out of context because (1) beginning and ending points are not discussed (2) obstacles are not enumerated along the entire route (3) no costs are compared (4) no

comprehensive overall planning is considered.

2 4-9-26 (C) Modal Alternatives. This section says (1) bicycles are not an alternative to the car (2) bus service is minimal (3) something may come about to improve transit (3) fixed transit is expensive and impractical (no figures were given). We consider this to be an insignificant contribution to planning or thinking and are enclosing a copy of Section 134 implementation requirements which this report should circumscribe.

8 4-14-5 It is true the street car barns here caught on fire twice, vastly reducing capital equipment and causing a general deterioration of service because of lack of replacement funds. It is my feeling that for two such fires to accidentally occur is remote beyond the realm of chance accidents, and were probably set by enemies or competitors of the business. We feel a more thorough treatment of the exact details about this incident should be brought out so that in the future it can never be repeated.

15 This section should also stress the conspiracy of General Motors which has served to uproot rail all over the United States (please refer to Exhibit A) and the annihilating effect it has had on the Los Angeles transit capability.

18 We feel it should be a point of this impact statement that the service industry of transportation is not an evil, but rather a healthy means of creating employment for hundreds of people, and as such should be used to alleviate congestion of our streets and wastage of fuel.

22 5-1, 6-1 and 7-1 Productivity, Commitment of Resources and Minimization of Adverse Environmental Effects. These sections have been replied to in this report. The general conclusions are that a grossly inadequate stance is taken on these issues in planning the project: (1) Too much land is taken (2) the highway is much too wide (3) the Indian Ruins are encroached on needlessly (4) too many homes and businesses are uprooted (5) too much vegetation is being taken (6) taxpayer money is being wasted by short-sighted planning on bridges, the Rio Salado, lack of bike paths and transit (7) the 44th Street area is possibly being mined

unnecessarily, turning this area into an arid wasteland (8) thought is sterile on a harmonious relation between homes, farms and industry (9) our breadbasket is being discarded in favor of urbanization and making a non-agricultural economy which may be unhealthy in the long run.

Gerard F. Judd
Professor of Chemistry
Phoenix College
August 22, 1974