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HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES
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ENVIRONMENTAL ASSESSMENT

FOR

STATE ROUTE 153
SKY HARBOR ACCESS ROAD
PHOENIX, MARICOPA COUNTY, ARIZONA
PROJECT AZM-601-0-301

APPROVED BY:

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ON:

1-21-86

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This environmental assessment has been prepared in accordance with provisions and requirements of the Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects.

Prepared By

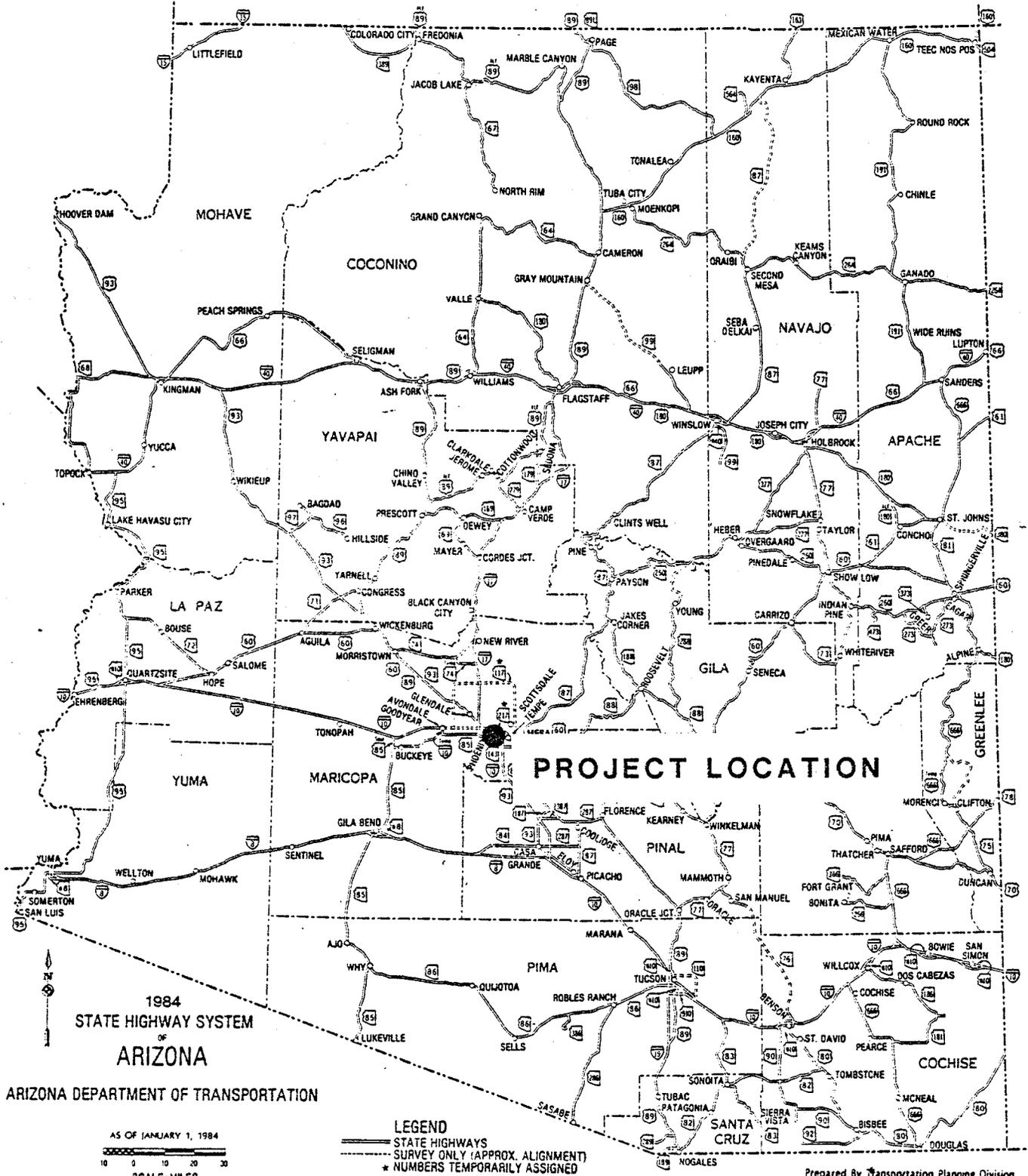
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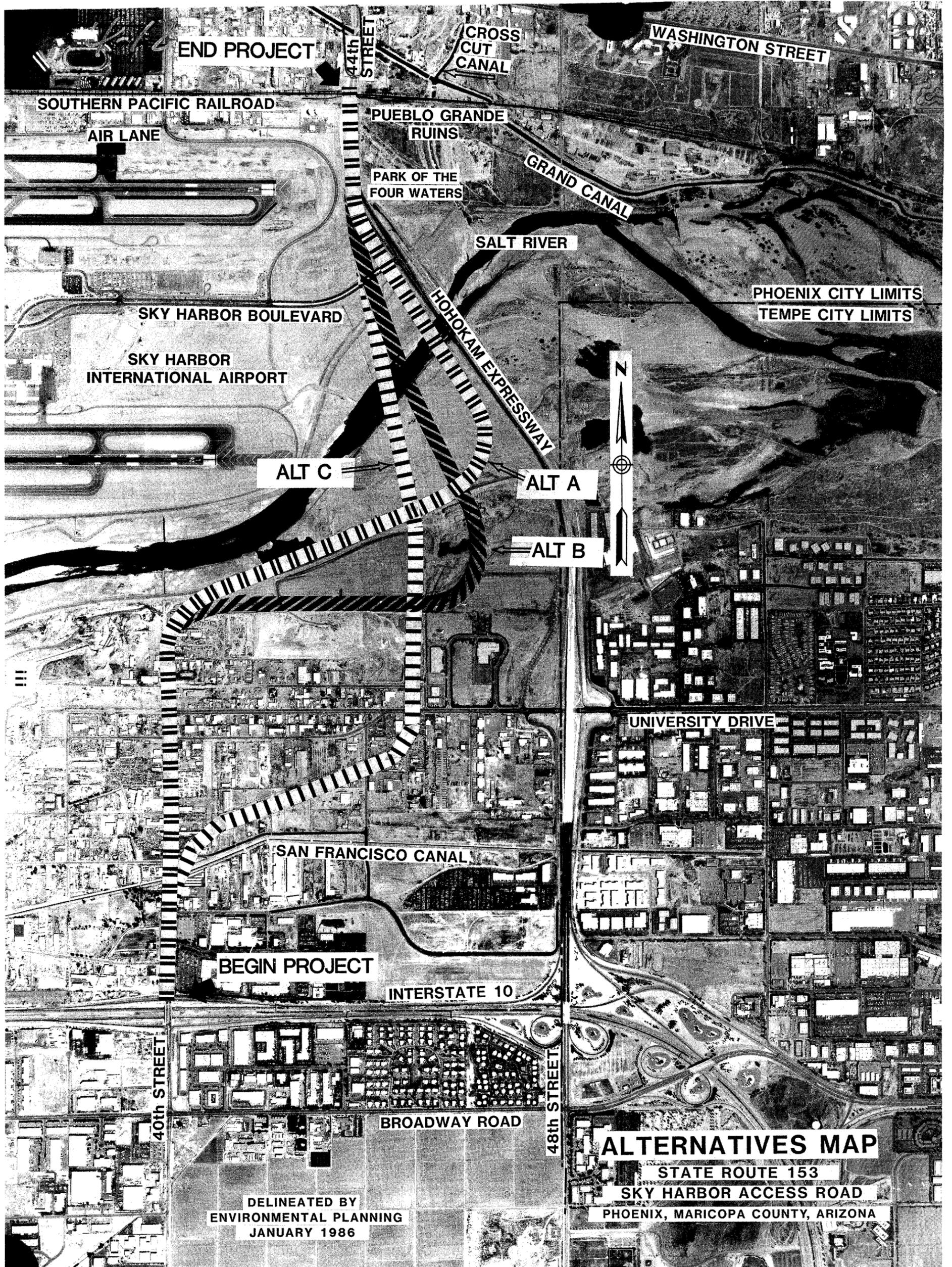
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STATE MAP



Project AZM-601-0-301
 State Route 153
 Sky Harbor Access Road
 Phoenix, Maricopa County,
 Arizona



END PROJECT

44th STREET

CROSS CUT CANAL

WASHINGTON STREET

SOUTHERN PACIFIC RAILROAD

AIR LANE

PUEBLO GRANDE RUINS

PARK OF THE FOUR WATERS

GRAND CANAL

SALT RIVER

SKY HARBOR BOULEVARD

SKY HARBOR INTERNATIONAL AIRPORT

HOOIKAM EXPRESSWAY

PHOENIX CITY LIMITS
TEMPE CITY LIMITS

ALT C

ALT A

ALT B



SAN FRANCISCO CANAL

UNIVERSITY DRIVE

BEGIN PROJECT

INTERSTATE 10

40th STREET

48th STREET

BROADWAY ROAD

ALTERNATIVES MAP

STATE ROUTE 153

SKY HARBOR ACCESS ROAD

PHOENIX, MARICOPA COUNTY, ARIZONA

DELINEATED BY
ENVIRONMENTAL PLANNING
JANUARY 1986

I. PROJECT OVERVIEW

A. Project Location

The proposed Sky Harbor Access Road, State Route 153, is located in south-central metropolitan Phoenix, Maricopa County, Arizona (see State Map on page i). This project is located within the City of Phoenix approximately 1/4 mile west of the Phoenix/Tempe City limits (see Vicinity Map on page ii). Beginning at the Interstate 10 and 40th Street traffic interchange, the proposed roadway will extend northeast approximately 3.0 miles to join the existing Hohokam Expressway at 44th Street just north of Sky Harbor Boulevard. The proposed limited access roadway will pass immediately east of Sky Harbor International Airport and will cross the Salt River (see Alternatives Map on page iii).

B. Project Need and Purpose

This project is located within the planning area of the Maricopa Association of Governments (MAG) which has the responsibility of maintaining a "comprehensive, coordinating, and continuing" planning effort for transportation facilities within its planning area in accordance with the Federal-aid Highway Act of 1962. MAG has proposed that over 200 miles of freeways and expressways need to be constructed to support the rapidly growing Phoenix metropolitan area. A segment within this planned transportation system is the Hohokam Expressway which will extend north from Interstate 10 at 48th Street to McDowell Road, interchanging with the East Papago Freeway (under design).

Currently, the Hohokam Expressway extends from the Interstate 10 and 48th Street Interchange north to the intersection of Washington Street and 44th Street. This expressway consists of four lanes from Interstate 10 to Sky Harbor Boulevard, widening to six lanes from Sky Harbor Boulevard north to Washington Street.

With the East Papago Freeway being constructed through Phoenix, a "new" Hohokam Expressway (State Route 143) is planned to connect Interstate 10 to the East Papago Freeway. This expressway, to be located a few hundred feet east of the existing expressway, will be access-controlled and will not provide access to Sky Harbor International Airport.

Construction of the "new" Hohokam Expressway will require eventual closure of the existing expressway, creating the need for a new east entrance to the airport from the north and south. State Route 153 is planned with the intent of providing access to Sky Harbor, eventually replacing the existing Hohokam Expressway. State Route 153 and the new Hohokam Expressway are needed to relieve increasing traffic congestion in the area south and east of the airport. According to a consultant study prepared for Phoenix Sky Harbor International Airport, approximately 45% of the overall vehicle traffic entering the airport did so from the east entrance. As a six lane facility, State Route 153 will

provide two more lanes than the existing expressway (one additional lane for each direction) south of the airport (the existing expressway has four lanes between Interstate 10 and Sky Harbor Boulevard). These extra lanes are needed to support current and future traffic needs that will increase proportionately with urban growth. Completion of this project will also provide an additional crossing of the Salt River for the motoring public.

C. Traffic Data

Traffic volumes for 1984, average daily traffic (ADT), for the existing Hohokam Expressway between University Drive and Sky Harbor Boulevard were estimated at 40,000 ADT by the Arizona Department of Transportation, Planning Support Section, Travel and Facilities Branch. Existing ADT for 40th Street at its interchange with Interstate 10 is estimated to be 15,700 ADT by the City of Phoenix.

The Maricopa Association of Governments (MAG) has projected the average daily traffic on State Route 153 for the year 2005 as follows: between Interstate 10 and Rio Salado Parkway - 20,000 ADT, between Rio Salado Parkway and Sky Harbor Boulevard - 25,000 ADT, and between Sky Harbor Boulevard and Washington Street - 30,000 ADT. These forecasts are based on 1984 MAG average daily traffic figures.

II. DESCRIPTION OF THE PROJECT

A. Preliminary Design Features

In order that location alternatives can be adequately evaluated, this report identifies general design features, estimated right-of-way requirements, preliminary costs, and other related features. Final decisions regarding the design features of State Route 153 will be made following the location/design public hearing. For evaluation purposes, the following preliminary (and subject to revision) design criteria guidelines were considered in the preparation of this assessment.

State Route 153 is planned as a six-lane urban roadway with a major bridge crossing of the Salt River. Anticipated design speed is 40 to 50 miles per hour. Actual posted speed will be in accordance with state statutes and local jurisdictions.

Roadway drainage design will be compatible with local jurisdictions; storm drainage on-site will be based on a 10-year storm frequency. Cross-drainage of the roadway and the Salt River bridge structure will be based on a 100-year storm frequency. The design flow for the bridge will be 215,000 cubic feet per second (cfs). Capacity of the existing bridge is approximately 30,000 cfs which was constructed as an interim facility under the assumption that a flood control dam was to be built near the confluence of the Salt and Verde Rivers. That proposal has been abandoned.

The roadway profile is expected to be primarily at grade, with a slightly elevated crossing of the San Francisco Canal and a bridged crossing of the Salt River that will span both existing dikes and include the Sky Harbor Boulevard intersection. The Salt River Bridge is expected to be designed as a multi-span precast prestressed concrete girder bridge with circular columns and drilled shaft foundations.

There are three alignment location alternatives which are identified on the Alternatives Map on page iii. Each alignment includes an access point at Interstate 10, University Drive, Sky Harbor Boulevard and 44th Street. The intersection with Sky Harbor Boulevard will be consistent with airport development plans and will comply with glidepath clearance guidelines of the airport. Additionally, each alternative provides for future connections with the East Papago Freeway and the Rio Salado Parkway. Design alternatives may include additional access points between University Drive and Interstate 10 to provide the industrial/commercial development in that area with direct access to the roadway.

The first phase of this project will connect to Sky Harbor Boulevard and 40th Street. The existing Hohokam Expressway will remain open until the "new" Hohokam facility is constructed. Once the "new" Hohokam Expressway is operational, State Route 153 will be connected to 44th Street, north of Sky Harbor Boulevard.

Reconstruction of the Interstate 10 and 40th Street traffic interchange is planned as part of a separate ADOT project that proposes to redesign Interstate 10 between 40th Street and Baseline Road. Scheduling of this future Interstate 10 project has not been determined.

B. Right-of-Way

At this stage of project development, the proposed roadway right-of-way width for each of the alternatives was estimated as follows; Alternatives A and B are 150 feet wide along 40th Street from Interstate 10 to the terminus of 40th Street south of the Salt River. From this point, a right-of-way width of 300 feet was assumed for the rest of both alignment lengths. Alternative C was studied as a 300-foot-wide corridor for the entire alignment length. All of the needed right-of-way will have to be acquired with the exception of each project terminus, which connect with existing ADOT facilities.

Right-of-way cost estimates provided in this report are based on 1985 dollar values. Estimates for the purpose of this report were determined through preliminary surveys of existing land use.

A preacquisition Relocation Plan will be developed covering all properties impacted by this project following the designation of a selected alignment. Relocation costs were estimated to reflect payment to homeowners/renters and businesses for moving expenses, replacement housing, interest differential payments and other costs.

Using present State specifications, all structures and improvements within the path of this project will be cleared prior to construction. Demolition estimates were developed using current bid figures used for other projects.

Until the selected alignment is determined, no firm right-of-way costs can be developed for the bridge structure, intersections, grade separations or other project features. Estimated right-of-way costs for this highway facility are provided below. As property values increase, all costs presented here will increase proportionately.

RIGHT-OF-WAY COST ESTIMATES (in thousands of dollars)					
	Alt. A*	Alt. A**	Alt B *	Alt. B**	Alt. C
Acquisition	\$5,795	\$6,615	\$5,795	\$6,615	\$8,650
Relocation	219	437	255	511	325
Demolition	145	290	158	316	352
<u>TOTAL</u>	<u>\$6,159</u>	<u>\$7,342</u>	<u>\$6,208</u>	<u>\$7,442</u>	<u>\$9,317</u>
Businesses Needed	13	22	13	22	20
Residences Needed	2	0	2	0	5

As a result of a recent ruling in the State of Arizona, the State Land Department has been determined to be the landowner of the Salt River. ADOT will apply for a "provisional right-of-way" permit from the State Land Department as requested in their comment letter found on page 25.

III. ALTERNATIVE ALIGNMENTS

There are currently three alternative alignments under consideration. All alternatives begin at 40th Street and Interstate 10 and join with the existing Hohokam Expressway just north of Sky Harbor Boulevard, a distance of approximately three miles. Alternatives A, B, and C are depicted on the Alternatives Map on page iii.

* Using west side of 40th Street.

** Using east side of 40th Street.

Alternative A, beginning at the Interstate 10 and 40th Street traffic interchange, extends north along existing 40th Street a distance of approximately one mile to the south bank of the Salt River. At the south bank the alignment turns northeast roughly following the south bank (an existing dike structure) for almost a mile to a point about 800 feet west of the existing Hohokam Expressway. At this point the roadway turns northwesterly nearly paralleling the existing expressway and joins the Hohokam Expressway, approximately 1000 feet north of Sky Harbor Boulevard.

Alternative A crosses the proposed Salt River channelization project north of University Drive at 40th Street. Alternative A encroaches upon the third runway proposed by the airport to be constructed just south of the existing runways.

Alternative B shares the same alignment as Alternative A from Interstate 10 along 40th Street to near the south bank of the Salt River. Just short of the south bank (1/4 mile north of University) Alternative B turns east for a distance of 1/2 mile, passing between two landfills, to approximately 46th Street. At roughly 46th Street, Alternative B turns to the north, crossing the Salt River approximately 500 feet west of the existing Hohokam Bridge. As with Alternative A, Alternative B also gradually tapers into the existing Hohokam Expressway approximately 1000 feet north of Sky Harbor Boulevard.

Alternative B may conflict with the proposed Salt River channelization project. The northward turn at 46th Street will place the majority of the turning radius directly within the planned Rio Salado low flow channel. Alternative B will avoid the area of future Sky Harbor Airport expansion (the south runway).

Alternative C also begins at Interstate 10 and extends north 1/4 mile along 40th Street to Elwood Street, then turns northeast after crossing the San Francisco Canal, to the intersection of University Drive and 45th Street. From here the alignment turns north, crossing the Salt River about 1000 feet west of the existing Hohokam Bridge. The river crossing angles slightly to the northwest joining the existing Hohokam Expressway at 44th Street, approximately 1000 feet north of Sky Harbor Boulevard.

Alternative C is compatible with the Salt River channelization project, crossing once at roughly 45th Street, 1/4 mile north of University. This alignment also stays well to the east of possible future airport runway addition.

IV. SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONSIDERATIONS

A. Land Use

Predominant land uses in the project area include vacant land and industrial development. Most of the vacant land is located

within the Salt River floodplain along the northern half of the project corridor. Industrial development is occurring south of the Salt River and continues south of Interstate 10. Other land uses include: two landfills south of the river between 40th Street and 45th Street, a large sand and gravel operation north of University Drive on the west side of 40th Street, scattered residential units amongst the industrial development, some commercial interests, and a church on the west side of 40th Street, just north of the San Francisco Canal. This project will include an intersection or traffic interchange at University Drive that will improve access into the expanding industrial area.

Land use in the project area between the Salt River and Interstate 10 has been changing piecemeal from auto salvage yards and heavy industry into light industry and clean industrial parks. In addition, several large developers have proposed to convert much of this area into high-rise and mid-rise office parks, research-and-development offices, hotels, and restaurants. With its proximity to the airport and freeways, this area is expected to experience urban redevelopment over the next several years. Upgrading current roadway facilities, such as State Route 153, is imperative to move traffic through the area.

Other land-use changes are proposed along the project corridor including the addition of a third airport runway south of the existing runways, channelization of the Salt River south of the airport, and the Rio Salado Development Project which includes the Rio Salado Parkway along the south side of the Salt River. These development projects are subject to upstream storage and flood control plans already proposed by the U.S. Department of the Interior, U.S. Bureau of Reclamation, and the U.S. Army Corps of Engineers.

The project alignment and design will take into consideration both existing and future land uses.

B. Socioeconomic Impacts

Construction of State Route 153 between Interstate 10 at 40th Street and 44th Street at Washington Street along with its link to Sky Harbor Boulevard will provide easterly access into Sky Harbor Airport. All of the alternatives proposed pass through an older informally developed industrial area located between Interstate 10 and the Salt River. Scattered within the industrial uses are a small number of commercial and residential uses. No identified residential neighborhoods or facilities for residential or public uses are located within any of the alternative alignments. A church is located on 40th Street just north of the San Francisco Canal.

Construction of this new roadway is expected to facilitate major changes in the industrial character of the area just south of the Salt River leading eventually to complete redevelopment of the area. This improved access to Sky Harbor Airport from Interstate

10 is expected to create a transportation "window" into the airport along which major industrial uses and associated commercial uses such as hotels will desire to locate.

The new roadway and the image which this transportation "window" will foster should significantly increase industrial land values immediately south of the river. This will accelerate the movement of existing industrial uses from the area giving way to modern industrial and commercial interests.

As the majority of uses currently within the corridor are not compatible with the "window" image which State Route 153 will foster, a significant number of existing businesses within the area are expected to either significantly upgrade their facilities or relocate elsewhere within the metropolitan area.

C. Natural Resources

1) Water

The dominant natural feature of the project corridor is the Salt River. The river through Phoenix is essentially dry, its flows being detained by a series of upstream dams constructed in the years 1908 to 1945. This series of dams, coupled with a canal system, control the Salt River watershed and provide recreational lakes, farming irrigation, industrial and domestic water supplies for valley residents.

Surface waterflows within the project area have occurred when upstream runoff is greater than the capacity of the reservoirs created by the dams. This water is essentially unused as it passes through the Salt River Valley, except for its effect on recharging the ground water. The Salt River channel also receives discharge of treated effluent from the City of Mesa wastewater treatment plant, the cooling tower blow-down from the Arizona Public Service Ocotillo Power Plant and various storm sewers. Storm drainage from State Route 153 will also be directed into the river channel. These discharges will not be sufficient to cause flow in the river.

Construction of the bridge structure will not adversely affect water quality in accordance with the State of Arizona Department of Health Services Water Quality Control Policy. A bridged crossing of the Salt River on any of the alternative alignments will not affect the very limited water resources of the Salt River and will be in accordance with the State water quality standards regulations, Title 9, Chapter 21, Articles 1-4 (see letter from Arizona Department of Health Services, page 23).

This project crosses the San Francisco Canal and terminates approximately 1000 feet southwest of the Grand Canal and Cross Cut Canal. The canals are 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 and maintenance to be accomplished in or on the

canal. This project will not affect the water delivery capabilities of the canals.

2) Earth Materials

The Salt River bed provides a major source of earth materials (sand and gravel) for the Phoenix area. Sand and gravel operations are scattered throughout the Salt River channel as it passes through Phoenix. A large sand and gravel site is operated by the Tanner Construction Company adjacent to Alternatives A and B, approximately 1/4 mile north of University Drive at 40th Street.

Construction of State Route 153 will not have an impact on the quantity of earth materials available.

3) Soils

Soils in the project corridor are almost exclusively alluvial in nature. Soil series recorded in the area include Avondale, Gilman, Vint, Carrizo, Brios and Laveen. They are formed of recent mixed alluvium varying from a clay loam to a sandy loam. These soils are well drained to excessively drained in the river bed.

Several of the soils will support agricultural use. However the project area is predominantly commercial in usage. One small parcel at 40th Street and Anne Street is used as pasture, no agricultural crops are grown in the area. The soils in the project area are not being utilized as a resource and nearly all the needed right-of-way in any alternative would come from commercial properties or the Salt River bed. The pasture parcel at 40th Street and Anne Street does not fall within needed right-of-way. This project will, therefore, not impact soils as a natural resource.

4) Erosion

Appropriate erosion control measures will be incorporated into the construction plans pending design of the roadway slopes. Erosion can be minimized largely by the use of flat side slopes, drainage channels, if necessary, and landscaping.

If the landscape design cannot be included concurrently with the roadway construction phase, possible temporary measures, such as mulching and seeding of roadway fill or cut slopes and other disturbed areas, could be utilized if required. If design considerations require very steep slopes, then slope paving may be applied to prevent slope erosion.

5) Vegetation and Wildlife

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.

The impact upon natural vegetation will be negligible. Even though this project crosses the Salt River and its floodplain, the alternatives cross 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. There are no protected native plants known to occur in the project area (See letter from Arizona Commission of Agriculture and Horticulture on page 26).

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. There are no wetlands in or near the project area.

There are no known threatened or endangered species occurring in the project area. (See letters from U.S. Fish and Wildlife Service and the Arizona Game and Fish Department on pages 22 and 24).

D. Existing Street System

Major arterials in the project area include 40th Street, Hohokam Expressway, University Drive, and Interstate 10. Fortieth Street serves as a capillary to the industrial businesses located throughout the corridor from Interstate 10 to University Drive. University Drive also serves this industrial community from the East Valley.

Alternative A will facilitate the heavy movement of traffic along 40th Street yet may reduce accessibility to the businesses as a result of limited access. Alternative B will essentially result in the same impacts as Alternative A since it also uses 40th Street as its main location. Alternative C will create the lessor of the impacts to local traffic since most of this alignment will not use existing streets.

Since the south half of the project corridor is an industrial area, the primary modes of transportation are cars and trucks. There are no bicycle routes, lanes, or paths in the project area. Equestrian facilities are non-existent. Bicycle and equestrian facilities are proposed for the Rio Salado Development. Sidewalks are very limited.

No long-term adverse impacts to these facilities or modes of transportation are expected. No other primary modes of transportation exist in the project area.

E. Construction Impacts

Construction of State Route 153 will have direct and indirect short-term impacts on the surrounding areas. Various construction-related impacts are anticipated that will result in temporary inconveniences; however, there are mitigation measures that will be exercised to lessen impacts.

Construction of any of the three alternatives will require right-of-way clearance. This will consist of removing structures and improvements such as buildings, foundations and driveways. Construction activities such as these may create noise and dust impacts to adjacent residences or businesses.

Other temporary impacts associated with the construction of the proposed project include loss of privacy for adjacent homeowners, rerouting of traffic during construction, temporary closure of existing cross streets, and temporary interruption of utility service during utility relocation, if required. The excavation and hauling of materials will require the use of city streets which will generate noise and dust along the project area.

Many of the impacts mentioned above can be reduced with various construction procedures and scheduling considerations. Methods of reducing potential environmental impacts, nuisances, and hazards during construction are accomplished through contractual controls and ordinances governing construction practices. Controls on hours of operation for heavy equipment, installation of mufflers, and careful routing of project traffic can help to mitigate noise problems. Air pollution, in the form of dust created by excavation and hauling operations, is controlled with watering and dust palliative procedures. Regulatory standards governing construction practices include: Arizona Department of Transportation Standard Specifications Section 107, 206, 207 and Section 36-789 of The Revised Statutes.

Traffic control during construction will be maintained in accordance with the ADOT "Traffic Control Manual for Highway Construction and Maintenance".

F. Section 404 of the Clean Water Act and Floodplain Considerations

This project requires the construction of a major bridge across the normally dry Salt River. As proposed, the bridge structure will span from the existing north dike to the south dike and will have a design flow of 215,000 cubic feet per second (cfs); or that of a 100 year storm. No impact on the existing floodplain is expected as a result of this project.

Since this structure will span the Salt River channel from dike to dike, an individual permit from the U.S. Army Corps of Engineers will not be required to satisfy requirements of Section 404 of the Clean Water Act. Although Nationwide Permit #26 (33CFR330.5(a) (26)) under the Act will cover this project, coordination with the Corps of Engineers during the project development phase has been initiated by ADOT.

Construction of this bridge and roadway will conform to the State of Arizona Water Quality Control Policy. Runoff from roadways, embankments, storm water handling facilities, and other alterations to the natural environment will not exceed the limits

of the State water quality standards regulations (Title 9, Chapter 21, Articles 1-4) (see letter from Arizona Department of Health Services on page 23).

G. Cultural Resources

The general project vicinity has received extensive archaeological attention during the past century. While a great deal of information already exists about some of the known resource areas, there are some locations which may have never received any prior study. The following summary is based on existing archival data. No additional on-the-ground surveys are warranted at this stage of the investigation. The area is very rich in prehistoric sites and features. Of special note is the presence of Pueblo Grande Ruins and Park of the Four Waters, both listed on the National Register of Historic Places. This very important prehistoric site complex, also a National Historic Land mark, is under jurisdiction of the City of Phoenix.

Alternative A begins just north of a large prehistoric ruin, the Silo Site (AZ U:9:46(ASU)), but occurs mainly along a route devoid of known, previously recorded sites. As Alternative A crosses the Salt River, it parallels the Hohokam Expressway. Prior to construction of the Hohokam Expressway, archaeological investigations were conducted at two sites adjacent to Pueblo Grande and Park of the Four Waters. It is probable that additional prehistoric and historic canals are located north of the Salt River.

Alternative B follows the same line as Alternative A to just north of University Drive and then is situated primarily within the river bed where intact archaeological sites are unlikely to be found. North of the Salt River, where the route is adjacent to the Pueblo Grande and Park of the Four Waters, it is probable that additional prehistoric and historic canals will be identified.

Most of the southern half of Alternative C bisects a commercial/industrial area that is devoid of known, previously recorded archaeological sites. As the route crosses north beyond University Drive, site (AZ U:9:26(ASM)), which lies approximately 1/4 mile to the east, was studied prior to construction of the Hohokam Expressway. The remainder of this alternative occurs within the Salt River bottom and adjacent to Pueblo Grande Museum/Park of the Four Waters and the airport. It is probable that prehistoric and historic canals are located in the northern half of the project area.

Following the selection of a preferred route, the following actions will be taken, as appropriate.

1. A historic archival and inventory investigation will be completed for the project area.

2. An on-the-ground intensive archaeological survey will be completed after all developments are removed.
3. Testing excavations will be done where warranted, such as where surface remains exist or the probability of sites being found is high.

Some mitigation of cultural resources, regardless of the alternative selected, will probably be necessary.

All cultural resources investigations will be coordinated through the State Historic Preservation Officer. Any involvement with Pueblo Grande Ruins or Park of the Four Waters will be discussed with the City Archaeologist.

H. Preliminary Noise Analysis

1) Introduction

This Preliminary Report describes the noise measurement and analysis work performed for the alternative alignments of the State Route 153 study. The report identifies what the existing and the projected design year noise levels are or will be along the different alignments. Arizona has no State Standards for Highway Noise Levels, therefore, existing and design year levels shown in this report will be compared to the design noise level criteria used on Federal-aid Projects. (The Federal Highway Administration guideline for maximum allowable outdoor noise levels in residential areas is 67 dBA Leq). The noise descriptor used throughout this report will be the hourly dBA Leq (i.e., the steady dBA level which would produce the same A-weighted sound energy over a one-hour period as would a specified time-varying sound). Although use of this criteria is not mandated for state-funded projects, it will be used to maintain consistency with procedures employed on other projects and to provide a conscientious effort at identifying areas impacted by highway noise.

2) Existing Land Use Activities

With the exception of one church and a few-single family residences the land use activities along the proposed alignments are primarily of the commercial/industrial type from I-10 to the Proposed Rio Salado Parkway. There are no sensitive receptors from the Rio Salado Parkway North. In general, the single family homes and the church are more susceptible to noise impacts from roadway sources than are the commercial/industrial activities. Because of this, the FHWA Guideline for the residential areas (this includes churches) was set at 67 dBA Leq, while the level for commercial/industrial type land uses was set at 72 dBA Leq.

3) Existing Noise Levels

The major noise components along the proposed roadway alignments are aircraft noise and noise due to roadway proximity (i.e. traffic noise). There are other localized noises from commercial or residential activities, but overall, the noise emanating from the two components mentioned above will represent the majority of the noise along the proposed alternative alignments.

Ambient noise levels were recorded through the use of site specific monitoring (field measurement data is available at ADOT Environmental Planning Services, 205 South 17th Avenue, Room 240E). The monitoring was conducted during the peak morning travel period (i.e. 7:00 a.m. to 9:00 a.m.) at three sites near the proposed alignments. The time duration of the individual measurements varied from 45 minutes to one hour. One of the monitoring locations was the William Grove Baptist Church and the other two were near single family residences. Two of the monitoring locations were near 40th Street and thus affected by the traffic on that roadway while the third was two blocks east of 40th street, near Superior Avenue and received very little traffic noise. All three locations had varying degrees of aircraft noise, which had the effect of equalizing the magnitudes of the three noise levels to 67-68 dBA Leq.

4) Prediction of Future Noise Level

Future noise levels (for the Year 2005) were estimated using the "FHWA Highway Noise Prediction Model" (FHWA-RD-77-108, December, 1978). The output of this model is dependent upon a group of input parameters which combine to control site specific noise levels. A brief description of these parameters (Modeling Parameters and Values) along with the specific values used in this analysis are shown on page 15. The resulting predicted levels are shown in the table below. The two parameters, average daily traffic (ADT) and distance (D) are the critical parameters affecting the magnitude of the levels shown in the table on the following page, "Roadway Traffic Created Noise (dBA Leq) for the Year 2005." The future ADT's increase by section as the roadway goes from south to north and the distances are based on the assumptions that the right-of-way for Alternatives A & B will vary from 150 to 300 feet while Alternative C will have a constant 300 feet of right-of-way.

ROADWAY TRAFFIC CREATED NOISE LEVELS (dBA Leq)
FOR THE YEAR 2005*

	<u>Alternatives A & B</u> <u>(150 Right-of-Way)</u>	<u>Alternatives A, B, & C</u> <u>(300 Right-of-Way)</u>
Interstate 10 to Rio Salado Parkway (At 20,000 ADT)	68	65
Rio Salado Parkway to Sky Harbor Boulevard (At 25,000 ADT)	69	66
Sky Harbor Boulevard to Washington Street (At 30,000 ADT)	70	67

5) Summation

Although not mandated by state law to provide noise abatement for state-funded highway projects, the Arizona Department of Transportation does recognize its responsibility to the public to mitigate highway noise. Most of the work done for this report was done in reference to that part of the project that is bounded by Interstate 10 to the south and the proposed Rio Salado Parkway to the north. The reason for this is that there are no sensitive receptors north of the proposed Rio Salado Parkway and therefore no noise abatement was deemed necessary for that segment.

This preliminary analysis shows that the maximum roadway created noise levels at right-of-way lines for the 300-foot right-of-way section and the 150-foot right-of-way section will be 65 and 68 dBA Leq, respectively. These two levels are at or below the existing ambient conditions which were measured in January of 1986 (The 1986 measurements included aircraft noise).

The reasons that the projected sound levels are relatively unchanged from the measured levels in 1986 to the design year predicted levels have to do with a combination of three parameters. The three parameters are: a minor increase in traffic, a widened right-of-way section, and aircraft noise from Sky Harbor Airport. Of the three, the aircraft noise appears to be the determining factor; in that no matter how the other parameters are varied the aircraft noise will remain.

* This table does not reflect aircraft noise from Sky Harbor Airport. If aircraft noise is combined with the roadway traffic noise, all of the decibel levels shown in the table will increase by varying amounts as the project roadway nears the airport and its runways.

MODELING PARAMETERS AND VALUES

Modeling Parameters	Values Used in This Analysis
1) Design hourly volume (DHV): the number of vehicles passing a specific point in one hour during a peak traffic period.	DHV=8.5% of Average Daily Traffic (ADT)
2) Automobile (A): all vehicles with two axles and four wheels. Generally gross vehicle weight is less than 10,000 pounds.	A=97% of DHV
3) Medium trucks (MT): All vehicles with two axles and six wheels. Generally gross vehicle weight is less than 26,500 pounds.	MT=2% of DHV
4) Heavy trucks (HT): All vehicles with three or more axles. Generally gross vehicle weight is greater than 26,500 pounds.	HT=1% of DHV
5) Distance (D): The perpendicular distance between the centerline of the travel lane and the observer. For this analysis the median centerline was considered to be an average distance to all lanes.	D=75 to 150 Feet for ALT. A & B D=150' for ALT. C
6) Site Parameter (alpha): The value of this parameter is determined by ground conditions between the roadway and the receptor. The value used here is a hard (i.e., reflective) site of 0.0.	Alpha=0
7) Speed(s): This is the average speed of all vehicles in the DHV.	S=40 MPH

The conclusion derived from this analysis is that no noise mitigation measures are recommended for this project.

I. Air Quality

A microscale air quality analysis was performed using Avqual computerized line source dispersion model and EPA's Mobile 3 developed composite emission factors. Avqual has been calibrated for the Phoenix area and is acceptable to the FHWA. These programs take into account 1) traffic - classified into 8 vehicle types, 2) tabulation of Selected Low-Altitude Vehicle Emission Factors, based on EPA's Mobile Source Emission Factors, 3) meteorology, 4) type of highway design, 5) right of way distance, 6) Pasquill's stability classification.

The State and National Ambient Air Quality Standard for carbon monoxide, which is not to be exceeded more than one a year, is as follows:

Carbon Monoxide (National Ambient Air Quality Standard in parts in parts per million (ppm))	
<u>Maximum One-Hour Concentration</u>	<u>Maximum Eight-Hour Concentration</u>
35 ppm	9 ppm

The Avqual Model was used to predict pollution levels at the nearest receptors for the year 1985, and at the right-of-way of the improved 40th Street roadway for 1995 and 2005. These represent maximum predicted carbon monoxide at critical locations. Vehicle distributions were developed from an actual traffic count taken on an adjacent parallel route on January 7, 1986. Basic traffic forecasts (2005) are from the Maricopa Association of Governments.

Pasquill's stability class E with cross winds of one meter per second, and average winter month temperature were utilized in this microscale analysis so that conservative results would be obtained.

The projected pollutant maximum one hour concentrations created by traffic for the subject project are as follows:

1985	1995	2005
1.5 ppm	0.4 ppm	0.5 ppm

The improvement can be attributed to a greater distance from centerline to receptor (40 feet in 1985 vs 75 feet in 1995 and 2005), plus a general improvement in the traffic fleet through the years.

Background concentrations of carbon monoxide must be added to the predicted carbon monoxide levels to determine the air pollution impact on the project area. Background concentrations were estimated to be 8 ppm in the project area.

Year	Predicted	Background	Total
1985	1.5 ppm	8.0 ppm	9.5 ppm
1995	0.4 ppm	8.0 ppm	8.4 ppm
2005	0.5 ppm	8.0 ppm	8.5 ppm

The above concentrations show that construction of the project will reduce the carbon monoxide below the National Ambient Air Quality Standard, which is 9 ppm. Even in the extreme case where traffic volumes for eight continuous hours would be the same as for the maximum projected peak traffic hour, the analysis above indicates that the 9 ppm standard would not be violated.

Technical analysis of this report plus supporting graphs, references, and work sheets are on file in ADOT's Environmental Planning Services.

J. Aesthetics

Construction of the Sky Harbor Access Road will not have a negative visual impact on the surrounding area. The project alternatives pass through a concentration of commercial and industrial land uses, vacant river bottom and are adjacent to Sky Harbor International Airport. The project area can not be characterized as natural or visually attractive.

The riverbed and floodplain is unsightly, compounded by the presence of landfills, scattered rubbish, and a sand and gravel operation. The industrial area is very cluttered and numerous businesses have accumulated considerable quantities of scrap material. The new commercial ventures and industrial centers along Interstate 10, 48th Street and University Drive are more aesthetically pleasing and include various degrees of landscaping. Park of the Four Waters at the north end of the project is still in its natural condition. This archaeological resource area will not be developed by the City as a park, rather it will be excavated to exhibit the prehistoric canals. Okemah City Park (located at 38th Street and Anne Street) is a landscaped facility and appears out-of-place being surrounded by industrial properties.

The addition of State Route 153 is expected to enhance the visual quality of the area by eliminating some clutter. The level of roadway landscaping for this project is unknown at this time. Landscaping plans near the airport will consider airport runway clearance requirements.

K. Minority Considerations

This project, due to its location, is not expected to have a negative impact on any minority group. The project area is predominantly industrial, commercial and vacant lands. No residential neighborhoods exist within the project limits. There are approximately twenty isolated residences mixed within the industrial/commercial lots.

These residences are scattered from 38th Street to 44th Street and University Drive to 1/4 mile north of Interstate 10. Several of the homes appear to be either combination business/home or caretakers' home for adjoining businesses, many of which are mobile homes. The racial makeup of the residents is unknown. Based on 1980 Bureau of Census data in the general area, the racial mixture was approximately 35% white, 40% black and 25% of spanish origin. However, since 1980 over half of the homes then surveyed no longer exist, giving way to new commercial growth. Based on preliminary design information, five or six homes may be impacted.

L. Utilities

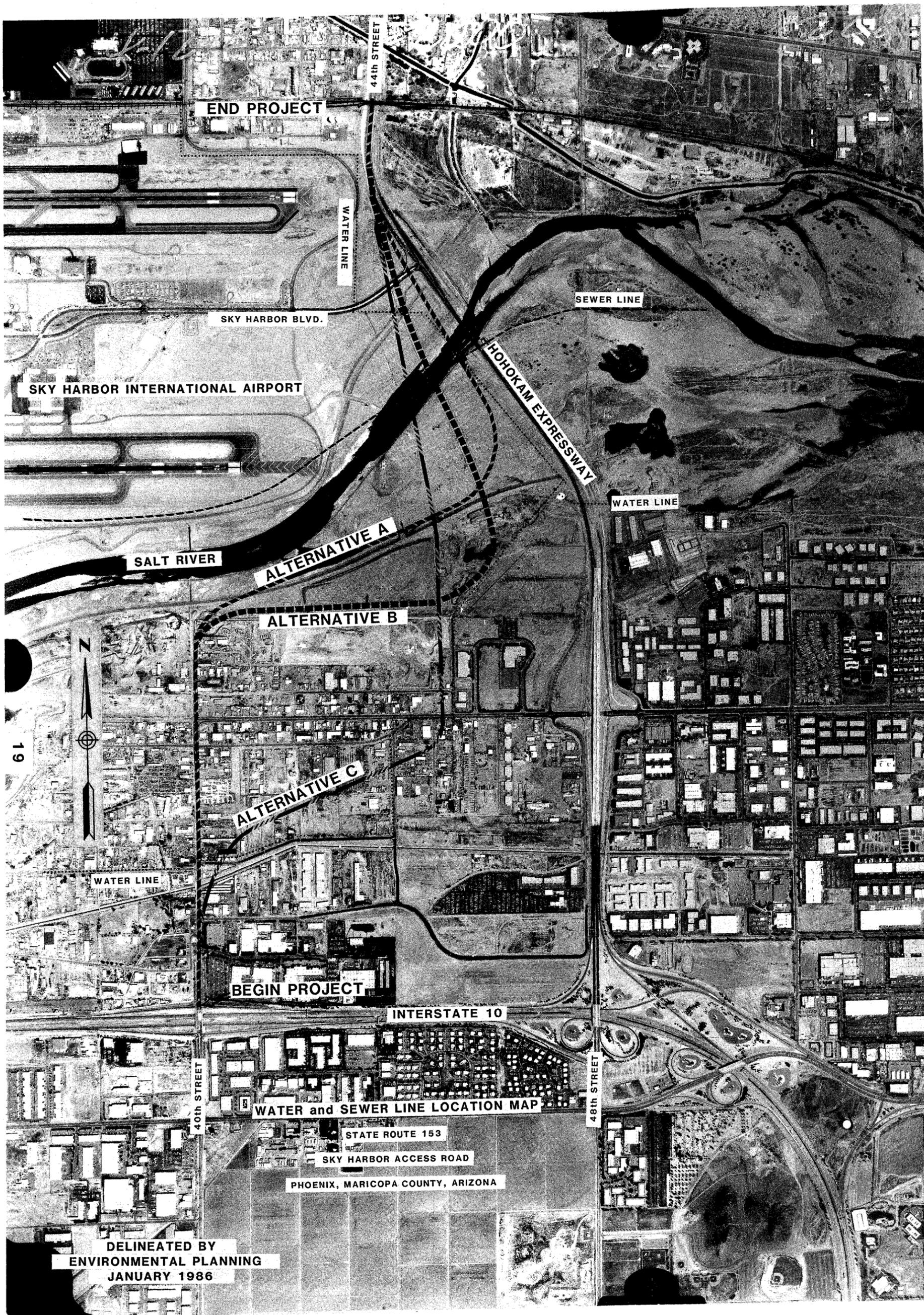
The three proposed alternatives may affect various existing utilities in the vicinity of the proposed project. Each of the alternatives will affect to some degree the existing Southwest Gas lines, the City of Phoenix 60-inch water transmission main and 69-inch sanitary sewer line (see Water and Sewer Lines Map on page 19), Arizona Public Service (APS), Salt River Project (SRP), and Mountain Bell transmission lines. In addition, the proposed crossings may affect a number of smaller diameter water distribution and wastewater collection mains north and south of the Salt River.

The existing gas, water and sewer facilities, if affected, can be located outside the roadway prism or protected in place.

The existing Arizona Public Service Company's overhead transmission line between 40th Street and 48th Street is located approximately 1/4 mile north of and generally parallel to University Drive. The transmission line is located within an easement 185 feet in width.

Alternative A will cross under the APS transmission line approximately where existing 40th Street terminates. The new profile proposes to be at grade at that location in order to avoid raising or relocating the line to obtain appropriate vertical clearance.

Alternative B in the vicinity of the Arizona Public Service transmission line will be located within a portion of the existing APS easement. Arizona Public Service has indicated that the best location for a new roadway up to 100 feet wide will be in the center of the easement. This will allow the powerlines to



END PROJECT

44th STREET

WATER LINE

SKY HARBOR BLVD.

SEWER LINE

SKY HARBOR INTERNATIONAL AIRPORT

HOROKAM EXPRESSWAY

WATER LINE

SALT RIVER

ALTERNATIVE A

ALTERNATIVE B

ALTERNATIVE C



19

WATER LINE

BEGIN PROJECT

INTERSTATE 10

40th STREET

WATER and SEWER LINE LOCATION MAP

STATE ROUTE 153

SKY HARBOR ACCESS ROAD

PHOENIX, MARICOPA COUNTY, ARIZONA

48th STREET

DELINEATED BY ENVIRONMENTAL PLANNING
JANUARY 1986

be placed on each side of the highway near the curb behind jersey barrier and leave the most room for line sway between the towers. If this alternative is selected, the roadway location will be coordinated with APS (see letter on page 47).

Alternative C crosses under the existing APS transmission line approximately 1/4 mile north of University Drive and approximately 1/3 mile west of the Hohokam Expressway. The proposed profile will be designed to avoid raising or relocating the existing line at that location in order to obtain proper vertical clearance.

ADOT's Utility and Railroad Engineering Services will further coordinate with any utility companies that may be impacted by this project.

V. PROJECT COORDINATION

During the course of this project, coordination has occurred among various sections of the Arizona Department of Transportation and the following public agencies and governmental entities:

Federal Aviation Administration
U.S. Army Corps of Engineers, Los Angeles District
U.S. Fish and Wildlife Service *
Arizona Department of Health Services *
Arizona Game and Fish Department *
Arizona Commission of Agriculture and Horticulture
Arizona Department of Water Resources
Arizona State Land Department *
Maricopa Association of Governments
Maricopa County Highway Department *
Maricopa County Flood Control District *
Maricopa County Department of Health Services *
Maricopa County Planning and Development
Maricopa County Parks and Recreation *
City of Phoenix, Pueblo Grande Museum *
City of Phoenix, Water and Wastewater Department *
City of Phoenix, Planning Department *
City of Phoenix, Office of the City Manager *
City of Phoenix, Engineering Department *
City of Phoenix, Urban Development and Housing Department *
City of Phoenix, Parks and Recreation
Phoenix Chamber of Commerce
Phoenix Sky Harbor International Airport
City of Tempe, Engineering Department *
Rio Salado Development District *
Salt River Project
Arizona Public Service *

* Denotes comment was received from entity. Letters received are shown beginning on page 22.

Mountain Bell *
Southwest Gas Corporation *
El Paso Natural Gas *
Times Mirror Cable Television

A Location/Design public hearing will be held for this highway project. Following this hearing, the next major action required is the approval of an alignment for this project by the Arizona Department of Transportation. In addition, a final environmental assessment will be completed that will reflect comments received at the public hearing and on the draft environmental assessment.



**UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE**

Ecological Services
2934 W. Fairmount Avenue
Phoenix, Arizona 85017

RECEIVED

DEC 23 1985

**ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES**

December 16, 1985

Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, AZ 85007

Dear Mr. Shucet:

Thank you for your letter of November 27 soliciting any concerns we may have regarding construction of the proposed six-lane limited access highway from Interstate 10 north across the Salt River between 40th and 44th Streets in Phoenix, Maricopa County, Arizona.

Our data indicate no species federally listed or proposed to be listed as threatened or endangered would be affected by the proposed action.

We do request that you contact the Regulatory Branch of the Army Corps of Engineers in Los Angeles (213 894-5606) to determine whether your proposed crossing at the Salt River will require an individual permit or is covered by a nationwide permit under Section 404 of the Clean Water Act.

If we can be of further assistance, please contact our office at 241-2493.

Sincerely,

Gilbert D. Metz
Field Supervisor

cc: Regional Director, FWS, Albuquerque, NM (AHR)
Director, Arizona Game and Fish Department, Phoenix, AZ
District Engineer, Army Corps of Engineers, Los Angeles, CA Attn:
SPLCO-R



ARIZONA DEPARTMENT OF HEALTH SERVICES

BRUCE BABBITT, Governor
LLOYD F. NOVICK, M.D., M.P.H., Director

December 11, 1985

RECFIVED

DEC 17 1985

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South Seventeenth Avenue
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Shucet:

This is in response to your December 4, 1985, letter concerning possible environmental impacts of the project "40th Street - 44th Street Salt River Crossing" in Phoenix. We are pleased to have the opportunity to review the proposal during the planning phase.

Our principal interest is related to protection of the quality of the waters of the State. If construction in watercourses will be undertaken, the Water Quality Control Policy should be followed. Limited water quality data are available for surface waters in the area. Runoff from roadways, embankments, storm water handling facilities, and other alterations in the natural environment should not cause the limits in the State water quality standards regulations, Title 9, Chapter 21, Articles 1 through 4 to be exceeded.

If you have any questions, please feel free to contact me at 257-2362.

Sincerely,

E. K. Swanson, P.E., Acting Manager
Water Assessment Section

EKS:PC:md

The Department of Health Services is An Equal Opportunity Affirmative Action Employer.

BRUCE BABBITT, Governor

Commissioners:
CURTIS A. JENNINGS, Scottsdale, Chairman
W. LINN MONTGOMERY, Flagstaff
FRED S. BAKER, Elgin
LARRY D. ADAMS, Bullhead City
FRANCES W. WERNER, Tucson

Director
BUD BRISTOW

Assistant Director, Services
ROGER J. GRUENEWALD

Assistant Director, Operations
DUANE L. SHROUFE



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ARIZONA DEPT. OF TRANSPORTATION
ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85023 942-3000

December 17, 1985

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Ave.
Phoenix, Arizona 85007

RE: 40th Street - 44th Street
Salt River Crossing

Dear Mr. Shucet:

The Arizona Game and Fish Department has reviewed the proposed new six-lane highway facility from 40th Street to 44th Street across the Salt River, and the following comments are provided.

We have accessed our Nongame Data Management System and have found no records of special category species (threatened or endangered) occurring within the proposed project area, or within adjacent areas that may be affected by the proposal. We do not anticipate that this action will have significant adverse impacts on wildlife or wildlife habitat.

We appreciate the opportunity to review and comment on this project.

Sincerely,

Bud Bristow, Director

Robert K. Weaver
Habitat Evaluation Coordinator
Planning & Evaluation Branch

RKW:SAM:rmm

cc: Don Turner, Supervisor, Mesa Regional Office



BRUCE BABBITT
GOVERNOR

Arizona
State Land Department

1624 WEST ADAMS
PHOENIX, ARIZONA 85007



OFFICE OF
STATE LAND COMMISSIONER

December 16, 1985

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DEC 17 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Dept. of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

RE: 40th Street - 44th Street
Salt River Crossing

Dear Mr. Shucet:

Thank you for the opportunity to review the above mentioned six-lane highway facility.

This facility does not impact any State Trust land. The land, however, in the river bottom is under the jurisdiction of COE Section 404 (Clean Water Act) permit process. To cross the Salt River streambed a "provisional right-of-way" must be obtained from the State Land Department.

If you have any questions about the right-of-way, please contact Barbara Burg, Right-of-Way Specialist, at 255-1704.

Sincerely,

Christin S. Laraway
Acting Deputy Commissioner for Urban Lands

CSL:MML:jy

c: Barbara Burg

#8 12-11-85 JML VP 17



ARIZONA DEPARTMENT OF TRANSPORTATION

HIGHWAYS DIVISION

206 South Seventeenth Avenue Phoenix, Arizona 85007

BRUCE BABBITT
Governor
CHARLES L. MILLER
Director

December 5, 1985

W.O. FORD
State Engineer

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DEC 17 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Larry M. Richards
Native Plant Law Specialist
Arizona Commission of
Agriculture and Horticulture
1688 West Adams Street, Room 421
Phoenix, Arizona 85007

Re: 40th Street-44th Street
Salt River Crossing

Dear Mr. Richards:

The following information concerning the referenced project is submitted for a determination regarding involvement of plants protected under the Arizona Native Plant Law. A location map or plan sheet is attached.

Type of Project: Approximately three miles of new roadway is proposed to connect the I-10/40th Street interchange with Sky Harbor Airport.

Location: See attached map.

Very truly yours,

PHILIP A. SHUCET, Manager
Environmental Planning Services

PAS:JLS:eh
Attachment

1. Native Plant Involvement: Yes No

2. Comments: _____

3. Project Plans Requested: Yes No

4. Right-of-Way Plans Requested: Yes No

5. Plans review Notice(s) Requested: Yes No

Arizona Commission of
Agriculture and Horticulture

Dec. 11, 1985
Date

cc: D. Grigg, S. Hansen, R. Dahl, J. South



MARICOPA COUNTY HIGHWAY DEPARTMENT

3325 West Durango Street
Phoenix, Arizona 85009



(602) 233-8600

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DEC 19 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

December 13, 1985

Arizona Department of Transportation
Highway Division
P. O. Box 13588
Phoenix, Arizona 85002

Attention Mr. Philip A. Shucet

Gentlemen:

Re: 40TH STREET - 44TH STREET - SALT RIVER CROSSINGS

This office has reviewed the proposal to construct a highway facility to connect 40th Street at the I-10 interchange across the Salt River to 44th Street at the Southern Pacific Railroad tracks and finds that the proposed facility does not affect any facilities of the Maricopa County Highway Department.

Sincerely,

R. C. ESTERBROOKS, P.E.
ASSISTANT COUNTY MANAGER,
PUBLIC WORKS DIRECTOR & COUNTY ENGINEER

A handwritten signature in cursive script that reads "Harry R. Keller".

Harry R. Keller, P.E.
Assistant County Engineer

WHH:rg

FLOOD CONTROL DISTRICT

FLOOD CONTROL DISTRICT

of

MARICOPA COUNTY 1959

Maricopa County

3013 West Camelback Street, Phoenix, Arizona 85009 Telephone: 800-552-1591

BOARD of DIRECTORS Tom Freestone, Chairman George L. Campbell Carole Carpenter Fred Koon, Jr. Ed Pastor

D. E. Sagramoso, P.E., Chief Engineer and General Manager

DEC 26 1985

RECFIVED

DEC 27 1985

Mr. Philip A. Shucet, Manager Environmental Planning Services Arizona Department of Transportation, Highways Division 206 South Seventeenth Avenue Phoenix, Arizona 85007 ARIZONA DEPT. OF TRANSPORTATION HIGHWAYS DIVISION ENVIRONMENTAL PLANNING SERVICES

Re: 40th Street - 44th Street Salt River Crossing, Environmental Assessment

Dear Mr. Shucet:

We have reviewed your letter of November 27, 1985 in which you request comments regarding any social, economic, or environmental impacts of the proposed construction of a new six lane highway facility from I-10 across the Salt River to 44th Street. We have no comments regarding these concerns at this time. This portion of the Salt River falls under the jurisdiction of the City of Phoenix.

Sincerely,

[Signature]

D. E. Sagramoso, P.E. Chief Engineer and General Manager

MARICOPA COUNTY HEALTH DEPARTMENT

A DIVISION OF THE MARICOPA COUNTY DEPARTMENT OF HEALTH SERVICES
1825/1845 East Roosevelt, Phoenix, Arizona 85006



Phone: 602-258-6381

December 6, 1985

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DEC 9 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Phillip Shucet
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Shucet:

I have reviewed with my staff the proposed 40th - 44th Street Salt River Crossing. The Maricopa County Health Department has no objection to any of the alignments proposed. It is understood that the integrity of all water and sewer lines will be insured during construction and final use.

Sincerely,

Don Courcy
for Gerard O'Connell, P.E., Public Health Engineer
Bureau of Public Health Engineering
Environmental Services Division

CD/GOC:sh

PARKS AND RECREATION DEPARTMENT

3355 West Durango Street
Phoenix, Arizona 85009



(602) 272-8871

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DEC 11 1985

December 9, 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Shucet:

The Maricopa County Parks and Recreation Department has reviewed your proposal to construct a new 6-lane highway facility across the Salt River in the area of 44th Street and the Hohokam Expressway. We feel that this project has no impact on our Department and, therefore, we offer no comments regarding your proposal.

Sincerely,

William Richwine
William Richwine
Director

R:t



PUEBLO GRANDE MUSEUM

4619 EAST WASHINGTON ST.

PHOENIX, ARIZONA 85034

(602) 275-3452

RECEIVED

DEC 12 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

December 11, 1985

Philip A. Shucet
Manager, Environmental Planning Services
Arizona Department of Transportation
Highway Division
206 S. 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Shucet:

The following report presents comments on the proposed 40th Street-44th Street Salt River Crossing Project. An archaeological background discussion and attached map are also provided to preface these comments.

Prehistoric Sites

The enclosed map indicates that numerous prehistoric Hohokam sites have been recorded in the vicinity of the project area. On the north side of the Salt River, a large site cluster associated with the Pueblo Grande Ruins has been established through the work of the Hemenway Expedition, H. R. Patrick, Omar Turney, Arizona State University, Arizona State Museum and Pueblo Grande Museum. In the early 1970s, the National Park Service and Pueblo Grande Museum recorded the presence of Hohokam remains in the area surrounding the end of the north runway at Sky Harbor International Airport. This area has been referred to as the "western area" and was at one time considered part of the Pueblo Grande Ruins National Landmark. The proposed road construction crosses the eastern edge of this resource area.

On the south side of the river five sites have been recorded in the general vicinity of the project area. The closest site, AZU:9:26(ASM), was identified and tested during the Hohokam Expressway Project (Masse 1976: 5-9) conducted by the Arizona State Museum. Features were shown to be widely dispersed and buried by alluvium at depths of greater than 0.85m below the present ground surface. Pueblo del Monte (AZU:9:11(PG), AZU:9:89(ASU)) is a Classic period compound village which was partially excavated by Arizona State University in the early 1970s (Weaver 1973). Excavations centered on the compound and it is likely that a number of unrecorded pit house residential units surround the main architectural unit. Site PG12 may represent one of these residential satellites. Ceramics from this site indicate Colonial and Sedentary period occupation, as well as Classic period. In the middle 1960s, Arizona State University and the Arizona Archaeological Society excavated at the Silo Site (AZU:9:46(ASU)), located just south of the project area. One Sedentary period

house and one Snaketown phase house were exposed during the project (Chenall 1967) and indications are that the site contains an extensive pre-Classic pit house residential area, possibly associated with the large village of Las Canopas. Another site (Gila Pueblo 4:1) located immediately adjacent and east of the Silo site may also be a residential area on the northern periphery of Las Canopas.

Canals

Both historic and prehistoric canals cross the project area. Masse (1976) found several unmapped prehistoric canals during the Hohokam Expressway project on both sides of the river. One at AZU:9:26 contained relatively early pottery (Gila Butte and Snaketown Red-on-Buff). Canal 7, a large Hohokam main canal, crosses the extreme southern end of the project area below the historic period San Francisco Canal (Turney 1929). Both the historic Swilling and Davis ditches (constructed in 1868) head on the north bank of the Salt River at points very near or within the project area. In addition, the second Swilling ditch head, constructed in 1871 and the early segments of the Maricopa Canal intersect the project area on the north side of the river. It is probable that unmapped early historic canals built between 1869 and 1880 also occur in the project area, based on various documentary references (see Zarbin 1980).

Comments

The only prehistoric archaeological sites within the proposed alternative route are those that were recorded by Masse (1976) in the extreme north end of the project area, which are associated with the Pueblo Grande Ruin. These sites (AZU:9:28(ASM) and AZU:9:Z(ASM) or the Park of Four Waters, have been previously investigated as a consequence of the Hohokam Expressway Project, the alignment of which corresponds to the new proposed construction in this area, and should not require further work.

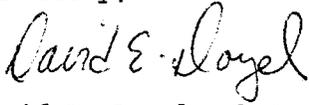
Based on current archaeological information, there is a high probability that sites occur south of the Salt River in the area of proposed construction. The geomorphological setting (first terrace) of the area suggests that sites will be buried. The data from AZU:9:26(ASM) indicates that archaeological features occur as deep or deeper than 0.85m below present ground surface. Therefore, it is recommended that archaeological investigation in this area should include a subsurface testing program. Within this program, allowances could be made to search for and locate prehistoric and historic canals. Special attention should be placed on searching for unmapped canals. Such canals hold the potential to inform on the very early development of both the Hohokam and Anglo canal systems.

The primary focus of archaeological investigation should be placed on the southern sections of Alternatives A and C, directly south of Alternative B. The middle sections of the alternates are in the river bed where the presence of intact archaeological remains is unlikely. On the north side of the river, some attempt to locate segments of the Swilling and Davis ditches and the old Maricopa canal should be made. In addition, a program for locating unmapped historic and prehistoric canals north of the river should be developed using the results of the Hohokam Expressway investigation as a guide.

Phillip Shucet
Page 3

Thank you for the opportunity to review the 40th Street Alternative plan. We hope that these comments will be of use to you. If you have additional questions, please feel free to call me or John Cable at the Museum.

Sincerely,



David E. Doyel, Ph.D.
Museum Director

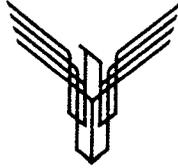
DED:by
cc: Dale Larsen, Parks, Rec., Lib.

Editors note:

Due to the illustration of sensitive cultural resources site locations, the above referenced map has not been enclosed.

REFERENCE LIST

- Chenhall, Robert G.
1967 The Silo Site. The Arizona Archaeologist 2.
- Masse, W. Bruce
1976 The Hohokam Expressway Project: a study of prehistoric
 irrigation in the Salt River Valley, Arizona, Arizona State
 Museum Contributions to Highway Salvage in Arizona 43. Tucson.
- Turney, Omar A.
1929 Prehistoric irrigation in Arizona. Arizona Historical
 Review 2-3.
- Weaver, Donald E., Jr.
1973 Excavations at Pueblo del Monte and the Classic period Hohokam
 problem. The Kiva 39(1).
- Zarbin, Earl
1980 Salt River Valley Canals: 1867-1875. Publication of the Salt
 River Project Phoenix.



City of Phoenix
Water and Wastewater Department
Engineering and Development Division
Phoenix Union Municipal Center

RECFIVED

DEC 12 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

December 10. 1985

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Re: 40th Street - 44th Street, Salt River Crossing

Dear Mr. Shucet:

We have reviewed our utility maps along the alignment of the subject crossing and have identified a major 60" water transmission main and 69" sanitary sewer that may be affected by the proposed project. These lines, shown on the accompanying map, would have to be relocated or protected in place. We prefer the selection of an alignment that would not disturb either utility since both lines are vital to the operation of our water and wastewater system and relocation would not be on easy task.

In addition, the proposed crossing may affect a number of smaller diameter water distribution and wastewater collection mains north and south of the Salt River.

If you require further information regarding our facilities, please contact me at 261-8229.

Sincerely,

Gerald Arakaki, P.E., Civil Engineer III
Water & Wastewater Engineering & Development

GA/gr

Attachment

c: Fred May



CITY OF PHOENIX
PLANNING DEPARTMENT
125 EAST WASHINGTON
PHOENIX, ARIZONA 85004
TELEPHONE (602) 262-6655

December 30, 1985

RECEIVED

JAN 2 1986

Mr. Philip A. Shucet, Manager
Environmental Planning Service
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Shucet:

We appreciate the opportunity to comment on the social, economic, and environmental impacts associated with the three alternate street alignments which extend across the Salt River to a connection with 44th Street. Our review is based upon alignments depicted on the December 3, 1985 aerial map.

The alternate routes pass through land that is either vacant, industrial or designated for industrial development on the General Plan for Phoenix adopted October 2, 1985. There should be little or no problem with the displacement and relocation of residents.

It is especially important that the roadway is attractively designed and landscaped regardless of the alternative chosen, inasmuch as this improvement will be one of the principal access routes to and from Sky Harbor International Airport. Many people will draw their first impression of metropolitan Phoenix from the image this roadway portrays.

Following are specific preliminary comments on each alternative, intended solely from a planning perspective, not necessarily representing the views of other City agencies:

Alternate "A"

This alignment is unacceptable. The impacts on location of the proposed Rio Salado channel, the location of the proposed south airport runway and existing landfill areas make this roadway location undesirable.

Alternate "B"

Safety and access problems from adjacent land associated with this alignment are of major concern. It does, to some degree, allow for the third runway; however, it appears to cross the proposed alignment for Rio Salado three times. This is costly and makes ultimate use of the waterway almost impossible. In addition, it also goes through the landfill area. It does not appear to be a prudent route location.

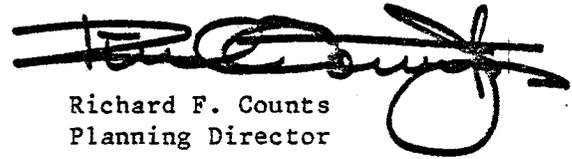
Mr. Shucet
December 30, 1985
Page 2

Alternate "C"

Although this route passes through some private industrial land, it is still the preferred alternative. In addition to avoiding the problems encountered by Alternates A & B, it provides a more direct, safe route with better access for the adjacent industrial properties. Redevelopment of marginal uses may also occur through land assembly and resale which will improve the overall image and use of the land.

Alternate "C" appears to be the only acceptable alternative of those proposed. We shall be glad to consult with you further regarding this matter should additional review be desired.

Sincerely,



Richard F. Counts
Planning Director

RFC/FC/gf/19270

cc: Mr. Bladine
Mr. Esquivel
Ms. Mee
Mr. Colson



CITY OF PHOENIX
OFFICE OF THE CITY MANAGER
251 WEST WASHINGTON
PHOENIX, ARIZONA 85003
TELEPHONE (602) 262-6941

ALL AMERICA CITY
1950-1958-1980

December 19, 1985

Mr. Phillip A. Shucet, Manager
Environmental Planning Services ADOT
206 South 17 Avenue
Phoenix, AZ 85007

Dear Mr. Shucet: *Phil*

This letter is in response to your November 27, 1985 request for comments on the 40th Street-44th Street airport access road alternatives. References to alternate routes in the following discussion are based upon the ADOT map dated December 3, 1985.

The airport access road is to be the entrance gateway to the City of Phoenix and Sky Harbor Airport. As included in the MAG plan it is to extend from I-10 to Sky Harbor Airport as a limited access facility categorized as an expressway or parkway. Access control must be emphasized but balanced with adequate access for existing and planned developments in this area. The intensity of activities surrounding this project will require careful analysis of and provision for the traffic generated.

Alternatives for location of the project and the location of a Salt River bridge need to be thoroughly evaluated. The project must allow for the future Sky Harbor Runway No. 3, proper channelization of the river, the Rio Salado proposals and provide for projected traffic movements. This project must be fully coordinated with the 40th Street to Baseline study also being conducted by ADOT.

Alternate A is the least desirable. It appears to encroach upon the future third runway at Sky Harbor and for this reason alone is an unacceptable alternative. Also, the proposed location of the curve would make a connection to the Rio Salado Parkway difficult.

Alternate B is aligned between and immediately adjacent to two sanitary landfills. This alignment is very undesirable for that reason alone. To mitigate the unsightly impact of this important gateway facility, the project

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DEC 26 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Phillip A. Shucet
December 19, 1985
Page 2

would need to be on a causeway or elevated throughout the extent of the project located in the area of the landfill. To accomplish this would require excessive expenditures of funds. This alignment is also not conducive to a good connection with the Rio Salado Parkway. If this location is chosen, future river channelization would necessitate construction of two more bridges to accommodate a facility on this alignment.

Alternative C is preferred by the City. It is more direct and has the best potential for serving the airport and the development community. It provides better potential for a connection to the Rio Salado Parkway. This alignment apparently avoids the landfills and would permit future river channelization without reconstruction of the project.

The City appreciates the opportunity to offer comment on the project at this stage of planning. We hope that you seriously consider Alternate C as an alignment for the airport access road.

Sincerely,


Severo Esquivel
Surface Transportation Manager

SE/ds/bmg/(3627K)



ADM 060603

CITY OF PHOENIX
ENGINEERING DEPARTMENT
125 EAST WASHINGTON
PHOENIX, ARIZONA 85004-2342
WRITER'S DIRECT PHONE:
(602)261-8519

December 18, 1985

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DEC 19 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Mr. Philip A. Shucet
Manager, Environmental Planning
Services
ADOT
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Shucet:

40TH STREET - 44TH STREET
SALT RIVER CROSSING

This is in response to your November 27, 1985, request for comments on the subject project. References to alternate routes in the following discussion are based upon the ADOT map dated December 3, 1985.

ALL ALTERNATES

The type of facility planned is described in your letter as a six-lane highway. It is our understanding that the facility will have limited access and may be categorized as an expressway or parkway. We support access control, but emphasize that adequate access must be provided for existing and planned private developments in the area south of the river as well as ongoing Sky Harbor Airport development north of the river. Design speed for the facility should be 55 to 60 miles per hour.

The three alternates connect with Sky Harbor Boulevard at essentially the same point. Space is limited for this connection and its design will demand an open-minded, creative approach which is compatible with the Airport's contemplated revisions to Sky Harbor Boulevard. Similarly, the Salt River crossing needs to be thoroughly evaluated. We encourage channelization of the river so as to reduce the bridge span length. This channelization would extend the existing dikes upstream beyond the proposed new bridge for the Hohokam Expressway. Also, the route must be compatible with the future Sky Harbor Airport third runway and its requisite river channelization.

At the south end of the project, major redesign of the I-10/40th Street interchange must be given consideration. The design must be coordinated with the I-10 study, from 40th Street to Baseline, which is already underway.

ALTERNATE A

We find this alternate to be the least desirable. It appears to encroach upon the future third runway at Sky Harbor and for this reason alone is an unacceptable alternate. Also, the ninety-degree curve would likely have too low of a design speed and the location of the curve would make a connection to the future Rio Salado Parkway difficult.

ALTERNATE B

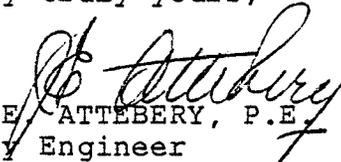
This alternate is aligned between and immediately adjacent to two sanitary landfills. The very nature of landfills makes this alignment undesirable. We believe this alternate could not be built without disturbing the landfills in some manner. There also is a major power line on the alignment which would require relocation. Additionally, the design speed of the greater than 90-degree curve would be too low for this type of facility. The alignment is not conducive to a good geometric connection with the Rio Salado Parkway. Also, future river channelization would necessitate construction of two more bridges for a facility on this alignment.

ALTERNATE C

Alternate C is preferred by the City. This route is more direct and has the best potential for smooth geometrics and acceptable design speed. It would allow the Rio Salado Parkway to intersect at a right angle on tangent. The alignment avoids the two landfills and would permit future river channelization without reconstruction of the roadway or bridge.

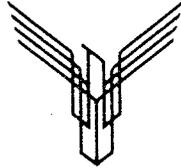
The City desires to be intimately involved in the planning and design of this facility. We appreciate the opportunity to offer comment at this stage of the project.

Very truly yours,


J. E. ATTEBERY, P.E.
City Engineer

DJD:jp

c: Mr. Arthur
Mr. Bertholf
Mr. Counts
Mr. Dykhouse
Mr. Esquivel
Mr. Matteson
Mr. Schreiner



City of Phoenix
Urban Development and Housing Department

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JAN 20 1986

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

January 15, 1986

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

RE: 40th Street -44th Street Salt River Crossing

Dear Mr. Shucet:

Thank you for the opportunity to review and comment on the 40th Street -44th Street Salt River Crossing requested in your December 4, 1985 letter.

We have reviewed the proposed alternatives and, of those, find that Alternate C is our preference for a new limited access roadway to serve the purposes outlined in your letter of November 27, 1985. However, we invite your attention to the response of Mr. J.E. Atteberry, City Engineer. We concur in Mr. Atteberry's comments which are attached for your reference.

Sincerely,

Marvin Bowles

Marvin Bowles
Acting Director

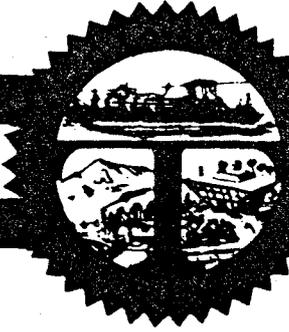
cc: Mr. Flores
Mr. Bertholf
Mr. Counts
Mr. Atteberry

Attachment



EQUAL HOUSING
OPPORTUNITY

920 East Madison Street, Suite D, Phoenix, Arizona 85034-2230 • (602) 262-4924



CITY OF TEMPE

P.O. Box 5002

Tempe, Arizona 85281

(602) 967-2001

December 18, 1985

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, AZ 85007

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DEC 23 1985

**ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES**

RE: 40TH STREET - 44TH STREET
SALT RIVER CROSSING

Dear Mr. Shucet:

In response to your request for environmental comments on your proposed project, I offer the following:

1. The City of Tempe has true "Environmental" interest just upstream from this location in relation to impacts of this or other crossing plans on our overall "Rio Salado" planning. Tempe's portion of this Salt River recreation and beautification project has an adopted general plan and needs to be considered in your planning.
2. A second specific "Environmental" concern must be consideration of any upstream impact on our designated 100-year floodplain through Tempe.
3. A directly related concern is impact on the Tempe Transportation System. Alternate "C" is probably the preferred alignment choice, but any alternate must be linked to the Rio Salado Parkway that will be built along the south riverbank as a first phase of the Rio Salado project. This link specifically requires a Rio Salado Parkway intersection with the chosen alternative approximately 1/2 mile north of University Drive. This also requires the Rio Salado Parkway to pass under the future relocated Hohokam Expressway as the parkway extends eastward along the South river bank.

WILLIAM J. REAM, Vice Mayor
DON CASSANO, Councilman
PATRICIA A. HATTON, Councilman

HARRY E. MITCHELL, Mayor
JAMES L. ALEXANDER, City Manager

WILLIAM J. LOPIANO, Councilman
ROWLAND G. OONK, Councilman
FRANK PLENCNER, Councilman

Mr. Philip A. Shucet
Page 2

4. Tempe has an ongoing concern about the latest planning that reduces our Hohokam Expressway access to Sky Harbor Airport. The Rio Salado connection mentioned in (3) above does not truly solve the problem but is an absolute minimum to give Tempe some airport access.

Sincerely yours,

CITY OF TEMPE

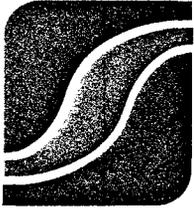


Lee M. Quaas, P.E.
City Engineer

LMQ:rb

XC: Jim Jones, Director of Public Works
Harvey Friedson, Traffic Engineer
Bill Coughlin, Assistant City Engineer

141 EAST PALM LANE, #202
PHOENIX, ARIZONA 85004
(602) 252-0826



Rio Salado
DEVELOPMENT DISTRICT

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DEC 18 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

December 17, 1985

Mr. Phillip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Shucet:

This is in response to your letter of December 4, 1985, requesting comments on the proposed 40th Street-44th Street Salt River Crossing. Several considerations relative to this facility will be important to the Rio Salado Project.

In general, the construction of such a crossing is compatible with and beneficial to the proposed Rio Salado development. Our concerns relate to the design of the facility and its relationship to other parts of the circulation system.

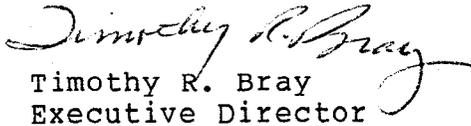
The Rio Salado Master Plan provides for a roadway called the Rio Salado Parkway, which is continuous in an east-west direction along the south bank of the river. The Master Plan shows its general location, although no actual design has yet been proposed. As you know, the Tempe segment has received more detailed attention by the City of Tempe.

Of specific concern is the relationship of the 40th Street-44th Street Crossing to the Rio Salado Parkway. We believe that significant economic benefit will be realized if a connection is made between Tempe's planned Rio Salado Parkway east of 48th Street and extension of Rio Salado Parkway west of 40th Street. A connection is needed to the east into Tempe, which will require a grade-separated crossing with the Hohokam Expressway. Earlier discussions considered the possibility of making the crossing under the Hohokam Bridge or an extension of it. Also important is the design of the connection with University Drive, which provides the Rio Salado Parkway extension through the new Denro

development to the 32nd Street crossing of the Maricopa Freeway.

We realize that these details will be considered during your design studies of the proposed crossing. We would thus request the opportunity to discuss these issues as you begin that process.

Sincerely,


Timothy R. Bray
Executive Director

TRB:DAD:jr

Arizona Public Service Company

P.O. BOX 21666 • PHOENIX, ARIZONA 85036

October 24, 1985

Mr. John Lewis
Arizona Department of Transportation
206 South 16th Avenue, Room 248E
Phoenix, AZ 85007

Re: 40th Street Salt River Crossing
SR-153

Thank you for meeting with us today to discuss your plans for this project. A meeting like this is worth a thousand letters and phone calls. I believe that below I have listed the essence of the meeting.

ADOT wishes to construct a new roadway across the Salt River connecting 40th Street and intersecting with Sky Harbor Boulevard. A portion of the preferred route would be located within an easement owned by Arizona Public Service. Most of our discussion was about what could be done to relocate the existing powerline and provide for a future line while allowing construction of the roadway.

We agreed that the best location for a new roadway up to 100 feet wide would be in the center of the easement. This would allow the powerlines to be placed on each side of the highway near the curb behind jersey barrier and leave the most room available for conductor swing at mid-span. Additional Right of Way for Arizona Public Service aerial overhang would be acquired by ADOT as required. ADOT would also grant Arizona Public Service a replacement easement for the existing one we would be vacating, not the usual highway permit.

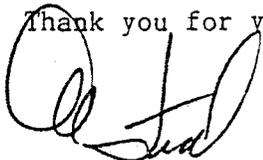
Some items considered were that airport limitations on obstruction height may affect Arizona Public Service if we have to move poles North. Land fill height could affect moving poles North or South. Both ADOT and APS prefer not to enter the existing abandoned landfills because of possible waste and soil stabilization problems.

I have enclosed a copy of a drawing showing the location of our easement. Copies of survey notes from our files indicate our existing line is $59\frac{1}{2}$ feet North of the South easement line (S 1/16 line of Section 18, T1N R4E).

Please forward preliminary plans for this project to us for review as soon as they are available. Please call me at 371-6951 if you have any questions or need more information.

Mr. John Lewis
October 24, 1985
Page 2

Thank you for your continued cooperation.



Al Field
Sr. Liaison Agent
Metro Region R/W
Survey & Liaison

AF/kb

Enclosure

cc: w/attachment
Joe DiVito-ADOT
~~XXXXXXXXXXXX~~ DOT
Steve Payne-APS
Phil Buck-APS
Terry Moritz-APS



Mountain Bell

Phoenix, Arizona
December 12, 1985

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DEC 18 1985

UTILITY & RAILROAD
ENGINEERING DIV.

Mr. Joseph A. DiVito, P.E., Manager
Utility and Railroad Engineering Services
Highways Division
Arizona Department of Transportation
205 South 17th Avenue, Room 248E
Phoenix, Arizona 85007

Dear Mr. DiVito:

Project No. 40th Street-44th Street, Salt River Crossing

The above referenced development plans have been reviewed and the following items were noted:

Alternate C appears to present the least difficulty for Mountain Bell, Alternates A and B, the most difficult. A pot hole job will be issued to expose the facilities to secure elevation data. There will be billing if relocation is necessary.

Telco engineer assigned to this project:

C. Sayer
238-6555

Yours truly,

P. Baeck

Distribution Services-Liaison
3033 North Third Street, Room 806A
Phoenix, Arizona 85012



SOUTHWEST GAS CORPORATION

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DEC 10 1985

December 6, 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Arizona Department of Transportation
Highway Division
206 S. 17th Avenue
Phoenix, Arizona 85007

Attention: Philip A. Schucet, Manager
Environmental Planning Service

Subject: Revised plans for proposed 40th St. - 44th St.
Salt River Crossing.

Dear Mr. Schucet:

After reviewing the revised plans for the proposed Salt River Crossings, it has been determined that alternate "C" would have the least effect on the Southwest Gas distribution system. Alternates "A" and "B" will have conflicts along the entire length of 40th Street which is within the scope at the project.

Thank you for your cooperation on this project and please contact me at 484-5251 if further information is required.

Sincerely,

J.M. Roche
Franchise Engineer
Southwest Gas Corp., Inc.

JMR/jem

El Paso
Natural Gas Company

P. O. BOX 1492
EL PASO, TEXAS 79978
PHONE: 915-541-2600

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JAN 8 1985

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

January 2, 1985

Mr. Phillip A. Shucet, Manager
Environmental Planning Services
Arizona Department of Transportation
Highways Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007

Re: R/W 850000 - Inquiry: ADOT - Proposed Road Project;
Maricopa County, Arizona
Your Re: 40th Street - 44th Street; Salt River Crossing

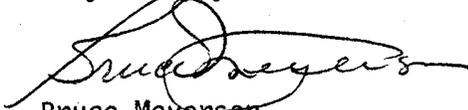
Dear Mr. Shucet:

Our Company has completed its review of the drawing furnished with your letter dated December 23, 1985, concerning the captioned.

El Paso Natural Gas Company's facilities will not be involved in your construction activities.

Thank you for giving us the opportunity to review your plans.

Very truly yours,



Bruce Meyerson
Coordinator
Securities Group
Right of Way Department

BM/ek

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DEC 16 1985

1627 South Ash
Mesa, AZ 85202
Dec. 10, 1985

Mr. Philip A. Shucet, Manager
Environmental Planning Services
Highways Division, A.D.O.T.
206 South Seventeenth Avenue
Phoenix, Arizona 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Re: 40th Street - 44th Street
Salt River Crossing

Dear Mr. Shucet:

I am responding to your request for comments regarding the impacts of the above referenced project. As a resident of the East Valley and employee at Phoenix Sky Harbor International Airport for the past 15 years I am certain there will be serious adverse effects (social, economic and environmental) due to the implementation of this plan.

First, there are the social effects of this proposal which result from driver frustration. The attitude of the driver is the most serious ingredient in the completion of a safe trip. It is evident that this is a serious problem in the Phoenix area with one of the nations highest accident rates. Frustrations to be encountered with driving the proposed routes will have a negative effect on driver attitude and endanger all on this busy commuter route. The driver will be forced to give up a the present direct route for a circuitous route two miles greater in length with additional signalized intersections. The driver will be forced to stay on the Maricopa Freeway through a very slow and hazardous Broadway Road merge section to the signalized 40th Street exit or exit the Hohokam Expressway at the University Drive intersection and suffer long delays at that signal before going two miles out of his way to arrive at his destination. The driver will be frustrated due to the waste of his time and money and the risk of accidents on this longer out of the way route. Frustrated impatient drivers will endanger even the best of drivers as they attempt to get to work or catch a flight they know won't wait for them.

Second are the economic factors. Insurance rates are set by the distance driven to work. The addition of two miles can increase the cost. More mileage driven also means more money spent for gas and maintenance. There is also the economic side of the safety issue. Each extra mile driven, especially in frustrating conditions, increases the potential of accidents. Valuable personal and potentially productive time is wasted for each driver forced to commute longer distances. The proposed roadway will cost millions of dollars more than the better alternative of a new Hohokam bridge over a narrower river channel with a safe, efficient exit from the Hohokam to the airport and 40th Street.

Finally the environmental effects are negative. There will be more pollution due to a longer route and more stopping at additional

Dec. 10, 1985
Mr. Shucet
Page 2.

signalized intersections. Constructing roadways through landfills known to have hazardous wastes is an endangerment to the public and aesthetically ludicrous.

Rather than construct this dangerous, wasteful alternate, narrow the river channel to a point east of 48th Street, construct a suitable bridge for the traffic in the proposed 48th Street alignment and an efficient interchange for Sky Harbor Boulevard and 40th Street either south of the river using the existing bridge or north of the new bridge. This certainly would be less expensive safer, would reduce travel time and promote good travel flow.

Sincerely,


Arnold J. Pokorski