

NEWSPAPER & MAGAZINE ARTICLES  
ROADS AFFECTED BY THE SALT RIVER

007.172

Library Call No. 007.172

0	Year	Title of Newspaper Article	x	Key Words
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**Year** - Articles are all sorted by year

**Title of Newspaper Article** – Name of article

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**Key Words** – Key words in article

0	Year	Title of Newspaper Article	X Key Words
2	November 28, 1962	County to Review Insurance Plans for Employees	X Mrs. James T. O'Neil, Chairman, Board of Supervisors, Employee Committee, Review, Medical Insurance Plans, Maricopa County, Dissatisfaction, Health Insurance Program, Supervisor B.W. Burns, 2,492 County Employees, David Munns, County Manager's Office, C.L. Sparks, Assessor, William J. Feldmeier, Comptroller, Joseph Prekup, Associate Hospital Director, Mrs. Margaret Schroeder, Sheriffs Office, Glen King, Highway Department, Robert N. Malonek, Personnel Director, County Manager Miller and Munns
3	April 4, 1963	Roads in Area Receive Top Priority by Farm Bureau (& Picture)	X Four Rural Road Improvements Proposal, Maricopa County Farm Bureau, Farm-to-market Roads, Ellsworth Avenue, Apache Trail, Higley Roads, Queen Creek Area, Germann Road, Gilbert and Higley, Chandler, County Supervisors, County Highway Engineers, District Foremen, Arizona Highway Department, Federal Bureau of Public Roads, Municipalities, Chambers of Commerce, Water User Groups, Utilities, Charles Clouse, Luther McCrite, L. Alton Pat Riggs, J.H. Sossaman
5	June 23, 1964	Progress With Two-Fold Result (Picture)	X Six-lane Culvert, 24th Street, Salt River, Sand and Gravel, River Channel, Foundation, Elevated, Maricopa Freeway, 16th to 24th Streets
6	August 3, 1964	Storm Closes Roads - Salt River Flooding Caused by Rains (& Pictures)	X Weather, Arizona, Tempe, Valley, Running Water, Salt River, Dry Riverbed, Tempe Bridge, Damage, Minimum, Rain, Water, Closed Crossings, Hayden and Scottsdale Roads, Mill Avenue By-pass, 1959 Flooding, Flooding, Heavy Rains, Desert Drainage Areas, Lowest Damsites, Salt and Verde Rivers, Evergreen Floodway, Washed Out Portion of Arizona Canal, Added to Flow, Downstream Aprons, Shoulders, Reconstructed, Cloudburst, UofA Citrus Station, 2.01 Inches, O.L. Barnes Home, Priest Road, West Eight, Southern and Baseline, Flooded BY Downpour, 28th Street, Sky Harbor Airport, City Manager Lou Cooper, Eight-Inch Water Main, Exposed in 1959, Rural Road Crossing, 30-Inch Main Being Installed, Arizona Public Service Co., Gas Line, Utility Company, Bob Snyder, City Engineer, Arizona Highway Department, Youthful Chandelerites, Barricades, Car Stalled
7	August 3, 1964	Barrier Reef (Pictures)	X Tempe, Hayden and Scottsdale Roads, Water From Broken Evergreen Ditch, Surged, Roads, River Bottom, Currents, New Channel, Scottsdale Road Toward the Butte
8	April 23, 1965	Heavy Grader (Picture)	X Rock, Dirt Fill Into Washouts, Abutment, Seventh Street Bridge, Swift Running Water, South Bank , Salt River
1	November 27, 1965	Supervisors Call Bids For Bridges In Tempe, Mesa	X Maricopa County Board of Supervisors, Call for Bids, Construction, Two Bridges, Widening, Tempe, Mesa, Southern Avenue, Tempe Canal, Powers Road, Auxiliary Eastern Canal, McKellips Road
9	December 1, 1965	Sanner Builds 'Bridge of Pipes' on State 87 at Salt River (& Pictures)	X Bridge of Pipes, State 87, Salt River, Mesa, Concrete Pipe, Flood Waters, Arizona Highway Department, Sanner Contracting Co., Phoenix, American Concrete Pipe Co., Country Club Drive, Crosses River Bed, McDowell Road, Payson, B-Line Highway, Trans-river Contact, Salt River Floods, Road Crossings at Stream Bed Level, Damaged, Design, 100-year Floods, Detour, Pipe Centrifugally Spun, Class III Concrete Tongue and Groove Type, Outside Wall to Outside Wall, Backfilled, John Lattimore, Slope on Upstream Side, Hess Smother Jr., Superintendent Marvin O'Donnal, Operator Dean Edmonson, Jack Henderson, General manager, Adil Kadri, Field Engineer, Roy Miller, State Highway Department Project Engineer, Aerial Photo, Salt River Bed, Trench
10	January 3, 1966	Central Bridge Repair Placed at \$200,000 - Officers Brace for Evening Traffic Jam	X Salt River Crossing, Central Avenue Bridge, Tempe Bridge, Maricopa Freeway Bridge, Mill Avenue, Grady Gammage Auditorium, Apache Trail
11	January 3, 1966	City Heads, Governor to Confer (& Picture)	X Central Avenue Bridge, Replaced, Floodwaters, Salt River, 16th Street, 19th Avenue, Sewer Line, Governor Goddard, State Highway Department, Maricopa County, Disaster Area, Country Club Drive, Mesa, Hayden and Scottsdale Roads, North 48th Street, North 40th, 24th, 16th, and Seventh Streets, Seventh, 19th, 27th, 35th, 51st, 67th, 91st and 115th Avenues
12	January 14, 1966	If Flow Stops - 2-Week Time Set for Fix Crossings (& Picture)	X Damaged Pavement, West Span of Central Avenue Bridge, Salt River, Repair Structure, Flowing, Traffic Crossings, Seventh Street and Seventh Avenue, 19th Avenue and 16th Street, Constructed, Fred Glendening, City Public Works Director, Washed Out Again, Culvert Crossings, Flowed Down River, Dec. 31, Considerable Damage, Roads, Other Installations, Riverbed, City Crews, Approaches, Four Crossings, Collapsed, Bridge Repair, Keep Water Off, Sky Harbor Airport, 40th Street, Edward M. Hall, Salt River Project, Phoenix Area, Stewart Mountain and Bartlett Dams, Granite Reef Dam, Northeast of Mesa, Diversion Structure, Damaged, Spilling, High Water

ID	Year	Title of Newspaper Article	X Key Words
13	January 14, 1966	\$716,000 From U.S. Fund Asked	<p>X Four Arizona Counties, Federal Disaster Funds, Repair, Flood Damage, Farms, U.S. Department of Agriculture (USDA) State Disaster Committee, \$716,000, Emergency Funds, Rehabilitation, Greenlee, Gila, Pinal Counties, Flood, Earthquake, Other Natural Disaster, Dr. George E. Hull, Tucson, Extension Director, Arizona, Geroge Freestone, Phoenix, State Director, Farmers Home Administration, O.W. (Bill) Riggs, Casa Grande, State Chairman, Arizona Agricultural Stabilization and Conservation Service (ASCS), Steve Falitis, State Executive Director, Soil Conservation Service (SCS) Farm Land Eroded by Flood Waters, Restoring Dikes, Concrete, Dirt Ditches, Irrigated Lands, Re-leveling, Channel Repairs, Reconstruction, Fences, Crop, Range Lands, Pima, Santa Cruz, Yavapai, ACP Funds</p>
4	Undated 01, 1964	U.S. Dams Called Safe as Possible	<p>X Reclamation Bureau, Army Engineers, Federal Dams, Safe, Commissioner Floyd E. Dominy, Precision Instruments, Designed to Warn, Changes in Structures, Continuous Inspection, Maintained, Dams, Instruments, American Dams, Vaiont Dam Tragedy, Italy, Oct. 9, Baldwin Hills Reservoir Incident, Los Angeles, Dec. 14 (1963), Landslide, Reservoir, Water Over Structure, Wall of Water, 1,800 Persons, Baldwin Hills Reservoir, Break, Water Cascaded Down, Steep Hill, Three People, Damage, Destroy, 250 Homes, California, Warning, Fast Draw-down, Bureau of Reclamation, Full Protection, Insure Safety, Record, Very Slight Movement, 62 Years, Never, Loss of Life, Army Engineers Spokesman, Described Their Dams Similarly, Close Attention, Foundations, Abutments, Baldwin Hill Reservoir Was City Water Tank, Italy, Different From, Built in United States, Steep Mountain Canyons, Hoover Dam, Colorado River, Lake Mead, Los Angeles Reservoir, Huge Water Tank, Earth, Man-made Bottom, Instead of Steel Tank, Bottom Was Eight Feet Thick, Water Impoundment, Drainage Methods, Precautions Against Failure</p>

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## Supervisors Call Bids For Bridges In Tempe, Mesa

Maricopa County Board of Supervisors Monday issued a call for bids covering the construction of two bridges and the widening of another bridge in the Tempe and Mesa areas.

Bids are to be opened next Monday by the Supervisors.

Included in the bid call are bridges at Southern avenue and the Tempe Canal, south of Tempe; and at Powers road over the auxiliary Eastern Canal, north of Mesa; and the widening of the bridge at McKellips road over the Eastern canal, northeast of Mesa.

Both of the new bridges will be 32-feet wide. The bridge at McKellips will be widened from 20 to 56 feet.

*Tempe Daily News  
11-27-62*

Finely divided egg-  
preciable taste.

Whether calcium in this form  
would meet your needs would de-  
pend on whether your blood con-

*Maricopa Enterprise*  
*11-28-62*

## County to Review Insurance Plans For Employees

Mrs. James T. O'Neil, chairman of the Board of Supervisors today announced formation of an employee committee to review medical insurance plans and recommend a group policy for county employees.

The eight-member committee will accept and review proposals from insurance agents who have lived in Maricopa County at least one year.

The supervisors established the committee because a large number of county employees expressed dissatisfaction with the cost of the present medical and health insurance program available to them on a group basis, according to Supervisor B. W. Burns. Burns noted there are now 2,492 county employees.

Proposals should be submitted to David Munns at the County Manager's Office, 3325 W. Durango, AL 8-9611.

Members of the committee are C. L. Sparks, assessor; William J. Feldmeier, comptroller; Joseph Prekup, associate hospital director; Mrs. Margaret Schroeder, sheriff's office; Glen King, Highway department, Robert N. Malonek, personnel director; and County Manager Miller and Munns.

# Roads In Area Receive Top Priority By Farm Bureau

GILBERT ENTERPRISE 4-4-63

Four rural road improvement proposals were selected as most urgently needed projects by officials participating in the Maricopa County Farm Bureau's 16th annual farm-to-market roads tour and study last week, April 4-5.

On the east side of the county,

Farm Bureau members asked officials to extend Ellsworth

Avenue 1.5 miles north to Apache Trail to establish a north-south access to a large agricultural area east of Higley road to the County line, and to pave 5 miles of Ellsworth avenue in the Queen Creek area.

The other top east side recommendation was to pave Germann road between Gilbert and Higley roads--a 4-mile segment southeast of Chandler.

These proposed east improvements were singled out by officials in a poll after they looked at 30 miles of roads on which Farm Bureau members said improvements were "most urgently needed."

The Farm Bureau recommendations including several for the west side of the county were a compilation of requests by the various community Farm Bureaus in the county.

Nearly 50 persons took part in the two-day bus tour of the county's rural roads, including all three county supervisors; county highway engineers and district foremen; representatives of the Arizona Highway Department and federal Bureau of Public Roads. Municipalities, chambers of commerce, water user groups and utilities also were represented.



ROADRUNNERS ..... Checking map before leaving on bus tour of rural roads in Maricopa county are (from left) Charles Clouse, County Highway department maintenance foreman; Luther McCrite, president of Gilbert Farm Bureau; L. Alton "Pat"

Riggs, county supervisor; and J.H. Sossaman, Queen Creek Farm Bureau roads chairman. They were among about 50 persons who took part in Maricopa County Farm Bureau's 16th annual farm-to-market roads study and tour last week.

# U.S. Dams Called Safe As Possible

ARIZONA REPUBLIC

WASHINGTON (AP)—Spokesmen for both the Reclamation Bureau and the Army Engineers say federal dams are believed to be as safe as it is possible to build them. Reclamation Commissioner Floyd E. Dominy told a reporter:

"We don't accept the premise that you have to accept a failure once in a while."

Both he and Army Engineers spokesmen said federal dams contain precision instruments designed to warn of any change in the structures and that continuous inspection is maintained of the dams and instruments.

The question of safety of American dams was raised because of the Vaiont Dam tragedy in Italy last Oct. 9 and the Baldwin Hills Reservoir incident in Los Angeles on Dec. 14.

A landslide into the reservoir behind the Italian dam sent a wall of water over the structure, killing an estimated 1,800 persons. A leak in the Baldwin Hills reservoir preceded a break through which water cascaded down a steep hill to kill three people and destroy or damage more than 250 homes. The California toll no doubt would have been worse but for several hours of warning, and a partial fast draw-down of the reservoir.

"THE BUREAU of Reclamation is not incorporating any additional protective features because we are confident our procedures offer full protection to the public without equivocation," Dominy said.

"As a part of our construction fully to insure safety we place in the structure itself the precision instruments to give us a record of every very, very slight movement.

"We also have continuous inspection of the dams and of these instruments and if anything unusual is observed we immediately get competent people on the job to check.

"We are proud of the fact that after some 62 years we have never had any loss of life or damage because of the failure of works the Bureau of Reclamation constructed or was responsible for."

The Army Engineers spokesmen described their dams similarly and said the recent disasters served to emphasize the need for close attention to foundations and abutments.

DOMINY MADE it plain that the Vaiont Dam and reservoir were entirely different from those found in this country. He also pointed out that the Baldwin Hills reservoir was in reality a kind of city water tank on a high spot of ground instead of the usual type of dam and reservoir in a valley of some kind.

"In Italy the structure was very different from any built in the United States," said Dominy. "The dam was in very steep country. The dam was 365 feet high but it only backed water for four miles. The dam was right in steep mountain canyons, with high peaks towering above it all around.

"Hoover Dam, by contrast, is 729 feet high and backs Colorado River water 190 miles to form Lake Mead.

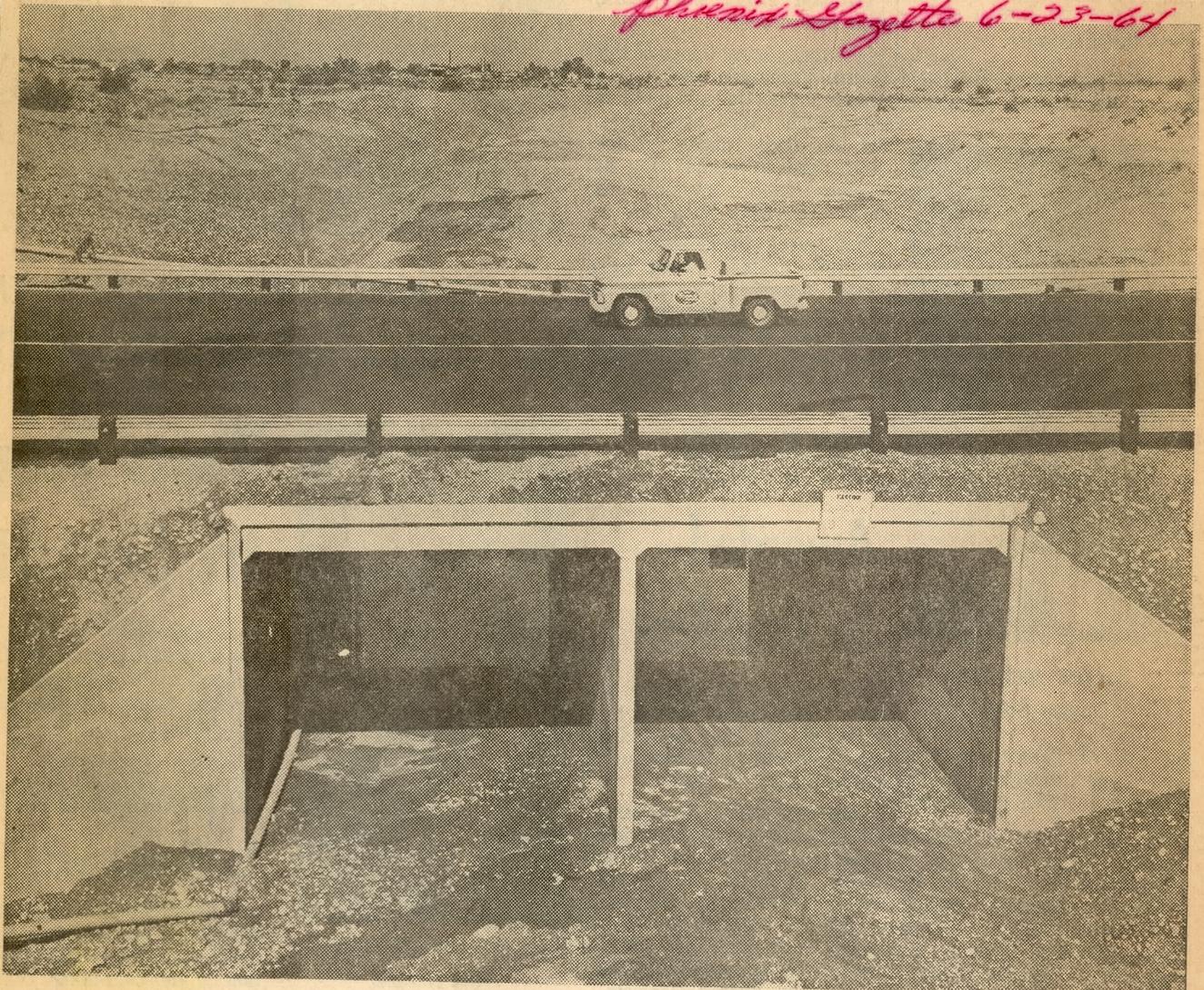
"Even if we had a slippage occur of the same quantity as in Italy, the result at Lake Mead wouldn't be anything near the splash it was at Vaiont.

"THE LOS ANGELES reservoir was in fact a huge water tank of earth and man-made bottom instead of a steel tank. The bottom was eight feet thick.

"All the accounts of how the reservoir was constructed made it certainly appear that all of the science of water impoundment, drainage methods and precautions against failure were taken to make the reservoir as safe as possible. I don't think the structures were responsible for the disaster."

The officials said some states have legal requirements regarding safety of dams but there are no federal requirements as to either specifications or safety inspections.

*Phoenix Gazette 6-23-64*

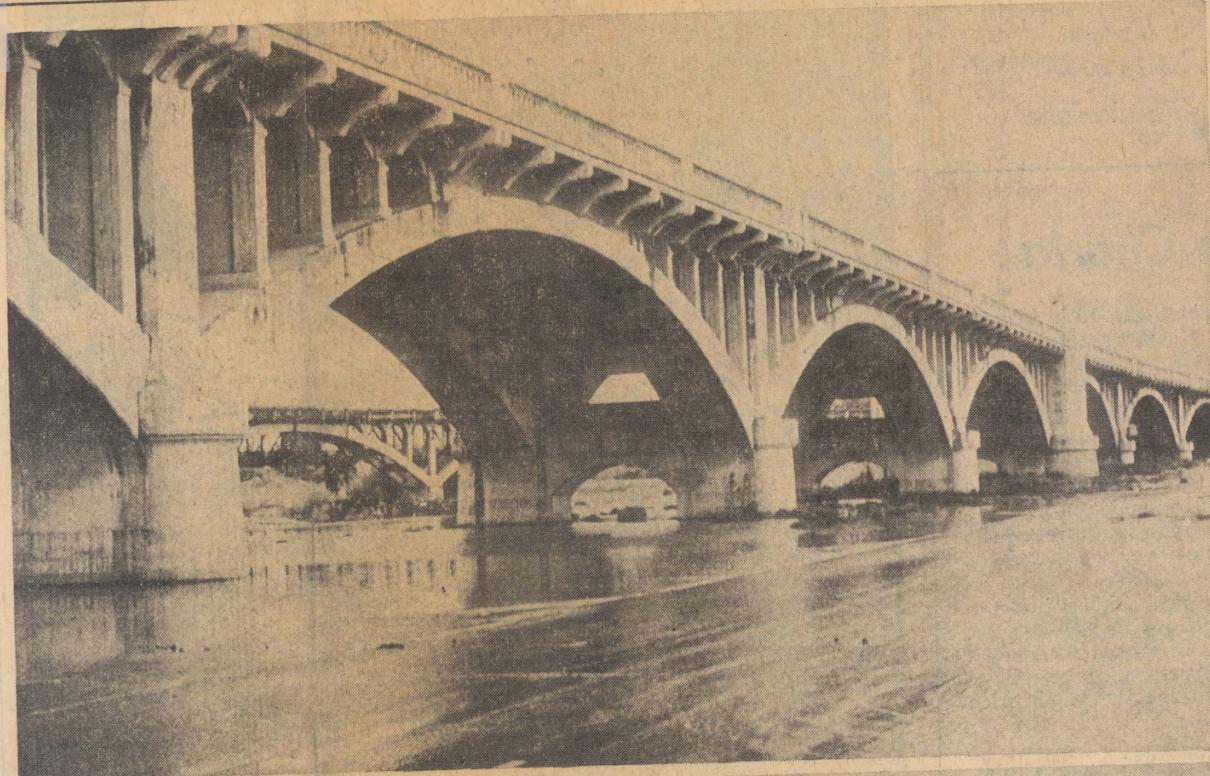


Gazette Staff Photo

### PROGRESS WITH TWO-FOLD RESULT

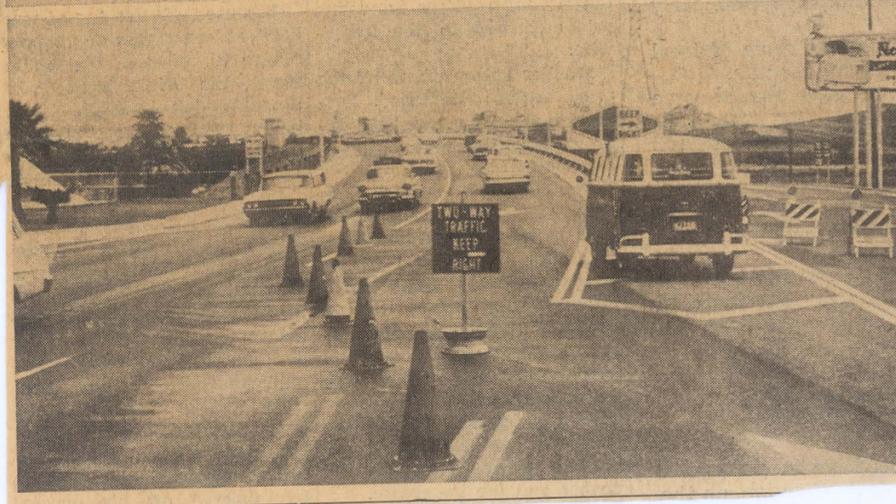
Recently-completed six-lane culvert speeds 24th Street traffic over Salt River. Sand and gravel taken from river channel that is being extended west from the culvert is

being used as foundation for elevated Maricopa Freeway from 16th to 24th streets along north side of the river.



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

Leigh Bradbury photo



## Storm Closes Roads

### Salt River Flooding Caused By Rains

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

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

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

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

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

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

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

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

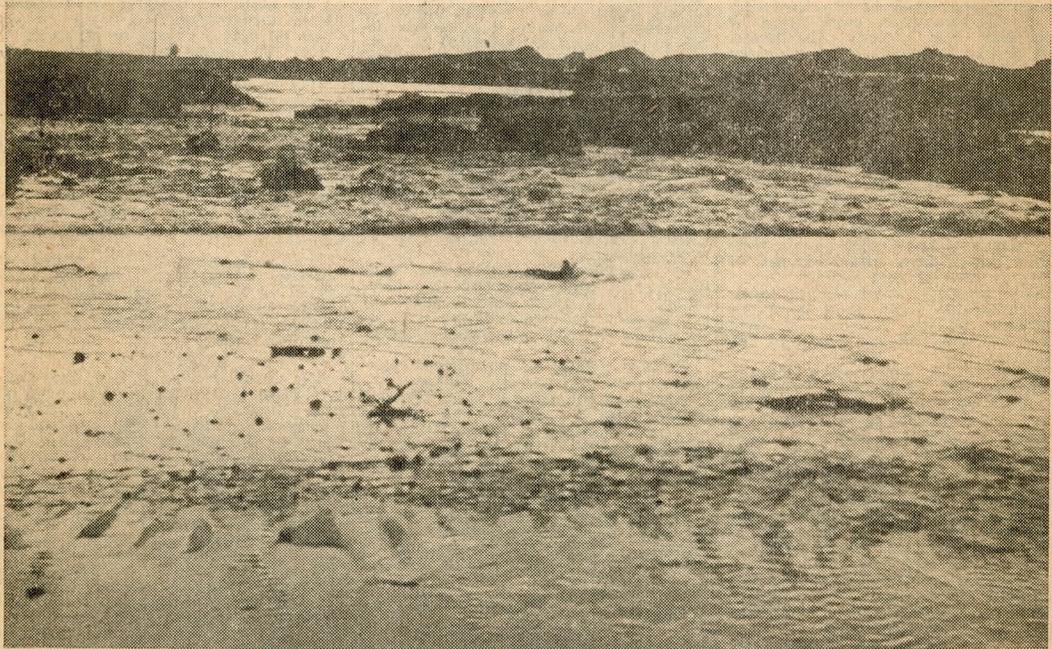
Areas along Priest road, West Eighth, Southern and Baseline were pretty well flooded by the downpour. Eighth street, between Priest road and 48th street, was several inches deep in water before it drained away.

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

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

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

(Continued on Page 3)



**BARRIER REEF** — The approaches to Tempe via Hayden and Scottsdale roads looked like this Saturday evening and most of the day Sunday as water from the broken Evergreen ditch surged over both roads at the river bottom. At top, a sheet of water covers Hayden road. Below, currents cross and twist to find a new channel from Scottsdale road toward the Butte. Katy Worth photo

river channel near the Hayden road crossing.

Bob Snyder, city engineer, reported no major damage to any city streets. The Rural and Hayden road crossing will need repair, especially along the shoulders of the roadway. The Arizona Highway Department is responsible for upkeep of the Mill by-pass.

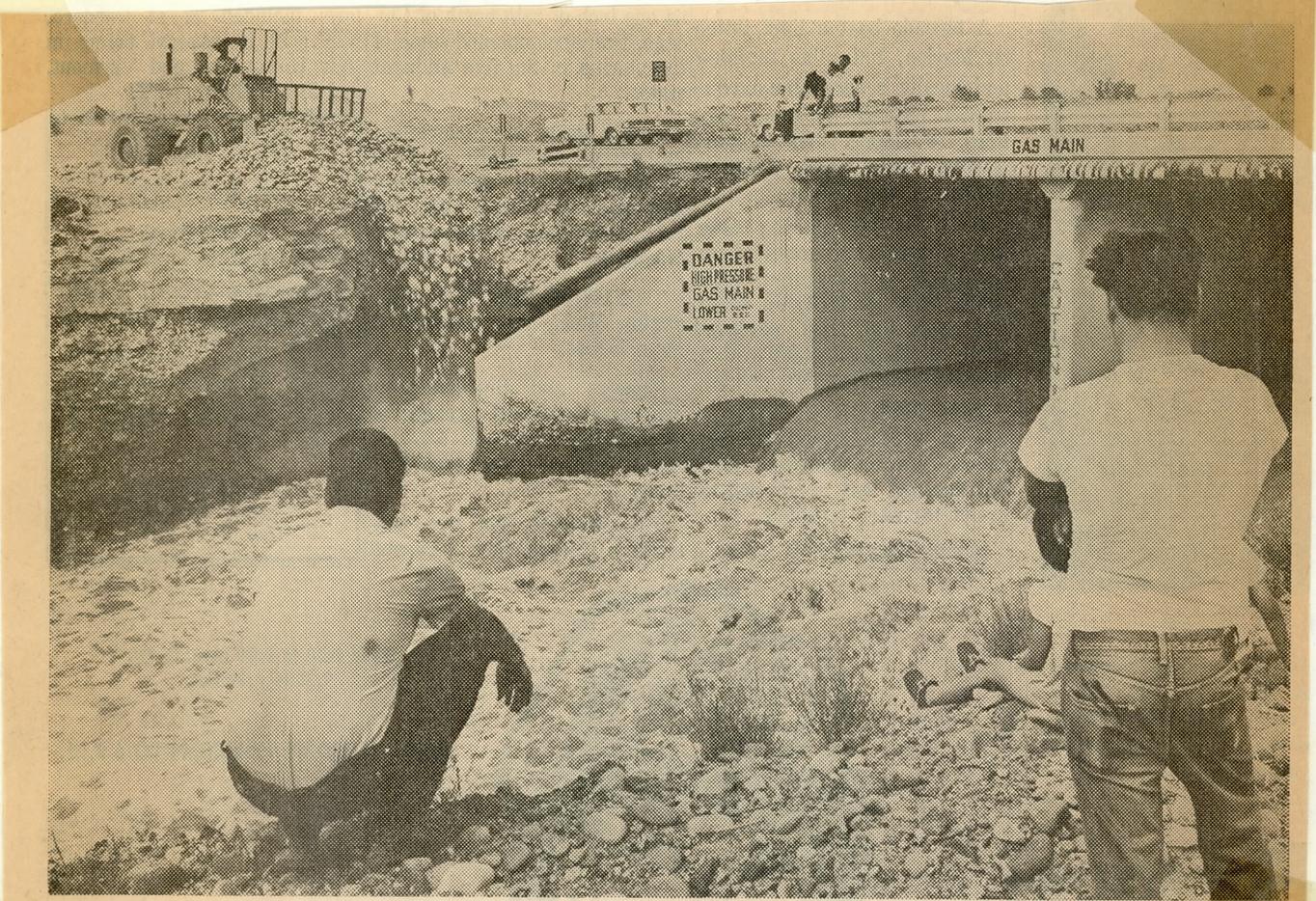
About midnight Saturday a couple of youthful Chandlerites

decided to ignore the Hayden road barricades, drove around them and into the water where their car stalled. Fortunately it stalled where the water was shallow or it might have been washed downstream. One of the youth reportedly could not swim.

A tow truck was called for removal of the vehicle.

■ America needs more flag wavers!

Phoenix Gazette  
April 23, 1965



Heavy grader was used today to push rock and dirt fill into washouts behind abutments of Seventh Street bridge.

Fill was cut away by swift running water. View is from the south bank of the Salt River.



John Lattimore crews placing the 4-in. concrete slope on the upstream side of the roadway.

Lattimore's superintendent is Hess Smother, Jr.



## Sanner Builds 'Bridge of Pipes' on State 87 at Salt River

"BRIDGE OF PIPES" is a non-technical way of describing the recently completed section of State 87 across the Salt River north of Mesa. However, 23 sections of 72 in. concrete pipe set in the river bed do carry the weight of the roadway plus the heavy traffic, in addition to the important function of handling flood waters.

Prime contract of \$128,357 with the Arizona Highway Department was held by Sanner Contracting Co., Phoenix, with American Concrete Pipe Co. manufacturing and installing the pipe.

The section of State 87 is familiarly known as Country Club Drive, Mesa, which crosses the river and curves into McDowell Road running west through Scottsdale and Phoenix. Just north of the river State 87 continues north to Payson as the B-Line Highway.

Though the trans-river contract was relatively small, the project is important. Whenever the Salt River floods, all roads crossing it at stream bed level are impassable and usually damaged to a degree to hold up traffic still longer, pend-

ing repairs. Since the Country Club Drive crossing carries both heavy local and vacation traffic, the Plans Division of the Highway Department conceived the design of the series of large pipes based on 100-year floods.

The contract involved building a paved detour immediately east of the existing highway, removing the latter, placing the pipe, rebuilding a roadway over the pipe, and finally removing the detour.

The pipe is centrifugally spun, class III concrete tongue and groove type, and the length of each of the 23 sections is 102 ft., obtained by placing 8-ft. and 12-ft. barrels, plus one 6-ft. barrel. The pipe weighs 1,700 lb per ft., or over 10 tons for a 12-ft. length. The sections were spaced 2 ft. 4 in. outside wall to outside wall, then backfilled.

With the backfilling completed, Sanner again took over, placing six inches of select material, six inches of cement treated base (for greater stability in the road structure itself), and three-and-a-half inches of asphaltic concrete.

Before this was done, erosion protection was achieved by placing four inches of reinforced concrete on the slopes between the pipes on both sides, the concrete tying in with a previously placed 4-ft.-deep cutoff wall on the upstream (east) side, and with a 12-ft.-wide apron on the downstream side. A 5-ft.-deep cutoff wall on the edge of the apron, 5 ft. deep and 6 in. above the apron, will have a retarding effect.

This concrete work was done by John Lattimore Contractor.

**MORE PHOTOS ON PAGE 50**

Case W-7 loader backfilling between pipes. American Concrete Pipe Co.'s Superintendent Marvin O'Donnal guides operator Dean Edmonson.

**190-HP PROFIT-BUILDER LW GRADER** equipped with torque-converter and rear-mounted ripper handles tough grader assignments fast, efficiently for western contractor. Superintendent for the firm says, "We're repeat buyers of LW motor graders and this in itself, is evidence of how we like 'em!"



**Y**ou will find LeTourneau-Westinghouse POWER-Flow® Model motor graders will prepare *more* miles of grade and ditch . . . level haul roads *more* often . . . break-up or scarify *more* miles of old pavement . . . blade *more* earth-fill, etc., than other graders. Here's why:

**Proven, dependable power-shift transmission makes the difference**

Nine years of on-the-job performance has proven the merits of the LW grader torque-converter and constant-mesh transmission. It delivers continuous high-rpm push-power *at all speeds*. By effectively utilizing *full* engine-power, LW grader can easily start heaviest loads smoothly. As grader gets load up to throttle-set speed, engine rpm's drop back and stabilize at a lower level, thus reducing fuel consumption. Result: you get extra power and extra economy to boost production and reduce costs on your grader operations.

**Reduces loading shock, lengthens equipment life**

Another important benefit of LW torque-converter is that its fluid coupling cushions the shock of load impacts . . . protects engine, transmission, final drive and blade mechanism, thereby reducing maintenance expense.

Operator fatigue is reduced, too, because there are few gear-ratio changes per pass. And, foot-operated forward-reverse power-shift cuts waste-time on reversing of direction, and on all turn-arounds.

**Ask for a demonstration**

See for yourself how LW POWER-Flow motor graders can give you extra production . . . to reduce your costs. It's simple. Just call your LeTourneau-Westinghouse Distributor. He'll give you complete details and arrange for a demonstration at your convenience. Choose from a wide range of LW grader sizes and types to fit your *exact* needs.

G-2854-DC-2

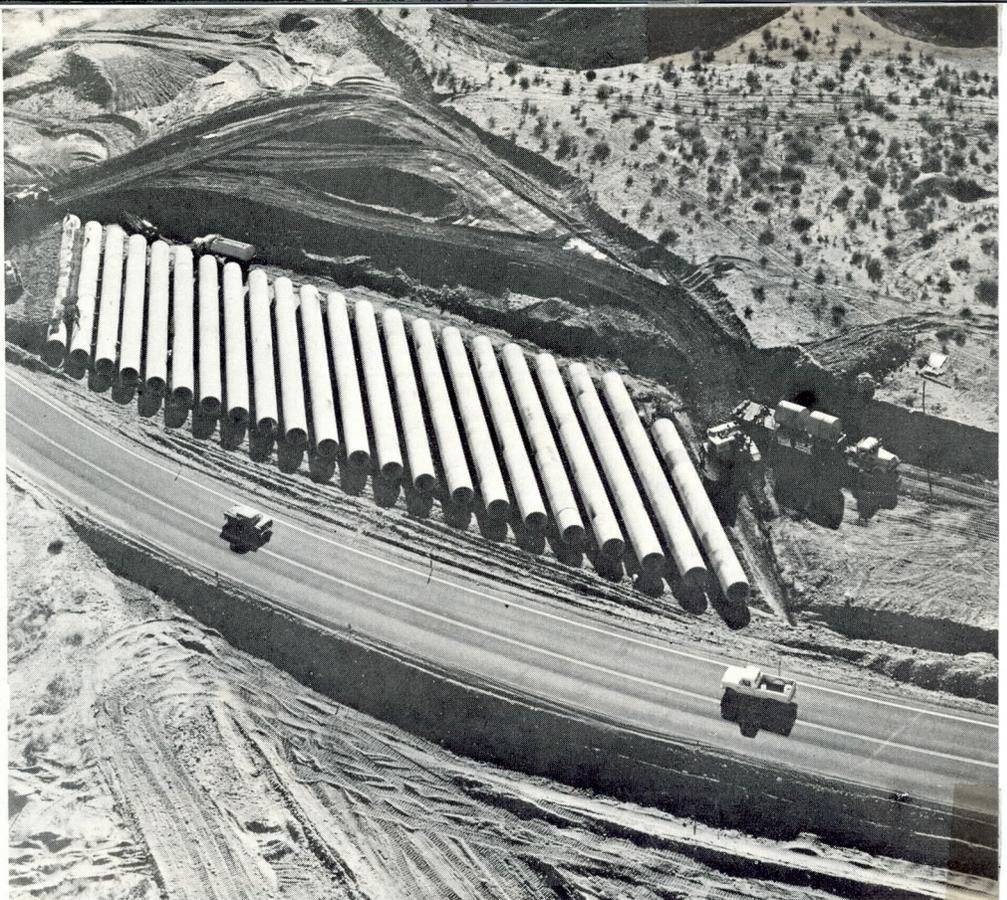
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**ROAD MACHINERY COMPANY**

**PHOENIX**  
252-7121

**TUCSON**  
624-2539

L. to rt.: Jack Henderson, general manager; and Adil Kadri, field engineer, both with Sanner Contracting Co.; and Roy Miller, state highway department project engineer.



Aerial photo shows 22 of the 72-in. pipe sections in place in the Salt River bed. Trench is ready for the last section at right, backfilling is underway at left. Detour road in foreground.



International TD25 with Ateco ripper the old pavement on Country Club Drive at the Salt River.



## OTHER SANNER PROJECTS

### Coliseum Parking Lot

Another project just finished by Sanner Contracting Co. was the \$168,000 contract with the State Fair Commission to pave the huge parking lot at the new Arizona Veterans' Memorial Coliseum in Phoenix.

Considered the largest project of its kind in the state, it was completed in 30 days. With an area of 180,000 sq. yd., major portion of which is on the north and south sides, it accommodates 7,000 cars and had its first official use during the State Fair in November when the Ice Follies ran for 10 days.

Material quantities consisted of 30,000 tons of ABC and 17,000 tons of 2 in. asphaltic concrete, which, like the same material on the Salt River Project job, were produced at Sanner's crushing and hot mix plant at Peoria Avenue and New River north of Glendale.

### Contract on I-17

A second Sanner highway contract is one for \$966,262 for paving 19.2 miles of I-17, the Black Canyon Highway, beginning at McGuireville, 37 miles south of Flagstaff, and extending northerly in Yavapai and Coconino Counties.

Crews are now producing mineral aggregate with a Pioneer crusher and stockpiling it for producing and laying the asphaltic concrete and seal coat in the spring (The Highway Department schedule has a completion date of May 31).

The Interstate Route, a 140-mile fast highway between Phoenix and Flagstaff, was constructed in this area by gradual grade to the top of the Mogollon Rim with bituminous treated surface several years ago, the final paving being held up in order that traffic might compact the roadway to the optimum degree.

The background of the advertisement features a stack of 'Arizona Highways' magazines at the top. A large, white, teardrop-shaped Christmas ornament is the central focus, containing text. To the left of the ornament is a string of white berries. To the right is a white pillar candle. At the bottom, there are more white berries and dark leaves. The magazine cover in the top left corner has the title 'ARIZONA HIGHWAYS' in a large, serif font, with 'DECEMBER 1965' and 'FIFTY CENTS' below it.

# ARIZONA HIGHWAYS

DECEMBER 1965  
FIFTY CENTS

## Give This "Most Remembered" Christmas Greeting

Forty pages of beautiful color photographs, drawings and description of Arizona, with a holiday motif. Ready to mail in special envelope . . . at any news dealer now. Or order a gift subscription, \$4 per year, U. S. A. and possessions; \$5 elsewhere. Call Gifts: 258-6641. Or write Arizona Highways Magazine, 2039 West Lewis, Phoenix, Arizona 85009.

# "Merry Christmas"

## Central Bridge Repair Placed At \$200,000

### ★ ★ ★ ★ HOMEWARD RUSH

#### Officers Brace For Evening Traffic Jam

Highway patrolmen and police were poised for a record traffic jam late this afternoon at the only three Salt River crossings—the Central Bridge, Tempe Bridge, and Maricopa Freeway Bridge—not washed out by flood waters.

MEASURES WERE planned to hold congestion to a minimum.

Officials said this morning's traffic jam, as thousands of workers headed for jobs, at the three bridges was the greatest in city history. The jam let up at mid-morning, but was expected to resume when the homeward rush begins.

The three open bridges were carrying only part of their normal load due to damage inflicted by the flood that swept along the Salt River bottom, beginning early Friday.

AT THE height of the tie-up this morning police said incom-

ing freeway traffic was backed up 1½ miles from the start of the freeway on 40th Street, just north of Broadway.

In Tempe, cars headed for the bridge were backed south on Mill Avenue to Grady Gam- mage Auditorium and around the curve onto Apache Trail. Capacity of this crossing was cut in half because the north-bound riverbed road was under water, forcing both north and

Turn to ●JAM on Page 4

#### City Heads, Governor To Confer

Approximately 150 feet of the west section of the Central Avenue bridge will have to be replaced, Fred Glendening, city public works director, said today.

Floodwaters in the Salt River washed away support from the west section of the bridge, causing the pavement portion to buckle and collapse along a center span.

Glendening and other city department heads met with City Manager Robert Coop to set up a priority and cost estimates to repair damages from the flood in the river bottom.

THE BRIDGE repair alone could cost \$200,000 or more, Glendening estimated. In addition, the city must restore all river bed street crossings of the

#### Other Flood Details, Pages 2, 8, 12, 17, 24

Salt River, the 36-inch water line across the river at 16th Street, a washed out section of sewer line at 19th Avenue and the river, and effect extensive repair of streets in the riverbed.

Coop said the city will take its estimate of flood damage to a meeting with Governor Goddard tomorrow. At that time, the governor will decide whether the state will apply for federal disaster relief funds.

Goddard will meet with governmental officials at 3 p.m. to discuss obtaining federal flood-relief funds. The meeting will be in the State Highway Department auditorium.

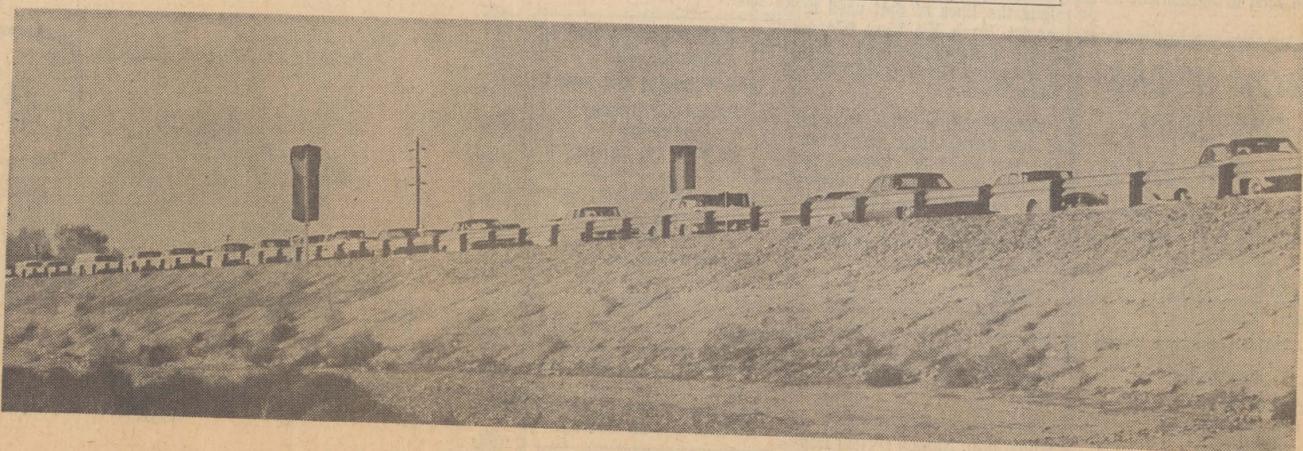
THE SMALL Business Administration today declared Maricopa County a disaster area—a designation which will enable home owners, businesses, churches, and charitable institutions, to obtain aid. Those whose property was damaged or destroyed may apply for reconstruction or rehabilitation loans at 3 per cent interest through the agency's Phoenix office, 2727 N. Central.

The governor's office — based upon reports from governmental agencies—estimates "public damages" to bridges, roadways, and other public property from the Christmas weekend and last week's flooding in the river bottoms at \$3 million. Private damage so far is undetermined although guesses have ranged as high as \$7 million.

County Engineer Sam Lanford said more than 25 bridges, culverts, and street and road crossings in the riverbed were seriously damaged by the water.

The main damage points ranged from Country Club Drive in Mesa area down to Central Avenue Bridge. Principal county streets at the riverbed damaged included Hayden and Scottsdale roads, north 48th Street, North 40th, 24th, 16th, and Seventh streets; seventh, 19th, 27th, 35th, 51st, 67th, 91st, and 115th avenues. Also, Bul-

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Traffic lines up bumper-to-bumper on Maricopa Freeway north of river.

Gazette Staff Photo by Ziggy Ziegler

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Gazette Staff Photo by Ziggy Ziegler

City work crews knock out damaged pavement on west span of the Central Avenue bridge over Salt River. After repair work to structure, 150 feet of the span will be resurfaced. Undamaged east span is still open to two-way traffic.

### IF FLOW STOPS

## 2-Week Time Set To Fix Crossings

If the Salt River stops flowing, temporary traffic crossings will be completed by tonight at Seventh Street and Seventh Avenue and two more crossings, at 19th Avenue and 16th Street, will be constructed in the next two weeks.

"The river is not going down as fast as we hoped," Fred Glendening, city public works director, said. "But we still believe we can complete temporary roads for traffic at Seventh Street and Seventh Avenue by tonight. Remember, though, these crossings will be washed out again when a dry-up period ends in two weeks and water is once more released into the river."

## \$716,000 From U.S. Fund Asked

Four Arizona counties have been recommended for federal disaster funds to repair flood damage to farms.

The U.S. Department of Agriculture (USDA) State Disaster Committee urged that \$716,000 be allocated from USDA emergency funds for repair and rehabilitation to farms in Graham, Greenlee, Gila and Pinal counties.

**THE FUNDS** are set aside to put farm lands back into production after extensive damage by flood, earthquake or other natural disaster.

Dr. George E. Hull of Tucson, extension director for Arizona; George Freestone of Phoenix, state director of Farmers Home Administration, Phoenix; and O. W. (Bill) Rugg of Casa Grande, state chairman of the Arizona Agricultural Stabilization and Conservation Service (ASCS), make up the USDA State Disaster Committee. It evaluated the reports on flood damage to farms and recommended disaster designation to the secretary of agriculture.

Steve Faltis, state executive director of the Soil Conservation Service (SCS) said emergency funds are sought for the grading of farm land eroded by flood waters, restoring of dikes, concrete and dirt ditches of irrigated lands and the re-leveling of irrigated lands, channel repairs and reconstruction of fences on crop and range lands.

**PIMA, SANTA CRUZ** and Yavapai committees found flood damage but decided that it was not necessary to ask for the emergency Agricultural Conservation Program (ACP) funds at this time, Faltis stated.

While there was flood damage to crop and range lands in other counties, the studies by local committees indicated that farmers and ranchers will be able to handle the repairs on their own or through use of regular ACP funds.

Faltis said that about \$1.5 million a year has been made available for the regular crop and range land improvements in which farmers put up about equal amounts of funds. When emergency funds are made available under disaster programs, the government assumes a major portion of costs, expected to be around 80 per cent.

**BY THEN**, however, the city expects to have completed culvert crossings at 19th Avenue and 16th Street.

The culverts will be designed to handle 13,000 cubic feet per second of water. This would be about one-sixth of the 80,000 cubic feet which flowed down the river Dec. 31, causing considerable damage to roads and other installations in the riverbed.

**CITY CREWS** and equipment are working on the approaches at all four crossings. They also were working beneath the collapsed 150 feet of the west span of the South Central bridge. The undamaged east side of the bridge is carrying traffic.

At times during the bridge repair, Glendening said, traffic will be stopped entirely on the bridge and motorists must detour to the temporary crossings at Seventh Avenue and Seventh Street.

**THE CITY** also is concerned about how best to keep water off the south runway of Sky Harbor Airport in the vicinity of 40th Street, Edward M. Hall, streets improvement administrator, said.

Glendening said construction crews still are encountering a problem from the flow of released water. A Salt River Project spokesman said the Salt River should stop flowing in the Phoenix area. The Project stopped releasing water from Stewart Mountain and Bartlett dams Monday night.

At Granite Reef Dam on Salt River northeast of Mesa, a helicopter was used to lift cement being poured into a 50-foot section of the diversion structure damaged during the recent spilling of high water.