

SOUTHEAST LOOP HIGHWAY

ENVIRONMENTAL ASSESSMENT

FINAL

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May 1988

Southeast Loop Highway SR220
(Santan Freeway)
Project No. RAM 600-7-301

FINAL ENVIRONMENTAL ASSESSMENT

for

Southeast Loop Highway (SR 220)
(Santan Freeway)
Interstate 10 - State Route 360
Project No. RAM-600-7-301
Chandler, Gilbert and Mesa, Arizona

Approved By:

William P. Belt

On:

5 MAY 1988

William P. Belt, Manager
Environmental Planning Services
Highway Division
Arizona Department of Transportation

April 1988

FORWARD

This Final Environmental Assessment for the Southeast Loop Highway (SR 220) was prepared in accordance with Part 3.2.4 of the Arizona Department of Transportation Action Plan for State-Funded Highway Projects. Evaluations and projections made in the draft assessment were based upon preliminary information that was available prior to the combined Location/Design Concept Public Hearing for the proposed facility that took place in the fall of 1987.

This Final Environmental Assessment is based on information from the Arizona Department of Transportation and other sources including federal, state and local agencies, private organizations, and interested individuals. The purpose of the assessment is to provide in advance the possible environmental impacts of the project's location and to assure that these factors were considered along with the social, economic and engineering considerations in the decision-making process. A public hearing was held for the project on October 27, 1987.

Transcripts of the public hearing are available for reading at the Arizona Department of Transportation. A 30-day comment period (closed November 24, 1987) was held open after the public hearing to receive public input about issues and concerns at the public hearing and to receive comments on the Draft Environmental Assessment. Highlights of the comments received during the public participation process and the 30-day response period are included in the Project Coordination and Public Information sections of this Final Environmental Assessment Report.

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SOUTHEAST LOOP HIGHWAY
MITIGATION MEASURES AND ENVIRONMENTAL REQUIREMENTS

1. Traffic through the corridor area and access to adjacent properties will be maintained during construction in accordance with the ADOT Traffic Control Manual for Highway Construction and Maintenance. (See page 42.)
2. Cut-off shield lighting fixtures will be used along the highway to eliminate illumination spill-over into residential areas. (See page 68.)
3. A final noise report will be developed during the design phase. The report will include decisions regarding noise abatement measures. (See pages 55, 56 and 61.)
4. A Relocation Assistance Plan will be developed during the design phase to identify the process, procedures and approximate time schedule for right-of-way acquisition and relocation for the project. Through the Arizona Department of Transportation's Relocation Assistance Program, every effort is made to keep personal inconvenience to a minimum and to render all assistance authorized under state law. (See page 42.)
5. Construction impacts such as equipment noise, dust and fumes will be monitored and controlled. The highway contractor is required by the ADOT Standard Specifications for Road and Bridge Construction to observe and comply with all air pollution ordinances, regulations, etc. from those agencies having jurisdiction. (See page 42.)
6. Cultural resources will continue to be considered as future design proceeds. A program of test excavations will be implemented once right-of-way is acquired or right-of-entry is secured to determine if significant subsurface archaeological deposits are present. The testing results will be evaluated in consultation with the State Historic Preservation Officer. Funds and time will be allocated for any mitigative data recovery studies developed through this consultation. (See page 64.)
7. If previously unidentified cultural resources are encountered during construction, work will stop immediately at that location, and ADOT, Environmental Planning Services will be contacted to arrange for proper treatment of those resources. (See page 64.)

CHAPTER I - PURPOSE AND NEED FOR THE PROJECT

The Southeast Loop Highway is an east/west and north/south link of the Regional Transportation Plan that will serve the east valley. The Maricopa Association of Governments' Regional Transportation Plan located the proposed Southeast Loop Highway along Pecos Road through Chandler. In the Town of Gilbert, the corridor runs along a tangent from Pecos and Gilbert roads to Higley and Ray roads. The corridor follows Ray Road to Hawes Road, and then parallels Ellsworth Road north to the Superstition Freeway extension.

The study area for the Southeast Loop Highway Environmental Assessment, approximately 26 miles long and 2 miles wide, is shown in Figure 1, page 2. Portions of the incorporated cities of Chandler, Mesa and the Town of Gilbert, the northwest corner of the Gila River Indian Community, and unincorporated areas of Maricopa County are included in the study area.

OVERVIEW OF THE STUDY AREA VICINITY

Approximately 90 percent of the Southeast Loop Highway frontage is presently used for agriculture or is vacant land. The remaining frontage is in a transitional status or is being used for rural residential to industrial/business park.

The Southeast Loop Highway corridor crosses through the communities of Chandler, Gilbert and Mesa. These communities had a combined population of approximately 355,000 in 1985. By 2015, the combined population of these jurisdictions is expected to exceed 1,000,000 according to the Maricopa Association of Governments' 1987 projections. The population in the immediate vicinity of the alternative alignments (a 72-square-mile corridor) is expected to grow from approximately 23,000 residents in 1985 to over 180,000 in 2015.

The corridor area is a major route for underground and aboveground infrastructure facilities. These infrastructure facilities include drainage, sewer, water, irrigation, gas, communication cables, and high voltage transmission lines. Highway design will need to accommodate current and future infrastructure.

Since 1985, development in Chandler has occurred in anticipation of the proposed project, when the City of Chandler's Transportation Plan was adopted. Through Chandler, the proposed alignment generally coincides with the routes proposed in the Chandler plan. This proposed route is consistent with Chandler's development plans, and some developers have dedicated or reserved right-of-way along the alignment.

In Gilbert, an issue of concern relates to the selected alignment and future growth patterns.

NEED FOR THE PROJECT

In response to the growing need for a better transportation system to service the Phoenix metropolitan area, the Arizona Department of Transportation, in conjunction with the Maricopa Association of Governments, has developed a Regional Transportation Plan to meet current needs and future growth. The Eastside Transportation Analyses, sponsored by the Maricopa Association of Governments, examined Southeast Loop freeway and expressway alignments along Pecos Road and Queen Creek Road. The report concluded that the "Pecos Freeway option would provide the most traffic congestion relief and mobility, as well as flexibility to meet varying future traffic demand."

The origin of the present transportation plan dates back to 1960. Modifications to the plan occurred periodically over the last 25 years. The Southeast Loop segment of this plan will serve the east valley, which includes the cities of Chandler, Tempe and Mesa, the Town of Gilbert, the Gila River Indian Community, and unincorporated portions of Maricopa County. The general alignment of the Southeast Loop Highway was adopted by the Maricopa Association of Governments in March 1985.

Prior to March 1985, several transportation and planning studies analyzed the east valley's transportation needs and possible freeway/expressway locations. These studies are briefly discussed in the following paragraphs, and include the "Eastside Transportation Analyses" (1984), the City of Chandler "Design Concept Report; Southeast Loop Freeway: Pecos Corridor, Interstate 10 to Gilbert Road" (1985), The Town of Gilbert "General Plan" (1986), and the Gila River Indian Community "Critical Analysis of Roadway Alignments: South Loop Freeway" (1985).

The City of Chandler, realizing the possible impacts of the Pecos alignment, had the "Chandler Design Concept Report" prepared. A detailed alignment from Interstate 10 to Gilbert Road was outlined in the report. This information allowed the City to begin working with developers to preserve the right-of-way along Chandler's proposed Southeast Loop Highway alignment.

The Town of Gilbert General Plan addresses the proposed Southeast Loop Highway corridor. The report does not identify an exact alignment; rather, it mentions working closely with the Arizona Department of Transportation in studying the Southeast Loop Highway alignment, interchanges, and design. The plan does recognize a "Southeast Freeway Loop Interface Area," and land use decisions are being delayed within the interface area until the alignment has been determined.

The Gila River Indian Community submitted a study entitled "Critical Analysis of Roadway Alignments: South Loop Freeway" to the Maricopa Association of Governments in April 1985 prior to the Maricopa Association of Governments' Regional Council's final adoption of the Southeast Loop Highway alignment. The report analyzed a Pecos Road alignment and a Queen Creek alignment.

On March 27, 1985, the Maricopa Association of Governments' Regional Council, after reviewing the recommendations from the Maricopa Association of Governments' Transportation Planning Office Staff, the Gila River Indian Community report, and the Eastside Transportation Analyses, voted in favor of expanding the Regional Transportation Plan to include the Southeast Loop Corridor. The entire Regional Transportation Plan was adopted by the Maricopa Association of Governments' Regional Council on July 24, 1985.

On October 8, 1985, Maricopa County voters approved a half-cent sales tax increase to fund the freeway and expressway additions to the Regional Transportation Plan. The special referendum was passed by a three to one vote, and is expected to generate more than \$5.8 billion (inflated dollars) during the next 20 years. The October vote established the Regional Area Road Fund which is being administered by the Arizona Department of Transportation. Except for approximately \$0.2 billion (inflated dollars) that has been earmarked for public transit, the Regional Area Road Fund may only be used for the design, right-of-way purchase, or construction of controlled-access highways that are included in the Regional Transportation Plan and accepted into the State Highway System. Presently, the Arizona Department of Transportation has initiated bond sales to raise funds for freeway land acquisition and construction. The bonds will be repaid with revenues raised from the sales tax increase.

The projected population growth for the cities of Chandler, Gilbert and Mesa is expected to be approximately three times the 1985 population figure. By 2015, the population of these cities is expected to exceed 1,000,000. The Southeast Loop Highway is planned to be a vital link for the east valley cities and to accommodate future growth and development.

CHAPTER 2 - PROJECT DESCRIPTION

CORRIDOR LOCATION

The study area is approximately 26 miles long and 2 miles wide (Figures 2 to 11, pages 6 to 15). The corridor begins at Interstate 10, where it extends from the proposed Southwest Loop and continues east along Pecos Road to Arizona Avenue, then south about halfway to Germann Road. The corridor continues eastward to Lindsay Road, northeast to Ray Road, east to just past Hawes, and north to the alignment of the proposed Superstition Freeway extension.

The predominant land use in the study corridor is irrigated agricultural land. A variety of crops are grown on land that is west of the Roosevelt Canal. Water is unavailable for irrigation east of the canal.

Urbanization has been rapidly encroaching upon the agricultural land in the past decade, stemming from the Interstate 10 corridor eastward, concentrating mainly in Chandler between Interstate 10 and Gilbert Road, along Chandler Boulevard and the Price, Dobson and Arizona Avenue corridors. A diverse range of land use types has developed to include a wide economic spectrum of residential levels and a variety of employment centers.

The proposed alignment would cross mainly agricultural land in Chandler, with the following exceptions. Within one-half mile east of Interstate 10, the proposed right-of-way would infringe upon industrial and commercial properties on either side of the alignment. The extent of acquisition and removal would depend upon the location and design of the proposed interchange. The right-of-way crossing north of the Gila River Indian Community boundary and west of McClintock Drive would impact Stellar Airpark. Stellar Airpark is a residential and industrial subdivision that includes a small aircraft runway linked to both houses and industrial properties by taxiways. The Stellar Airpark owners have proposed a 300-foot runway extension on the south end to accommodate turbo-prop airplane operations. This proposed extension is directly perpendicular to the proposed Pecos alignment.

Between McClintock Drive and Price Road, the proposed right-of-way alignment would be adjacent to the Gila River Indian Community land, which is primarily used for irrigated agriculture. Gila River Indian Community land in this area is a mixture of community (tribal) land and 10-acre allotments.

Through the remainder of the Chandler section, approximately 15 to 20 large-lot residences or farmhouses, including outbuildings, would be within the proposed right-of-way. A smaller number of residences are located adjacent to the right-of-way. The majority of these dwellings are located along Willis Road between Arizona Avenue and McQueen Road.

CHANDLER BLVD.

54th ST.

56th ST.

S.P.R.R.

TEMPE CANAL

KYRENE ROAD

RURAL ROAD

GILA RIVER INDIAN RESERVATION

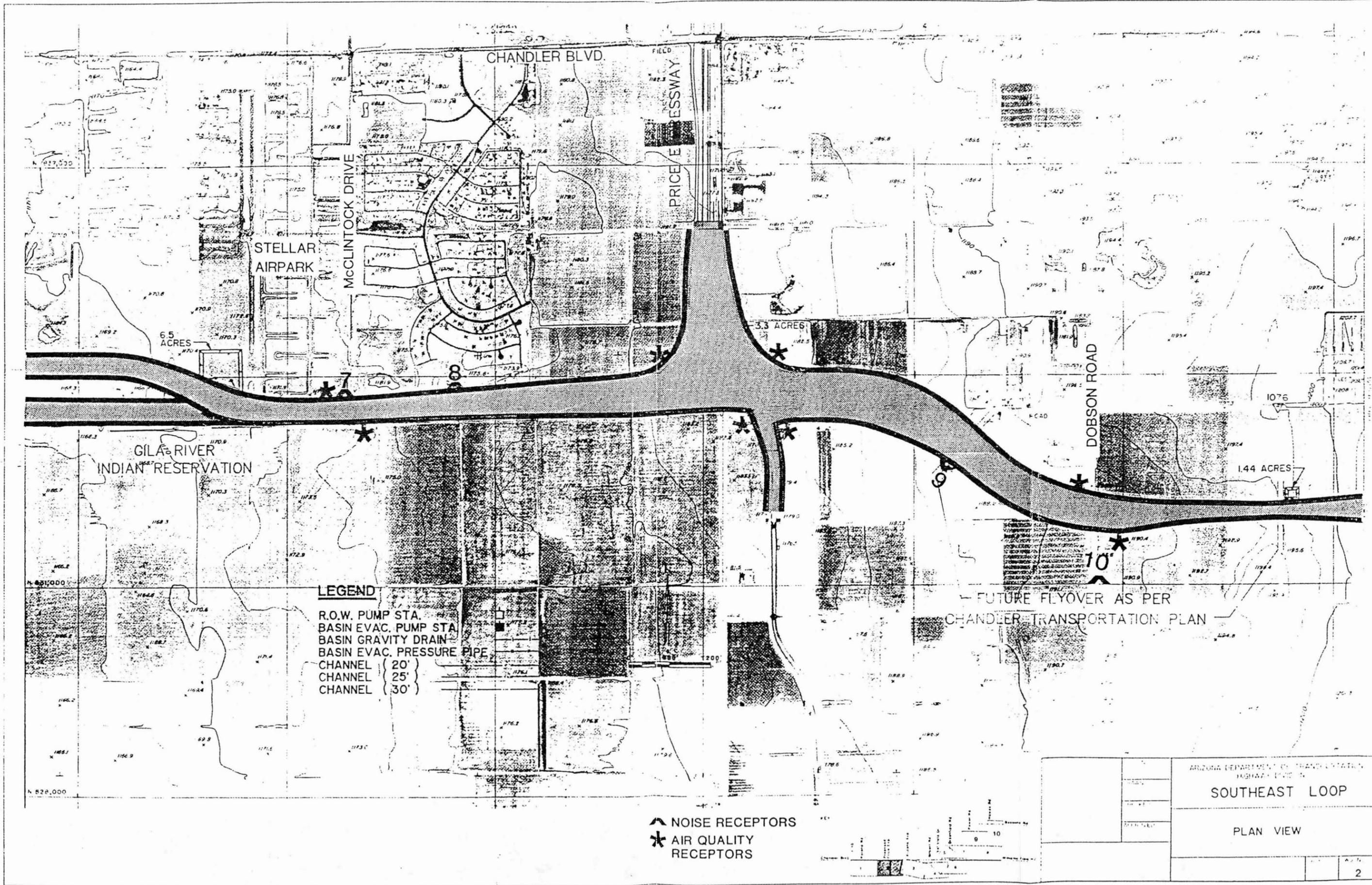
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- R.O.W. PUMP STA.
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- BASIN GRAVITY DRAIN
- BASIN EVAC. PRESSURE PIPE
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- CHANNEL (25')
- CHANNEL (30')

-  NOISE RECEPTORS
-  AIR QUALITY RECEPTORS

| | |
|--|---|
| ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION | |
| SOUTHEAST LOOP | |
| PLAN VIEW | |
| DATE | 1 |

FIGURE 2



CHANDLER BLVD.

PRICE E SSWAY

STELLAR AIRPARK

MCCLINTOCK DRIVE

DOBSON ROAD

GILA RIVER INDIAN RESERVATION

LEGEND

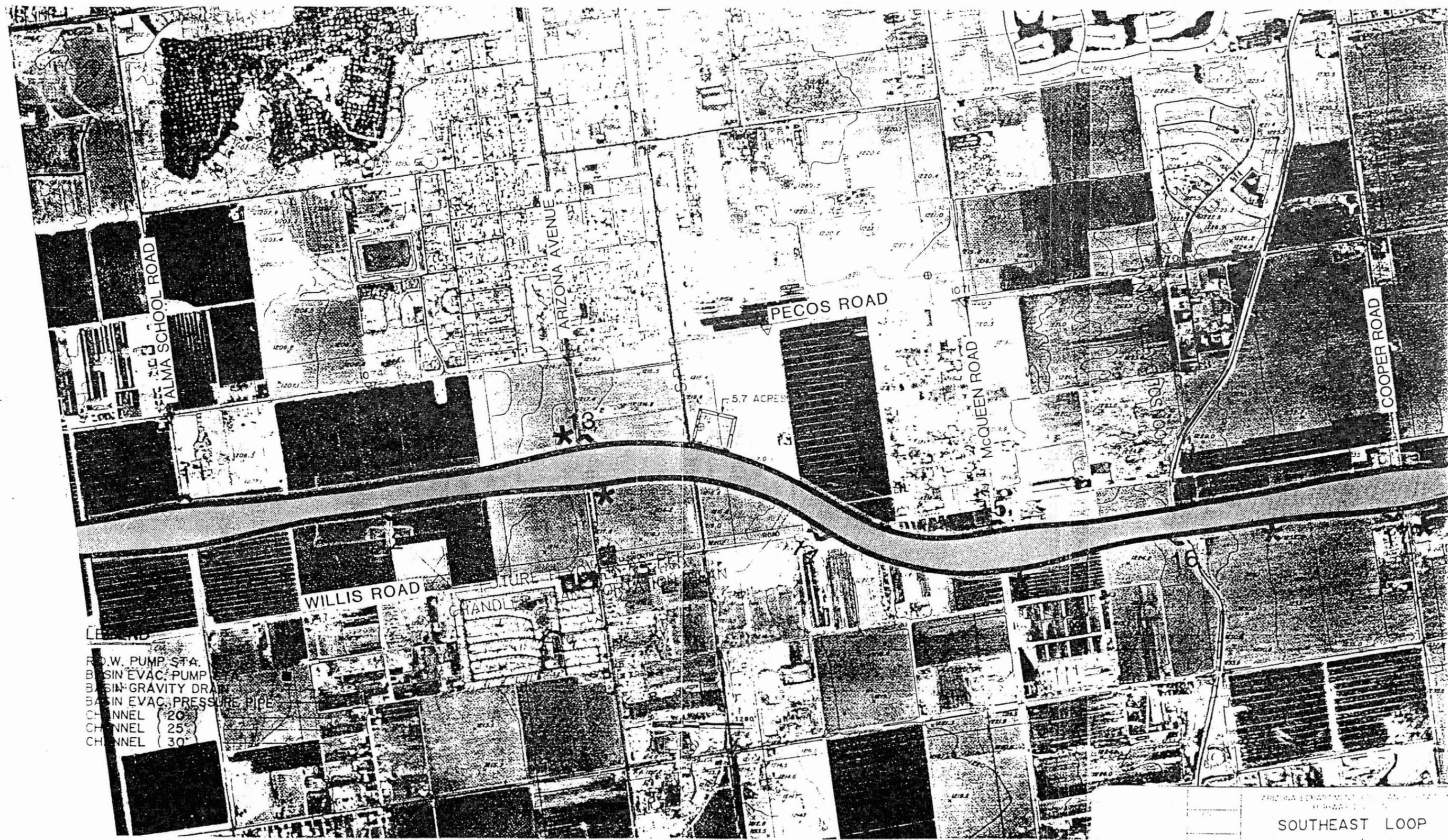
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- ▲ NOISE RECEPTORS
- * AIR QUALITY RECEPTORS

FUTURE FLYOVER AS PER CHANDLER TRANSPORTATION PLAN

ARIZONA DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
SOUTHEAST LOOP

PLAN VIEW

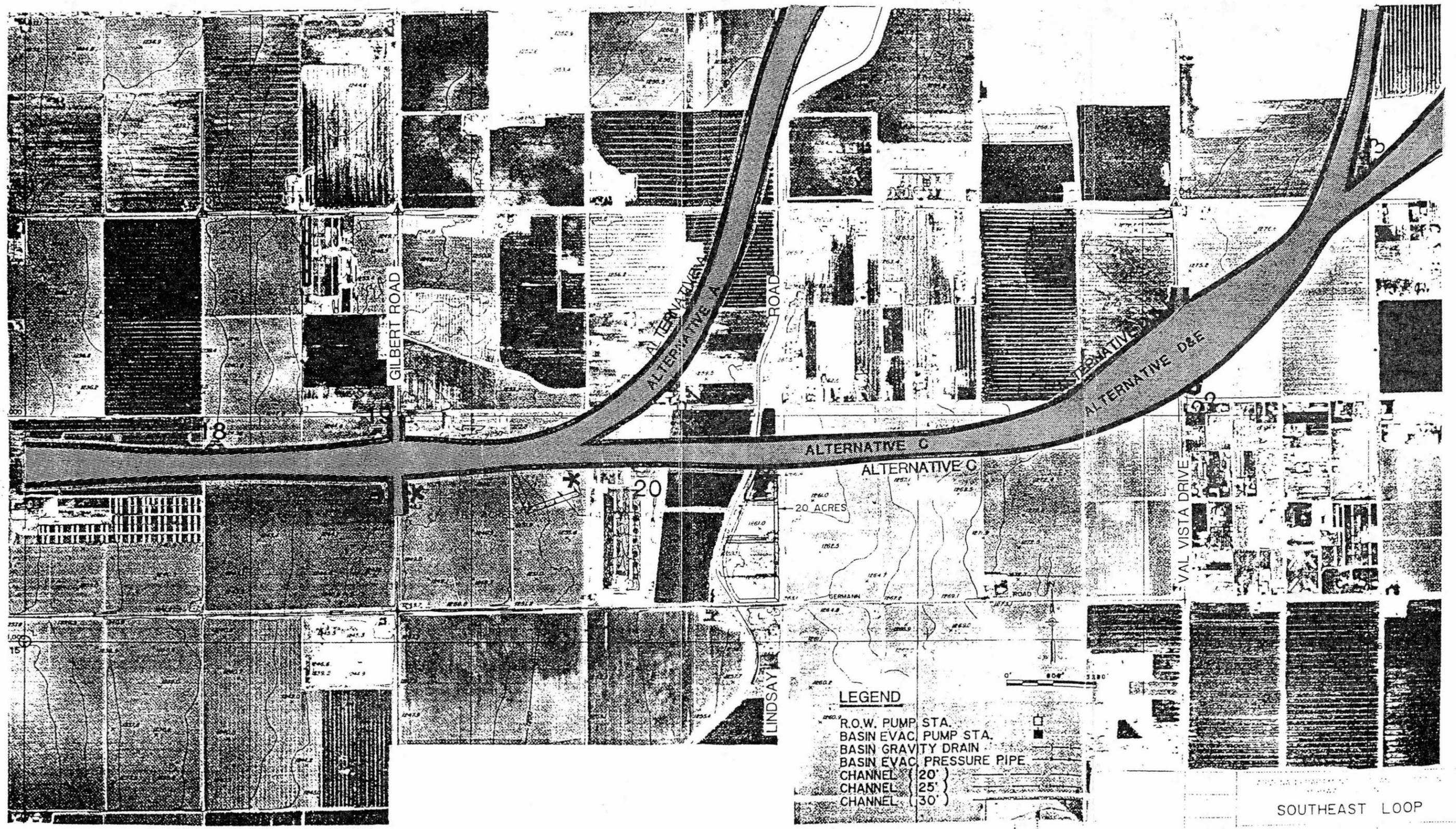


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SOUTHEAST LOOP

PLAN VIEW



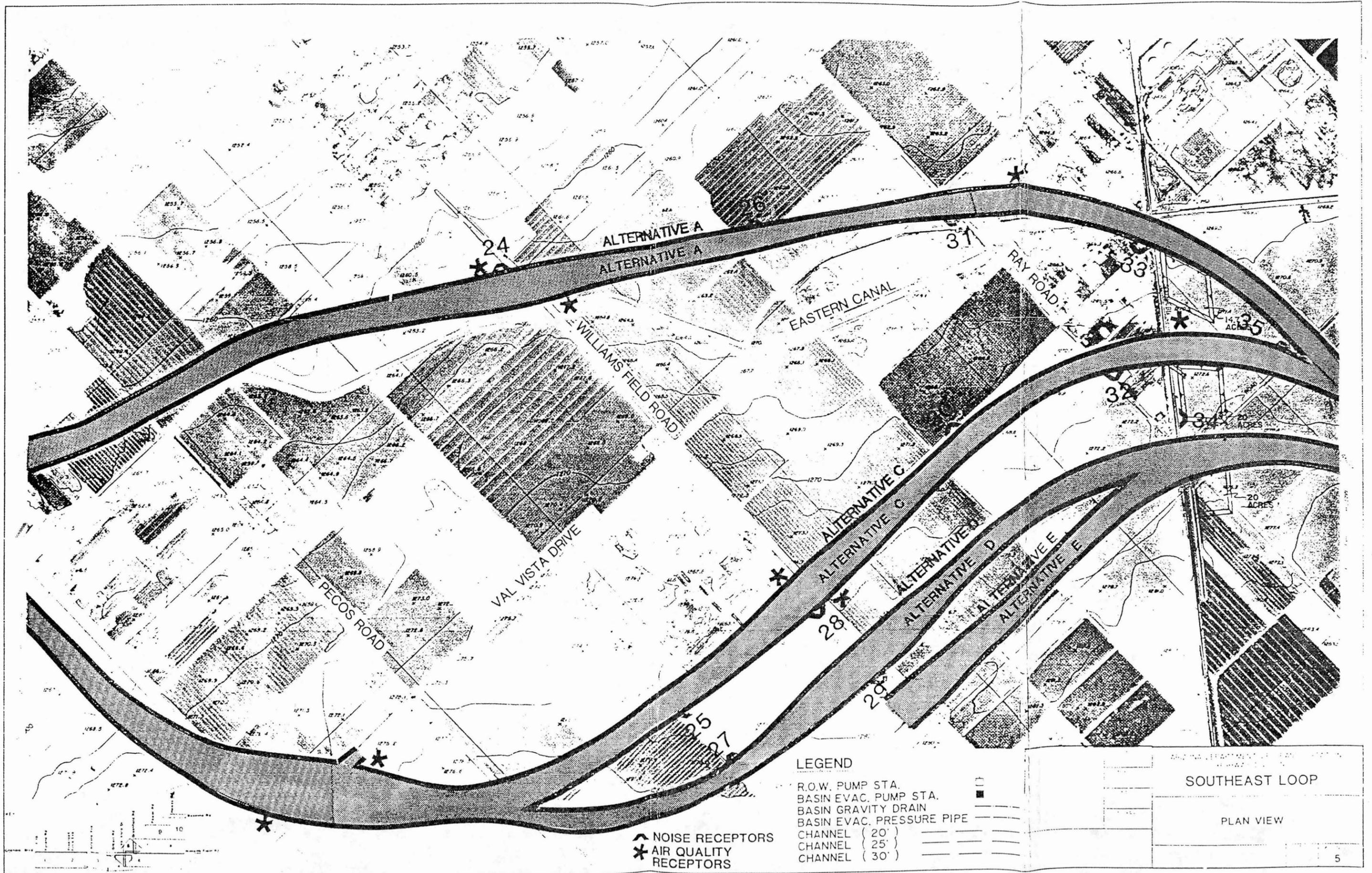
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▲ NOISE RECEPTORS
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SOUTHEAST LOOP

PLAN VIEW



LEGEND

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- BASIN EVAC. PRESSURE PIPE
- CHANNEL (20')
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- A AIR QUALITY RECEPTORS

SOUTHEAST LOOP

PLAN VIEW

5

FIGURE 6

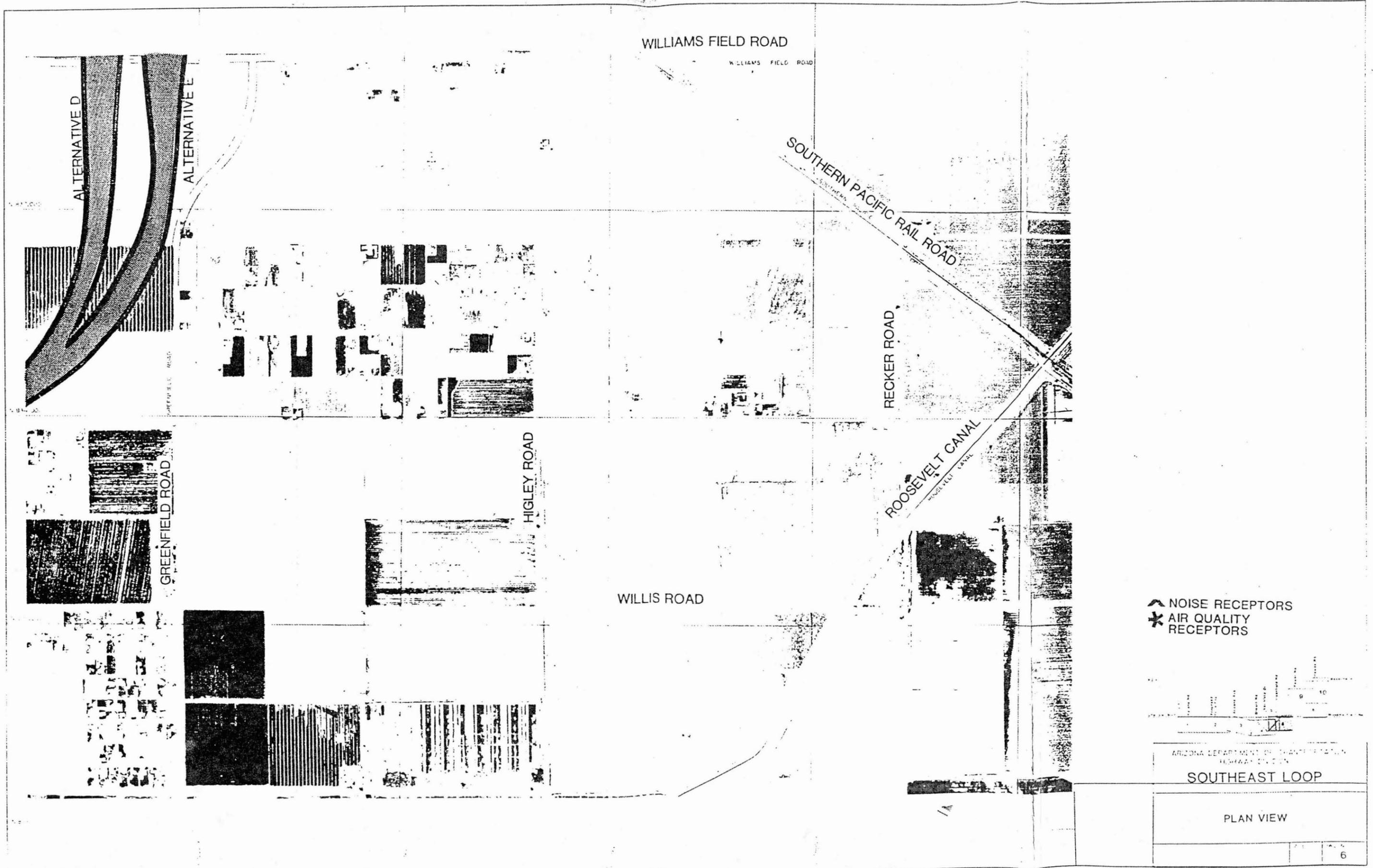
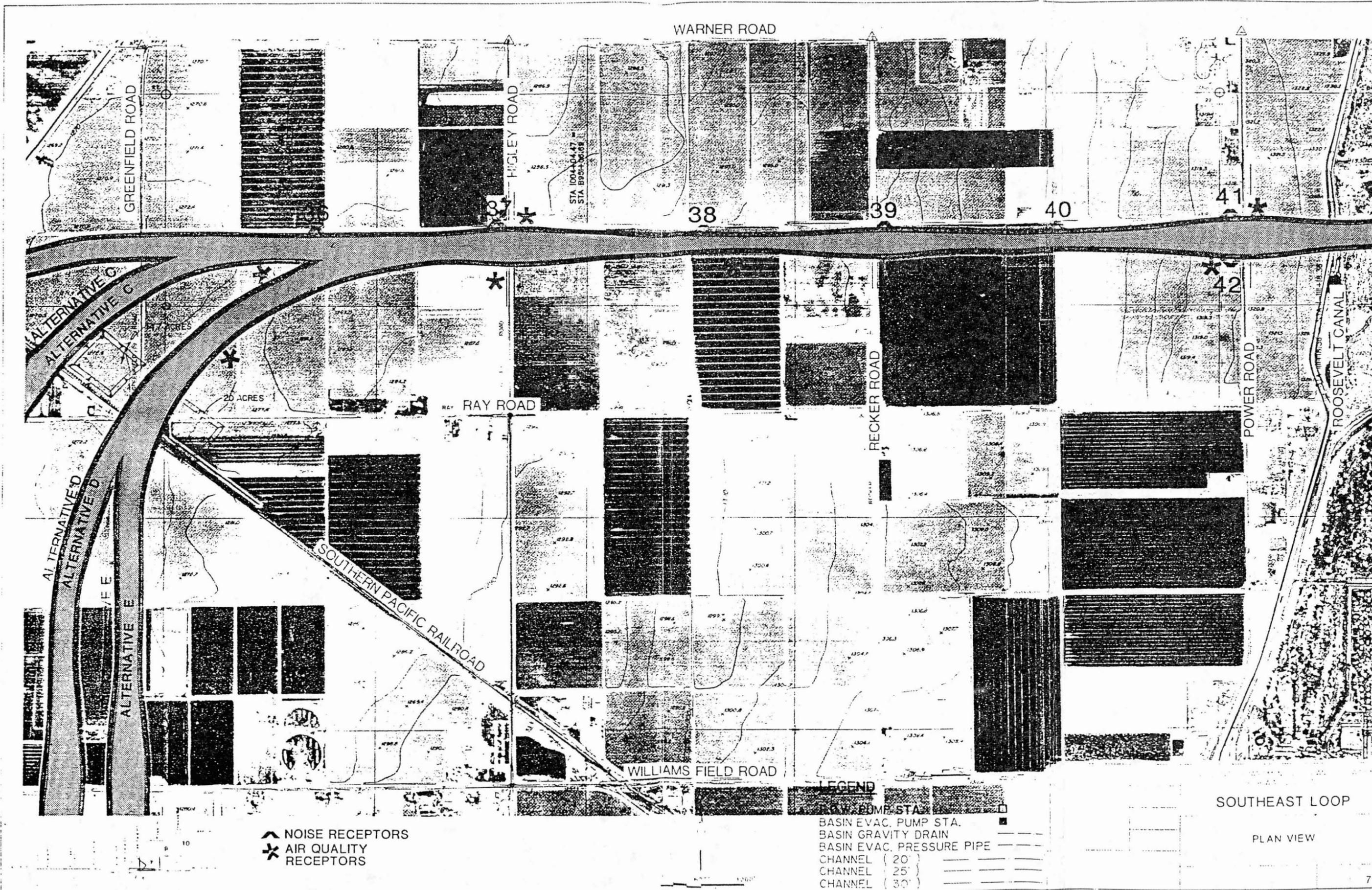


FIGURE 7



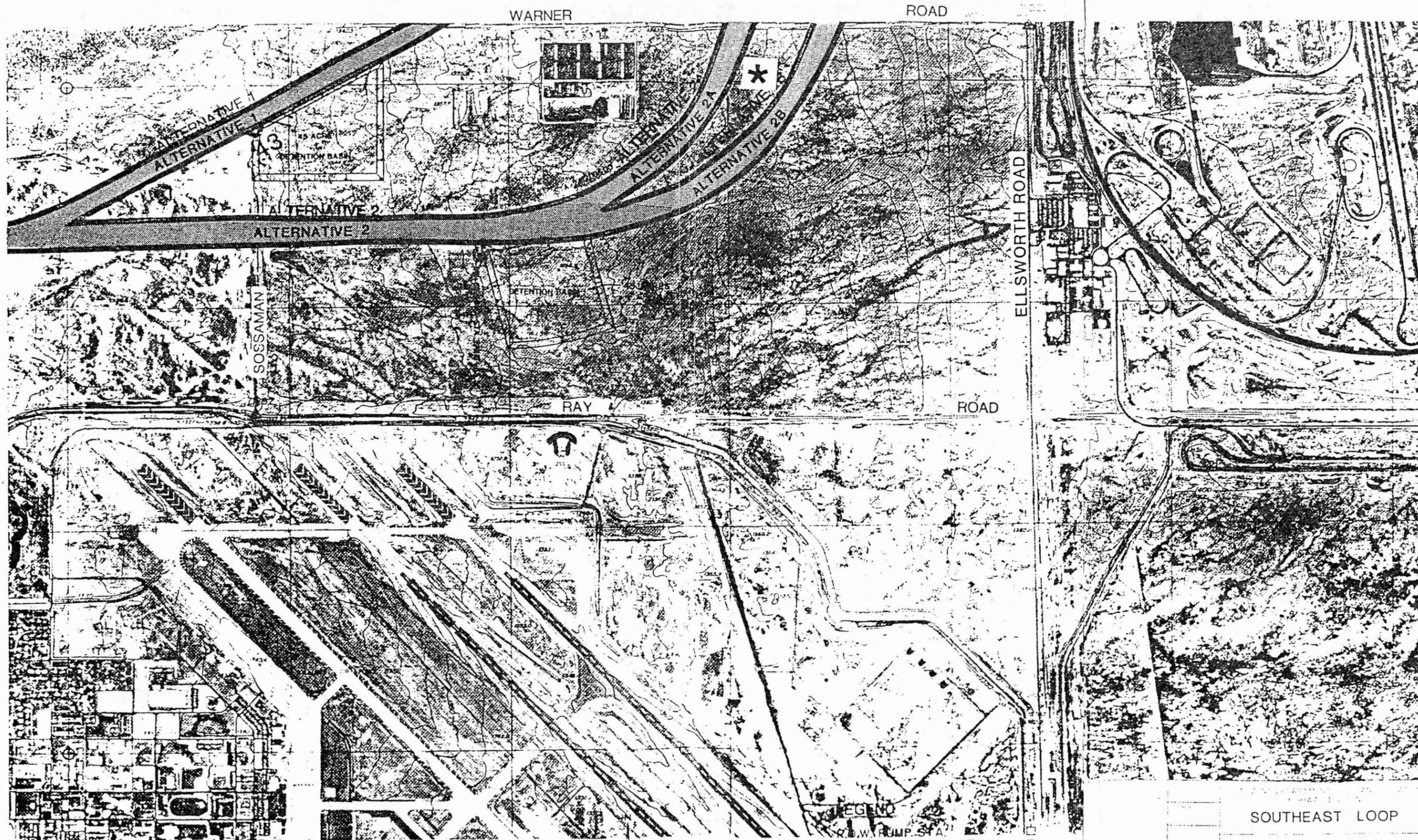
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SOUTHEAST LOOP

PLAN VIEW

FIGURE 8

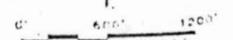


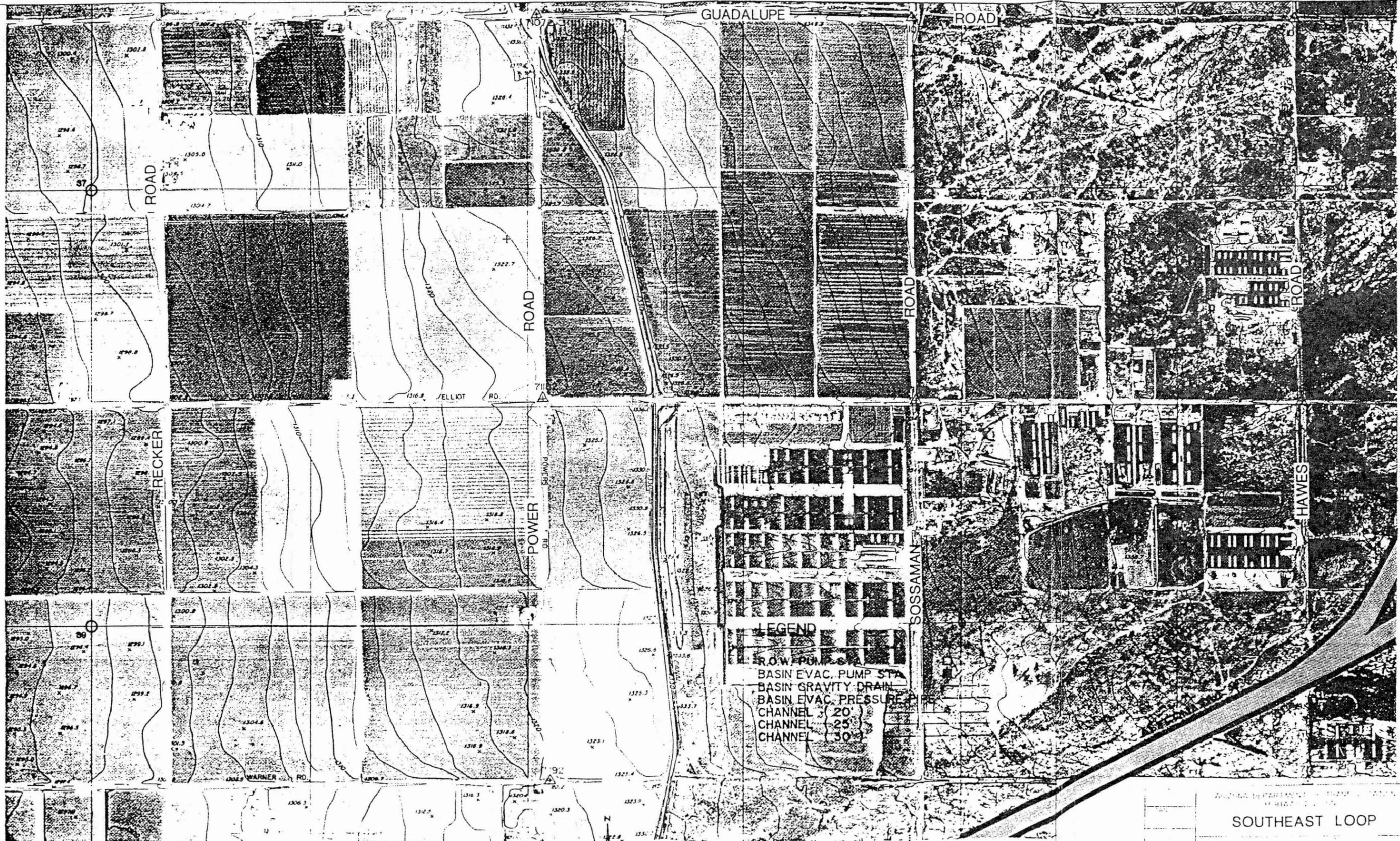
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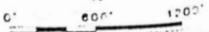
SOUTHEAST LOOP

PLAN VIEW





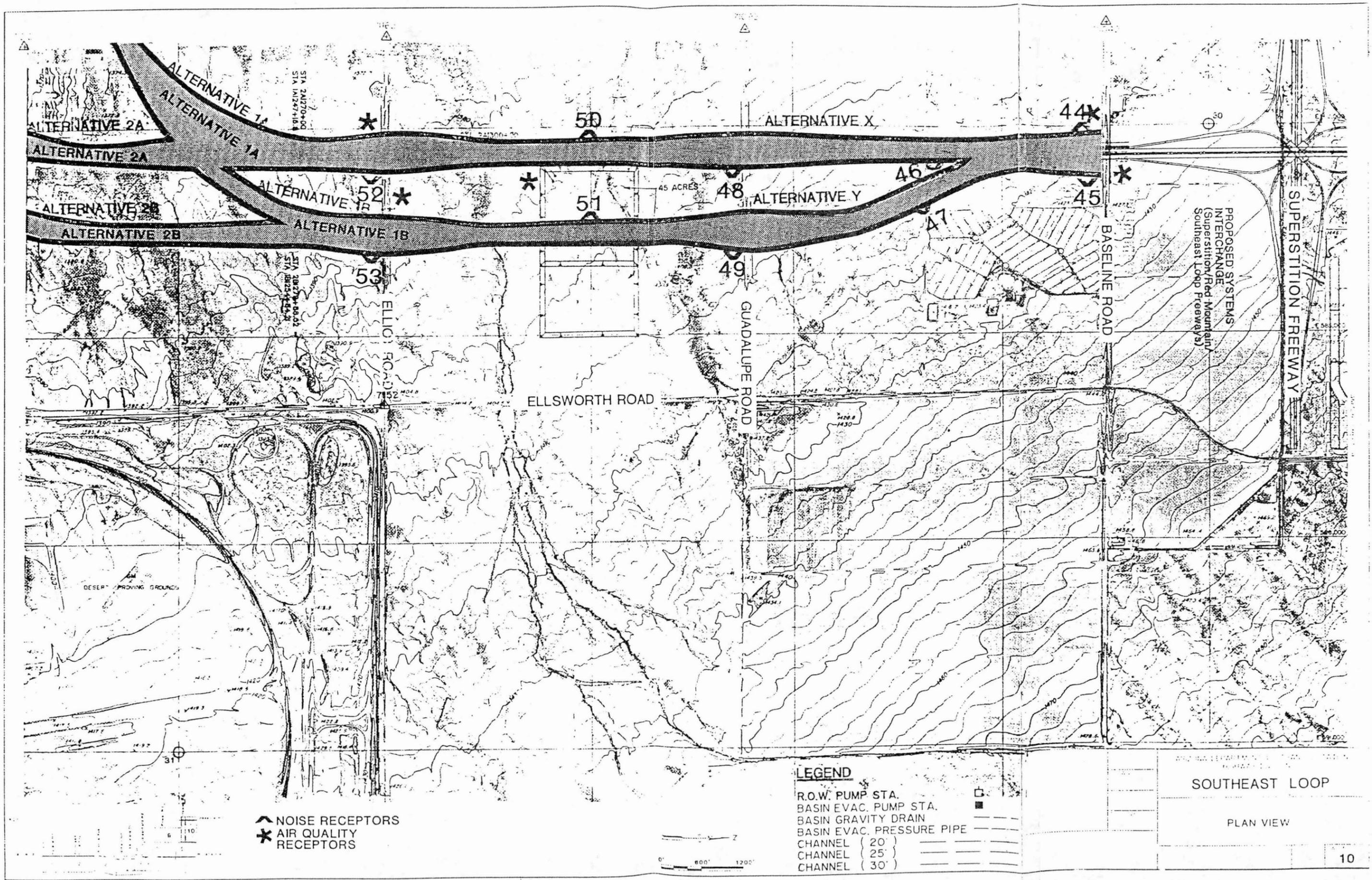
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SOUTHEAST LOOP

PLAN VIEW



ALTERNATIVE 2A
 ALTERNATIVE 1A
 ALTERNATIVE 2B
 ALTERNATIVE 1B

ALTERNATIVE X

ALTERNATIVE Y

ELLSWORTH ROAD

GUADALUPE ROAD

BASELINE ROAD

SUPERSTITION FREEWAY

PROPOSED SYSTEMS
 INTERCHANGE
 (Superstition/Red Mountain/
 Southeast Loop Freeways)

▲ NOISE RECEPTORS
 ✱ AIR QUALITY RECEPTORS

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 BASIN GRAVITY DRAIN
 BASIN EVAC. PRESSURE PIPE
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 CHANNEL (25')
 CHANNEL (30')

SOUTHEAST LOOP

PLAN VIEW

The Gilbert/Mesa section encompasses mainly agricultural land, including several dairy operations and farmsteads from Gilbert Road east to the Roosevelt Canal. The majority of the area east of the canal, north of Ray Road and south of Southern Avenue, is vacant. Williams Air Force Base and the General Motors Desert Proving Grounds are within the eastern section of the study area. Other land uses include recreational vehicle parks along Baseline Road and Southern Avenue, as well as single-family and mobile home residential subdivisions, dispersed homes, and a limited number of commercial buildings. Community plans have been adopted for Chandler, Gilbert, Mesa and the Gila River Indian Community which provide land use guidelines for future development in the Southeast Loop study area.

In the Chandler portion of the corridor, the Chandler Transportation Plan (1986) designates general land use classifications for the study area. Uses include Industrial/Employment/Commercial, Residential/Tourism/Recreation, and three Special Districts.

Special Districts include: (1) the Price/Pecos Interface Area, one- and two-story industrial/employment uses plus commercial support services and moderate density residential uses; (2) the Chandler Gateway, incorporating multi-story industrial/employment/commercial, high traffic intensity, and high density residential uses to promote the "Gateway to Chandler" image; and (3) the Chandler Airpark, providing a mix of compatible land uses as described in the Chandler Airpark Area Plan/General Land Use Plan (1986) for the area bounded by Pecos and Ocotillo roads east of Arizona Avenue.

Land use concept plans for the Chandler Airpark Plan along the proposed Southeast Loop alignment have been formulated in response to "impacts generated by the Chandler Municipal Airport" using projections for operations in the year 2005 resulting from the proposed expansion of the airport facilities. Furthermore, consideration for traffic and infrastructure needs and constraints (according to Chandler's planning policies) and input from developers were incorporated in the airport planning process.

Several major development projects have been proposed for parcels along the proposed right-of-way alignment in Chandler which are now either vacant or in cultivation. Most of these proposed developments are under construction or in the zoning change review process. The largest of these is the Hearthstone residential and business park planned area development which comprises the west half of Section 36 between Price Road and McClintock Drive, south of Chandler Boulevard to the proposed Southeast Loop.

Between Dobson and Alma School roads, south of Pecos Road, is the Pecos Ranch planned area development. According to the plan, Pecos Ranch will provide 1,988 dwelling units, 112 acres of commercial and industrial area, and 76 acres of tourism/recreation area on one square mile of land split by the proposed Southeast Loop alignment one-quarter mile south of Pecos Road.

Other proposed developments which could be directly affected by the alignment include Twelve Oaks IV, the extension of an existing planned area development to include 437 residential units on 86 acres at Rural Road; Pecos and Kyrene, to include a business park, hotel, and commercial uses on 46 acres; Pecos Plaza, to include 119 acres of office, multi-family residential, hotel, and commercial uses at Arizona Avenue and Pecos Road; and Willis Plaza, a 142-acre mixed-use planned area development located east of the Southern Pacific Railroad between Pecos and Willis roads.

At the proposed Price Expressway-Southeast Loop Interchange, Sunbelt Holdings, Inc. has acquired approximately 200 acres east of Price Road along Pecos Road. The developer is planning a light industrial, administration, research and development/business park for the site. A major regional shopping mall is under consideration by Westcor Partners for the northwest corner of this interchange, between Chandler Boulevard and Pecos Road.

Several proposed developments along the Southeast Loop Highway corridor in Chandler have dedicated right-of-way for the freeway. Some of these developments have reserved adjacent areas for future acquisition by the Arizona Department of Transportation, in addition to the dedication, as conditions of zone change approvals.

The Town of Gilbert's General Plan (1986) provides guidelines for future development within Gilbert's planning area. Most of the Southeast Loop Highway study area in Gilbert is within the "Freeway Alignment Study Area." In this area, "land use decisions... will be delayed until the (Southeast Loop) freeway study is sufficiently completed and can be taken into consideration" to allow for the appropriate interface between the proposed freeway and community plans, according to the Gilbert Plan. Conceptually, the plan describes medium and high density residential uses for the majority of the area. Planned mixed-use business park/industrial/commercial uses are indicated at the southwest and northeast ends of the Freeway Alignment Study Area, where residential uses are excluded due to the impact of the Chandler airport and Williams Air Force Base flight patterns. The plan also identifies a high-intensity, commercial/residential core along the proposed freeway route at an undetermined location.

The Mesa General Plan (1980) separates the planning area into three land use sectors. The area south of Guadalupe Road and west of Ellsworth Road is designated to remain agricultural or open land; no city services would be provided for development. The area north of Guadalupe and west of Ellsworth, and north of Baseline east of Ellsworth would be predominantly residential at densities greater than one dwelling unit per acre, surrounding a major commercial/office center at the proposed Southeast Loop-Superstition Freeway intersection. The area east of Ellsworth and south of Baseline, which includes the General Motors Proving Grounds, is designated for industrial use.

PROJECT COORDINATION

Five jurisdictions are affected by the development of the Southeast Loop Highway: the City of Chandler, the City of Mesa, the Town of Gilbert, the Gila River Indian Community and Maricopa County. A Technical Advisory Committee was formed to provide a forum for local jurisdiction input and project update meetings. Details about the Technical Advisory Committee are presented in the Project Coordination and Public Information section of this report.

Coordination is ongoing with the consultant for the Southwest Loop Parkway, Price Expressway, Superstition Freeway Extension and the Red Mountain Freeway. Facility concepts developed for the Southeast Loop Highway will be consistent and compatible with these ongoing projects.

CHAPTER 3 - PROJECT ALTERNATIVES

The range of alternative location/design concepts for the Southeast Loop Highway were narrowed as a result of studies presented in the Reconnaissance Report. The proposed facility is envisioned as a limited access freeway having an ultimate eight-lane capacity. The initial roadway section for the Southeast Loop Highway would be a six-lane freeway with provisions for two additional lanes within the median that could be constructed at a later date.

Phased construction will be investigated in future studies. A phasing analysis may suggest the portions of the facility that could be constructed with a four-lane section and right-of-way protected for the ultimate section.

The range of alternatives, relative to location, varies with the local jurisdictions through which the freeway will pass. The City of Chandler has already completed a preliminary location study for the Southeast Loop through its jurisdiction. The Arizona Department of Transportation recognizes Chandler's location concept as a "preferred alternative." As a consequence, the direction for this study within the Chandler city limits was to evaluate the Chandler location/design concept from a regional and public input perspective.

Within the jurisdictions of Gilbert and Mesa, there are several location/design concepts. The Town of Gilbert does identify a Southeast Loop Highway interface area in their General Plan. However, the location of the Southeast Loop Highway within the area is not specific.

For discussion and analysis purposes, the Southeast Loop was divided into the following segments as shown in Figure 1, page 2:

- Segment 1 - 56th Street to one-half mile west of Price Road
- Segment 2 - One-half mile east of Price Road to Gilbert Road
- Segment 3 - Gilbert Road to Higley Road
- Segment 4 - Higley Road to Superstition Freeway
- Southeast Loop and Interstate 10 Systems Interchange
- Southeast Loop and Price Expressway Systems Interchange

SEGMENT I

Segment I begins at the Interstate 10 System Interchange on the west end and extends to the Price Expressway System Interchange on the east end. Two alignment alternatives have been developed through this segment. The two alternatives are identified as Alternatives 3 and 4.

Alternative 3 is located 800 feet north of the Gila River Indian Community's northern boundary from Kyrene Road to McClintock Drive.

Alternative 4 is aligned immediately adjacent to the Gila River Indian Community's northern boundary from Kyrene Road to McClintock Drive. The balance of Segment I is the same for Alternatives 3 and 4.

The roadway profile along both alternatives is similar. The Southeast Loop Highway is elevated over Interstate 10 as the alignment heads toward the east. The proposed highway is elevated over the Tempe Canal and depressed below Kyrene Road. As the highway extends toward Rural Road, the profile begins to rise to original ground level. As the corridor approaches Stellar Airpark, the facility is depressed and includes walls to minimize right-of-way requirements. The proposed facility will be depressed at McClintock Drive.

Both Alternatives 3 and 4 have the same interchanges proposed. A full diamond interchange is proposed at Kyrene Road. A half diamond interchange is being considered at McClintock Drive.

SEGMENT 2

One alternative alignment has been developed for this segment (Appendix A). Segment 2 is connected with the Price Expressway interchange on the west and Gilbert Road on the east. Access will be provided at Dobson Road, Alma School Road, Arizona Avenue, McQueen Road, Cooper Road, and Gilbert Road. Elevated and depressed profiles are being examined for major arterials, canals and railroad (Appendix A). The alignment is parallel and just south of Pecos Road until it crosses Arizona Avenue, where it swings to the south side of Willis Road. From McQueen Road to Gilbert Road, the alignment is parallel and just south of Willis Road.

SEGMENT 3

Four alternative alignments have been developed for this segment (Appendix A). Segment 3 runs in a northeast direction from Gilbert Road to Higley Road. The four alternatives are identified as A, C, D and E. Alternative B was dropped because it created irregular-shaped parcels and produced poor arterial roadway geometrics.

Alternative A is located on the west side of the Eastern Canal. The facility is proposed to be depressed underneath Higley, Lindsay and Williams Field roads; it is to be elevated over Ray Road, the Southern Pacific Railroad, the Eastern Canal, and Greenfield Road. Interchanges are proposed at Williams Field and Higley roads.

Alternatives C, D and E are located on the east side of the Eastern Canal (Appendix A) and are on a common alignment until they approach Val Vista Drive. Alternatives D and E are located slightly north of Willis Road and Alternative C. Alternative C curves to the north and is aligned along the mid-section line between Val Vista Drive and Greenfield Road. Alternatives D and E curve to the north just after Val Vista Drive where Alternative D runs along the one-quarter section line just east of the half section between Val Vista Drive and Greenfield Road. Alternative E runs along Greenfield Road. The proposed profile for Alternatives C, D and E is elevated at Val Vista Drive,

Ray Road, Southern Pacific Railroad and Greenfield Road, with a depressed profile at Williams Field Road, Pecos Road and Higley Road. Alternative C, D and E's profile becomes elevated over Lindsay Road and Alternative A's profile goes under Lindsay Road.

SEGMENT 4

Segment 4 has been divided into two subsegments for the purposes of discussion. Four alternatives have been developed from Higley to Elliot roads (1A, 1B, 2A and 2B). Within the second subsegment, Alternatives X and Y extend from Elliot to Baseline roads. Interchanges are proposed at Power, Elliot, Guadalupe and Baseline roads. From Higley Road to Power Road, the alignments are located on the south side of the mid-section line. Alternative 1 proceeds northeasterly and diagonally towards Elliot Road. Alternative 2 continues east on the south side of the mid-section line and then turns north just past the Hawes Road alignment.

SYSTEM INTERCHANGES

Two concepts are being evaluated for the system interchange connecting the Southeast Loop with Interstate 10. Three high-level concepts and one low-level concept (Appendix A, pages 20 through 24) are being evaluated for the system interchange connecting the Southeast Loop with the Price Expressway. One concept is being considered for the Red Mountain/Southeast Loop with the Superstition Freeway.

ADOPTED AND RECOMMENDED ALTERNATIVES

The alignment for the Southeast Loop has been adopted from Interstate 10 to Gilbert Road. Alternatives C, D and E are under further study. The Town of Gilbert has been given six months to work with landowners to refine and adopt a route. Alternatives C, D and E are located between Gilbert Road and Higley Road. An alignment from Higley Road to the Superstition Freeway has been recommended but not adopted.

The adopted and recommended alignments were a result of the following: (1) review of the public hearing transcript; (2) letters received during the public comment period; (3) action and comments received from the council and staff of the affected jurisdiction; (4) meetings with various key stakeholders; and (5) discussion with the staff of the Arizona Department of Transportation. A description of the facility type and the alignment for State Route SR 220 is presented below.

Description of the Recommended Facility Type

Consistent with the information presented at the location/design concept public hearing held on October 27, 1987, the recommended facility type is a freeway to be built to a similar standard as the proposed adjoining facilities. The proposed facility utilizes grade-separated interchanges spaced approximately every mile to two and one-half miles (Appendix A, pages 1 to 24).

Description of the Adopted and Recommended Alignments

This presentation of adopted and recommended alignments is consistent with the designations used to present the alignments at the public hearing. Four segments make up the corridor for the Southeast Loop Highway. Segment 1 (Alternative 4) and Segment 2 have been adopted. Segment 3 (Alternatives C, D and E) are under further study by the Town of Gilbert prior to adoption. Alignment Alternative 2B/Y is the recommended alignment in Segment 4. A segment-by-segment description on the alignment is presented below. In addition, three system interchanges are provided to connect the Southeast Loop Highway with Interstate 10, Price Expressway, and the Superstition Freeway.

Segment 1 - 56th Street to One-Half Mile East of McClintock Drive

The highway is elevated over 56th Street and the Tempe Drain. The facility is depressed as it underpasses Kyrene Road. The highway ascends to grade between Kyrene Road and Stellar Airpark. The highway then descends and is depressed as it underpasses McClintock Drive.

Alignment Alternative 4 (Appendix A, pages 3 and 4) is the adopted alignment alternative in Segment 1. A full service interchange is proposed at Kyrene Road and a half-diamond interchange with ramps to and from the west is proposed at McClintock Drive. Frontage roads continue east to an overpass at Country Club Drive. Alignment Alternative 4 generally runs along the north side of the Gila River Indian Community boundary from just east of Kyrene Road to the end of this segment.

Segment 2 - One-Half Mile East of Price Road to Gilbert Road

The highway is fully depressed through the Hearthstone area west of Price Road and remains depressed through the system interchange with the Price Expressway. The highway ascends to approximately 6 feet below existing grade between the system interchange (Price Expressway) and Dobson Road. The highway underpasses Dobson Road and Dobson Road will be raised approximately 4 feet. The highway remains depressed between Dobson Road and Alma School Road. The highway underpasses Alma School Road at which point Alma School Road will be raised approximately 8 feet. Arizona Avenue will be depressed approximately 11 feet and the Southeast Loop will overpass

Arizona Avenue, the Southern Pacific Railroad and the Consolidated Canal. The Southeast Loop Highway will underpass McQueen Road and Cooper Road. McQueen Road and Cooper Road will be elevated approximately 8 feet. The facility ascends to existing grade between Cooper Road and Gilbert Road. The highway underpasses Gilbert Road. Gilbert Road will be elevated approximately 8 feet.

Segment 2 (Appendix A, pages 4 to 6) contains only one alignment alternative. The adopted alignment is generally consistent with the alignment that was presented in the Chandler Transportation Plan. A half-diamond interchange is proposed at Dobson Road with ramps to and from the east. Full service interchanges are proposed at Alma School Road, Arizona Avenue, McQueen Road, Cooper Road, and Gilbert Road.

Segment 3 - Gilbert Road to Higley Road

This alignment is under further study by the Town of Gilbert. Descriptions of the alternatives are presented on page 20.

Segment 4 - Higley Road to Baseline Road

Alternative 2B/Y is the recommended alignment in this segment. The alignment between Higley Road and Sossaman Road (the future extension) is located just south of the quarter section line between Ray Road and Warner Road (Appendix A, pages 10 to 12). The north/south leg of this alternative is located just east of the quarter section line between Hawes Road and Ellsworth Road from approximately Warner Road to Guadalupe Road. From Guadalupe Road to Baseline Road the alignment transitions to the west as it connects with the system interchange at the Superstition Freeway. Full service interchanges are proposed at Power Road, Elliot Road, and Guadalupe Road.

The highway is fully depressed at Higley Road and overcrosses Recker Road, Power Road, and the Roosevelt Canal. The rolling profile continues as the highway overcrosses Sossaman and Warner roads. The highway is partially depressed between Warner and Elliot roads. As the highway continues north, the facility will overpass Elliot Road and then become depressed to go under Guadalupe Road. The highway is elevated over Baseline Road.

Systems Interchanges

Three systems interchanges are provided to connect with adjacent regional systems: Interstate 10, Price Expressway, and the Superstition Freeway. The systems interchange location and design concept at Interstate 10 was adopted as part of the Southwest Loop Parkway study. The alignment for the Southeast Loop Highway will match the adopted alignment for the Southwest Loop Parkway at Interstate 10. The location of the systems interchange with

the Superstition Freeway was adopted as part of the Red Mountain Parkway. The alignment of the Southeast Loop Highway will match the location of the systems interchange with the Superstition Freeway and Red Mountain Freeway. The recommended systems interchange with the Southeast Loop Highway and the Price Expressway is Alternative 3 (Appendix A, page 23). At the Southeast Loop public hearing, a range of Alternative 3 designs were presented. The main differences between these alternatives were the ramp movement to Price Road, south of the Southeast Loop and Price Expressway interchange, and the inclusion of frontage roads. The recommended systems interchange includes an off-ramp movement from the mainline of Price Expressway to and from Price Road. Frontage roads are not planned from Country Club Way to Dobson Road; however, a half-mile crossing located between the systems interchange and McClintock Road has been included along with frontage roads from McClintock Drive to the half-mile crossing (Country Club Way).

Detention Basins

Thirteen detention basins are proposed that total an estimated 160 acres of land. The size and location of these basins may be modified so the basins are more compatible with adjacent land uses.

CHAPTER 4 SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

LAND USE

The land use assessment considered the following factors: land jurisdiction and ownership, existing and proposed land uses, and community land use plans. This report contains a discussion of the impacts associated with the proposed project.

Land Jurisdiction and Ownership

The Southeast Loop passes through four jurisdictions: the cities of Chandler, Gilbert and Mesa, and Maricopa County. The roadway will border the northern edge of the Gila River Indian Community for approximately one and one-half miles west of the interchange with the Price Expressway.

The majority of land required for the highway is privately owned. Alternative A would require 17 acres of Bureau of Reclamation withdrawal land located north of Ray Road, west of Val Vista Drive. State land requirements are as follows: 45 acres for Alternative 1A, 46 acres for Alternative 1B, 24 acres for Alternative 2A, and 36 acres for Alternative 2B. In addition, 13 acres of state land that are located east of Power Road will be acquired for the interchange at Power Road and the Southeast Loop.

Farmland

Irrigated cropland constitutes the largest component of land area within all of the proposed alternative alignments between Interstate 10 and the Roosevelt Water Conservation District Canal. (There are no croplands located east of the Roosevelt Water Conservation District Canal where no irrigation water is available, although several dairies and feedlots operate in this area.) The right-of-way for the proposed project will remove approximately 600 to 750 acres of land from agricultural use, depending on the combination of alternatives selected. This represents about 45 to 60 percent of the total Southeast Loop right-of-way requirement (Tables 1 and 2, pages 26 and 27). Farmland throughout this area is classified by the U.S. Soil Conservation Service as prime farmland, producing primarily cotton, alfalfa, and a variety of vegetable crops at very high yields.

Short-term impacts to farming operations resulting from the project include the potential disruption of tilling patterns, crop spraying, and irrigation structures. Potential mitigation measures would include compensation to the farmer for replacement of structures, and contacting farmers prior to construction to minimize conflicts with operations during construction. Compensation for loss of land and revenue would be negotiated in terms of right-of-way acquisition.

TABLE I
RIGHT-OF-WAY ACQUISITION - ALTERNATIVE ALIGNMENTS

| | Land Use (Acres)* | | | | | | Total | Improvements | | No. of Dairies/ Feedlots |
|--|-------------------|-------------------|-------------|------------|--------------------|--------|-------|----------------------|-------------------------------|-----------------------------|
| | Agriculture | Dairy/ Feedlot | Residential | Industrial | Canal/ Railroad | Vacant | | No. of Residences | No. of Other Structures | |
| Segment 1 | | | | | | | | | | |
| Alternative 3 ¹ | 89 | 0 | 0 | 10 | 4 | 37 | 140 | 0 | 0 | 0 |
| Alternative 4 ¹ | 133 | 0 | 0 | 10 | 4 | 3 | 150 | 0 | 0 | 0 |
| Alternative without frontage roads ² | 0 | 0 | 7 | 0 | 0 | 10 | 17 | 0 | 0 | 0 |
| Alternative with frontage roads ² | 0 | 0 | 13 | 0 | 0 | 10 | 23 | 10 | 0 | 0 |
| Segment 2 | 252 | 0 | 22 | 0 | 1 | 7 | 283 | 16 | 0 | 0 |
| Segment 3 | | | | | | | | | | |
| Alternative A | 182 | 3 | 40 | 0 | 12 | 42 | 279 | 17 | 0 | 1 |
| Alternative C | 255 | 4 | 14 | 0 | 1 | 4 | 278 | 5 | 0 | 2 |
| Alternative D | 255 | 4 | 4 | 0 | 1 | 2 | 266 | 1 | 0 | 1 |
| Alternative E | 261 | 4 | 7 | 0 | 1 | 2 | 275 | 2 | 1 | 1 |
| | | | | | | | | | (Agricultural Building) | |
| Segment 4 | | | | | | | | | | |
| Alternative 1A | 88 | 0 | 1 | 0 | 2 | 140 | 251 | 1 | 0 | 0 |
| Alternative 1B | 88 | 0 | 4 | 0 | 2 | 145 | 259 | 3 | 0 | 0 |
| Alternative 2A | 0 | 0 | 2 | 0 | 0 | 123 | 125 | 6 | 0 | 0 |
| Alternative 2B | 0 | 0 | 1 | 0 | 0 | 134 | 135 | 1 | 0 | 0 |
| Alternative X | 0 | 0 | 2 | 0 | 0 | 94 | 96 | 1 | 0 | 0 |
| Alternative Y | 0 | 0 | 0 | 0 | 0 | 90 | 90 | 0 | 0 | 0 |

* Acres have been rounded to the nearest integer.

¹ Alternatives 3 and 4 between Interstate-10/Southeast Loop Interchange and McClintock Road.

² The alternatives are variations of the alignment of Segment 1 between McClintock Road and the Southeast Loop/Price Expressway System Interchange.

TABLE 2
RIGHT-OF-WAY ACQUISITION - LAND USE SUMMARY

| | Percentage of Land Uses Crossed* | | | | | | Total* |
|----------------|----------------------------------|-------------------|-------------|------------|--------------------|--------|--------|
| | Agriculture | Dairy/ Feedlot | Residential | Industrial | Canal/ Railroad | Vacant | |
| Segment 1 | | | | | | | |
| Alternative 3 | 57 | 0 | 11 | 7 | 3 | 23 | 101 |
| Alternative 4 | 82 | 0 | 8 | 6 | 2 | 2 | 100 |
| Segment 2 | 89 | 0 | 8 | 0 | 1 | 2 | 100 |
| Segment 3 | | | | | | | |
| Alternative A | 65 | 1 | 14 | 0 | 4 | 15 | 99 |
| Alternative C | 92 | 1 | 5 | 0 | 1 | 1 | 100 |
| Alternative D | 96 | 2 | 2 | 0 | 1 | 1 | 101 |
| Alternative E | 95 | 2 | 3 | 0 | 1 | 1 | 101 |
| Segment 4 | | | | | | | |
| Alternative 1A | 35 | 0 | 1 | 0 | 1 | 64 | 100 |
| Alternative 1B | 34 | 0 | 2 | 0 | 1 | 64 | 101 |
| Alternative 2A | 0 | 0 | 2 | 0 | 0 | 98 | 100 |
| Alternative 2B | 0 | 0 | 1 | 0 | 0 | 99 | 100 |
| Alternative X | 0 | 0 | 2 | 0 | 0 | 98 | 100 |
| Alternative Y | 0 | 0 | 0 | 0 | 0 | 100 | 100 |

*Segment totals may not equal 100 percent due to rounding. Table 2 reads as follows: Segment 2 crosses 89 percent agriculture land, 8 percent residential, 1 percent canal/railroad and 2 percent vacant.

Long-term impacts resulting from the project can be measured in terms of the effects from loss of the agricultural land resource in the project area. Recent trends indicate a declining amount of land used for agriculture in the vicinity of the Southeast Loop corridor. As land increases in value because of its proximity to the expanding urban area, the land is being removed from agricultural production and replaced by developed residential, commercial and industrial uses. General plans for Chandler and Gilbert designate lands along the entire freeway corridor within these communities as future urbanized uses. The Mesa General Plan designates agricultural uses along only a two-mile length of the corridor north of Williams Air Force Base, where no irrigation water is available. Furthermore, major issues expressed by farmland owners responding during the freeway planning process focused on the project's effect upon current or future development plans for lands presently used for agriculture. The overall, long-term impact on farmland resulting from the proposed project would, therefore, be low, relative to the large amount of farmland removed from production and replaced by other urban land uses currently and in the future.

Existing Land Use

Agriculture, including cropland, dairies and feedlots, is the predominant land use in the Southeast Loop corridor. Developed uses are concentrated in Chandler, and to a lesser extent, in the Gilbert area. These uses consist primarily of residential areas (95 percent). Industrial uses (approximately five percent) are concentrated in the area immediately adjacent to Interstate 10, and there are a few scattered commercial enterprises in Gilbert.

A detailed inventory of affected land uses is presented in Tables 1 and 2, pages 26 and 27. Land use issues will be presented on a segment-by-segment basis as defined in Chapter 3.

Segment I

Two alternatives have been developed for the portion of Segment I between 56th Street and McClintock Road. All land located within the proposed right-of-way for both alternatives is vacant or presently being used for agriculture. Several residences located in the Carrington Place and Twelve Oaks Subdivisions would be adjacent to the northern boundary of Alternative 3. Alternative 4 would be located adjacent to the northern boundary of the Gila River Indian Community. The two alternatives cross approximately the same amount of land, except Alternative 4 requires an additional 10 acres for the relocation of an irrigation and power line easement.

One alignment with two alternatives has been developed for the facility between McClintock Drive and the Southeast Loop/Price Expressway System Interchange. The alternative without frontage roads would be a narrower section, and would not displace any residences in the Hearthstone subdivision. This alternative would correspond to Concept 3A for the Price Expressway/Southeast Loop System Interchange. The second alternative with frontage roads corresponds to System Interchange Concept 3B. This alternative would displace 10 existing residences and 18 vacant or undeveloped residential lots in Hearthstone.

A small portion of Stellar Airpark Industrial Park will be located in the path of the proposed right-of-way. No buildings are present in or adjacent to the proposed right-of-way, although roads and other infrastructure have been constructed. The highway would not interfere with the runway operation, although further expansion of the runway to the south would be precluded. Other uses affected in Segment 1 consist of existing agriculture and vacant lands.

Access will be provided at Kyrene Road and McClintock Drive. This segment will tie in with the Interstate 10 interchange on the west, and the Price Expressway interchange on the east.

Segment 2

Segment 2 would require the displacement of 16 residences in the vicinity of Willis and McQueen roads. The residences are located on large lots, often associated with a small farm or ranchette. All other land affected in this area is existing cropland.

Access will be provided at Dobson Road, Alma School Road, Arizona Avenue, McQueen Road, Cooper Road and Gilbert Road.

Segment 3

Four alternative alignments have been developed for the segment of the Southeast Loop between Gilbert and Higley roads. Existing land use in the area is mostly cropland and small farm/ranchette subdivisions. Affected land uses, other than those specifically addressed in the following discussion, consist solely of cropland and vacant land.

In general, impacts to cropland can be minimized by alignments adjacent to field boundaries. Impacts are greater where the highway would cross fields diagonally, creating irregular parcels which are more difficult to farm. All four of the proposed Segment 3 alignments would result in irregular parcelization because of design constraints. Impacts of this type are relatively equal for the four proposed alignments.

All alignments would affect a dairy located south of Willis Road, east of the half-mile point between Gilbert Road and Val Vista Drive. Alternative A would require a small portion on the northwest corner of the property, while the remaining alternatives would sever the dairy approximately an eighth of a mile south of Willis Road.

Remaining differences between these alternatives are listed below.

Alternative A

This alignment would require the displacement of 17 residences, 3 located north of Willis Road west of the canal, and 14 located in a large informal subdivision between the intersection of Ray Road and Val Vista Drive, and the Southern Pacific Railroad.

Interchanges would be located at Gilbert, Williams Field and Higley roads. Additional interchanges could be provided, but are not proposed at Ray Road and Greenfield Road. The Ray Road interchange would require the realignment of Val Vista Drive. Presently, land in this area is mostly undeveloped.

Alternative C

Alternative C borders the eastern edge of a dairy located south of Williams Field Road, west of the half-mile point between Val Vista Drive and Greenfield Road. Three residences located at the northeast corner of the dairy would be displaced. Two residences located west of the intersection of Ray Road with the Southern Pacific Railroad would be acquired.

This alignment borders the northwest corner of a large-lot subdivision located southeast of the intersection of Willis Road and Val Vista Drive. Potential mitigation measures for this area include realigning the facility slightly to the northwest or depressing the roadway through the Val Vista crossing. This would provide greater separation between the existing residential area and the proposed highway.

The location of interchanges would be the same for Alternatives C, D and E. In all cases, access would be provided at Gilbert Road, Val Vista Drive, and Williams Field and Higley roads.

Alternative D

Alternative D would displace one residence and approximately four acres of the surrounding orchard located north of the intersection of Greenfield and Williams Field roads.

Alternative E

Alternative E would displace a barn located in the same orchard affected in Alternative D. In addition, two residences located adjacent to Greenfield Road would be displaced by the proposed interchange at Greenfield and Williams Field roads, and the realignment of Greenfield Road.

Segment 4

Segment 4 has been divided into two subsegments for purposes of alternative generation. Four alternatives have been developed between Higley and Elliot roads: 1A, 1B, 2A and 2B. Alternatives 1A and 1B extend the full distance and are 5.2 and 5.3 lineal miles, respectively. Alternatives 2A (3.1 miles) and 2B (3.3 miles) begin at the Roosevelt Canal and extend to Elliot Road. Alternatives X and Y extend from Elliot to Baseline roads.

The majority of land in this area is vacant. There are several dairies and a cluster of residences located near Warner Road, between Ellsworth and Sossaman roads.

Interchanges would be located at Power, Elliot, Guadalupe and Baseline roads. A system interchange would be located north of Baseline Road, joining the Southeast Loop with the Red Mountain Expressway and Superstition Freeway.

Alternatives 1A and 1B

Alternatives 1A and 1B are common from Higley Road to a point just east of the Roosevelt Canal. One orchard, located at Higley Road south of Knox Road, would be crossed and one residence, located at Knox and Recker roads, would be displaced.

Alternative 1B would displace two additional residences. No other land uses would be affected by either alternative.

Alternatives 2A and 2B

Alternative 2A would displace six residences and Alternative 2B would displace one residence, all of which are located north of Warner Road between Hawes and Ellsworth roads.

Alternatives X and Y

One residence would be removed in Alternative X. No residences would be affected in Alternative Y.

System Interchanges

Southeast Loop and Interstate 10 Interchange

Two concepts are being evaluated for the system interchange connecting the Southeast Loop with Interstate 10: a fully directional interchange (HDR-Concept 7), and a two-loop alternative (HDR-Concept 6). This assessment is concerned only with the portion of those interchanges which extends from the centerline of Interstate 10 eastward to 56th Street.

Land use in the vicinity of the interchange is mainly industrial (Table 3, page 33). Both alternatives would affect two newly constructed, unoccupied buildings in Southgate Industrial Park. One building, which is totally contained within the proposed right-of-way, would be acquired. The second building, north of the first, is only partially contained in the proposed right-of-way, and may be structurally modified to eliminate the need for demolition. Several vacant lots in the Southgate Industrial Park would be acquired as well. The Ramada Inn, which is being constructed on the southeast corner of Chandler Boulevard and the northbound exit ramp of Interstate 10, should not be affected by the project as the access ramp for the system interchange will be located within the existing right-of-way.

Other properties affected by both the system interchange alternatives include portions of the following: Snavely Forest Products, Southgate Country Garden Center, Consolidated Freight, and Pecos Industrial Park vacant lots. The Consolidated Freight terminal would be acquired in both alternatives. Systems Interchange Concept 7 would also require a modification to the Snavely Forest Products' warehouse. Systems Interchange Concept 6 would displace two industrial buildings, one commercial building, and three billboards located in Pecos Industrial Park.

Additional uses affected are Saguaro Tools in Systems Interchange Concept 7, Ponderosa Truss, and some vacant I-1 property in Systems Interchange Concept 6.

Price Expressway and Southeast Loop

The system interchange will connect the Price Expressway with the Southeast Loop. Four alternative system interchange concepts were examined for the effects on land use. The low-level concept, 4, would correspond to the low-level facility design for Price Expressway. The high-level concepts, 1, 2 and 3B, would be compatible with any high-level alternative road alignment for Price Expressway, and with the Southeast Loop Segment I (with frontage roads). Concept 3A would correspond to the Southeast Loop Segment I without frontage roads. The effects of these system interchange concepts are described below.

**TABLE 3
RIGHT-OF-WAY ACQUISITION - SYSTEM INTERCHANGES**

| | <u>Land Use (Acres)*</u> | | | | <u>Improvements</u> | |
|---|--------------------------|-------------------|---------------|--------------|--------------------------|---------------------------|
| | <u>Industrial</u> | <u>Commercial</u> | <u>Vacant</u> | <u>Total</u> | <u>No. of Structures</u> | <u>Other Improvements</u> |
| I-10 and Southeast Loop Interchange | | | | | | |
| System Interchange 6 | 68 | 10 | 4 | 82 | 5-6 | 3 billboards |
| System Interchange 7 | 58 | 14 | 0 | 72 | 4 | |
| Price Expressway and Southeast Loop | | | | | | |
| System Interchange 1 | 5 | 0 | 81 | 86 | 2 | |
| System Interchange 2 | 8 | 0 | 125 | 133 | 2 | |
| System Interchange 3A | 4 | 0 | 107 | 111 | 2 | |
| System Interchange 3B | 4 | 0 | 111 | 115 | 2 | |
| System Interchange 4 (low level) | 6 | 0 | 41 | 46 | 2 | |
| Southeast Loop and Superstition Freeway | 0 | 0 | 79 | 79 | 0 | |

* Acreages have been rounded to the nearest integer.

The amount of right-of-way required is approximately equal for all of the high-level alternatives, although the impacted areas vary from the east to west side of Price Road. The entire proposed right-of-way would be located on private lands or previously dedicated street rights-of-way. No Gila River Indian Community land would be crossed. The right-of-way required for the low-level alternative concept would be substantially less than either of the high-level concepts (see Table 3, page 33).

Price Road Industrial Park is located on the east side of Price Road, south of Frye Road. Two multi-tenant, office/industrial buildings are located in the Price Road Industrial Park within the proposed right-of-way for all four of the alternative system interchanges. Potential mitigation measures to minimize the impacts to the buildings include alignment modifications that would shift the interchange slightly to the west. The remaining land affected on the east side of Price Road is presently vacant or farmland.

The southern half of the Westcor property would be affected by the high-level alternatives varying in amounts of right-of-way required as follows: Concept 1, 35 acres; Concept 2, 60 acres; Concept 3A, 48 acres; and Concept 3B, 52 acres. The low-level alternative system interchange (Concept 4) would require 20 acres of the Westcor property.

The agricultural and vacant lands on the east side of Price Road are designated by the Chandler Transportation Plan for future industrial/employment with supporting commercial/retail uses. Sunbelt Holdings, Inc., a development corporation, has assembled approximately 180 acres of land adjacent to the Price alignment and is in the initial stages of planning. Approximately 60 acres of this property would be acquired for high-level Concepts 2, 3A and 3B, 46 acres for Concept 1, and 21 acres for the low-level alternative.

Southeast Loop/Superstition Freeway

One concept has been designed for the Southeast Loop/Superstition Freeway System Interchange. This assessment deals only with the portion of the interchange between Baseline Road and the centerline of the proposed extension of the Superstition Freeway.

The interchange would be completely located on vacant land. Eighty-five percent of the land required for the interchange right-of-way is part of The Crossings, a proposed Planned Area Development. The developer, Amcor Investments, has agreed to sell right-of-way to the Arizona Department of Transportation and has delayed final design of the project until final location and design of the facility has been completed. Impacts to the development will therefore be minimized.

The remainder of the land required is existing right-of-way.

Proposed Land Use

Chandler

The City of Chandler Transportation Plan was adopted in 1985. A proposed alignment for the Southeast Loop (Pecos Freeway) through the Chandler area was presented in the plan. Recommendations for land uses in the vicinity of the highway were also proposed in the plan. The City has since used this proposed alignment as a basis for planning decisions regarding future development. Specifically, the City assumed the highway would be depressed from McClintock Drive to Gilbert Road in Chandler, and required many developers to dedicate or reserve right-of-way for the highway as specified in the Transportation Plan as a condition of development approval. Some of these developments are nearing buildout while others are still in the conceptual stages of design. Retaining the alignment developed in the Chandler Transportation Plan minimizes conflict with proposed developments and the community general land use plan.

With regard to the City's land use plans along the freeway corridor, the majority of the projects will be developed according to Planned Area Developments. The Planned Area Development process will allow future development to occur in a flexible manner, providing for an appropriate mix of land use types and density compatible with the proposed corridor.

The Chandler Airpark Transportation Development Plan, adopted in 1986, also incorporates the development of the Southeast Loop. The highway is viewed as an asset to the development of the Airpark. The plan suggests interchange locations at Arizona Avenue, and McQueen and Gilbert roads. As proposed in Segment 2, access would be provided at all of these points.

Gilbert

The Gilbert General Plan encompasses the area through which Segment 3 is located. The area is presently outside of Gilbert's corporate limits, although the town has strip-annexed an area which extends from Power Road, south to Germann Road, and west to Gilbert Road. The plan designates a two and one-half mile highway interface zone which overlays medium density residential, mixed-use commercial/residential, and industrial areas. The plan also designates a regional park site and a regional commercial core within the highway interface zone. Exact locations of these uses are not designated.

All of the alignments which pass through the Gilbert planning area are contained within the highway interface zone. The Town of Gilbert has placed a moratorium on rezonings until the freeway alignment has been selected. Therefore, there are no formally proposed developments which will be affected by this segment of the facility.

Mesa

The City of Mesa General Plan, adopted in 1985, specifies vacant/agricultural land uses from Guadalupe Road south to Warner Road. North of Guadalupe Road the plan calls for medium density residential uses. There are some proposed developments in the area north of Warner Road. Specific impacts to these developments are addressed in the discussion of Segment 4 which follows.

Maricopa County

Maricopa County has not adopted a plan for the remaining areas affected by the highway. Presently the county area is zoned R-43 (± one-acre minimum lot size), which represents a rural holding zone.

Segment I

The development of three of the major residential projects along the corridor has progressed substantially since the completion of the Reconnaissance Report. These residential areas were discussed in the existing land use portion of this report. Plans for two of these, Carrington Place and Twelve Oaks, proposed using the highway as a buffer between residential uses to the north and employment/industrial uses to the south. Access to the highway would be provided at Kyrene and McClintock roads, and Chandler has proposed constructing a local road south of the highway to provide access to the proposed employment/industrial uses.

Between 56th Street and McClintock Drive, two alternative alignments are presented. The northern alignment, Alternative 3, would generally coincide with the alignment proposed in the Chandler Transportation Plan. The southern alignment, Alternative 4, would be located adjacent to the Gila River Indian Reservation boundary. Alternative 4 would create a separation between existing residential areas and the freeway, ranging from about 150 to 600 feet. Two partially completed Planned Area Developments, Carrington Place (Emerald Homes) and Twelve Oaks (Knoell Bros.), have been planned to accommodate the Southeast Loop, setting aside right-of-way for future dedication in between recently completed residential areas and vacant land designated for future industrial/employment use. (A 65-foot half-width of the freeway right-of-way has already been dedicated adjacent to the Twelve Oaks residential parcel.)

The major impact of Alternative 4 would be to require alterations to the Carrington Place and Twelve Oaks plans, causing the relocation or replacement of reserved and dedicated rights-of-way. Major changes to the plans would be needed for siting industrial/employment land uses in between the residential areas and the freeway. While Alternative 3 would require a wider right-of-way width than specified in the Chandler Transportation Plan, the

alignment would not result in significant impacts to these two Planned Area Developments or other land uses in Segment 1.

Two other Planned Area Developments have been proposed: Pecos Industrial Park (56th Street and Kyrene) and Pecos and Kyrene. These are commercial/industrial developments for which conceptual development approval has been obtained that stipulates a reservation of right-of-way for the proposed project. Therefore, no adverse impacts to these two Planned Area Developments are foreseen.

Segment 2

Pecos Ranch, a 640-acre mixed-use development south of Pecos Road between Dobson and Alma School roads, is under construction on the part of the site adjacent to the southern edge of the proposed alignment. Although right-of-way has not yet been dedicated, a 230-foot-wide area has been reserved to accommodate the highway.

Willis Plaza, a mixed-use development located just east of the Southern Pacific Railroad and south of Pecos Road, has recently received final development approval for a portion of the project, Windsong Townhomes. Another mixed-use development, Pecos Plaza, located just west of Arizona Avenue south of Pecos Road, has received conceptual approval.

The remaining land areas are planned for general residential, tourism/recreation, industrial/employment/commercial, and the Chandler Airpark special district.

Segment 3

All of the alternatives in Segment 3 would traverse essentially the same future land uses. These consist of medium density residential, mixed-use commercial/residential, and industrial. Alternative A would utilize the linear corridor created by the diagonal orientation of the Eastern Canal. The parcel remnants located between the proposed highway and the Eastern Canal could provide storm water management facilities, as well as an opportunity to develop a linear open-space corridor or regional park. Additionally, Alternative A could result in more contiguous development of Gilbert due to its proximity to the city, which would result in lower costs of providing services to new developments.

Alternatives C, D and E are all east of the canal. Alternative C would be located on the mid-section between Val Vista Drive and Greenfield Road. This area has been proposed for future commercial activity. Alternative D would be located a quarter mile west of the edge of the mixed-use commercial/residential area. Alternatives C and D would provide the opportunity for a buffer of commercial/high density residential uses to be developed between

the highway and the medium density residential uses to be located east of Greenfield Road.

Alternative E, located along Greenfield Road north of Pecos Road, would border low and medium density residential uses on the east, and high density residential uses on the west. Further, Alternative E would require the relocation of a major arterial (Greenfield Road) through a planned, medium density residential area. This would result in disruption of future grid-street network and the loss of access to potential commercial property west of Greenfield Road.

Segment 4

There are two active rezoning cases for recreational vehicle parks in the City of Mesa south of Baseline Road. Both cases have been approved. One, a recreational vehicle park, has been partially developed and the developed portion of the property would not be affected by either Alternatives X or Y. Site plans for the remaining areas have not been completed. Impacts to future development cannot be determined, although the development of a recreational vehicle park would be compatible with the proposed freeway, assuming appropriate design measures are taken to provide adequate buffering areas.

Williams Air Force Base may be affected by the choice between Alternatives 1A and 1B, and 2A and 2B. Representatives from Williams Air Force Base have expressed concern that the northern alignment of Alternatives 1A and 1B would allow for potentially incompatible land uses to be developed on lands north of the base. Alternatives 2A and 2B would be located approximately one-quarter mile north of the base. Future development of this area may be inhibited by lack of access from the highway, coupled with the high noise levels resulting from base operations. Access would, however, remain from Ellsworth Road and, therefore, the extent to which freeway location would serve to protect the continued viability of Williams Air Force Base is uncertain.

Detention Basins

One detention basin, located between Lindsay Road and the Eastern Canal (south of Alternative Alignments C, D and E), would displace two existing residences and associated farm buildings. The remainder of the proposed detention basins are located on land currently used for agriculture or vacant. Four basins are located on the site of a proposed development: a 5.7-acre basin on Pecos Plaza, a 6.5-acre basin on the property west of Stellar Airpark, a 1.4-acre basin on Pecos Ranch, and a 2-acre basin on the 56th Street and Kyrene proposed development.

An estimated total of 160 acres of land would be required for water storage as a result of the proposed project. Impacts resulting from the placement of detention basins can be mitigated by cooperative agreements with local

governments to manage the areas for recreation and open space purposes. Preservation of open space in rapidly developing communities is a beneficial effect of the proposed water-storage plan.

UTILITIES

Numerous pipelines, electrical transmission lines and substations, communication cables, irrigation facilities, and wells are located near the proposed alignment of the Southeast Loop.

Several water and sewer mains located parallel to the alignment between Kyrene and Price roads (Segment 1) may need to be relocated. The Pecos Road alignment is a major utility corridor. An El Paso natural gas pipeline, a Southern Pacific jet fuel pipeline, and a Salt River Project 69kV transmission line are located in this same corridor and extend from Interstate 10 to Price Road. The proposed alignment would cross under both the Salt River Project 500kV and the Arizona Public Service 230kV Palo Verde-Kyrene transmission lines, located parallel to the Southern Pacific Railroad (Segment 1). This crossing may require reconstruction of the transmission line structures to provide the required clearance distance for conductors above the elevated highway.

A City of Chandler 66-inch sewer line and 30-inch water main are located along Price Road south of Pecos Road. The Pecos Road alignment also serves as a major utility corridor, and contains a 48-inch sewer line, a 36-inch water main, the Southern Pacific jet-fuel pipeline, and 2 power lines. The utilities will be relocated as necessary, due to the construction of the Price Expressway/Southeast Loop interchange and the Southeast Loop. US Sprint has constructed a fiber optic cable in the Pecos Road corridor. The portion of the cable from Dobson Road to Greenfield Road may be affected by the Southeast Loop alignment. Also in Chandler are several north-south trending power lines along Price, Dobson, McQueen and Cooper roads. Southwest Gas pipelines are located along Alma School and Cooper roads, and Arizona Avenue.

Salt River Project has a 69kV power line which parallels the Southern Pacific Railroad between Ray and Val Vista roads. Alternative A (Segment 3) would require relocating or raising this power line if the railroad crossing was elevated.

Other utilities which are likely to be affected by the proposed highway are the Town of Gilbert's water and sewer mains along Frye, Williams Field, Greenfield and Ray roads, and along the Southern Pacific Railroad. The City of Mesa also has water and sewer mains along Guadalupe Road. Numerous transmission lines and communication cables are located along the major arterials in the Gilbert area, as well as a Southwest Gas Corporation pipeline along Williams Field Road, and the Southern Pacific jet-fuel pipeline along Pecos Road. The proposed alignment would cross the Salt River Project Silver King-Kyrene 500/230kV transmission line corridor between Guadalupe and Elliot roads (Segment 4, Alternatives X and Y).

The level of impact resulting from crossing underground utility lines is less severe where the section is either at-grade or elevated.

SOCIOECONOMICS

The socioeconomic analysis focuses on specific areas which may be affected by the project, including the designated right-of-way, nearby properties, and area tax jurisdictions. Potential social and economic issues associated with the project are:

- Population
- Residences
- Civil Services and Facilities
- Business Activity
- Income/Employment
- Tax Revenues
- Property Values

Population

The Southeast Loop crosses through the communities of Chandler, Gilbert and Mesa. These jurisdictions had a combined population of approximately 355,000 in 1985. By 2015, the combined population of these jurisdictions is expected to exceed 1,000,000, according to the Maricopa Association of Governments 1987 projections. On the western portion of the study area, the Gila River Indian Reservation is located directly south of the proposed highway. The 372,000-acre reservation had a population of approximately 10,000 in 1985.

The population in the immediate vicinity of the alternative alignments (a 72 square-mile-corridor) is expected to grow from approximately 23,000 residents in 1985 to more than 180,000 in 2015. Over the same period, population density in this area is projected to increase by more than 2,000 persons per square mile, from 330 to almost 2,500 persons per square mile.

The figures in Table 4, page 41, show present and projected population for four sections along the corridor: from 48th Street to Price Road; from Price to Gilbert Road; from Gilbert to Higley Road; and from Higley to Ellsworth Road. As suggested by the table, the most intensive development within this corridor is now and expected to continue to be within the center portion of the corridor in Segments 2 and 3 in Chandler and Gilbert.

Development in Chandler has occurred in anticipation of the Southeast Loop since 1985 when the City of Chandler Transportation Plan was adopted. The proposed Segment 1 and 2 alignments coincide with the routes proposed in the Chandler plan. This route is consistent with Chandler's development plans and some developers have dedicated right-of-way along that alignment. In Gilbert, a particular issue of concern is how the selected alignment will affect future growth patterns.

**TABLE 4
POPULATION BY SEGMENT, 1985-2015**

| Segment | TAZs* | Area (sq. miles) | Population | | | | | | Annual % Change 1985-2015 Population |
|--|--|---------------------|---------------|------------|----------------|--------------|----------------|--------------|--|
| | | | October 1985 | | Mid-Year 2000 | | Mid-Year 2015 | | |
| | | | Population | Density | Population | Density | Population | Density | |
| I. 48th Street to Price Road | 1021, 1022, 1126, 760, 972, 973, 974 | 13.16 | 2,738 | 208 | 6,948 | 528 | 12,488 | 949 | 18 |
| II. Price Road to Gilbert Road | 771, 761, 762, 796, 772, 773, 975, 976, 763, 781, 764, 765, 774, 775, 776, 782, 783, 784 | 18.20 | 12,257 | 674 | 58,375 | 3,207 | 78,344 | 4,305 | 27 |
| III. Gilbert Road to Higley Road | 766, 777, 996, 756, 988, 987, 989, 1173, 983, 767, 778, 1174 | 14.78 | 1,590 | 108 | 19,241 | 1,302 | 44,047 | 2,980 | 134 |
| IV. Higley Road to Ellsworth | 1172, 734, 757, 768, 1175, 779, 769, 758, 735, 1166, 705, 1004, 1026, 1002, 959, 1001 | 26.79 | 7,206 | 282 | 21,749 | 852 | 45,268 | 1,774 | 26 |
| Total | | 72.93 | 22,791 | 326 | 106,313 | 1,458 | 180,147 | 2,470 | 33 |

*Traffic Analysis Zone - Population data are compiled for each segment from the TAZs in that segment. TAZ are subareas within a district and are the smallest geographic unit for which variables are forecast for transportation planning purposes.

A Relocation Assistance Plan will be developed during the design phase to identify the process, procedures and approximate time schedule for right-of-way acquisition and relocation for the project. Through the Arizona Department of Transportation Relocation Assistance Program, every effort is made to keep personal inconvenience to a minimum and to render all assistance authorized under state law.

Residences

As noted above, the proposed Southeast Loop crosses through an area that is presently sparsely populated but expected to grow substantially in the near future. The Southeast Loop is not expected to cause significant disruption to existing neighborhoods since most of the housing along the route consists of scattered farmettes and ranchettes. The proposed highway will change the rural character of the area.

In Segment 1, three mixed use subdivisions are currently under development. Houses in these developments will be adjacent to the freeway under Alternative 3. In two of the developments, Carrington and Twelve Oaks, the facility will be used as a buffer between residential development to the north and commercial/industrial uses to the south. Alternative 4 would require revisions in the development's site plans. These include changes in the location of reserved right-of-way and in the placement of different land uses with respect to the freeway. Other residential areas that may be adversely affected by the proximity of the highway are located between the intersection of Ray Road and Val Vista Drive and the Southern Pacific Railroad, southeast of the intersection of Willis Road and Val Vista Drive, and west of McQueen Road south of Pecos Road.

The Arizona Department of Transportation anticipates that construction will occur in stages due to the size of this project. Access may be disrupted within construction areas. This disruption may involve temporary connections and detouring onto local roads. Congestion may also occur at the intersections with the Price Expressway and Interstate 10. Residents may be inconvenienced by construction activities or have to seek alternate routes. Traffic will be maintained in accordance with the Arizona Department of Transportation "Traffic Control Manual for Highway Construction and Maintenance". Equipment noise, dust and fumes will be monitored and controlled as the highway contractor is required by ADOT Standard Specifications for Road and Bridge Construction to observe and comply with all air pollution ordinances, regulations, etc. from those agencies having jurisdiction.

Civic Services and Facilities

The categories of civic services and facilities inventoried for this project were health care, education, police and fire, and parks and recreation. Potential short-term (during construction) impacts in these areas include impaired access to such facilities or disruption of services during construction. Long-

term concerns include changes in access or service delivery, and induced demand.

The only health care facility in the immediate vicinity of the alignments is Chandler Community Hospital, which has recently become the center of a growing health care campus community. Included within this community are existing nursing home institutions, planned medical commercial/office complexes, and planned behavioral and specialized medical facilities. On a long-term basis, access to this facility is expected to be improved. During construction, however, access from the Gila River Indian Community, southern Chandler, and rural southeast Maricopa County may be impaired.

The Southeast Loop Highway corridor crosses six school districts: Kyrene Elementary School District No. 28; Tempe Union High School District No. 213; Chandler Unified School District No. 80; Gilbert Unified School District No. 41; Higley Elementary School District No. 60; and Queen Creek Unified School District No. 95. Since all but two of the existing schools in these districts are located north of the proposed alternatives, bus and private access routes from south of the freeway to the schools north of the alignment will probably be impaired during construction. In addition, the freeway will also probably require changes in bus routes traversing these districts. Since the highway will form a barrier across the six districts, it could also serve as a boundary for new districts which may form in response to growth in the southeast valley.

The closest schools to the alignment are Kyrene de la Paloma Elementary and Kyrene del Pueblo Junior High, two recently opened schools located approximately 800 feet north of the alignment along Rural Road. Construction in this area could affect both vehicular and pedestrian access to these schools. Upon completion, the highway may still impair access to these schools for some students, especially those commuting from Gila River Indian Community. Additional schools planned for this area include two elementary schools approximately one-half mile north of Chandler Boulevard between McClintock and Dobson roads. In addition, south of Frye Road, between Cooper and Gilbert roads, is a new community college campus.

As this area grows, additional schools may be required. Although the alternatives under investigation do not affect present plans for additional schools, the alignment selected and access provided will probably affect future school locations.

Three municipal parks, Folley Memorial, Elgin and Winn, are located within approximately one-quarter mile of the proposed Southeast Loop in Chandler. Construction of the freeway is expected to have a minimal effect on these facilities since they service either their surrounding community or immediate neighborhoods. Additional park sites are planned by the City of Chandler for north of Pecos Road. The primary future effect of the freeway on these and existing parks will be to restrict usage of the facilities by residents south of the freeway.

Gilbert Rodeo Park is a 46-acre recreational site located adjacent to the Eastern Canal at Ray and Val Vista roads. This facility lies adjacent to Alternative A. Access to the rodeo grounds could be disrupted during construction of the freeway if this alternative is constructed. In the long run, the rodeo grounds would probably benefit most from direct access provided by Alternative A.

Development of future park and recreational facilities is conceptually targeted for west and central Chandler, throughout the entire Town of Gilbert, and central and eastern Mesa. Whether any sites will be located adjacent to or impacted by the project is unknown at this time.

Tax Revenues

Total displaced annual revenues from the Southeast Loop are estimated to range between approximately \$3.8 and \$5.3 million. Table 5, page 45, presents the total value of property displaced by each of the alternative segments. Table 6, page 46, presents estimated displaced revenues by jurisdiction for each segment. Segments 1 and 2 of the freeway will displace properties which presently generate revenues to the State of Arizona, Maricopa County, the City of Chandler, Kyrene School District #28, Tempe Union High School, Chandler School District #80, and several special purpose districts. Total foregone revenues are approximately \$40,000 to \$445,000 for Alternatives 3 and 4 of Segment 1 and \$730,000 for Segment 2. Within Segment 3, Alternatives C, D and E will displace more than twice the value in assessed properties, approximately \$1.2 million, as the \$660,000 in value displaced by Alternative A. Along this segment, the Roosevelt Water Conservation District would experience the largest loss in revenues as a result of displacement. Along Segment 4, the displaced value for Alternatives 1A, 1B, 2A and 2B is approximately \$1.0 million. The jurisdiction which would lose the largest amount of revenue is the Queen Creek Improvement District. Finally, Alternatives X and Y would displace between \$320,000 and \$340,000.

Although the ranges in lost revenues are substantial for certain jurisdictions, the net effect of this project will depend upon the extent to which property values increase along the corridor and within individual jurisdictions. Ultimately, additional development in this area will increase assessed values in these jurisdictions. The effect of the alternatives on development and property values in the area is discussed in the next section.

TABLE 5
TOTAL DISPLACED REVENUES BY ALTERNATIVE

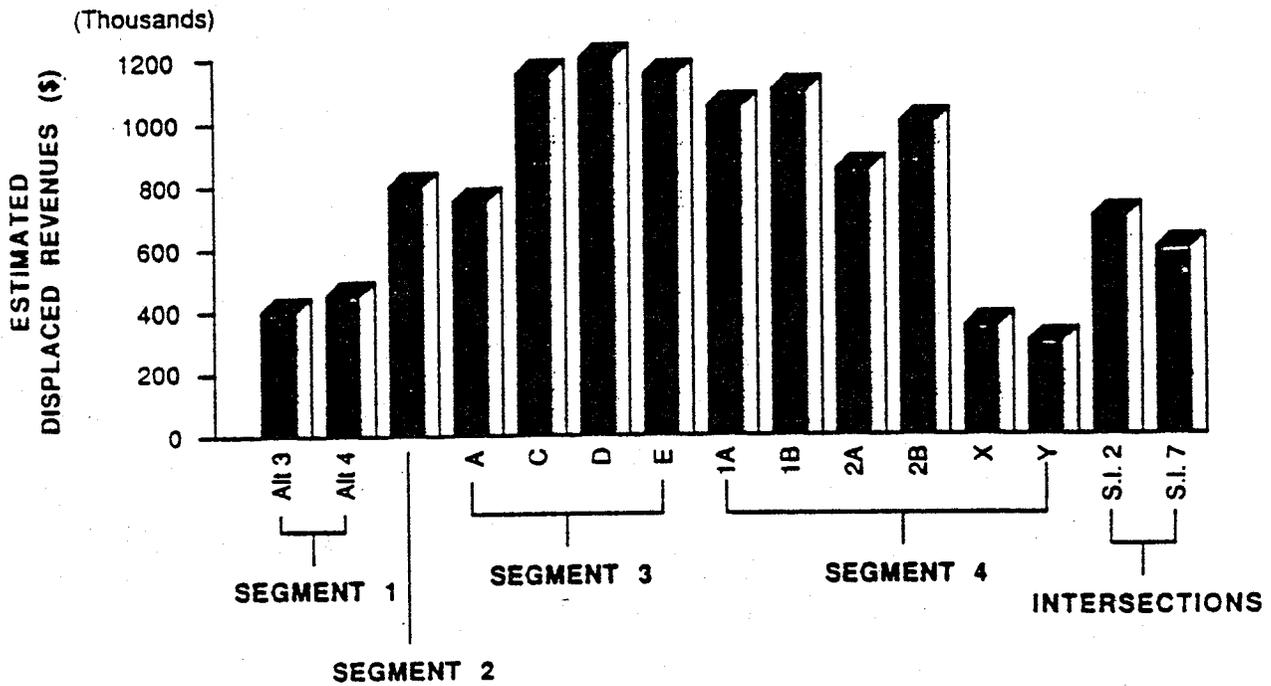


TABLE 6
ESTIMATED DISPLACED REVENUES (\$/year)
SOUTHEAST LOOP

| Jurisdiction | Segment 1 | | Segment 2 | Segment 3 | | | Segment 4 | | | | | | |
|--|-------------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|
| | Alternative J | Alternative K | | A | C | D | E | 1A | 1B | 2A | 3B | X | Y |
| State of Arizona | 12,025 | 12,277 | 22,074 | 21,796 | 24,503 | 31,914 | 28,417 | 19,809 | 20,350 | 12,008 | 14,501 | 11,452 | 10,646 |
| Maricopa County | 76,241 | 84,204 | 139,598 | 124,345 | 155,401 | 202,400 | 180,221 | 125,634 | 129,043 | 76,157 | 91,547 | 72,430 | 47,517 |
| Cities | | | | | | | | | | | | | |
| Chandler | 21,634 | 24,732 | 54,405 | | | | | | | | | | |
| Gilbert | | 0 | | 20,152 | 19,408 | 19,417 | 9,133 | 560 | 560 | | | | |
| Mesa | | | | | | | | | | | | | |
| Phoenix | 0 | 0 | | | | | | | | | | | |
| School Districts | | | | | | | | | | | | | |
| Kyrene SD #28 | 135,118 | 149,191 | 43,371 | | | | | | | | | | |
| Tempe UHS | 93,981 | 103,770 | 30,166 | | | | | | | | | | |
| Chandler SD #80 | 0 | 0 | 406,432 | | | | | | | | | | |
| Gilbert USD | 0 | 0 | 0 | | | | | | | | | | |
| Hilary SD #40 | 0 | 0 | 0 | 49,929 | 206,946 | 190,804 | 231,327 | 38,875 | 100,300 | 70,244 | 69,837 | 242,000 | 224,942 |
| Queen Creek SD #95 | 0 | 0 | 0 | | 48,915 | 172,170 | | 140,960 | | | | | |
| Mesa Unified | 0 | 0 | 0 | | | | | 138,499 | 138,499 | 228,528 | 243,572 | | |
| Special Districts | | | | | | | | | | | | | |
| Maricopa County Flood Control District | 15,322 | 17,470 | 29,045 | 28,679 | 32,241 | 41,992 | 37,390 | 26,065 | 26,776 | 15,800 | 19,080 | 15,067 | 14,008 |
| Central Arizona Project | 2,215 | 0 | 4,064 | 4,015 | 4,514 | 5,879 | 5,235 | 3,649 | 3,749 | 2,212 | 2,671 | 2,110 | 1,361 |
| Street Lighting Improvement Districts | 52,722 | 52,722 | | 8,750 | 61,179 | 52,243 | 80,605 | | | | | | |
| Roosevelt Water Conservation District | | | | | | | | | | | | | |
| Queen Creek Improvement District | | | | | | | | 290,433 | 290,433 | 479,223 | 510,771 | | |
| Total | \$ 409,778 | 445,265 | 729,957 | 461,317 | 1,165,942 | 1,542,076 | 1,312,757 | 1,053,559 | 1,049,765 | 884,173 | 978,850 | 343,240 | 319,093 |

Business Activity

Of the few business activities located along the Southeast Loop, most are clustered around the Interstate 10 interchange. Both Systems Interchange Concept 6 and Systems Interchange Concept 7 will require modifications to buildings at Southgate Industrial Park and Snavely Forest Products. Other businesses in this area, such as the Southgate Country Garden Center, Pecos Industrial Park and the Ramada Inn, may experience disruptions during project construction. In addition, the alignment along Segment 2 is expected to preclude expansion of the runway to the south at Stellar Airport. The highway should not interfere with runway operation, but special provisions may have to be made during construction activities.

Along Segment 3, part of a dairy operation would be crossed. While Alternative A would cross a small corner of the property, the other Segment 3 alternatives would have a greater impact on dairy operations. Finally, the highway will displace cropland and disrupt cropping patterns, especially where the alignments cut as a diagonal across a field. Although the greatest impact to cropping patterns is along Segment 3, the four alternatives are expected to have similar effects.

The Gila River Indian Community is concerned about the effect of the alignment and access to the alignment on business activities on the reservation. The Gila River Indian Community has set goals to increase current industrial areas which include Pima-Chandler, Santan and Pima-Coolidge industrial parks. The Gila River Indian Community also intends to expand commercial recreation uses in their north-central planning area to complement Firebird Marina, and provide planned areas for highway service and commercial tourism use adjacent to the Interstate 10 interchanges.

The Southeast Loop will provide a regional transportation facility to the community. Business activities will be affected by access from the highway to the community. The Interstate 10 freeway bisects the reservation, providing access at four interchanges (Maricopa Road, Riggs Road, Casa Blanca Road and Casa Grande Road), and providing the tribe with economic development opportunities. Tribal officials have requested better freeway access to Memorial Airfield which they feel could have a significant increase in activity. This area is expected to be served at its northern edge by the Queen Creek Interchange on the Interstate 10 by the fall of 1989.

Additionally, the tribe will have access to the Southeast Loop at the following interchanges: a half diamond at McClintock Interchange; a full diamond at Price Interchange; a full diamond at Kyrene Interchange; and an overcross at 56th Street.

Income/Employment

Total construction cost for the Southeast Loop is expected to be \$340,000,000. Project construction will generate both direct and indirect income which will benefit the local economy.

Property Values

The effect of highway construction on property values is a significant concern of property owners in the vicinity of such facilities. In general, property values can be expected to increase along the highway. In areas along the urban fringe, like the Southeast Loop corridor; substantial increases in property values can be expected as vacant and agricultural land is converted to commercial, residential and industrial uses.

The effect of the Southeast Loop on property values will be a function of several factors, including highway design, the location of interchanges, property severance, proximity to the right-of-way, local land use controls, access, noise impacts, and the demand for highway frontage. Generally, development of shopping centers, and to some extent office complexes and multifamily developments, will favor at-grade facilities where visibility is high and will locate at interchanges for ease of access. By contrast, a quality residential neighborhood would favor below-grade siting, noise barriers, and traffic controls to minimize the impact of the highway on the area. Typically, property values will increase the most in the vicinity of interchanges (Mountain West 1987).

AIR QUALITY EVALUATION

The air quality impact analysis performed for the Southeast Loop Highway focused on vehicle emissions of carbon monoxide. While other pollutants, such as particulate matter, oxides of nitrogen and ozone are also products of vehicular emissions, the impacts of carbon monoxide are most easily assessed and provide a convenient measure of air quality impact. Particulate emissions are of importance on unpaved roads. Ozone, nitrogen oxides and hydrocarbons are related through complex atmospheric chemistry and are, in any case, a regional impact. The analysis, therefore, concentrated on the local impact of carbon monoxide emissions.

The project is in an air quality non-attainment area which has transportation control measures in the State Implementation Plan. The 1987 Interim Carbon Monoxide Plan for the Maricopa County Area has been submitted to the Environmental Protection Agency for approval. The Federal Highway Administration has determined that both the transportation plan and the transportation improvement program conform to the State Implementation Plan. The Federal Highway Administration has determined that this project is included in the Transportation Improvement Program dated September 30, 1986 for the Maricopa Association of Governments' Metropolitan Planning Organization.

Therefore, pursuant to 23 CFR 770, this project conforms to the State Implementation Plan.

The modeling of carbon monoxide concentrations along the Southeast Loop was performed using the model CALINE3 (Benson 1979). This line-source air quality model was developed by the California Department of Transportation to predict concentrations of inert pollutants, such as carbon monoxide or particulates, near highways and arterial streets given traffic emissions, site geometry and meteorology. Maximum concentrations of carbon monoxide for the year 2015 were predicted for the Southeast Loop, including three alternative alignments between Gilbert and Higley roads.

The steps required to complete the modeling analysis included: (1) calculation of vehicle emissions for various vehicle speeds and year, (2) identification of the roadway alignments, (3) determination of vehicular speeds and volumes, (4) establishment of roadway segments (links) with common characteristics (e.g., width, vehicle speed and volume, etc.), (5) determination of receptor locations, (6) determination of meteorological conditions, (7) calculations, and (8) review of the modeling results.

Emission Factors

Emission factors necessary for the carbon monoxide modeling were obtained from the Arizona Department of Transportation. These factors were calculated using the model MOBILE3. This model computes composite emission factors, reported in grams/mile, for hydrocarbons, carbon monoxide and oxides of nitrogen. Vehicle emission factors were obtained for the year 2015, and at vehicle speeds of 5 to 55 miles per hour; these factors are listed in Table 7, page 50.

Roadway Alignment

The roadway profiles and right-of-way widths were identified and used to determine average source height (negative for depressed sections), average roadway and right-of-way widths, and receptor locations for input into the model.

Concentrations of carbon monoxide from traffic in a depressed highway section (negative source height) are normally higher at the roadway boundary, but lower outside the depression, such as in the right-of-way, than concentrations from traffic at-grade ("0" source height). Wider roadways also produce lower predicted carbon monoxide concentrations due to the enhancement of the horizontal and vertical dispersion of the exhaust plume.

TABLE 7
EMISSION FACTORS FOR CO
2015

| <u>Vehicle Speed (mph)</u> | <u>Emission Factors (grams/mile)</u> <u>CO</u> |
|--------------------------------|---|
| 5 | 33.0 |
| 10 | 25.5 |
| 15 | 20.3 |
| 20 | 16.2 |
| 25 | 13.0 |
| 30 | 10.5 |
| 35 | 8.4 |
| 40 | 6.8 |
| 45 | 5.6 |
| 50 | 4.5 |
| 55 | 3.7 |

Source: ADOT 1987.

Traffic Speeds and Volumes

Predicted vehicle speeds and volumes for the Southeast Loop were obtained from TAMS Consultants, Inc. for the year 2015. Vehicle speeds are used to calculate the emission factors supplied to the model. Emission factors for carbon monoxide are inversely proportional to the vehicle speed. Lower speeds produce a higher source strength (mass of carbon monoxide emitted per unit length of road traveled). Predicted concentrations are directly proportional to the source strength. Higher speeds also result in more mixing and dilution and, therefore, lower predicted concentrations. The total source strength is the sum of the individual sources. Increasing the traffic volume increases the predicted concentration of carbon monoxide, other parameters remaining constant.

Roadway Segments (Links)

The model CALINE3 requires that the roadway to be used in the analysis be divided into straight segments (links) having a constant width, height, traffic volume, and vehicle emission factor. The total number of links is dependent upon the continuity of the roadway configuration and traffic flow. The model sums the contribution from each roadway link to provide a total predicted concentration of carbon monoxide for each receptor location along the roadway.

The number of links defined for the Southeast Loop was in excess of 100. Because the model allows only for a maximum of 20 links per execution, many computer runs were required to predict maximum carbon monoxide concentrations for the receptors along the alignment.

Receptor Locations

Receptors for the model were located at or near the Southeast Loop right-of-way. Receptor locations included the rights-of-way at intersections, throat points, and any point reflecting a significant change in road configuration (e.g., an at-grade link changing to a depressed link). A receptor height of 5 feet 11 inches (1.8 meters) above ground level was used for all calculations. In excess of 40 receptor points were used to identify points of maximum carbon monoxide concentrations.

Meteorological Conditions

The meteorological conditions used to calculate maximum one-hour concentrations of carbon monoxide included:

- Stability Class - Pasquill "F"
- Ambient Temperature - 54°F
- Wind Speed - one meter/second

- Wind Direction - in excess of 100 directions
- Mixing Height - 1,000 meters

The selection of each of the meteorological conditions was based on the need to determine maximum carbon monoxide concentrations obtainable under poor dispersion conditions. In the absence of site-specific information, guidelines for air quality modeling published by the Federal Highway Administration recommend default stability classes of E for rural areas and D for urban areas ("Fundamentals of Air Quality for Highway Planning and Project Development," U.S. Department of Transportation, Federal Highway Administration, November 1984). A recent study conducted by the Arizona Department of Health Services shows that Pasquill Class E stability is most appropriate for describing stable atmospheres at an urban intersection (Gary Newroth of Arizona Department of Health Services, private communication April 29, 1987). The vicinity of the Southeast Loop, in comparison to an urban intersection, is expected to be characterized by a more rapid cooling of the surface at night. Consequently, a Pasquill Class F stability should be more appropriate than either an E or D class for modeling purposes.

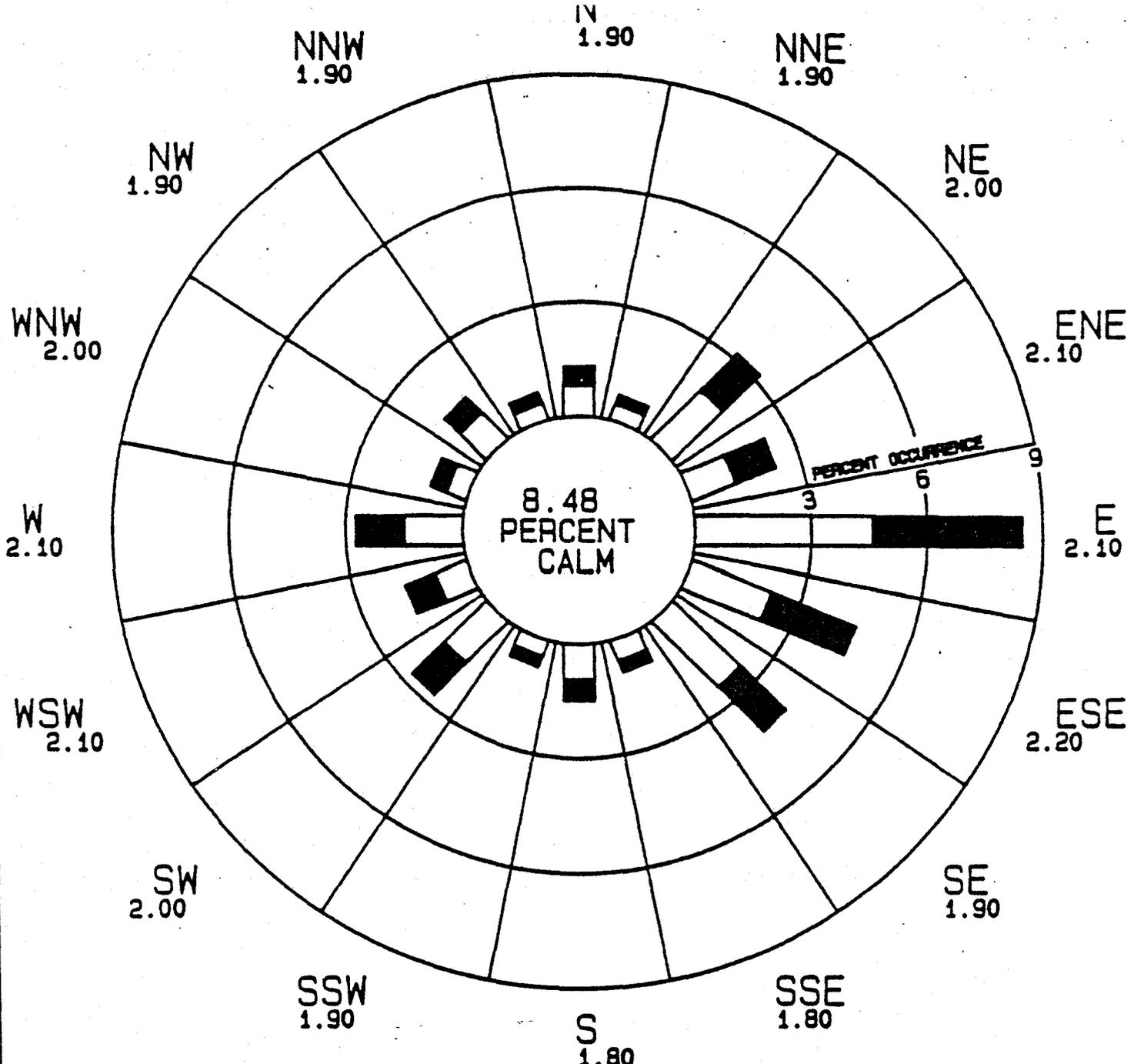
The "F" stability class is most frequent during the winter months, occurring approximately 59 percent of the time; annually it occurs approximately 49 percent of the time (NOAA 1976).

The ambient temperature, although not an input parameter to CALINE3, is used in MOBILE3 to calculate the emission factors. The temperature selected represents the average temperature in Phoenix during the winter months (Schmidli 1983).

A wind speed of one meter/second was selected to simulate very light winds associated with stable conditions; predicted concentrations are inversely proportional to the wind speed. The wind directions selected represent anticipated conditions for maximum carbon monoxide concentrations. Four wind directions were selected in each of the four cardinal sectors (east, west, north and south) to maximize concentrations for winds parallel to the roadway and for winds perpendicular to the roadway.

For receptors near the roadway, maximum predicted concentrations will occur with winds nearly parallel to the roadway alignment. As the receptor distance increases from the roadway, the angle between the roadway and the wind direction (wind angle) required to obtain the maximum concentration will also increase.

The wind angle associated with maximum concentrations is also sensitive to the atmospheric stability class. For very unstable conditions (Stability Class "A"), maximum predicted concentrations are associated typically with cross-wind conditions. For Stability Class "F", maximum predicted concentrations at receptors near the roadway (such as the right-of-way) are usually found for winds closely parallel to the roadway. The distribution of wind in Phoenix during "F" stabilities is illustrated in Figure 12, page 53.



SECTOR AVERAGES ARE WIND SPEED IN M/S

FREQUENCY OF WINDS (%)
 BY DIRECTION AND SPEED
 JANUARY 1, 1955 - DECEMBER 31, 1964

PHOENIX, ARIZONA
 SKY HARBOR AIRPORT
 STABILITY CLASS F

The mixing height utilized in predicting maximum carbon monoxide concentrations was 1,000 meters. This approximates the average mixing height in Phoenix during the winter (Holzworth 1964). Model sensitivity to the mixing height, however, is slight. Under stable conditions, the model's response to changes in mixing height is insignificant for heights above 100 meters.

Calculations

The calculation of maximum concentrations of carbon monoxide at each receptor location was made using the following model input data:

- Emission Source Height
 - At Grade: 0 meters
 - Depressed Links: -3.6 to -8.8 meters (depending on the link)
 - Fill Links: 1.8 to 10.0 meters (depending on the link)
 - Bridge Link: 5.5 to 10.0 meters (depending on the link)
- Surface Roughness - 3 cm
- Mixing Zone Width - 9.8 to 17.1 meters (depending on the link)
- Roadway Types - At Grade, Fill, Bridge
- Averaging Time - 60 minutes
- Receptor Height - 1.8 meters

Background Air Quality

Concentrations of carbon monoxide due to local traffic are to be added to an effective background value. Most existing data for ambient carbon monoxide levels are collected near busy intersections and streets, and are therefore dominated by existing local traffic. It is assumed here that the effective background, excluding local traffic concentration, is 2 ppm. The Federal Highway Administration suggests 2 to 3 ppm to represent typical background levels of carbon monoxide for urban areas (Federal Highway Administration 1986). A background level of 2 ppm was selected since the Southeast Loop is located on the edge of an urban area. Concentrations determined by adding calculated concentrations which result from local traffic to the effective background will be called "overall concentrations".

Modeling Results

Predicted maximum one-hour concentrations of carbon monoxide for the Southeast Loop Highway for 2015 were calculated by the model. The highest concentration among the alternatives is predicted for a receptor near the Price Expressway and Southeast Loop interchange. This maximum value, 6 ppm, plus an assumed background level of 2 ppm produces an overall concentration of 8 ppm. This is well below the National Ambient Air Quality Standard of 35 ppm, and it is less than the 8-hour standard of 9 ppm.

Predicted 1-hour carbon monoxide concentrations along the Southeast Loop are typically 3 ppm or less. For the Southeast Loop Highway grade option near Arizona Avenue, the modeling performed used the above-grade option to predict maximum carbon monoxide concentrations. If the depressed option is used, maximum carbon monoxide concentrations near that section may be expected to be slightly less.

The modeling for two alignment alternatives between Gilbert and Higley roads produced only slightly different results. Alternative Alignment C provided slightly lower predicted carbon monoxide concentrations than Alternative A. None, however, produced concentrations approaching the 1-hour standards.

Predicted overall 1-hour carbon monoxide concentrations for the Southeast Loop Highway are well below the 1-hour National Ambient Air Quality Standard and should not cause an exceedance of either the 1- or 8-hour standards.

NOISE

The Arizona Department of Transportation has adopted a "Noise Abatement Policy for State-Funded Projects" which outlines the department's policy. The mitigation policy outlined reads as follows:

"A. The Department shall consider noise mitigation when the predicted design year traffic noise levels equal or exceed an hourly L_{eq} Level of 67 dBA or 72 dBA (Category B and Category C respectively as defined in Section I) for the following two conditions:

1. Mitigation will only be considered for areas that support a developed land use (i.e., those tracts of land or portions, thereof, which contain improvements or activities devoted to frequent human habitation or use) at the time the project became public knowledge.
 - a. For limited access facilities on new location, the date of public knowledge shall normally be the date of the location public hearing.
 - b. For limited access facilities which consist of adding additional traffic lanes to an existing highway, the date of public knowledge shall normally be one of the following: the date of the first public hearing offer or the date of the first public hearing notice, whichever is first, or if neither of the above apply, then it shall be the date that the environmental document is approved by the Arizona Department of Transportation.
2. Mitigation will only be considered after such factors as cost of mitigation, design requirements or constraints, and any adverse impacts on the surrounding property owners have been evaluated."

Existing Noise Levels

Thirty minute L_{eq} noise level readings were recorded along the Southeast Loop corridor during May 1987. A Breul and Kjaer integrating sound-level meter was used to measure average and maximum levels. Data were obtained at property lines. The integrating sound-level meter records peak readings in decibels every second and logarithmically averages the readings in accordance with L_{eq} methodology. The L_{eq} was recorded at each site when the cumulative average reading stabilized. A stabilized reading was obtained at each site with approximately 30 minutes of traffic noise recording.

Recorded average sound levels ranged from 54 (L_{eq}) decibels to 87 (L_{eq}) decibels (Table 8, pages 57 and 58). Thirty-three of the readings were in excess of 67 (L_{eq}) decibels. A sound level of 67 (L_{eq}) is the benchmark level considered acceptable for Activity Category B (Federal Highway Administration Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 3). This category includes residences, picnic areas, recreation areas, playgrounds, parks, motels, hotels, schools, churches, libraries and hospitals. Twenty-three of the 53 sites have sound levels in excess of 72 (L_{eq}) decibels (Table 9, pages 59 and 60). A sound level of 72 (L_{eq}) is the benchmark level considered acceptable for Activity Category C. Category C includes commercial and industrial uses. Peak maximum readings ranged from 71 decibels to 104 decibels. Category D includes agricultural and unimproved land.

Predicted Noise Levels

The Federal Highway Administration Highway Traffic Noise Prediction Model (RD-77-108, December 1978) was used to analyze future noise levels along the Southeast Loop Highway. Data from 53 receptor locations (Figures 2 to 11, pages 6 through 15) are presented on Table 9, pages 59 and 60. Forty-six of the 53 receptors have predicted values that exceed 67 L_{eq} (Category B benchmark) and 17 of the 53 receptors have predicted values that exceed 72 L_{eq} (Category C benchmark). Eleven of the receptors are located in areas with the land use category of B. Eight of the ten have predicted values that exceed 67 L_{eq} . Three of the receptors are located in areas with the land use category of C. None has predicted values that exceed 72 L_{eq} . Mitigation measures will be based on current Arizona Department of Transportation Noise Abatement Policy for state-funded projects.

In Segment 1, several noise sensitive areas exist, where the facility is adjacent to several residential developments and two schools. Predicted noise levels shown in Table 9 represent receptors located at the right-of-way line for a roadway section where no mitigation has occurred.

TABLE 8
EXISTING NOISE LEVEL READINGS
ALONG SOUTHEAST LOOP¹

| Receptor Location Numbers ² | Decibels (dBA) | | Land Use Category ³ |
|--|-----------------------|----------------|--------------------------------|
| | <u>L_{eq}</u> | <u>Maximum</u> | |
| 1 | 60 | 84 | C |
| 2 | 79 | 96 | C |
| 3 | 66 | 88 | D |
| 4 | 72 | 93 | D |
| 5 | 62 | 84 | B |
| 6 | 59 | 71 | B/D |
| 7 | 57 | 84 | C |
| 8 | 56 | 77 | B |
| 9 | 57 | 72 | D |
| 10 | 66 | 83 | D |
| 11 | 54 | 72 | D |
| 12 | 82 | 99 | D |
| 13 | 82 | 97 | D |
| 14 | 74 | 94 | B/D |
| 15 | 79 | 94 | B/D |
| 16 | 67 | 80 | D |
| 17 | 68 | 87 | D |
| 18 | 65 | 83 | D |
| 19 | 79 | 95 | D |
| 20 | 66 | 87 | D |
| 21 | 69 | 89 | D |
| 22 | 77 | 95 | B/D |
| 23 | 72 | 95 | D |
| 24 | 85 | 104 | D |
| 25 | 67 | 82 | D |
| 26 | 62 | 82 | D |
| 27 | 59 | 71 | D |
| 28 | 84 | 102 | D |
| 29 | 82 | 95 | D |
| 30 | 64 | 86 | D |
| 31 | 73 | 91 | B/D |
| 32 | 71 | 93 | D |

¹Breul and Kjaer integrating sound level meter data collected May 1987.

²Receptor locations are given on pages 6 to 15.

³As defined in accordance with FHPM 7-7-3.

Table 8 (continued)
Existing Noise Level Readings Along Southeast Loop

| Receptor Location Numbers ² | Decibels (dBA) | | Land Use Category ³ |
|--|----------------|---------|--------------------------------|
| | Leq | Maximum | |
| 33 | 66 | 84 | B/D |
| 34 | 71 | 91 | D |
| 35 | 74 | 91 | D |
| 36 | 65 | 82 | D |
| 37 | 76 | 95 | B/D |
| 38 | 78 | 94 | D |
| 39 | 75 | 95 | B |
| 40 | 78 | 93 | D |
| 41 | 87 | 95 | D |
| 42 | 87 | 102 | D |
| 43 | 81 | 99 | D |
| 44 | 76 | 93 | D |
| 45 | 78 | 93 | D |
| 46 | 69 | 87 | D |
| 47 | 69 | 78 | B/D |
| 48 | 68 | 87 | D |
| 49 | 75 | 93 | D |
| 50 | 70 | 94 | D |
| 51 | 65 | 83 | D |
| 52 | 78 | 95 | D |
| 53 | 76 | 93 | D |

¹Breul and Kjaer integrating sound level meter data collected May 1987.

²Receptor locations are given on pages 6 to 15.

³As defined in accordance with FHPM 7-7-3.

TABLE 9
CALCULATED NOISE DATA
(2015)

| <u>Receptor Location Numbers¹</u> | <u>Calculated Decibels (dBA) Leq</u> | <u>Land Use Category²</u> |
|--|--|--|
| 1 | 64 | C |
| 2 | 68 | C |
| 3 | 67 | D |
| 4 | 70 | D |
| 5 | 70 | B |
| 6 | 74 | B/D |
| 7 | 71 | C |
| 8 | 71 | B |
| 9 | 69 | D |
| 10 | 75 | D |
| 11 | 74 | D |
| 12 | 77 | D |
| 13 | 75 | D |
| 14 | 78 | B/D |
| 15 | 72 | B/D |
| 16 | 67 | D |
| 17 | 74 | D |
| 18 | 76 | D |
| 19 | 72 | D |
| 20 | 75 | D |
| 21 | 70 | D |
| 22 | 69 | B/D |
| 23 | 69 | D |
| 24 | 72 | D |
| 25 | 72 | D |
| 26 | 75 | D |
| 27 | 74 | D |
| 28 | 73 | D |
| 29 | 74 | D |
| 30 | 74 | D |
| 31 | 67 | B/D |
| 32 | 66 | D |

¹Receptor locations are given on pages 6 to 15.

²As defined in accordance with FHPM 7-7-3.

Table 9 (continued)
 Calculated Noise Data (2015)

| <u>Receptor Location Numbers¹</u> | <u>Calculated Decibels (dBA) L_{eq}</u> | <u>Land Use Category²</u> |
|--|--|--|
| 33 | 65 | B/D |
| 34 | 56 | D |
| 35 | 72 | D |
| 36 | 75 | D |
| 37 | 72 | B/D |
| 38 | 77 | D |
| 39 | 59 | B |
| 40 | 78 | D |
| 41 | 76 | D |
| 42 | 76 | D |
| 43 | 70 | D |
| 44 | 72 | D |
| 45 | 73 | D |
| 46 | 77 | D |
| 47 | 76 | D |
| 48 | 70 | D |
| 49 | 69 | D |
| 50 | 76 | D |
| 51 | 77 | D |
| 52 | 72 | D |
| 53 | 71 | D |

¹Receptor locations are given on pages 6 to 15.

²As defined in accordance with FHPM 7-7-3.

Receptor 5 for Alignment Alternative No. 3 is located on the right-of-way line which is also the property line for the existing residential units backing up to the facility. Receptor 6 is adjacent to a planned park. The predicted noise levels for Receptors 5 and 6 exceed the benchmark and would, therefore, require that noise abatement measures be considered.

Alignment Alternative No. 4 utilizes the same receptor numbers as Alternative No. 3, since the profile and traffic volumes are identical. The predicted noise levels given in Table 9 represent values at the right-of-way line. Generally, for every doubling of the distance from the source a 4 dBA reduction in the L_{eq} would be expected. At the location of the receptors for Alternative No. 3 (Receptors 5 and 6), a 6 to 8 dBA reduction occurs in the predicted noise levels when modeling Alternative 4. Therefore, Alignment Alternative 4 has less of a noise impact on existing residential development located between Kyrene Road and McClintock Drive than Alignment Alternative No. 3.

Listed below are several noise abatement measures that may be recommended to mitigate problem areas:

- **Traffic Management Measures:** Prohibiting truck traffic through the corridor during specific times of the day or entirely. Reducing posted speed limits during problem noise periods.
- **Earth Berms:** Berming could occur should sufficient right-of-way exist. Earth berms could replace or be used in association with sound walls.
- **Depressed Mainline Profile:** This option of utilizing a depressed profile will be considered adjacent to noise sensitive land uses.
- **Noise Barriers:** The construction of noise barriers is the most common type of mitigation used.

During final design, the location and specific type of mitigative measures will be identified in accordance with the Arizona Department of Transportation policy.

CULTURAL RESOURCES

An inventory of all previously recorded and documented archaeological and historical resources within the Southeast Loop Highway corridor was compiled through records and archival searches. Although almost 300 sites were tabulated in the general vicinity, only 25 of these sites or features were reported to be located within the 2-mile-wide and approximately 12-mile-long Chandler section of the study corridor. These included:

- One prehistoric Hohokam village site
- Three major prehistoric canal segments and a possible reservoir
- One prehistoric artifact scatter
- Two mixed prehistoric/ethnohistoric (Hohokam/Pima) artifact scatters

- Two other ethnohistoric Pima sites
- The historic Kunce House
- Five potential historic homestead sites
- Two major historic canals (Consolidated and the Gila Drain)
- Five historic roads
- Two historic rail lines

An additional 12 sites or features were recorded in the Gilbert/Mesa section of the Southeast Loop corridor, which is also about 2 miles wide and 12 miles long. These included:

- One prehistoric Hohokam village site
- Six potential historic homestead sites
- Two potential historic wells and a corral location
- Two major historic canals (Eastern and Roosevelt)
- One historic rail line

Subsequently, an intensive field survey was undertaken to supplement the inventory compiled on the basis of previous investigations. This fieldwork focused on the specific alternative alignments identified for the Southeast Loop Highway. More than 6,600 acres were surveyed. This represents a thorough sample, but not total coverage, of the alternatives. The results of the survey are described in the following paragraphs.

Prehistoric Resources

The only prehistoric features previously recorded within or near the right-of-way of the proposed alignment through the Chandler section of the corridor are three major canals and a possible reservoir feature of the Los Muertos canal system. No surface indications of these features were found, but that is not unexpected because the area is currently being farmed. Subsurface deposits may remain intact.

Although no sites were discovered within the Chandler segment, several isolated artifacts (23 prehistoric and 8 historic) were recorded and grouped into 5 clusters. Three of these clusters occurred in the immediate vicinity of the mapped locations of the prehistoric canals.

Within the Gilbert/Mesa segment of the corridor, it was determined that the only previously recorded prehistoric resource, a Hohokam village site, had been destroyed. Approximately one-fourth mile to the southeast another Hohokam site, which was given the name "Dairy Site" (AZ U:10:27 (ASM)), was discovered. The disturbance in the area makes it impossible to determine whether the site is the remnant of a prehistoric village or a much simpler camp or work site.

Two other small prehistoric sites (the Dead Hawk Site (AZ U:10:28(ASM)) and the Wash Site (AZ U:10:30 (ASM)) and a large mixed prehistoric/historic site (the Berm Site, AZ U:10:26 (ASM)) were discovered in Segment 4. The surface

of the prehistoric component of the Berm Site is badly disturbed by the historic occupation. The prehistoric artifacts could represent habitations on the fringes of a large cluster of Hohokam villages previously recorded in the general vicinity of Williams Air Force Base or temporary work or camp sites. The Dead Hawk and the Wash sites both are small artifact scatters where natural foods were probably gathered or processed.

In addition to these 3 sites, 19 clusters of isolates (totaling about 170 prehistoric artifacts and 10 small historic artifact clusters) were discovered along the Gilbert/Mesa segment. Although none were deemed to warrant designation as sites, two prehistoric clusters in areas disturbed by agriculture are suggestive of potential subsurface deposits.

Ethnohistoric Resources

The previously recorded ethnohistoric sites were all in the Chandler segment where the corridor is near the Gila River Indian Community. Two of these sites were plotted within or adjacent to the proposed right-of-way. Survey results revealed these locations were badly disturbed. One of the locations yielded no evidence. In the vicinity of the other, only four isolated pottery sherds and one stone flake were noted. The sherds appear to date from the prehistoric era. New ethnohistoric sites were not discovered within either the Chandler or Gilbert/Mesa sections.

Historic Resources

Within the Chandler section, no evidence was detected of the previously documented historic roads or historic homesteads. The standing Kuncce House is approximately a mile from the proposed alignment. Both the Gila Drain (constructed in the 1910s or 1920s) and the East Branch of the Consolidated Canal (dating from 1894) are still in use and cross the proposed alignment. The historic alignment of the Maricopa, Phoenix and Salt River Valley Railroad has been shifted and is incorporated into the Southern Pacific system. The Chandler branch of the Arizona Eastern Railroad is, also, now a modern component of the Southern Pacific. No historic features were noted along either alignment. The only new historic resources noted within the Chandler section were limited to the four isolated artifacts noted above.

The Gilbert/Mesa section is crossed by the Eastern Canal (constructed in 1889), and the Roosevelt Canal (1920s-1930s), all of which are still in use. The alignment of the Phoenix and Arizona Eastern Railroad (constructed in 1902) also crosses the corridor, but it is now a modern component of the Southern Pacific Railroad.

No physical evidence of any of the other previously recorded or mapped homestead locations was found during the surveys, but a historic component on the Berm Site, mentioned above, as well as two other historic sites were recorded. The Shepherd's House Site (AZ U:9:72 (ASM)) consists of only a

concrete block foundation. A modern house has been built nearby, disturbing its integrity and context. The current owner indicated that a shepherd lived in this location in the 1930s. No artifacts were noted on the surface and this site seems to have very limited value.

The Tank Site, located in Segment 4, consists of remnants of a farmstead, including a concrete basement and house foundation. A date scratched into a concrete tank on that site indicates that this feature dates from 1937. Numerous surface artifacts were noted and there is potential for subsurface deposits as well.

The historic component on the Berm Site consists of agricultural features. The site has clearly been farmed. An informant indicated that this could have been as recent as the 1950s. Remnants were noted of an irrigation ditch on a raised berm which also has two associated enigmatic features consisting of alignments of wooden posts. The site also has a concrete well pit and remnants of pipe alignments which probably did not function as part of the "berm system". A cluster of domestic artifacts was noted, but no direct evidence of a historic house was found in the area, although this parcel of land was successfully patented as a homestead in 1920. A 1913 date is scratched into the well foundation.

In addition to these sites, 10 of the small isolated artifact clusters noted within the Gilbert/Mesa section were of historic vintage. These did not cluster in any meaningful pattern.

Cultural Resource Impacts

In assessing impacts of projects such as the Southeast Loop Highway, it is ordinarily preferable to favor alternatives which result in preserving non-renewable cultural resources in place. However, all sites along the corridor except for one are privately owned (the Dead Hawk Site is on state land). As a result they are not protected, and are being destroyed as development continues. None seem to warrant extraordinary efforts to preserve them in place. The option to in-place preservation is to recover significant values through excavation, recording and artifact collection. The costs for such studies at any of the sites recorded would not seem to be a significant factor in selecting a preferred alternative. Impacts and recommendations for further consideration of cultural resources during future phases of project development are discussed in the following paragraphs. If previously unidentified cultural resources are encountered during construction, work will stop immediately at that location, and the Arizona Department of Transportation, Environmental Planning Services will be contacted to arrange for proper treatment of the resources.

Segment 1

Two alternative alignments (Alternatives 3 and 4) were defined within Segment 1. The potential effects of these alternatives on cultural resources are identical. The only firmly documented feature in Segment 1 is the Gila Drain. It is unclear how maintenance of this unlined canal, over the years, may have altered its original character. The historic value of the relatively short section of the canal within the proposed right-of-way is minimal and probably warrants no further consideration.

The potential for intact subsurface evidence of the lower end of the prehistoric Los Muertos canal system does warrant further consideration. Documentation of a large reservoir would be particularly significant. We recommend that a testing program be designed and implemented to search for remnants of these features for an approximately two and one-half mile long stretch, extending east from Kyrene Road where the canal features have been mapped and three isolated artifact clusters were recorded. It would be appropriate to conduct these investigations with those of the same system along the Price Expressway corridor.

Segment 2

The Consolidated Canal is the only historic feature documented in this area. It is an essentially modern canal and does not appear to warrant further consideration. A supplemental survey may be warranted along a one-half mile segment where a survey was not conducted because the area was developed into minifarms.

Segment 3

All of the alternatives would cross the Eastern Canal and Southern Pacific Railroad, but these are essentially modern features that probably warrant no further consideration as historic resources.

Route A

One of the most dense clusters of recorded isolated prehistoric artifacts (about 15 total) does suggest potential for subsurface features and may warrant test excavations. About one and one-half miles were not surveyed because of cropping patterns and would require supplemental survey.

Route C

This alignment is close to the mapped core of the Dairy Site, but may not directly affect the site. This should be verified once final designs are

prepared. Test excavations in this area may be warranted, and about one mile of this route would require supplemental survey.

Routes D and E

No significant resources were recorded along these alternatives, but about two miles along each would require supplemental survey.

Segment 4

All options would cross the Roosevelt Canal which is essentially a modern feature and probably warrants no further consideration as a historic resource in this area.

Alternatives 1 and 2

Both of these options cross the Berm Site. The historic components of this site remain an enigma. Attempts at further documentation are warranted. The prehistoric component should be further investigated with test excavations. Such testing should extend west of the Roosevelt Canal where more than 40 isolated artifacts were noted.

Alternative 1A

The Dead Hawk site would be affected and data recovery is warranted.

Alternatives 1B and 2A

The Tank Site would probably be affected by both of these options and warrants additional efforts to identify historic documentation and data recovery studies.

Alternative 2B

No significant resources will be affected.

Alternative X

The tentatively identified retention basin for this option may affect the Wash Site, which would warrant data recovery studies unless the basin is relocated.

Alternative Y

This option is close to the Wash Site but would probably not affect it. This should be verified if this option is incorporated into final designs. About one mile of this alternative would also require supplemental survey.

BIOLOGICAL RESOURCES

The biological resources of the proposed Southeast Loop Highway were described using information obtained from a literature review, state and federal agency contacts, and a field investigation. This information was used to identify sensitive resource components that could potentially be impacted by the proposed project.

The area proposed for the Southeast Loop Highway originally consisted of Sonoran desertscrub communities characterized by creosotebush, white bursage and saltbush (Brown and Lowe 1980). Much of the natural vegetation along the corridor has been eliminated by agricultural development and urban-industrial development. Elements of the Sonoran Desert are still prominent at two locations within the Southeast Loop corridor. Open saltbush stands occupy a small area in the Chandler section and a complex creosotebush community occurs in the Gilbert/Mesa Section, along the east side of the corridor where it extends north from the Desert Proving Grounds at Baseline Road.

Wildlife species inhabiting the area consist of remnant Sonoran Desert species and those more common to open urban areas and cropland. A general gradation of wildlife occurs within the corridor, with greater concentrations and species diversity in southern sections of identified vacant land from the Desert Proving Grounds to Baseline Road. Wildlife common to the open fields and cropland predominant along the corridor include white-winged dove, mockingbird, boat-tailed grackle, Brewer's blackbird, horned and western meadow larks, several sparrow species, various raptor species, desert cottontails, small rodents, coyote and a variety of small reptiles. Areas with more diverse desert habitat and with more shrub cover include species mentioned above, as well as white-tailed antelope squirrel, several kangaroo rat species, roadrunner, burrowing owl, northern shrike, California quail, whiptail and desert spring lizard, and western diamondback rattlesnake.

No threatened or endangered species, as determined by the federal government, are known to occur in the Southeast Loop corridor. State-protected species occurring within the corridor include palo verde, yucca, prickly pear, cholla, ocotillo, crucifixion thorn, barrel cactus and mesquite. Two raptors under consideration for listing as threatened or endangered have occurred in the Southeast Loop vicinity--the Swainson's hawk (a seasonal migrant) and ferruginous hawk (a winter resident). No wildlife or native plants are impacted by the proposed project (see Arizona Commission of Agriculture and Horticulture, and Game and Fish Department letters shown on pages 75 and 89).

VISUAL RESOURCES

The impacts of the depressed alignment consist primarily of confining views from the road with retaining walls and earthfill. The degree of confinement is based on wall characteristics of height, slope, and proximity to the road. The profile would potentially have the highest adverse impact to the viewer orientation at the Carrington Place and Hearthstone developments, due to the restricted views and right-of-way requirements. Potential mitigation measures to reduce impacts would include landscape treatment within depressed sections, retaining wall designs, and overpass treatment, to provide internal focal amenities. Impacts on views to the road are minimal, due to the limited visibility caused by sound walls, freeway landscaping, and depressed profiles.

The impacts of the "at grade" alignment profile deal primarily with the increase in visibility to and from the road. The profile reduces the impacts on views from the freeway by increasing the variation in viewer orientation. Impacts on views to the road would potentially be reduced by the implementation of landscape planting, earth berming, and sound walls. These elements, if designed properly, can also enhance and frame views from the road to South Mountain, the Superstition Mountains, and other scenic vistas.

The elevated alignment has considerable adverse and beneficial impacts to the visual character of the setting. Views from the adjacent developments would be blocked by the earthfill and structural walls of the facility. This will increase visibility of the highway to local residents and may introduce privacy impacts. This profile would modify viewer orientation and visibility from the freeway, exposing existing screened residential and industrial developments. Mitigation measures to potentially reduce impacts could include the construction of sound walls and landscape screens. An elevated freeway would provide users and visitors to the city with vistas to the cities and the outstanding mountain resources near the east valley.

The impacts of the horizontal alignment alternatives are determined largely by the proximity of the project to the nearest development. Any horizontal shift toward existing residential development would increase the impact level of the alternative.

The impacts of the detention basins are insignificant, due to the proposed locations and minimal disruption to existing development. The basins have potential to create a network of open space with recreational facilities for future uses. Mitigation measures should be common and incorporated within the right-of-way treatments. Cut-off shield lighting fixtures will be used along the highway to eliminate illumination spill-over into residential areas.

DRAINAGE

The drainage study included inventorying facilities to detain and convey surface runoff from rainfall events. The inventory included existing and

known proposed facilities, and it involved an area much larger than the study area boundary. Major existing facilities were identified from maps, aerial photographs, agency contacts, and a site reconnaissance. Significant proposed facilities were identified by agency contacts and meetings with other consultants.

Conceptual drainage design was completed to assess the impacts of project implementation. These inventories and impacts are discussed in the following section.

Natural Drainage

In the vicinity of the study area, the natural topography for the area slopes generally from east to west. The Salt River flows east to west, north of the study area, and the Gila River flows east to west, south of the study area.

The only major drainage feature with any definition, other than the Gila and Salt rivers, is the low area through which the Gila Drain flows. This low area drains to the southwest from the western part of Chandler and the natural contours suggest that parts of Tempe and Mesa, most of Gilbert, and most of northern Chandler are tributary to this outfall. The Gila River Indian Community refers to this as the Gila Drain watershed and indicates it is part of the historic lower reach of Queen Creek (Gila River Indian Community 1984). It follows the general alignment of the Gila Drain east of Interstate 10 and eventually outfalls to the Gila River. This drainage will be referred to in this report as the Southwest Drainage.

Drainage Facilities

Existing Facilities

Drainage facilities in the City of Tempe are based on a policy of on-site retention of runoff from developed areas during the 100-year storm event. Street drainage south of the Salt-Gila divide is directed to one of two detention basins. The first is a former borrow pit adjacent to Interstate 10 south of Warner Road. The second basin is a new facility south of Knox Road and west of the Gila Drain. Runoff detained in these basins may be released to the Southwest Drainage at a slow rate on the order of 10 cubic feet per second (cfs). North of the Salt-Gila divide, the drainage is to the Salt River with a large part of the runoff flowing through the Tempe Drain which outfalls to the Salt River just upstream of the Interstate 10 bridge (Tempe 1986).

The City of Mesa drains both to the Salt and Gila rivers. A system of detention basins along the north side of the Superstition Freeway and along the north side of the Western Canal attenuates flows for subsequent conveyance to the Carriage Lane Park detention basin just north of the Western Canal and east of Price Road. From the Carriage Lane Park basin, the runoff is pumped into the Western Canal at a low flow rate. The conveyance from the system

north of the Superstition Freeway south to Carriage Lane Park is an open channel which crosses the freeway about one-third of a mile west of Dobson Road and parallels the Tempe Canal on the east side.

A consultant is preparing recommendations for a master drainage plan for the City of Chandler. Existing city regulations call for on-site retention of runoff from the 100-year storm event for developed areas including arterial streets. Large portions of the city are not yet developed and are either agricultural lands or relatively undisturbed desert. Existing detention basins in the downtown area are reported as inadequate to handle major storms and have no real outlet facilities. Improvements are proposed to solve this problem (Chandler 1986).

The Town of Gilbert is less developed than the communities mentioned above. Drainage is generally down the natural slope to the west along roads and across open areas.

The Gila River Indian Community lands generally drain to the west and south through poorly defined channels along roads and through natural channels. Storm water runoff from the Gila River Indian Community flows to the Southwest Drainage and Gila River.

The Superstition Freeway is depressed along a large length of its western section. Runoff from the freeway right-of-way is pumped to a large detention basin located west of the Kyrene Road alignment and south of the freeway. This water is then discharged to the Salt River through the Tempe Drain.

Significant flood control facilities in the area include the East Maricopa (Roosevelt Water Conservation District) Floodway and the Soil Conservation Service Floodwater Retarding Structures. The Roosevelt Water Conservation District floodway parallels the Roosevelt Water Conservation District Canal on the upstream (east) side and directs surface flows south to the Gila River. The Guadalupe Floodwater Retarding Structure protects the community of Guadalupe and discharges to the Tempe Drain. The Vineyard Road, Powerline and Rittenhouse Floodwater Retarding Structures protect the Central Arizona Project Canal and discharge through the Powerline Floodway to the East Maricopa Floodway and to the Gila River.

Surface water drainage facilities are inadequate for significant portions of the area tributary to the Southeast Loop corridor. As additional areas are developed, runoff volumes, flow rates and locations may change significantly.

Proposed Facilities

The following is an assessment of future conditions and facilities. The assessment is presented to establish, to the extent possible, how drainage will be handled in the near future.

The Flood Control District of Maricopa County has several area projects for both flood control and storm water management. These will include completion of the East Maricopa Floodway, development and possible implementation of the Eastern Maricopa County Area Drainage Master Plan (by various sponsors) and maintenance of existing county flood control facilities. The Eastern Maricopa County Area Drainage Master Plan includes provisions for a drainage conveyance to parallel the proposed Outer Loop freeway alignment east of Power Road north of Warner Road (Flood Control District of Maricopa County 1986). This channel would outlet to the East Maricopa Floodway.

The City of Tempe will continue with ongoing plans for flood protection. This will include a requirement for on-site retention of runoff from the 100-year storm over developed areas. The two south Tempe detention basins with their collection and discharge systems will become operational.

The City of Mesa will continue its policies for storm drainage. Mesa drainage along the north side of the Superstition Freeway and the Western Canal to the Carriage Lane Park detention basin will be altered. The drainage system along the north side of the Superstition Freeway will be conveyed north in the new Price Road Drain, a joint project of the Arizona Department of Transportation, Flood Control District of Maricopa County, Mesa, Gilbert and Chandler to an outfall on the Salt River. The drainage along the north side of the Western Canal to the Carriage Lane Park detention basin will also be discharged to the Salt River through the Price Road Drain. Estimated peak flow rate for the Mesa drainage to the Price Road Drain is 50 cfs (Flood Control District of Maricopa County 1986).

The policy of on-site storage of runoff from the 100-year storm over developed areas will be continued by the City of Chandler. In addition, it is assumed for the purposes of this study that a new detention basin will be constructed near the present intersection of Price and Pecos roads to store runoff from the downtown areas where existing facilities are presently inadequate. Releases from this new basin will be pumped north through the Price Road Drain to the Salt River. Estimated peak flow rate for the Chandler drainage to the Price Road Drain is 100 cfs (Flood Control District of Maricopa County 1986).

The Town of Gilbert will continue to develop and it is assumed for the purposes of this study that a policy of on-site retention of runoff from the 100-year storm event will be enforced as the area develops. However, it is also assumed that some runoff will be conveyed along the Western Canal alignment to the Carriage Lane Park detention basin for discharge to the Salt River through the Price Road Drain. Estimated peak flow rate for the Gilbert drainage to the Price Road Drain is 100 cfs (Flood Control District of Maricopa County 1986).

The Gila River Indian Community has an adopted Master Drainage Plan. However, at this time Gila River Indian Community does not have the fiscal resources to implement the plan. In the plan, the Gila River Indian

Community will install a drainage system to convey runoff from the northern part of their property to the Gila Drain. It is anticipated that the Gila River Indian Community will not accept storm runoff except at locations and flow rates similar to pre-expressway construction. The Gila River Indian Community drainage system will function separately from other systems except that present users of the Gila Drain may be allowed to continue their discharges of storm water (Gila River Indian Community 1986).

The construction and operation of new highway systems will not cause additional flooding problems for the area. The Price Expressway and South-east Loop Highway will include a separate or joint use system to control and dispose of runoff generated on-site and to minimize impacts to cross drainage.

Irrigation Facilities

Much of the land in the vicinity of the study area is irrigated land. The major supplier of irrigation water is Salt River Project. Their major facilities which impact the area are the Eastern, Tempe, Western and the East Branch of the Consolidated Canal. The Roosevelt Water Conservation District also delivers Salt River water to its service area. These large facilities and their smaller laterals generally intercept surface flows and redirect flow patterns away from natural flow paths. The canals can also overtop and wash out during major storms.

The Gila Drain is intended to convey only irrigation tailwater to the Gila River Indian Community from agricultural areas served by Salt River Project. It consists of a trapezoidal open channel which generally follows the lower part of the Southwest Drainage east of Interstate 10. Along some portions of the upper reach the levee is somewhat above the surrounding ground. Other portions, particularly at road crossings, are somewhat depressed. Major storms may produce runoff which enters the Gila Drain from agricultural areas or by overtopping the roads or levees.

CHAPTER 5 - PROJECT COORDINATION AND PUBLIC INFORMATION

The Southeast Loop Highway Environmental Assessment and Location and Design Study has involved considerable communication and coordination with jurisdictions, government agencies, utilities, businesses, and citizens. Communication with the affected jurisdictions and agencies has been maintained through the Southeast Loop Technical Advisory Committee and through numerous individual meetings and council briefings. Citizens, developers, and landowners have been kept informed of project events through public information activities conducted by the consultant on behalf of Arizona Department of Transportation.

PROJECT COORDINATION

Stakeholder Contacts

The project coordination and public information process began in May 1986 with the distribution of a letter to key "stakeholders." A stakeholder is any organization, agency, utility, city, school district, landowner, or individual who has a "stake" or a direct interest in the location and design of the facility. The letter introduced the study team, requested names of specific contact people, and asked that the stakeholder identify any issues or concerns about the project.

To further address stakeholders' concerns, interviews were conducted. The interview process was supplemented with numerous telephone calls, meetings, and briefings. Below is a list of those agencies who have been contacted and involved in the Southeast Loop project. Letters regarding environmental and design issues from those agencies who responded in writing to the initial letter are included in the beginning of the Public Comment Exhibits section of this chapter, pages 85 to 154.

Southeast Loop Location and Design Study Contacts

Jurisdictions

- City of Chandler
- City of Mesa
- City of Phoenix
- Town of Gilbert
- Town of Guadalupe
- Gila River Indian Community
- Maricopa County

Public Agencies/Elected Officials

- Maricopa Association of Governments
- Chandler Unified School District
- Higley Elementary School District
- Kyrene Elementary School District

Five Southeast Loop public information open houses have been held since February 1987. The purpose of these informal events was to provide the public with an opportunity to view maps of the proposed alignment alternatives and to ask questions and discuss issues with representatives from Arizona Department of Transportation and Dames & Moore. Below is a brief summary of each open house:

- **February 19, 1987** - Open house/public information meeting held at Mesquite Junior High School to discuss the alignment alternatives from Gilbert Road to Higley Road. Attendance: 197.
- **April 27, 1987** - Open house held at Chandler United Methodist Church to present the alignment alternative from I-10 to Gilbert Road. Attendance: 170.
- **May 13, 1987** - Open house held at Sunland Village East Community Center to present the alignment alternatives from Gilbert Road to the proposed extension of the Superstition Freeway. Attendance: 164.
- **June 11, 1987** - Open house held at Gilbert Community Center to review the updated alignment alternatives from Gilbert Road to Higley Road. Attendance: 157.
- **July 29, 1987** - Open house held at Kyrene de La Paloma School to review the alignment alternative and planning process between Kyrene Road and Price Road. Attendance: 350.

Fliers announcing the events were sent to the project mailing list and distributed to local agencies such as libraries, community centers, and planning departments. For the April 27 and May 13 events, fliers were distributed to all residents living within approximately one-third mile of the proposed alignments. In addition, press releases announcing all of the events were sent to all local daily and weekly newspapers.

At each open house, participants were asked to register comments about the Southeast Loop study and the proposed alignments. The primary areas of concern mentioned by the participants included:

- Minimize neighborhood impacts;
- Provide greater distance between the freeway and the schools and houses;
- Provide adequate access at major arterials;
- Minimize noise, air and visual impacts;
- Complete the study and facility in a timely fashion; and

- Consider the facilities' impact in relationship to future commercial growth.

Public Information Repositories

Information repositories were established at local libraries to provide the public with easy access to technical documents prepared during this study. The following documents are available for public review:

- Final Southeast Loop Highway Environmental Assessment Report, April 1988, Dames & Moore
- Transcripts of Proceedings, Southeast Loop Highway Location and Preliminary Design Public Hearing, October 27, 1987, Barry and Hetzer Court Reporting (available only at Arizona Department of Transportation - Environmental Planning Services)
- Draft Southeast Loop Highway Environmental Assessment, September 1987, Dames & Moore
- Southeast Loop Highway Reconnaissance Report, March 1987, Dames & Moore

These documents can be viewed at the following locations:

- Arizona Department of Transportation
Environmental Planning Services
205 South 17th Avenue, Room 204E
Phoenix, Arizona 85007
- Tempe Public Library
3500 S. Rural Road
Tempe, Arizona 85282
- Phoenix Public Library
Main Branch Arizona Room
12 E. McDowell Road
Phoenix, Arizona 85004
- Mesa Public Library
Dobson Ranch Branch
2425 S. Dobson Road
Mesa, Arizona 85202
- Chandler Public Library
178 E. Commonwealth Avenue
Chandler, Arizona 85225

- Gilbert Public Library
132 W. Bruce Street
Gilbert, Arizona 85234

Draft Environmental Assessment

The Draft Southeast Loop Highway Environmental Assessment, which described the potential environmental impacts and illustrated the proposed alternative alignments, was available for public review and comment in early October 1987. Copies of this document were distributed to the information repositories and to members of the Technical Advisory Committee. Comments received from the public about the contents of the Draft Environmental Assessment are summarized at the end of the Public Process Summary section of this chapter.

Public Hearing

The Southeast Loop Highway Location and Design Public Hearing was held on October 27, 1987 at Dobson High School, 1501 W. Guadalupe Road, Mesa, Arizona. The purpose of the hearing was to present Southeast Loop alternatives alignments, preliminary design concepts, and the findings of the Environmental Assessment for public review and discussion.

Approximately 400 citizens attended the hearing. Following presentations from the consultant and Arizona Department of Transportation representatives, citizens expressed oral statements about the proposed project. Comment forms were distributed to citizens at the hearing and written statements regarding the proposed project were solicited. A 30-day public comment period was announced. Citizens were informed that all letters and inquiries regarding the Southeast Loop project received during the public comment period would be given the same consideration as the public comments expressed at the hearing in reaching a final decision.

PUBLIC PROCESS SUMMARY

The proposed Southeast Loop Highway is a vital east-west and north-south link in the Regional Transportation Plan. This facility will serve the residential areas and industrial developments in the east valley.

The Southeast Loop corridor crosses through the communities of Chandler, Gilbert and Mesa. Approximately 90 percent of the Southeast Loop Highway frontage is presently used for agriculture or is vacant land. The remaining frontage is in a transitional status or is being used for rural residential to industrial/business parks. The residents and landowners along the Southeast Loop corridor took a very active role in the public process for this project.

The work completed in the first two phases of the Southeast Loop Highway Location and Design Study resulted in a total of 11 alternatives along 4

sections of the proposed route. The range of alternatives was generated in response to the many issues and concerns that were expressed by citizens, special interest groups, landowners, and federal, state and local agencies. Letters, records of conversation, petitions, and minutes of meetings were reviewed to address the public concerns.

On October 27, 1987, the alignment alternatives, design concepts, and environmental impacts were presented at a public hearing. Citizens expressed comments and concerns about the alternatives and potential environmental impacts. Statements from the public were recorded and formulated into a transcript document.

A 30-day public comment period followed the public hearing. During this time, written comments concerning the proposed expressway and the Draft Environmental Assessment Report were received.

After the close of the comment period, all public responses were reviewed and analyzed. This process included review of the public hearing transcript; letters received before and during the public comment period; actions and comments received from the councils and staff of the affected jurisdictions; meetings held with various key stakeholders; and discussions with Arizona Department of Transportation staff and management. This information, along with engineering and economic considerations and the data presented in the Environmental Assessment, was used to evaluate the range of alternatives and determine a recommended alignment.

An alignment recommendation was forwarded to Arizona Department of Transportation management from the study consultant on December 15, 1987. On December 18, 1987, the Director of Arizona Department of Transportation presented the recommended alignment to the Arizona State Transportation Board. The recommended alignment for the Southeast Loop Highway from Interstate 10 to Gilbert Road was officially adopted by the Transportation Board. The adoption of the remaining route, from Gilbert Road through the towns of Gilbert and Mesa to where the Southeast Loop intersects the Superstition Freeway, was postponed until at least June 1988. This postponement was granted in response to a request from the Town of Gilbert.

The following sections summarize the comments and questions that were expressed during the public process. The information has been divided into pre-hearing agency comments, draft environmental assessment comments, and public hearing oral and written comments. Letters corresponding to the various questions and comments are located in the public comment exhibits section.

Pre-Hearing Agency Comments

In May 1986, pertinent agencies were sent letters announcing the Southeast Loop Highway Location and Design Study. A list of agencies that were contacted can be found on pages 73 and 74. Copies of letters from the

agencies that responded to the initial letter are contained in the beginning of the Public Comments Exhibits section of this chapter, pages 85 to 100.

Draft Environmental Assessment Comments

The Draft Southeast Loop Highway Environmental Assessment was available for public and agency review in the beginning of October 1987. A total of five written comments were received from agencies and citizens. Written below are representative questions and comments expressed about the Draft Southeast Loop Highway Environmental Assessment. Following each question is a brief response. Letters corresponding to these questions can be found in the Public Comments Exhibits Section pages 101 to 114.

Question 1

The Flood Control District of Maricopa County commented that the Environmental Assessment should include a section that addresses the floodplains identified by Federal Emergency Management Agency as areas of potential ponding within the project reach.

Response 1

The Design Concept Report for the Southeast Loop Highway will address floodways adjacent to railroads and canals. The proposed Southeast Loop bridge structures will be sized so that adequate conveyance capacity will be provided.

Question 2

The Gila River Indian Community expressed concerns regarding the sections of the Draft Environmental Assessment that discussed access from the Southeast Loop to the Reservation.

Response 2

Under all of the design concepts for the Southeast Loop/Price Expressway systems interchange, access is provided at McClintock Road to and from the west. Movements to and from the east are accommodated in the design concepts that include frontage roads. At this time, a final design concept for the systems interchange has not been adopted by the state engineer.

Question 3

The Marlborough Development Corporation questioned whether the proposed Southeast Loop Highway right-of-way, as identified in the Environmental Assessment, would impact Pecos Ranch, their proposed development at the southeast corner of Dobson Road and Pecos Road.

Response 3

The map presented in the Draft Environmental Assessment in the above mentioned area is consistent with the alignment that was adopted by the State Transportation Board. The right-of-way for the adopted alignment will fall within the reservation identified by the Marlborough Development Corporation.

Question 4

The Williams Air Force Base submitted a statement to clarify their preference for Alternatives 2B and Y.

Response 4

The Draft Environmental Assessment section referred to in the Air Force Base's letter was intended only to show a preference for Alternative 2 over Alternative 1.

Question 5

The City of Mesa expressed concerns over the following items discussed in the Draft Environmental Assessment: (1) sufficient right-of-way at the Warner Road overcrossing to permit the construction of interchange; and (2) design considerations to allow the construction of half-mile overcrossings.

Response 5

Right-of-way shown in the Environmental Assessment and detailed in the Southeast Loop Design Concept Report does not allow for an intersection at Warner Road. Projected traffic volumes in this section of the Southeast Loop do not warrant an intersection at Warner Road. Along the Southeast Loop, the profile does not prohibit the jurisdictions from developing half-mile crossings in the future.

Public Hearing Oral and Written Comments

During the Southeast Loop Public Hearing, more than 24 residents, elected officials, agency representatives, and landowners expressed their views regarding the alternative alignments for the proposed expressway. Following the hearing, Arizona Department of Transportation, Environmental Planning Services office received more than 70 written comments and petitions. Listed below are representative questions and comments that were expressed during the hearing and the public comment period. Following each question is a brief response. Sample letters for each question can be found in the Public Comment Exhibits section of the chapter, pages 115 to 154.

Question 1

Statements were received from landowners and business owners regarding access near the Southeast Loop Highway and Interstate 10 systems interchange.

Response 1

The systems interchange at Interstate 10 will provide freeway to freeway movement between the Southwest Loop Highway, the Southeast Loop Highway, and Interstate 10. This interchange will not have a negative impact on the existing Maricopa Road Interchange located on Interstate 10 south of the proposed Southeast Loop. East of Interstate 10, along the Southeast Loop, a full diamond interchange will be provided at Kyrene and a half-diamond at McClintock. At 56th Street, the Southeast Loop will be elevated over the Southern Pacific Railroad and 56th Street will be maintained as a thoroughfare under the highway. Existing access to Interstate 10 will be maintained at Chandler Boulevard.

Question 2

Numerous residents living north of Pecos Road between Kyrene and Price roads expressed concern about northern Southeast Loop alternative alignment that was located between Kyrene and McClintock roads (Alternative 3). Residents objected to this alignment because it was closer to the schools and houses. They believed this alignment presented greater negative impacts to their community.

Response 2

All of the citizen input, engineering criteria, and environmental issues were evaluated for both of the alternatives in this area. The State Transportation Board adopted the southern alignment, Alternative 4.

Question 3

Numerous letters, petitions and statements were received favoring and opposing each of the Southeast Loop/Price Expressway systems interchange design concepts. Some of the residents living north of the Gila Indian Reservation, between McClintock Road and Price Road, were in favor and some were opposed to the use of frontage roads along the systems interchange.

Response 3

Frontage roads were included in several of the Southeast Loop/Price Expressway systems interchange concept designs in order to provide full access to McClintock Drive and Dobson Road, and to the proposed commercial/retail development located at the northwest corner of Price Road and Pecos Road. After consideration of the public hearing comments, engineering criteria and traffic analyses, a modified design concept was developed for the system interchange. This design, which has been agreed to by the Arizona Department of Transportation staff and Chandler Staff, incorporates access roads for one-half mile east of McClintock Road. These access roads will connect to a half-mile highway crossing at Country Club Way.

Question 4

Statements were received from landowners and developers requesting half-mile crossings along the Southeast Loop Highway.

Response 4

The need for half-mile crossings was examined along the entire Southeast Loop route. Based on traffic counts and current land use, no half-mile crossings were identified as being required. The only exception to this is the half-mile access roads incorporated into the Southeast Loop/Price Expressway systems interchange as noted in Response 3. The design concept does not preclude the opportunity for local communities or developers to fund the construction of half-mile crossings.

Question 5

Numerous residents, landowners and developers presented letters, petitions and statements favoring and opposing each of the Southeast Loop alignments between Gilbert Road and Higley Road. Concerns that were raised include impact to rural lifestyle; land use and development issues; displacement of homes; cost; noise, visual and air quality impacts; and property values.

Response 5

To date, an alignment has not been adopted for the portion of the Southeast Loop that runs from Gilbert Road to Higley Road. This Final Environmental Assessment examines all of the alternatives that are currently being considered. The State Transportation Board is expected to address this segment sometime after the summer of 1988.

Question 6

Individuals questioned why an interchange was not provided at Recker Road and why interchanges were not provided at every mile street in the eastern portions of the Southeast Loop Highway.

Response 6

A comprehensive traffic analysis was conducted to identify necessary interchanges along the entire Southeast Loop Highway for the design year of 2015. This analysis found that the projected traffic counts did not warrant an interchange at Recker Road or at every mile street in the eastern portions of the Southeast Loop.

Acknowledgements

The Southeast Loop Environmental Assessment was prepared by Dames & Moore as a consultant to the Arizona Department of Transportation for the Southeast Loop Location and Design Study. The services of Robert Larabell were retained for noise studies. A detailed environmental data base was obtained and is presented in the Southeast Loop Reconnaissance Report. In addition to the Reconnaissance Report, a Southeast Loop Draft Design Concept Report was prepared. Both of these documents, as well as the transcript from the public hearing, are available for review at the Arizona Department of Transportation.

PUBLIC COMMENTS EXHIBITS

PRE-HEARING AGENCY COMMENTS

SECRET
W. MONTGOMERY, Flagstaff, Chairman
S. BAKER, Elgin
D. ADAMS, Southwest City
NILES W. WERNER, Tucson
JAMES G. WOODS, JR., Phoenix



ARIZONA GAME & FISH DEPARTMENT

2222 West Gregory Road Phoenix Arizona 85023 942-3000

August 11, 1986

Director
BUD BRISTOW
Assistant Director, Services
JERRY J. GRUENEWALD
Assistant Director, Operations
WILLIAM L. SHROUPE

Mr. Robert E. Quinlan, Biologist
Dames and Moore
1626 Cole Boulevard
Golden, Colorado 80401

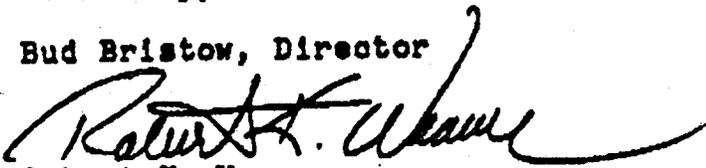
RE: Southeast Loop and
Price Road Expressway

Dear Mr. Quinlan:

The Arizona Game and Fish Department has reviewed the proposed Southeast Loop and Price Road Expressway project corridors, 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 and Evaluation Branch

RKW:SAM:rmm

cc: Donald M. Turner, Supervisor, Mesa Regional Office



Arizona Commission of
Agriculture and Horticulture

1688 WEST ADAMS • PHOENIX, ARIZONA 85007 • (602) 255-4373



FIELD SERVICES

State Agricultural Laboratory
Fruit & Vegetable Standardization

District Offices

Office of State Chemist
Board of Pesticide Control

October 23, 1986

Dames & Moore
Suite 145
7500 N. Dreamy Draw Drive
Phoenix, Arizona 85028

Re: Price Expressway, Southeast Loop

Dear Sirs:

An inspection of the above-referenced project/application number has determined the following:

- There are no protected native plants.
- The plants on the site are of low quality and salvage is not recommended.
- The terrain is too rough and rugged to make salvage of the plants possible.
- The plants or a portion of the plants on the property are accessible and are of average or better quality, and we recommend plant salvage.

VARIETY AND NUMBER OF PLANTS:

| Saguaro (Ht. in feet) | | | | Hedge- Hog | Barrel | Ocotillo | Cholla | Prickly Pear | Misc. | Inacces. | Unsal. |
|-----------------------|------|-------|-------------|---------------|--------|----------|--------|-----------------|-------|----------|--------|
| 1-3' | 3-6' | 6-10' | Over 10' | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Sincerely,

Larry M. Richards
Native Plant Law Specialist

City of Mesa

People • Pride • Progress

55 North Center Street
P.O. Box 1466
Mesa, Arizona 85201-0904
(602) 834-2257

Public Works Administration

May 29, 1986

Terry Clapham, Project Manager
Dames & Moore
3737 N. 7th St., Ste 211
Phoenix, AZ 85014

SUBJECT: SOUTHEAST LOOP AND PRICE ROAD EXPRESSWAY LOCATION DESIGN STUDY

Dear Mr. Clapham:

Mesa's primary interest in this project will be that portion of the southeast loop from Power Road to the Superstition Freeway interchange. This portion of the loop will be located in the City of Mesa in the future.

Attached are the forms which you requested certain data to be listed.

Sincerely,



DEAN SLOAN
Public Works Manager

DES/dme
des/2696

xc: C. K. Luster
Arnold Harring

Initial Input
Information Form

Part II: Issues and Criteria

1. Issues, concerns, and/or Opportunities you feel need to be addressed in the study:

As indicated in our letter, the primary area of concern is from Power Road to Superstition Interchange. We will be concerned about the usual types of things including: accessibility of the freeway, crossability of the freeway, impact on adjacent future development and existing development (that is elevated versus depressed), handling of drainage problems, impact on the major arterials (particularly where the freeway is running on a diagonal alignment), possible phasing of the project, number of traffic lanes planned, compatability with Williams Air Force Base, special concern for that area immediately south of Superstition Freeway which is in the development planning stage at this time, and handling of drainage will be a particular concern.

2. Criteria you feel are important in determining and evaluating alternatives:

In the short term, available funding should determine the phasing. However ultimately funding should not be the controlling factor. The final objective should be a well designed facility to meet the projected demands of the area and provide the best possible facility for this mode of transportation. I consider the San Diego Freeway System, the basic standard; along with any improvements that are known to be desirable for that system.

(Add additional sheets as needed.)



CITY OF CHANDLER
Office of the City Manager

June 4, 1986

Dames & Moore
3737 North 7th Street
Suite 211
Phoenix, AZ 85014

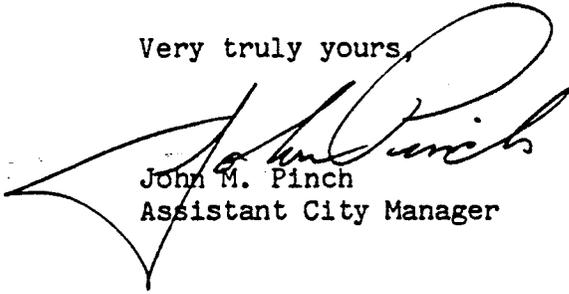
Attention: Mr. Terry Clapham
Project Manager

Gentlemen:

With regard to your study of the Price Road Expressway and the Southeast Loop corridors, we are returning herewith the completed information forms which you requested in your letter of May 19, 1986.

Please let me know if we can be of further assistance and keep me advised of your progress on these studies.

Very truly yours,



John M. Pinch
Assistant City Manager

JMP/bf

Attachment

cc: Public Works Director
Planning Director

Initial Input
Information Form

Part II: Issues and Criteria

1. Issues, concerns, and/or Opportunities you feel need to be addressed in the study:

See pages 19-34
Consider all recommendations of BRW Study on Pecos Freeway and the City's transportation plan regarding Price Road. City has been protecting right-of-way in accordance with these plans.

2. Criteria you feel are important in determining and evaluating alternatives:

See pages 39-45
Service to the Community.
Impact on the land development pattern.
Least possible disturbance of already developed property.

(Add additional sheets as needed.)



GILA RIVER INDIAN COMMUNITY

SACATON, AZ. 85247

ADMINISTRATIVE OFFICES
P. O. Box 97
(602) 562-3311 or 963-4323

July 16, 1987

Mr. James R. Smith
Manager, Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Avenue
Room 240E
Phoenix, AZ 85007

RECEIVED

JUL 27 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Smith,

The Gila River Indian Community submits this letter as a written statement to the Public Hearing on the Price Expressway Draft Environmental Assessment.

It should be noted at the outset that representatives from the Community have been active participants on the Technical Advisory Committee for the Price Expressway. Community concerns have been stated on many occasions. Nonetheless, the Draft EA omits substantive response to the great majority of the issues raised at TAC meetings.

TEXT

Pages 31-33: Business Activity

There is no mention at all of impacts to proposed business development on GRIC lands, even though the Tribe has an active proposal from Sunbelt Holdings to develop land at Price and Pecos Roads.

Of more concern, there is no mention of the effects on Memorial Airfield of the Expressway. Memorial Airfield is a key element in economic development on the Reservation. It is also a major element in regional economic growth because of its selection in the Arizona Regional Airport System Plan as a designated general aviation reliever airport for Sky Harbor International Airport. The Price Expressway, as proposed, would severely restrict ground access to Memorial Airfield.

GRAPHICS

Page 13/Drawing 23 - Price/SE Loop

This alternative eliminates any direct access to GRIC lands at Price and Pecos.

Access to the mile of prime developable land between McClintock and Price Road has also been eliminated.

In the low-level expressway alternative, the northbound ramp from the Southeast Loop eastbound encroaches on GRIC land. This cartographic trespass is inexcusable, as the exact location of the Reservation boundary in this area has been delineated for ADOT staff and project consultants. This erroneous map line implies that GRIC lands can be encroached on for roadway and right of way.

Page 41/Drawing 51 - High-level Concept One

The take line again encroaches on GRIC land.

See pg. 31 Access has been eliminated in the vicinity of the freeway to freeway interchange for more than two miles in each direction. In contrast, access to non-Indian lands has been provided at half mile intervals.

CUMULATIVE IMPACTS

See pg. 44 The Price Expressway, like all other documents so far prepared relating to new freeway construction, deliberately deals with the specific route component, as if it has no relationship to other route segments in the system.

The consequence of this blinders-on "assessment" of environmental impacts is to deal with individual route segments without ever addressing the system as a whole. In the Price Expressway Draft EA, this results in avoiding mention of the fact that the Tribe is denied access points along its land on the Southeast Loop, when in fact the access points on the Southeast Loop were designated in order to accommodate design constraints on the Price Expressway, specifically the junction at Pecos Road.

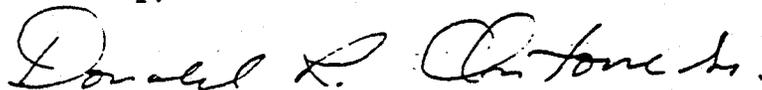
By separating freeway route segments in the environmental assessment process, it becomes possible to ignore the cumulative impacts of system interactions. This is a serious distortion of fact.

The Price Expressway Draft Environmental Assessment is thus biased in what it omits to say. The impacts of the proposed route on the Gila River Indian Community are not mentioned, with the justification that the route does not physically touch Reservation lands. This is an absurd premise.

The proposed route has severe adverse impacts on the Community's socio-economic opportunities. Without access, the Community is denied the economic opportunity which the Expressway readily provides off-Reservation land owners.

The most significant factor in assessment of environmental impacts --equity-- has once again been ignored.

Sincerely,



Donald R. Antone, Sr. - Governor

DRA/DH

cc: Thomas R. White, Lt. Governor, GRIC
Rodney B. Lewis, General Counsel, GRIC
James Stevens, Director, Phoenix Area Office
Bureau of Indian Affairs
Honorable John McCain, US Senate
Honorable Morris Udall, US House of Representatives
Honorable Jon Kyle, US House of Representatives
Honorable Jay Rhodes, US House of Representatives
Honorable James Kolbe, US House of Representatives

DAMES & MOORE
 S.E. LOOP
 PRICE ROAD

JUL 1 1987

| | | | | |
|----|----|----|----|----|
| PH | AL | SE | AG | :: |
| CS | PI | VI | BI | :: |
| IC | LU | CU | HC | :: |

July 1, 1987

Mr. John Louis, P.E.
 Urban Highway Section
 ARIZONA DEPARTMENT OF TRANSPORTATION
 205 South 17th Avenue
 Phoenix, AZ 85007

RE: Santan Freeway Alignment Between Kyrene and McClintock Roads

Dear Mr. Louis:

Many homeowners residing in the Twelve Oaks, Glenview, Estes and Stellar Air Park subdivisions in Chandler, Arizona are deeply concerned over the alignment proposed by Dames & Moore for the Santan Freeway between Kyrene and McClintock Roads.

Those of us living in these neighborhoods cannot understand the logic of placing the Santan Freeway at grade level so close to a newly developed residential area, particularly when there is an abundance of vacant land available further south along Pecos Road. We believe that the City of Chandler and Dames & Moore have not given due consideration to the effect the proposed alignment will have upon the quality of life in our area. Specifically, we feel the proposed alignment has a number of serious flaws, namely:

- See pg. 40 1. The alignment is approximately 600 feet from the Kyrene De La Paloma School,
- " 2. The alignment is approximately 450 feet from the Kyrene Junior High School,
- " 3. The alignment runs along the entire length of a 14 acre proposed neighborhood park,
- See pgs. 4. The alignment is too near homes already occupied,
- 33-34 " 5. The alignment abuts the back yards of homes yet to be constructed in the Twelve Oaks subdivision,
- " 6. The alignment is intended only to serve the potential industrial and commercial development of property between Pecos Road and the Santan Freeway,
- " 7. Industrial development south of the alignment will reflect traffic noise back into the unprotected neighborhood.

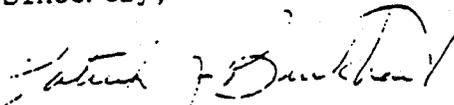
Mr. John Louis
Page 2
July 1, 1987

The neighbors in the adjoining subdivisions affected by the proposed alignment have formed an association entitled, "Citizens for a Better Freeway Alignment". This association has scheduled a neighborhood meeting with the City of Chandler and the engineering firm, Dames & Moore, for July 28, 1987 at the Kyrene De La Paloma School at 7:00 pm.

The Executive Committee of Citizens for a Better Freeway Alignment request the opportunity to meet separately with you and other appropriate members of the Arizona Department of Transportation prior to our neighborhood meeting. The purpose of the meeting between A.D.O.T. and the CFBFA Executive Committee is to outline our proposal for a safe and environmentally acceptable alignment for this section of the Santan Freeway.

Thank you for your consideration in this matter.

Sincerely,



Patrick J. Burkhart
President, CFBFA
118 South Rita Lane
Chandler, AZ 85226
961-0565

cc: A.D.O.T., Environmental Planning
Eric Keen, Dames & Moore
Jerry Brooks, Mayor, City of Chandler
CFBFA Executive Committee

dk



**TOWN OF
GILBERT, ARIZONA**

Gilbert, Arizona 85234

459 N. Gilbert Rd., Suite A210

July 28, 1987

Mr. Steve Martin
Urban Highways
Arizona Department of Transportation
205 South 17th Avenue
Phoenix, AZ 85007

Dear Mr. Martin:

This letter itemizes the considerations which the Town of Gilbert would like taken into account in your evaluation of the San Tan Freeway Alignment through Gilbert. These considerations address the freeway in general and each specific alternate currently being studied.

ALL ALIGNMENTS

1. A primary concern of the town is the mitigation of negative impacts of the freeway on adjacent properties. The study should show potential noise contour lines and methods which will be or should be used to reduce noise impacts to a minimum. Fully submerged profile is preferred. The visual impact of the freeway and noise mitigation measures should also be addressed.
See pgs. 52, 53 & 58
2. Higley Road will be a major north-south parkway or super street used to connect the Superstition and San Tan Freeways. The interchange at Higley Road and the San Tan should be upgraded from the proposed diamond to one which permits more continuous flow. Several upgraded alternatives should be evaluated.
See pg. 20
3. All interchanges should be designed to allow continuous right turns off the freeway onto arterial streets without requiring a stop.
" "
4. All overpasses should be designed to take full advantage of the visual resources of the East Valley providing unobstructed views of the mountains.
See pgs. 64 & 65
5. Interchanges at all planned six-lane arterials should be Urban Interchanges, allowing one traffic light to control flow. The designated six-lane arterials are: Gilbert, Val Vista, Power and Williams Field. Higley is a higher level street as mentioned in (2) above.

Area Code 602

*Mayor 892-0802; Town Manager 892-0802; Police 892-3434; Fire 892-0089; Public Works 892-0802
Planning & Zoning 892-0800; Building & Engineering 892-0800; Finance & Customer Services 892-0802; Library 892-3141; Court 892-0802*

6. All overpasses and underpasses shall accommodate a bicycle lane on the street and a pedestrian walkway on both sides of the arterial.
- See Pg. 36
7. All retention basins shall be designed to accommodate multi-purpose use allowing for recreational facilities.
8. Possible dedication of right-of-way for the freeway alignment by land owners who may benefit from the freeway location should be pursued in the evaluation.
- See Pg. 32
9. The freeway alignment and its secondary impacts should be evaluated for compatibility with the goals of Gilbert's General Plan; especially levels of service provided to the town's Planned Urban Core, and land use transitions required to blend with the town's General Plan.
- See pgs. 45-52
10. Air pollution impacts of freeway including those of alternate interchange designs.

ALTERNATE A

- See Pgs. 52-58
1. Special provisions, in addition to depressing the freeway, should be made to attenuate noise where the freeway passes near homes along Williams Field Road.
2. An interchange is essential at Val Vista Road. Realignment of Val Vista Road will be required and impacts of this realignment should be addressed.
3. Noise impacts on the existing residential neighborhood at Ray and Val Vista should be addressed. Mitigation will be difficult since the freeway is elevated here. Anticipated level of acceptance and likely transition of this neighborhood into alternate use should be addressed.
4. An interchange is essential at Greenfield Road.

ALTERNATE C

- See pgs. 52-58
1. Extra noise mitigation measures in addition to depressing the freeway should be taken to reduce noise impacts where the freeway passes close to existing neighborhoods near Val Vista, Pecos and Ray Roads.
2. Interchange at Greenfield is essential.

3. Probable land uses between the freeway and Greenfield Road should be defined. Impacts on existing neighborhood due to logical land use transition and secondary impacts caused by the upgrade of Greenfield Road from 4 lanes to 6 lanes should be evaluated. Likely transition of existing neighborhoods to more intense uses should be addressed.
- See pg. 34

ALTERNATE D

1. Extra noise mitigation measures in addition to depressing the freeway should be taken to reduce noise impacts where the freeway passes close to existing neighborhoods near Val Vista, Pecos, Greenfield and Ray Roads.
- See pgs. 52-58
2. Probable land uses between the freeway and Greenfield Road should be defined. Impacts on existing neighborhoods due to logical land use transition and secondary impacts caused by the upgrade of Greenfield Road from 4 lanes to 6 lanes should be evaluated. Likely transition of existing neighborhoods to more intense uses should be addressed.
- See pg. 34

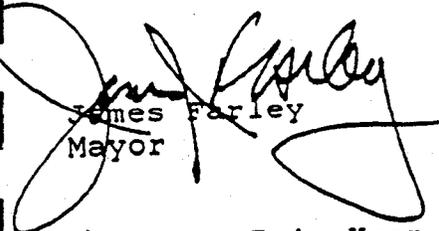
ALTERNATE E

1. Extra noise mitigation measures in addition to depressing the freeway should be taken to reduce noise impacts where the freeway passes close to existing neighborhoods near Val Vista, Pecos, Greenfield and Ray Road.
- See pgs. 52-58
2. From the south, Greenfield Road should be aligned to the west north of Pecos Road crossing the freeway with a 4 lane overpass which will also include bicycle lanes and pedestrian ways on both sides. From the north, Greenfield will also be realigned to the west intersecting Ray Road one quarter mile west of the present Greenfield and Ray Road intersection.
3. The existing Greenfield Road alignment should be considered a collector street with a 66' right-of-way to be relocated and constructed when the land to the east of Greenfield is developed. Right-of-way will be traded for the abandonment of the existing Greenfield Road right-of-way.
4. Access for four traffic lanes, two bicycle lanes and pedestrians should be accommodated on the Greenfield Road alignment south of Ray Road under the freeway overpass.

Mr. Steve Martin, Urban Highways
Arizona Department of Transportation
July 28, 1987
Page 4

The above considerations address the broader issues which the Town would like you to take into consideration in your evaluation of each alternate alignment. If you have any questions, please contact Ed Del Duca. We look forward to the results of your analysis.

Sincerely,



James Farley
Mayor

cc: Mr. Eric Keen
Dames and Moore

**MARICOPA COUNTY
FARM BUREAU**

DAMES & MOORE

S.E. LOOP

PRICE ROAD

JAN 12 1987

January 9, 1987

| | | |
|----|----|----|
| MR | AL | TE |
| CS | PI | |
| TC | | |

Alison Orr
Dames & Moore
7500 N. Dreamy Draw Drive #145
Phoenix, Arizona 85020

Dear Alison:

We have had two farmers call in to say the proposed route of Pecos Freeway will affect their property. I told both gentlemen to send a letter to your office using the insert in your newsletter but I wanted to also pass the information along to you.

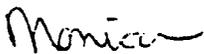
Verl Peterson said his property is $\frac{1}{4}$ mile south of Pecos Road on the West side of Gilbert Road. He would like to see the alignment moved further south.

Harrell Boyster has a dairy on Warner Road, 1300 feet east of Hawes. He has already experienced freeway relocation when the Superstition freeway went through his property. He does not want to move again because he did not receive a good settlement the last time and feels he will be treated unfairly again.

I told both gentlemen that you planned to have a hearing in February or March and that I would let them know the time, date and location.

Please keep me informed on your activities.

Sincerely,



Monica Pastor
Executive Director

MP/pl



ARIZONA STATE PARKS

800 W. WASHINGTON
SUITE 415
PHOENIX, ARIZONA 85007
TELEPHONE 602-255-4174

EVAN MECHAM
GOVERNOR

STATE PARKS BOARD MEMBERS

ELIZABETH A. DRAKE
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RONALD PIES
TEMPE

M. JEAN HASSELL
STATE LAND COMMISSIONER

KENNETH E. TRAVOUS
EXECUTIVE DIRECTOR

COURTLAND NELSON
DEPUTY DIRECTOR

October 6, 1987

Mr. James Smith, Manager
Environmental Planning Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Re: Southeast Loop (Santan Freeway), Project RAM-600-7-301, ADOT

Dear Mr. Smith:

I have reviewed the cultural resources technical report prepared by Dames and Moore for the Southeast Loop (Santan Freeway) which adequately presents the results of Class I (overview) and Class III (intensive, on-the-ground) cultural resource surveys. I further note that once a specific alignment is selected, ADOT will make arrangements to conduct supplemental surveys, test excavations, and data recovery at a few small sites, in areas identified as archaeologically sensitive. We look forward to reviewing the testing plan and continuing consultation pursuant to A.R.S. 41-861 *et seq.* of the State Historic Preservation Act.

We appreciate your continued cooperation in meeting the historic preservation requirements for State undertakings. Please contact me if you have any questions.

Sincerely,

Robert E. Gasser
Archaeologist & Compliance Coordinator

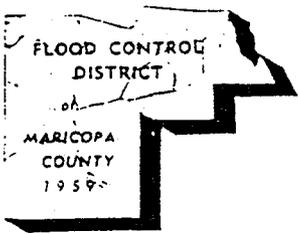
for Shereen Lerner, Ph.D.
State Historic Preservation Officer

RECEIVED

OCT 9 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

DRAFT ENVIRONMENTAL ASSESSMENT COMMENTS



FLOOD CONTROL DISTRICT

of

Maricopa County

3335 West Durango Street • Phoenix, Arizona 85009
Telephone (602) 262-1501

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

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

OCT 22 1987

Mr. Eric Keen
Dames and Moore
7500 North Dreamy Draw, Suite 145
Phoenix, AZ 85020

| | | | | |
|-------------------------------------|----|----|----|----|
| DAMES & MOORE | | | | |
| <input type="checkbox"/> S.E. LOOP | | | | |
| <input type="checkbox"/> PRICE ROAD | | | | |
| OCT 23 1987 | | | | |
| RH | AL | SE | AD | GE |
| GB | PI | VI | BI | CO |
| TC | | | | DR |

RE: Southeast Loop Draft Environmental Assessment

Dear Mr. Keen:

The Flood Control District has completed its review of the Southeast Loop Draft Environmental Assessment. We think that the Environmental Assessment should address floodplains identified by Federal Emergency Management Agency (FEMA) as areas of potential ponding within the project reach. These areas are:

1. The Southern Pacific Railroad in the vicinity of 56th Street.
2. The Southern Pacific Railroad east of and parallel to Arizona Avenue.
3. Consolidated Canal in the vicinity of Cooper Street.
4. The Eastern Canal crossing Greenfield, Val Vista, and Lindsey.
5. Rittenhouse Railroad crossing Val Vista and Greenfield.

According to FEMA all of these areas are mapped as floodplains with "limited detailed studies". The Flood Control District and the City of Gilbert have contracted with Franzoy-Corey Engineers to conduct a detailed floodplain study (a map showing the extent of the study area is attached) which will cover the areas mentioned above with the exception of the Southern Pacific Railroad at 56th Street. This project will be complete in approximately ten months and will provide additional data which will be useful in the design of the freeway drainage system.

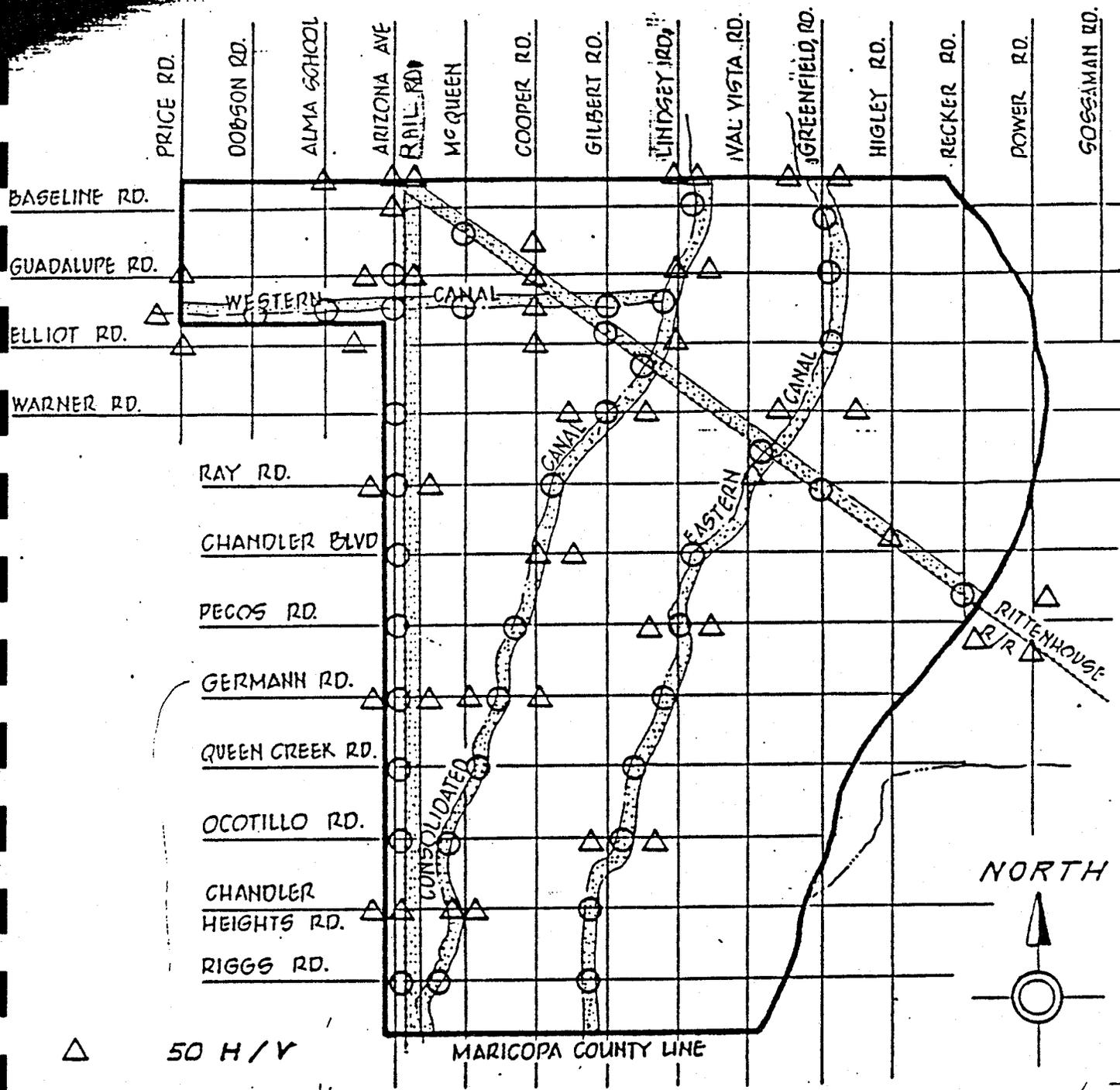
The Flood Control District feels that the possible impact of these floodplains should be evaluated with respect to the Southeast Loop project. If you have any questions, please contact Scott Clement of my staff.

Sincerely,

John E. Rodriguez, P.E., Chief
Planning and Project Management Division

Enclosure

Question 1/Response 1
Page 80



- △ 50 H/V
- 40 V → 1/2 V

- STUDY BOUNDARIES
- ▤ FLOODED AREAS TO BE STUDIED
- CANAL
- - - RAIL-ROAD

FIGURE 1



650



GILA RIVER INDIAN COMMUNITY

SACATON, AZ. 85247

ADMINISTRATIVE OFFICES
P. O. Box 97
(602) 562-3311 or 963-4323

October 27, 1987

Mr. James L. Smith, Manager
Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Avenue, Room 240E
Phoenix, Arizona 85007

STATEMENT OF THOMAS R. WHITE, LT. GOVERNOR GILA RIVER INDIAN COMMUNITY

The Gila River Indian Community has participated on a government to government basis with the State of Arizona in planning a regional freeway system. Three major segments of this regional freeway system run parallel to more than 16 miles of Reservation land. The effects of this system on the future of the Gila River Indian Community will be great. It has been Gila River's goal to maximize access from the regional freeways to Reservation land for the economic development benefits the freeway system will bring.

We have already made statements on the effects of specific freeway design alternatives presented at the public hearings for the South Mountain Parkway and Price Expressway. My comments tonight address the proposed alignment and design of the San Tan Freeway.

The Gila River Indian Community prefers the alignment designated Alternative 3-D. This is the same alternative recently endorsed by the City of Chandler.

A full diamond at McClintock Drive is essential to the economic development of Reservation land south of the San Tan Freeway. We therefore prefer Alternative 3-D, which calls for a full diamond at McClintock and frontage roads east to the Price Expressway systems interchange.

We also wish to state that Alternative 3-D does not fully satisfy the Tribe's needs for access to the northeast portion of the Reservation. Page 44 of the Southeast Loop Highway Draft Environmental Assessment states that the Tribe will have access to the San Tan Freeway at Kyrene Road and Price Road, in addition to the interchange at McClintock.

Question2/Response 2
Page 80

This is not correct. There is no direct access to the Kyrene interchange unless the Arizona Department of Transportation will make the commitment to build an access road from the interchange south to the Reservation boundary.

The Draft EA also refers to access at Price Road. Present design for this systems interchange does not provide for access from Price Road to the Reservation. We therefore request that ADOT and its consultants protect future access to Tribal lands. Specifically, we request that Alternative 3-D be designed so that an access road can connect to the frontage road at the half-mile point between McClintock and Price.

In conclusion, it is clear that the San Tan Freeway inadequately provides access from the north to Tribal lands. In light of the limited access from the San Tan Freeway, the Gila River Indian Community intends to continue working in cooperation with the Arizona Department of Transportation to build access points to Reservation land from the South Mountain Parkway and Interstate 10.

Thank you.

MARLBOROUGH DEVELOPMENT CORPORATION/ARIZONA

November 11, 1987

Arizona Department of Transportation
Environmental Planning Services
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

RECEIVED
ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING

Re: Santan Freeway

Gentlemen,

The purpose of this letter is to express Marlborough Development Corporation's opposition to a portion of the proposed Santan Freeway which the alignment of will pass thru the 220 acre residential and commercial development my firm is presently under construction with. The project, known as Pecos Ranch, is planned primarily as a residential development supported by neighborhood commercial land uses. As a residential homebuilder in this community for more than 15 years, Marlborough places great value in the Pecos Ranch property primarily for the inventory of residential lots that will be created for housing construction. To attract a market for \$150,000 to \$250,000 homes Marlborough has already invested a substantial amount of money in land acquisition and land improvements including a 12 acre lake system with additional acreage for landscaped open areas. Our plans for Pecos Ranch are vested in the zoning approvals granted by the City of Chandler and in recorded plat maps (see enclosures).

Marlborough's concern should be obvious and that is the freeway alignment and profile must not compromise or reduce the market value of our development. The high profile option for the Dobson interchange alone could reduce the value of the Pecos Ranch in excess of the total 1/2 mile freeway cost adjacent to Pecos Ranch. The residential value of Pecos Ranch on the other hand does not appreciate at all due to the adjacent freeway even if it is fully depressed.

In the landplanning of Pecos Ranch a substantial amount of acreage has been reserved for the construction of the Santan Freeway. The parcel reserved was designed by our engineers, Mettee, McGill, and Murphy with consultation from BRW. The parcel appears to be sufficient for ADOT's needs as best as we can tell from reviewing the Environmental draft; however, we are adamantly opposed to a high profile interchange at Dobson or any other variance from a fully depressed freeway design. To this end Marlborough will take whatever action is necessary and will combine forces with the City of Chandler and other developers in

Question 3/Response 3
Page 81

Arizona Department of Transportation
Page Two

blocking the state from any variance from a fully depressed freeway. We recommend to ADOT the true economics of a fully depressed freeway in terms of time and land values will more than offset any estimated construction cost savings that might result from a high profile variance.

We appreciate this opportunity to express ourselves on this matter.

Very truly yours,

MARLBOROUGH DEVELOPMENT CORPORATION



Larry S. Benson
President

MAP of DEDICATION

For

PECOS RANCH

A PORTION OF THE WEST HALF OF SECTION 5,
TOWNSHIP 2, SOUTH, RANGE 3 EAST, G1A AND SALT RIVER
BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

UNSUBDIVIDED

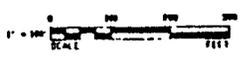
N 89°38'42" E 7843.90'
PECOS ROAD
N 89°38'42" E 3488.36'

N 42°1'33" W
78.78'

N 1/4 Cor. Sec 5
T2 S R3E

NW Cor. Sec 5
T2 S R3E IRON BAR 1/4 IN

N 44°50'24" E
78.38'



BY DEDICATION
FOR PUBLIC USE

DEDICATION
STATE OF ARIZONA
COUNTY OF MARICOPA

BEFORE ME, the undersigned authority, on this _____ day of _____, 20____, personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

I, the undersigned authority, do hereby certify that the foregoing instrument is a true and correct copy of the original as the same appears in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this _____ day of _____, 20____.

Notary Public
My Commission Expires _____

DATE OF DEEDING

WEST SECTION LINE OF SECTION 5 FROM WILLIS ROAD TO BE 1/4
APART THE BEARING OF WHICH IS S 89°38'42" E

CERTIFICATION

THIS IS TO CERTIFY THE NUMBER OF THE APPROVED DEEDS AND PLATS RECORDED HEREIN UNDER THE TITLE OF THIS DEED AND TO CERTIFY THAT THE SAME ARE CORRECT AND ACCURATE AND THAT THE PLATS RECORDED HAVE BEEN RECORDED AS REQUIRED BY LAW AND ARE

Robert M. ... 600-87
DEEDS REC'D FOR REC'D

NOTES

- CONSTRUCTION WITHIN UTILITY BASEMENTS SHALL BE LIMITED TO UTILITIES: GAS, POWER, WATER, OR REMEDIABLE SECTION TYPE FUNCTION.
- ELECTRIC LINES TO BE CONSTRUCTED UNDERGROUND AS REQUIRED BY ARIZONA CORPORATION COMMISSION GENERAL ORDER N-14.
- COMMUNICATION LINES TO BE CONSTRUCTED UNDERGROUND AS REQUIRED BY ARIZONA CORPORATION COMMISSION GENERAL ORDER N-14-1-133.
- TEMPORARY DRAINAGE BASEMENTS SHOWN ARE PROVIDED AS INTERIM SOLUTION FOR THE PROTECTION OF EQUIPMENT AND MAY BE ALTERED OR ELIMINATED WITH FINAL LDC DEVELOPMENT SUBJECT TO THE APPROVAL OF THE CITY OF CHANDLER.
- THE EXISTING 65 FEET OF RIGHT OF WAY ALONG THE OLD ALIGNMENT OF HILLIS ROAD WITHIN THE BOUNDARIES OF THIS MAP ARE ABANDONED CONCURRENTLY WITH THE DEDICATION OF THIS MAP.

APPROVAL

THIS IS TO CERTIFY THAT ALL ENGINEERING CONDITIONS AND REQUIREMENTS OF THE SUBDIVISION MAP HAVE BEEN COMPLIED WITH AND THAT THE PROPOSED SUBDIVISION IS LAID OUT WITHIN AN AREA DESIGNATED AS BEING AN ASSIGNED WATER SUPPLY RESERVOIR TO SECTION 5, T2S, R3E, MARICOPA COUNTY, ARIZONA.

A. E. ...
CITY ENGINEER

THIS IS TO CERTIFY THAT ALL REQUIREMENTS OF THE ARIZONA CORPORATION COMMISSION GENERAL ORDER N-14-1-133 HAVE BEEN COMPLIED WITH AND THAT THE PROPOSED SUBDIVISION IS LAID OUT WITHIN AN AREA DESIGNATED AS BEING AN ASSIGNED WATER SUPPLY RESERVOIR TO SECTION 5, T2S, R3E, MARICOPA COUNTY, ARIZONA.

A. E. ...
CITY ENGINEER

APPROVED BY THE COUNCIL OF THE CITY OF CHANDLER, ARIZONA, THIS _____ DAY OF _____, 20____.

...
CITY CLERK

STATE OF ARIZONA
COUNTY OF MARICOPA

I, the undersigned authority, do hereby certify that the foregoing instrument is a true and correct copy of the original as the same appears in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this _____ day of _____, 20____.

Notary Public
My Commission Expires _____

UNSUBDIVIDED

DOBSON ROAD

N 00°02'08" E 2877.99'

0' PUE

65'

N 82°49'01" E 1016.32'

N 42°45'03" W 36.74'
65' LANDSCAPE EASEMENT
30' TEMP DRAINAGE EASEMENT

WATCH LINE SHEET E

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| Author | ... |
| Date | ... |

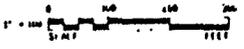
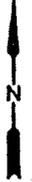
NETTECH
CITY OF CHANDLER, ARIZONA
CITY ENGINEER
CITY CLERK

| | |
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| SHEET | 1 of 2 |
| DATE | ... |

107

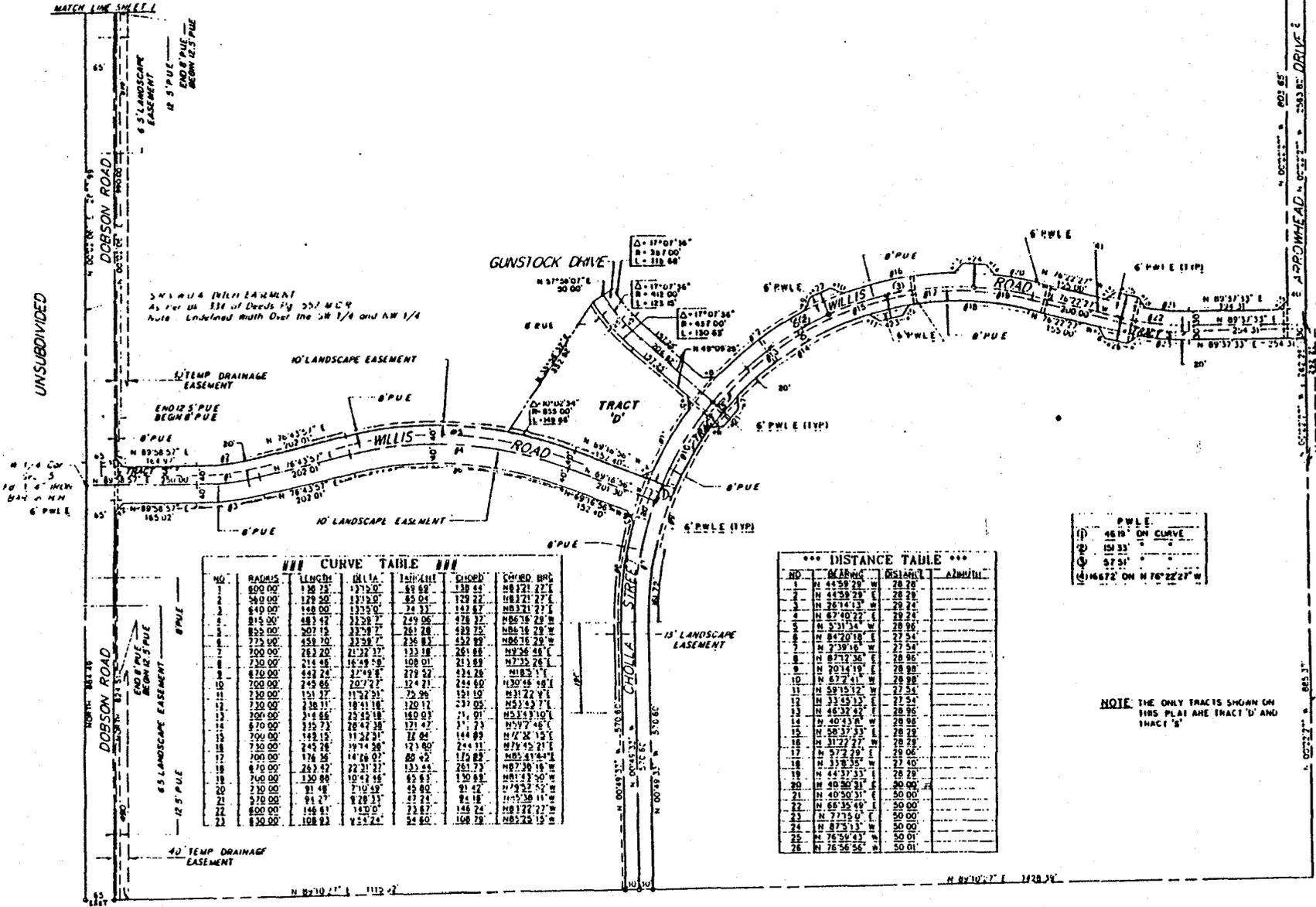
MATCH LINE SHEET L

MATCH LINE SHEET L



108

Center of Section 3
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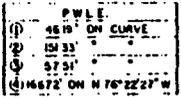


*** CURVE TABLE ***

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| 5 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
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| 10 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
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| 13 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 14 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 15 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 16 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 17 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 18 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 19 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 20 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 21 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 22 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 23 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 24 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 25 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |
| 26 | 800.00' | 136.75' | 137.20' | 58.68" | 139.44' | N87°21'27"E | N87°21'27"E |

*** DISTANCE TABLE ***

| NO. | ACROSS | DIAGONAL | ADJUTANT |
|-----|----------|----------|----------|
| 1 | 4458.29' | 28.78' | |
| 2 | 4458.29' | 28.78' | |
| 3 | 2614.13' | 29.24' | |
| 4 | 2614.13' | 29.24' | |
| 5 | 5313.54' | 28.96' | |
| 6 | 8470.18' | 27.54' | |
| 7 | 239.16' | 27.54' | |
| 8 | 8712.36' | 28.96' | |
| 9 | 2014.19' | 28.96' | |
| 10 | 872.41' | 28.96' | |
| 11 | 2815.19' | 27.54' | |
| 12 | 3355.13' | 27.54' | |
| 13 | 4832.42' | 28.96' | |
| 14 | 4043.84' | 28.96' | |
| 15 | 2837.33' | 28.96' | |
| 16 | 3172.27' | 28.96' | |
| 17 | 572.78' | 29.06' | |
| 18 | 2195.35' | 27.54' | |
| 19 | 4437.53' | 27.54' | |
| 20 | 4030.31' | 30.00' | |
| 21 | 4030.31' | 30.00' | |
| 22 | 6835.49' | 30.00' | |
| 23 | 7735.07' | 30.00' | |
| 24 | 873.13' | 30.00' | |
| 25 | 7838.42' | 30.00' | |
| 26 | 7838.42' | 30.00' | |



NOTE: THE ONLY TRACTS SHOWN ON THIS PLAN ARE TRACT 'D' AND TRACT 'S'

- UNSUBDIVIDED
- LEGEND
- PUE PUBLIC UTILITY EASEMENT
 - VHE VEHICLE ACCESS EASEMENT
 - PWLE PRIVATE WARELINE EASEMENT

UNSUBDIVIDED



DATE: 1/22/2025

BY: [Signature]

PROJECT: [Project Name]

SCALE: AS SHOWN

REVISIONS: [Table]



METTER M. GRIFFIN SURVEYING & ENGINEERING, P.A.C.

1500 EAST 10TH AVENUE, SUITE 100

PHOENIX, AZ 85016

TEL: 602.954.1111

FAX: 602.954.1112

DATE: 1/22/2025

SHEET 2 of 2

PROJECT: [Project Name]

FINAL PLAT for PECOS RANCH UNIT ONE

A PORTION OF THE W 1/2 OF SECTION 5, T-2-S, R-5-E, G&SRB&M MARICOPA COUNTY, ARIZONA

NOTES:

1. CONSTRUCTION WITHIN UTILITY EASEMENTS SHALL BE LIMITED TO UTILITIES AND WOOD WRE, OR REMOVABLE SECTION TYPE FENCING
2. ELECTRIC LINES TO BE CONSTRUCTED UNDERGROUND AS PROVIDED BY ARIZONA CORPORATION COMMISSION GENERAL ORDER 11-48
3. COMMUNICATION LINES TO BE CONSTRUCTED UNDERGROUND AS REQUIRED BY ARIZONA CORPORATION COMMISSION GENERAL ORDER R-14-2-133

DEDICATION

STATE OF ARIZONA }
 COUNTY OF MARICOPA }

KNOW ALL MEN BY THESE PRESENTS
 THAT MARLBOROUGH DEVELOPMENT CORPORATION AN ARIZONA CORPORATION (HEREINAFTER "MARLBOROUGH"), HEREBY DEDICATES THIS SUBDIVISION PLAT OF PECOS RANCH UNIT ONE BEING A PART OF THE WEST HALF OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 5 EAST, OF THE G&A AND S&A W&A BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AS SHOWN HEREON AND HEREBY DECLARES THAT SAID PLAT SET FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS, STREETS, TRACTS AND EASEMENTS CONSTITUTING THE SAME, AND THAT EACH LOT, TRACT AND STREET SHALL BE KNOWN BY THE NUMBER, LETTER OR NAME GIVEN TO EACH RESPECTIVELY ON THIS PLAT;

THAT SUBJECT TO THE PROVISIONS OF THIS DEDICATION THE STREETS AND PUBLIC UTILITY EASEMENTS AS SHOWN HEREON ARE INTENDED TO BE PUBLIC FOR USE AS SUCH, THAT EASEMENTS UNDER THE STREETS ARE ALSO DEDICATED FOR UNDERGROUND PUBLIC UTILITIES AND THAT OTHER EASEMENTS ARE DEDICATED FOR THE PURPOSES SHOWN HEREON;

THAT NOTWITHSTANDING THE FOREGOING PUBLIC STREET INDICATIONS MARLBOROUGH HEREBY RESERVES EASEMENTS UNDER THE STREETS AND PUBLIC UTILITY EASEMENTS ARE AS SHOWN ON THIS PLAT FOR EXISTING PRIVATE WATER LINES USED FOR IRRIGATION AND LAKE PURPOSES WHICH CROSS THE STREETS AND / OR THOSE EASEMENT AREAS;

THAT TRACT "A" IS NOT DEDICATED TO THE PUBLIC BUT SHALL BE DEVELOPED AS COMMON AREA TO BE OWNED AND MAINTAINED BY THE PECOS RANCH COMMUNITY ASSOCIATION, AN ARIZONA NON-PROFIT CORPORATION TO BE INCORPORATED HEREAFTER FOR THE USE AND BENEFIT OF THE OWNERS IN PECOS RANCH (INCLUDING BUT NOT LIMITED TO THE PECOS RANCH UNIT ONE)

THAT TRACT "A" IS SUBJECT TO EASEMENTS FOR RETENTION AND DRAINAGE OF WATER FOR THE BENEFIT OF ALL PROPERTY IN PECOS RANCH

IN WITNESS WHEREOF, MARLBOROUGH DEVELOPMENT CORPORATION AN ARIZONA CORPORATION, HAS HEREBY CAUSED ITS NAME TO BE AFFIXED AND SIGNED BY THE UNDERSIGNED OFFICER THEREOF THIS _____ DAY OF _____ 1987.

MARLBOROUGH DEVELOPMENT CORPORATION,
 AN ARIZONA CORPORATION

BY
 LARRY S. BENSON, PRESIDENT

ACKNOWLEDGMENT

STATE OF ARIZONA }
 COUNTY OF MARICOPA } 55

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS DAY OF _____ 1987, BY LARRY S. BENSON AS PRESIDENT OF MARLBOROUGH DEVELOPMENT CORPORATION AN ARIZONA CORPORATION

MY COMMISSION EXPIRES _____ NOTARY PUBLIC

CERTIFICATION

THIS IS TO CERTIFY THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATED HEREON WERE MADE UNDER MY DIRECTION DURING THE MONTH OF DECEMBER, 1986, THAT THE PLAT IS CORRECT AND ACCURATE, AND THAT THE MONUMENTS SHOWN HEREON HAVE BEEN LOCATED OR ESTABLISHED AS DESCRIBED AND THE LOT CORNERS PERMANENTLY SET

L. J. ... 5-17-87
 REGISTERED LAND SURVEYOR

| | |
|---|---|
| STANLEY/WHITE-MORILL-MURPHY, INC. SURVEYING & ENGINEERING 1000 WEST WASHINGTON AVENUE PHOENIX, ARIZONA 85001 | THIS INSTRUMENT FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK OF MARICOPA COUNTY, ARIZONA, ON _____ 1987. SHEET 1 OF 2 BOOK _____ PAGE 302-003 |
|---|---|

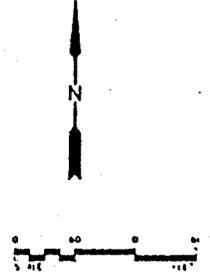
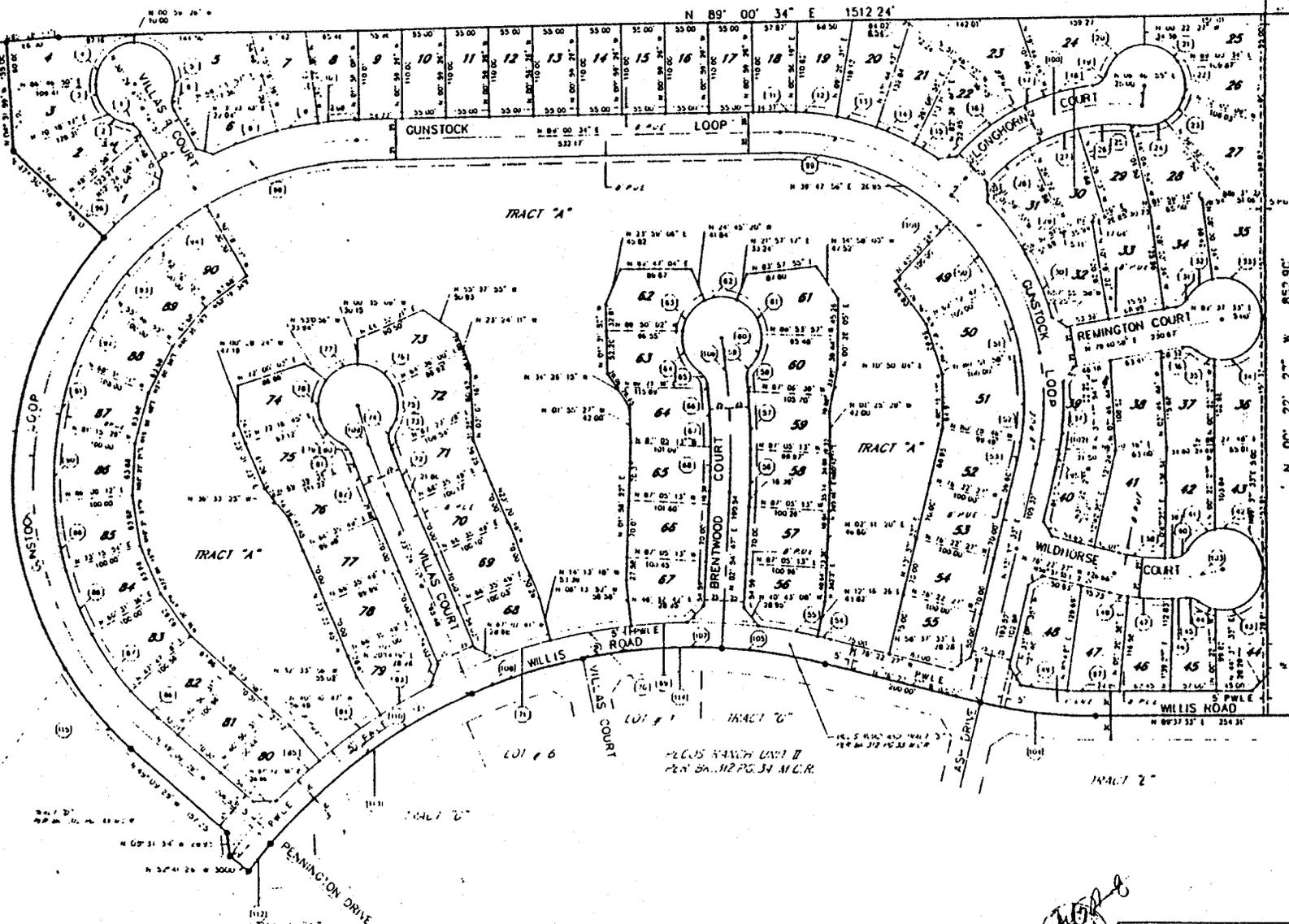
| CURVE DATA TABLE | | | |
|------------------|--------------|--------|--------|
| STATION | BEARING | RADIUS | CHORD |
| 100 | 113° 00' 00" | 100.00 | 100.00 |
| 101 | 113° 00' 00" | 100.00 | 100.00 |
| 102 | 113° 00' 00" | 100.00 | 100.00 |
| 103 | 113° 00' 00" | 100.00 | 100.00 |
| 104 | 113° 00' 00" | 100.00 | 100.00 |
| 105 | 113° 00' 00" | 100.00 | 100.00 |
| 106 | 113° 00' 00" | 100.00 | 100.00 |
| 107 | 113° 00' 00" | 100.00 | 100.00 |
| 108 | 113° 00' 00" | 100.00 | 100.00 |
| 109 | 113° 00' 00" | 100.00 | 100.00 |
| 110 | 113° 00' 00" | 100.00 | 100.00 |
| 111 | 113° 00' 00" | 100.00 | 100.00 |
| 112 | 113° 00' 00" | 100.00 | 100.00 |
| 113 | 113° 00' 00" | 100.00 | 100.00 |
| 114 | 113° 00' 00" | 100.00 | 100.00 |
| 115 | 113° 00' 00" | 100.00 | 100.00 |
| 116 | 113° 00' 00" | 100.00 | 100.00 |
| 117 | 113° 00' 00" | 100.00 | 100.00 |
| 118 | 113° 00' 00" | 100.00 | 100.00 |
| 119 | 113° 00' 00" | 100.00 | 100.00 |
| 120 | 113° 00' 00" | 100.00 | 100.00 |
| 121 | 113° 00' 00" | 100.00 | 100.00 |
| 122 | 113° 00' 00" | 100.00 | 100.00 |
| 123 | 113° 00' 00" | 100.00 | 100.00 |
| 124 | 113° 00' 00" | 100.00 | 100.00 |
| 125 | 113° 00' 00" | 100.00 | 100.00 |
| 126 | 113° 00' 00" | 100.00 | 100.00 |
| 127 | 113° 00' 00" | 100.00 | 100.00 |
| 128 | 113° 00' 00" | 100.00 | 100.00 |
| 129 | 113° 00' 00" | 100.00 | 100.00 |
| 130 | 113° 00' 00" | 100.00 | 100.00 |
| 131 | 113° 00' 00" | 100.00 | 100.00 |
| 132 | 113° 00' 00" | 100.00 | 100.00 |
| 133 | 113° 00' 00" | 100.00 | 100.00 |
| 134 | 113° 00' 00" | 100.00 | 100.00 |
| 135 | 113° 00' 00" | 100.00 | 100.00 |
| 136 | 113° 00' 00" | 100.00 | 100.00 |
| 137 | 113° 00' 00" | 100.00 | 100.00 |
| 138 | 113° 00' 00" | 100.00 | 100.00 |
| 139 | 113° 00' 00" | 100.00 | 100.00 |
| 140 | 113° 00' 00" | 100.00 | 100.00 |
| 141 | 113° 00' 00" | 100.00 | 100.00 |
| 142 | 113° 00' 00" | 100.00 | 100.00 |
| 143 | 113° 00' 00" | 100.00 | 100.00 |
| 144 | 113° 00' 00" | 100.00 | 100.00 |
| 145 | 113° 00' 00" | 100.00 | 100.00 |
| 146 | 113° 00' 00" | 100.00 | 100.00 |
| 147 | 113° 00' 00" | 100.00 | 100.00 |
| 148 | 113° 00' 00" | 100.00 | 100.00 |
| 149 | 113° 00' 00" | 100.00 | 100.00 |
| 150 | 113° 00' 00" | 100.00 | 100.00 |
| 151 | 113° 00' 00" | 100.00 | 100.00 |
| 152 | 113° 00' 00" | 100.00 | 100.00 |
| 153 | 113° 00' 00" | 100.00 | 100.00 |
| 154 | 113° 00' 00" | 100.00 | 100.00 |
| 155 | 113° 00' 00" | 100.00 | 100.00 |
| 156 | 113° 00' 00" | 100.00 | 100.00 |
| 157 | 113° 00' 00" | 100.00 | 100.00 |
| 158 | 113° 00' 00" | 100.00 | 100.00 |
| 159 | 113° 00' 00" | 100.00 | 100.00 |
| 160 | 113° 00' 00" | 100.00 | 100.00 |
| 161 | 113° 00' 00" | 100.00 | 100.00 |
| 162 | 113° 00' 00" | 100.00 | 100.00 |
| 163 | 113° 00' 00" | 100.00 | 100.00 |
| 164 | 113° 00' 00" | 100.00 | 100.00 |
| 165 | 113° 00' 00" | 100.00 | 100.00 |
| 166 | 113° 00' 00" | 100.00 | 100.00 |
| 167 | 113° 00' 00" | 100.00 | 100.00 |
| 168 | 113° 00' 00" | 100.00 | 100.00 |
| 169 | 113° 00' 00" | 100.00 | 100.00 |
| 170 | 113° 00' 00" | 100.00 | 100.00 |
| 171 | 113° 00' 00" | 100.00 | 100.00 |
| 172 | 113° 00' 00" | 100.00 | 100.00 |
| 173 | 113° 00' 00" | 100.00 | 100.00 |
| 174 | 113° 00' 00" | 100.00 | 100.00 |
| 175 | 113° 00' 00" | 100.00 | 100.00 |
| 176 | 113° 00' 00" | 100.00 | 100.00 |
| 177 | 113° 00' 00" | 100.00 | 100.00 |
| 178 | 113° 00' 00" | 100.00 | 100.00 |
| 179 | 113° 00' 00" | 100.00 | 100.00 |
| 180 | 113° 00' 00" | 100.00 | 100.00 |
| 181 | 113° 00' 00" | 100.00 | 100.00 |
| 182 | 113° 00' 00" | 100.00 | 100.00 |
| 183 | 113° 00' 00" | 100.00 | 100.00 |
| 184 | 113° 00' 00" | 100.00 | 100.00 |
| 185 | 113° 00' 00" | 100.00 | 100.00 |
| 186 | 113° 00' 00" | 100.00 | 100.00 |
| 187 | 113° 00' 00" | 100.00 | 100.00 |
| 188 | 113° 00' 00" | 100.00 | 100.00 |
| 189 | 113° 00' 00" | 100.00 | 100.00 |
| 190 | 113° 00' 00" | 100.00 | 100.00 |
| 191 | 113° 00' 00" | 100.00 | 100.00 |
| 192 | 113° 00' 00" | 100.00 | 100.00 |
| 193 | 113° 00' 00" | 100.00 | 100.00 |
| 194 | 113° 00' 00" | 100.00 | 100.00 |
| 195 | 113° 00' 00" | 100.00 | 100.00 |
| 196 | 113° 00' 00" | 100.00 | 100.00 |
| 197 | 113° 00' 00" | 100.00 | 100.00 |
| 198 | 113° 00' 00" | 100.00 | 100.00 |
| 199 | 113° 00' 00" | 100.00 | 100.00 |
| 200 | 113° 00' 00" | 100.00 | 100.00 |

| CURVE DATA TABLE | | | |
|------------------|--------------|--------|--------|
| STATION | BEARING | RADIUS | CHORD |
| 101 | 113° 00' 00" | 100.00 | 100.00 |
| 102 | 113° 00' 00" | 100.00 | 100.00 |
| 103 | 113° 00' 00" | 100.00 | 100.00 |
| 104 | 113° 00' 00" | 100.00 | 100.00 |
| 105 | 113° 00' 00" | 100.00 | 100.00 |
| 106 | 113° 00' 00" | 100.00 | 100.00 |
| 107 | 113° 00' 00" | 100.00 | 100.00 |
| 108 | 113° 00' 00" | 100.00 | 100.00 |
| 109 | 113° 00' 00" | 100.00 | 100.00 |
| 110 | 113° 00' 00" | 100.00 | 100.00 |
| 111 | 113° 00' 00" | 100.00 | 100.00 |
| 112 | 113° 00' 00" | 100.00 | 100.00 |
| 113 | 113° 00' 00" | 100.00 | 100.00 |
| 114 | 113° 00' 00" | 100.00 | 100.00 |
| 115 | 113° 00' 00" | 100.00 | 100.00 |
| 116 | 113° 00' 00" | 100.00 | 100.00 |
| 117 | 113° 00' 00" | 100.00 | 100.00 |
| 118 | 113° 00' 00" | 100.00 | 100.00 |
| 119 | 113° 00' 00" | 100.00 | 100.00 |
| 120 | 113° 00' 00" | 100.00 | 100.00 |
| 121 | 113° 00' 00" | 100.00 | 100.00 |
| 122 | 113° 00' 00" | 100.00 | 100.00 |
| 123 | 113° 00' 00" | 100.00 | 100.00 |
| 124 | 113° 00' 00" | 100.00 | 100.00 |
| 125 | 113° 00' 00" | 100.00 | 100.00 |
| 126 | 113° 00' 00" | 100.00 | 100.00 |
| 127 | 113° 00' 00" | 100.00 | 100.00 |
| 128 | 113° 00' 00" | 100.00 | 100.00 |
| 129 | 113° 00' 00" | 100.00 | 100.00 |
| 130 | 113° 00' 00" | 100.00 | 100.00 |
| 131 | 113° 00' 00" | 100.00 | 100.00 |
| 132 | 113° 00' 00" | 100.00 | 100.00 |
| 133 | 113° 00' 00" | 100.00 | 100.00 |
| 134 | 113° 00' 00" | 100.00 | 100.00 |
| 135 | 113° 00' 00" | 100.00 | 100.00 |
| 136 | 113° 00' 00" | 100.00 | 100.00 |
| 137 | 113° 00' 00" | 100.00 | 100.00 |
| 138 | 113° 00' 00" | 100.00 | 100.00 |
| 139 | 113° 00' 00" | 100.00 | 100.00 |
| 140 | 113° 00' 00" | 100.00 | 100.00 |
| 141 | 113° 00' 00" | 100.00 | 100.00 |
| 142 | 113° 00' 00" | 100.00 | 100.00 |
| 143 | 113° 00' 00" | 100.00 | 100.00 |
| 144 | 113° 00' 00" | 100.00 | 100.00 |
| 145 | 113° 00' 00" | 100.00 | 100.00 |
| 146 | 113° 00' 00" | 100.00 | 100.00 |
| 147 | 113° 00' 00" | 100.00 | 100.00 |
| 148 | 113° 00' 00" | 100.00 | 100.00 |
| 149 | 113° 00' 00" | 100.00 | 100.00 |
| 150 | 113° 00' 00" | 100.00 | 100.00 |
| 151 | 113° 00' 00" | 100.00 | 100.00 |
| 152 | 113° 00' 00" | 100.00 | 100.00 |
| 153 | 113° 00' 00" | 100.00 | 100.00 |
| 154 | 113° 00' 00" | 100.00 | 100.00 |
| 155 | 113° 00' 00" | 100.00 | 100.00 |
| 156 | 113° 00' 00" | 100.00 | 100.00 |
| 157 | 113° 00' 00" | 100.00 | 100.00 |
| 158 | 113° 00' 00" | 100.00 | 100.00 |
| 159 | 113° 00' 00" | 100.00 | 100.00 |
| 160 | 113° 00' 00" | 100.00 | 100.00 |
| 161 | 113° 00' 00" | 100.00 | 100.00 |
| 162 | 113° 00' 00" | 100.00 | 100.00 |
| 163 | 113° 00' 00" | 100.00 | 100.00 |
| 164 | 113° 00' 00" | 100.00 | 100.00 |
| 165 | 113° 00' 00" | 100.00 | 100.00 |
| 166 | 113° 00' 00" | 100.00 | 100.00 |
| 167 | 113° 00' 00" | 100.00 | 100.00 |
| 168 | 113° 00' 00" | 100.00 | 100.00 |
| 169 | 113° 00' 00" | 100.00 | 100.00 |
| 170 | 113° 00' 00" | 100.00 | 100.00 |
| 171 | 113° 00' 00" | 100.00 | 100.00 |
| 172 | 113° 00' 00" | 100.00 | 100.00 |
| 173 | 113° 00' 00" | 100.00 | 100.00 |
| 174 | 113° 00' 00" | 100.00 | 100.00 |
| 175 | 113° 00' 00" | 100.00 | 100.00 |
| 176 | 113° 00' 00" | 100.00 | 100.00 |
| 177 | 113° 00' 00" | 100.00 | 100.00 |
| 178 | 113° 00' 00" | 100.00 | 100.00 |
| 179 | 113° 00' 00" | 100.00 | 100.00 |
| 180 | 113° 00' 00" | 100.00 | 100.00 |
| 181 | 113° 00' 00" | 100.00 | 100.00 |
| 182 | 113° 00' 00" | 100.00 | 100.00 |
| 183 | 113° 00' 00" | 100.00 | 100.00 |
| 184 | 113° 00' 00" | 100.00 | 100.00 |
| 185 | 113° 00' 00" | 100.00 | 100.00 |
| 186 | 113° 00' 00" | 100.00 | 100.00 |
| 187 | 113° 00' 00" | 100.00 | 100.00 |
| 188 | 113° 00' 00" | 100.00 | 100.00 |
| 189 | 113° 00' 00" | 100.00 | 100.00 |
| 190 | 113° 00' 00" | 100.00 | 100.00 |
| 191 | 113° 00' 00" | 100.00 | 100.00 |
| 192 | 113° 00' 00" | 100.00 | 100.00 |
| 193 | 113° 00' 00" | 100.00 | 100.00 |
| 194 | 113° 00' 00" | 100.00 | 100.00 |
| 195 | 113° 00' 00" | 100.00 | 100.00 |
| 196 | 113° 00' 00" | 100.00 | 100.00 |
| 197 | 113° 00' 00" | 100.00 | 100.00 |
| 198 | 113° 00' 00" | 100.00 | 100.00 |
| 199 | 113° 00' 00" | 100.00 | 100.00 |
| 200 | 113° 00' 00" | 100.00 | 100.00 |

| CURVE DATA TABLE | | | |
|------------------|---------|--------|-------|
| STATION | BEARING | RADIUS | CHORD |

PROPOSED SOUTHEAST LOOP
UNSUBDIVIDED

N 89° 00' 34" E 1512.24'



BASES OF BEARING
MAGNETIC NORTH
MAGNETIC NORTH
MAGNETIC NORTH

LEGEND
 P.W.E. PUBLIC WORKS ENGINEERING
 S.W.E. SURVEYING WORKS ENGINEERING
 S.W.P.E. SURVEYING PROFESSIONAL ENGINEERING
 S.W.C.E. SURVEYING CIVIL ENGINEERING
 S.W.L.S. SURVEYING LICENSED SURVEYOR
 S.W.P.E. 15133' ON CURVE
 S.W.P.E. 5751' ON CURVE

N 00° 22' 27" W 852.90'
ARROWHEAD DRIVE
UNSUBDIVIDED

110

Handwritten signature and date: Stanley Mettee

| | | |
|---|--|---|
| STANLEY METTEE-MCGILL-MURPHY, INC. ENGINEERS AND SURVEYORS 1000 W. 10th Street Oklahoma City, Oklahoma 73101 Phone: (405) 233-1111 | | SHEET 2 OF 2 DATE: 1/24/2018 PROJECT: 302-035 |
|---|--|---|

*** DISTANCE TABLE ***

| NO | BEARING | DISTANCE | AZIMUTH |
|----|-------------|----------|---------|
| 1 | N11°31'20"W | 68.57 | |
| 2 | N89°10'27"E | 9.96 | |
| 3 | NORTH | 19.00 | |
| 4 | N13°37'33"E | 25.00 | |
| 5 | N45°25'27"E | 13.03 | |
| 6 | N00°49'33"W | 14.11 | |
| 7 | N89°10'27"E | 25.00 | |
| 8 | N02°39'16"W | 27.53 | |
| 9 | N58°01'08"W | 27.54 | |
| 10 | N34°58'29"E | 27.54 | |
| 11 | N58°37'33"E | 21.21 | |
| 12 | N31°22'27"W | 21.21 | |
| 13 | N29°44'06"W | 20.63 | |
| 14 | N84°03'31"W | 21.41 | |
| 15 | N09°34'15"E | 22.35 | |
| 16 | N76°37'06"W | 21.46 | |
| 17 | N09°50'24"E | 19.55 | |
| 18 | N87°46'37"E | 21.97 | |
| 19 | N01°55'47"W | 20.43 | |
| 20 | N45°49'33"W | 21.21 | |
| 21 | N45°49'33"W | 21.21 | |
| 22 | N44°10'27"E | 21.21 | |
| 23 | N49°34'55"W | 22.75 | |
| 24 | N44°24'00"E | 21.30 | |
| 25 | N01°21'20"E | 23.13 | |
| 26 | N85°13'06"E | 21.43 | |
| 27 | N00°49'33"W | 9.41 | |
| 28 | N89°10'27"E | 19.25 | |
| 29 | N00°22'27"W | 9.39 | |
| 30 | N76°22'27"W | 12.92 | |
| 31 | N00°49'33"W | 11.74 | |
| 32 | N00°49'33"W | 2.37 | |
| 33 | N61°21'51"W | 31.66 | |
| 34 | N60°34'22"E | 25.00 | |
| 35 | N45°19'06"W | 20.21 | |
| 36 | N45°49'33"W | 21.08 | |
| 37 | N29°31'14"W | 25.46 | |
| 38 | N74°31'14"W | 25.00 | |
| 39 | N29°31'13"W | 24.04 | |
| 40 | N09°47'58"W | 22.11 | |
| 41 | N20°00'16"W | 26.69 | |
| 42 | N18°42'24"E | 41.34 | |
| 43 | N31°51'18"W | 22.87 | |
| 44 | N37°41'44"W | 30.00 | |
| 45 | N62°31'12"E | 31.21 | |
| 46 | N49°40'31"E | 29.81 | |
| 47 | N00°49'33"W | 91.04 | |
| 48 | N00°49'33"W | 65.00 | |
| 49 | N00°49'33"W | 26.04 | |
| 50 | N48°12'53"E | 59.59 | |
| 51 | N00°49'33"W | 33.00 | |
| 52 | N29°09'44"E | 41.53 | |

CURVE TABLE

| NO | RADIUS | LENGTH | DELTA | TANGENT | CHORD | CHORD BRG |
|----|--------|--------|------------|---------|--------|-------------|
| 1 | 700.00 | 283.20 | 21°32'37" | 133.18 | 281.86 | N09°56'46"E |
| 2 | 700.00 | 245.86 | 20°07'27" | 124.21 | 244.60 | N30°46'48"E |
| 3 | 700.00 | 314.66 | 25°45'18" | 160.03 | 312.01 | N53°43'10"E |
| 4 | 700.00 | 145.15 | 11°52'51" | 72.84 | 144.89 | N72°37'15"E |
| 5 | 700.00 | 176.36 | 14°28'07" | 88.65 | 175.89 | N85°41'44"E |
| 6 | 700.00 | 130.88 | 10°42'46" | 65.63 | 130.69 | N81°43'50"W |
| 7 | 600.00 | 146.61 | 14°00'00" | 73.67 | 146.24 | N83°22'27"W |
| 8 | 500.00 | 114.58 | 13°07'40" | 57.53 | 114.31 | N42°35'39"W |
| 9 | 500.00 | 270.13 | 30°57'18" | 138.45 | 266.86 | N20°33'10"W |
| 10 | 500.00 | 37.08 | 04°14'58" | 18.55 | 37.08 | N02°57'02"W |
| 11 | 600.00 | 429.18 | 40°59'00" | 224.23 | 420.09 | N34°07'03"E |
| 12 | 400.00 | 247.08 | 35°23'27" | 127.82 | 243.17 | N72°16'16"E |
| 13 | 400.00 | 119.36 | 17°05'51" | 60.13 | 118.92 | N20°04'15"W |
| 14 | 450.00 | 378.73 | 48°13'17" | 201.40 | 367.65 | N64°57'10"E |
| 15 | 300.00 | 166.50 | 31°47'54" | 85.45 | 164.37 | N60°28'30"W |
| 16 | 300.00 | 231.44 | 44°12'06" | 121.82 | 225.74 | N22°28'30"W |
| 17 | 250.00 | 201.80 | 46°15'00" | 106.76 | 196.37 | N22°17'57"E |
| 18 | 20.00 | 16.21 | 46°26'55" | 8.58 | 15.77 | N01°53'28"E |
| 19 | 50.00 | 244.15 | 279°46'19" | | 64.43 | N65°13'46"E |
| 20 | 20.00 | 18.92 | 54°11'47" | 10.23 | 18.22 | N47°33'30"W |
| 21 | 20.00 | 11.07 | 31°41'58" | 5.68 | 10.92 | N81°58'26"W |
| 22 | 60.00 | 149.51 | 142°46'27" | 178.15 | 113.72 | N42°29'20"E |
| 23 | 25.00 | 12.25 | 28°04'21" | 6.25 | 12.13 | N14°51'43"W |
| 24 | 25.00 | 12.25 | 28°04'21" | 6.25 | 12.13 | N13°12'38"E |
| 25 | 60.00 | 153.04 | 146°08'42" | 197.14 | 114.62 | N45°49'33"W |
| 26 | 25.00 | 12.25 | 28°04'21" | 6.25 | 12.13 | N75°08'17"E |
| 27 | 20.00 | 8.34 | 23°53'43" | 4.23 | 8.28 | N78°03'08"E |
| 28 | 50.00 | 237.44 | 272°05'22" | | 69.41 | N22°06'57"E |
| 29 | 20.00 | 23.80 | 68°11'08" | 13.54 | 22.42 | N55°54'11"W |
| 30 | 20.00 | 10.11 | 28°57'18" | 5.16 | 10.00 | N76°20'54"W |
| 31 | 60.00 | 154.42 | 147°27'31" | 205.57 | 115.19 | N44°24'00"E |
| 32 | 20.00 | 10.11 | 28°57'18" | 5.16 | 10.00 | N14°51'06"W |
| 33 | 50.00 | 216.30 | 247°51'51" | | 82.97 | N55°14'32"E |
| 34 | 20.00 | 28.69 | 82°11'31" | 17.44 | 26.29 | N27°35'38"W |
| 35 | 20.00 | 25.62 | 73°23'54" | 14.91 | 23.90 | N39°40'30"W |
| 36 | 50.00 | 221.13 | 253°23'54" | | 80.18 | N50°19'30"E |
| 37 | 60.00 | 29.15 | 27°49'58" | 14.87 | 28.86 | N75°47'13"W |
| 38 | 325.00 | 15.21 | 02°40'50" | 7.60 | 15.20 | N75°02'02"W |
| 39 | 20.00 | 31.95 | 91°30'57" | 20.54 | 28.66 | N14°45'52"W |
| 40 | 425.00 | 15.84 | 02°08'09" | 7.92 | 15.84 | N81°06'31"E |
| 41 | 425.00 | 23.99 | 03°14'01" | 12.00 | 23.98 | N88°23'00"E |

APPROVALS

APPROVED BY: [Signature] 4/1/87

THIS IS TO CERTIFY THAT ALL DATA HEREON IS IN ACCORDANCE WITH THE RECORDS OF THE COUNTY OF MARICOPA, ARIZONA.

[Signature] 4/1/87

THIS IS TO CERTIFY THE SURVEY AND ADJUSTMENT OF THE BOUNDARY OF THE PECOS RANCH UNIT TWO, MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED PLAT, IS TRUE AND ACCURATE, AND THAT THE NECESSARY RECORDS HAVE BEEN DEPOSITED IN THE OFFICE OF THE COUNTY CLERK OF MARICOPA COUNTY, ARIZONA.

[Signature] 6-10-87

PECOS RANCH UNIT TWO

A PORTION OF THE W 1/2 OF SECTION 5,
T-2-S-R-3-E-GARFIELD, MARICOPA COUNTY, ARIZONA

DEFINITIONS

STATE OF ARIZONA }
COUNTY OF MARICOPA }
I, COUNTY CLERK

BEFORE ME, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

THIS INSTRUMENT IDENTIFIES THE PROPERTY OF THE PECOS RANCH UNIT TWO, MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED PLAT, AND THAT THE SAME IS THE PROPERTY OF THE PECOS RANCH UNIT TWO, MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED PLAT.

THIS INSTRUMENT IDENTIFIES THE PROPERTY OF THE PECOS RANCH UNIT TWO, MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED PLAT, AND THAT THE SAME IS THE PROPERTY OF THE PECOS RANCH UNIT TWO, MARICOPA COUNTY, ARIZONA, AS SHOWN ON THE ATTACHED PLAT.

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IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the County of Maricopa, Arizona, this 1st day of April, 1987.

NOTARY PUBLIC

[Signature]

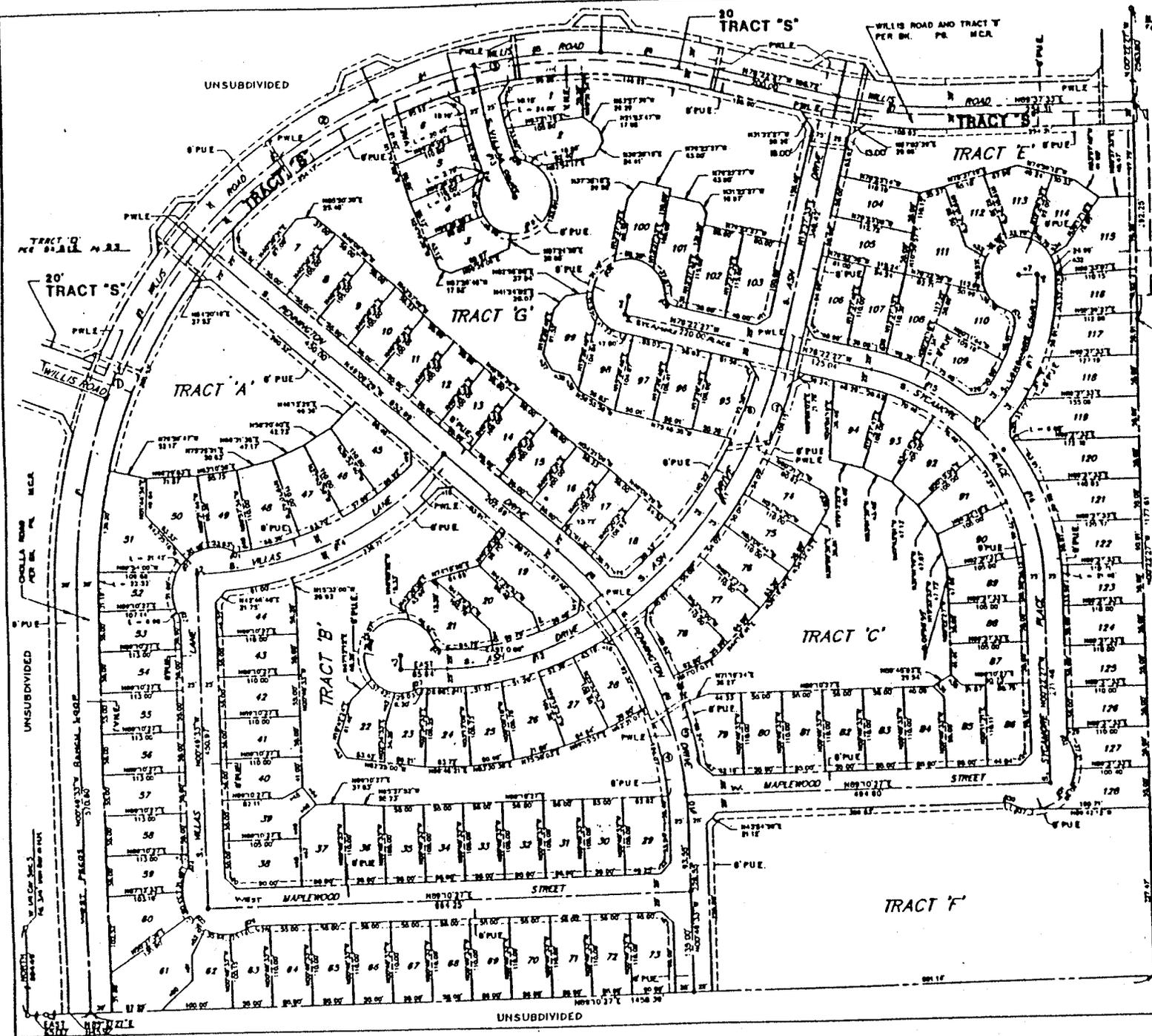
STATE OF ARIZONA }
COUNTY OF MARICOPA }
I, COUNTY CLERK

BEFORE ME, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

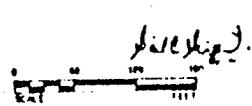
BY _____

DATE

| | | |
|---|---|---|
| <p>NOTARY PUBLIC</p> <p>[Signature]</p> <p>DATE</p> | <p>NOTARY PUBLIC</p> <p>[Signature]</p> <p>DATE</p> | <p>NOTARY PUBLIC</p> <p>[Signature]</p> <p>DATE</p> |
|---|---|---|



312
 34
 [Signature]



20' IRRIGATION EASEMENT PER
 DOC. # 86 654514 M.C.R.

Center of Section 5
 T.2S., R.5E.
 341 1/2' from
 W. 1/4' of L.3344

| PILE | ON CURVE |
|---------|----------|
| 48 1/2' | 0 |
| 49 3/4' | 0 |
| 51 1/4' | 0 |
| 53 1/4' | 0 |
| 55 1/4' | 0 |
| 57 1/4' | 0 |
| 59 1/4' | 0 |
| 61 1/4' | 0 |
| 63 1/4' | 0 |
| 65 1/4' | 0 |

112

SUBDIVISION AREA
 BROCK 39.21 ACRES
 NET 37.05 ACRES
 NET AREA MINUS TRACT F 1427 ACRES

NOTE:
 TRACT D HAS BEEN OMITTED FROM PLAT

BASIS OF BEARING
 WEST SECTION LINE OF SECTION 5 FROM
 WILLIS ROAD TO PECOS ROAD THE BEARING
 OF WHICH IS N 00° 02' 04" E

PECOS RANCH UNIT TWO

LEGEND
 PUE PUBLIC UTILITIES EASEMENT
 VNE VEHICULAR NONACCESS EASEMENT
 PWE PRIVATE WATERLINE EASEMENT



UNSUBDIVIDED



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 82ND FLYING TRAINING WING (ATC)
WILLIAMS AIR FORCE BASE AZ 85224

29 OCT 1987

RECEIVED

NOV 2 1987

Mr. James L. Smith, Manager
Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Ave., Room 240E
Phoenix, AZ 85007

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Dear Mr. Smith

Thank you for the opportunity for Williams Air Force Base (AFB) to review and comment on the Draft Environmental Assessment for the Southeast Loop Freeway (Santan Freeway). As you know, a representative from the base has been serving on the Technical Advisory Committee (TAC) providing comments and guidance on the location and design of the freeway.

Our comments specific to the Environmental Assessment consist of the alignment proceeding north of the base. On page 35 of the draft document, reference is made to Williams AFB and the support of alternatives 2A and 2B. Recently, Williams AFB has been working on a Comprehensive Land Use Plan (CLUP) with local communities. In reference to several draft working papers which assess aircraft noise and land use, it would be in the best interests of Williams AFB to support a freeway alignment that is in close proximity to the base. This alignment would be indicated as alternatives 2B and Y, which reestablishes the preference of the base. This type of rationale would help eliminate incompatible land uses and prevent potential encroachment development.

If you have any questions or concerns regarding this matter, please feel free to contact our Base Community Planner, Richard Isaac at 988-6249.

Sincerely,

RONALD E. SMITH
Colonel, USAF
Base Commander

cc: Dames & Moore
City of Mesa

Question 4/Response
Page 81



**CITY OF
MESA**

October 20, 1987

Mr. James R. Smith, Manager
Environmental Planning Services
Arizona Dept. of Transportation
205 S. 17th Ave. Room 240E
Phoenix, Az. 85007

Re: SanTan Freeway - Loop 202

Dear Mr. Smith:

The City of Mesa has reviewed the draft environmental assessment for the SanTan Freeway project and after careful evaluation of the alternatives, we recommend the following for Mesa's area of interest east of Power Road:

1. Adopt alignment 2Y.
2. Obtain sufficient right of way at the Warner Road overcrossing to permit the construction of ramps in the future.
3. Design considerations to allow the construction of half-mile overcrossings in the future, as needed.
4. The vertical profiles shown on page 17 of 24 in the report are acceptable to the city.

Thank you for your consideration in this matter.

Sincerely,


Dean Sloan
Public Works Manager

DS/se
19/0242

PUBLIC HEARING ORAL AND WRITTEN COMMENTS

Lone Butte Industrial Development Corporation

PIMA-CHANDLER INDUSTRIAL PARK

7125 W. ALLISON BOX 5000 CHANDLER ARIZONA 85226
(602) 961-1033

November 18, 1987

Mr. James L. Smith, Manager
Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Avenue, Room 240E
Phoenix, AZ 85007

RECEIVED

NOV 18 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

RE: Southeast Loop

Dear Mr. Smith:

The Board of Directors of the Lone Butte Industrial Development Corporation have asked me to write you regarding our concerns about the proposed Southeast Loop Highway. Lone Butte is the developer of the Pima-Chandler Industrial Park which is located immediately South of Pecos Road-Reservation Boundary and East from 56th Street to just East of Kyrene Road.

Some of the major issues which are of concern to Lone Butte regarding the Southeast Loop are:

- 1] Interchanges at Kyrene and McClintock Roads together with access roads to the Boundary of the Gila River Indian Reservation;
- 2] The maintenance of 56th Street as a thoroughfare; and
- 3] The preservation of the Maricopa Road Interchange at I-10.

The foregoing are the more pressing concerns of the Lone Butte Ind. Dev. Corp. that are passed along for your consideration. If you should have any questions or if you should need any additional information regarding these matters, please do not hesitate to contact me or the staff of Lone Butte. Thank you for your consideration regarding these matters.

Very Truly Yours,


Perry Sundust, President

cc: file

Question 1/Response 1
Page 82

RECEIVED

OCT 29 1987

October 28, 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

Environmental Planning Services
ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue, Room 240E
Phoenix, AZ 85007

RE: State Route 220
Santan Freeway
Project No. RAM - 600-7-301

Dear Sirs:

As President of the Citizens for a Better Freeway Alignment representing approximately 300 petition signers, I wish to express support for Alternative #4 for the alignment between Kyrene and McClintock Roads.

We are pleased that both Dames & Moore and the City of Chandler have taken positions in favor of Alternative #4. It has been our contention for several months that a more southerly alignment was both environmentally and technically superior. In a recent letter from Mr. Owen Ford to the City of Chandler, A.D.O.T. indicated that Alternative #4 would only be marginally more expensive than the original alignment and the more southerly route would not have any material effect upon construction schedules.

I wish to compliment both the representatives of Dames & Moore and the staff of the Urban Highway Section of A.D.O.T. for their willingness to meet with our citizens group throughout this past summer and fall in order to find a satisfactory resolution to our concerns.

Please include this correspondence as a part of the permanent record of the Public Hearing held October 27, 1987.

Thank you.

Sincerely,



Patrick J. Burkhart
President
Citizens for a Better Freeway Alignment
118 South Rita Lane
Chandler, AZ 85226

dk

Question 2/Response 2
Page 82

November 20, 1987

| | | | | |
|-------------------------------------|----|----|----|----|
| DAMES & MOORE | | | | |
| <input type="checkbox"/> S.E. LOOP | | | | |
| <input type="checkbox"/> PRICE ROAD | | | | |
| NOV 23 1987 | | | | |
| BN | AL | SE | AD | GE |
| CS | FR | WR | BR | CO |
| TC | W | CU | HO | GR |

Mr. Jim Smith
 Environmental Planning Services
 Arizona Department of Transportation
 205 South 17th Avenue, Room 240E
 Phoenix, Arizona 85007

Dear Mr. Smith:

We, concerned citizens of Chandler and Hearthstone Subdivision V (see attached signatures), respectively request that the Arizona Department of Transportation approve the System Interchange 3c of the proposed Santan Freeway. We make this request for the following reasons:

1. The proposed Interchange 3c has been rated good in both the system connection priority and the Price Road north-south connection by Dames and Moore.

2. The proposed Interchange 3c is projected to cost \$14 million less than the other interchange rated good by Dames and Moore. As concerned taxpayers, we urge the Arizona Department of Transportation to save tax dollars whenever possible if the quality of the freeway system will not be affected by a different design.

3. The proposed Interchange 3c will not require the acquisition of 10 homes south of Pecos Road. The acquisition of these homes will only bring the freeway traffic and frontage road traffic closer to the homes left remaining.

4. The proposed frontage road in Interchange 3d may increase commercial development and traffic near our homes.

We are confident you will seriously consider the alternatives and approve the alternative that will strengthen our residential community.

Yours truly,



Gary Skarsten
 3625 West Kesler Lane
 Chandler, Arizona 85226
 As representative of the attached signers

cc Mr. Eric L. Keen ✓

Question 3/Response 3
 Page 83

WRITTEN VIEWS AND COMMENTS

LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

We, the undersigned, support the Southeast Loop interchange

System 3C.

Harry L. Scott 3633 W. Kesler Ln Chandler
Karen J. Sejora 3629 W Kesler Ln Chandler
Donald J. Sejora " " "
Christina Li 3633 W Pecos Rd Chandler
Timothy Li " " "
Eric Zilinski 3616 W. Pecos Rd Chandler
Arda Stone 3633 W. MORELOS ST. CHANDLER
Frank Smith 3629 W. Morelos Chandler
Jacquie C. Smith 3629 W. Morelos Chandler AZ
Leddie E. Butcher 3621 W. Morelos Chandler AZ
Michelle Osborn 3612 W. Morelos Chandler, AZ
Doug Osborn 3612 W. Morelos Chandler, AZ
Mark Cowley 3613 W. Morelos Chandler, AZ
Mark Chiles 3609 W. Morelos Chandler AZ

PLEASE MAIL YOUR COMMENTS TO:
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

Shirley Gurey 620 So. Kenwood Lane, Chandler, AZ
David Gurey 620 So. Kenwood Lane Chandler
Janice Russell 3608 W. PECOS RD. CHANDLER, AZ 85226
Carl Russell 3609 W PECOS RD. CHANDLER AZ. 85226
(1 OF 2)

We, the undersigned, support the Southeast Loop Interchange System 3C.

Rosaura Good - 637 S. Kenwood Ln Chandler AZ 85226

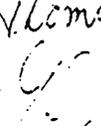
 633 S. Kenwood Lane Chandler AZ 85226

MICHAEL J FICHTO 645 S. KENWOOD LN CHANDLER AZ 85226 544-7657

Bill Hymel 3604 W MORELOS CHANDLER AZ 85226

John R. Keeloy 3608B W. Morelos Chandler, AZ 85226

Thomas R Kelly 3608 W MORELOS CHANDLER " " "

 3616 W. Morelos " " "

Annmarie Mowbray 3625 W. Morelos Chandler AZ 85226

Josue C. Cisneros 3635 W. MORELOS CHANDLER, AZ 85226

Deborah S. Ober 3620 W. MORELOS Chandler, AZ 85226

 3624 W. Morelos St Chandler, AZ 85226

Elaine V. Rachley

WRITTEN VIEWS AND COMMENTS

LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

We, the undersigned, support the Southeast Loop interchange System 3C.

Jana K. Thomas
2723 W. Colt
Chandler, Az 85224

Christine Starsten
3625 W. Kesler Ln
Chandler AZ 85226

GARY STARSTEN
3625 W. KESLER
CHANDLER AZ 85226

Cathy A. Feerey
3641 W. Kesler
Chandler, az. 85226

Jimmy D. Huser
3637 W. Kesler Ln
Chandler, AZ 85226

Dana A. Young
613 S Criss
CHANDLER AZ 85226

Marge Hamer
644 S. CRISS
Chandler AZ 85226

Joan Scott
Doug Scott
3633 W. Kesler Ln
Chandler, az.

Tim J Adams
Cindy Adams
3632 W Kesler Lane
Chandler, AZ 85226

Sibyl Liedtke
625 S. Criss
Chandler, AZ 85226
Steve T. Smith 85226
625 S. Criss 85226

Lisa Hilton
621 S. Criss 85226

Dave Hill
621 S. Criss 85226

PLEASE MAIL YOUR COMMENTS TO:
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

Donald L. Hamer
644 S. Criss
Chandler, A.Z. 85226

EVA LINDSAY
636 S. CRISS ST.
CHANDLER, AZ
85226

We the undersigned, support the Southeast Loop
Interchange System 3C.

Scott W. Weaver
217 N COUNTRY CLUB WAY
CHANDLER, AZ 85226

ROBERTO GAETAN
620 S. CRISS ST
CHANDLER, AZ 85226

John Santhorn
616 S. CRISS
Chandler AZ 85226

Margaret Southard
616 S CRISS
Chandler AZ 85226

Al Anthony
608 S Criss
Chandler AZ 85226

Stephen Creome
3653 W. Morelos
Chandler AZ 85226

Laura J. Radford
632 S. Criss St.
Chandler, AZ 85226

Sydney S. Lundberg
3673 W MORELOS ST.
Chandler, Arizona 85226

Tracy Gehart
Rogin Gehart
3669 W. Morelos
Chandler Az. 85226

Rinda Buckett
3661 W. Morelos
Chandler, AZ 85226

Jerry Buckett
3661 W. Morelos
Chandler AZ 85226

LINE NO

the Southeast Loop interchange
System 3C.

| | | |
|-------------|--|--|
| PREPARED BY | | |
| CHECKED BY | | |
| APPROVED BY | | |

- 1 System 3C.
- 2 Charles Paul Warburton 3632 W. Morelos Chandler AZ 85226
- 3 Paul Warburton
- 4 Lupe & Maria Perez 3636 W. Morelos St Chandler 85226
- 5 Candi Games 3640 W Morelos St Chandler 85226
- 6 Frank Johnson 3644 MORELOS CHANDLER 85226
- 7 11/17 + 11/85 Norman Jensen 3652 Morelos Chandler 85226

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WRITTEN VIEWS AND COMMENTS

LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

Please attach this to the official transcript of the
Public hearing held at Dobson High School on 10/27/87

Thank You

Mr & Mrs. Kenneth Scheitlin
3637 W. Pecos Road
Chandler, Arizona
85226

RECEIVED

NOV 4 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

PLEASE MAIL YOUR COMMENTS TO:
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

Question 3/Response 3
Page 83

Mr. & Mrs. Kenneth Scheitlin
3637 W. Pecos Road
Chandler, Az. 85226

October 19, 1987

Mr. James L. Smith, Manager
Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Avenue
Room 240E
Phoenix, Az. 85007

- and -

Mr. Eric Keen
James and Moore
7500 N. Dreamy Draw Drive
Suite 145
Phoenix, Az. 85020

SUBJECT: SAN TAN FREEWAY
REFERENCE: NPC HOMES
COUNTRY CROSSING
CHANDLER, AZ.

Gentlemen:

We reside in an NPC home at Country Crossing between Price and McClintock, on the south side of Pecos Road. In view of our deep concerns regarding the San Tan Freeway options, we would appreciate your review and consideration of our comments prior to making final decisions on this project.

According to the information given at the October 8 Council Meeting, this freeway will run parallel to our back property, within 100 feet of our residence. At the time of the council meeting, there appeared to be two options being considered. The impact this would have on our house and us would depend on which option is finalized.

OPTION 1

Includes a frontage road parallel to the proposed path of the freeway. Would necessitate removal of our home.

OPTION 2

Does not include a frontage road but would necessitate the removal of some homes to the far south (cul-de-sac). The other homes, including ours, would remain. Not confirmed.

RECEIVED

NOV 4 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAY DIVISION
ENVIRONMENTAL PLANNING SERVICES

but a good possibility and assumption, is that Pecos Road would become the "Frontage Road".

This option would have a detrimental environmental impact on the homes and people in that area. The freeway would be against our back walls as well as a very busy roadway in front of our houses. The noise, pollution and resulting health hazards are considered negative factors and highly undesirable. Additionally, resale values would plunge.

Another important issue, not yet settled, "Will the freeway be depressed or not?" If it is not, this becomes another negative.

WE ARE IN FAVOR OF OPTION I - REMOVAL OF OUR HOME.

We have discussed this freeway situation and controversy among ourselves and find it very hard to believe or understand why NPC was allowed to build south of Pecos Road without a buffer zone requirement. As our Mayor pointed out, this should have been settled in 1985 prior to any building permits being issued.

This "LIMBO" situation has been a great inconvenience to us and has placed undue burdens on us as well as our neighbors. The general attitudes have been negative. Completion of individual plans has been "ZERO". Precious time has been lost....once gone it cannot be recaptured and there is no monetary value great enough that would compensate for lost time.

It was noted the Kyrene Group to the west of us protested because the freeway was going to be within 300 to 600 feet of their property lines. We understand their objections are being considered and the matter may be settled in their favor.

Please consider our concerns and objections, as well as our neighbors with an open mind. Just knowing what the final approved plan will be will give us some measure of satisfaction. We are interested in what is best for us, our neighbors, and the city of Chandler. If it is necessary to remove all the houses to make room for the interchange at Price Road, a frontage road and the freeway path, then we are in favor of that.

We want a decision reached before the end of the year!

Sincerely,

Hilda & Ken Scheitlin
Hilda & Ken Scheitlin

Copies to:

THE CITY COUNCIL
CITY OF CHANDLER
250 E. COMMONWEALTH AVE.
CHANDLER, AZ. 85225

Mr. Jerry Brooks, Mayor
Mr. Jerry McGhee, Vice Mayor
Mr. John Huppenthal, Councilman
Mr. John Swain, Councilman
Mr. Coy Payne, Councilman
Mr. Oren Wallace, Councilman
Mr. Jay Tibshraeny, Councilman

WRITTEN VIEWS AND COMMENTS
LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

I would hope more consideration would be given for the flyover that would enable Willis Road to cross the San Tan between Arizona Avenue & McQueen Roads. There have been masterplans a long time ago which would make it an important road for land development and transportation.

PLEASE MAIL YOUR COMMENTS TO
Environmental Planning Division
Arizona Department of Transportation
205 South 17th Avenue, Room 205
Phoenix, Arizona 85003



Town of Gilbert, Arizona
A Bicentennial Community
Town Hall - 119 N. Gilbert Road
Gilbert, Arizona 85234

RECEIVED

NOV 24 1987

URBAN HIGHWAY SECTION

From the Office of
the Mayor

24 November 1987

Mr. Harold Shanahan
Urban Highways
Arizona Department of Transportation
205 south 17th Avenue
Phoenix, Az 85007

Dear Mr. Shanahan;

The major issues of concern to the Town of Gilbert regarding the San Tan Freeway alignment are: to encourage beneficial growth patterns in accordance with the town's General Plan; to mitigate impacts on existing land uses; and to assure good access to the freeway.

The Town Council has held several public hearings on the freeway alignments including three special hearings in the Higley area. Public input gathered at these hearings has been taken into consideration in our unanimous request for Alignment E with the design modifications stated in the attached document.

It is critical that a pro-active planning approach is taken to reach this important decision. The issues involved go far beyond simply selecting a route through the town for the freeway. The planning of this element of our transportation system must be integrated with and help implement our land use, infrastructure, and economic growth plans.

The Town has planned an intense urban core in the vicinity of Williams Field Road between Greenfield and Val Vista Roads since the R.U.D.A.T. study was completed in 1982. It is also designated in our General Plan which was adopted in 1986. The core is planned to accommodate a mixture of regional scale intensive uses as well as uses similar to Fiesta Mall and the surrounding area or the planned Superstition Springs development as well as intense residential development. It will be the economic center of the town encompassing approximately 1800 acres (three square miles) and will be a major traffic generator. Convenient access is critical to its success. Consolidation of this core will be essential to servicing it efficiently with regional and local mass transit systems.

Question 5/Response 5
Pages 83/84

Area Code (602) 892-0802

Mayor, Town Manager, Town Clerk, Finance & Customer Services

It is essential that the freeway alignment and interchange locations be designed to encourage the intense land uses to locate within the designated core area by making it the most desirable location. Like wise, the freeway must serve the needs of the core area and be planned as a part of a transportation network which includes the arterial streets, regional and local mass transit. The freeway design must also consider both the primary and secondary impacts which it will have on our Community and our plans.

After careful consideration, we clearly find that the secondary impacts of alignments A, D and C make these alternates highly undesirable. The secondary land use implications and impacts of the alternate alignments are understated in the environmental impact assessment. They are discussed in more detail in the attached analysis of the alternates. However, since the major opposition to Alignment E comes from residents of the Higley area it is important to emphasize the towns position regarding their concerns.

The Town Council and staff has meet with the Higley representatives on several occasions and has a clear understanding of their concerns. Primarily, they would like the freeway as far from their homes as possible to reduce the immediate impact of noise on their neighborhood and to preserve their life style. The Towns evaluation of this finds that considering both the primary and secondary impacts of the alternate alignments, alignment E would result in less over all impact on the neighborhoods and their lifestyle due to the following:

All three alignments have equal primary impacts on the neighborhood referred to as the Harvey Claxton subdivision which is one-half mile south of pecos road and east of Val Vista Drive. In fact, alignment C which they now prefer is actually closer to their neighborhood than Alignment E.

The other Higley neighborhood opposing Alternate E is east of Greenfield Road and one-half mile south of Williams field Road. Alignment E would be one-half mile closer to this neighborhood than Alignment C and the town requests that noise mitigation measures be taken to reduce the primary impacts of the freeway. If Alignment E is selected the town plans to designate the Greenfield Road alignment as a Neighborhood Collector Street rerouting Greenfield Road as an arterial away from this neighborhood and into the urban core. If Alignments D or C are selected the town will have to upgrade Greenfield Road in its present alignment from a

four lane arterial to a six lane arterial to accommodate the land uses which would be planned and constructed between the freeway and Greenfield Road as a part of the Urban Core area. These land uses and the noise generated by Green Field Road would have a substantially greater negative impact on this neighborhood than would alignment E.

To put this matter in perspective, although these neighborhoods are vocal and have a petition with many signatures against Alignment E, the difference between alignments C and E is that an additional 13 homes in one of these neighborhoods would be within one-quarter mile of alignment E. However, Alignment C would place the Freeway closer and through a neighborhood adjacent to Ray Road with a greater number of homes impacted since the freeway will be elevated to overpass the Railroad and buffering would be difficult.

The cost estimates presented in the environmental assessment do not reflect any of the considerations requested the by the Town making it difficult to make a fair and realistic comparison between the alternatives. A false bias is created by representing that one alternate costs more or less than the other without consideration of the necessary modifications. For example, alternate C does not provide adequate access for the land uses proposed in the Towns General Plan. Additional interchanges and overpasses of local streets will be necessary which are not reflected in the cost estimate.

More over, certain assumptions have been made about the cost of Alternate E which the town feels are extraneous and which will be resolved by agreements between the Town, the land owners, and ADOT. The Town believes that Alternate E will both cost less than a modified Alternate C and provide much greater long term value.

The Town has and will continue to diligently pursue resolution of concerns raised by ADOT of cost, severance damage, and the realignment of Greenfield Road. Preliminary discussions with the property owners who would be impacted by right-of-way acquisition indicate that a favorable resolution can be reached in a manor which is satisfactory to all parties. The land owners have agreed to provide a non-access easement along the west side of Greenfield Road to mitigate the possibility of severance damages. The town and the land owners agree on realigning the existing Greenfield Road to the east as a collector street and creating a new Greenfield Road to the west of the freeway as an Arterial Street. These Agreements will reduce the freeway Right-of-way acquisition cost and resolve severance damage and realignment concerns. However, they are contingent on ADOT'S selection of alignment E.

Based on the above and on the information received at public hearings and other important considerations for each alternate alignment which are discussed in detail in the Town's analysis submitted with these requests, the Gilbert Town Council unanimously request that you select Alignment E with the modifications listed in the attached requested design modifications and with the condition that the above mentioned agreements are executed between the landowners, ADOT, and the Town within 180 days of the the time ADOT officially selects Alternate E. If these agreements are not executed with in this time frame, baring unforeseen delays not directly caused by the town or the land owners, we would reconsider our request. It is my belief that alignment D as modified in our analysis would then become the preferred Alignment.

Sincerely,


James Farley
Mayor

Gentlemen:

My name is Dan Brown, and I live at 14108 E Buffalo, Gilbert AZ 85234. On behalf of concerned property owners and residents of this area I submit the following copies of our signed petition expressing opposition to Alternative A of the proposed San Tan Freeway. The originals were submitted to the Gilbert Town Council at their public hearing on this matter on 11-10-87.

The reasons why we oppose this route were expressed at your public hearing on 10-27-87 by me. At that time I also submitted a written statement expressing our opposition and reasons. Also submitted was a copy of the petition with the a smaller number of signatures.

The copy attached here shows a total of 165 signatures of residents and property owners all but one live in either the section bounded by Gilbert Rd on the ~~west~~^{west}, Lindsey Rd on the ~~west~~^{east}, Ray Rd on the north, and Wms Feld Rd on the south; or Wms fld Rd on the north, Buffalo st on the south, Mustard on the west and Lindsey Rd on the east; or the triangle surrounded by Val Vista, Ray Rd, and the Southern Pacific RR.

Question 5/Response 5
Pages 83/84

Sincerely
Dan Brown

PROTEST

6-13-87

Date

1 of 8

To whom it may concern:

We the undersigned are property owners near the proposed South-east Loop Freeway. We hereby protest and oppose Alternative A.

165



Signature

Address

| | |
|-----------------------|-----------------------------|
| Daniel M. Brown | 14108 E Buffalo |
| Laura M. Brown | 14108 E Buffalo |
| Art Thomas | 14144 E. BUFFALO ST |
| Matthew L. Jackson | 14003 E Buffalo St |
| Martha L. Jackson | 14003 E Buffalo St |
| Blairwood Westra | 14002 E BUFFALO |
| Regel M. Blester | 14002 E Buffalo |
| Daniel A. Dunn | 14029 E. BUFFALO |
| John L. Kalkbrenner | 14105 E Buffalo |
| Jessie E. Kalkbrenner | 14105 E Buffalo |
| Carmen Thomas | 14144 E. Buffalo |
| Marianne Sanders | 14145 E Buffalo |
| Stanley Robert | 14225 E BUFFALO |
| Frank Kalkbrenner | " " " |
| Commander Heiderich | 14242 E. Buffalo |
| Marilyn Rainey | 14308 E Buffalo |
| Fred Rainey | 14300 E BUFFALO |
| John W. Kalkbrenner | 14325 E Buffalo |
| John W. Kalkbrenner | 14325 E. BUFFALO STREET |
| John W. Kalkbrenner | 14324 E. BUFFALO STREET |
| Dorothy C. Roach | 14324 E. BUFFALO STREET |
| Tom W. W. W. | 14343 E. BUFFALO ST. |
| Ray D. W. W. | 14223 E WILLIAMS FIELD RD |
| Karuko Paulson | 14223 E Williams Field Rd |
| W. J. Bullock | 14107 E. Williams Field |
| Sherry Sherrin | 14125 E. Williams Field Rd. |

26

| | | |
|---------------------------|----------------------------------|-----------------|
| James M. Ball | 14045 E. Williams Fld Rd. | |
| Dr. R. Ball | 14045 E. Williams Fld. Rd. | |
| Edith M. Lunn | 14027 E. Williams Fld Rd. | |
| Thomas H. Lunn | 14027 E. Williams Fld. Rd. | |
| Thomas M. Lunn | 14802 E. Williams Fld Rd. | |
| Matthew O. McHale | 14001 E Williams Fld Rd. | |
| James W. Ball | 14046 E. Buffalo St. | |
| Clair G. Ball | 14046 E Buffalo St. | |
| Kenneth Johnson | 14302 E Williams Fld Rd. Gilbert | |
| Elizabeth L. Baker | 14102 E. Williams Fld Rd Gilbert | 963-44 |
| John. Swan | 14307 E. W.M. FLD | GILBERT |
| Carolyn A. Gusty | 14307 E. Williamsfield | Gilbert |
| Bonnie Stephens | 14323 E. WILLIAMSFIELD | GILBERT |
| Deborah L. Stephens | 14323 E. Williamsfield | Gilbert |
| Kathleen H. Sanders | 14102 E Morgan Dr Gilbert | 963-0091 |
| Carl H. Dunlop | 14201 E. Morgan Dr | Gilbert, Az |
| Bettie Ann Dunlop | 14201 E. Morgan Dr. | Gilbert Az. |
| Elaine O. Mortensen | 14202 E. Morgan Dr. | Gilbert, Az |
| Dorothy J. Mortensen | " " " " " " | " " |
| Robert E. Sand | 14228 E. Morgan Dr. | Gilbert 963-493 |
| Paul R. Oaker | 14302 E Morgan Dr | Gilbert 963-61 |
| Ollie B. Haley | 14327 E MORGAN | GILBERT 963-43 |
| Florence Farley | 14327 E. MORGAN | GILBERT 963-4 |
| Dorothy M. Smith | 14001 E. Pony | Gilbert 963-7 |
| Stephen M. Smith | 14328 E. Morgan Dr. | Gilbert 963-77 |
| John H. Kiesel | 13912 E Williams Fld Rd. | Gilbert |
| Kayce N. West | 15032 S. Lindsay Rd. | Gilbert 732-975 |
| Robert H. Selmon | 14301 Pony Lane | Gilbert 963-382 |

- Donna St. Laurent 13725 E. Balveston
- Charles St. Laurent "
- Rosanna Siciliano 13732 E. Galveston
- David R. Siciliano 13732 E. Galveston
- Freddie M. Brown 13839 " "
- Deanne Layton 13731 E. Harrison
- Raymond H. Johnson 13801 E. Harrison
- Shirley Ann Whitman 13627 E. Harrison
- Gene Suttles 14243 E Buffalo
- Gene Suttles 14305 E Buffalo
- Donna Jean Suttles 14243 E Buffalo
- Donna Jean Suttles 14305 E Buffalo
- Vi Keipel 13912 E. Wms. Flw. Rd.
- Dorinda Robinson 13740 E Wms. FIELD RD
- Margi Govey 13817 E Morgan Dr.
- Eugene J. DeWald 13839 E Morgan Dr.
- George R. Stewart 13902 E Morgan Dr.
- Majida K. Schuttis 14027 Morgan Dr.
- John F. Gross 14201 Pony Field
- Shirley Calabrese 14002 E Morgan Dr
- Salvatore Calabrese 14002 E Morgan Dr
- Leresa J. Zangara 14222 S. Lindsay Rd
- Matthew Zangara 14222 S Lindsay Rd
- Felix K. Zangara 14236 So. Lindsay
- Theresa Kellmann 14236 S Lindsay
- W. Hammond 13439 S Val Vista 899/383
- Audrey Hammond 13439 S Val Vista
- Rudolph M. ... 13243 S. W.C. Vista

(18)

(28)

PROTEST

29 Jun 87
Date

pg 4 of 4

To whom it may concern:

We the undersigned are property owners near the proposed South-east Loop Freeway. We hereby protest and oppose Alternative A.

Signature

Address

| | |
|---------------------------|-------------------------------------|
| Mary Ellen Ladd | 13917 E. Galveston |
| Carol A. Noster | 13942 E. Galveston |
| John N. Noster | 13942 E. Galveston |
| Carolyn S. Lilly | 13904 E. Galveston |
| X Robert M. Campbell | 13704 E. Galveston St. |
| Colleen Y. Campbell | 13704 E. Galveston St. Gilbert |
| Maureen B. Powell | 13718 E. GALVESTON ST., GILBERT, AZ |
| Elinor Cavloki | 13718 E GALVESTON ST Gilbert Az |
| Marie Clarkson | 13755 E. Galveston Gilbert Az. |
| Donald W. Clarkson | 13755 E. Galveston Gilbert Az. |
| Card Young | 13816 E Galveston Gilbert, Az |
| Mike R. Young | 13816 E. GALVESTON GILBERT, ARIZ |
| James R. Miller | 13828 E " " " |
| Elizabeth Watson | " " " " " |
| James R. Miller | 13904 E. Galveston |
| W. W. S. Drob | 13942 E. Harrison St. |
| Kare E. Brown | 13930 E. Harrison Gilbert Az |
| Kellie S. Brown | 13930 E Harrison Gilbert |
| Robert J. Dillman | 13903 E Harrison Gilbert |
| Patricia A. Hubick-Kinder | 13827 E. Harrison St. Gilbert AZ |
| Roberta Stapley | 13815 E Harrison Gilbert |
| W. S. Lewis | 13802 E. Harrison St. Gilbert. |
| Antei K. Lewis | 13802 E. Harrison Gilbert |
| Paul P. Hartman | 13627 E. Shannon St Gilbert |
| Jequeviae Hartman | 13627 E SHANNON ST GILBERT |

25

| | | | |
|---------------------|----------------------|-------------|-------|
| Harry O. Sealitz | 14227 E. Ray | Gilbert Az. | 85234 |
| John L. Sealitz | 14127 E. Ray | Gilbert Az. | |
| Leon Anglin | 13743 E. Morgan Dr. | Gilbert Az. | |
| Linda Anglin | 13743 E. Morgan Dr. | Gilbert Az. | |
| James Fisher | 13721 E. Morgan Dr. | Gilbert Az. | |
| Robert Jackson | 13707 E. Morgan Dr. | Gilbert Az. | |
| Donna M. Smith | 13601 E. Morgan Dr. | Gilbert Az. | |
| Beverly H. Taylor | 13601 E. Morgan Dr. | Gilbert Az. | |
| Howard R. Smith | 13730 E. Vins. Fld | Gilbert | |
| Shirley J. Smith | " " " " | " | |
| Linda Pennington | 15910 E. REDFIELD | GILBERT | |
| Annora Reber | 13047 S. Vallista | GILBERT | |
| Doris Roche Jones | 15646 E. Ray Rd. | Gilbert | |
| Charlene Conner | 13801 S. 156th Place | Gilbert | |
| Joe Kirk | 13614 S. 156th Pl. | Gilbert Az | 85234 |
| William W. Williams | 13616 S. 156th Pl. | Gilbert Az. | 85234 |
| Taren Eginoza | 13628 S. 156th Pl. | Gilbert Az | 85234 |
| Ed G. Padon | 13812 S. 155 Pl. | Gilbert AZ | 85234 |
| Smith Henderson | 15606 E. Ray | Gilbert Az. | 85234 |
| Kay Turner | 13447 S. 155 ST. | Gilbert Az. | 85234 |
| E. Robert Jarman | 15432 E. RAY RD. | GILBERT AZ | 85234 |
| Laurie Jarman | 15432 E. Ray Rd. | Gilbert Az. | 85234 |
| Charles M. Miller | 14402 S. Lindsay | Gilbert Az. | 85234 |
| Steve Butler | 14620 S. Lindsay Rd. | Gilbert Az. | 85234 |
| Gleny Guthrie | 14636 S. LINDSAY RD | Gilbert Az. | 85234 |
| Robert Elliott | 15020 S. LINDSAY | GILBERT AZ | 85234 |
| Wanda Guthrie | 14636 S. Lindsay Rd. | Gilbert Az. | 85234 |
| Donna Hancock | 1955 S. Lindsay Rd. | Gilbert Az. | 85234 |
| Kris Guthrie | 15010 S. Lindsay | Gilbert | 85234 |
| Marlene Elliott | 15070 S. Lindsay | Gilbert | 85234 |

The undersigned are property owners near the proposed Southeast Loop Freeway. We have by protest & oppose Alternative A.

pg 6 of

- Miriam Allen, 13942 E. Ivanhoe
- Shawn Collins, " "
- Elinor Carlsson, 13929 E. Ivanhoe Gilbert Ar
- Sherry Cancino, 13918 E. Ivanhoe Gilbert Ar
- Cecilia Perez, 13903 - E. Ivanhoe Gilbert Ar
- Carol Bejer, 13903 E. Ivanhoe Gilbert Ar
- Ed E. Hiller, 13716 E. Shannon, Gilbert Ar
- Margaret Lewis, 13716 E. Shannon, Gilbert Ar
- Heidi Masia, 13703 E. Shannon Gilbert Ar
- Melissa Dwyer, 13702 E. Shannon St Gilbert, Ar
- Melissa Frazier, 13702 E. Shannon Gilbert Ar
- Dale Frazier, 13802 E. Shannon Gilbert Ar
- Kenneth S. Haller, " " " " "
- Verna Conrad, 13928 E. Shannon Gilbert Ar
- Sue A. Penington, 15910 E. Redfield Gilbert, Ar 8523
- Ann Albrecht, 13601 So. Val Vista G.L. Best Ar 8523
- Elizabeth Albrecht, 13601 S. Val Vista Gilbert Ar 85234
- Hannie A. Pugh, 13835 S. 155th St. Gilbert Ar 8523
- Robert A. Pugh, 13835 S. 155th St. Gilbert Ar 8523
- Raymond A. Pugh, 13810 S. 155th St. Gilbert Ar 8523
- Wynne Pugh, 15012 S. Lindsay Gilbert, Ar 85234

21

PROTEST

Date

To whom it may concern:

We the undersigned are property owners near the proposed South-east Loop Freeway. We hereby protest and oppose Alternative A.

Signature

Address

David Lee & Traci

15330 E Orchard Ln

David Lee & Traci

15330 E Orchard Ln, Gilbert, AZ

David Lee & Traci

15333 E Orchard Ln, Gilbert, AZ

David Lee & Traci

15301 E ORCHID LANE GILBERT

David Lee & Traci

15301 E Orchard Lane, Gilbert

David Lee & Traci

19401 E ORCHID LN GILBERT

David Lee & Traci

PROTEST

Date _____

To whom it may concern:

We the undersigned are property owners near the proposed South-east Loop Freeway. We hereby protest and oppose Alternative A.

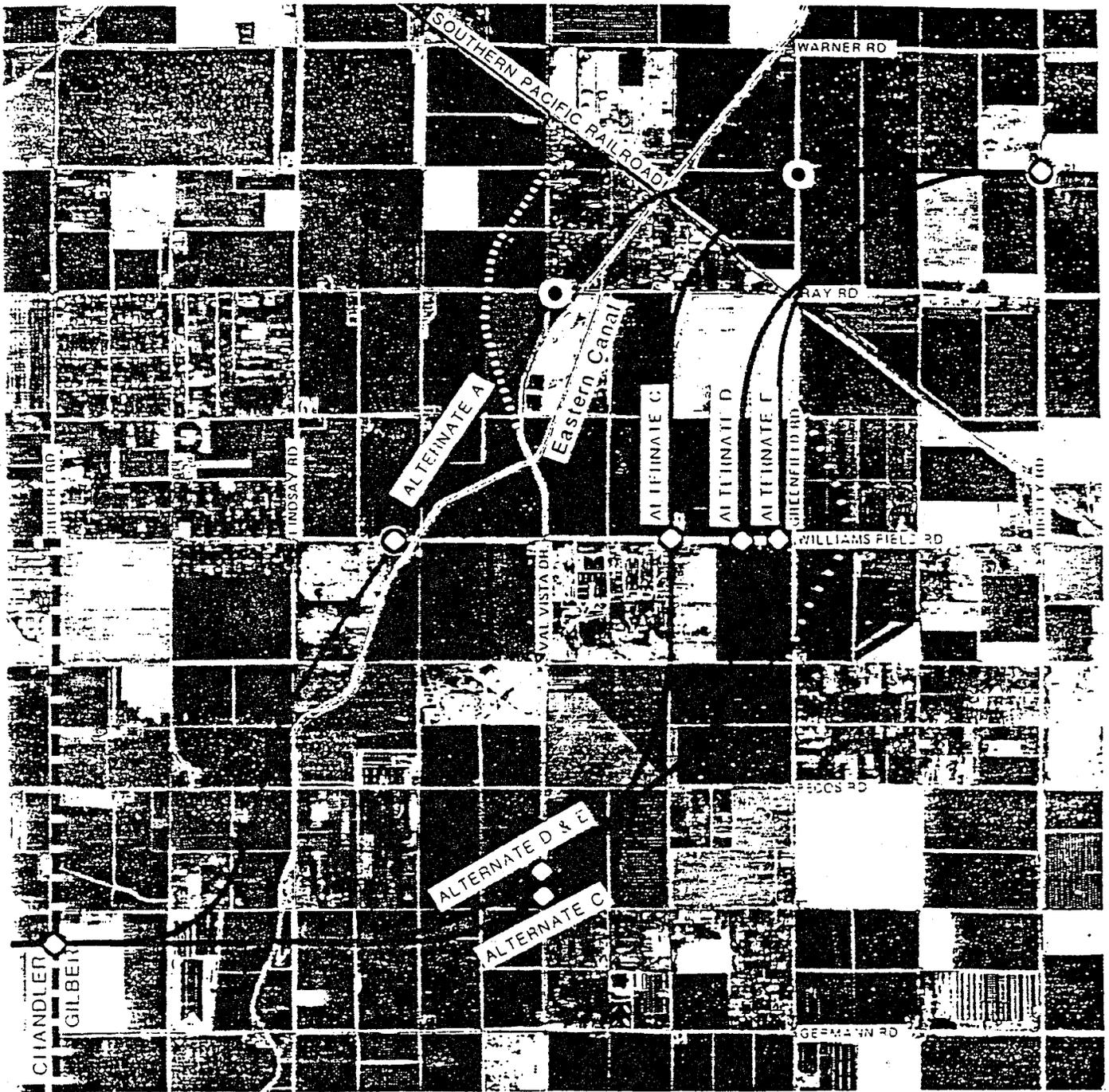
Signature

Address

Carolyn Hills

9819 S. 156 Place Gilbert AZ

(1)



SOUTHEAST LOOP HIGHWAY
(Santan Freeway)

From Gilbert Rd. to Higley Rd.



○ Proposed Interchange

● Possible Interchange

----- Required Greenfield Rd.
Realignment with Alt. E

..... Required Val Vista Dr.
Realignment with
Alt. A Ray Rd.
Interchange

Dames & Moore
6/11/87



EVAN MECHAM
GOVERNOR

Arizona
State Land Department

1624 WEST ADAMS
PHOENIX, ARIZONA 85007



M. J. HASSELL
STATE LAND COMMISSIONER

November 18, 1987

Mr. James L. Smith
Environmental Planning Services Manager
Arizona Department of Transportation
205 S. 17th Avenue, Room 204E
Phoenix, AZ 85007

RE: Southeast Loop Highway (Santan Freeway)

Dear Mr. Smith:

During the past year a State Land Department representative met several times with the ADOT consultants, Dames and Moore. The information obtained during these meetings assisted us in evaluating each alternative's impact on State Trust land in the area. The Trust lands affected are 89 acres at the southeast corner of Power Road and the proposed freeway; 160 acres at the northwest corner of Hawes and Warner Roads; and 480 acres bounded by Hawes, Elliot, Ellsworth and Warner Roads.

Our evaluation of the alternative alignments concluded that Alternative 2B has the least negative impact on State Trust land. Parcel configuration created by the freeway alignment, the proposed interchange at Elliott and the potential for an interchange at Warner influenced our support of Alternative 2B.

Sincerely,

M. J. Hassell
State Land Commissioner

MJH/MML/lfm

c: Bill Fish
Melinda Lewis

Eric Keen, Dames & Moore

July 14, 1987

M.A.G.
820 W. Washington
Phoenix, Az. 85020



Toni Flecker
Toni Flecker, Notary Public
10/27/87
Date

Higley Community Council
Box 473
Higley, Az. 85236

M.A.G.

After careful consideration of Gilbert's last minute proposal, the people in the Higley and Claxton/Harvey areas are still adamantly opposed to Alternatives E and D, and very much concerned about Alternative C. This survey that we have taken in our neighborhood concludes that the public is highly in favor of Alternative A for the following reasons:

1. Excessive Maricopa County taxpayers dollars required for Alternatives E and D.
2. Gilbert's inability to assure control of growth if Alternatives D and E were adapted.
3. Alternatives E and D tend to promote excessive commercialism which will seriously undermine our rural lifestyles.
4. D and E are excessively developer oriented.
5. Alternative A offers more suitable room for transitional zoning.

Based on the above reasons we can only conclude that Alternative A is the one of choice. Attached is a copy of our poll.

Respectfully,

The Higley Community Council

Edward D. Welsh
Edward D. Welsh
President

Tom Naugle
Tom Naugle
Vice-President

Sue Ahlquist
Sue Ahlquist
Secretary

Ron Dewes
Ron Dewes
Treasurer

Laird Taylor
Laird Taylor
Public Relations

Jack Croy
Jack Croy
Street Representative

Question 5/Response 5
Pages 83/84

Rich Martin
Rich Martin
Claxton/Harvey Representative

October 27, 1987

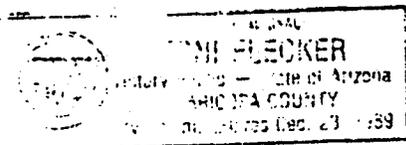
TO: Arizona Department of Transportation

RE: HIGLEY RESIDENTS SURVEY ON THE SAN TAN FREEWAY DATED 6/29/87

RESULTS OF SURVEY

| <u>ALTERNATE</u> | <u>OPPOSED</u> | <u>STATED NO PREFERENCE</u> | <u>IN FAVOR</u> |
|------------------|----------------|-----------------------------|-----------------|
| "A" | 13% | 31% | <u>56%</u> |
| "C" | 31% | 16% | <u>53%</u> |
| "D" | <u>65%</u> | 17% | 18% |
| "E" | <u>87%</u> | 15% | 0% |

THESE ARE TRUE AND CERTIFIED COPIES OF THE ORIGINAL SURVEYS.



Toni Flecker
Toni Flecker, Notary Public

10/27/87
Date

SURVEY--SAN TAN FREEWAY

The town of Gilbert has offered to exchange information and goals on the route to be chosen for the San Tan Freeway loop, with the HCC in a working meeting (or meetings) to be held during early July. We are sending this survey to all of you, to get a feel for how you feel, and represent you better. Please help us by filling it out as completely as you can. We will keep you informed as we go along.--Laird Taylor

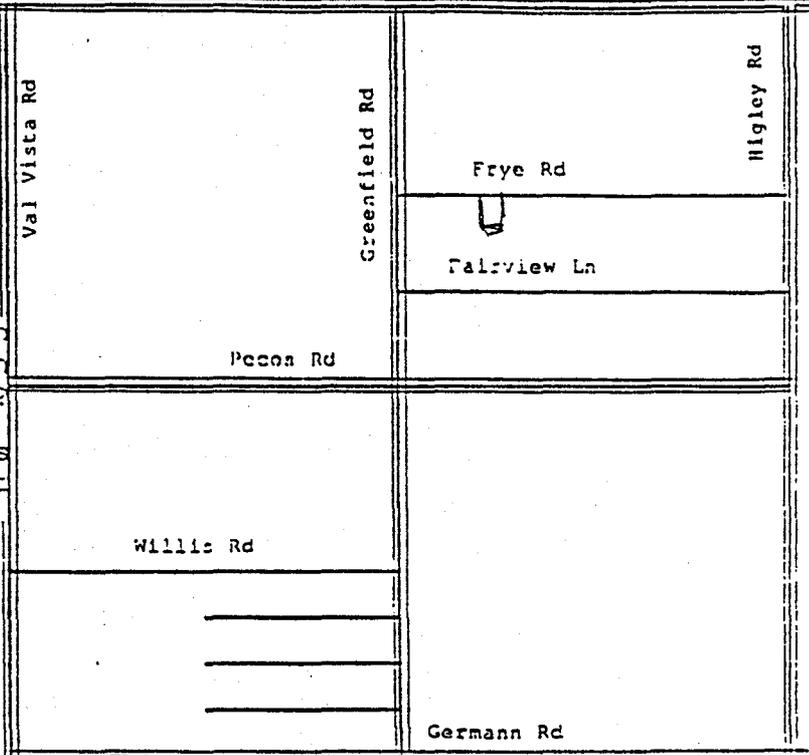
29 June 1987
 Higley Community Council
 PO Box 473
 Higley, Arizona 85236
 -Ed Welsh, President
 -Tom Naugle, Vice Pres.
 -Ron Dewes, Treasurer
 -Sue Ahlquist, Secretary
 -Laird Taylor, PR Dir.
 Williams Field Rd

1. What is your primary interest in the Higley area (circle one)?

- a. Own a residence
- b. Rent a residence
- c. Operate a business
- d. Non-resident property owner
- e. Operate a farm
- f. Land Development
- g. Other _____

How much acreage do you have/use in Higley? _____ Indicate its location (approximately) on the map at right?

2. Mark each of the four alternates below to reflect how you feel about each of the four proposed freeway routes. Reasons why? Use back of form if necessary...



ALTERNATE

| Violently opposed | Strongly Opposed | Mildly opposed | Doesn't matter | Mildly In favor | Strongly In favor | Wildly in favor |
|-------------------|------------------|----------------|----------------|-----------------|-------------------|-----------------|
|-------------------|------------------|----------------|----------------|-----------------|-------------------|-----------------|

| | | | | | | |
|----|--|---|---|--|--|--|
| A. | | | X | | | |
| C. | | X | | | | |
| D. | | X | | | | |
| E. | | X | | | | |

3. How much would you support alternate route D if Gilbert planned a recreational area (golf, picnic, etc.) in the triangle between route D, Greenfield & Pecos Rds. None

4. How close are you willing to have the San Tan freeway to your place? _____

5. Please write general comments on back of form...

I acknowledge that this survey form may be supplied to Dames & Moore, to Arizona Department of Transportation, and to the town of Gilbert, for information and planning purposes. It represents my opinion as of this date

Print name Tom Clements Signed Tom Clements Date 6/29/87
 Address 16147 East Fire Rd Phone 938 3428

WRITTEN VIEWS AND COMMENTS
LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

Please read attached letter

PLEASE MAIL YOUR COMMENTS TO:
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

Question 5/Response 5
Pages 83/84

JEFFREY & TONI FLECKER
16044 E. FAIRVIEW LANE
HIGLEY, AZ 85236
(602) 988-2629

November 20, 1987

Environmental Planning Services
Arizona Department of Transportation
205 S. 17th Ave., Room 240E
Phoenix, AZ 85007

RE: HIGLEY RESIDENT PLEA TO SAVE PERFECT LIFESTYLE

To Whom is Concerned:

My husband and I bought a house in Higley two years ago and Jeff practically had to drag me out to this rural community. I was raised a city-person and wasn't at all impressed with farm animals, a dusty dirt road and a 45 minute drive to the office every day.

Today I can't imagine living in the city or even the suburbs. I think you have to live in our community to realize how very wonderful it is. Neighbors help and truly care for each other. I'm a completely changed person now. If Jim and Lynn Staples goat gets off her rope and starts off down the road on one of her eating crusades, I don't run in the house and call the authorities; I get out there, run that goat down and put her back on the rope.

I've decided to make a Christmas tradition at my home each year on the day the Higley Hayride combs the streets. Last year I just happened to have a party of friends and family on the same night of the hayride. We all couldn't believe our eyes when this big wagon covered with lights, full of kids singing carols and looking like something from outer space drives by our house. It was the neatest thing. Definitely the highlight of my party. It's things like this that totally charmed me into loving my new home.

I've had a very successful career in accounting for the last thirteen years but my goals in life have changed now. I'm finally ready to start a family and I have found the most perfect place in the world to raise my children.

I live right off Greenfield road and a freeway in my backyard will cause me to move away from my little farm. We simply cannot live next to a major freeway and if we don't sell our home now, we won't be able to sell it at all.

I'm telling you all of this with hopes that you will please consider our quiet friendly community and help us to keep it that way.

I was prepared to tell this very story at the Gilbert Council meeting last Tuesday, but it was perfectly obvious that the council had already made up their minds. They were very impatient with the Higley speakers and in my opinion, rude and uncaring.

I know I speak for everyone in the Higley area when I say "What's important to us is not progress, big business or freeways; it's our community and our families."

Thank you for taking the time to read my story.

Sincerely,

Toni Flecker

Toni Flecker

/TF

cc. Ed Welsh, Pres.
Higley Community Council

COOLEY FARMS
110 S. MESA DR. #5
MESA, AZ 85210
834-0039

NOVEMBER 24, 1987

Mr. James L. Smith
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Ave., Rm. 240E.
Phoenix, AZ 85007

RE: Proposal for Interchange at Santan Freeway Loop and
Recker Road.

Dear Mr. Smith:

Enclosed herewith is a petition for an Interchange at the Santan Freeway Loop and Recker Road, signed by the respective property owners along Recker Road. We hope that ADOT will seriously consider our recommendation and designate an interchange at the said location. We feel it is extremely important for the development of the area and therefore be important for the Town of Gilbert.

If you have any questions in regards to this proposal or if I can be of any assistance, feel free to contact me.

Sincerely,


Jeffrey L. Cooley

enc.

cc. Kent Cooper / Manager of the Town of Gilbert

JLC/tf

Question 6/Response 6
Page 84

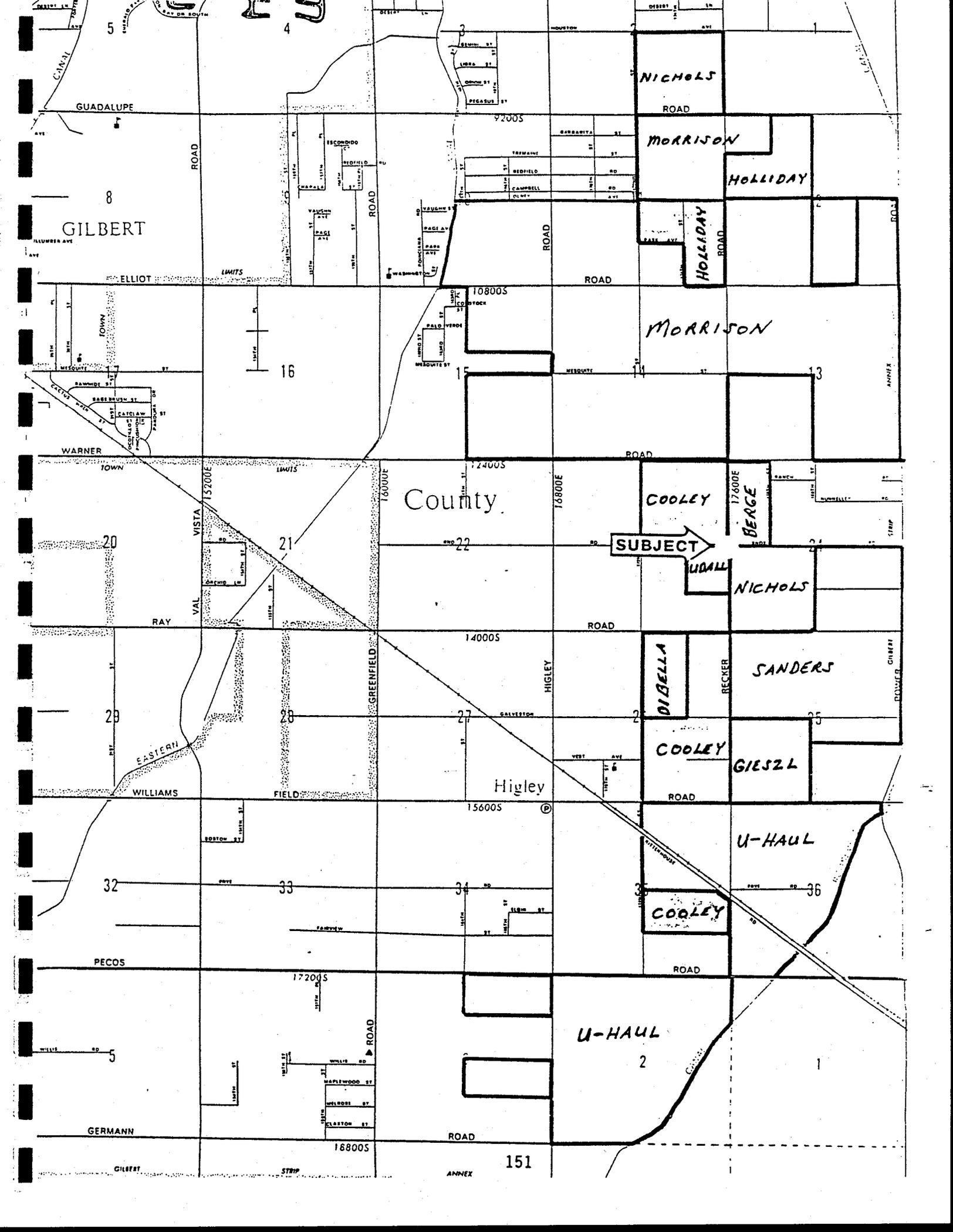
PETITION FOR INTERCHANGE

AT SANTAN FREEWAY LOOP AND RECKER ROAD

We, the undersigned, being property owners along Recker Road respectfully request that the Arizona Department of Transportation designate a freeway interchange at the intersection of the Santan Freeway and Recker Road. Under both the Town of Gilbert General Plan as well as the Maricopa Association of Governments Eastside Joint Land Use Study, there exists some three and a half miles of proposed industrial which abuts on the east side of Recker Road. Additionally there is some industrial use on the northwest corner of Warner and Recker. With this, some four square miles of industrial, significant amounts of traffic will be generated and will have no way to access the freeway except for Power Road and the Higley Road interchanges. This will put tremendous traffic pressure on both Power and Higley Roads which could very easily be diffused by putting an interchange at Recker.

The Town of Gilbert wants to see an interchange at this location and we, the property owners along the Recker Road, most strongly urge that an interchange be placed at this location.

| <u>NAME</u> | <u>ADDRESS</u> | <u>ACREAGE</u> | <u>SYMBOL OF OWNER</u> | <u>DATE</u> |
|---------------------------|---|--------------------|------------------------|-----------------|
| <i>David L. Lillard</i> | <i>915 N. Brierley - Higley</i> | <i>1.0</i> | | <i>11/20/87</i> |
| <i>Eldon W. Gwaley</i> | <i>1409 E. 1st PL, MESA</i> | <i>480 AC.</i> | | <i>11/20/87</i> |
| <i>Marvin A. Robinson</i> | <i>11611 S. HIGLEY RD</i> | <i>2320 AC.</i> | <i>HIGLEY AZ</i> | <i>11/20/87</i> |
| <i>William E. Jelle</i> | <i>4547 E. HAWK LANE</i> | <i>0.90 AC.</i> | <i>1C/2C/3/</i> | |
| <i>Harold R. Anderson</i> | <i>P.O. Box 208 Higley</i> | <i>500</i> | | <i>11/20/87</i> |
| <i>Gilbert W. Nichols</i> | <i>8602 S. Recker Rd.</i> | <i>Higley 320</i> | | <i>11-23-87</i> |
| <i>Ted Holliday</i> | <i>9601 S. Recker Rd</i> | <i>Higley</i> | <i>(240 ACRES)</i> | <i>11-23-87</i> |
| <i>BRENT BERGE</i> | <i>2212 E. ...</i> | <i>500 ACRES</i> | | <i>11-23-87</i> |
| <i>Ruth Grissel</i> | <i>P.O. Box 494 Gilbert, AZ</i> | <i>160</i> | | <i>11-24-87</i> |
| <i>Jack A. McDonald</i> | <i>U-HAUL CREDIT CORP. 2721 N. CENTRAL AVE.</i> | <i>1,150 ACRES</i> | | |
| | | | | |
| | | | | |
| | | | | |



NICHOLS

MORRISON

HOLLIDAY

GILBERT

MORRISON

COOLEY

BERGE

SUBJECT

NICHOLS

County

SANDERS

Higley

DIBELLA

GIESZL

U-HAUL

COOLEY

U-HAUL

151

5

4

3

8

16

20

21

28

28

27

32

33

34

36

5

2

1

GERMANN

GILBERT

ANNEX

GUADALUPE

ROAD

ROAD

ROAD

ROAD

HOLLIDAY

ROAD

ESCONDIDO

MIDLAND

VAUGHN

PAGE

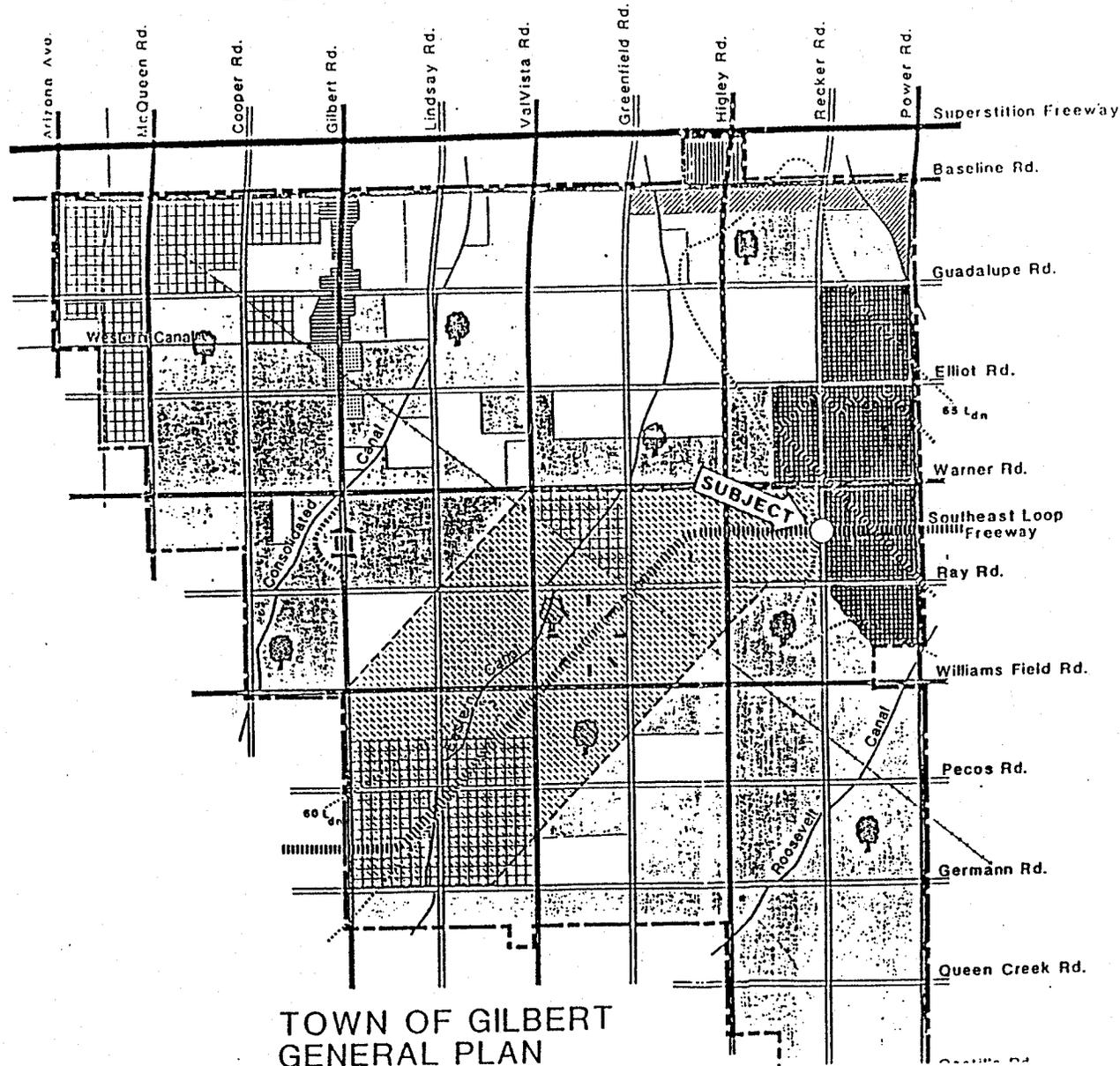
WASHBURN

WINDY

MESQUITE

BARROW

Development Map

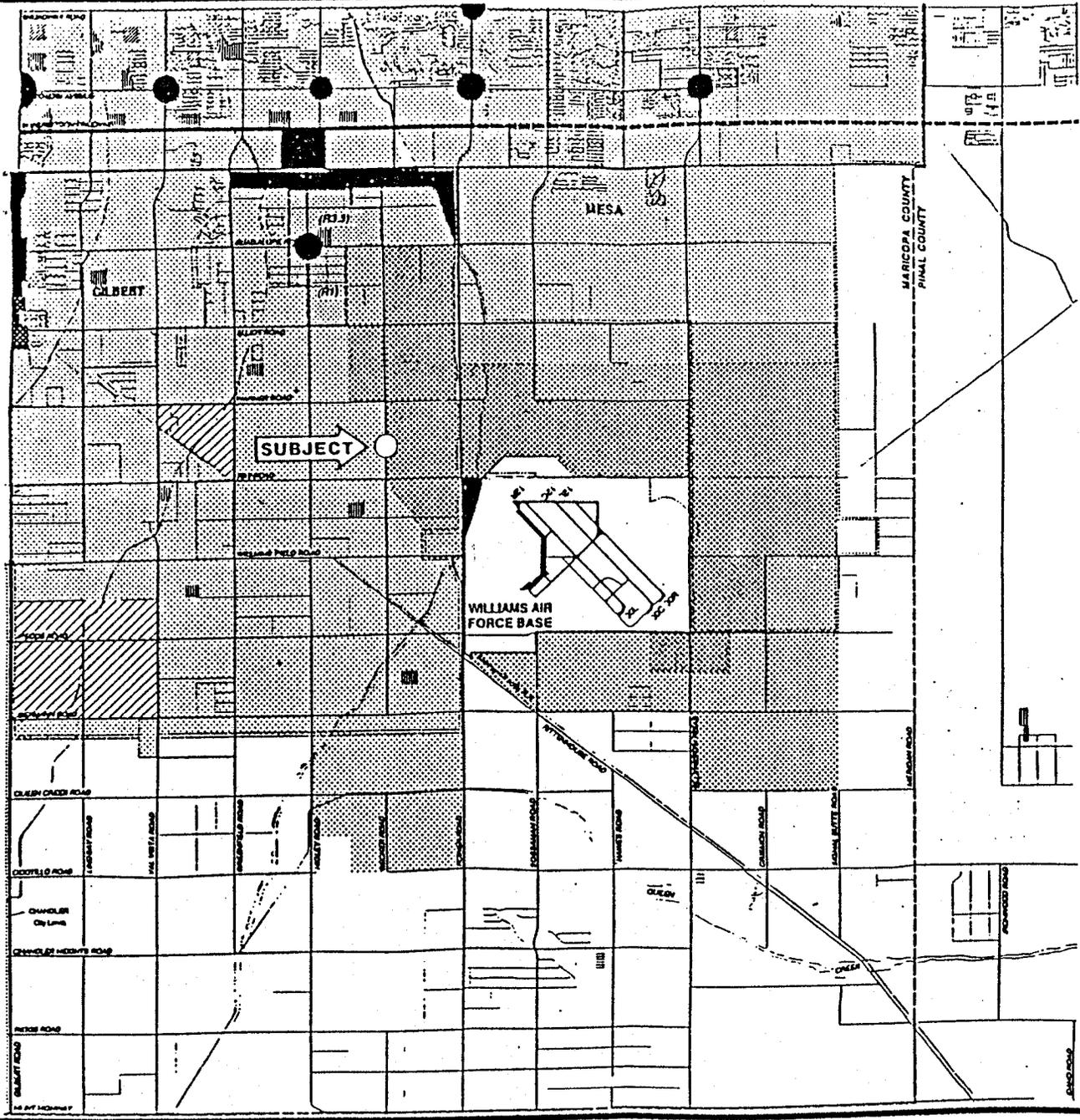


- Low Intensity Residential
0 - 2 units per acre
- Medium Intensity Residential
2 - 4.6 units per acre
- Commercial/Medium Intensity
- Commercial/High Intensity
- Industrial/Commercial
- Commercial
- Planned Mixed Use
Business Park
Industrial/Commercial
High Intensity Residential
- Higley Parkway
- Freeway
- Major Arterial
- Minor Arterial
- High Intensity Core
Commercial/Residential
Location Undetermined
- Freeway Alignment Study Area
- 40 - 80 acre Community Park
General Site area
- Civic Center &
Municipal Complex
- Downtown Heritage District
Study Area
- Airport Impact Compatible
Use Zone

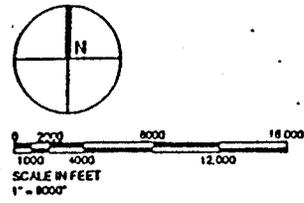
TOWN OF GILBERT
GENERAL PLAN

DRAFT

Figure 71 Recommended Land Use Plan



- Residential 1 Unit per Acre
- Residential 1.5 Units per Acre
- Residential
- Commercial Office
- Office Industrial Park
- Industrial
- Parks/Recreation
- Public
- Open/Agricultural
- Mixed Land Use
- Downtown Heritage District Study Area



October, 1987

Marcopa Association of Governments
Eastside Joint Land Use Study

BARNARD DUNKELBERG & COMPANY
MESTRE GREVE ASSOCIATES

RECFIVED

NOV 9 1987

WRITTEN VIEWS AND COMMENTS

LOCATION & DESIGN PUBLIC HEARING
SOUTHEAST LOOP HIGHWAY
(Santan Freeway)
STATE ROUTE 220
PROJECT NO. RAM -600-7-301
October 27, 1987

ARIZONA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION
ENVIRONMENTAL PLANNING SERVICES

I am concerned about the section between Power Road and its linking to the Superstition Freeway.

Your design shows 3 1/2 miles east of Power Road prior to another exit. Power Road is already much too congested. With Farnsworth's successful development north of the freeway off of Sossaman that is existing and the proposed development by Superstition Springs also off of Sossaman, it does not make sense not to plan ahead for traffic flow with an additional exit.

3 1/2 miles from one exit to another is too far. An exit on Sossaman for north/south traffic flow would make sense. As citizens living in this area are already upset with Power Road and it is sure to be much worse once the

PLEASE MAIL YOUR COMMENTS TO:
Environmental Planning Services
Arizona Department of Transportation
205 South 17th Avenue, Room 240E
Phoenix, Arizona 85007

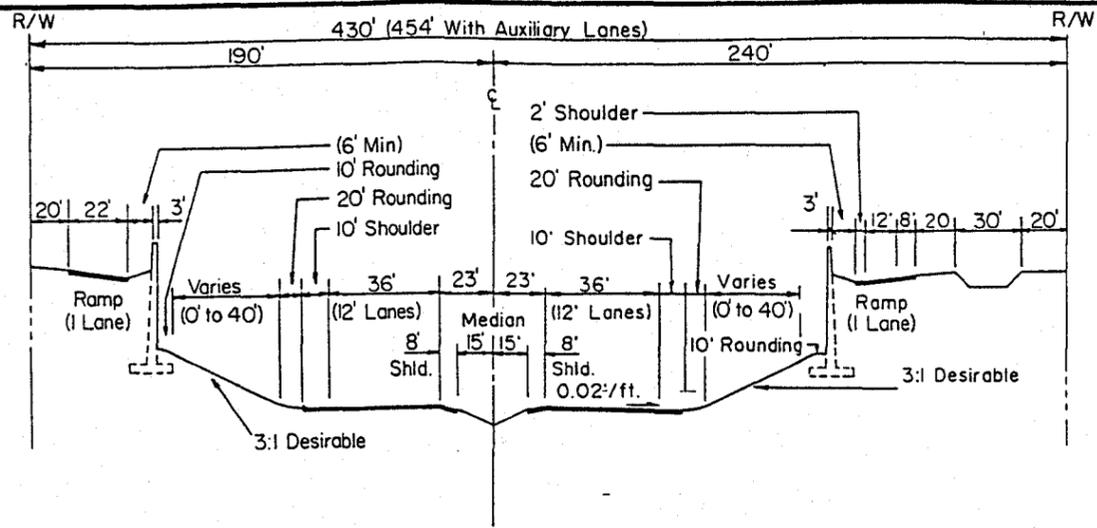
mail and other
Question 6/Response 6
Page 84

proposed developments are completed.

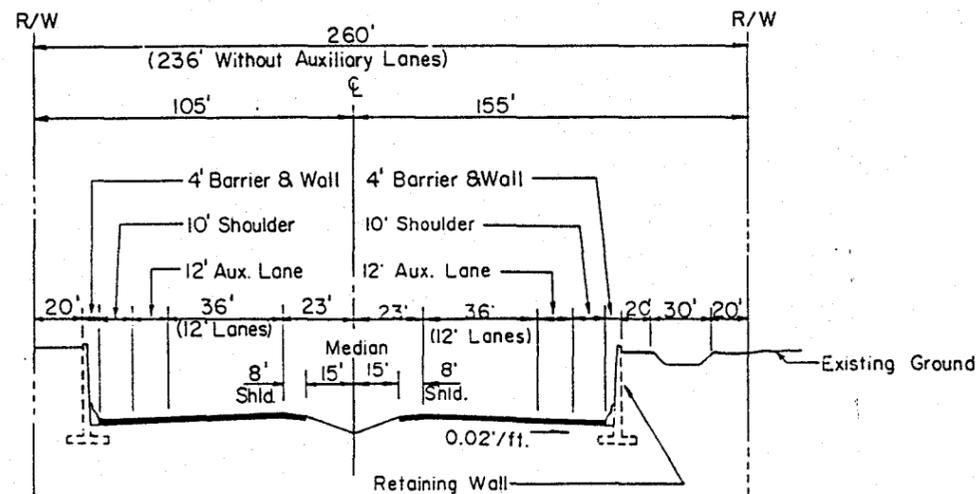
Ruzycki
7611 E. Minton Pl. 154
Mesa, AZ 85207

Rayanne Ruzycki

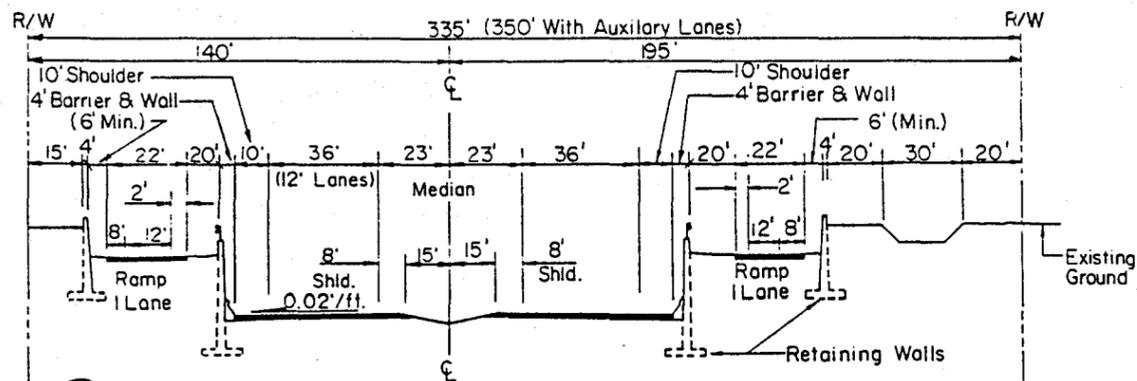
APPENDIX A
ROADWAY ALIGNMENTS, PROFILES AND TYPICAL SECTIONS



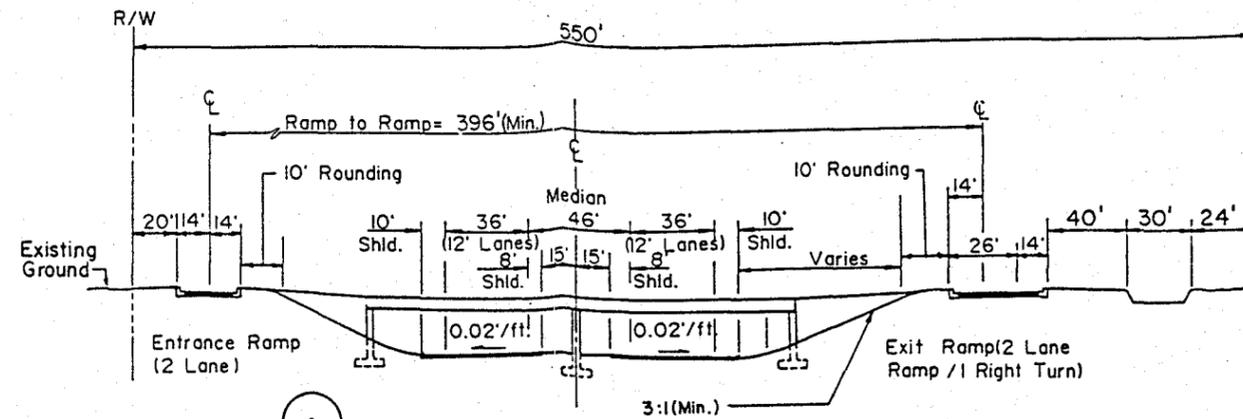
1 DEPRESSED OPEN WALLED SECTION AT RAMPS



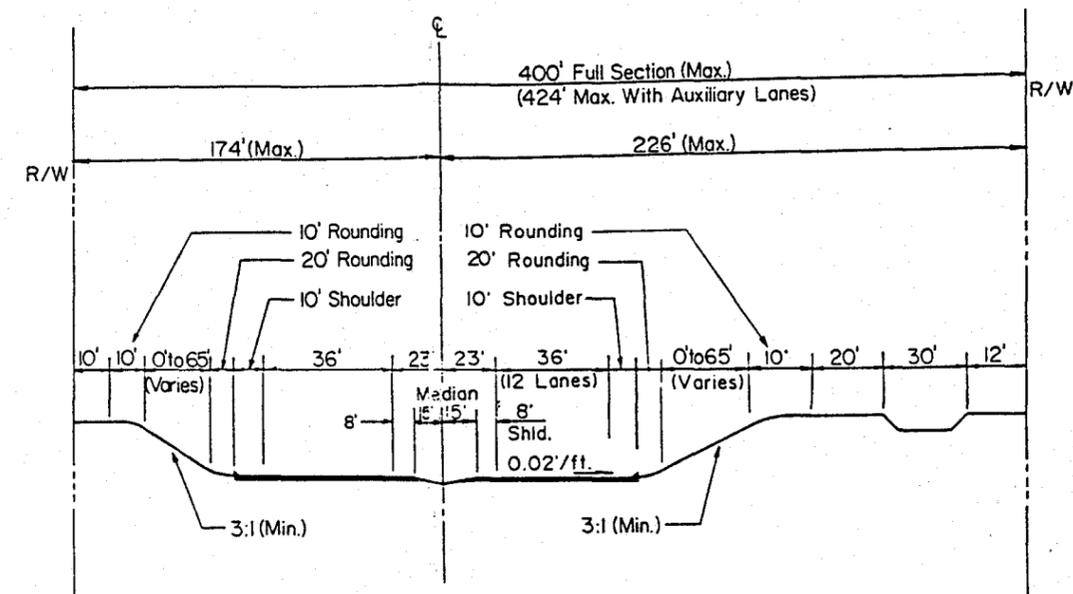
2 DEPRESSED CLOSED WALLED SECTION NEAR MID MILE (MINIMUM R/W)



3 DEPRESSED CLOSED WALLED SECTION AT RAMPS (MINIMUM R/W)



4 DEPRESSED SECTION AT CROSSROAD



5 DEPRESSED SECTION NEAR MID-MILE (WITHOUT AUXILLARY LANES)

| | |
|--------------------------|--|
| DESIGN | ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION SOUTHEAST LOOP HIGHWAY |
| DRAWN | |
| CHECKED | |
| APPROVED | |
| TYPICAL ROADWAY SECTIONS | |

CHANDLER BLVD.

54th ST.

56th ST.

P.R.R.

TEMPE CANAL

KYRENE ROAD

RURAL ROAD

1.44 ACRES

ALTERNATIVE 3

ALTERNATIVE 4

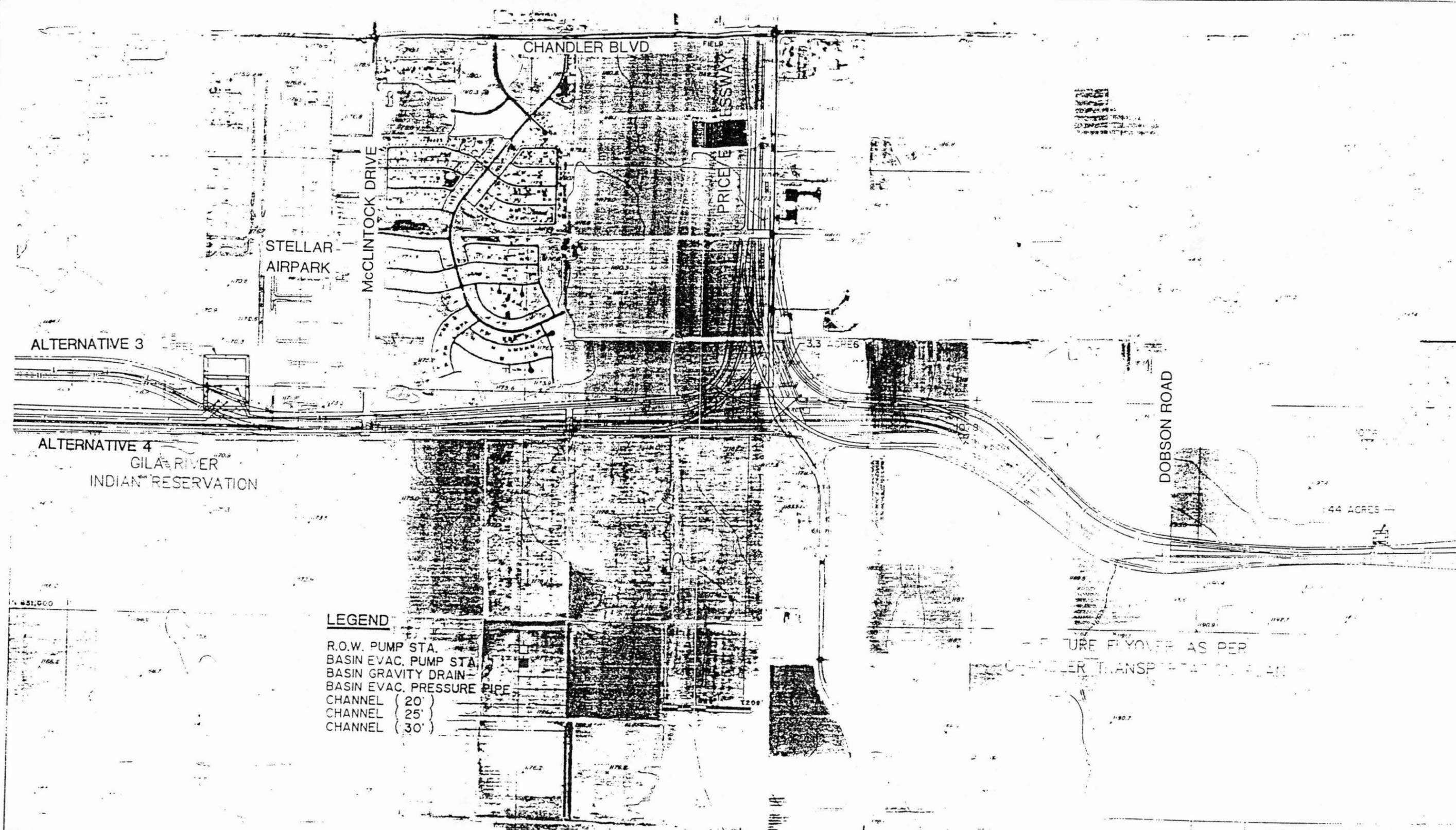
GILA RIVER
INDIAN RESERVATION

LEGEND

- ROWE PUMP STA.
- BASIN & DRAIN
- BASIN EVAC. PRESSURE PIPE
- CHANNEL 20'
- CHANNEL 15'
- CHANNEL 10'

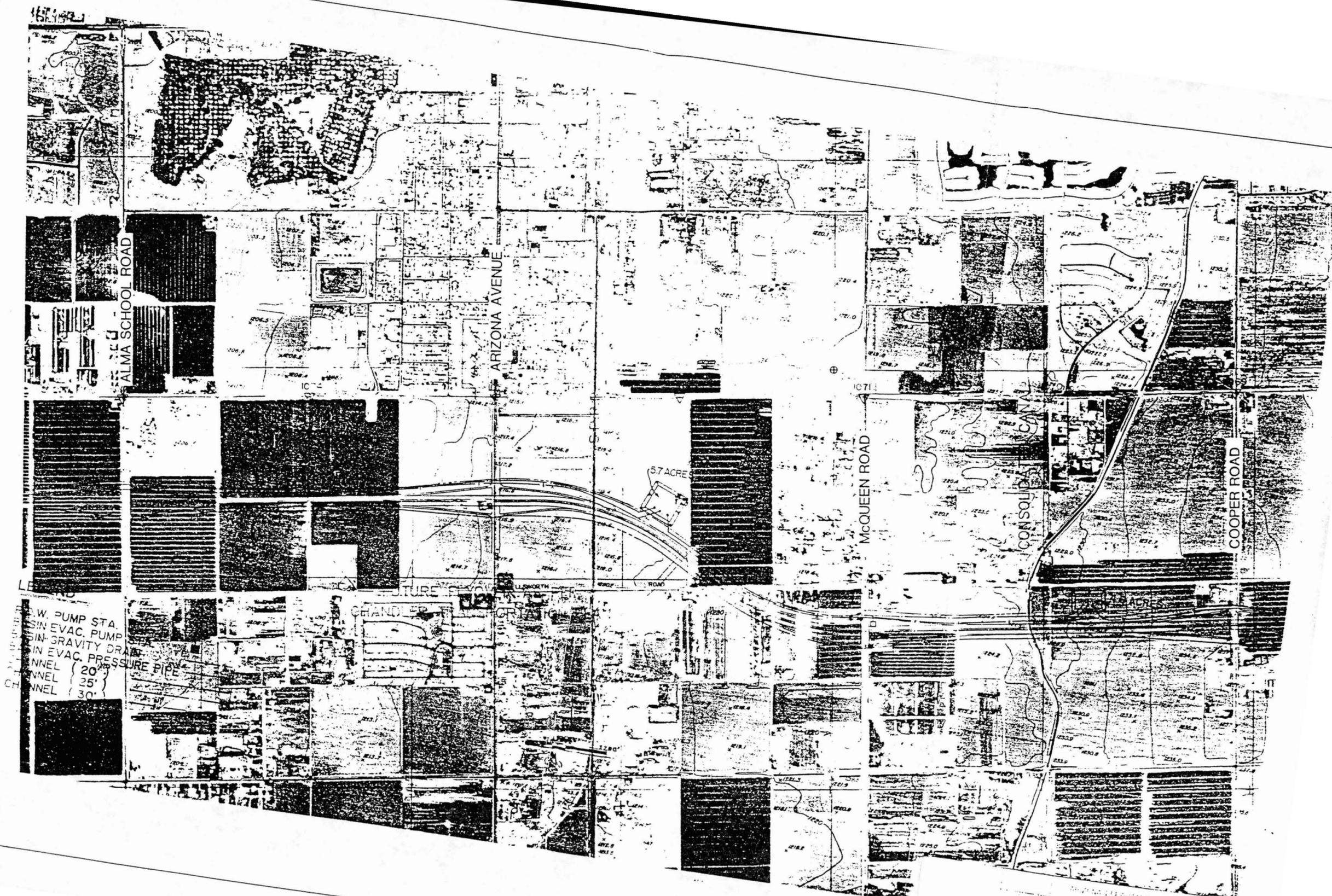
SOUTHEAST LOOP

PLAN VIEW



LEGEND

- R.O.W. PUMP STA.
- BASIN EVAC. PUMP STA.
- BASIN GRAVITY DRAIN
- BASIN EVAC. PRESSURE PIPE
- CHANNEL (20')
- CHANNEL (25')
- CHANNEL (30')

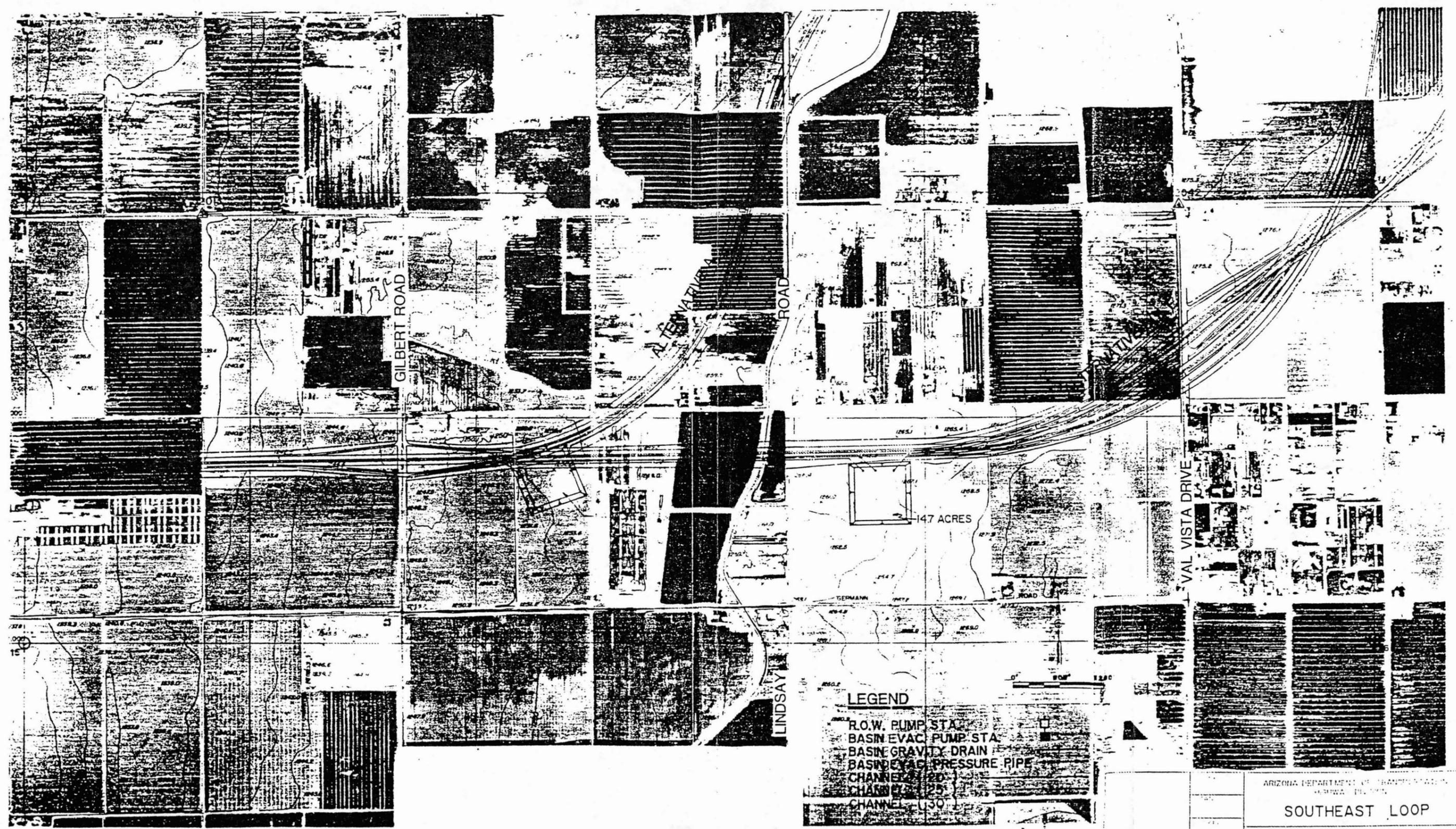


SOUTHEAST LOOP

PLAN VIEW

PAGE 5 OF 24

8-87



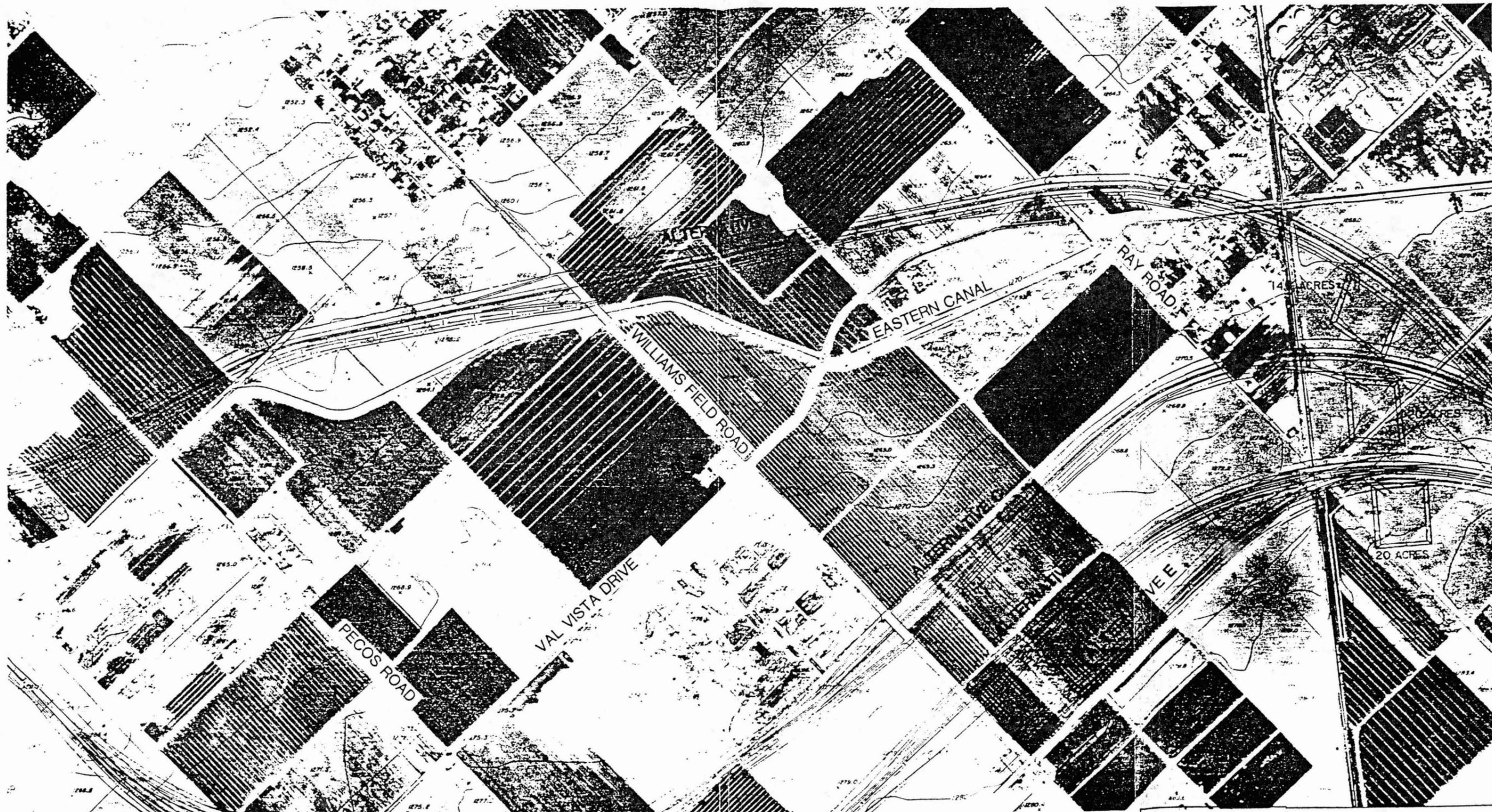
LEGEND

- R.O.W. PUMP STA
- BASIN EVAC. PUMP STA
- BASIN GRAVITY DRAIN
- BASIN EVAC. PRESSURE PIPE
- CHANNEL - 20'
- CHANNEL - 25'
- CHANNEL - 50'

ARIZONA DEPARTMENT OF TRANSPORTATION
 ARIZONA HIGHWAY DEPARTMENT

SOUTHEAST LOOP

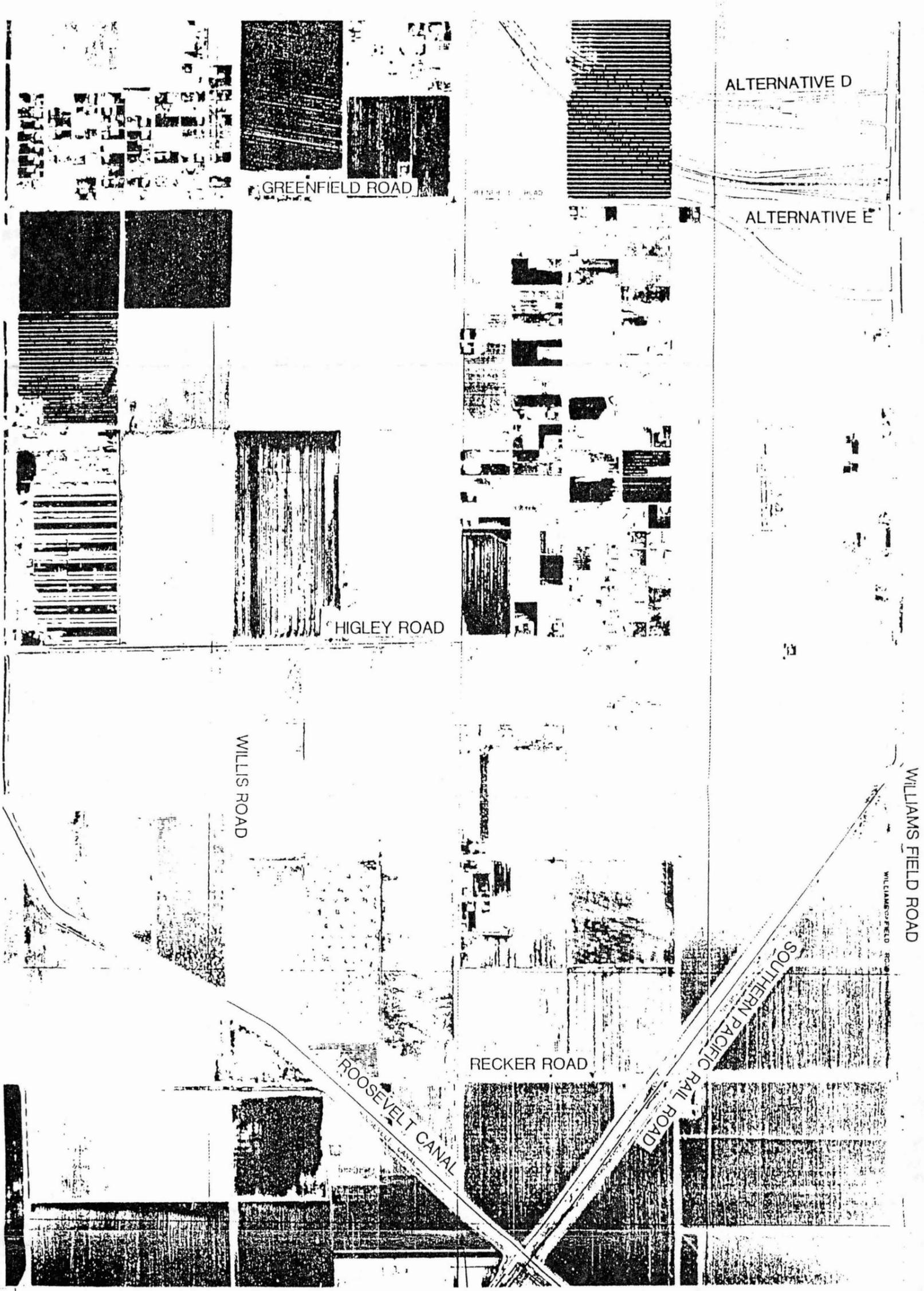
PLAN VIEW



LEGEND

- R.O.W. PUMP STA.
- BASIN EVAC. PUMP STA.
- BASIN GRAVITY DRAIN
- BASIN EVAC. PRESSURE PIPE
- CHANNEL (20')
- CHANNEL (25')
- CHANNEL (30')

| | |
|--|--------|
| ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION | |
| SOUTHEAST LOOP | |
| PLAN VIEW | |
| PAGE 7 OF 24 | 8-87 5 |



ALTERNATIVE D

ALTERNATIVE E

GREENFIELD ROAD

HIGLEY ROAD

WILLIS ROAD

RECKER ROAD

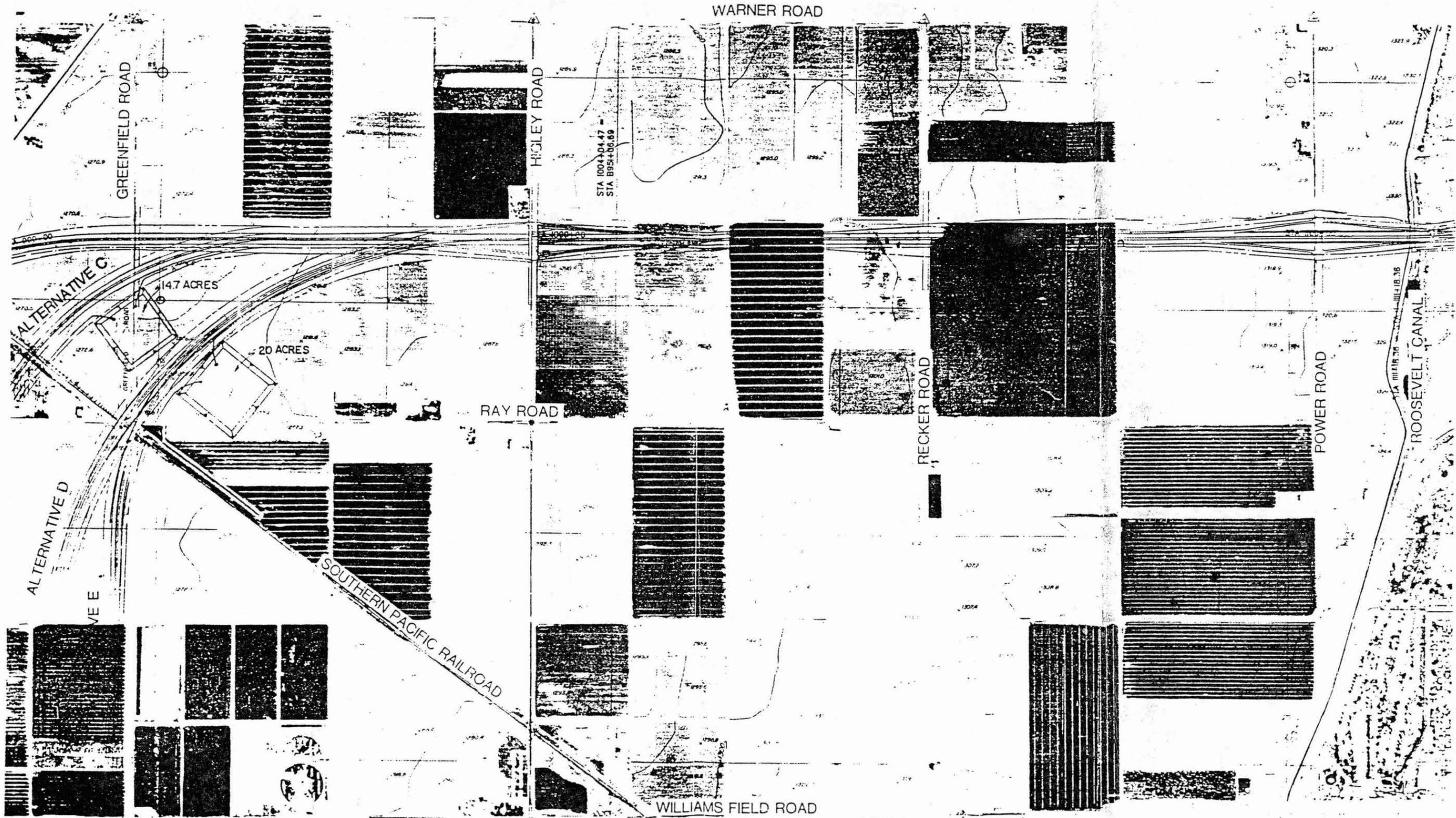
ROOSEVELT CANAL

WILLIAMS FIELD ROAD

SOUTHERN PACIFIC RAIL ROAD

SOUTHEAST LOOP

PLAN VIEW



WARNER ROAD

GREENFIELD ROAD

HIGLEY ROAD

STA 1004+04.47
STA 895+06.69

14.7 ACRES

20 ACRES

RAY ROAD

RECKER ROAD

POWER ROAD

ROOSEVELT CANAL

ALTERNATIVE C

ALTERNATIVE D

ALTERNATIVE E

SOUTHERN PACIFIC RAILROAD

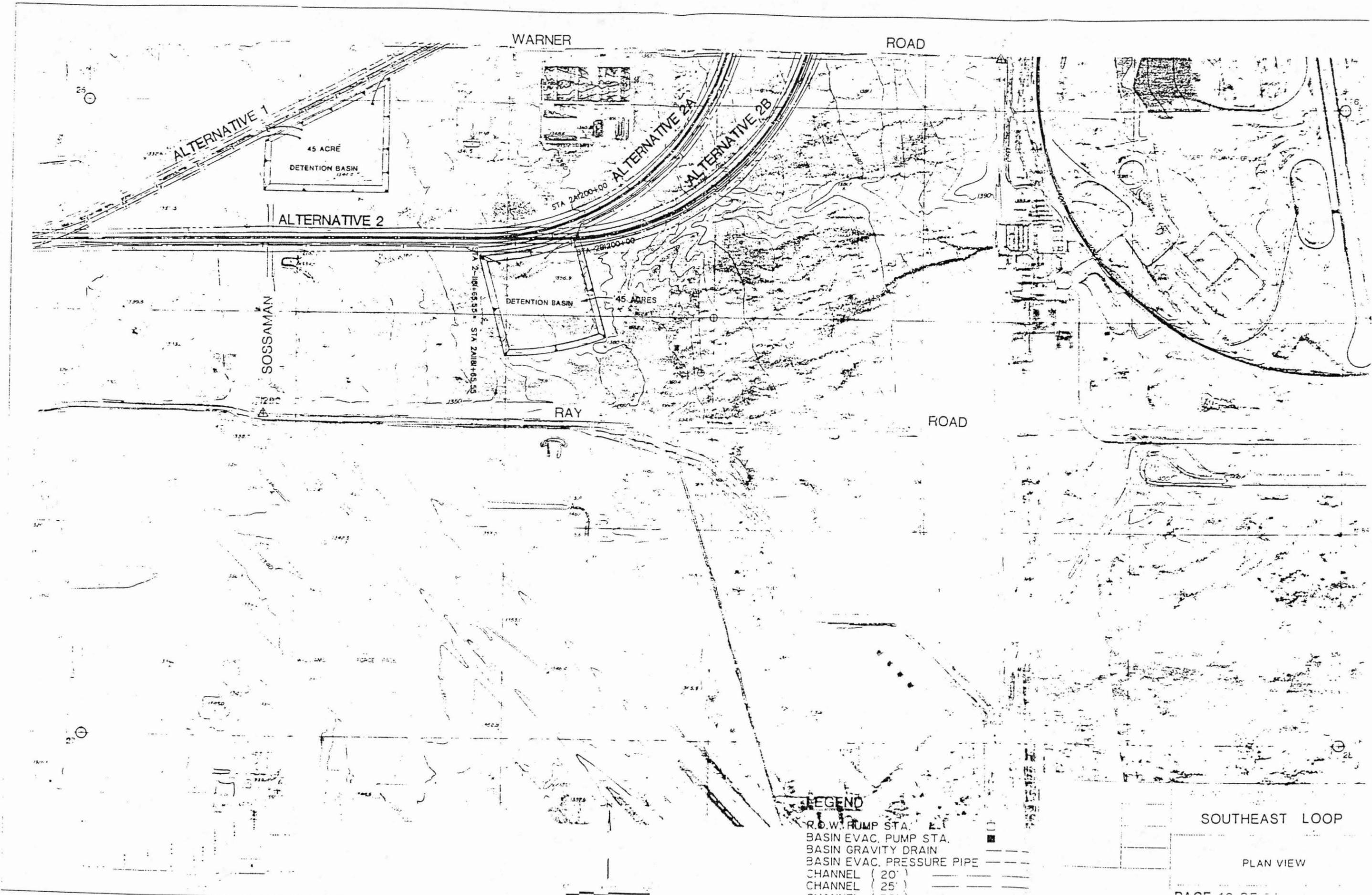
WILLIAMS FIELD ROAD

LEGEND

- LOW PUMP STA. [Symbol]
- BASIN EVAC. PUMP STA. [Symbol]
- BASIN GRAVITY DRAIN [Symbol]
- BASIN EVAC. PRESSURE PIPE [Symbol]
- CHANNEL (20') [Symbol]
- CHANNEL (25') [Symbol]
- CHANNEL (30') [Symbol]

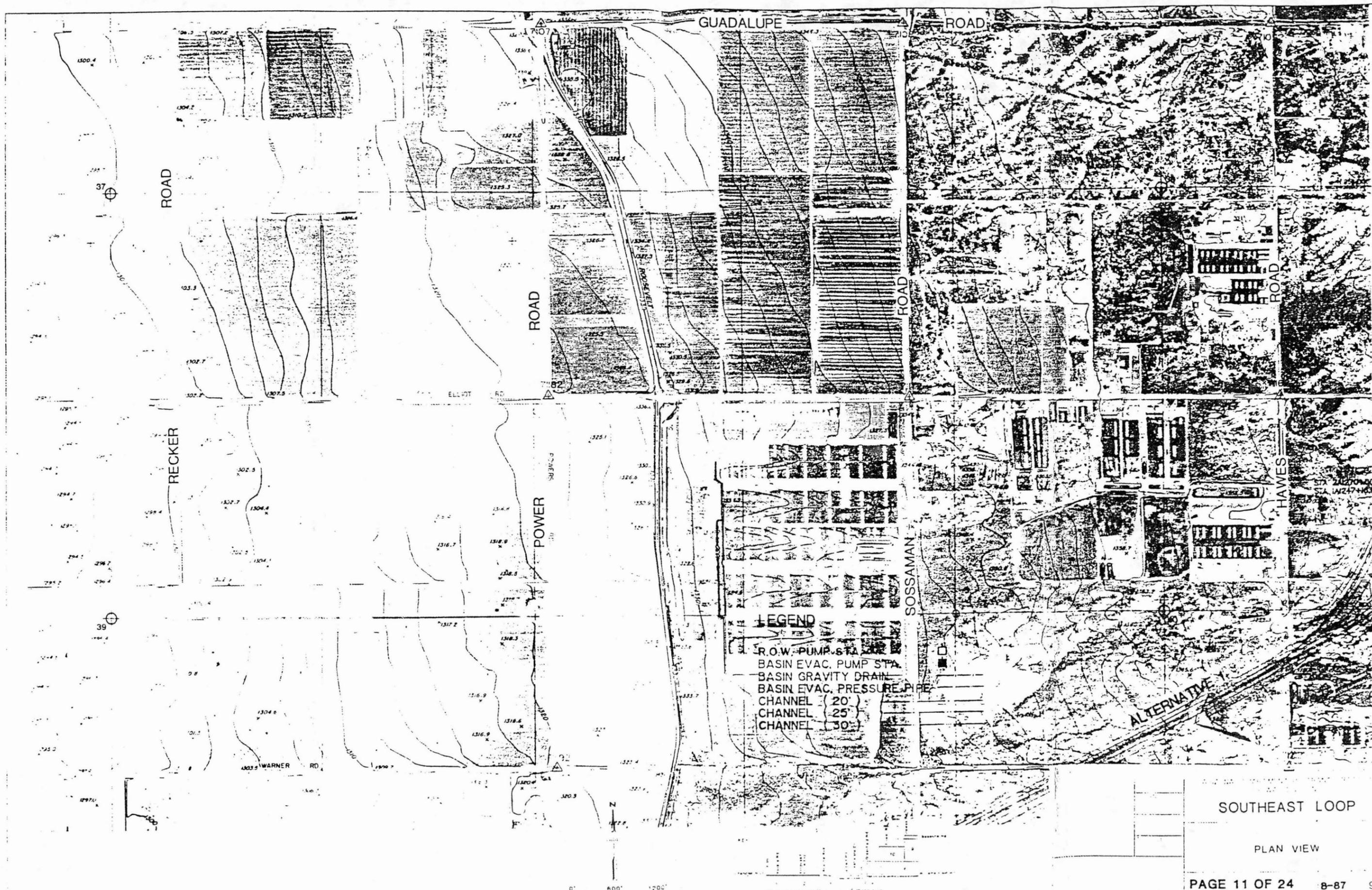
SOUTHEAST LOOP

PLAN VIEW



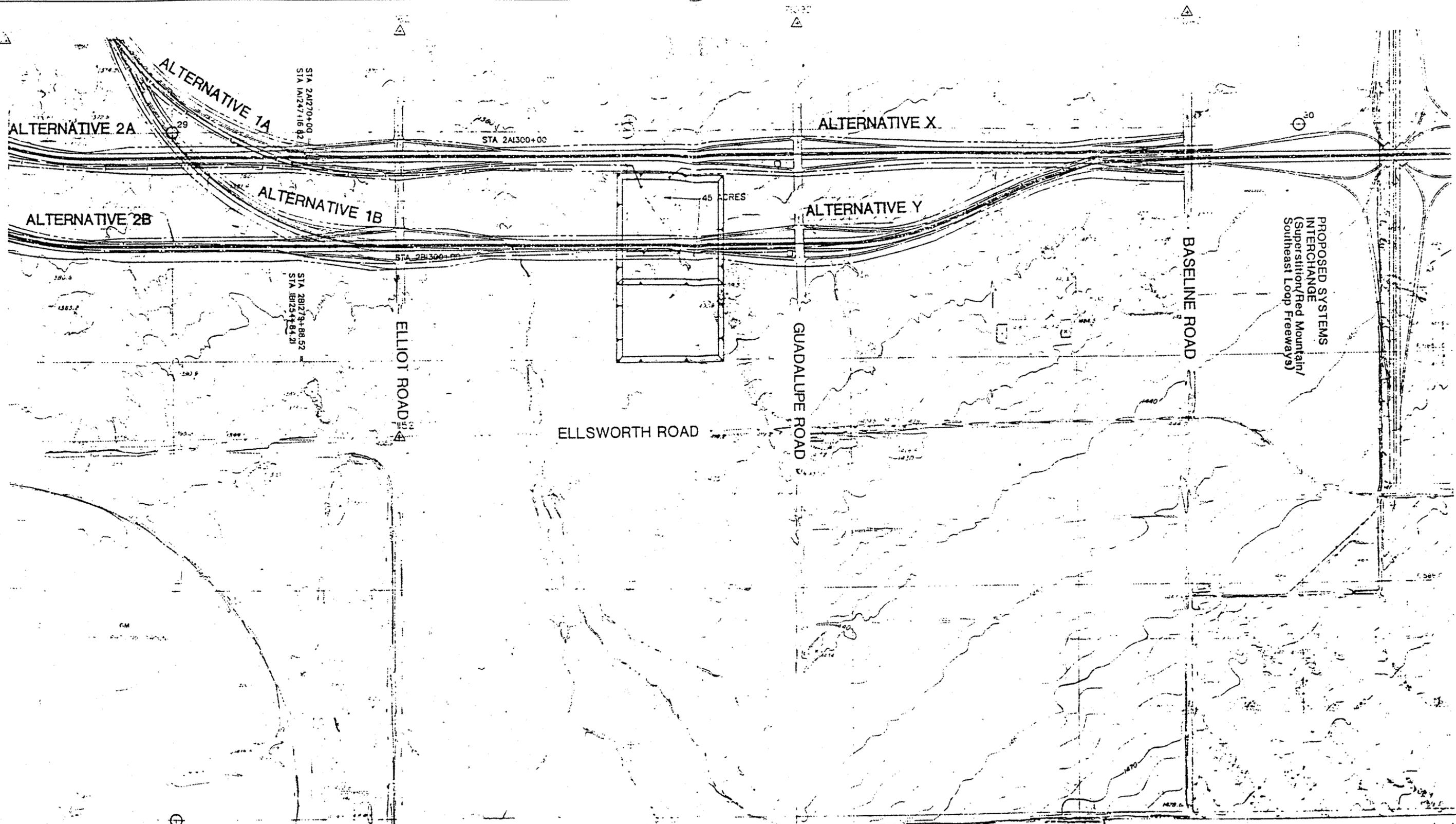
SOUTHEAST LOOP

PLAN VIEW



SOUTHEAST LOOP

PLAN VIEW



PROPOSED SYSTEMS
INTERCHANGE
(Superstition/Red Mountain/
Southeast Loop Freeways)

LEGEND

- R.O.W. PUMP STA. □
- BASIN EVAC. PUMP STA. ■
- BASIN GRAVITY DRAIN ---
- BASIN EVAC. PRESSURE PIPE ---
- CHANNEL (20') ---
- CHANNEL (25') ---
- CHANNEL (30') ---

SOUTHEAST LOOP

PLAN VIEW

188+71 * 188+71
 1145.00 1155.00
 1200 V.C. 1200 V.C.

McClintock Drive
 Sta 188+71

217+60 * 217+60
 1165.00 1165.00
 200 V.C. 1200 V.C.

Price Over Xing
 Sta 246+50

246+50 * 246+50
 1152.00 1155.00
 1200 V.C. 1200 V.C.

258+50 * 258+50
 1185.96 1184.40
 1200 V.C. 1200 V.C.

Future Flyover
 Sta 278+50

300+00 * 300+00
 1162.08 1122.50
 1200 V.C. 1200 V.C.

Dabson Road
 Sta 300+52

Future Flyover
 Sta 327+00

* 323+50
 1187.00 1187.00
 1200 V.C. 1200 V.C.

Alma School Road
 Sta 353+51

* 345+00
 1190.00 1190.00
 1200 V.C. 1200 V.C.

LEGEND
 ——— PROFILE ALT. "DEPRESSED"
 - - - - PROFILE ALT. "ELEVATED"
 - - - - ORIGINAL GROUND

INTERSTATE 10

LEGEND
 ——— PROFILE ALT. "DEPRESSED"
 - - - - PROFILE ALT. "ELEVATED"
 - - - - ORIGINAL GROUND

54th Street
 Sta 13+70

56th Street
 Sta 27+60

Tempe Canal
 Sta 54+80

81+46 * 81+46
 1131.00 1131.00
 1200 V.C. 1200 V.C.

Kyrene Road
 Sta 81+46

Rural Road
 Sta 133+00

122+90 * 122+90
 1167.38 1167.38
 1200 V.C. 1200 V.C.

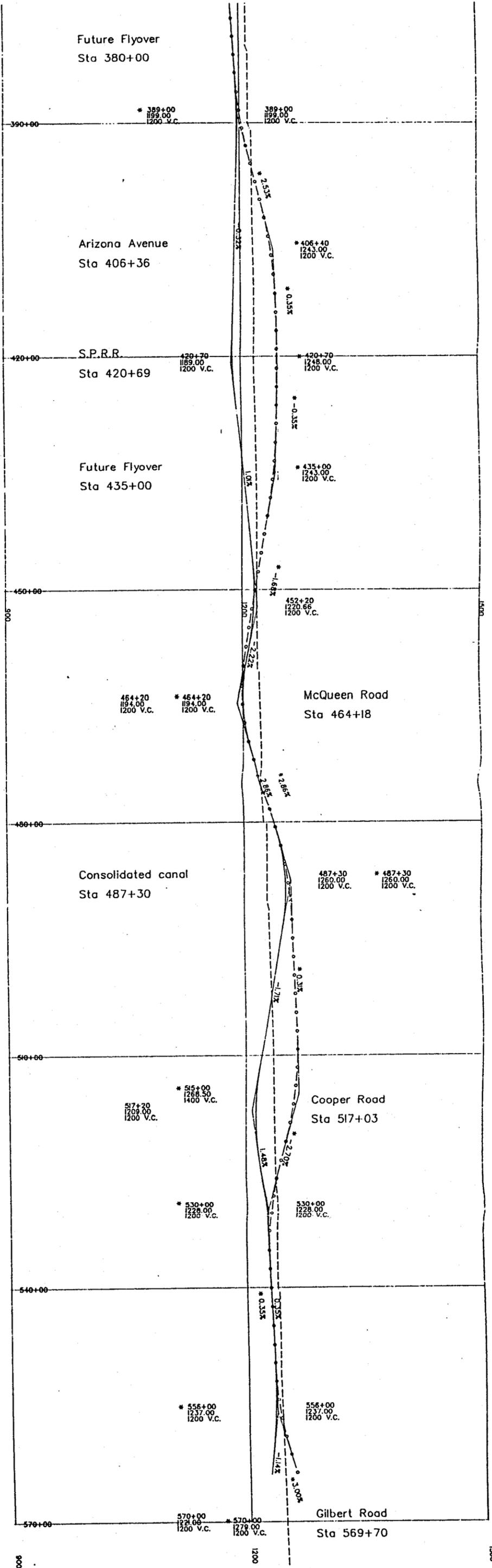
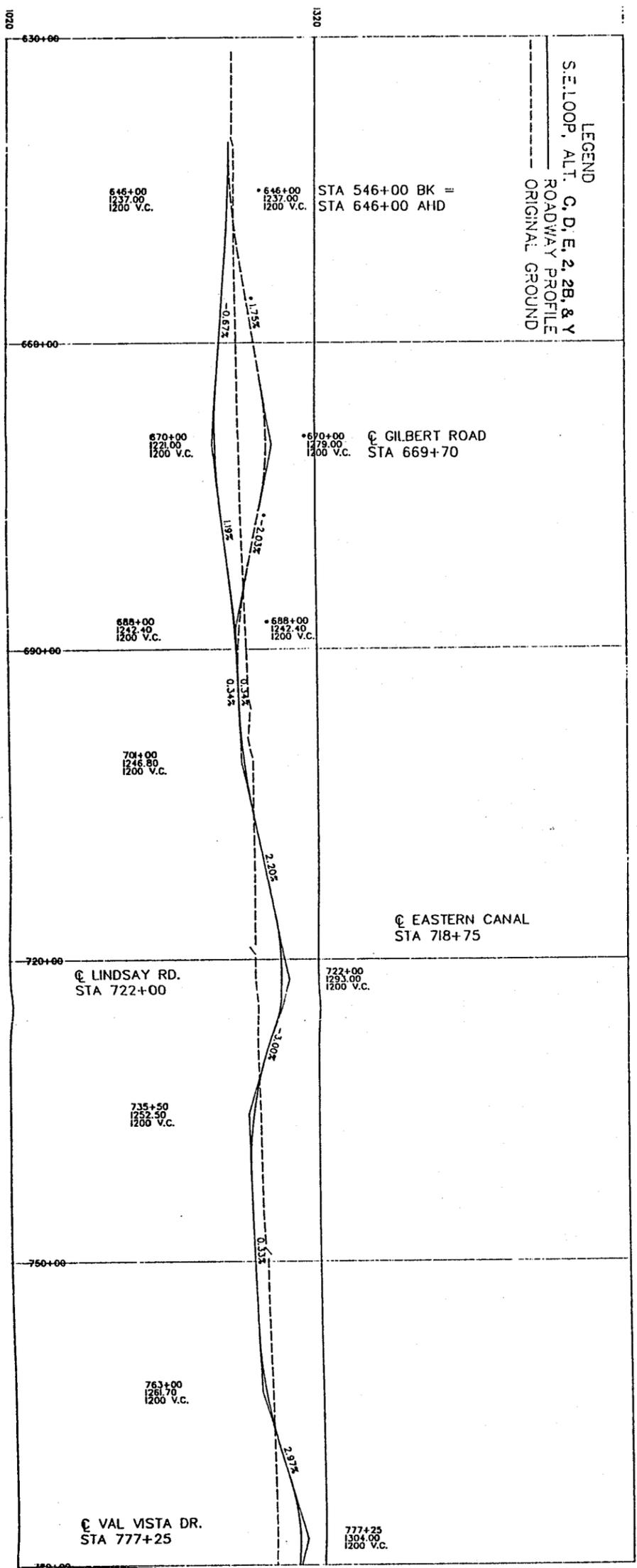
Stellar Airpark
 Sta 176+00

188+71 * 188+71
 1145.00 1155.00
 1200 V.C. 1200 V.C.

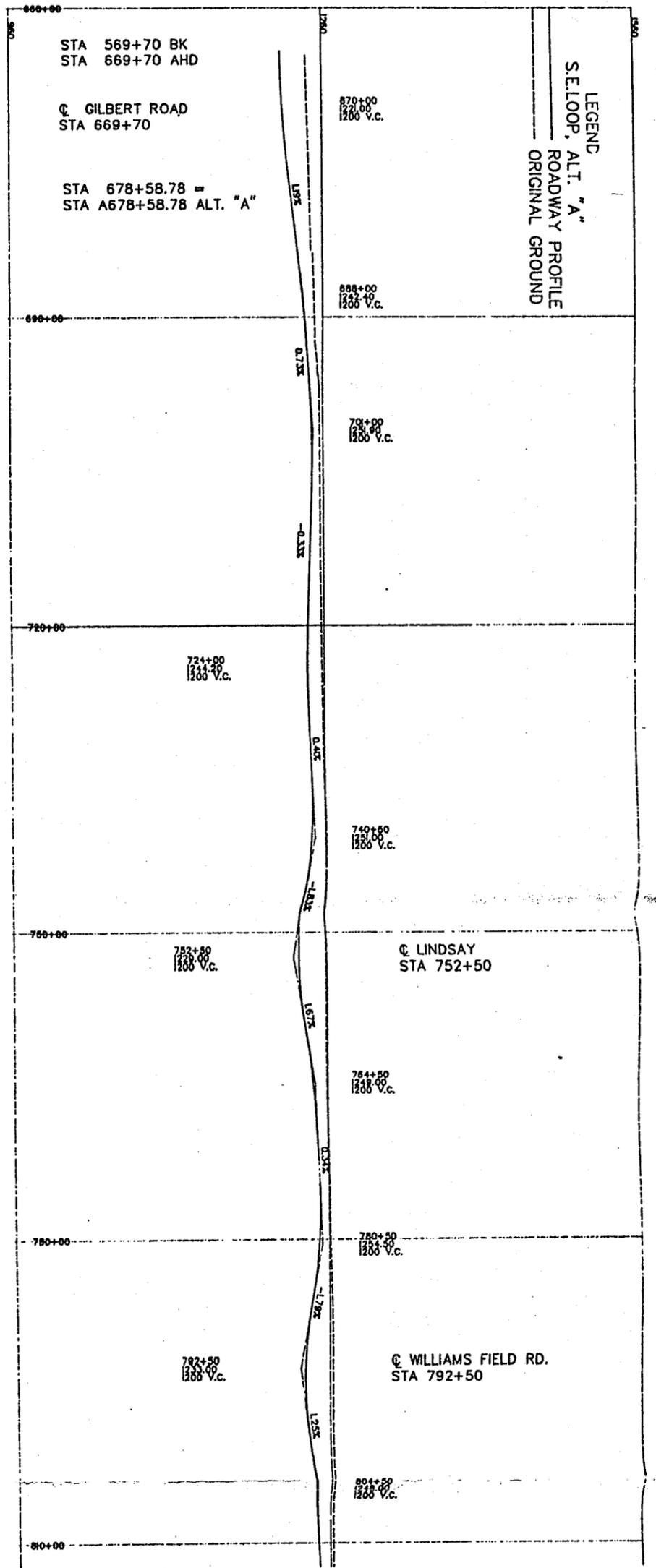
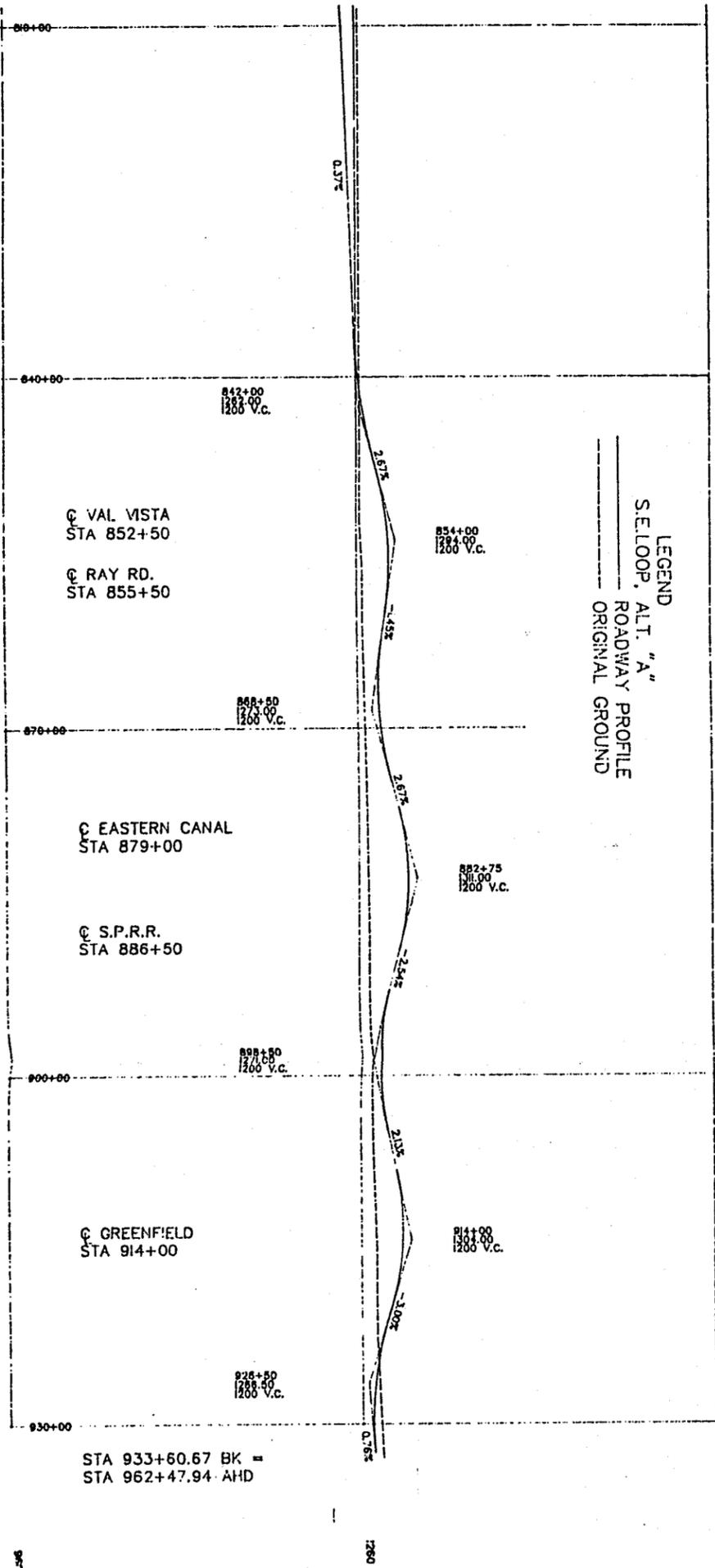
McClintock Drive
 Sta 188+71

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| DESIGN | ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION SOUTHEAST LOOP HIGHWAY VERTICAL PROFILES |
| DRAWN | |
| CHECKED | |
| APPROVED | |

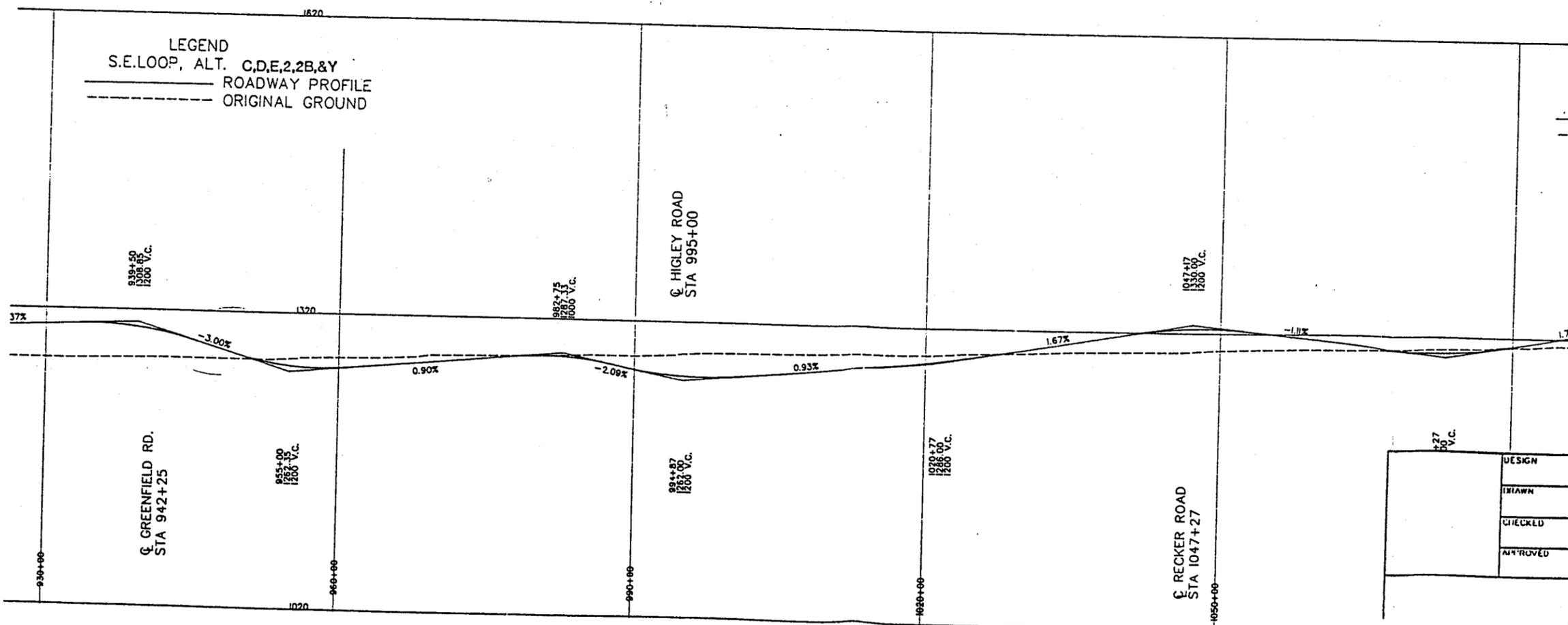
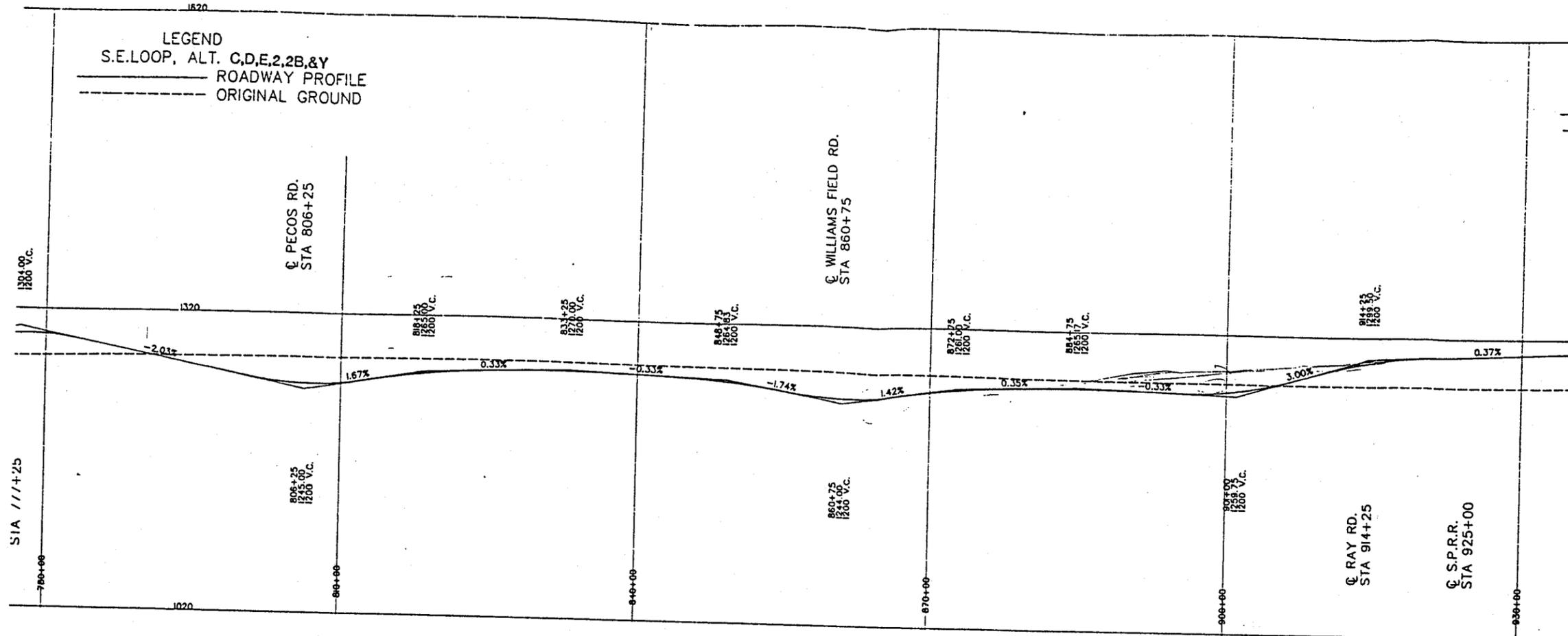
PAGE 13 OF 24 DATE 10/26/78



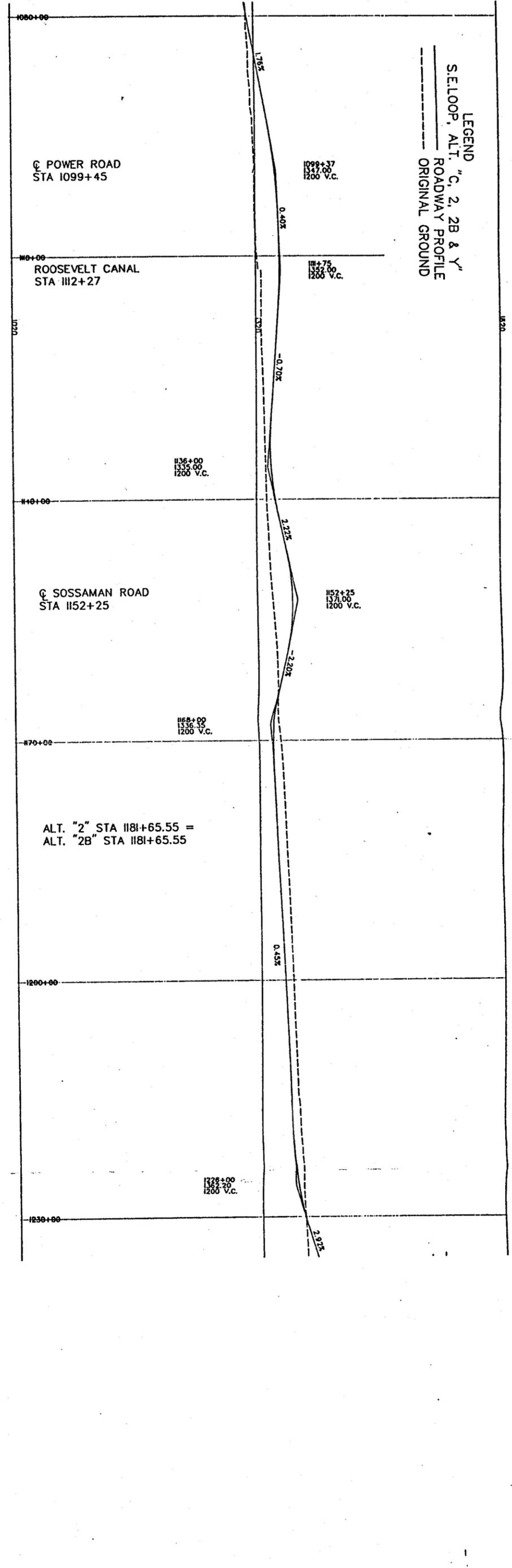
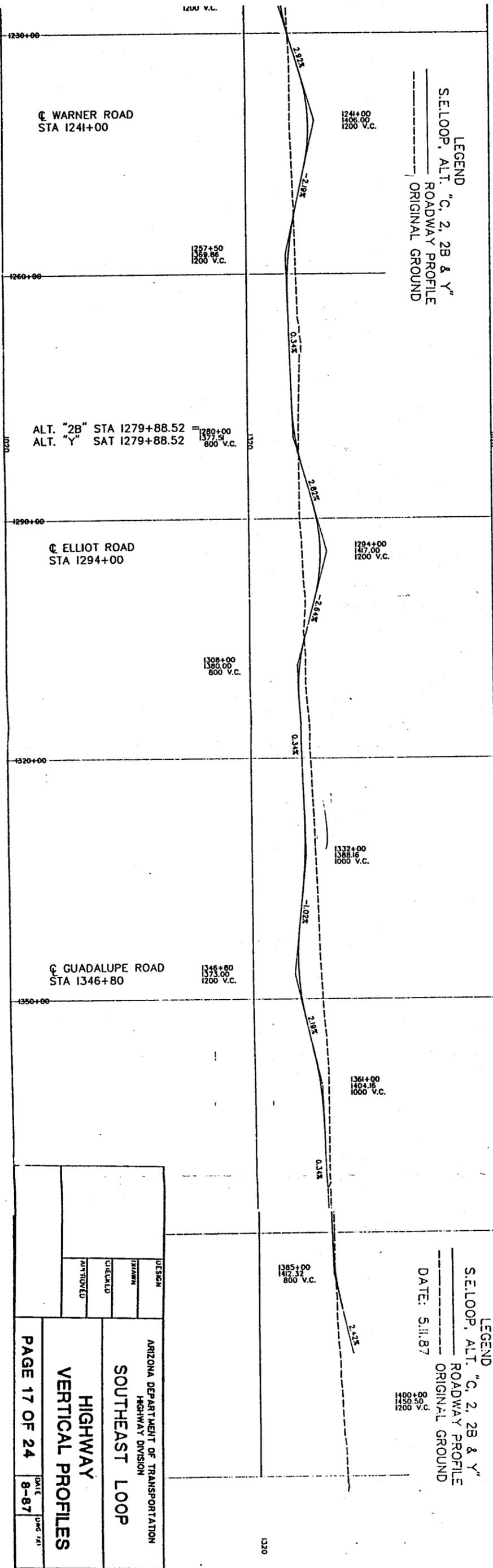
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| APPROVED | |
| PAGE 14 OF 24 | |
| DATE | 8-87 |
| SCALE | 1"=40' |

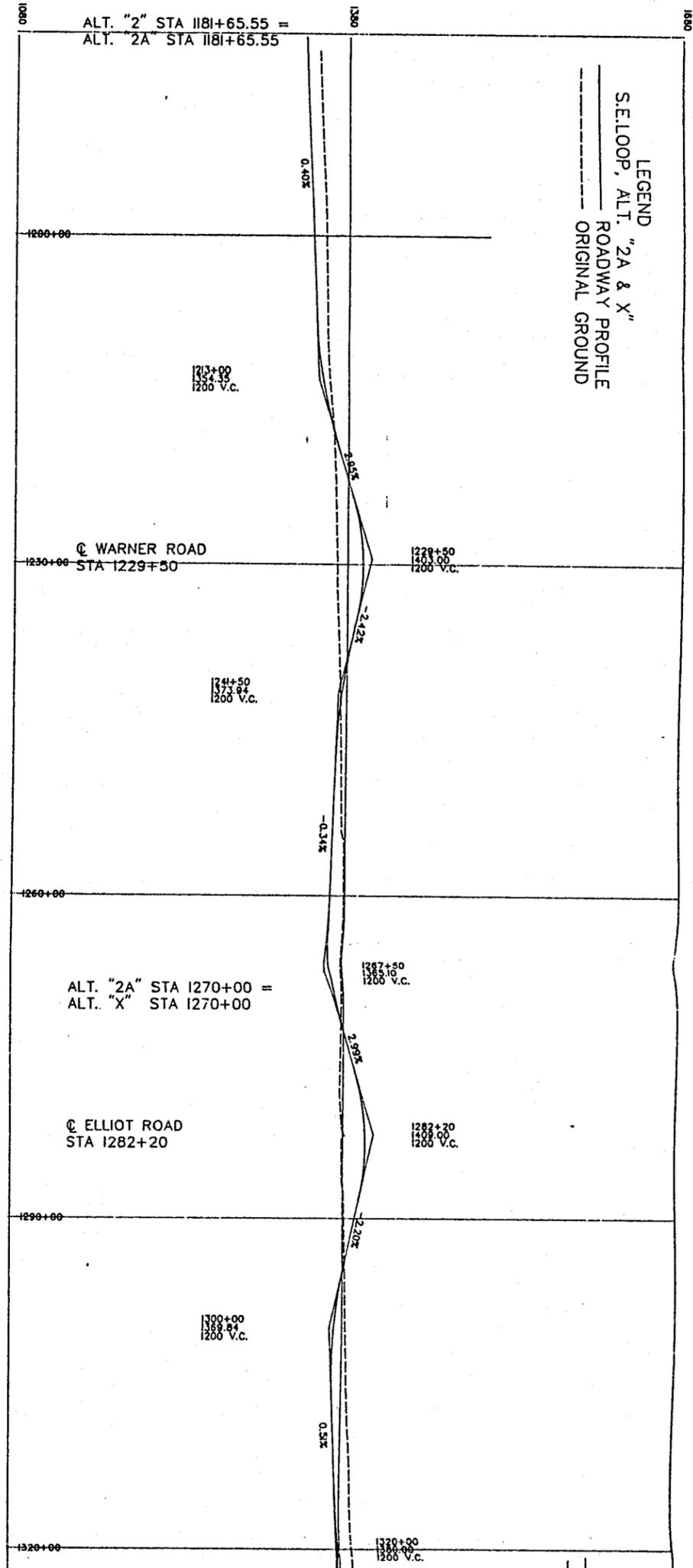
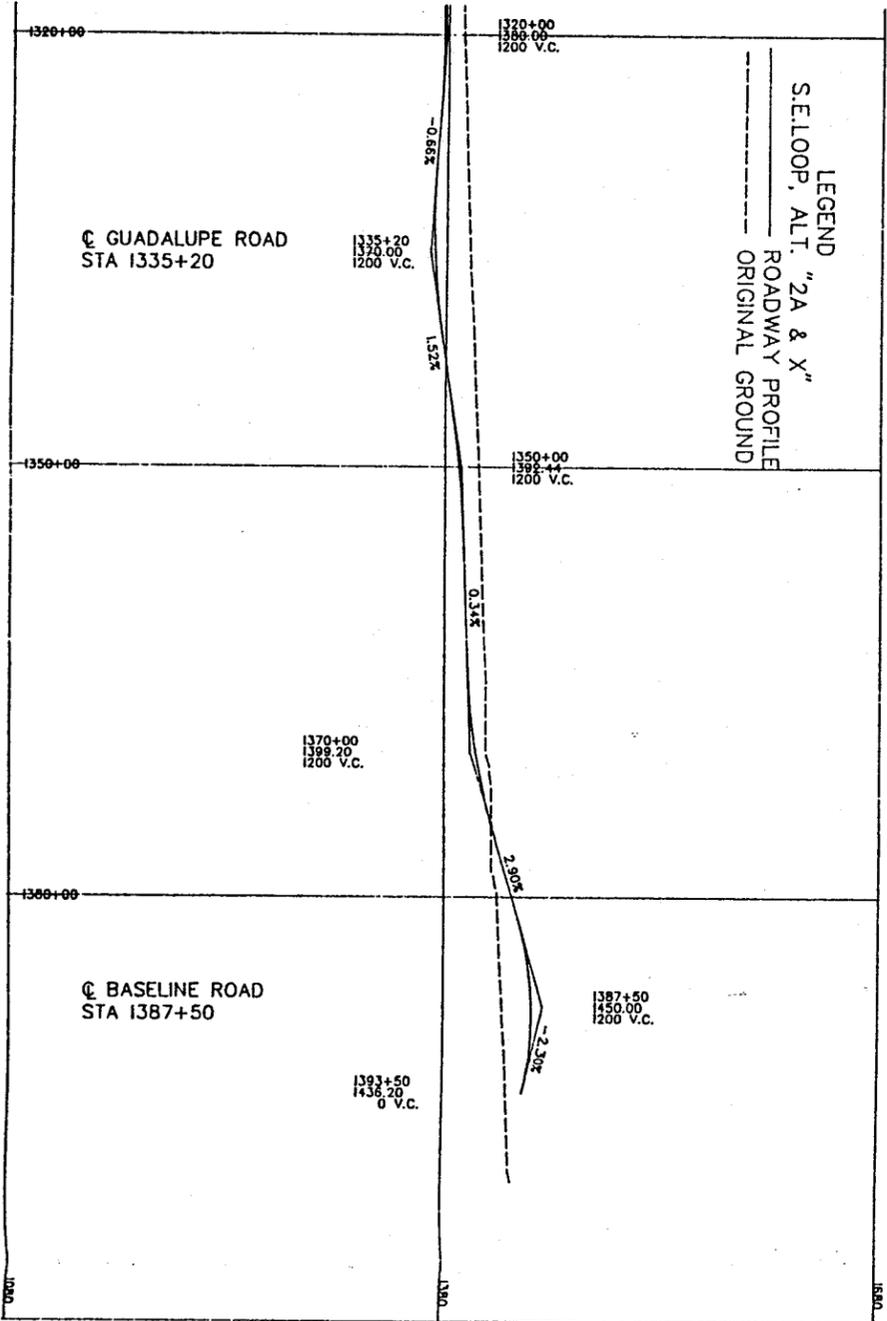


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| DATE | 8-87 | |
| PAGE 15 OF 24 | | |

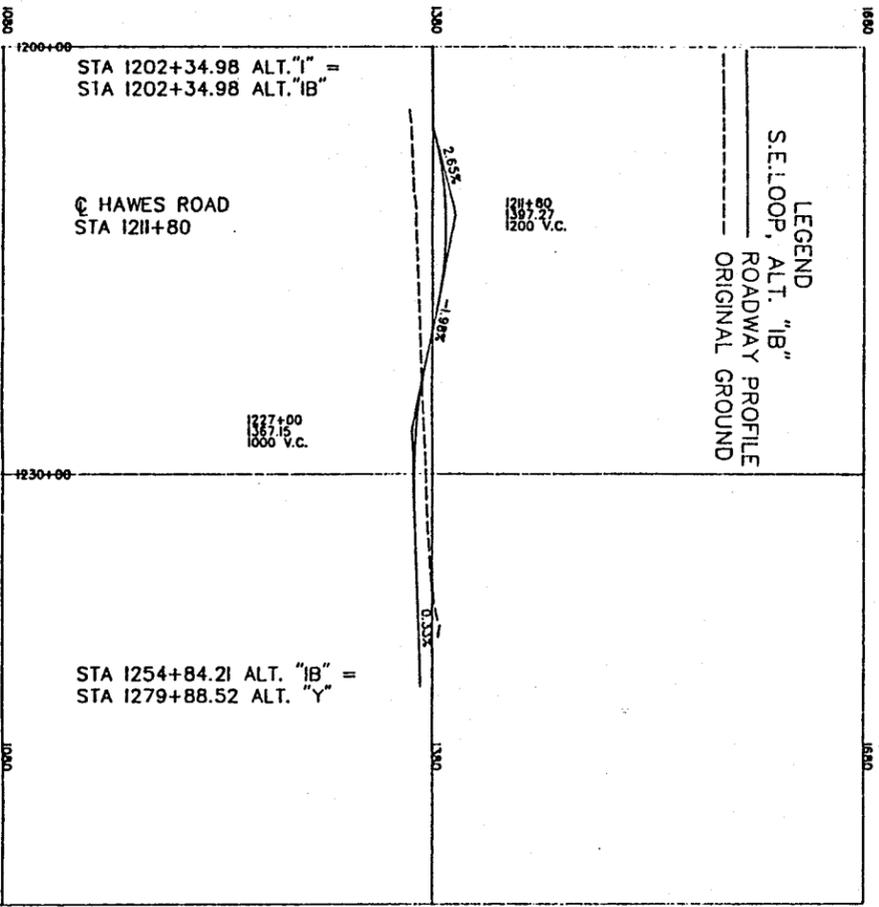
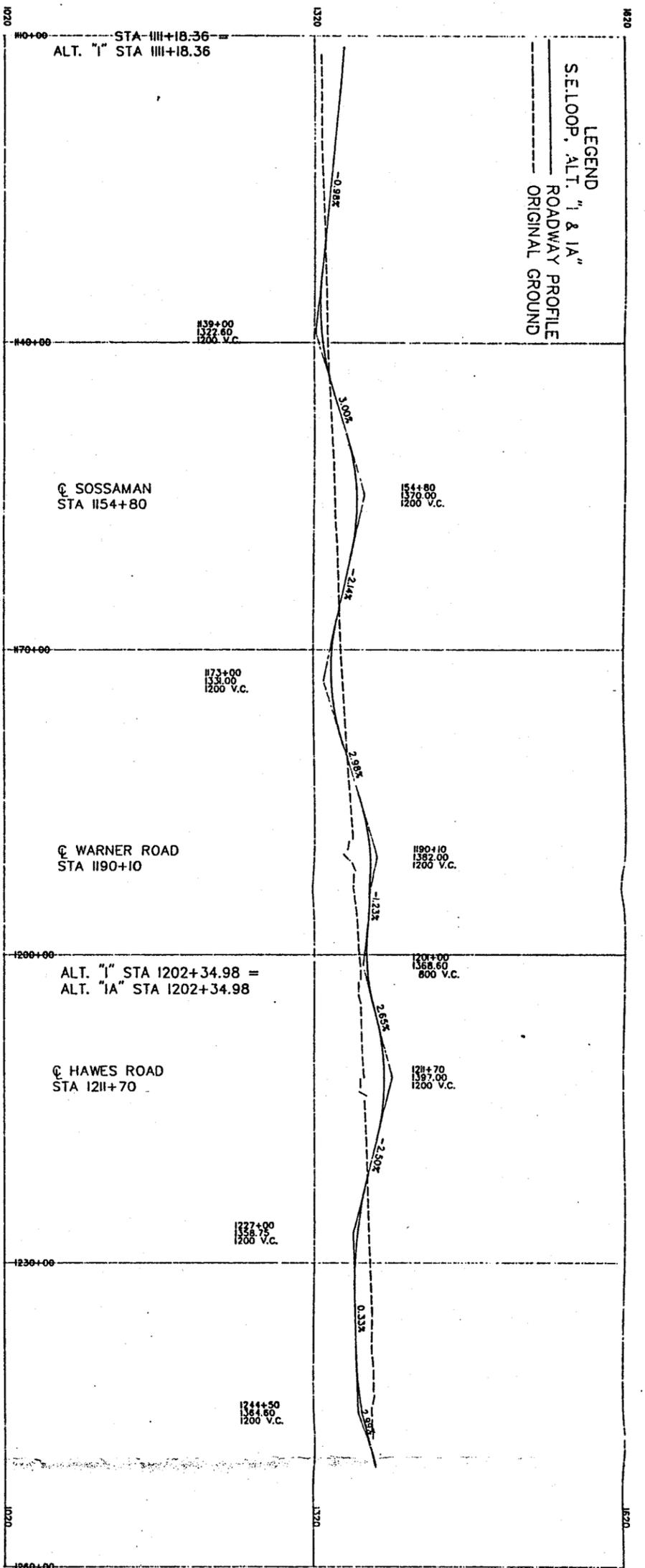


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| DESIGN | ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION | |
| | SOUTHEAST LOOP | |
| | HIGHWAY VERTICAL PROFILES | |
| | PAGE 16 OF 24 | DATE 8-87 |





| | | |
|---------------|----------|--|
| DESIGN | DATE | ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION SOUTHEAST LOOP HIGHWAY VERTICAL PROFILES |
| | CHECKED | |
| | APPROVED | |
| PAGE 18 OF 24 | | DATE 8-87 |



| | | | | |
|--|----------|-------|---------|----------|
| DATE | DESIGNED | DRAWN | CHECKED | APPROVED |
| | DATE | | | |
| ARIZONA DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION | | | | |
| SOUTHEAST LOOP | | | | |
| HIGHWAY VERTICAL PROFILES | | | | |
| PAGE 19 OF 24 | | | | |
| DATE | 8-87 | DATE | 10-87 | |

FEYER ROSE

ROAD

PRICE

SOUTHEAST
LOOP
HIGHWAY

SOUTHEAST
LOOP
HIGHWAY

PROPOSED ROW LINE

SOUTHEAST LOOP

LOW-LEVEL EXPRESSWAY

PRICE EXPRESSWAY SOUTHEAST LOOP
SYSTEMS INTERCHANGE

FRYE ROAD

EXTENT OF AREA INCLUDED IN R.O.W. CALCULATIONS FOR PROPOSED INTERCHANGE

EXTENT OF AREA INCLUDED IN R.O.W. CALCULATIONS FOR PROPOSED INTERCHANGE

PRICE ROAD

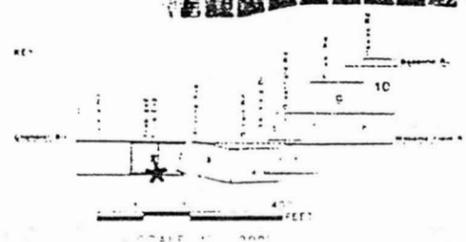
PRICE'S ROAD

SOUTHEAST LOOP HIGHWAY

PROPOSED ROW LINE

SOUTHEAST LOOP

HIGH-LEVEL EXPRESSWAY SYSTEMS INTERCHANGE CONCEPT # 1



FRYE ROAD

EXTENT OF AREA INCLUDED IN R.O.W. CALCULATIONS FOR PROPOSED INTERCHANGE

EXTENT OF AREA INCLUDED IN R.O.W. CALCULATIONS FOR PROPOSED INTERCHANGE

PECO ROAD

PROPOSED ROW LINE

SOUTHEAST LOOP

HIGH-LEVEL EXPRESSWAY SYSTEMS INTERCHANGE CONCEPT

