APPENDIX A

AGENCY CORRESPONDENCE
PROJECT NEWSLETTERS

SHPO- 2003 -2515 (18270)

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

David Jacobs, Ph.D.
Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 W. Washington
Phoenix, AZ 85007

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear Dr. Jacobs:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

The scope of this project would involve the construction of a connecting freeway between Happy Valley Road and I-17 at the New River Traffic Interchange. At this time, ADOT is in the initial planning phases of the project and is preparing an Environmental Assessment (EA) and Design Concept Report (DCR) for the project. The area of potential effect (APE) for this project has not been defined, as several alternative corridors are being studied.

URS Corporation (URS) prepared a cultural resources records review for the proposed corridor alternatives. The report, *"Cultural Resources Records Review for the Proposed Estrella Freeway (State Route 303L), Happy Valley Road to Interstate 17, Maricopa County, Arizona"* (Cox and Rogge 2003) is enclosed for your review and comment. URS identified 123 previously recorded archaeological and historical sites within the corridor study area. The sites identified in the records review include one property listed on the National Register of Historic Places (the Sun-Up Ranch) and two large

archaeological districts (the Calderwood Butte and New River Archaeological Districts). A table outlining all of the sites identified, including their eligibility and excavation status, as well as the land managing agency for each site, is enclosed.

The scope and APE of the project have not been. The project is unlikely to avoid all historic properties, and would result in a finding of "adverse effect." For that reason, ADOT recommends that a Programmatic Agreement (PA) be developed to address any potential adverse effects.

Please review the enclosed report, table, and information provided in this letter. If you find the report adequate and agree with ADOT's recommendation to develop a PA to address potential adverse effects, please sign below to indicate your concurrence. If you have any questions or concerns, feel free to contact me at (602) 712-8148 or via email at kneustadt@dot.state.az.us. Thank you.

Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Signature for SHPO Concurrence

26 DEC 03
Date

Enclosures

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

Connie Stone
Bureau of Land Management
Phoenix Field Office
21605 N 7th Ave
Phoenix, AZ 85027

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear Ms. Stone:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

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outlining all of the sites identified, including their eligibility and excavation status, as well as the land managing agency for each site, is enclosed.

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Please review the enclosed report, table, and information provided in this letter. If you find the report adequate and agree with ADOT's recommendation to develop a PA to address potential adverse effects, please sign below to indicate your concurrence and return this document within 30 days of receipt. If you have any questions or concerns, feel free to contact me at (602) 712-8148 or via email at kneustadt@dot.state.az.us. Thank you.

Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Connie L. Stone
Signature for BLM Concurrence
Archaeologist

Dec. 24, 2003
Date

Enclosures

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

Jon Czaplicki
Bureau of Reclamation
Phoenix Area Office
P.O. Box 81169
2222 W Dunlap, Suite 100
Phoenix, AZ 85069-1169

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear Mr. Czaplicki:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

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Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Bruce D. Ellis
Signature for Reclamation Concurrence

12/16/03
Date

Enclosures

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

Barbara Stocklin
City of Phoenix Historic Preservation Office
200 W. Washington
9th Floor
Phoenix, AZ 85003

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear Ms. Stocklin:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

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Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Signature for COP Concurrence

12-11-03
Date

Enclosures

City of Phoenix

Archaeology Section
Pueblo Grande Museum
4619 E. Washington St.
Phoenix, AZ 85034

Report Review Form

Project No.: ADOT **Date Report Submitted: 12-5-03**

Report Title: Cultural Resource Records Review For The Proposed Estrella Freeway (State Route 303L), Happy Valley Road To Interstate 17, Maricopa County, Arizona.

X Draft **Final**

Author: Cox and Rogge **Firm:** URS

Action: **Accepted** **More Information Requested** **XRevise & Resubmit**

Comments: On page iv, under Recommendations, 1st paragraph, add *District* after Calderwood Butte Archaeological. On the same page, very last paragraph, last sentence, add an *a* between of and relatively. On page 11, last paragraph, last sentence, *two* is misspelled. On page 12, 3rd paragraph under 1990's Studies, and an *s* to street project. On page 13, 3rd paragraph, 1st sentence should say 1.1 square miles. On the same page, 5th paragraph, 1st sentence, add *the* between within and record. Also, in the same paragraph, 2nd sentence, should say recorded site dates. On page 15, 3rd paragraph under Calderwood Butte Archaeological District, add *locus* after residential. On the same page, in the same paragraph, add *the* between through and classic. You also mention the Palo Verde Ruin a few times in the report, however you do not mention a site number. Does this site have a site number? If so, it needs to be in the report. Also, we did not see this site in your appendix that lists all of the sites. Also, in Figure 6, you do not show the Palo Verde Ruin. It should be placed on this map.

Recommendations: Please revise report accordingly and submit one final bound copy to the City Archaeology Office.

Reviewed By: Robert A. Serocki Jr. and Todd W. Bostwick, Ph.D. TB **Date: 12-16-03**

Saving the past for the future...

ADOT

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

Todd Bostwick
Archaeologist
City of Phoenix
Pueblo Grande Museum
4619 E. Washington
Phoenix, AZ 85034

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear Mr. Bostwick:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

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Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Todd Bostwick
Signature for COP Concurrence

12-16-03
Date

Enclosures

ADOT

Arizona Department of Transportation

Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Bill Higgins
Acting State Engineer

December 3, 2003

President Ernest Jones, Sr.
Yavapai-Prescott Indian Tribe
530 E. Merritt
Prescott, AZ 86301-2038

RE: Project No. S-303A-200
TRACS No. 303L MA H5946 01E
Loop 303; Estrella Freeway
State Act Consultation

Dear President Jones:

The Arizona Department of Transportation (ADOT) is planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Route 303 Loop), located between Happy Valley Road and Interstate 17 (I-17), in Maricopa County. This project is state-funded and ADOT is consulting with your office pursuant to ARS §41-864. This project occurs on ADOT right-of-way, and ADOT easement across Arizona State Trust land administered by the Arizona State Land Department (ASLD), Bureau of Land Management (BLM), Bureau of Reclamation (Reclamation) and City of Phoenix (COP) land. Consulting parties for this project include ADOT, the Arizona State Historic Preservation Office (SHPO), ASLD, BLM, Reclamation, COP, the Salt River Pima Maricopa Indian Community (SRPMIC), the Yavapai Apache Nation, the Yavapai-Prescott Indian Tribe, the San Carlos Apache Tribe, the Fort McDowell Yavapai Nation, and the Hopi Tribe.

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outlining all of the sites identified, including their eligibility and excavation status, as well as the land managing agency for each site, is enclosed.

The scope and APE of the project have not been. The project is unlikely to avoid all historic properties, and would result in a finding of "adverse effect." For that reason, ADOT recommends that a Programmatic Agreement (PA) be developed to address any potential adverse effects. At this time, ADOT is also inquiring whether you have any concerns regarding historic properties of religious or cultural importance to your community within the project area. If you have such concerns, any information you might provide within 30 days of receipt of this letter would be considered in the project planning. If your office opts to participate in cultural resource consultation at a later date, ADOT would make a good faith effort to address any concerns.

Please review the enclosed report, table, and information provided in this letter. If you find the report adequate and agree with ADOT's recommendation to develop a PA to address potential adverse effects, please sign below to indicate your concurrence and return this document to ADOT within 30 days of reciept. If you have any questions or concerns, feel free to contact me at (602) 712-8148 or via email at kneustadt@dot.state.az.us. Thank you.

Sincerely,

Kae Neustadt
Historic Preservation Specialist
Environmental & Enhancement Group
205 S 17th Avenue, Room 213E / MD 619E
Phoenix, AZ 85007

Signature for Yavapai-Prescott Concurrence

12/14/03
Date

c. Nancy Hayden, Cultural Research Program Director, with enclosures

THE HOPI TRIBE

Wayne Taylor, Jr.
CHAIRMAN

Caleb Johnson
VICE-CHAIRMAN

December 5, 2003

Kae Neustadt, Historic Preservation Specialist
Arizona Department of Transportation, Environmental & Enhancement Group
206 South 17th Avenue, Room 213E, Mail Drop 619E
Phoenix, Arizona 85007-3213

Re: Loop 303: Estrella Freeway

Dear Ms. Neustadt,

This letter is in response to your correspondence dated December 3, 2003, regarding the Arizona Department of Transportation (ADOT) planning an element of the Phoenix metropolitan area regional freeway system known as the Estrella Freeway (State Loop 303) in Maricopa County. As you know, the Hopi Tribe appreciates FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office has reviewed the enclosed report by URS Corporation titled *Cultural Resources Records Review for the Proposed Estrella Freeway (State Route 303L), Happy Valley Road to Interstate 17, Maricopa County, Arizona.* The report identifies 123 previously recorded archaeological sites within the corridor area including two large archaeological districts, Caulderwood Butte and New River.

We understand this project is unlikely to avoid all historic properties, will result in a finding of "adverse effect," and that ADOT recommends the development of a Programmatic Agreement. The Hopi Cultural Preservation Office previously opposed the ADOT certification of several commercial materials sources in the Caulderwood Butte Archaeological District. Therefore, we look forward to further consultations on the proposed Programmatic Agreement, cultural resource survey of the area of potential effect, and any proposed testing or data recovery plans.

If you have any questions or need additional information, please contact the Hopi Cultural Preservation Office. Thank you again for consulting with the Hopi Tribe.

Respectfully,

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Arizona State Historic Preservation Office

P.O. BOX 123 — KYKOTSMOVI, AZ. — 86039 — (928) 734-3000

United States Department of the Interior

BUREAU OF RECLAMATION
Phoenix Area Office
PO Box 81169
Phoenix, Arizona 85069-1169

IN REPLY REFER TO

PXAO-4000 LND-6.00

OCT 24 2003

FILE COPY

Project No. 23442118

File No. 5.2

Mr. David French
Project Manager
URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

Subject: Comments to Preferred Alignments of the Estrella Freeway SR-303L – Happy Valley Road to I-17 at Lone Mountain (Your Letter Dated October 15, 2003)

Dear Mr. French:

We have reviewed your letter with the attached displays, and the meeting minutes from the October 7, 2003, Agency Coordination Meeting, and concur in your selection of Options 1B, 4F-2, 2C and 3.

Alternative 4F-2 removes a major interchange from being located directly over the New River Siphon, provides for a single crossing by the main trunk of the highway, and eliminates potential impacts to Reclamation sale lands and the Waddell Canal. We would like to draw your attention to the proposed alignment of the 230kV transmission line. Discussions at the Agency Coordination Meeting suggested that Dove Valley Road would be relocated to the north at the I-17 end to make it a straight shot to Lake Pleasant Road, and allow for moving the 230kV line to the north along the new alignment. Reclamation would support this type of relocation, because all the alignment options show the powerline running along the CAP canal. The CAP is not a utility corridor, and cannot allow a linear encroachment within its right-of-way. Moving the powerline ¼ mile to the north (to follow the Dove Valley Road alignment) would eliminate this impact to United States property.

Options 1B, 2C and 3 do not impact facilities of the United States but make sense in regards to the development of the area. We appreciate your efforts to minimize impacts to the CAP and property owned by the United States.

If you have any questions, please contact Mr. Larry Koontz at 602-216-3852, or Mr. David Johnson at 602-216-3823.

Sincerely,

Mr. Peter O. Castaneda
Chief, Water & Lands Division

cc: Mr. David S. "Sid" Wilson, Jr., General Manager, Central Arizona Water Conservation District, Attn: Ms. Sharon Hood, P.O. Box 43020, Phoenix, AZ 85080-3020

CENTRAL ARIZONA PROJECT

P.O. Box 43020 • Phoenix, Arizona 85080-3020 • 23636 North Seventh Street (85024)
(623) 869-2333 • www.cap-az.com

FILE COPY

Project No. 23442110

File No. 5.2

November 18, 2003

Dave French
URS Corporation
7720 North 16th Street, Suite 100
Phoenix, Arizona 85020

Subject: CAWCD 03-018, URS & Arizona Department of Transportation, Highway 303-Estrella Freeway, URS Job No. 23442108

Dear Mr. French:

The alignment of the SR 303L Freeway was chosen from seven different options. The 4F-2C is most advantageous to the CAP from the fact that two crossings will be over CAP right of way instead of the four that where initially being discussed, and the major bulk of interchanges will be off of the New River Siphon. Option 4F-2C is approved as per the submitted drawings.

Please proceed with the other license requirements. If you have any questions, please call Abe Sahli at (623) 869-2126 or myself at (623) 869-2430.

Sincerely,

Renee Fugiel

Renee Fugiel
Land Administration Program

P:lands/modelcomment
566

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
Email: mag@mag.maricopa.gov ▲ Website: www.mag.maricopa.gov

October 23, 2003

FILE COPY

Project No. 23442110

File No. 5.2

Mr. Bill Evans
Arizona Department of Transportation
205 South 17th Avenue, Room 295
Mail Drop 614E
Phoenix, AZ 85007

Dear Mr. Evans:

We have received a request for comment (letter dated October 15, 2003 from your project consultant, URS Corporation) on the preferred alignment for Loop 303 between Happy Valley Road and I-17. Thank you for the opportunity to comment. We have three principal comments.

First, we agree with the preferred alignment along Lone Mountain Road. A Lone Mountain alignment is specified in the draft Regional Transportation Plan (RTP), which may be downloaded from the Maricopa Association of Governments (MAG) Web site located at www.mag.maricopa.gov, under "Transportation". A general Lone Mountain alignment was also specified as in the previous Long Range Transportation Plan (LRTP, 2002 Update).

Second, with regards to a potential extension for a second connection to I-17 in the vicinity of New River Road, such an extension is not funded at this time in the draft RTP. The draft RTP (as well as the existing LRTP) however calls for a study of this segment. Future updates to the RTP may address a New River Road extension.

Third, please keep in mind the schedules for updating the RTP and corresponding Transportation Improvement Program (TIP). The draft RTP is expected to be approved by the MAG Regional Council in their meeting on November 25, 2003, following completion of the federally required air quality conformity analysis. Construction of Loop 303 as a freeway from I-17 to the I-10 Reliever/MC 85 is funded in the draft RTP.

A new Transportation Improvement Program (TIP) based on the RTP will not be completed until after the election for the extension of the half-cent sales tax, which is currently targeted for May 2004. While an interim update to the MAG Fiscal Year (FY) 2003 to 2007 TIP is underway, it does not generally contain new projects funded in the draft RTP from the sales tax extension. The approval of a new TIP based on the RTP is likely not to occur until late summer 2004, and could be later.

If you have any questions, please feel free to contact Eric Anderson or me at (602) 254-6300.

Cordially,

Eric J. Anderson
Transportation Manager

c: Dennis Smith, MAG
Dan Lance, ADOT
Victor Mendez, ADOT
Dave French, URS Corporation (ADOT Consultant)
Don Shanfelt, URS Corporation
Tom Callow, City of Phoenix
Dave Moody, City of Peoria
Jim Book, City of Glendale
Bill Hahn, MCDOT

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
Email: mag@mag.maricopa.gov ▲ Website: www.mag.maricopa.gov

November 27, 2002

Bill Evans
Arizona Department of Transportation
205 South 17th Avenue
Room 295
Mail Drop 614E
Phoenix, AZ 85007

FILE COPY
Project No. _____
File No. 5.2

Dear Mr. Evans,

Thank you for the opportunity to comment on the options proposed for short-listing in your transmittal dated November 22, 2002 for the ADOT SR 303L (Happy Valley Road to I-17) Design Concept Report/ Environmental Assessment (DCR/EA) study. We have two principal comments on the options proposed for short-listing.

The first is to reiterate the position of the MAG Regional Council as expressed in their January 2001 meeting, as follows:

> *Approve the Lone Mountain Alignment as the preferred option for the Loop 303 connection with Interstate 17 in the next update of the Long Range Transportation Plan, to be constructed as a limited access parkway up to I-17 on the west side, with access only at major arterial intersections and for sufficient right-of-way to be purchased for a fully controlled access facility sometime in the future. In addition, the New River Alignment would be designated for further study in the Regional Transportation Plan.*

Of the options that you have proposed for short-listing, only Options 3 and 7 would be consistent with the position taken by the MAG Regional Council. Options 1 and 7a would not be consistent as the alignment of Loop 303 would be along the Carefree Highway and not Lone Mountain Road.

As we indicated in meetings on this project, Option 7 has been selected by MAG for modeling in the MAG Regional Transportation Plan - Northwest Area Transportation Study that is currently underway. Option 7 not only includes a Loop 303 alignment along the preferred Lone Mountain Road alignment, it also includes an improved facility along the New River Road alignment. Copies of the current roadway alternatives under consideration in the Northwest Study are attached for your reference.

The second comment reiterates concerns expressed at the last project meeting regarding east-west capacity. Options 1 and 7a provide limited east-west capacity south of the

Carefree Highway, which is problematic for residents of the rapidly growing jurisdictions of Surprise, Peoria and Glendale. We strongly encourage you to discuss the future arterial street network in the vicinity, in particular streets that would provide for east-west movement of traffic connecting to I-17.

In summary, neither Option 1 nor Option 7a are consistent with the position taken in January 2001 by the MAG Regional Council, nor as presented do they provide adequate east-west capacity south of the Carefree Highway relative to Options 3 or 7. Additionally, any recommendation from the DCR/EA for an alignment that is not consistent with the MAG Regional Council position would have to be approved by the MAG Regional Council.

If you have any questions, please feel free to contact Eric Anderson or me at (602) 254-6300.

Cordially,

Eric J. Anderson
Transportation Manager

Attachment (Northwest Study December 2002 Forum Agenda Package)

C: Dennis Smith, MAG
Chuck Eaton, ADOT
Dan Lance, ADOT
Victor Mendez, ADOT
Dave French, URS Corporation (ADOT Consultant) (with attachment)
Tom Callow, City of Phoenix
Dave Moody, City of Peoria
Jim Book, City of Glendale
Bill Hahn, MCDOT

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
2221 WEST GREENWAY ROAD, PHOENIX, AZ 85023-4399
(602) 942-3000 • WWW.AZGFD.COM

GOVERNOR
JANE DEE HULL
COMMISSIONERS
CHAIRMAN, MICHAEL M. GOLIGHTLY, FLAGSTAFF
JOE CARTER, SAFFORD
SUSAN E. CHILTON, ARIVACA
W. HAYS GILSTRAP, PHOENIX
JOE MELTON, YUMA
DIRECTOR
DUANE L. SHROUFE
DEPUTY DIRECTOR
STEVE K. FERRELL

October 21, 2002

RECEIVED
OCT 23 2002
VALLEY PROJECT MANAGEMENT

Mr. Bill Evans
Project Manager
Arizona Department of Transportation
205 S. 17th Avenue
Phoenix, Arizona 85007

Re: Estrella Freeway (SR 303L) DCR/EA; Happy Valley Road to I-17

Dear Mr. Evans:

The Arizona Game and Fish Department (Department) appreciates the opportunity to review the Road System Study for the Estrella Freeway (SR 303L) DCR/EA; Happy Valley Road to I-17. After reviewing the Study, the Department has concerns regarding Option 1. Option 1 consists of the Loop 303 following the Carefree Highway alignment to I-17, which is south of the Arizona Game and Fish Commission's Ben Avery Shooting Facility (BASF). At this time, the Department cannot support the Option 1 alignment.

The BASF is a nationally recognized shooting facility that provides unique and valuable recreational opportunities. We believe that Option 1, if selected, could impact current and future operations of the BASF. The additional right-of-way needed along Carefree Highway for Option 1 will likely require an easement or purchase of Commission lands at the BASF. However, an easement must be compatible with our current operations and future development plans for the BASF. Access to BASF will also be compromised unless a frontage road and a new entrance road are constructed. In addition, the Department is in the process of negotiating a utility right-of-way to the City of Phoenix along the southern edge of BASF, along the north side of the Carefree Highway. Option 1 would likely conflict with the City's plans for utility construction.

Option 6 proposes the new freeway following New River. The Department believes this alignment could result in potential impacts to wildlife resources along that drainage.

Options 2 and 3 would likely have the least impacts to wildlife resources. Table 4.18 (Summary of Biological Resource Impacts) shows the Impact Rating as being moderate for these two alignments. However, this rating appears to be based on acres of floodplain. The habitat located in the New River floodplain is of relatively low quality because it is occasionally inundated by the floodwater that accumulates behind New River Dam.

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Project No.
File No. 5.2

Thanks again for the opportunity to review these plans. If you have any questions, please contact Bob Broscheid, Project Evaluation Program Supervisor at (602) 789-3605.

Sincerely,

for

John Kennedy
Habitat Branch Chief

JK:rh

cc: Rod Lucas, Region VI Supervisor
Kerry Baldwin. Chief, Education Branch
Bob Broscheid, Project Evaluation Program Supervisor, Habitat Branch
Russ Haughey, Habitat Program Manager, Region VI, Mesa
Don Turner, Ben Avery Shooting Facility

Maricopa County

Parks and Recreation Department

411 N. Central Avenue
Suite 470
Phoenix, Arizona 85004
Phone: (602) 506-2930
Fax: (602) 506-4692
www.maricopa.gov/parks

FILE COPY

Project No. 23442110

File No. 5.2

November 14, 2003

Mr. Dave French
URS Corp.
7720 N. 16th Street, Ste. 100
Phoenix, Arizona 85020

RE: Estrella Freeway, SR303 Happy Valley Road To I-17 And New River Corridor

Dear Mr. French:

We would like to make the following comments regarding the proposed segments shown in the October 2003 Project Update:

1. Segments 1, 2, and 3 do not present any conflicts.
2. Segment 4 as it goes north and gets closer to SR 74 will have a serious detrimental impact to the visitors at Lake Pleasant Regional Park and Lake Pleasant Desert Outdoor Center. The traffic noise and congestion will degrade the outdoor experience.
3. Segment 5 will severely impact the Emery Henderson Trailhead and the Black Canyon Trail. The northern route would completely eliminate the trailhead location. Both routes will destroy the tranquil setting now present at the trailhead.

We urge you not to proceed with segments 4 and 5.

Sincerely,

William C. Scalzo, Director

c: Ken Mouw, Engineering Manager
Jennifer Lawrence, Regional Superintendent
Bob Ingram, Regional Superintendent
File

S:\Rhonda\SCALZO\Letters\dfrenchSR303 11-14-03.doc

City of Phoenix
PLANNING DEPARTMENT

Project 2108
Estrella
File 5.2

October 28, 2003

Mr. David K. French
URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

Re: City of Phoenix comments regarding the preferred alignment for State Route 303- Happy Valley Road to Interstate 17 at Lone Mountain.

Dear Mr. French:

Thank you for the opportunity to review and comment on the preferred alignments for this segment of the Loop 303 freeway. City staff from the Street Transportation, Parks and Recreation and Planning Departments reviewed Options 4A-3 and 4F-2, along with the Lone Mountain corridor options 2B and 2C.

- The city supports option 4F-2 of the New River segment for the following reasons:
  - 4F-2 will better serve the future village core (planned commercial core).
  - The land surrounding this area is less topographically constrained, and will have more intensive development along this linear stretch. The more intensive development area will provide better compatibility with a future freeway.
  - 4F-2 will provide a better direct north/south traffic flow which is warranted by the projected 2030 Daily Volume Forecast.
  - 4F-2 will provide a shorter interim connection to SR-74, while allowing the existing New River Road to function as an interim arterial street serving this area.
  - 4F-2 will be less of an impact to the Central Arizona Project siphons, as was noted in your study evaluation dated October 6, 2003.
  - 4F-2 will be less of an impact to existing and planned electrical transmission lines because the future road will only need one crossing of the lines.

200 West Washington Street, Phoenix, Arizona 85003 602-262-7131 FAX: 602-495-3793
Recycled Paper

- The city requests that the proposed alignment of 4F-2 be moved to the east through the village core. The core is shown as a green circle on your maps. The city does not desire to have the future core bisected by a freeway and moving the alignment closer to New River will maximize the visual open space opportunities for this segment.

- The city supports option 2C of the Lone Mountain segment in combination with shifting the alignment of Dove Valley Road to the north. The city will work with Arizona Public Service, the Arizona State Land Department and the Corporation Commission to ensure that the proposed 230kV line is adjusted to remain consistent with the Dove Valley Road alignment.

  The city requests that a full interchange be added at the 43rd Avenue intersection. This interchange is needed because of the planned regional retail/employment activities along the west side of Interstate 17 between the Lone Mountain alignment and Carefree Highway. This full interchange will allow future east/west movement into and out of the area along with enhanced north/south access via the connection to Interstate 17.

If you desire any additional information please do not hesitate to Alan Stephenson at (602) 261-8727 or via email at alan.stephenson@phoenix.gov.

Sincerely,

David E. Richert
Planning Director

CC:
Alton Washington
Don Herp
John Siefert
Richard Clewis
Dean Brennan
Charles Fitzhugh
Tom Fitzgerald
Dave Moody
Debra Stark

ENGINEERING DEPARTMENT
8401 W. Monroe Street, Peoria, Arizona 85345
Phone: (623) 773-7367
Fax: (623) 773-7211

FILE COPY

Project No. 23442110

File No. 5.2

February 24, 2003

Monica Williams
URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

Re: Loop 303, Estrella Freeway Corridor

Dear Monica:

The City of Peoria only wants the Lone Mountain Corridor, with a possible New River sput, per the MAG approved plan. I would suggest however, the Lone Mountain Corridor go north of the mountain at the Lone Mountain Road and 67th Avenue alignment to reduce the impact through the New River Dam retention area.

The City of Peoria, and MAG, wants to see a State funded freeway system within the next ten years. In addition, the City of Peoria wants to insure the necessary interchanges from the southern terminus at Happy Valley Road, through our City limits, be determined as soon as the alignment is finalized.

If you have any questions, please call me at 623-773-7215.

Yours very truly,

David A. Moody, P.E.
Engineering Director

c: Meredith Flinn, Deputy City Manager

DAM:lcg
I\admin\letters\Monica_Williams-Loop_303_Estrella_Freeway_Corridor-0203

ENGINEERING DEPARTMENT

8401 W. Monroe Street, Peoria, Arizona 85345
Phone: (623) 773-7367
Fax: (623) 773-7211

October 13, 2003

FILE COPY
Project No. 23442110
File No. 5.2

David French
URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

Re: Option 4F-2 versus 4A-3 Preference of the City of Peoria for the Connector Freeway, Between Loop 303 and SR 74 / New River

Dear David:

As you requested at our October 7, 2003 meeting, the City of Peoria Development staff reviewed Options 4A-3 and 4F-2, as well as the Alignment Study Evaluation. We concur that Option 4F-2, as presented, is the preference of the City of Peoria. The following are reasons for the City 's decision:

1. The Lake Pleasant Parkway interchange will function better, and safer, when the interchange between Loop 303 and the connector freeway is shifted east.
2. The location of the connector freeway, as well as the resulting arterial configuration, better serves the potential development activity as shown in the City's current General Plan, and provides the City with more opportunities, based on a revised General Plan, once the freeway alignments are confirmed.
3. You also referred to engineering issues which, in your evaluation, is more detailed than our evaluation. We agree with your evaluation, which reinforces 4F-2 as the preferred alignment.

With the slight realignment of Loop 303, east of Lake Pleasant Road (to the north), and in reviewing the realignment of the Dove Valley Road Alignment to the north, this change provides the City with additional opportunities for evaluating the arterial network in the area north of Loop 303 within the City of Peoria. Specifically, the City of Peoria will extend Dove Valley Road, on the quarter-mile north section west, across the Waddell Canal, and then south across the Central Arizona Project Canal to a new proposed interchange, approximately a mile west of the Lake Pleasant Road interchange on Loop 303. This continuation of Dove Valley Road, and the creation of a new north/south arterial from Loop 303 north, will provide the City of Peoria the ability to develop the land to the best extent possible. As mentioned above, our General Plan will be amended once the alignments are confirmed, as shown on the recommended options. Our amendment will reflect the new Dove Valley Road, the north/south arterial with new interchange and New River at SR 74 will be re-located so it is directly across from Lake Pleasant Parkway, in addition to the other arterials as depicted.

If you have any questions, please contact me at 623-773-7367.

Yours very truly,

David

David A. Moody, P.E.
Engineering Director

Attachment

c: w/Attachment
Meredith Flinn, Deputy City Manager
Debra Stark, Community Development Director

Professional • Ethical • Open • Responsive • Innovative • Accountable

DAM:lcg
l\admin\letters\David_French_Preferred_Options_Connector_Fwy-1003

ENGINEERING DEPARTMENT

8401 W. Monroe Street, Peoria, Arizona 85345
Phone: (623) 773-7367
Fax: (623) 773-7211

FILE COPY

Project No. 23442108

File No. 5.2.10

April 20, 2004

Josiah Roberts
Transportation Engineer
URS Corporation
7720 North 16th Street
Suite 100
Phoenix, AZ 85020

Re: Estrella Freeway (SR 303L)

Dear Josiah:

As you requested, the following are comments from the City of Peoria, regarding issues we discussed:

1. Crossroad typical section:
   a. Other than at the interchange, the City of Peoria standard is 130-feet of right-of-way and a 16-foot median for a normal 3:M:3.
   b. Happy Valley Parkway, Lone Mountain/Dynamite Parkway and Lake Pleasant Parkway require 150-feet of right-of-way and a minimum of 30-feet of median, because of access control.

2. Service interchange alternative analysis. In reviewing the analysis, I do not see where heavy truck traffic is used in the analysis between the three primary alternatives. Specifically, with the gravel operations along the Agua Fria River, I envision heavier than normal truck traffic will occur at the four interchanges. Based on earlier discussions regarding the Happy Valley Road roundabout at I-17, it appears these interchanges may not be the best when there is heavier than "normal" truck traffic. In addition, Lone Mountain/Dynamite Parkway will also require a SPUI, based on a recent volume projection of the proposed development west of the City of Peoria.

3. The profile recommendation in the "Selection of Interchange Type at a Specific Location" chart needs to be changed to reflect Lone Mountain/Dynamite Parkway at grade and SR 303L elevated. Also, as mentioned above, Lone Mountain/Dynamite Parkway should be a SPUI. The other three existing roads in Peoria are Happy Valley Parkway, Jomax Road and Lake Pleasant Parkway.

4. April 6, 2004 meeting notes. The drainage issues, as presented by Mr. Dave Schaub, I believe are incorrect. The channelization of the Agua Fria River is, at this point, not going to occur since the Legislation did not pass. In addition, based on comments by Arizona Rock Products Association, who were heavily involved in this project, their understanding is the channelization would not go north of the recharge area (Happy Valley Road), so the Loop 303 crossing would most likely not have a channelized river.

5. Trail crossings and trail master plan. The City of Peoria is in the process of providing URS Corporation with a copy of our master plan, which confirms the necessary cross-sections or access points, at both the rivers and the interchanges.

If you have any questions, please contact me at 623-773-7367.

Yours very truly,

David

David A. Moody, P. E.
Engineering Director

c: Kirk Haines, Community Services Park Manager
Maher Hazine, P. E., CFM, Assistant City Engineer
Dan Nissen, P. E., Assistant City Engineer

DAM:lcg
I\admin\letters\Josiah Roberts-Estrella Freeway-0404

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
3003 N. Central Avenue, Suite 800
Phoenix, Arizona 85012-2946
(602) 280-8801
FAX (602) 280-8809

JAN 28 2004

Richard Knox, Environmental Planner
URS Corporation
7720 N. 16th Street, #100
Phoenix, Arizona 85020

Dear Mr. Knox:

This response is in regard to your letter dated January 22, 2004, regarding the proposed Prime soil type determination request for the Estrella Freeway (Loop 303) Environmental Studies – I17 to Happy Valley Road in Maricopa County, Arizona.

The Natural Resources Conservation Service (NRCS) has general responsibility, nationwide, for implementing the Farmland Protection Policy Act (FPPA) and to review projects that may affect prime farmland and/or wetlands associated with agriculture. After reviewing the information provided, the following is noted:

1- The proposed new projects if implemented as planned, are exempt from the requirements of the FPPA, as revised in 1994, that excludes land which is already in or is committed to urban development, currently used as water storage, or land that is not prime or unique farmland.

2- We do not see any immediate concerns or impacts that would directly affect wetland areas associated with agriculture.

We recommend that any future development projects receive a prime farmland determination prior to any construction activities. Should you have questions, please feel free contact Jeff Schmidt, Community Assistance Coordinator at 602.280.8818. Thank you again for the chance to review the proposed project.

Sincerely,

for

JAMES A. BRIGGS
Assistant State Conservationist (T)

cc:
Chris Graham-Chavez, DC, Avondale, Arizona
Jeff Schmidt, Community Assistance Coordinator, NRCS, Phoenix, Arizona

Janet Napolitano
Governor

Mark Winkleman
State Land
Commissioner

Arizona
State Land Department

1616 West Adams Street Phoenix, AZ 85007 www.land.state.az.us

November 12, 2003

FILE COPY

Project No. 23442110

File No. 5.2

Mr. Don Shanfelt, Senior Project Manager
URS Corporation
7720 North 16th Street, #100
Phoenix, AZ 85020

RE: Estrella SR 303L Freeway

Dear Mr. Shanfelt:

As you know the State Land Department has been an active participant in the stakeholder meetings since the ultimate alignment for the Loop 303 will greatly impact the State Trust lands in both north Peoria and Phoenix. In this regard, I would like to submit to you a list of comments on URS' recommended preferred alignment for the Lone Mountain Corridor.

These comments are:

1. Segment 1: State Land Department concurs with the Option 1B recommendation;

2. Segment 2: Option 2C provides an alignment that will facilitate development on the Trust land located at the Loop 303/Lake Pleasant Parkway interchange. In addition, with the realignment of the future Dove Valley Road and 230kv power line 1/4 mile to the north, Option 2C is certainly the preferred alternative;

3. Segment 3: The future interchange of the Loop 303 and I-17 will need to be designed to accommodate traffic flowing east of I-17 onto the future Lone Mountain Road arterial;

4. Segment 4: State Land Department concurs with Option 4F2;

5. Segment 5: Even though this segment was just discussed at the November 4, 2003 Loop 303 coordination meeting held at ADOT, it is important to provide a comment prior to the selection of a preferred alternative. Of the three options proposed, a modified Option 5B that runs closer to the flood plain and does not bisect the commercial core planned by both Peoria and Phoenix.

Thank you for all your efforts with respect to this very important endeavor, and for the chance to provide our comments. Please telephone me at (602)542-2646 if you have any questions or if you require any clarification of our comments.

Sincerely,

Gordon S. Taylor, Manager
Planning Section

ESTRELLA FREEWAY

SR303 Happy Valley Road to I-17 and New River Corridor

Project Update

January 2005

Project History

The Estrella Freeway (SR 303L) is an important part of the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) designed to accommodate future traffic demands. The SR 303L is planned to extend northward from Happy Valley Parkway to the Lone Mountain section line and then eastward to I-17. A second corridor that is designed to supplement SR 303L and to meet the long term needs in the general area is also under study. This second corridor is called the New River Corridor. It is planned to extend northward from SR 303L just west of New River and continue across Carefree Highway west of New River Road and tie into I-17 near the community of New River. This new corridor does not currently have a state route designation. The portion of the New River Corridor from future SR 303L to Carefree Highway is included in the MAG RTP for right-of-way preservation. It is the intent of ADOT, to abandon Carefree Highway as a state route when alternative routes are available.

These planned corridors were determined by your input at a public meeting held on February 19, 2003, and by extensive coordination with the local jurisdictions and land management agencies responsible for the area. Several alignment (location) alternatives were developed for SR 303L and were presented along with a recommendation at a public meeting on November 19th, 2003. Since that time, the project team has worked closely with the many affected agencies to refine and develop the plans for these corridors and presented those plans in an Initial Design Concept Report (IDCR) completed on September 7, 2004.

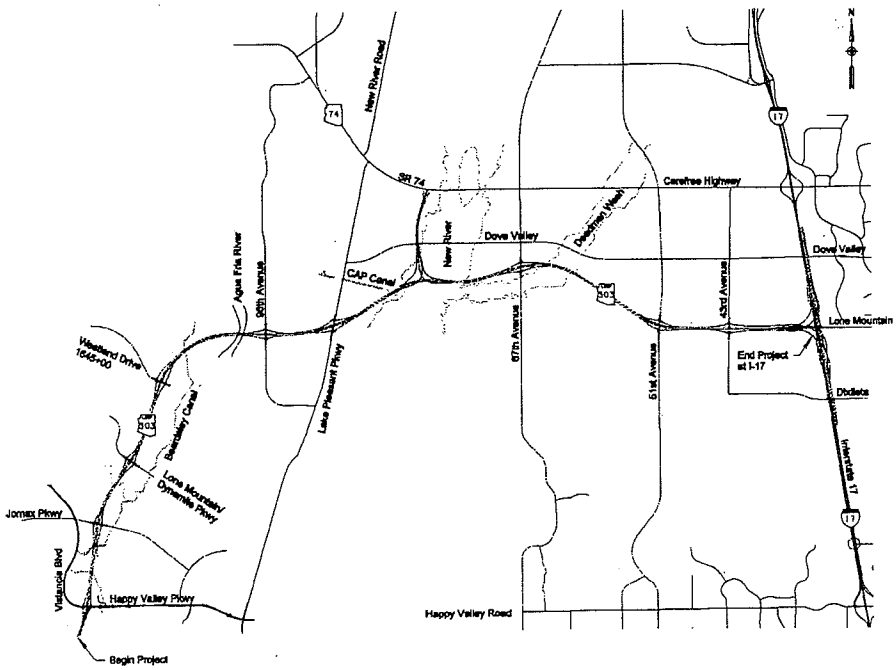
Estrella Freeway SR 303L Preferred Alignment

The preliminary alternative recommendation presented at the public meeting on November 19th was selected as the preferred alignment shown below. Comments on the IDCR have been received from the affected agencies and the Draft DCR will be prepared and completed in the spring of 2005. In addition, a Draft Environmental Assessment document will be completed, and a public hearing is scheduled for late in the spring of 2005.

SR 303L is part of the adopted MAG Regional Transportation Plan and most funding will be provided through Proposition 400 recently passed by the voters in Maricopa County. The initial construction of SR 303L from Happy Valley Parkway to I-17 is planned to begin in fiscal year 2008. The initial construction will include two travel lanes in each direction and interchanges at existing arterials.

New River Corridor Alignment Alternatives

The New River Corridor is also considered an important link in the future freeway system. It is anticipated that it will provide much needed traffic relief for I-17, especially during weekend peak periods. Several alignment alternatives and I-17 interchange location alternatives were identified and refined for the New River Corridor. In addition to the New River Corridor from existing SR 74 (Carefree Highway) northward to I-17 new the community of New River, SR 74 is planned to be extended directly eastward from where it passes south of Lake Pleasant and interchange with the New River Corridor approximately two miles



ESTRELLA FREEWAY

ADOT

SR303 Happy Valley Road to I-17 and New River Corridor

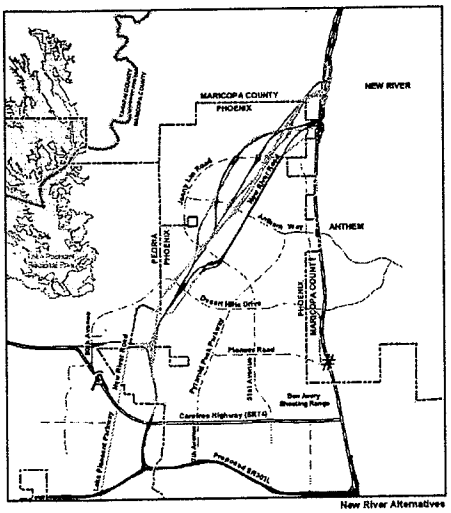
Project Update

January 2005

URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

north of existing Carefree Highway. The alternative alignments have been further refined and evaluated.. Working closely with affected agencies, a preliminary recommendation has been prepared by the consulting team for your review and comment. This recommendation, along with the alternatives studied will be presented at the public meeting scheduled for January 27, 2005.

Based upon public and agency comments, a preferred alignment will be selected and the process will be documented in an alignment selection report to be completed this winter. Later in the year, a DCR and environmental overview document for the New River Corridor will be completed. Construction of the New River Corridor is not funded or included in the MAG Regional Transportation Plan at this time To aid right-of-way preservation, a request to adopt the alignment and amend the plan likely will be forwarded to MAG upon completion of the DCR.



New River Alternatives

Now It's Your Turn

In addition to the public meetings held in February 2003 and November 2003, numerous coordination meetings have occurred with local, state, and federal agencies, and property owners in the area. The information obtained in these meetings helped further define constraints within each segment, and helped identify alignment options.

We are now ready to present the New River Corridor alignment options, our engineering and environmental evaluation of those alternatives, and our preliminary recommendation for the alignment for the New River Corridor. Please join us for a public meeting on:

Thursday, January 27, 2005
Boulder Creek
High School Cafeteria
40404 N. Gavilan Peak Parkway
Anthem
5:30 to 7:30 p.m.

In addition to the New River Corridor, the preferred alignment and design concept for SR 303L will be presented for your review and comment.

A brief presentation is scheduled at 6:00 p.m. After the presentation, you are invited to review project display boards and speak with project staff one-on-one. Representatives from ADOT will be available to discuss the project and answer project-related questions.

Please plan to attend this public meeting to provide us with your thoughts, comments, questions, and concerns. Your input will be greatly appreciated. If you have questions in advance of the meeting, you may contact Erin Seibel at 602-648-7405 or David French at 602-648-2475.

(Insert map showing Boulder Creek High School location)

ESTRELLA FREEWAY

SR303 Happy Valley Road to I-17 and New River Corridor

Project Update

October 2003

Project History

For the past few months, the Arizona Department of Transportation (ADOT) has been conducting detailed alignment studies of the two corridors of the Estrella Freeway, the Lone Mountain Corridor and the New River Corridor. These two corridors were determined by your input from a public meeting held on February 19, 2003, and extensive coordination with the different agencies in the area.

To simplify the alignment studies, the Lone Mountain Corridor was further divided into four smaller sections based on different environmental elements in each area.

- Segment 1 is from Happy Valley Road to the Agua Fria River
- Segment 2 is from the Agua Fria River to 43rd Avenue
- Segment 3 is from 43rd Avenue to I-17
- Segment 4 is from SR303L to SR74

The New River Corridor is denoted as Segment 5.

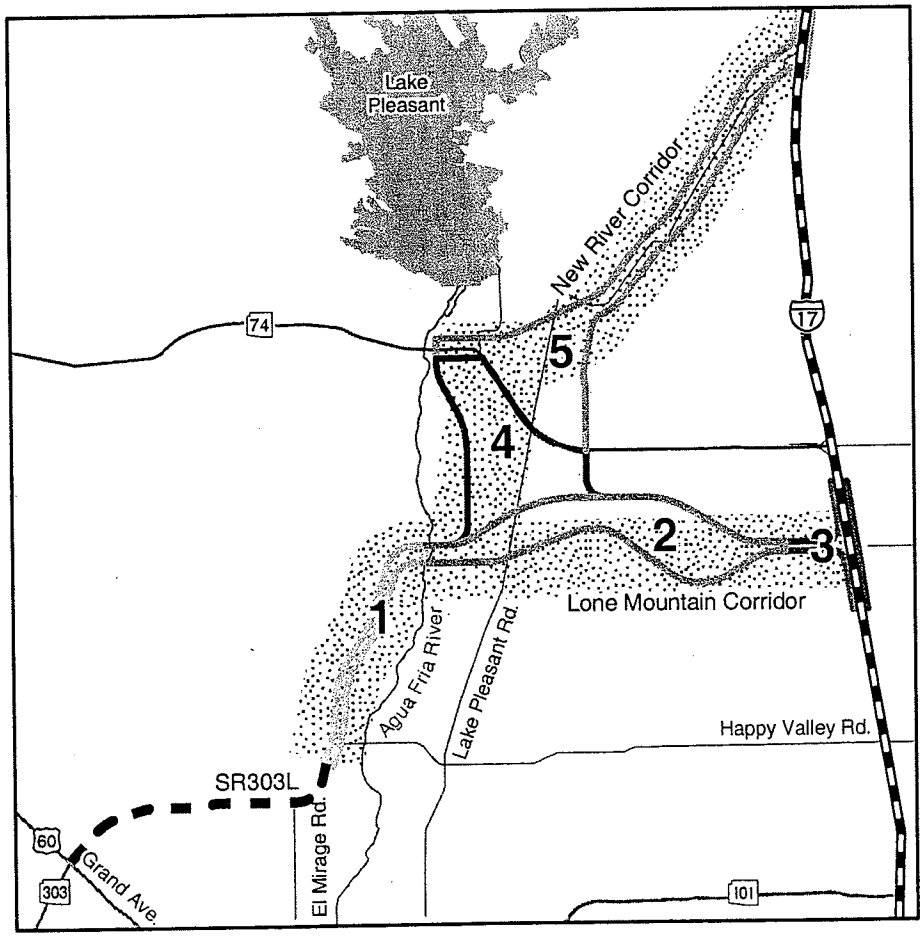
Several alternative alignments have been identified for each segment listed above. Working closely with many affected agencies, these alternatives have been evaluated and a preliminary recommendation has been prepared by the consulting team for your review and comment.

Three separate environmental documents will be prepared for the above projects. The first will be for Segments 1, 2 and 4, while a second will address Segment 5 (SR 74 to New River). Both will be prepared in accordance with the *Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects.* A third will be drafted specifically for Segment 3, the connection to I-17 at Lone Mountain, and will be prepared in accordance with the *National Environmental Policy Act of 1969* and the policies of the Federal Highway Administration because the project will add a point of access to I-17.

Now It's Your Turn

Since the first public meeting in February 2003, numerous coordination meetings have occurred with local, state, and federal agencies, and property owners in the area. The information obtained in these meetings helped further define constraints within each segment, and helped identify alignment options.

We are now ready to present the alignment options, our engineering



URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

and environmental evaluation of the alternatives, and our preliminary recommendation for the alignment for the Lone Mountain Corridor. Please join us for a public meeting on:

Wednesday, November 19, 2003
Sandra Day O'Connor High School Cafeteria
25250 N. 35th Avenue
(35th Avenue and Happy Valley Road)
6:00 to 8:00 p.m.

Exit I-17 at Happy Valley Road and go west to 35th Avenue.

A brief presentation scheduled at 6:30 p.m. will present potential alignment options and the associated environmental studies. After the presentation, you are welcome to review project display boards and speak with project staff one-on-one. Representatives from ADOT will be available to informally discuss the project and answer project-related questions.

Please plan to attend this public meeting to provide us with your thoughts, comments, questions, and concerns. Your input will be greatly appreciated.

Persons with disabilities may request a reasonable accommodation, such as a sign language interpreter, by contacting Annie DeChance, 7720 N. 16th Street, Suite 100, Phoenix, AZ 85020. (Phone: 602.371.1100; Fax: 602.371.1615). Requests should be made as early as possible to allow time to arrange the accommodation.

PUBLIC MEETING
Wednesday, November 19, 2003
Sandra Day O'Connor High School Cafeteria
25250 N. 35th Avenue
(35th Avenue and Happy Valley Road)
6:00 to 8:00 p.m.

ESTRELLA FREEWAY

SR303 Happy Valley Road to I-17

Newsletter #1

February 2003

In 1985, the Maricopa Association of Governments adopted the Estrella Freeway/Loop 303 as part of their Regional Freeway System. Since that time, various studies and reports have been completed, including a Feasibility/Location Study done by Maricopa County Department of Transportation in 2001. The Arizona Department of Transportation (ADOT) has recently begun preliminary roadway studies for a portion of the proposed State Route 303 (Estrella Freeway) in the northwest portion of Maricopa County from approximately Happy Valley Road to Interstate 17.

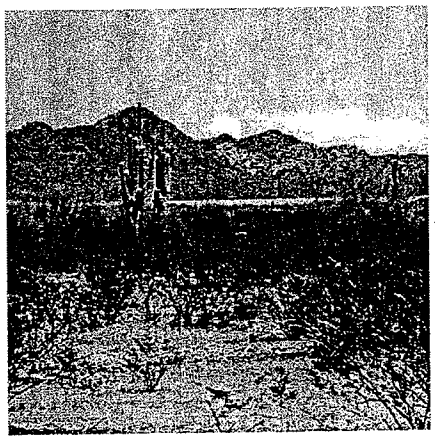
Various potential freeway corridors are being considered in these studies that will conclude with preliminary roadway design and engineering work and preparation of a Design Concept Report (DCR). The DCR will contain the evaluation of alignment options, (i.e. where the Estrella Freeway will be located) and the preliminary design of the chosen option. The evaluation will include input from the public and local government agencies and jurisdictions. The alignment options also will take into account existing and planned land uses, and engineering and cost considerations.

An Environmental Assessment (EA) will address potential impacts to the natural and human environment (i.e. native plants and animals and current residents) for each alignment option. The EA is required on the project for compliance with the National Environmental Policy Act. The DCR and EA will be prepared concurrently.

Ultimately, the objective of this process is to identify the corridor(s) that best meets the long-term needs of the region, minimizes the impacts to the natural and human environment, and fits with the objectives of the overall Regional Freeway System.

Why Build Another Freeway?

In the next 40 years, the area north of Loop 101 is expected to be fully developed. Identifying new transportation routes within the region to increase mobility is always a challenge. We have a great opportunity to decide where Loop 303 will be before houses and businesses are built along the route. This new freeway will help serve this growing area and help avoid unreasonable traffic impacts on existing developed areas. Depending on the growth in the area, timing of various projects, and regional funding, Loop 303 could be constructed initially as either a 4-lane divided highway or a 6-lane freeway.



Preliminary Project Schedule

Several public meetings will be held during the course of preparation of the DCR and EA. Subsequent meetings will be held when the alignment and design concepts are further developed.

The current schedule is to complete the DCR and EA in 2004. Construction of the project would occur after 2004 and is dependent upon the availability of funding.

We Need to Hear From You!

Please attend the meeting to see the broad alternatives that have been developed to date and to give us your ideas on where this roadway should be built. By providing your information to us at this early stage we can design the Estrella Freeway to meet the long-term needs of the area and minimize the impacts to the environment. Please join us for a public meeting scheduled for:

Wednesday, February 19th, 2003
Ben Avery Shooting Range
Activity Center
4044 W. Black Canyon Blvd.
(Carefree Highway west of I-17)
6:00 – 8:00 p.m.

A brief presentation scheduled at 6:30 p.m. will present potential preliminary freeway corridors. After the presentation, you are welcome to review display boards and speak with project staff. Representatives from ADOT will be available to informally discuss the project and answer project-related questions. Please plan to attend this public meeting to provide us with your thoughts, comments, questions and concerns. This is the first step in a long process, but we cannot do it without your help.

Corridors Being Considered

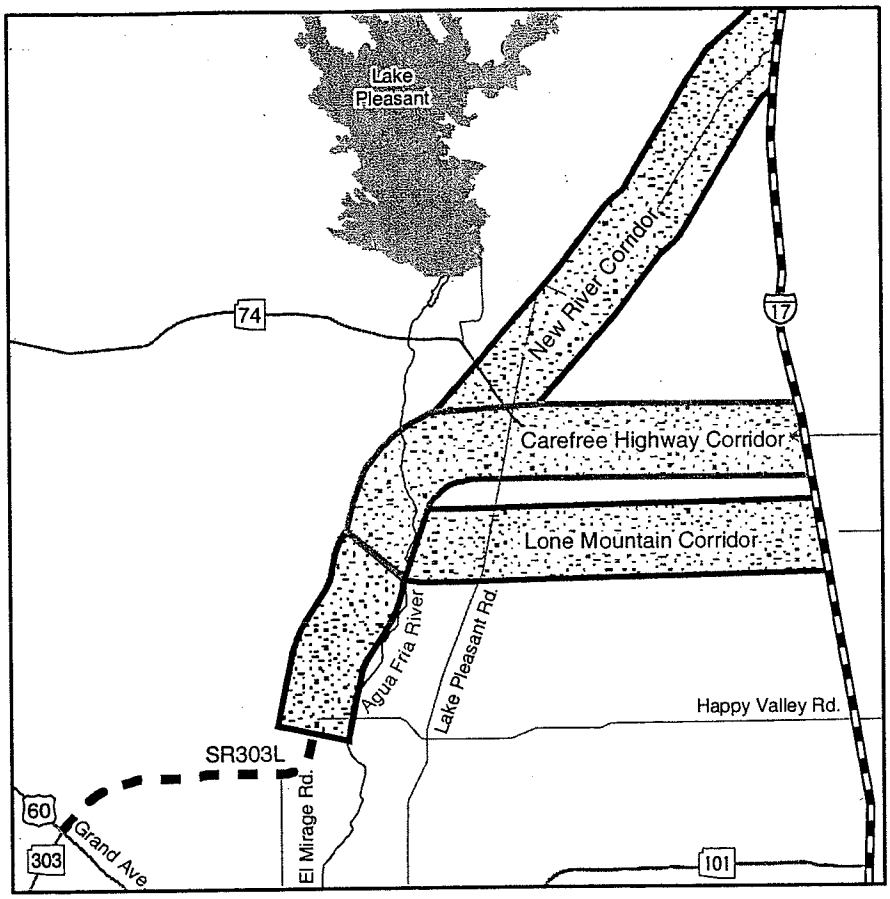
Three freeway corridors have been identified for consideration. All of the corridors start at Happy Valley Road west of the Aqua Fria River and extend northeast, parallel to the river to a point near the Lone Mountain Section Line, as illustrated in black on the adjacent map.

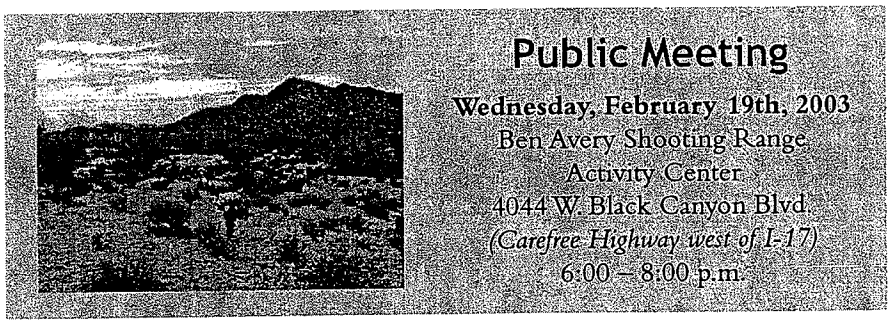
The three study corridors are as follows:

- **Lone Mountain Corridor** - extends eastward to I-17 generally along the Lone Mountain Section Line. (Red)
- **Carefree Highway Corridor** - extends eastward to I-17 generally along the Carefree Highway Section Line. (Green)
- **New River Corridor** - continues northeastward to I-17 in the general vicinity of New River Road. (Blue)

The final corridor selected could be one of these single corridors identified, or a combination of the New River corridor with either of the other two corridors.

In addition, a No Build option is being analyzed, which would not introduce any new regional corridors. Another option being considered would construct an at-grade (street-level) arterial road along the Lone Mountain corridor. This route would not be a state highway.





URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

ESTRELLA FREEWAY

SR303 Happy Valley Road to I-17

Project Update

ADOT

July 2003

On February 19, 2003, the **Arizona Department of Transportation** (ADOT) conducted a public scoping meeting at the Ben Avery Shooting Range regarding the Estrella Freeway, State Route 303, from Happy Valley Road to I-17. Four corridor alternatives were presented at this meeting:

- Lone Mountain Corridor
- Carefree Highway Corridor
- Lone Mountain/New River Corridor
- Carefree Highway/New River Corridor

Approximately 170 people attended the meeting and 65 written comments were received to date. Most respondents favored the Lone Mountain Corridor.

Since the public scoping meeting in February, considerable coordination with public agencies has been conducted and all comments received from the public and agencies have been documented and evaluated. The purpose of this update is to inform you of the corridor ADOT has selected for further analyses.

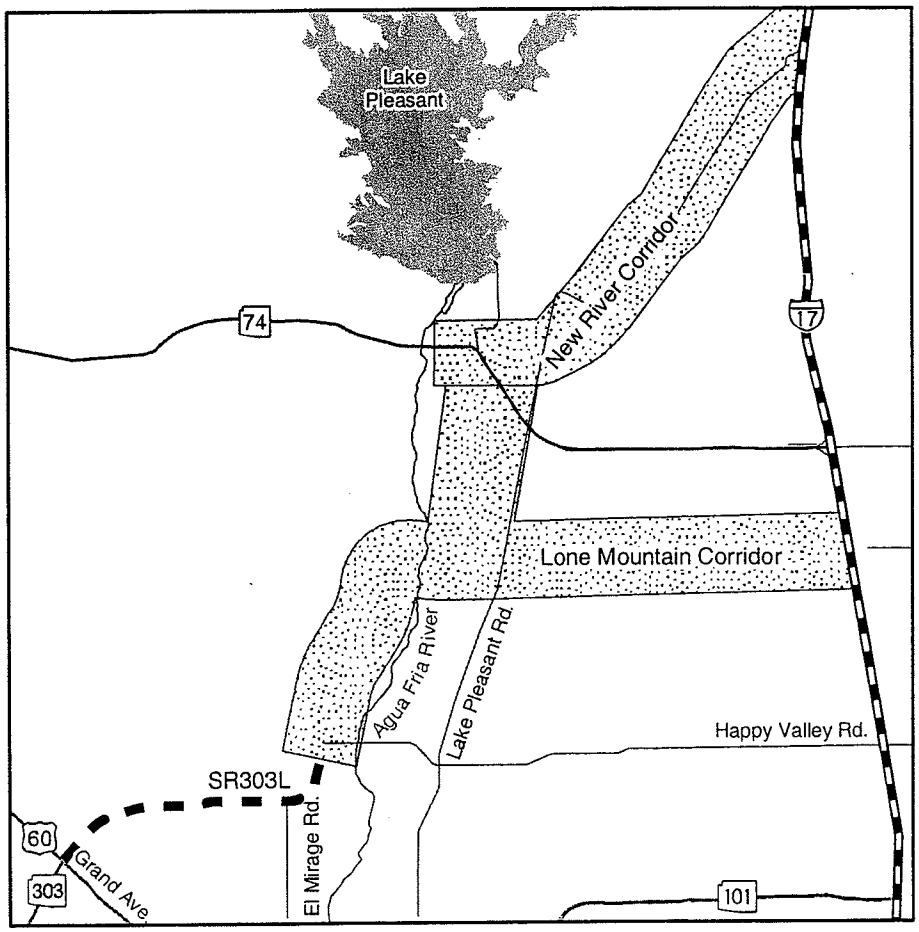
Based on preliminary engineering, traffic, environmental analyses, and input received from the public and agencies, ADOT has identified the Lone Mountain Corridor as the preferred corridor for the Estrella Freeway. A connection will also be included to the existing SR 74 from the Lone Mountain Corridor.

ADOT also has identified the New River Corridor as an additionally preferred corridor to meet the long term needs of the area. These two corridors will accommodate both SR 74 and SR 303L. The SR 74 designation on the Carefree Highway will be removed from the portion that lies between this new corridor and I-17.

More detailed alignment studies have begun in the two corridors that will result in the selection of a preferred alignment for the routes and preliminary design concepts. Separate Environmental Assessments (EA) also will be prepared for the two corridors. The EAs will be prepared in accordance with the *Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects*. The construction of the roadways will depend on the availability of funding, the rate of development in the area, and the increase in traffic in the corridors.

We anticipate hosting a public information meeting in early 2004. Information presented at this meeting will include alignment options (where the freeway could be constructed) and environmental studies evaluating the alternative alignments. If you are receiving this newsletter, you will also receive an invitation to the public information meeting.

For more information, please contact Ms. Mary Viparina, 602.712.8483 or Mr. Dave French, 602.648.2475.



URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, AZ 85020

APPENDIX B

ARIZONA GAME AND FISH DEPARTMENT'S TORTOISE HANDLING GUIDELINES

GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES ENCOUNTERED ON DEVELOPMENT PROJECTS

Arizona Game and Fish Department
Revised January 17, 1997

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

Desert tortoises of the Sonoran population are those occurring south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position at all times and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 105 degrees fahrenheit unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to two miles, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 105 degrees fahrenheit, the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

- These guidelines do not apply to the Mohave population of desert tortoises (north and west of the Colorado River). Mohave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.

- These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.

- Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

RAC:NLO:rc

APPENDIX C

CHRONOLOGICAL HISTORY OF THE PROPOSED PROJECT

ESTRELLA FREEWAY (SR 303L), HAPPY VALLEY TO I-17
Chronological History

1985 – Maricopa Association of Government's (MAG) *West Area Transportation Analysis* recommends Cotton Lane/Northwest Loop (currently known as Estrella Freeway/Loop 303) freeway corridor be preserved for construction after the year 2005.

1985 – MAG Regional Council adopts Cotton Lane/Northwest Loop Highway as part of its Regional Freeway System for right-of-way protection.

1985 – Arizona Department of Transportation (ADOT) adds Cotton Lane/Northwest Loop Highway to State Highway System and designates it as SR 517.

1985 – Voters approve Proposition 300, a one-half cent sales tax referendum for the planning, design, and construction of projects identified in ADOT's State Highway System.

1986 – MAG sets priorities for construction of Regional Freeway System. Cotton Lane and Northwest Loop Highway are included for construction as lowest priorities.

1986 – MAG renames Cotton Lane/Northwest Loop Highway as Estrella Corridor.

1987 – ADOT redesignated SR 517 to SR 303L.

1991 – ADOT completed the *Preliminary Location Plan and Profile* for the Estrella Freeway SR 303L from SR 85 to I-17. This report provided input to the EA listed below.

1991 – ADOT completes *Environmental Assessment* for Loop 303 between State Route 85 and Interstate 17 (I-17). The preferred route went from near Happy Valley Road and 115th Avenue, continued south of the New River Dam, passed north of the Glendale Water Treatment Plant and connected to I-17 between Lone Mountain and Dixileta section lines.

1994 – Maricopa County voters defeat Proposition 400, which would have provided an additional one-quarter cent sales tax increase to complete MAG's Regional Freeway System.

1995 – MAG removes Loop 303 from the Regional Freeway System after the Governor requests that funding for Loop 303 be withdrawn. ADOT files four-year advance notice to abandon the Estrella Freeway MC 85 to I-17.

1996 – MAG Northwest Study Group recommended Happy Valley Road as the corridor from Lake Pleasant Road to I-17.

1997 – Maricopa County Department of Transportation (MCDOT) prepares an EA to construct a 10-mile long, two-lane regional roadway facility from Grand Avenue northeast to Lake Pleasant Road.

1998 – MCDOT requests ADOT keep SR 303L on the State Highway System and requests designation as the "caretaker" agency for the route (February 23, 1998).

1998 – Property owner for West Wing Ranch Development near Happy Valley Road and 83rd Avenue requests ADOT removal from the State Highway System the portion of the Loop 303 alignment that bisects its property. City of Peoria adopted resolution removing Estrella Corridor east of Lake Pleasant Road from city master plan. Phoenix indicated that they had removed "future freeway" designation along the Loop 303 corridor.

1998 – MCDOT completes the *Estrella Corridor Study MC 85 to Interstate 17 Design Concept Report*. Report recommends against using Happy Valley Road Corridor (March 1998).

1998 – ADOT State Transportation Board determines it will keep the Loop 303 corridor on the State Highway System. The interim corridor was designated to follow Lake Pleasant Road from a point north of Happy Valley Road to Carefree Highway, then along Carefree Highway to I-17 (May 15, 1998).

1999 – MAG adds the section of Loop 303 between Grand Avenue and I-17 to its Freeway/Expressway Plan as a "study corridor."

2000 – ADOT signs an Intergovernmental Agreement with Maricopa County providing that the County will assume responsibility for maintenance and construction of Loop 303.

2000 – MCDOT prepares an EA Update to its 1997 EA to assess impacts associated with increasing the number of travel lanes from two to four as originally planned from Union Hills Drive to the El Mirage Road alignment. The EA prepared by MCDOT in 1997 evaluated potential impacts associated with 2-lane, at-grade facility at the same location.

2000 – MCDOT begins construction of Loop 303 as a two- to four-lane facility between Clearview Boulevard to Lake Pleasant Road (a minimum 300-foot-wide right-of-way is obtained to accommodate potential future access-controlled facility).

2000 – MAG Transportation Review Committee (TRC) recommends the Lone Mountain Option as the preferred corridor for Loop 303 between Lake Pleasant Road and I-17. TRC also recommends that it be constructed as a limited-access parkway with access only at major arterial intersections and that sufficient right-of-way be purchased for a fully controlled access facility. TRC also recommends that the New River Option be designated for further study in MAG's Regional Transportation Plan (December 12, 2000).

2001 – MAG Regional Council Transportation Subcommittee recommends approval of the Lone Mountain Option as the preferred alignment for the Loop 303 connection with I-17 (January 16, 2001).

2001 – MAG Regional Council approves "the Lone Mountain Alignment as the preferred option for the loop 303 connection to Interstate 17, to be constructed as a limited access parkway with access only at major arterial intersections and for sufficient right-of-way to be purchased for a fully controlled access facility. In addition, for the New River Alignment to be designated for further study in the Regional Plan."

2001 – MCDOT prepares a Feasibility/Location Study for a portion of the Loop 303 corridor selected by the MAG Regional Council in 1985. This study included the segment of corridor from Happy Valley Road, across the Aqua Fria River along the Lone Mountain Corridor and connecting to Lake Pleasant Road (June 2001).

2002 – MCDOT begins construction of an interim four-lane roadway along the SR 303L route from US 60 to Happy Valley Road.

2002 – ADOT beginning preparation of a Design Concept Report and Environmental Assessment for Loop 303 corridor selection between Happy Valley Road and I-17.

2003 – MAG Regional Council adopts the Regional Transportation Plan including the proposed SR 303, the arterial road system and interchanges to provide a basic plan for development of this project.

2004 – MCDOT opens to traffic an interim four-lane roadway along the SR 303L route from US 60 to Happy Valley Parkway and a portion of Happy Valley Parkway linking Vistancia Boulevard to Lake Pleasant Parkway to serve as the interim SR 303L route.

2004 – Voters of Maricopa County approve Proposition 400 to extend the sales tax and provide funding for SR 303L and other projects identified in the MAG RTP.

APPENDIX D

EPHEMERAL WASHES CROSSED BY THE PROPOSED PROJECT

Table D-1
Summary of Wash Areas within the Proposed Right-of-way at each Ephemeral Wash Crossing

Station (ft)	Length R/W to R/W (ft)	Width (ft)	Wash Areas (Estimated from Aerials) Potential Fill Area (sf)	Potential Fill Area (acres)	Anticipated Fill Area (acres)	Wash Name	Blueline on USGS 7.5" Quad Map	Comments
1450+60	390	4	1560	0.0358	0.0358		Yes	New interceptor channel would direct flows to crosspipe @ 1455+80
1466+50	1300	4	5200	0.1194	0.1194			New interceptor channel would direct flows to crosspipe @ 1477+68
1477+00	570	4	2280	0.0523	0.0523			Crosspipe @ 1477+68
1482+80	470	4	1880	0.0432	0.0432			Crosspipe @ 1482+33
1487+70	450	10	4500	0.1033	0.1033			Crosspipe @ 1487+35
1491+80	490	20	9800	0.2250	0.2250	Twin Buttes Wash	Yes	Crosspipe @ 1491+69
1511+50	500	4	2000	0.0459	0.0459		Yes	Crosspipe @ 1510+89
1512+20	190	4	760	0.0174	0.0174			Parallel encroachment from 1512+20 to 1514+50 Lt, Flow to crosspipe @ 1510+89
1523+40	400	4	1600	0.0367	0.0367			Parallel encroachment from 1523+40 to 1527+10 Lt, Flow to crosspipe @ 1510+89
1560+00	445	15	6675	0.1532	0.1532	Caterpillar Tank Wash	Yes	Crosspipe @ 1561+16
1605+30	550	4	2200	0.0505	0.0505			Crosspipe @ 1604+89
1626+70	520	4	2080	0.0478	0.0478		Yes	Crosspipe @ 1626+26
1648+60	1190	15	17850	0.4098	0.4098			New interceptor channel would direct flows to crosspipe @ 1648+96
1658+00	530	4	2120	0.0487	0.0487		Yes	New interceptor channel would direct flows to crosspipe @ 1648+96
1660+40	750	4	3000	0.0689	0.0689			New interceptor channel would direct flows to crosspipe @ 1648+96
1669+20	660	4	2640	0.0606	0.0606		Yes	New interceptor channel would direct flows to crosspipe @ 1648+96

Table D-1
Summary of Wash Areas within the Proposed Right-of-way at each Ephemeral Wash Crossing

Station (ft)	Length R/W to R/W (ft)	Width (ft)	Wash Areas (Estimated from Aerials) Potential Fill Area (sf)	Potential Fill Area (acres)	Anticipated Fill Area (acres)	Wash Name	Blueline on USGS 7.5" Quad Map	Comments
1696+70	300	270	81000	1.8595	1.8595		Yes	1696+70 to 1699+40, Agua Fria Overbank Area, crosspipe @ 1698+89
1707+80	330	125	41250	0.9470	0.9470		Yes	1707+80 to 1709+05, Agua Fria Floodplain Area, crosspipe @ 1709+15
1710+50	390	1030	401700	9.2218	4.6920	Agua Fria River	Yes	1710+50 to 1720+80, Agua Fria Floodplain/FloodwaYes Area, New Bridge
1730+90	670	4	2680	0.0615	0.0615			New interceptor channel would direct flows to new bridge crossing of the Agua Fria River
1734+60	1060	4	4240	0.0973	0.0973		Yes	Tank located upstream of roadwaYes R/W, New interceptor channel would direct flows to the new bridge crossing of the Agua Fria River
1741+80	1600	10	16000	0.3673	0.3673		Yes	Parallel encroachment from 1741+80 to 1755+10, New interceptor channel would direct flows to the new bridge crossing of the Agua Fria River
1757+10	800	4	3200	0.0735	0.0735			Parallel encroachment from 1757+10 to 1762+90, New interceptor channel would direct flows to the new bridge crossing of the Agua Fria River
1782+60	800	4	3200	0.0735	0.0735			New interceptor channel would direct flows to crosspipe @ 1814+02
1800+30	620	4	2480	0.0569	0.0569		Yes	New interceptor channel would direct flows to crosspipe @ 1814+02
1813+70	400	4	1600	0.0367	0.0367		Yes	New interceptor channel would direct flows to crosspipe @ 1814+02 (* indicates same wash)
1817+70	470	4	1880	0.0432	0.0432			New interceptor channel would direct flows to crosspipe @ 1814+02, Branch of (* indicates same wash)
1824+80	380	16	6080	0.1396	0.1396		Yes	Crosspipe @ 1824+94

Table D-1
Summary of Wash Areas within the Proposed Right-of-way at each Ephemeral Wash Crossing

Station (ft)	Length R/W to R/W (ft)	Width (ft)	Wash Areas (Estimated from Aerials) Potential Fill Area (sf)	Potential Fill Area (acres)	Anticipated Fill Area (acres)	Wash Name	Blueline on USGS 7.5" Quad Map	Comments
1842+40	620	10	6200	0.1423	0.1423			Wash along upstream side of CAP siphon would be maintained under new CAP bridge (** indicates same wash)
1849+60	910	10	9100	0.2089	0.2089		Yes	New interceptor channel would direct flows to existing wash under new CAP bridge, 1842+40, Branch of (**indicates same wash)
1854+70	900	4	3600	0.0826	0.0826			Branch at headwater of (*** indicates same wash)
1856+80	1050	20	21000	0.4821	0.4821		Yes	Crosspipe @ 1856+30 (*** indicates same wash)
20+20	840	20	16800	0.3857	0.3857		Yes	Segment 4, Ramp EN, New interceptor channel would direct flows to new bridge over New River (*** indicates same wash)
4+70	510	4	2040	0.0468	0.0468			Segment 4, Ramp EN, New interceptor channel would direct flows to new bridge over New River, Branch at headwater of (*** indicates same wash)
116+40	470	4	1880	0.0432	0.0432			Segment 4, Mainline, New interceptor channel would direct flows to new bridge over New River, Branch at headwater of (*** indicates same wash)
130+30	590	4	2360	0.0542	0.0542		Yes	Segment 4, Mainline, crosspipe @ 129+00, Tank is downstream of R/W (*** indicates same wash)
1870+30	575	600	345000	7.9201	0.0289	New River	Yes	1870+30 to 1876+30, New River Floodplain, New Bridge
1879+50	480	4	1920	0.0441	0.0441			Flow directed to crosspipe @ 1889+10
1881+50	470	4	1880	0.0432	0.0432			Flow directed to crosspipe @ 1889+10
1888+80	310	12	3720	0.0854	0.0854			Crosspipe @ 1889+10
1893+80	360	4	1440	0.0331	0.0331			Crosspipe @ 1893+80
1907+80	600	4	2400	0.0551	0.0551			At headwater
1909+60	650	12	7800	0.1791	0.1791		Yes	New interceptor channel would direct flows to crosspipe @ 1909+35 (**** indicates same wash)

Table D-1
Summary of Wash Areas within the Proposed Right-of-way at each Ephemeral Wash Crossing

Station (ft)	Length R/W to R/W (ft)	Width (ft)	Wash Areas (Estimated from Aerials) Potential Fill Area (sf)	Potential Fill Area (acres)	Anticipated Fill Area (acres)	Wash Name	Blueline on USGS 7.5" Quad Map	Comments
1921+50	2270	10	22700	0.5211	0.5211		Yes	Parallel encroachment from 1921+50 to 1943+30 Rt, New interceptor channel would direct flows to crosspipe @ 1909+35 (**** indicates same wash)
1935+00	110	150	16500	0.3788	0.3788		Yes	Tank, New interceptor channel would direct flows to crosspipe @ 1909+35 (**** indicates same wash)
1935+50	850	4	3400	0.0781	0.0781		Yes	Parallel encroachment from 1935+35 to 1940+40, New interceptor channel would direct flows to crosspipe @ 1909+35 (**** indicates same wash)
1935+80	700	4	2800	0.0643	0.0643			At headwater
1961+00	430	4	1720	0.0395	0.0395			At headwater
1963+00	470	20	9400	0.2158	0.2158	Deadman Wash	Yes	New Bridge
1986+90	3200	4	12800	0.2938	0.2938		Yes	Parallel encroachment from 1986+90 to 2015+60 Rt, New channel proposed along south side of roadwaYes
2005+50	700	4	2800	0.0643	0.0643			At headwater
2073+70	370	4	1480	0.0340	0.0340		Yes	Crosspipe @ 2073+70
2091+00	460	4	1840	0.0422	0.0422			Crosspipe @ 2092+97
2092+80	380	4	1520	0.0349	0.0349			Crosspipe @ 2092+97
TOTAL				26.0688	13.6478		27	

NOTES: Crossings can be located and viewed in the Design Concept Report based on the stations contained in this table.

APPENDIX E

STATE OF ARIZONA NOXIOUS WEED LIST

APPENDIX E
STATE OF ARIZONA NOXIOUS WEED LIST – 2006

Scientific Name	Common Name
Prohibited Noxious Weeds	
Acroptilon repens	Russian knapweed
Aegilops cylindrica	jointed goatgrass
Alhagi pseudalhagi	camelthorn
Alternanthera philoxeroides	alligator weed
Cardaria pubescens	hairy whitetop
Cardaria chalepensis	lens-podded hoary cress
Cardaria draba	globed-podded hoary cress
Carduus acanthoides	plumeless thistle
Cenchrus echinatus	southern sandbur
Cenchrus incertus	field sandbur
Centaurea calcitrapa	purple starthistle
Centaurea iberica	Iberian starthistle
Centaurea squarrosa	squarrose knapweed
Centaurea sulphurea	Sicilian starthistle
Centaurea solstitialis	yellow starthistle
Centaurea diffusa	diffuse knapweed
Centaurea maculosa	spotted knapweed
Chondrilla juncea	rush skeletonweed
Cirsium arvense	Canada thistle
Convolvulus arvensis	field bindweed
Coronopus squamatus	creeping wartcress
Cucumis melo	Dudaim melon
Cuscuta spp.	dodder
Drymaria arenarioides	alfombrilla
Eichhornia crassipes	floating water hyacinth
Eichhornia azurea	anchored water hyacinth
Elytrigia repens	quackgrass
Euphorbia esula	leafy spurge
Halogeton glomeratus	halogeton
Helianthus ciliaris	Texas blueweed
Hydrilla verticillata	hydrilla
Ipomoea spp.	morning glory, all species except *Ipomoea carnea, Ipomoea arborescens*
Ipomoea triloba	three-lobed morning glory
Isatis tinctoria	dyers woad
Linaria genistifolia var. dalmatica	dalmation toadflax
Lythrum salicaria	purple loosestrife
Medicago polymorpha	burclover
Nassella trichotoma	serrated tussock
Onopordum acanthium	Scotch thistle
Orobanche ramosa	branched broomrape
Panicum repens	torpedo grass
Peganum harmala	African rue
Pennisetum ciliare	buffelgrass
Portulaca oleracea	common purslane
Rorippa austriaca	Austrian fieldcress
Salvinia molesta	giant salvinia
Senecio jacobaea	tansy ragwort

Scientific Name	Common Name
Solanum carolinense	Carolina horsenettle
Solaum viarum	tropical soda apple
Sonchus arvensis	perennial sowthistle
Stipa brachychaeta	puna grass
Striga spp.	witchweed
Trapa natans	water-chesnut
Tribulus terrestris	puncturevine
Regulated Noxious Weeds	
Cenchrus echinatus	southern sandbur
Cenchrus incertus	field sandbur
Convolvulus arvensis	field bindweed
Eichhornia crassipes	floating water hyacinth
Medicago polymorpha	burclover
Pennisetum ciliare	buffelgrass
Portulaca oleracea	common purslane
Salvinia molesta	giant salvinia
Tribulus terrestris	puncturevine
Restricted Noxious Weeds	
Acroptilon repens	Russian knapweed
Aegilops cylindrica	jointed goatgrass
Alhagi pseudalhagi	camelthorn
Cardaria draba	globed-podded hoary cress
Centaurea diffusa	diffuse knapweed
Centaurea maculosa	spotted knapweed
Centaurea solstitialis	yellow starthistle
Cuscuta spp.	dodder
Eichhornia crassipes	floating water hyacinth
Elytrigia repens	quackgrass
Euryops sunbcarnosus subspec. *vulgaris*	sweet resinbush
Halogeton glomeratus	halogeton
Helianthus ciliaris	Texas blueweed
Ipomoea triloba	three-lobed morning glory
Linaria genistifolia var. dalmatica	dalmation toadflax
Onopordum acanthium	Scotch thistle