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NORTH VALL

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ORIGINAL

ROUTE TOUR ITINERARY

January 27, 2003

The following itinerary describes the APS Proposed and Alternative 230kV transmission line routes as they originate at the Westwing Substation, proceed east to interconnect at the Raceway and proposed Avery and Misty Willow substations, and terminate at the Pinnacle Peak Substation.

Note: If weather conditions or access prevents traveling the CAP Canal, this portion of the route tour may be omitted (Point of Interest #7).

Start of Tour
APS Paradise Valley Office
4612 East Bell Road
Phoenix, Arizona
Phone: (602) 708-2242 (Mike Dewitt)

Arizona Corporation Commission
DOCKETED

JAN 15 2003

DOCKETED BY *CAK*

AZ CORP COMMISSION
DOCUMENT CONTROL

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The route tour will begin at 9:30 a.m. at the APS Paradise Valley Office on Bell Road, west of Tatum Boulevard in Phoenix, Arizona. Enter the east side of the complex from Bell Road and park. Follow directional signs from the parking lot to a meeting room. A pilot car will lead the route tour.

Point of Interest #1
WESTWING SUBSTATION AREA

From the APS Paradise Valley Office, go east on Bell Road to Tatum Boulevard. Go north on Tatum Boulevard to Loop 101. Go west on Loop 101 for approximately 15 miles to exit 15 at Union Hills Road. Go west on Union Hills Road to 99th Avenue. Go north on 99th Avenue. Continue north on 99th Avenue as it turns to Lake Pleasant Road. Go north on Lake Pleasant Road to Jomax Road. Go west on Jomax Road. The Westwing Substation can be viewed to the west. The Proposed and Alternative route alignments can be viewed following the Westwing transmission corridor on the east side of the existing structures as the corridor leaves the Westwing Substation. Continue west along Jomax Road to 107th Avenue (dirt road). Go south on 107th Avenue for approximately 1 mile to Hatfield Road. Go west on Hatfield Road through the Agua Fria River to Point of Interest #1 at the Westwing Substation. The Westwing Substation can be viewed from Point of Interest #1.

Point of Interest #2

THE BEARDSLEY CANAL AND THE WESTWING TRANSMISSION CORRIDOR

From Point of Interest #1, drive west around the south side of the Westwing Substation and north on the dirt road along the east side of a barbed-wire fence. At the end of the dirt road, go east along the paved road to the Beardsley Canal. Follow the road along the Beardsley Canal to Point of Interest #2 at the Westwing transmission corridor. The Proposed and Alternative route alignments can be viewed to the north and south along the east side of the existing structures.

Point of Interest #3

LAKE PLEASANT ROAD AND THE DOVE VALLEY ROAD ALIGNMENT

From Point of Interest #2, return to the Westwing Substation and go east along Hatfield Road to 107th Avenue. Go north on 107th Avenue to Jomax Road. Go east on Jomax Road to Lake Pleasant Road. Go north on Lake Pleasant Road approximately 2.7 miles to Point of Interest #3 at Lake Pleasant Road and the Dove Valley Road alignment. Along Lake Pleasant Road, the Westwing transmission corridor is visible approximately 2.5 miles to the west. From Point of Interest #3 the Proposed Route can be viewed from the Westwing transmission corridor along the Dove Valley Road alignment toward the proposed Avery Substation.

Point of Interest #4

RACEWAY SUBSTATION

From Point of Interest #3, continue north along Lake Pleasant Road to the Old Carefree Highway. Turn west on the Old Carefree Highway towards the Turf Soaring School, Canyon Raceway, and Cowtown. Follow the Old Carefree Highway west across the Waddell Canal. The Westwing transmission corridor is visible to the west. Go right immediately after the Beardsley Canal on the APS Raceway Substation Fire Access Road. Continue along this road to Point of Interest #4 at Raceway Substation. The Raceway Substation can be viewed from Point of Interest #4.

Point of Interest #5

DOVE VALLEY ROAD ALIGNMENT SOUTH OF STATE ROUTE 74/CAREFREE HIGHWAY

From Point of Interest #4, go east to the APS Raceway Substation Fire Access Road, over to the Old Carefree Highway. Go east along the Old Carefree Highway to Lake Pleasant Road. Go north on Lake Pleasant Road for approximately 0.4 mile to the State Route 74/Carefree Highway intersection. Go east on State Route 74/Carefree Highway across New River for approximately 2.1 miles to a cattle guard. Go south on a dirt road immediately after the cattle guard through a barbed-wire gate. Continue south along the east side of the fence for approximately 1 mile to Point of Interest #5 at the Dove Valley Road alignment. The Proposed Route can be viewed east and west along this alignment.

Rest Stop (Optional)
BEN AVERY REGIONAL PARK

An optional rest stop may be taken between Point of Interest #5 and Point of Interest #6 if needed. From Point of Interest #5, go north to the State Route 74/Carefree Highway. Go east on State Route 74/Carefree Highway towards I-17. Approximately ¼ mile west of I-17, turn north into the Ben Avery Regional Park. Restroom facilities are found within the park.

From Ben Avery Regional Park, go east on State Route 74/Carefree Highway to I-17. Go north on I-17 to exit 225 at Pioneer Road. Go west on Pioneer Road. Follow Pioneer Road as it goes west and turns north along the existing 69kV self-weathering corten steel poles. Go north along Pioneer Road to Point of Interest #6, at the Joy Ranch Road alignment where Pioneer Road turns to the west along the existing 69kV galvanized steel poles. Alternative Route 3 can be viewed west along the Joy Ranch Road alignment parallel to the 69kV galvanized steel poles. To the south, 69kV self-weathering corten poles are along I-17. The 69kV poles currently on the west side of I-17 would be removed and the circuits would be underbuilt on the proposed 230kV structures.

Go to Point of Interest #7 to continue the tour.

Point of Interest #6
I-17 AND THE JOY RANCH ROAD ALIGNMENT

From Point of Interest #5, go north to the State Route 74/Carefree Highway. Go east on State Route 74/Carefree Highway to I-17. Go north on I-17 to exit 225 at Pioneer Road. Go west on Pioneer Road. Follow Pioneer Road as it goes west and turns north along the existing 69kV self-weathering corten steel poles. Go north along Pioneer Road to Point of Interest #6, at the Joy Ranch Road alignment where Pioneer Road turns to the west along the existing 69kV galvanized steel poles. Alternative Route 3 can be viewed west along the Joy Ranch Road alignment parallel to the 69kV galvanized steel poles. To the south, 69kV self-weathering corten poles are along I-17. The 69kV poles currently on the west side of I-17 would be removed and the circuits would be underbuilt on the proposed 230kV structures.

Point of Interest #7
CAP ACCESS ROAD AND THE PYRAMID HEIGHTS DEVELOPMENT

From Point of Interest #6, drive south and east on Pioneer Road to I-17. Go south on I-17 to State Route 74/Carefree Highway. Go west on State Route 74/Carefree Highway to Lake Pleasant Road. Go south on Lake Pleasant Road for approximately 1.71 miles to the CAP canal. Go east/southeast along the south access road of the canal to Point of Interest #7 at the Pyramid Heights Development. Alternative Route 4 can be viewed along the north side of the CAP canal.

Go east along the CAP access road. Residential areas including the KB Homes development can be viewed south of the CAP Canal. At the 35th Avenue alignment an existing 69kV line can be

viewed to the south. This alignment is a potential ingress/egress road alternative for the residential development south of the CAP and west of I-17.

Point of Interest #8
NORTHERN END OF I-17 WEST FRONTAGE ROAD

From Point of Interest #7, continue east along the CAP access road to the I-17 west frontage road. Go north on the I-17 west frontage road to Point of Interest #8 at the northern end of the I-17 frontage road. The Proposed and Alternative routes can be viewed north along the west side of I-17. Approximately ½ mile north of Point of Interest #8, where the existing 69kV line crosses I-17, the Proposed and Alternative routes turn from I-17 to the northwest.

Point of Interest #9
I-17 WEST FRONTAGE ROAD AND THE BISCUIT FLAT SUBSTATION

From Point of Interest #8, go south along the I-17 west frontage road to Point of Interest #9 at the Biscuit Flat Substation. Biscuit Flat is a 69/12kV substation. No interconnection will be made to this substation. The Proposed Route can be viewed south along the frontage road from this location. The Proposed and Alternative routes can be viewed north along the west side of I-17 past the Biscuit Flat Substation to the proposed Avery Substation. Alternative routes 1, 2, and 4 would cross I-17 to the east at this point. Alternative Route 4 can be viewed west along the CAP at this location.

Point of Interest #10
I-17 WEST FRONTAGE ROAD AND DYNAMITE BOULEVARD

From Point of Interest #9, go south along the I-17 west frontage road to Dynamite Boulevard. Go west on Dynamite Boulevard to Point of Interest #10 under the 69kV transmission lines at the I-17 west frontage road and Dynamite Boulevard. The Proposed Route can be viewed to the north and south. The existing 69kV poles would be removed and the circuits would be underbuilt on the proposed 230kV structures.

Rest Stop (Optional)
GAS STATION

An optional rest stop may be taken between Point of Interest #10 and Point of Interest #11 if needed. From Point of Interest #10, drive south on the I-17 west frontage road to Happy Valley Road. Go west on Happy Valley Road for approximately 1 mile to the gas station on the south side of the road.

The Proposed Route will follow the frontage road to the south side of Skunk Creek. The Route will then follow the south side of Skunk Creek to approximately the 29th Avenue alignment. The

Skunk Creek Landfill can be seen to the west of the frontage road. The Proposed Route will go south along the east side of the Skunk Creek Landfill to the Happy Valley transmission corridor.

From the gas station, go east across I-17 on Happy Valley Road to the turnabout. The Vestar property can be viewed southeast of I-17 and Happy Valley Road along the Happy Valley transmission corridor. Go north on the I-17 east frontage road. The east frontage road is the turn with the "Dead End" sign before the I-17 on-ramp. Go north on the frontage road to a gravel road immediately south of the USAA parking garage to Point of Interest #11. The USAA development is planned for an area north of Happy Valley Road and east of I-17. Alternative Route 1 can be viewed from the Happy Valley transmission corridor north along the east side of I-17 and west of the USAA development.

Go to Point of Interest #12 to continue the tour.

Point of Interest #11

I-17 EAST FRONTAGE ROAD AND USAA PARKING GARAGE

From Point of Interest #10, drive south on the I-17 west frontage road to Happy Valley Road. The Proposed Route will follow the frontage road to the south side of Skunk Creek. The Route will then follow the south side of Skunk Creek to approximately the 29th Avenue alignment. The Skunk Creek Landfill can be seen to the west of the frontage road. The Proposed Route will go south along the east side of the Skunk Creek Landfill to the Happy Valley transmission corridor. Go east across I-17 on Happy Valley Road to the turnabout. The Vestar property can be viewed southeast of I-17 and Happy Valley Road along the Happy Valley transmission corridor. Go north on the I-17 east frontage road. The east frontage road is the turn with the "Dead End" sign before the I-17 on-ramp. Go north on the frontage road to a gravel road immediately south of the USAA parking garage to Point of Interest #11. The USAA development is planned for an area north of Happy Valley Road and east of I-17. Alternative Route 1 can be viewed from the Happy Valley transmission corridor north along the east side of I-17 and west of the USAA development.

Point of Interest #12

I-17 EAST FRONTAGE ROAD AND CAP

From Point of Interest #11, go north along the I-17 east frontage road to Point of Interest #12 at the north side of the CAP. Alternative Route 1 can be viewed south along the I-17 east frontage road and crossing I-17 from the west. Alternative routes 2 and 4 can be viewed along the CAP and crossing I-17. Alternative Route 4 can be viewed west along the north side of the CAP.

Point of Interest #13
CAP AND HAPPY VALLEY ROAD

From Point of Interest #12, follow the pilot car southeast along the north side of the CAP. Alternative routes 2 and 4 (located on the north side of the CAP fence line) can be viewed along the CAP from I-17 to the Happy Valley transmission corridor. Follow the CAP to Point of Interest #13 at the CAP and Happy Valley Road. The proposed Misty Willow Substation can be viewed south of the Happy Valley transmission corridor and west of the CAP. The Proposed and Alternative routes can be viewed to the east and west on the north side of the Happy Valley transmission corridor.

Point of Interest #14
CAVE CREEK ROAD AND HAPPY VALLEY TRANSMISSION CORRIDOR

From Point of Interest #13, go east on Happy Valley Road. Follow Happy Valley Road as it curves south and turns into 7th Street. Go south on 7th Street under the Happy Valley transmission corridor to Deer Valley Road. Go east on Deer Valley Road and follow it as it curves to the north and east to Cave Creek Road. Go north on Cave Creek Road to Point of Interest #14 at the Happy Valley transmission corridor. The Proposed and Alternative routes can be viewed to the east and west along the north side of the corridor.

Point of Interest #15
PINNACLE PEAK SUBSTATION

From Point of Interest #14, go south on Cave Creek Road to Pinnacle Peak Road. Go east on Pinnacle Peak Road to Point of Interest #15 at the Pinnacle Peak Substation. The Pinnacle Peak Substation can be viewed from Point of Interest #15.

The Proposed and Alternative routes can be viewed from the Pinnacle Peak Substation following the north side of the two 230kV lines along the Happy Valley Road transmission corridor (approximately ¼ mile south of the Happy Valley Road alignment). The route tour ends at the Pinnacle Peak Substation on the north side of Pinnacle Peak Road, approximately 1 mile west of Scottsdale Road.

OVERSIZED MAP

**-Arizona Public Service Company
North Valley 230kV Facility Siting
Project
Route Tour Map**

TO REVIEW SEE DOCKET SUPERVISOR

**DOCKET
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