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ARIZONA CORPORATION COMMISSION
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Docket #(s): L-00000B-15-0059-00170

Part 2 of 4

Arizona Corporation Commission
DOCKETED

APR 7 2015

DOCKETED BY

Exhibit #: SL-1 through SL-2, SRP-001

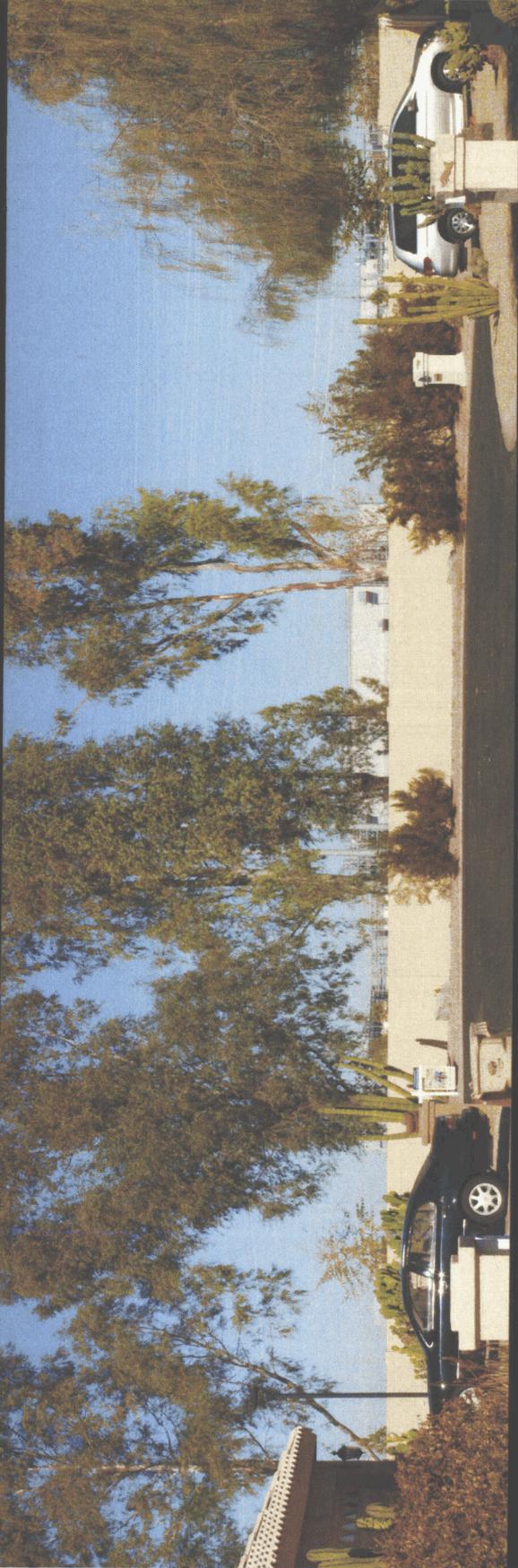
EXHIBIT

SL-1
not observed

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EXISTING VIEW



PROPOSED VIEW



PRICE ROAD CORRIDOR 230 kV PROJECT

KOP #9 EMERALD DRIVE @ CACTUS FLOWER COURT IN SUN LAKES - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THE DATE OF THIS REPORT AND IS SUBJECT TO CHANGE.

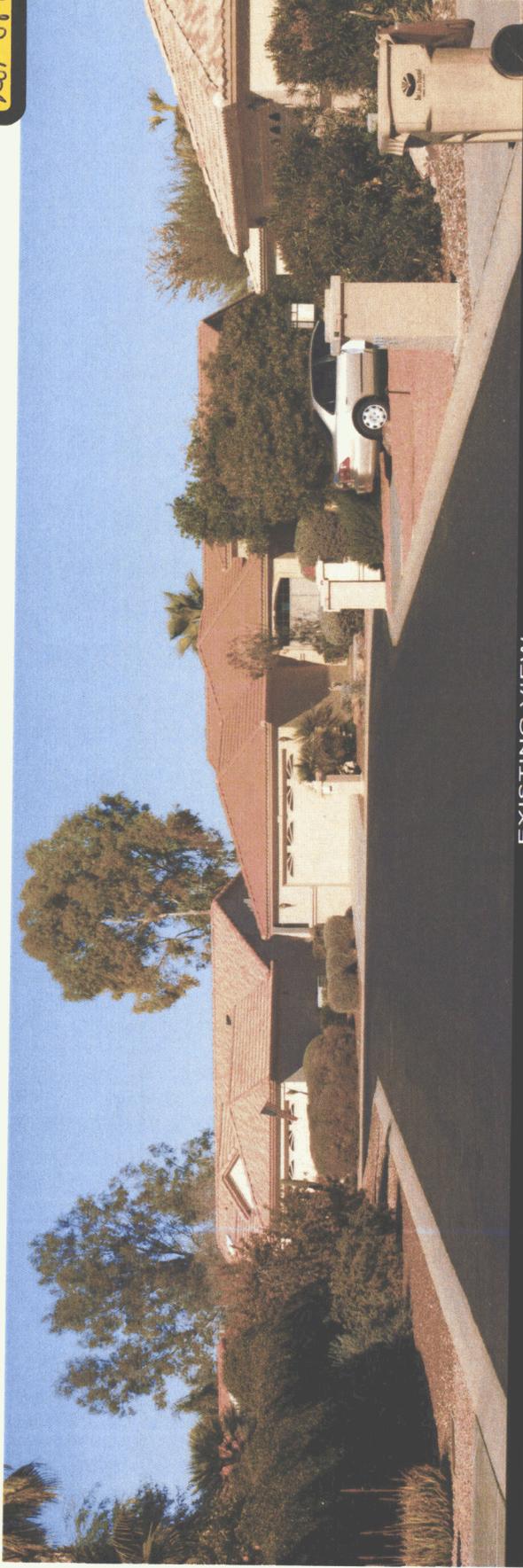
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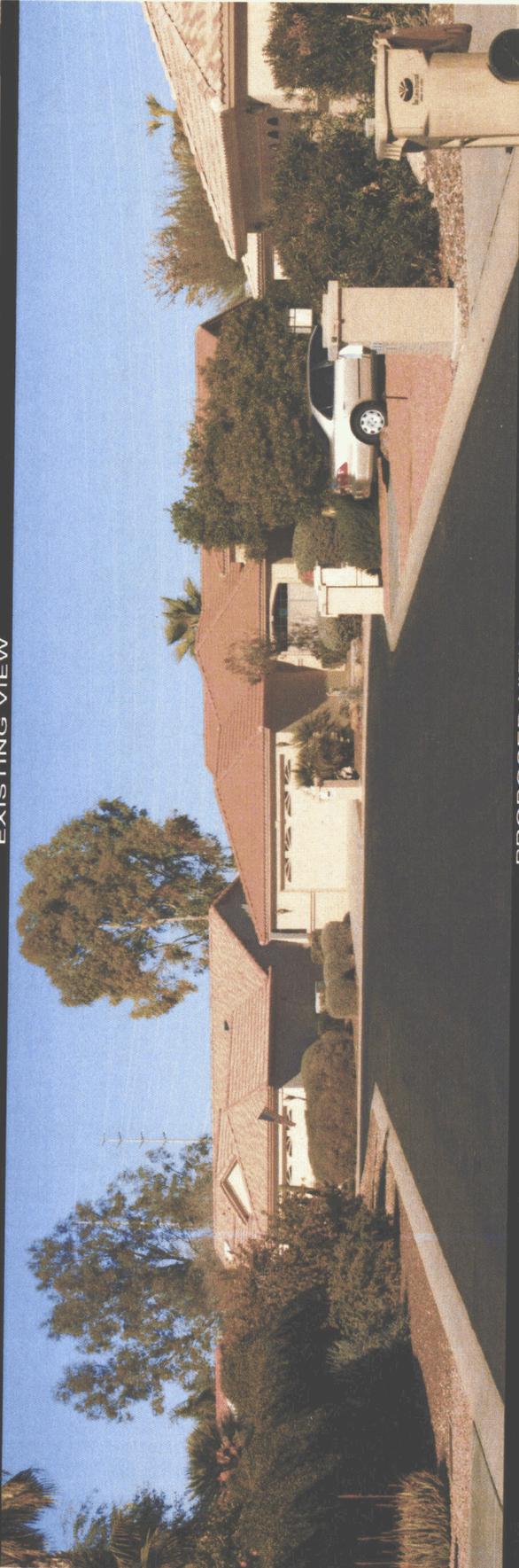
EXHIBIT

SL-2
Not offered

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EXISTING VIEW



PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP #10 EMERALD DRIVE @ COPPER DRIVE IN SUN LAKES - LOOKING NORTH - VISUAL SIMULATION

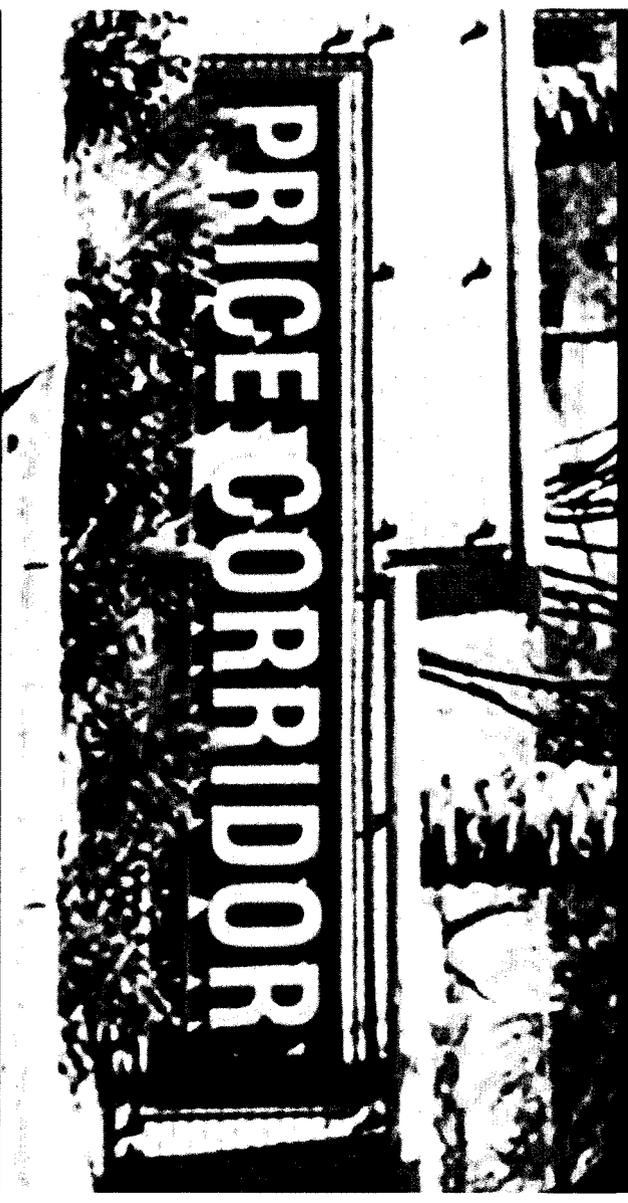
THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.

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EXHIBIT
SP-001
ADMITTED

Exhibit E



Case No.: 170
Docket No.: L-00000B-15-0059-00170



Application for a Certificate of Environmental Compatibility

**Price Road Corridor Project, Non-Gila River Indian
Community Portion**

Prepared for:

**State of Arizona Power Plant and
Transmission Line Siting Committee**

Prepared by:

Salt River Project Agricultural Improvement and Power District

Volume 1 of 1

Date: February 27, 2015

Case No.: 170

Docket No.:

L-00000B-15-0059-00170

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LIST OF ACRONYMS

ACC	Arizona Corporation Commission
AGFD	Arizona Game and Fish Department
AM	Amplitude Modulation
APLIC	Avian Power Line interaction Committee
APS	Arizona Public Service
ASM	Arizona State Museum
AZDA	Arizona Department of Agriculture
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BUOW	Western Burrowing Owl
CEC	Certificate of Environmental Compatibility
COG	Council of Governments
CWG	Community Working Group
dB	Decibels
dBA	A-weighted Decibels
DNL	Average Noise Level
du/ac	Dwelling Units per Acre
EA	Environmental Assessment
ESA	Endangered Species Act
FM	Frequency Modulation
FONSI	Finding of No Significant Impact
GIS	Geographical Information Systems
GRICUA	Gila River Indian Community Utility Authority
HOA	Homeowners Association
Hz	Hertz

List of Acronyms

ID	Identification
KOP	Key Observation Point
kV	Kilovolt
MAG	Maricopa Association of Governments
N	Node
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NPL	Arizona Native Plant Law
PADs	Planned Area Developments
PEP	Project Evaluation Program
PRC	Price Road Corridor
Project	Price Road Corridor Project, Non-Gila River Indian Community Portion
PSA	Project Study Area
ROW	Right-of-way
RS	Receiving Station
SHPO	State Historic Preservation Officer
SPRR	Southern Pacific Railroad Company
SR	State Highway Route
SRP	Salt River Project Agricultural Improvement and Power District
T&E	Threatened and Endangered
T&PRR	Texas & Pacific Railroad Company
UPRR	Union Pacific Railroad
USFWS	United States Fish and Wildlife Service
WSCA	Wildlife of Special Concern in Arizona

INTRODUCTION

Pursuant to Arizona Revised Statute §40-360 *et seq.*, Salt River Project Agricultural Improvement and Power District (SRP), submits this application for a Certificate of Environmental Compatibility (CEC or Application) for only those portions of the preferred and alternative routes of the Price Road Corridor (PRC) project that traverse non-tribal lands and referred herein as the Non-Gila River Indian Community Portion (the Project). This request consists of approximately three miles of new 230 kilovolt (kV) transmission line from the Schrader Substation to the Gila River Indian Community boundary that is adjacent to Hunt Highway as well as two new substations (Receiving Station [RS]-28 and RS-27) and associated transmission, all located in the City of Chandler, Arizona or within Maricopa County.

The portions of the PRC project that traverse the lands of the Gila River Indian Community are not a part of this Application. The transmission line segment on the Gila River Indian Community is generally discussed and displayed not for CEC purposes but to provide the Arizona Power Plant and Transmission Line Siting Committee (Siting Committee) and the Arizona Corporation Commission (ACC) with an overall understanding of the PRC project.

History of the PRC project

This Application is the culmination of work that began in 2011 by SRP with the Gila River Indian Community, which later was expanded to include the City of Chandler, the City of Tempe, Maricopa County and Pinal County, to build infrastructure to support the growing technology hub known as the PRC. The PRC is a significant source of economic development and job growth in the southeast valley. Because of its focus on high-tech jobs and technology manufacturing, the area has unique infrastructure needs and requires significant new energy infrastructure to support continued growth.

In order to support this growth, SRP must bring additional power into the PRC from the Schrader and Kyrene substations. More specifically, SRP must build the following new facilities (depicted on **Figure 1**):

1. a single-circuit 230kV transmission line connecting the Schrader Substation to a new substation (RS-28) located in the southern part of the PRC;
2. a double-circuit 230kV transmission line from the existing Knox Substation to a new substation (RS-27) located in the northern part of the PRC, and on to the new RS-28 Substation; and
3. a new 230kV circuit from the Knox Substation to the Kyrene Substation in Tempe, Arizona.

SRP pursued the development of the PRC project on two separate tracks: building the project entirely on non-tribal land, and partnering with the Gila River Indian Community to build a significant portion of the project on tribal land.

Private Land Options

Through the routing and public process a tribal route seemed to be the preference of many, however, there was recognition early on that the ability to obtain the tribal route was uncertain. Not only did the project require the Gila River Indian Community Tribal Council and the Gila River Indian Community Utility Authority (GRICUA) approval, the project further entailed gaining landowner or what is known as allottee consent of at least 51% of each of the 146 allotments that would be impacted.

Because of this uncertainty, SRP engaged in a robust process to determine private land options for constructing the project entirely on non-tribal land. Mainly focusing on the route from Schrader to RS-28 and RS-27, SRP began a public involvement process, briefing jurisdictions and forming a Community Working Group (CWG) to evaluate options and held over ten public open house meetings to gather public input on route alternatives. In addition, SRP held a number of meetings with Homeowners Associations (HOA), and business and civic organizations. Ultimately the process narrowed the major routes to two alternative routes on non-tribal land.

Because of the success of the tribal process, SRP will not pursue the private routes (except as set forth in this Application).

The Gila River Indian Community Portion of the PRC Project

By way of background (the tribal facilities are not part of this Application), the Gila River Indian Community portion of the PRC project is a joint project between the tribe and SRP. This portion of the PRC project will facilitate 230kV circuits for SRP and both 69kV and 12kV circuits for the tribe. The right-of-way (ROW) and project facilities will be jointly owned on tribal land.

The route and project configuration of the Gila River Indian Community portion of the PRC project has been or will be approved through a number of federal and tribal authorizations. These include:

1. The concept for the project itself, including the routing and the configuration of facilities, has been formally supported by the Gila River Indian Community Tribal Council, GRICUA, and the District 4 (the tribal district in which the project is located).
2. The ROW has been approved by each of the tribally-owned and individually-owned allotments crossed by the route. This included at least a 51% consent of the over 4,400 owners of the 146 allotments.
3. The survey, appraisal and consent process has been conducted through the Bureau of Indian Affairs (BIA).
4. The project was evaluated in an Environmental Assessment (EA) administered by the BIA, resulting in a Finding of No Significant Impact (FONSI).
5. The final Grant of ROW by the BIA and final tribal Council approval is in process, pending the outcome of this CEC application.

The joint project with the tribe provides an opportunity for the Gila River Indian Community to co-develop needed energy infrastructure with SRP, providing improved electrical service to Gila

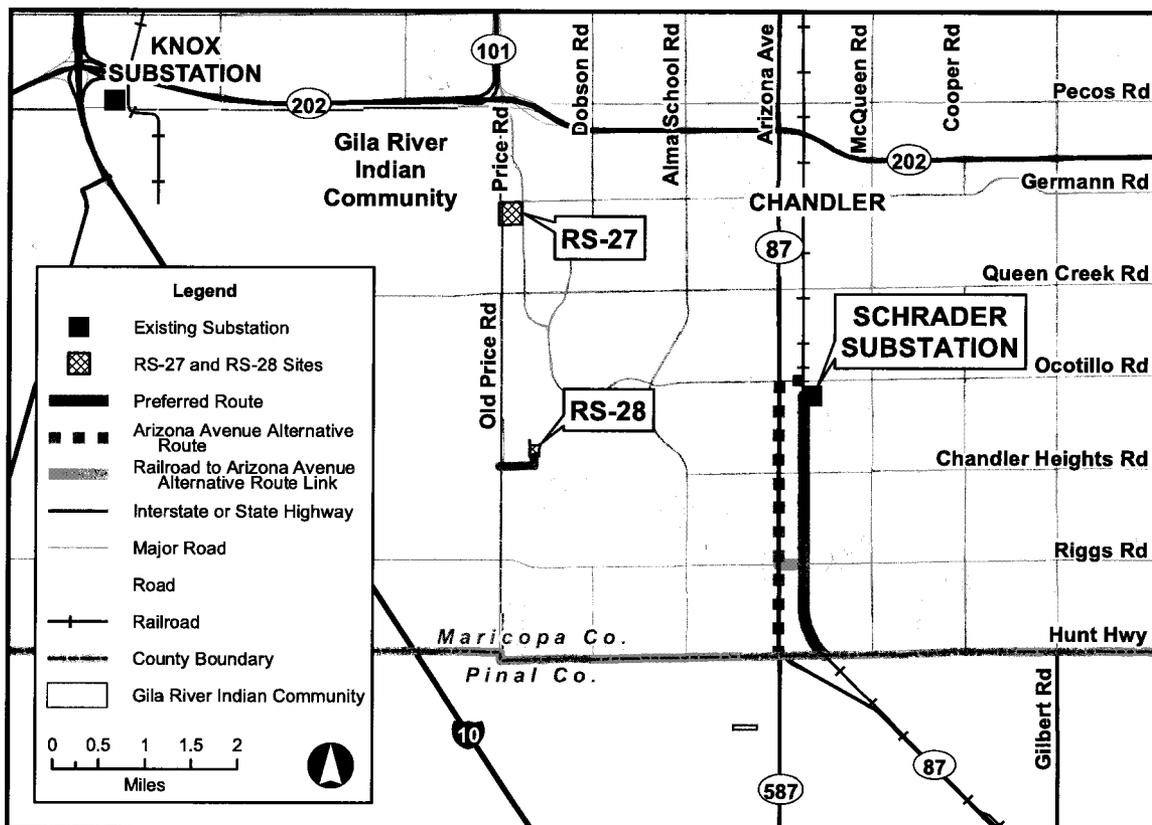
River Indian Community customers and supports a potential Gila River Indian Community solar power plant. The Gila River Indian Community portion of the route, depicted in relation to the other Project infrastructure, is presented in **Figure 2**.

Non-Gila River Indian Community Portion – Application Overview

This Application involves only those portions of the preferred and alternative routes of the PRC project which traverse non-tribal lands. SRP is requesting approval to construct approximately three miles of new transmission line and approval to construct two new 230kV substations, RS-27 and RS-28 and associated transmission. SRP specifically requests permission to construct the following components:

- **Schrader Substation South to the Tribal Boundary:** Approximately three miles of new single-circuit 230kV transmission line that will originate at the existing Schrader Substation, located approximately ½ mile east of Arizona Avenue, south of Ocotillo Road, and travel south to the Gila River Indian Community boundary at a point adjacent to Hunt Highway near Arizona Avenue.
- **New RS-28 Substation and Associated Transmission:** A new substation located on approximately seven acres of private land. This new substation will be located adjacent to the existing Hoopes Substation on Intel property, west of Dobson Road and north of the Chandler Heights Road alignment. A new single-circuit 230kV line and a new double-circuit 230kV line from the tribal boundary at Old Price Road and north of Chandler Heights Road will connect to the new RS-28 Substation.
- **New RS-27 Substation:** A new substation located on approximately 38 acres of private land and any necessary transmission to reach the substation from the Gila River Indian Community boundary. This new substation will be located adjacent to the tribal boundary east of Old Price Road and south of Germann Road.

A location map of the Project Study Area (PSA) for the Project components described above is shown below and also in **Figure 3**.



Project Description

SRP proposes to use tubular steel structures (poles) and the possible various configurations are illustrated in **Exhibit G**. SRP is requesting approval of a corridor 300 to 500 feet wide, centered on the centerline of each identified linear feature and will ultimately require a 70-foot ROW for single-circuit line and an 80-foot ROW for double-circuit line within the requested corridor.

The transmission line component associated with Schrader Substation South to the Tribal Boundary, the RS-28 Substation and the single-circuit transmission line into RS-28 are proposed to be completed by summer of 2017. The double-circuit line from the tribal boundary to RS-28 and the RS-27 Substation are proposed to be completed only when required, based on need. The completion date is currently outside of SRP's Ten Year Plan, therefore SRP is asking for a CEC term of 20 years for the Project.

Purpose and Need

The PRC is home to several of SRP's largest industrial customers and has the potential to become the highest concentration of large power users in the SRP electric service territory. The purpose of the project is to support future customer needs and economic development for the area. Additionally the project will provide additional interconnection of the high voltage system, providing additional reliability and capacity for a much larger area.

The Price Road Corridor is an area bounded by the Old Price Road alignment / SR 101/ Gila River Indian Community on the west, Dobson Road on the east, Chandler Boulevard on the north, and the Chandler Heights Road alignment on the south. Intel's Ocotillo Campus is the southernmost industrial customer and forms the anchor that helps to draw other customers to the area. The City of Chandler is actively marketing the PRC as a high-tech employment corridor and has zoned most of area for commercial or industrial development. The City of Chandler's General Plan currently specifies that the corridor is reserved for "single employment users such as high-tech manufacturing, corporate offices and knowledge intensive employers in campus-like settings on parcels generally not less than 15 acres." This targeted approach to attract large customers to locate in the area has increased the forecasted load for the available land. Approximately 875 acres of land is still available for development, so there is an enormous potential for growth.

Most of the electrical load in the PRC is served from the 69kV transmission system out of the Schrader 230/69kV substation near Arizona Avenue and Ocotillo Road in Chandler with support from the Corbell 230/69kV substation near McQueen Road (Mesa Drive south of Baseline Road), ½ mile north of Elliot Road in Gilbert on the Gilbert / Chandler border. Although there are 69kV connections between the Schrader and Corbell areas, Corbell mostly supports the system north of Loop 202 while Schrader supports the area south of Loop 202 and therefore most of the PRC. There are a total of five 69kV lines from Schrader into the PRC and two 69kV lines from Corbell into the area.

Due to the nature and type of industrial loads in the PRC, maintaining acceptable voltage and power quality is paramount and will drive most future system additions. Currently many of the 69kV transmission lines that serve the PRC are over five miles long even though Schrader is less than three miles from the corridor. These long 69kV lines have relatively minor impacts on thermal overload problems but reduce the ability to maintain system voltage and power quality at an acceptable level.

Planning studies show that the current capabilities of SRP's 230kV transmission and 69kV sub-transmission systems are inadequate to serve the anticipated future growth in the PRC. The peak load forecast for the 2016 timeframe in the PRC is 387 Megawatt (MW), with a planned system capacity of 524MW. While that leaves 137MW of available capacity for the 2016 timeframe, 122MW of capacity is reserved for existing customer's near term expansion plans, which leaves only 15MW of capacity for additional expansions or new customer requests. These new customers or customer expansions are typically in the 20MW to 60MW range and can occur within two years from the date of the customer request to full load, so the 69kV system capacity could be exceeded by 2017. The maximum future load for the area is estimated to be 1,100MW, which far exceeds the maximum 69kV system capacity. This new load will require additional facilities to allow for maintenance activities without interrupting critical customers due to higher demand throughout the year.

To serve the long-term needs of the PRC, SRP is proposing the construction of two new 230/69kV substations with necessary 230kV transmission. The two new receiving stations will provide significant capacity to the existing 69kV system currently serving the PRC, dramatically

improving voltage and power quality and allowing greater maintenance flexibility. RS-27 is being proposed to serve the long-term needs of the northern part of the PRC. RS-28 is being proposed to serve the long-term needs of the southern part of the PRC. Both stations will interconnect with nearby existing 69kV lines to minimize other additional infrastructure. These two stations will work together to provide long term capacity to serve the PRC full build out of 1,100MW and will help provide reliability and backup to the neighboring Schrader and Corbell 69kV networks. In addition, due to the existing system design, RS-27 and RS-28 will provide primary service to the neighborhoods adjacent to the PRC. As it creates a loop between the Schrader and Knox substations, the proposed project will provide additional redundancy and reliability benefits to the system as a whole.

Preferred and Alternative Routes

SRP has proposed a Preferred Route and two alternative routes from the Schrader Substation to the Gila River Indian Community boundary. SRP has proposed a Preferred Route only for the short segment from the tribal boundary to the RS-28 Substation based on negotiations with the land owner. The Preferred Route and alternative routes are comprised of segments that are identified with node (N) numbers. Nodes designate a segment origin, turning point, or terminus. On **Figure 3**, the Project map, the Preferred Route is identified in green and the alternative routes are in yellow and blue. RS-27 and RS-28 are highlighted in green.

Schrader Substation South to the Tribal Boundary

Preferred Route

Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Preferred Route leaves the Schrader Substation and would travel south for 1.84 miles along the Union Pacific Railroad (UPRR) and an existing 69kV transmission line ROW that terminates at Riggs Road. The Preferred Route then continues to follow the railroad south for another 1.06 miles until reaching the Gila River Indian Community boundary (N1-N2-N3). The Preferred Route total length is 2.90 miles.

Arizona Avenue Alternative Route

The Arizona Avenue Alternative Route would depart Schrader Substation in Section 22, Township 2 South, Range 5 East and would travel north along the railroad and an existing 69kV transmission line ROW for 0.16 miles until turning west along Ocotillo Road for 0.26 miles and then turns south to travel along Arizona Avenue for three miles to the tribal boundary (N1-N4-N5). The Arizona Avenue Alternative Route total length is 3.43 miles.

Railroad to Arizona Avenue Alternative Route

Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Railroad to Arizona Avenue Alternative Route leaves the Schrader Substation property and travels south for 1.84 miles along the railroad in an existing 69kV transmission line ROW to Riggs Road. The route then travels west along Riggs Road for 0.26 miles and then travels south

along Arizona Avenue to the tribal boundary for one mile (N1-N2-N4-N5). The Railroad to Arizona Avenue Alternative Route total length is 3.11 miles.

New RS-28 Substation and Associated Transmission

Preferred Route

Starting at the Gila River Indian Community boundary and just north of the Chandler Heights Road alignment, in Section 19, Township 2 South, Range 5 East, the Preferred Route (N6-N7) travels east and north into the proposed RS-28 Substation for 0.47 miles on Intel property. SRP did not include an alternative route for this segment because SRP worked with the landowner to determine the location of the transmission corridor in this area.

Summary of Routing and Public Process

As described earlier in this section, SRP initiated the PRC project pursuing two tracks for route development and permitting, a Gila River Indian Community route and a route entirely on private lands. In order to develop routes for both scenarios, SRP initiated an extensive routing and public involvement process that has transpired over three years. In 2011, SRP first approached the Gila River Indian Community about collaborating to locate a mutually beneficial line on tribal land.

The process for the Project, the Non-Gila River Indian Community portion, commenced in late 2012 and addressed a larger PSA that included Schrader to RS-28, Knox to RS-27 and RS-28 and Kyrene to Knox (See **Figure 1**).

The PRC project public process consisted of multiple phases. Each phase included a variety of mechanisms to inform the public about the status of the siting process and to solicit public input. Many of these phases were comprised of extensive outreach activities including jurisdictional briefings, community working group (CWG) meetings, Homeowners Association (HOA) and Civic Organization presentations, key stakeholder briefings and public open house meetings. The routing and public involvement process is described in further detail in **Exhibit J**.

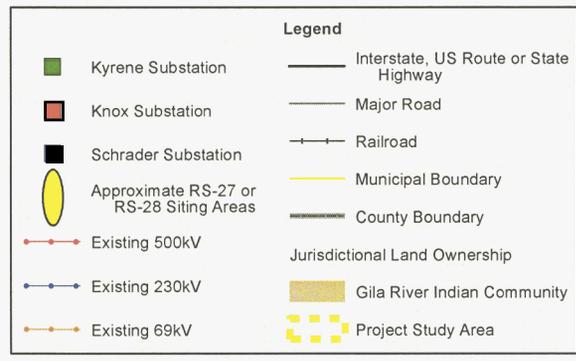
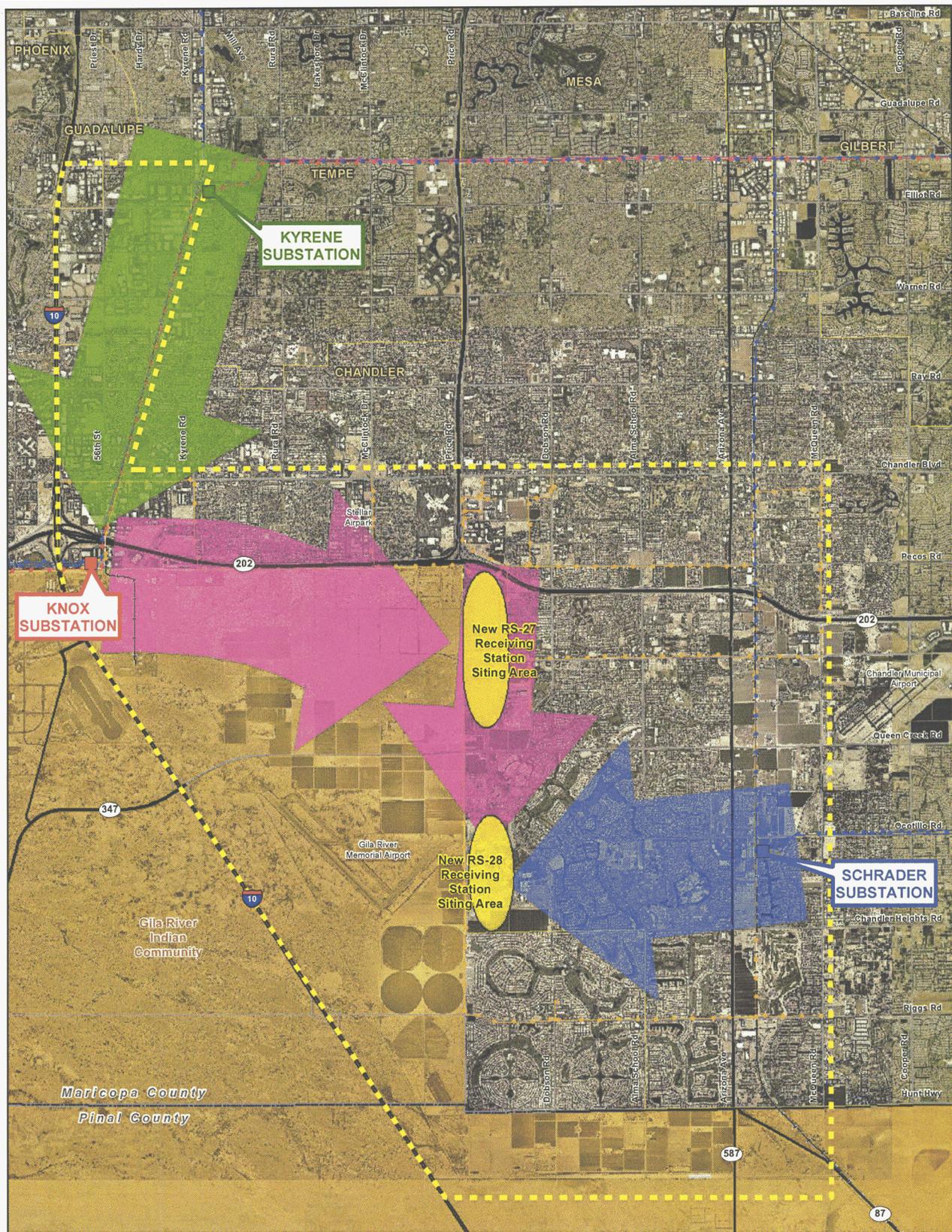
The routes and substation sites included in this Application were a direct result of the extensive process that was undertaken over the last three years. Details on the routing decisions are included in **Exhibit J**.

As SRP was able to secure a route on Gila River Indian Community lands, the need for non-Gila River Indian Community land routes was significantly reduced to only those routes included in this Application.

Summary of Environmental Compatibility

The following provides a summary of the environmental compatibility of the Project sought in this Application:

- There would be no significant or detrimental effects to fish, wildlife, plant life, and associated forms of life upon which they are dependent.
- There would be no significant or detrimental effects associated with noise emission levels and interference with communication signals.
- Neither SRP nor jurisdictional agencies within the PSA have any plans for future development of recreational facilities associated with the Project. Project implementation would be consistent with safety considerations and regulations.
- The Project would be environmentally compatible with the total environment of the PSA.
- There would be no significant or detrimental effects to geology and soils, surface water, or groundwater quality and availability.



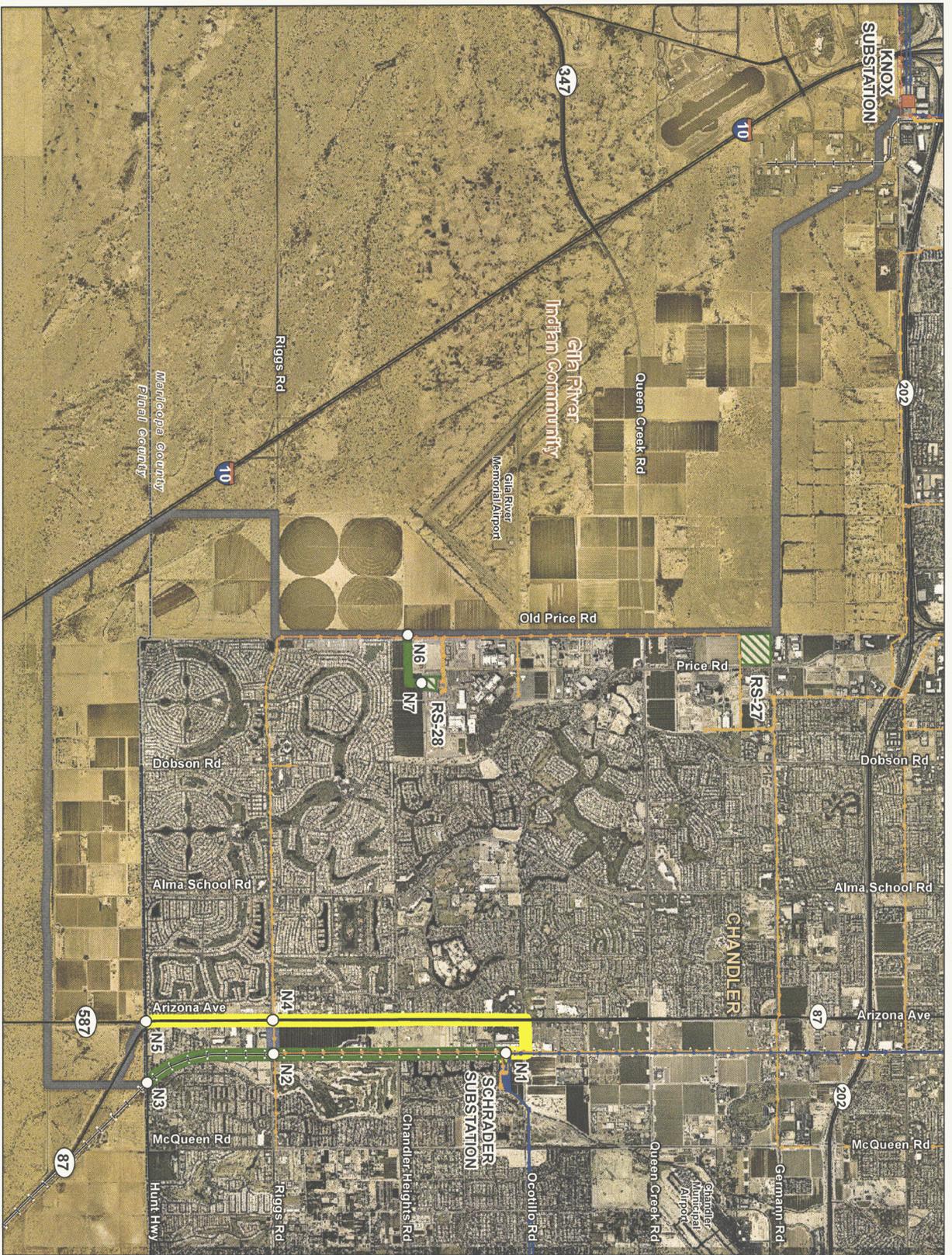
State Plane Coordinate System
 NAD 83, Arizona Central
 Linear Unit: Foot US



**FIGURE 1
PROJECT LOCATION**

Map Extent: Maricopa & Pinal County, AZ

Date: 2.03.15	Figure 1	Author: sjw
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Legend

- Node (Origin or Terminus)
- Knox Substation
- Schrader Substation
- RS-27 and RS-28 Sites
- Existing 230KV
- Existing 69KV
- Preferred Route
- Arizona Avenue Alternative Route
- Railroad to Arizona Avenue Alternative Route Link
- GRIC Route
- Interstate, US Route or State Highway
- Road
- Railroad
- County Boundary
- Jurisdictional Land Ownership
 - Gila River Indian Community



State Plane Coordinate System
 NAD 83, Arizona Central
 Lineal Unit: Foot US



**FIGURE 2
 PROJECT LOCATION & GRIC ROUTE**

Map Extent: Maricopa & Pinal County, AZ



Legend

- Node (Origin or Terminus)
- Knox Substation
- Schrader Substation
- RS-27 and RS-28 Siles
- Existing 230KV
- Existing 69KV
- Preferred Route
- Arizona Avenue Alternative Route
- Railroad to Arizona Avenue Alternative Route Link
- Interstate, US Route or State Highway
- Road
- Railroad
- County Boundary
- Project Study Area
- Jurisdictional Land Ownership
- Gila River Indian Community



State Plane Coordinate System
 NAD 83, Arizona Central
 Linear Unit: Foot US



**FIGURE 3
 PREFERRED & ALTERNATIVE ROUTES**

Map Extent: Maricopa & Pinal County, AZ

Application

APPLICATION

(Pursuant to A.R.S. Sections 40-360.03 and 40-360.06)

1. Name and address of the Applicant, or in the case of a joint project, the Applicants.

Name: Salt River Project Agricultural Improvement and Power District (SRP)
Address: 1521 North Project Drive
Tempe, AZ 85281-1298

2. Name, address and telephone number of a representative of the Applicant who has access to technical knowledge and background information concerning the application in question, and who will be available to answer questions or furnish additional information.

Name: Tom Novy
Address: Mail Station SEP 007
PO Box 52025
Phoenix, AZ 85072-2025
Telephone: (602) 236-4359
Fax: (602) 236-5040
Email: Tom.Novy@srpnet.com

3. State each date on which the Applicant has filed a Ten Year Plan in compliance with Arizona Revised Statutes (A.R.S.) Sections 40-360.02 and designate each such filing in which the facilities for which this Application is made were described. If they have not been previously described in a ten-year plan, state the reasons therefore.

In accordance with A.R.S. Section 40-360.02, SRP filed Ten Year Plans with the Arizona Corporation Commission (ACC) in January 2012, 2013, 2014 and 2015 that described the Price Road Corridor (PRC) project. The PRC project was initially described as the East Valley Industrial Expansion Project in SRP's 2012 Ten Year Plan.

4. Description of the proposed facilities, including:

4.1 Description of electric generating plant.

Not Applicable.

4.2 Description of the proposed transmission lines.

4.2.1 General Description.

4.2.1.1 *Nominal voltage for which the lines are designed.*

The line is designed for a nominal voltage of 230 kilovolts (kV).

4.2.1.2 *Description of proposed structures.*

The Project would generally use single shaft tubular steel structures (poles).

4.2.1.3 *Description of proposed switchyards and substations.*

The proposed RS-28 230/69kV substation will be located on approximately seven acres of private land since the new 230kV substation will be located adjacent to the existing Hoopes 69kV Substation on Intel property, west of Dobson Road and north of the Chandler Heights Road alignment. The 69kV yard already includes a control room but will require bus work, circuit breakers, conduits, relaying and communication equipment, 230/69kV transformer(s), and other related components. A chain link fence will initially enclose the facility.

The proposed RS-27 230/69kV substation will be located on approximately 38 acres of private land adjacent to the tribal boundary east of Old Price Road and south of Germann Road. When constructed however, the station should require approximately 23 acres. The facility will include a control room, bus work, circuit breakers, conduits, relaying and communication equipment, 230/69kV transformers, and other related components. A chain link fence will initially enclose the facility.

4.2.1.4 *Purpose for constructing proposed transmission lines.*

- The purpose of the Project is to support future customer needs and economic development for the area.
- Additional power capacity is required into the PRC.
- This will be supplied through the new planned RS-27 and RS-28 substations.
- The new 230kV lines will connect the new substations with the existing network at the existing Knox and Schrader substations.
- The Schrader to RS-28 component is required by 2017.

- The new 230kV transmission line and substations will provide additional capacity, greater reliability and enhance the overall electric system to ensure that SRP can meet future demand caused by growth.

4.2.2 General Location.

4.2.2.1 Description of the geographic points between which the transmission line will run.

Schrader Substation South to the Tribal Boundary:

The first segment of the Project is to construct approximately three miles of new 230kV transmission line that will originate at the existing Schrader Substation near Arizona Avenue and Ocotillo Road and would travel south to the Gila River Indian Community boundary south of Hunt Highway.

New RS-28 Substation and Associated Transmission:

The second segment of the Project is to construct a new single-circuit 230kV line and a new double-circuit 230kV line from the tribal boundary at Old Price Road and north of Chandler Heights Road to the new RS-28 Substation adjacent to the existing substation on Intel property.

4.2.2.2 Straight-line distance between such geographic points.

The straight-line distance between the Schrader Substation to the tribal boundary is 2.84 miles. The straight-line distance between the tribal boundary and RS-28 is 0.32 miles.

4.2.2.3 Length of the transmission line for each alternative route.

Preferred Alignment – 2.90 miles

Arizona Avenue Alternative Alignment – 3.43 miles

Railroad to Arizona Avenue Alternative Alignment – 3.11 miles

Preferred Alignment to RS-28 – 0.47 miles

4.2.3 Detailed Dimensions.

4.2.3.1 Nominal width of ROW required.

70 to 80 feet

4.2.3.2 Nominal length of span.

The nominal length of span may vary from 600 to 900 feet.

4.2.3.3 Maximum height of supporting structures.

The nominal height of these structures would be 120 to 160 feet. The maximum height of supporting structures would not exceed 199 feet.

4.2.3.4 Minimum height of conductor above ground.

The minimum height of the conductor above existing grade would be 22 feet. The average height above existing grade would be 35 feet.

4.2.4 To the extent available, estimate costs of proposed transmission line and route, stated separately. (If Application contains alternative routes, furnish an estimate for each route and a brief description of the reasons for any variations in such estimates.)

Preferred Route – \$9,100,000

Arizona Avenue Alternative Route - \$8,200,000

**Railroad to Arizona Avenue Alternative Route-
\$8,600,000**

RS-28 Preferred Route - \$3,400,000

4.2.5 Description of the proposed route and substation locations.

Schrader Substation South to the Tribal Boundary

Preferred Route

Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Preferred Route leaves the Schrader Substation and travels south for 1.84 miles along the Union Pacific Railroad (UPRR) and an existing 69kV transmission line that terminates at Riggs Road. The Preferred Route continues to follow the railroad to the south for another 1.06 miles until reaching

the tribal boundary (N1-N2-N3). The Preferred Route total length is 2.90 miles.

Arizona Avenue Alternative Route

The Arizona Avenue Alternative Route would depart Schrader Substation in Section 22, Township 2 South, Range 5 East, and travel north from the existing Schrader Substation along the railroad and an existing 69kV transmission line for 0.16 miles until turning west along Ocotillo Road for 0.26 miles and then turns south along Arizona Avenue to the tribal boundary for three miles (N1-N4-N5). The Arizona Avenue Alternative Route total length is 3.43 miles.

Railroad to Arizona Avenue Alternative Route

Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Railroad to Arizona Avenue Alternative Route leaves the Schrader Substation and travels south for 1.84 miles along the railroad and an existing 69kV transmission line to Riggs Road. The route then travels west along Riggs Road for 0.26 miles and then travels south along Arizona Avenue to the tribal boundary for one mile (N1-N2-N4-N5). The Railroad to Arizona Avenue Alternative Route total length is 3.11 miles.

RS-28 Associated Transmission

Preferred Route

Starting at the Gila River Indian Community boundary just north of the Chandler Heights Road alignment, in Section 19, Township 2 South, Range 5 East, the Preferred Route (N6-N7) travels east and north into the proposed RS-28 Substation for 0.47 miles.

New RS-28 Substation

A new substation located in Section 19, Township 2 South, Range 5 East on approximately 7 acres of private land. The new substation is located adjacent to the existing Hoopes Substation on Intel property west of Dobson Road and north of the Chandler Heights Road alignment.

New RS-27 Substation

A new substation and any necessary transmission would be located in Section 7, Township 2 South, Range 5 East, located on approximately 38 acres of private land. The

new substation is located adjacent to the tribal boundary east of Old Price Road and south of Germann Road.

4.2.6 Land Ownership

All lands crossed by proposed routes are under private ownership unless they share portions of the ROW with city or county infrastructure. No State or Federal lands would be impacted by these segments or substations.

5. Jurisdiction.

5.1 Areas of jurisdiction (as defined in A.R.S. Section 40-360) affected by this route.

The proposed transmission line would be constructed within the jurisdiction of the City of Chandler and Maricopa County.

5.2 Designation for proposed sites or routes, if any, which are contrary to the zoning ordinances or master plans of affected areas of jurisdiction.

Not Applicable.

6. Description of the environmental studies the Applicant has performed or intends to perform.

ENValue has conducted extensive environmental studies, including intensive field studies and routing analyses, to support this Application. Potential environmental effects of construction and implementation of the Project are included in the exhibits to this Application. In the information included in these exhibits, a Class I Cultural Resources Inventory has been provided (See **Exhibit E-1**). Prior to construction, the Applicant will conduct a Class III pedestrian survey for disturbed areas of the certificated alignment not previously surveyed.

7. Rationale for route selection/preference.

SRP would accept and build any of the proposed route alternatives as described.

Proposed routes described in this Application were selected based on environmental studies and electrical system planning. Advantages of the Preferred Route include the following:

- The route would be constructed parallel to existing environmental routing opportunities to the extent feasible.
- Existing access roads would be utilized to the extent feasible. No new road construction is anticipated.

Application

- No significant effects to special status species or unique habitats are anticipated to occur from the construction and operation of the Project.
- No unmitigated effects to archaeological or historic sites are anticipated to occur from the construction and operation of the Project.
- No significant effects regarding audible noise, communications signals, and electric and magnetic fields are anticipated to occur with construction and operation of the Project.

Based on the information provided above, SRP hereby affirms, upon thorough expert scientific environmental evaluation and analysis, that the Project is environmentally compatible and respectfully requests the Siting Committee issue a CEC, with a term of 20 years.

Application

By: Tom Novy
Tom Novy
Project Manager

ORIGINAL and 25 copies of the foregoing hand delivered and filed with the Director of Utilities, Arizona Corporation Commission, this 27th day of February, 2015.

Exhibit A

**EXHIBIT A
PROJECT LOCATION AND LAND USE**

As stated in Arizona Administrative Code R14-3-219:

“Where commercially available, a topographic map, 1:250,000 scale, showing any proposed transmission line route of more than 50 miles in length and the adjacent area. For routes of less than 50 miles in length, use a scale of 1:62,500. If application is made for alternative transmission line routes, all routes may be shown on the same map, if practicable, designated by applicant's order of preference.

Where commercially available, a topographic map, 1:62,500 scale, of each proposed transmission line route of more than 50 miles in length showing that portion of the route within two miles of any subdivided area. The general land use plan within the area shall be shown on a 1:62,500 map, which shall also show the areas of jurisdiction affected and any boundaries between such areas of jurisdiction. If the general land use plan is uniform throughout the area depicted, it may be described in the legend in lieu of an overlay.”

Project Location

Figure A-1 depicts the Price Road Corridor project, Non-Gila River Indian Community Portion (Project) components, jurisdictional land ownership, and the adjacent area within a 20-mile radius on a topographic map (1:250,000 scale).

Figure A-2 depicts the Project components including a two-mile buffer. This figure includes proposed routes, jurisdictional land ownership, and the adjacent area on a topographic map (1:62,500 scale).

Figure A-3 depicts existing Maricopa County land use within a two-mile radius of the Project on a topographic map (1:62,500 scale). There are some out parcels or islands of Maricopa County jurisdictional land within the City of Chandler limits. The City of Chandler includes Maricopa County in their planning area and as such they are included in **Figure A-4**.

Figure A-4 depicts existing City of Chandler land use within a two-mile radius of the Project on a topographic map (1:62,500 scale). The City of Chandler's planning area and land use designations extend over some lands that are currently under Maricopa County jurisdiction. Therefore, the city land use designations are described in this section.

The Project Study Area (PSA) consists of private parcels with land use designations that predominately include Agriculture, Institutional (church and schools), Commercial, Employment, Industrial, Residential, Open Spaces, Parks/Recreation, Public Buildings, and Warehouse facilities. Private land parcels within the PSA are administered by both the City of Chandler and Maricopa County.

The following summarizes the land use designations identified in the land use plans of each jurisdiction by Project component.

Land Ownership

The land ownership within the PSA consists of private parcels. The PSA includes many existing linear features including roadways, electric utility infrastructure lines and railroad corridors. The Project components were routed and sited to utilize portions of these existing disturbed corridors and/or to meet jurisdictions' land use plans or private land expansion plans.

Existing Land Use Plans

Maricopa County

There are unincorporated lands interspersed within the PSA that are administered by Maricopa County. These lands are also included within the City of Chandler planning boundary.

Land use controls for private lands within unincorporated portions of Maricopa County are regulated by the Maricopa County Comprehensive Plan (2002). The Maricopa Association of Governments (MAG) is a Council of Governments (COG) that serves as the regional agency for the metropolitan Phoenix area and provides a consolidated reference of land use data (including GIS) from the county and cities for public use (MAG, 2012). Land use information was mapped and depicted on **Figure A-3**.

These land use designations for County lands within the PSA are included in the descriptions below (MAG, 2012, Maricopa County, 2002):

- Active Open Space – including city/regional Active Open Space and Local/Neighborhood Active Open Space. This land use classification can include areas for city/regional parks, playgrounds/fields, local/neighborhood common areas, parks, playgrounds. Open space areas are areas under public ownership except State trust lands that have unique environmental and physical qualities. These qualities include mountains and foothills, rivers and washes, canals, significant desert vegetation, wildlife habitat, and cultural resources.
- Agriculture – including general agriculture. Historically, agriculture has been the county's most important industry. Much of the county's agricultural base is being converted to urban uses. Owners of agricultural properties have the right to develop their land as they see fit, within the limitations of zoning or other applicable laws and regulations.
- Airport – this land use classification can include public and private use airports. Maricopa County contains a variety of airports, ranging from Sky Harbor International Airport to smaller general aviation airports located throughout the Phoenix metropolitan area.

- Single Family High Density – including residential areas with greater than 4 dwelling units per acre (du/ac). This land use classification can include Mobile Homes and Small Lot Residential (4-6 du/ac); Very Small Lot Residential (>6 du/acre); and Mobile home parks/RV parks (>6 du/acre).
- Vacant – this land use classification can include lands used for developing residential, industrial, commercial, office, public or other employment, transportation, open space or multiple use.

The sections below describe the Maricopa County land use designations that occur within the specific parts of the PSA.

Schrader Substation South to the Tribal Boundary

While there are islands of Maricopa County lands along the Preferred Route and the two alternative routes, this is within the City of Chandler planning boundary and these lands are discussed under the City of Chandler land use described below.

New RS-28 Substation and Associated Transmission

The existing land use designations on lands administered by Maricopa County within this area include Single Family High Density, Industrial, and Active Open Space.

New RS-27 Substation

There are no land administered by Maricopa County within this part of the PSA.

City of Chandler

The City of Chandler is a suburb of the Phoenix Metropolitan area, and includes a planning area boundary of approximately 64.37 square miles as of June 26, 2008. The city is bordered to the north and west by the City of Tempe, to the east by the City of Gilbert, and to the south and southwest by the Gila River Indian Community. Historically, the city lands were predominately used as agriculture and residential, and have recently experienced substantial growth into an urbanized city partly due to the establishment of technology companies and manufacturing plants such as Intel, Microchip and Motorola

Land use controls for lands within the incorporated and planning area boundary of the City of Chandler are described in the City of Chandler General Plan 2008 (City of Chandler 2008). Land use data for the PSA was acquired through coordination with the City of Chandler in December 2014 (City of Chandler, 2014). The primary existing land use designations within the PSA are Agriculture, Church, Commercial, Employment, Industrial, Residential, School, Open Spaces, Parks/Recreation, Public Buildings, and Warehouse facilities.

Exhibit A—Project Location and Land Use

The geographic distribution of these designations within the PSA are shown on **Figure A-4** and are described below.

- Agriculture – general agricultural
- Church – public and institutional worship centers
- Residential – this classification includes:
 - *Large Lot Residential (1-2 du per acre),*
 - *Medium Lot Residential (2-4 du per acre),*
 - *Small Lot Residential (4-6 du per acre),*
 - *Very Small Lot Residential (<6 du per acre).*
- Employment/Campus Employment – includes major employers, knowledge-intensive employers, industrial/business parks, and industrial support uses.
- Commercial – this classification includes:
 - *Community Commercial (average 100,000-500,000 square feet),*
 - *Convenience Commercial – Retail locations,*
 - *Neighborhood Commercial (average 50,000-100,000 square feet),*
 - *RV/Car/Boat/Recreational Vehicle Sales,*
 - *Specialty Commercial – Retail locations and specialty shops.*
- Industrial – manufacturing and employment centers
- Public Buildings/Facilities – public and institutional facilities such as power substations, libraries, city hall, police and fire stations and other government facilities.
- Parks/Recreation/Passive Open Spaces – includes catchment basins and common areas, municipal parks and open space some of which are greater than 5 acres. These are Chandler's existing land holdings, either developed or scheduled for future improvement.
- Schools – public schools, private schools and universities.
- Warehouse and Distribution Centers – included in the Employment category, and used for employment and storage facilities.

The sections below describe the City of Chandler land use designations that occur within the specific parts of the PSA.

Schrader Substation South to the Tribal Boundary

Preferred Route

Land use designations administered by the City of Chandler include Large Lot Residential, Medium Lot Residential, Small Lot Residential, Neighborhood Commercial, Specialty Commercial, Convenience Commercial, Agriculture, Church, Industrial, Passive Open Spaces, Parks/Recreation, Public Buildings/Facilities, Vacant, and Warehouse and Distribution Centers lands.

Arizona Avenue Alternative Route

Land use designations administered by the City of Chandler are the same as those described for the Preferred Route, but also include Convenience Commercial, Very Small Lot Residential, Schools, and RV/ Car/ Boat/ Recreational Vehicle Sales.

Railroad to Arizona Avenue Alternative Route

Land use designations administered by the City of Chandler are the same as the Preferred Route, but also include RV/ Car/ Boat/ Recreational Vehicle Sales.

New RS-28 Substation and Associated Transmission

Land use designations administered by the City of Chandler include Agriculture, Campus Employment, Medium Lot Residential, and Passive Open Space.

New RS-27 Substation

Land use designations administered by the City of Chandler include Campus Employment, Agriculture, Medium Lot Residential, and Vacant (reference **Exhibit H** for information on Planned Area Developments).

Planned Land Uses

City of Chandler

The 2008 City of Chandler General Plan is the current planning guide for developments within the incorporated and planning area boundaries regulated by the City of Chandler. This general plan is an updated version from the adopted 2001 plan and is also undergoing current planning efforts and is expected to be revised again by 2016. The City of Chandler's General Plan serves as the city's guide for future community development and as a tool to guide and shape physical development of the city.

As identified on the City of Chandler's Future Land Use Plan Map (2008), Project components are located within the Southeast Chandler Area, the South Price Road Employment Corridor and also a specific Large Tract Growth Area.

Large Tract Growth Areas – constitute the City of Chandler's prime inventory of economic development acreage.

Southeast Chandler Area and Plan – the Southeast Chandler Area includes predominantly rural and low density residential land uses that respect and protect the rural/agrarian lifestyle of the area. The remaining land supply adjoining Arizona Avenue south of the San Tan Freeway holds a great deal of promise for new construction contributing to Chandler's on-going economic development. Much of the Arizona Avenue frontage shows non-residential land use designations (both entitled and unentitled sites). South

Arizona Avenue (the western boundary of the Chandler Airpark Area Plan) affords the city a commercial gateway for attracting desirable mixed-use sales and service development that could include a compatible mix of housing.

The Southeast Chandler Area Plan covers a 14.5 square mile area located south of Ocotillo Road and east of Arizona Avenue. As stated in the plan document, a primary intention of the plan is to maintain connections to Chandler's agricultural heritage, rural lifestyles and natural environment as the area develops. This is accomplished primarily through very low residential densities, a rural arterial street look and rural-styled architectural design.

South Price Road Employment Corridor – although considered a large tract growth area, the South Price Road Employment Corridor is reserved for large single-user campus employment, or as an alternative, an innovation zone, as described in this element. As such, the land use policies in this growth area are distinct from the other two large tract growth areas. Long identified as one of Arizona's preeminent high-tech industry magnets, South Price Road still offers choice, undeveloped acreage for employment. Reuse properties such as the former Motorola aerospace facility can be redeveloped to meet the needs of corporations and emerging innovation-based companies seeking a Chandler location.

Potential Effects

The sections below describe the potential land use impacts that could occur from implementation of the specific components of the Project.

Schrader Substation South to the Tribal Boundary

Preferred Route

Along the Preferred Route south of Ocotillo Road, there are Medium and Small Lot Residential (including the established residential communities of the Reserve at Fulton Ranch and the Southshore Village on the west side of the Preferred Route centerline, and Pine Lakes Estates, on the east side of the Preferred Route centerline), Passive Open Spaces, two churches (Desert Palms Church and the Chandler United Methodist Church), Community and Neighborhood Commercial, and some interspersed Agriculture and Vacant land uses.

The Bear Creek Golf Course is located south of Chandler Heights Road on the east side of the Preferred Route alignment. South of Chandler Heights Road there are additional residential areas of Medium Lot Residential and Large Lot Residential (including the established residential communities of Autumn Park and the Santan Vista Development on the east and west side of the Preferred Route centerline), as well as Industrial and Commercial establishments and vacant lands.

The centerline for the Preferred Route was sited to parallel existing disturbed corridors (existing roadways, electric utility infrastructure lines and railroad corridor right-of-ways [ROWs]). However, it is anticipated that portions of the ROW for the Preferred Route would require an increase over the existing ROWs, and would likely result in minimal infringement on private lands.

Arizona Avenue Alternative Route

The Arizona Avenue Alternative Route exits the existing Schrader Substation then travels north and would turn to the west along Ocotillo Road, and then turn south along Arizona Avenue. The Arizona Avenue Alternative Route includes many of the same type of existing land uses that the Preferred Route would encounter. This alternative is near to the Hamilton High School at the corner of Ocotillo Road and Arizona Avenue. South of Chandler Heights Road the Arizona Avenue Alternative Route is near a Very Small Residential Lot, a Post Office, and other various commercial facilities such as an AM/PM Convenience Store and a U-Haul Storage Center.

The centerline for the Arizona Avenue Alternative Route was sited to parallel existing disturbed corridors (existing roadways, electric utility infrastructure lines and railroad corridor ROWs). However, it is anticipated that portions of the ROW for the Arizona Avenue Alternative Route would require an increase over the existing ROW, and would likely result in minimal infringement on lands.

Railroad to Arizona Avenue Alternative Route

The Railroad to Arizona Avenue Alternative Route follows the Preferred Route and would encounter the same existing land uses. The Railroad to Arizona Avenue Alternative Route would turn to travel west along Riggs Road and then follow the Arizona Avenue Alternative Route south of Riggs Road to Hunt Highway and would encounter the same existing land uses.

The centerline for the Railroad to Arizona Avenue Alternative Route was sited to parallel existing disturbed corridors (existing roadways, electric utility infrastructure lines and railroad corridor ROWs). However, it is anticipated that portions of the ROW for the Railroad to Arizona Avenue Alternative Route would require an increase over the existing ROW, and would likely result in minimal infringement on lands.

New RS-28 Substation and Associated Transmission

The new RS-28 Substation site and Preferred Route would be located on private lands owned by Intel. Adjacent land use designations include Agricultural and Campus Employment lands administered by the City of Chandler, as well as nearby Single Family High Density and Active Open Space lands administered by Maricopa County. Much of this surrounding area is currently used for technology companies and manufacturing plants such as Intel, Microchip and Motorola. The new RS-28 Substation site and

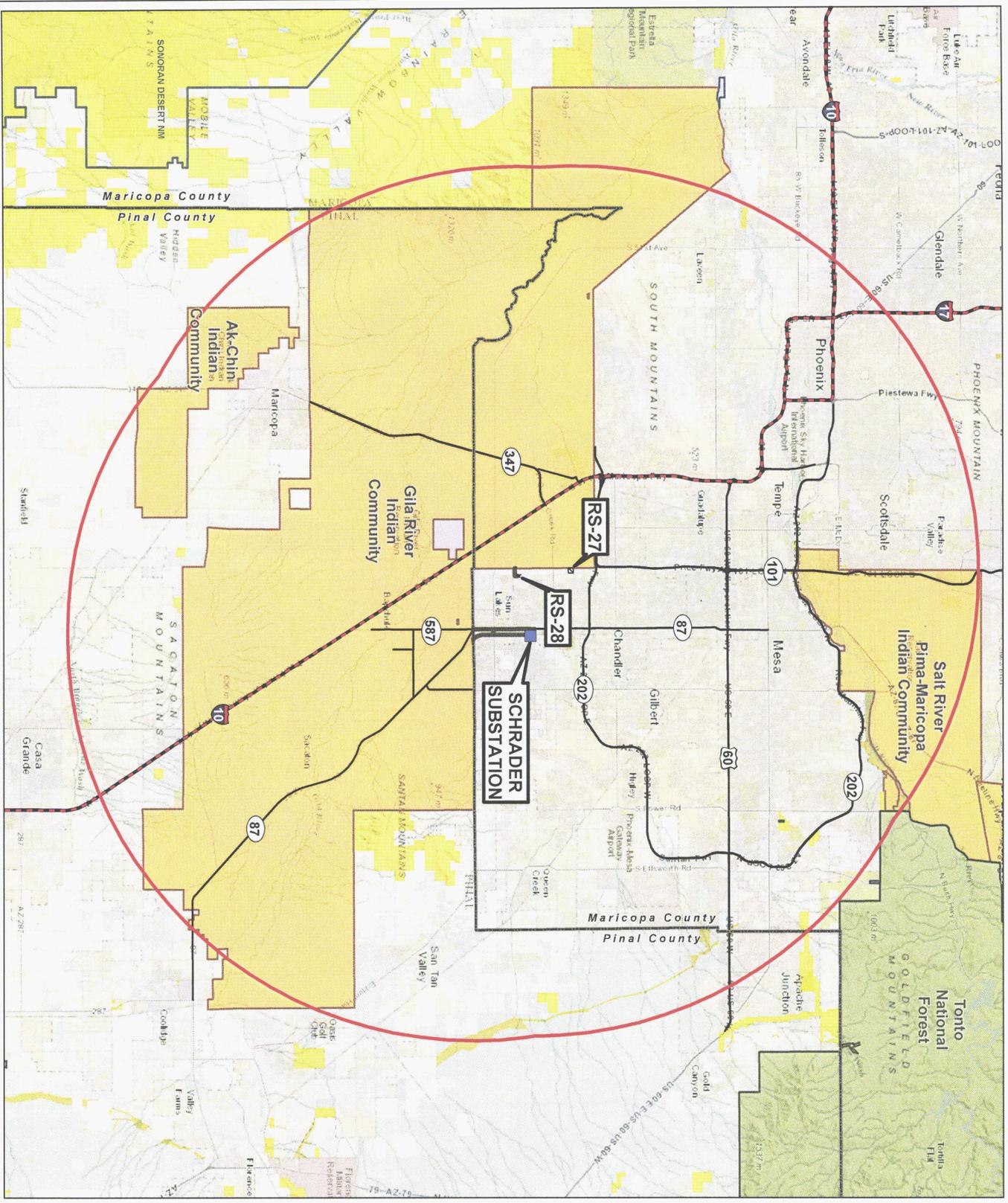
Preferred Route would comply with the goals and policies of the city's General Plan and the Plan Amendment granted by the city for the expansion of the Intel campus.

New RS-27 Substation

The new RS-27 Substation site includes private agricultural lands, as well as nearby lands designated for Campus Employment, and Medium Lot Residential administered by the City of Chandler. Much of this surrounding area is currently used for technology companies and manufacturing plants. The new RS-27 Substation site would comply with the goals and policies of the city's General Plan.

References

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Legend

- Schradler Substation
 - RS-27 and RS-28 Sites
 - Interstate Highway
 - US or State Highway
 - Railroad
 - County Boundary
 - Project Routes
 - 20-Mile Buffer of Project Routes
 - Park
 - National Monument
- Jurisdictional Land Ownership**
- Bureau of Land Management Land
 - US Forest Service Land
 - Bureau of Reclamation Land
 - Department of Defense Land
 - State Land
 - Tribal Land
 - Private Land



State Plane Coordinate System
 NAD 83, Arizona Central
 Linear Unit: Foot US

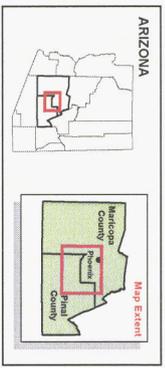
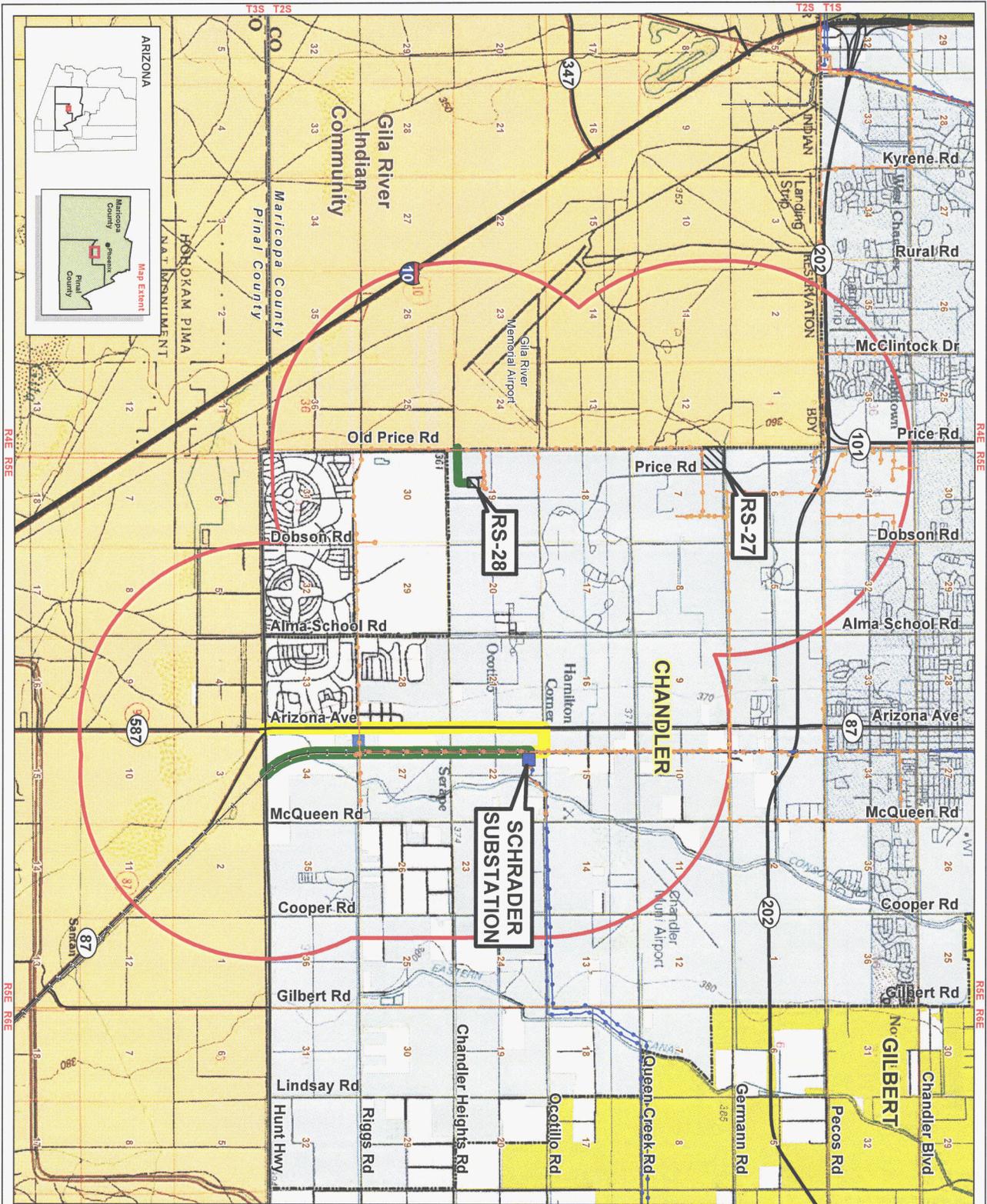


FIGURE A-1
JURISDICTION

Map Extent: Maricopa & Pinal County, AZ
 Date: 2/19/15
 Figure: A-1
 Author: sjw



Legend

- Schradler Substation
- RS-27 and RS-28 Sites
- Existing 500kV
- Existing 230kV
- Existing 69kV
- Preferred Route
- Arizona Avenue Alternative Route
- Railroad to Arizona Avenue Alternative Route Link
- Interstate Highway
- US or State Highway
- Railroad
- County Boundary
- 2-Mile Buffer of Project Routes
- Municipal Boundary
- Township / Range Boundary
- Section Boundary

Jurisdictional Land Ownership

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

Scale

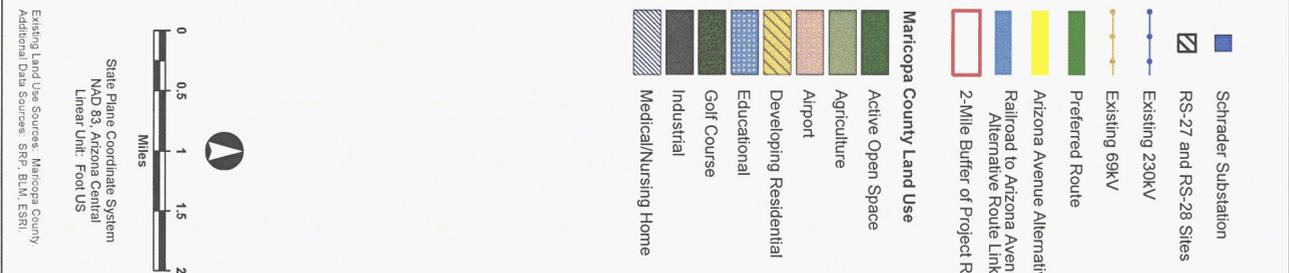
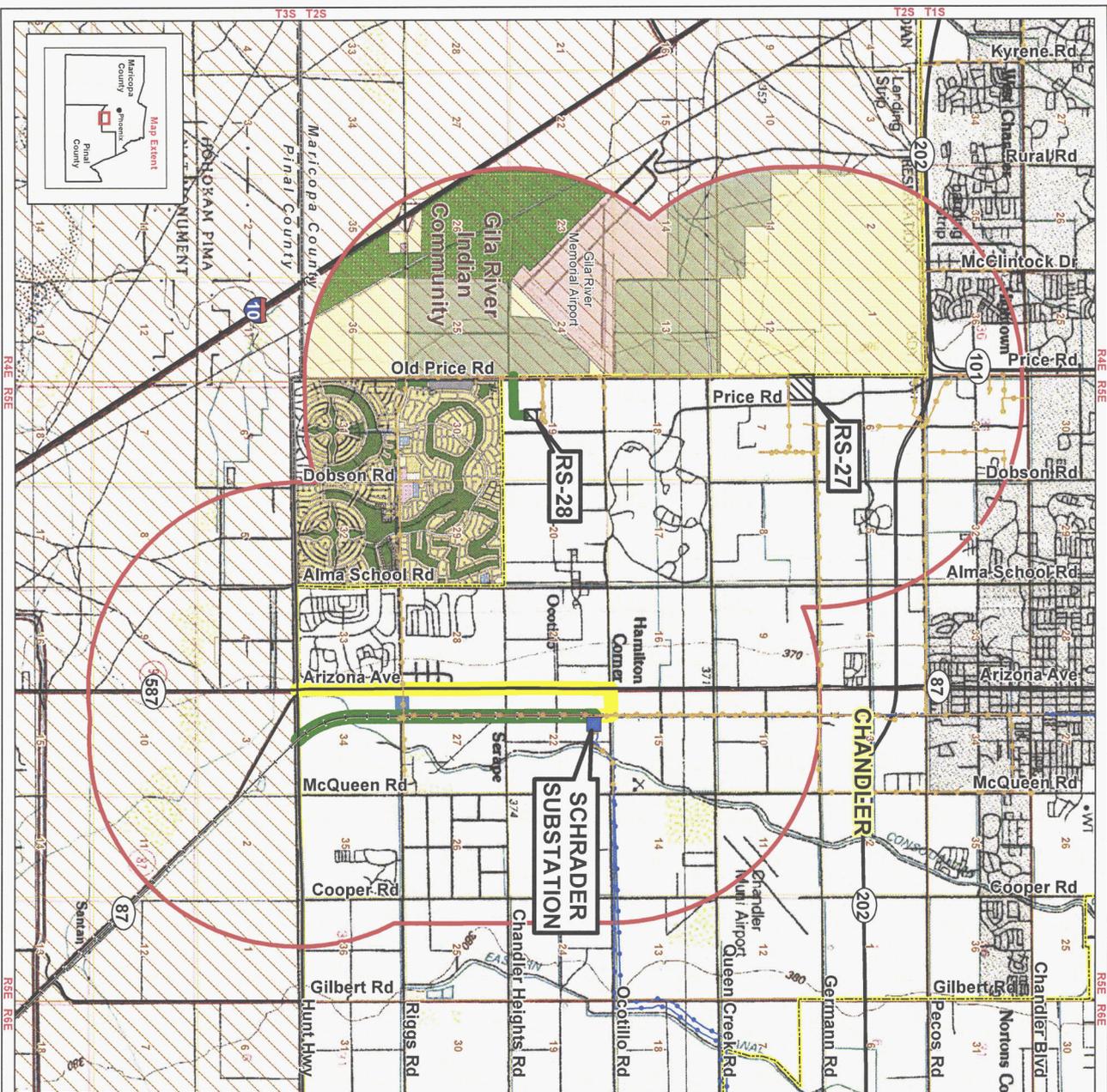
0 0.5 1 1.5 2 Miles

State Plane Coordinate System
NAD 83, Arizona Central
Linear Unit: Foot US

Map Extent: Maricopa & Pinal County, AZ

Date: 2/19/15 Figure A-2 Author: 3W

FIGURE A-2
JURISDICTION



Legend

	Schrader Substation		Interstate Highway
	RS-27 and RS-28 Sites		US or State Highway
	Existing 230KV		Railroad
	Existing 69KV		County Boundary
	Preferred Route		Municipal Boundary
	Arizona Avenue Alternative Route		Township / Range Boundary
	Railroad to Arizona Avenue Alternative Route Link		Section Boundary
	2-Mile Buffer of Project Routes		Jurisdictional Land Ownership
	Maricopa County Land Use		Gila River Indian Community
	Active Open Space		Multi Family
	Agriculture		Office
	Airport		Passive/Restrictive Open Spaces
	Developing Residential		Public/Special Event/Military
	Educational		Retail Low
	Golf Course		Single Family High Density
	Industrial		Single Family Medium Density
	Medical/Nursing Home		Vacant

Map Extent: Maricopa & Pinal County, AZ
 Date: 2/19/15
 Figure: A-3
 Author: sjw

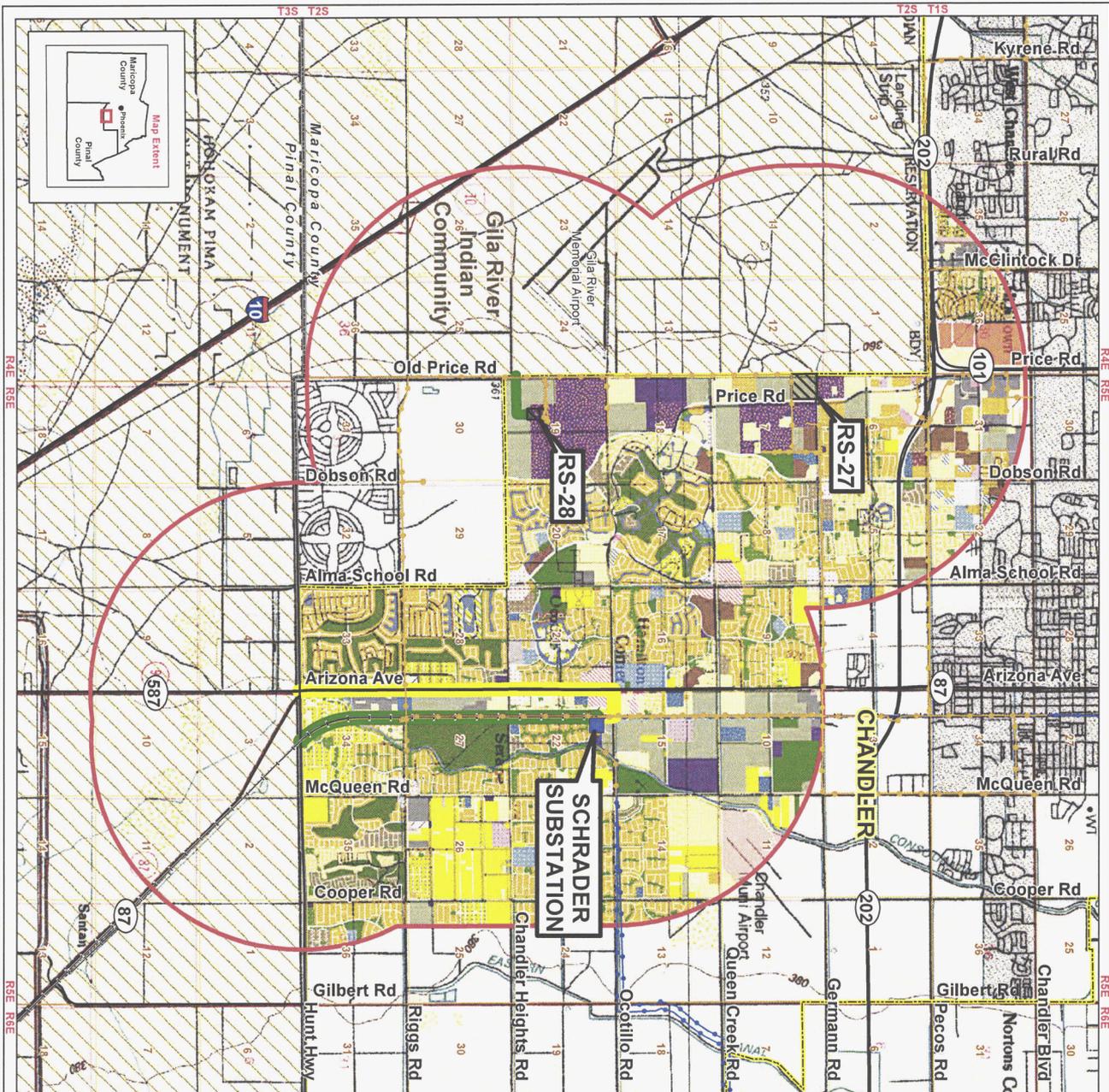


FIGURE A-4
CITY OF CHANDLER LAND USE

Map Extent: Maricopa & Pinal County, AZ
Date: 2/19/15 Figure A-4 Author: sjw

**EXHIBIT B
ENVIRONMENTAL STUDIES**

As stated in Arizona Corporation Commission Rules of Practice and Procedure R14-3-219:

“Attach any environmental studies which applicant has made or obtained in connection with the proposed site(s) or route(s). If an environmental report has been prepared for any federal agency or if a federal agency has prepared an environmental statement pursuant to Section 102 of the National Environmental Policy Act, a copy shall be included as part of this exhibit.”

The results of the environmental studies associated with the portions of the Price Road Corridor project, Non-Gila River Indian Community Portion (Project) that are the subject of this Application are discussed in previous and subsequent exhibits. **Exhibit A** describes land use; **Exhibit C** addresses potential impacts to sensitive biological resources in the Project Study Area (PSA); **Exhibit D** discusses potential impacts to other biological resources in the PSA; **Exhibit E** summarizes the potential effects on the area's scenic quality and cultural resources; **Exhibit F** summarizes the potential effects on recreation resources; **Exhibit H** describes how the Project could affect local plans; and **Exhibit I** discusses the noise impacts that are expected.

As described in the introduction of this Application, the Price Road Corridor project includes an approved route located on the Gila River Indian Community. While the route on tribal land is not a subject of this Application, the approval of the tribal route involved compliance with the National Environmental Policy Act (NEPA) and the preparation of an Environmental Assessment (EA). In July 2014, and subsequent to completion of the EA, the Bureau of Indian Affairs (BIA) issued a Notice of Availability (NOA) and Finding of No Significant Impact (FONSI). SRP has included both of these documents in **Exhibit B-1**.

EXHIBIT B-1

NOTICE OF AVAILAIBLTY AND FINDING OF NO SIGNIFIGANT IMPACT

Finding of No Significant Impact

SRP Price Road 230kV Project
Gila River Indian Community, Arizona

Bureau of Indian Affairs
Pima Agency

Salt River Project (SRP) is proposing to construct new 230-kilovolt (kV) transmission lines and associated substations in direct response to growth in an area known as the Price Road Corridor (PRC), which could include power users located both on and off of the Gila River Indian Community (the Community) lands. The SRP PRC 230kV Project is intended to bring bulk power into the PRC by connecting the existing Kyrene, Knox and Schrader substations with two new substations in the PRC known as Receiving Stations (RS)-27 and RS-28. The preferred route for the portion of the 230kV lines on Allotted and Tribal Lands within District 4 of the Community is an approximately 18-mile route, which crosses Allotted and Tribal Lands, and consists of the following: a new double-circuit 230kV transmission line from the existing Knox Substation to a new 230kV Substation (referred to as RS-27) and on to a new 230kV Substation (referred to as RS-28); and from RS-28, a new single-circuit 230kV transmission line to the boundary of the Community near Hunt Highway.

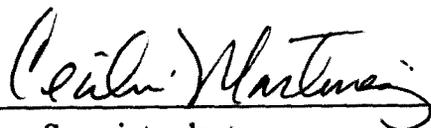
SRP is seeking approval and conveyance of a right-of-way (R/W) by the Bureau of Indian Affairs (BIA), Pima Agency for a term of 100 years across Allotted and Tribal lands to locate a portion of the SRP PRC 230kV Project (the Proposed Action). Through discussions with the Community and Gila River Indian Community Utility Authority (GRICUA) it was determined that the issuance of a R/W and the development of the 230kV transmission lines on the Community lands could also benefit GRICUA in meeting its power needs by providing accommodations for two underbuilt lower voltage lines. There is also room for future 12kV distribution facilities. In total, SRP is requesting a maximum 90 foot wide R/W for the transmission lines. In addition to the transmission line R/W, there are also a few allotments that require Temporary Construction Easements, which would be in total 100 feet wide by 400 feet long.

I have determined that by implementation of the Proposed Action and environmental mitigation measures as specified in the EA, the Project will have no significant impact on the quality of the human environment. In accordance with Section 102(2)(c) of the National Environmental Policy Act of 1969, as amended, an Environmental Impact Statement will not be required.

This determination is supported by the following findings:

1. The EA identifies and evaluates the potential environmental impacts of the Proposed Action and the No Action alternative
2. All Applicant Incorporated Design Features and Construction Mitigation Measures described in the EA (Section 5.0) will be implemented to mitigate any potential impacts to biological resources; cultural resources; air quality; water resources; geology and soils; visual resources; and public health & safety.
3. The Proposed Action will not have significant impacts on land resources. See Section 4.1 Land Resources.

4. The Proposed Action will not affect Waters of the United States. See Section 4.2 Water Resources.
5. The Proposed Action will not affect floodplains. See Section 4.2 Water Resources.
6. The Proposed Action will not have significant impacts on Air Quality. See Section 4.3 Air Quality.
7. The Proposed Action will not have significant impacts on threatened, endangered, or candidate species in the Project area. See Section 4.4 Living Resources.
8. The Proposed Action will not have significant impacts on cultural resources. See Section 4.5 Cultural Resources.
9. The Proposed Action will benefit the Gila River Indian Community. See sections 4.6.1 Employment and Income, and 4.6.2 Demographic Trends. The Proposed Action will not affect Indian Trust Assets. See Section 4.6.4 Indian Trust Assets.
10. The Proposed Action will not have significant impacts on lifestyle and cultural values. See Section 4.6.5 Lifestyle and Cultural Values.
11. The Proposed Action is consistent with Gila River Indian Community land use plans. See Section 4.7.4.
12. Agency and public involvement was conducted and environmental issues related to the Proposed Action were identified. Alternative courses of action and mitigation measures were developed in response to environmental concerns and issues. Public and agency coordination is addressed in Section 6.0.
13. Temporary construction impacts will not have significant impacts on access to, or use of, the adjacent land and will be minor in duration and intensity.
14. When the impacts of private land connections are considered along with the impacts of the Proposed Action the resulting cumulative effects on physical, biological, cultural and historic and human resources will not result in a significant negative impact. See Section 4.9 Cumulative Effects.



Agency Superintendent
Pima Agency
Bureau of Indian Affairs
U.S. Department of the Interior

JUL 15 2014

Date

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
PIMA AGENCY
P.O. Box 8
Sacaton, Arizona 85147



In Reply Refer To:
Office of the Superintendent

PUBLIC NOTICE

Salt River Project (SRP) is proposing to construct new 230-kilovolt (kV) transmission lines and associated substations in direct response to growth in an area known as the Price Road Corridor (PRC), which could include power users located both on and off of the Gila River Indian Community (the Community) lands. The SRP PRC 230kV Project is intended to bring bulk power into the PRC by connecting the existing Kyrene, Knox and Schrader substations with two new substations in the PRC known as Receiving Stations (RS)-27 and RS-28. The preferred route for the portion of the 230kV lines on Allotted and Tribal Lands within District 4 of the Community is an approximately 17-mile route, which crosses Allotted and Tribal Lands, and consists of the following: a new double-circuit 230kV transmission line from the existing Knox Substation to a new 230kV Substation (referred to as RS-27) and on to a new 230kV Substation (referred to as RS-28); and from RS-28, a new single-circuit 230kV transmission line to the boundary of the Community near Hunt Highway.

SRP is seeking approval and conveyance of a right-of-way (R/W) by the Bureau of Indian Affairs (BIA), Pima Agency for a term of 100 years across Allotted and Tribal lands to locate a portion of the SRP PRC 230kV Project (the Proposed Action). Through discussions with the Community and Gila River Indian Community Utility Authority (GRICUA) it was determined that the issuance of a R/W and the development of the 230kV transmission lines on the Community lands could also benefit GRICUA in meeting its power needs by providing accommodations for two underbuilt lower voltage lines. There is also room for future 12kV distribution facilities. In total, SRP is requesting a maximum 90 foot wide R/W for the transmission lines. In addition to the transmission line R/W, there are also a few allotments that require Temporary Construction Easements, which would be in total 100 feet wide by 400 feet long.

Based on the July 2014 *Environmental Assessment for the SRP Price Road 230kV Project (EA)*, it has been determined that the Proposed Action will not have a significant impact on the quality of the human environment. Therefore, an Environmental Impact Statement is not required. This is a public notice of availability of a Finding of No Significant Impact (FONSI) and the Final EA for review. The FONSI and the Final EA will be publically available for 10 days beginning July 18, 2014 and ending July 28, 2014. To obtain a copy of the FONSI and the Final EA, please contact:

Cecilia Martinez, Superintendent
Bureau of Indian Affairs, Pima Agency
P.O. Box 8
Sacaton, Arizona 85147
Telephone Number: 520.562.3326
Fax: 520.562.3543

Please note: The FONSI is a finding on environmental effects, not a decision to proceed with an action; therefore, it cannot be appealed. Title 25, Code of Federal Regulation, Part 2.7 requires a 30-day appeal period after the decision to proceed with the action is made before the action may be implemented. Appeal information will be posted at Pima Agency if the decision to proceed is made.

EXHIBIT C
AREAS OF BIOLOGICAL WEALTH

As stated in Arizona Administrative Code R14-3-219:

“Describe any areas in the vicinity of the proposed site or route which are unique because of biological wealth or because they are habitats for rare and endangered species. Describe the biological wealth or species involved and state effects, if any, the proposed facilities will have thereon.”

Methods

The U.S. Fish and Wildlife Service (USFWS) and the Arizona Game and Fish Department (AGFD) were solicited for information regarding the potential occurrence of special status species within the Project Study Area (PSA). Special status plant and wildlife species are subject to regulations under the authority of Federal and State agencies. Special status species that could be associated with the proposed Price Road Corridor Project, Non-Gila River Indian Community Portion (Project) include those species that are listed by the USFWS as federally endangered, threatened, proposed, or candidate species under the Endangered Species Act of 1973 (ESA), Section 4, as amended; listed as Wildlife of Special Concern by the Arizona Game and Fish Department (AGFD); or protected under the Arizona Native Plant Law [Arizona Department of Agriculture (AZDA)]. Descriptions of these special status species are summarized below:

- Endangered species, protected under the ESA, are those species in danger of extinction throughout all or a significant portion of their range.
- Threatened species, protected under the ESA, are those species likely to become endangered in the foreseeable future.
- Proposed species are those species recommended for listing under Section four of the ESA.
- Candidate species are those species for which the USFWS has sufficient information on their biological status and threats to propose them as endangered or threatened under the ESA, but has precluded the development of a proposed listing regulation because of other higher priority listing activities. Candidate species are not protected under the ESA.
- USFWS Species of Concern is an informal term that refers to those species that the USFWS believes may be in need of concentrated conservation actions. Conservation actions, such as monitoring, vary depending on the health of the populations and degree and types of threats. USFWS Species of Concern receive no legal protection under the ESA and the use of the term does not necessarily mean that the species will eventually be proposed for listing as a threatened or endangered species.
- AGFD Wildlife of Special Concern are those species whose occurrence in Arizona are or may be in jeopardy, or with known or perceived threats or population declines, as described by the AGFD's listing of Wildlife of Special Concern in Arizona (WSCA, updated July 1, 2014).
- AZDA Highly Safeguarded or Salvage Restricted Native Plants identifies special status plants that are protected under the Arizona Native Plant Law (NPL) and fall into these categories: Highly Safeguarded (no collection allowed); Salvage Restricted (collection

allowed only with permit); Export Restricted (transport out of State prohibited); Salvage Assessed (permits required to remove live trees); and Harvest Restricted (permits required to remove plant by-products).

The USFWS has published a list of proposed, candidate, threatened, and endangered species that could potentially occur in each county in Arizona (USFWS 2015). In addition, the AGFD has also published a list of special status species that could occur in each county in Arizona (AGFD 2015a) as well as a list of species occurrences for each county (AGFD 2015b). These lists were consulted to identify species that could potentially be present in the vicinity of the Project. **Table C-1** presents the special status species potentially occurring within Maricopa County (where the Project is located) listed by common name, scientific name, and status.

The USFWS has identified 10 plant species and 35 wildlife species (eight mammals, 11 fish, 10 birds, two amphibians, and four reptiles) with federal status that have the potential to occur within Maricopa County. The AGFD has identified 18 plant species and 34 wildlife species (six mammals, seven fish, 16 birds, three amphibians, and two reptiles) with special status that have the potential to occur within Maricopa County.

An AGFD On-line Project Evaluation Program (PEP) search was completed for the Project on January 16, 2015 (AGFD 2015c). The information provided in the PEP is used to guide preliminary decisions and assessments of proposed land development, management, and conservation projects, while incorporating fish and wildlife resource needs or features. The PEP indicated that there are three special status species that are known to occur within three miles of the PSA: black-bellied whistling duck (*Dendrocygna autumnalis*) (AGFD Wildlife Species of Concern), western burrowing owl (*Athene cunicularia hypugaea*) (USFWS Species of Concern), and Sonoran pronghorn (*Antilocapra americana sonoriensis*) (USFWS Endangered and AGFD Wildlife Species of Concern).

In addition to the AGFD PEP search, letters were sent to AGFD and USFWS to identify the Project and enable the opportunity for validation and feedback between those agencies and the Project Team. This correspondence is included in **Exhibit C-1**.

Prior to conducting fieldwork, aspects such as ecology and habitat requirements of each special status species were reviewed. Habitat conditions and wildlife observations on and around the PSA were noted. Information including habitat requirements, known occurrences, and habitat types, was used to evaluate the potential for occurrence of each species and to analyze the potential effects of Project implementation.

Results of Reconnaissance Surveys

Habitats were evaluated and characterized within the PSA during a field reconnaissance conducted on August 14, 2013 by a qualified field biologist to identify vegetation communities, special status species and/or habitats. Habitats of common wildlife were also evaluated and characterized during this field reconnaissance.

As mentioned above, the PSA is located within Maricopa County. All of the Project would traverse industrial areas or would be adjacent to or within commercial and residential areas, including disturbed roadways and railroads. Portions of the PSA also parallel active and remnant

agricultural areas. The PSA does not contain any native habitats and elevations range from 1,185 to 1,225 feet. Vegetation communities found within the PSA are described below:

Disturbed Urban Habitat

The PSA contains numerous roadways and a railroad that bisect residential and commercial areas. The areas within road and railroad rights-of-way have been disturbed by initial construction and on-going maintenance activities. Residential, commercial, and golf course landscaping exists adjacent to these corridors. There are scattered and isolated native plants and landscaped plants along the roads, including blue palo verde (*Cercidium floridum*) and honey mesquite (*Prosopis glandulosa*), as well as non-native palm trees and non-native grasses.

Agriculture – Active

The PSA supports small isolated areas of active agricultural lands, most of which are growing alfalfa or are currently fallow. Irrigation canals and head ditches are common. These lands have been used for agriculture for many years and are mostly surrounded by residential areas.

Agriculture – Remnant

The PSA supports small isolated areas of remnant agricultural lands that have not been farmed recently but remain highly disturbed. Vegetation is scattered and common species include Russian thistle (*Salsola tragus*), halogeton salt brush (*Halogeton glomeratus*), Mediterranean grass (*Schismus arabicus* and *S. barbatus*), red brome (*Bromus madritensis* ssp. *rubens*), fiddleneck (*Amsinckia* spp.), and plantago (*Plantago* spp.).

Findings

Threatened, Endangered, and Sensitive Plant Species

The USFWS and AGFD lists referenced earlier were consulted to provide a basis for protected species that might be present in the vicinity of the proposed Project. **Table C-1** presents the special status species potentially occurring within the area, listed by common name, scientific name, and status.

The USFWS has identified 10 plant species with federal status and the AGFD has identified 18 plant species with special status that have the potential to occur within Maricopa County.

Based on field reconnaissance, there appear to be no suitable habitats for federally listed Threatened and Endangered (T&E) plants or plants protected by the Arizona Native Plant Law, and none of these protected species are known to occur within three miles of the PSA (AGFD 2015c).

Threatened, Endangered, and Sensitive Wildlife Species

As mentioned earlier, the USFWS has identified 35 wildlife species (eight mammals, 11 fish, 10 birds, two amphibians, and four reptiles) with federal status and the AGFD has identified 34

Exhibit C—Areas of Biological Wealth

wildlife species (six mammals, seven fish, 16 birds, three amphibians, and two reptiles) with special status that have the potential to occur within Maricopa County.

There is no suitable habitat for federally threatened, endangered, or candidate wildlife species in the PSA. There is potentially suitable habitat for five special status wildlife species that have the potential to occur within the PSA - the western burrowing owl (*Athene cunicularia hypugaea*) (BUOW) (USFWS Species of Concern), great egret (*Ardea alba*) (Arizona Wildlife Species of Concern), snowy egret (*Egretta thula*) (Arizona Wildlife Species of Concern), and least bittern (*Ixobrychus exilis*) (Arizona Wildlife Species of Concern). The AGFD PEP also identified black-bellied whistling duck (*Dendrocygna autumnalis*) (Arizona Wildlife Species of Concern) within three miles of the PSA and the possibility of Sonoran pronghorn (*Antilocapra americana sonoriensis*) (FWS Endangered and Arizona Wildlife Species of Concern) habitat. The lakes in surrounding neighborhoods provide suitable habitat for great egret, snowy egret, least bittern, and black-bellied whistling duck in the PSA. Great egret, snowy egret, and least bittern are commonly seen in the area; black-bellied whistling duck is uncommon. Because the area is intensely developed, pronghorn are not known to occur in or near the PSA.

Western burrowing owl is known to occur within three miles of the PSA (AGFD 2015c) but none were observed during the field reconnaissance. The active and remnant agricultural lands in the PSA provide potential habitat for BUOW and the likelihood of occurrence for this species is moderate.

There is no suitable habitat and/or the PSA is not within the appropriate elevation ranges for the remainder of the special status species identified by the USFWS and AGFD for Maricopa County. Therefore, the potential for occurrence within or in the vicinity of the PSA is highly unlikely (**Table C-1**).

**Table C-1
Special Status Species with the Potential to Occur in Maricopa County**

Common name	Scientific name	Protection Status ¹		Potential to Occur in Project Study Area (Justification) ⁴
		ESA ²	Arizona ³	
Plants				
Pima Indian Mallow	<i>Abutilon parishii</i>	SC	SR	No (Elevation)
Tonto Basin Agave	<i>Agave delamateri</i>	SC	HS	No (Habitat)
Hohokam Agave	<i>Agave murpheyi</i>	SC	HS	No (Habitat)
Toumey Agave	<i>Agave toumeyana var. bella</i>	--	SR	No (Elevation)
Arizona Agave	<i>Agave x arizonica</i>	--	HS	No (Elevation)
Bigelow Onion	<i>Allium bigelovii</i>	--	SR	No (Elevation)
Nichol's Turk's head Cactus	<i>Echinocactus horzonthalonius var nicholii</i>	E	HS	No (Elevation)
Arizona Hedgehog Cactus	<i>Echinocereus triglochidiatus arizonicus</i>	E	HS	No (Elevation)
Acuna Cactus	<i>Echinomastus erectocentrus var. acunensis</i>	E	HS	No (Habitat)
Fish Creek Fleabane	<i>Erigeron piscaticus</i>	SC	SR	No (Elevation)
Ripley Wild-buckwheat	<i>Eriogonum ripleyi</i>	SC	SR	No (Elevation)
Desert Barrel Cactus	<i>Ferocactus cylindraceus</i>	--	SR	No (Habitat)
Emory's Barrel Cactus	<i>Ferocactus emoryi</i>	--	SR	No (Habitat)
Flannel Bush	<i>Fremontodendron californicum</i>	--	SR	No (Elevation)
Varied Fishhook Cactus	<i>Mammillaria viridiflora</i>	--	SR	No (Elevation)
Straw-top Cholla	<i>Opuntia echinocarpa</i>	--	SR	No (Habitat)
Arizona Cliffrose	<i>Purshia subintegra</i>	E	--	No (Habitat)
Organ Pipe Cactus	<i>Stenocereus thurberi</i>	--	SR	No (Habitat)
Tumamoc Globeberry	<i>Tumamoca maddougallii</i>	--	SR	No (Habitat)
Mammals				
Sonoran Pronghorn	<i>Antilocapra americana sonoriensis</i>	E	WSC	No (Habitat)
Pale Townsend's Big-eared Bat	<i>Corynorhinus townsendii pallescens</i>	SC	--	No (Elevation)
Greater Western Bonneted Bat	<i>Eumops perotis californicus</i>	SC	--	No (Habitat)
Western Red Bat	<i>Lasiurus blossevillii</i>		WSC	No (Elevation)
Western Yellow Bat	<i>Lasiurus xanthinus</i>		WSC	No (Habitat)
Ocelot	<i>Leopardus (=Felis) pardalis</i>	E	WSC	No (Habitat)
Lesser Long-nosed Bat	<i>Leptonycteris curasoae yerbabuena</i>	E	WSC	No (Habitat)
California Leaf-nosed Bat	<i>Macrotus californicus</i>	SC	WSC	No (Habitat)

Application for a Certificate of Environmental Compatibility

**Table C-1
Special Status Species with the Potential to Occur in Maricopa County**

Species		Protection Status ¹		Potential to Occur in Project Study Area (Justification) ⁴
Common name	Scientific name	ESA ²	Arizona ³	
Cave Myotis	<i>Myotis velifer</i>	SC	--	No (Habitat)
Yuma Myotis	<i>Myotis yumanensis</i>	SC	--	No (Habitat)
Fish				
Gila Longfin Dace	<i>Agosia chrysogaster chrysogaster</i>	SC	--	No (Habitat)
Desert Sucker	<i>Catostomus clarki</i>	SC	--	No (Habitat)
Sonora Sucker	<i>Catostomus insignis</i>	SC	--	No (Habitat)
Desert Pupfish	<i>Cyprinodon macularius</i>	E	WSC	No (Habitat)
Bonytail	<i>Gila elegans</i>	--	WSC	No (Elevation)
Roundtail Chub	<i>Gila robusta</i>	C	WSC	No (Habitat)
Spikedace	<i>Meda fulgida</i>	E	WSC	No (Habitat)
Woundfin	<i>Plagopterus argentissimus</i>	EP, NE	--	No (Habitat)
Gila Topminnow	<i>Poeciliopsis occidentalis occidentalis</i>	E	WSC	No (Habitat)
Colorado Pikeminnow	<i>Ptychocheilus lucius</i>	EP, NE	WSC	No (Habitat)
Speckled Dace	<i>Rhinichthys osculus</i>	SC	--	No (Elevation)
Razorback Sucker	<i>Xyrauchen texanus</i>	E	WSC	No (Habitat)
Birds				
Sprague's Pipit	<i>Anthus spagueii</i>	C	--	No (Elevation)
Great Egret	<i>Ardea alba</i>	--	WSC	Yes
Common Black-Hawk	<i>Buteogallus anthracinus</i>	--	WSC	No (Habitat)
Western Snowy Plover	<i>Charadrius nivosus nivosus</i>	--	WSC	No (Habitat)
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	T	WSC	No (Habitat)
Black-bellied Whistling-Duck	<i>Dendrocygna autumnalis</i>	--	WSC	Yes
Snowy Egret	<i>Egretta thula</i>	--	WSC	Yes
Southwestern Willow Flycatcher	<i>Empidonax traillii eximius</i>	E	WSC	No (Habitat)
American Peregrine Falcon	<i>Falco peregrinus anatum</i>	SC	WSC	No (Habitat)
Cactus Ferruginous Pygmy-owl	<i>Glaucidium brasilianum cactorum</i>	SC	WSC	No (Habitat)

**Table C-1
Special Status Species with the Potential to Occur in Maricopa County**

Species		Protection Status ¹		
Common name	Scientific name	ESA ²	Arizona ³	Potential to Occur in Project Study Area (Justification) ⁴
Western Burrowing Owl	<i>Athene cucularia hypugaea</i>	SC	--	Yes (None Observed)
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SC	WSC	No (Habitat)
Mississippi Kite	<i>Ictinia mississippiensis</i>	--	WSC	No (Habitat)
Least Bittern	<i>Ixobrychus exilis</i>	--	WSC	Yes
Belted Kingfisher	<i>Megasceryle alcyon</i>	--	WSC	No (Habitat)
Osprey	<i>Pandion haliaetus</i>	--	WSC	No (Habitat)
Yuma Clapper Rail	<i>Rallus longirostris yumanensis</i>	E	WSC	No (Habitat)
California Least Tern	<i>Sterna antillarum browni</i>	E	--	No (Habitat)
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	T	WSC	No (Elevation)
Amphibians				
Arizona Toad	<i>Anaxyrus microscaphus</i>	SC	--	No (Habitat)
Western Narrow-mouthed Toad	<i>Gastrophryne olivacea</i>	--	WSC	No (Habitat)
Lowland Leopard Frog	<i>Lithobates yavapaiensis</i>	SC	WSC	No (Habitat)
Lowland Burrowing Treefrog	<i>Smilisca fodiens</i>	--	WSC	No (Habitat)
Reptiles				
Redback Whiptail	<i>Aspidoscelis burti xanthonota</i>	SC	--	No (Habitat)
Sonoran Desert Tortoise	<i>Gopherus agassizii (Sonoran population)</i>	C	WSC	No (Habitat)
Banded Gila Monster	<i>Heloderma suspectum cinctum</i>	SC	--	No (Habitat)
Common Chuckwalla	<i>Sauromalus ater</i>	SC	--	No (Habitat)
Northern Mexican Gartersnake	<i>Thamnophis eques megalops</i>	--	WSC	No (Elevation)

¹ E=Endangered, T=Threatened, C=Candidate, EP, NE=Experimental Population, Non-Essential, SC=Species of Concern, DM=Delisted taxon, recovered, and being monitored for the first five years, WSC=Wildlife of Special Concern, SR=Salvage Restricted, HS=Highly Safeguarded
² USFWS 2015
³ AGFD 2014a
⁴ Elevation means the species does not have the potential to occur because the Project Site is not within its elevation requirements. Habitat means the Project Site is within the species elevation requirements but there is no suitable or potential habitat for the species. References are provided in the References Section. Other Sources: Corman et al. 2005, eflora 2013

Potential Effect

The following sections address the potential effects from development of the various Project components to special status species identified by the agencies as having the potential to occur within the PSA.

Plants

Of the 19 special status plant species having some potential to occur within Maricopa County, none have been recorded in or within three miles of the PSA (AGFD 2015c). Additionally, either the elevation of the PSA is outside of the range for these plants and/or there is no suitable habitat in the PSA. The Project will therefore have no direct or indirect impacts on threatened, endangered, and State-protected plants.

Wildlife

Agricultural, residential, commercial and industrial development, along with its associated roads and infrastructure, has converted and degraded areas of natural vegetation (wildlife habitat) in the PSA. The Project would permanently impact a very small area and the majority of the Project-related impacts would be temporary and short-term in nature.

There are no suitable habitats for federally threatened, endangered, or candidate species in the Project area so there would be no impacts on these species from implementation of the Project.

Five special status wildlife species have the potential to occur in the PSA (western burrowing owl, great egret, snowy egret, least bittern, and black-bellied whistling duck). BUOW habitat (burrows and foraging habitat) could be directly impacted by construction activities. Construction-related impacts would be temporary and short-term, and may include the temporary loss of habitat and displacement of resident BUOW from the construction area, possible injury or death during ground-disturbing activities (active burrow removal), temporary impacts on foraging behaviors, and noise-related disturbance.

If construction occurs during the nesting season, a pre-construction protocol survey *30 days prior to construction* would be conducted to ensure that any active BUOW burrows are avoided. If active burrows cannot be avoided, an appropriate avoidance buffer would be established (per USFWS guidelines) and construction would not occur within that buffer until the nest becomes inactive. Therefore, direct impacts associated with the Project would constitute a short-term minor impact on BUOW. The potential BUOW impacts for each Project component are discussed below.

The presence of irrigation infrastructure and man-made lakes in residential areas to the east and west of the Project tend to attract waterfowl and shorebirds such as great egret, snowy egret, least bittern, and black-bellied whistling duck. This may increase the potential for avian-line interactions for birds making localized movements between water features and roost sites. To minimize risk to migratory birds, the lines will be constructed following industry suggested practices aimed at reducing avian collisions and electrocutions (Avian Power Line Interaction Committee [APLIC] 2006 and 2012). If avian line interactions become an issue, SRP will move quickly to evaluate the issue and craft a solution using appropriate state-of-the art measures.

Schrader Substation South to Tribal Boundary

Preferred Route

The Preferred Route will parallel the existing railroad for its entire length, approximately 2.90 miles. It would be built within the disturbed railroad ROW. The small active and remnant agricultural areas adjacent to this route provide potential BUOW habitat. It is in these areas that burrows are the most likely to be encountered. With the incorporation of SRP's proposed measures, the Project is anticipated to have minimal impact on the BUOW.

Impacts to great egret, snowy egret, least bittern, and black-bellied whistling duck would be as described in above in the Wildlife section.

Arizona Avenue Alternative Route

This Route will parallel existing roadways for its entire length, approximately 3.43 miles. It would be built within the disturbed road ROW. The small active and remnant agricultural areas adjacent to this route provide potential BUOW habitat. It is in these areas that burrows are the most likely to be encountered. With the incorporation of SRP's proposed measures, the Project is anticipated to have minimal impact on the BUOW.

Impacts to great egret, snowy egret, least bittern, and black-bellied whistling duck would be as described in above in the Wildlife section.

Railroad to Arizona Avenue Alternative Route

This Route will parallel the existing railroad, then parallel existing roadways for a total of approximately 3.11 miles. The small active and remnant agricultural areas adjacent to this route provide potential BUOW habitat. It is in these areas that burrows are the most likely to be encountered. With the incorporation of SRP's proposed measures outlined in **Table C-2**, the Project is anticipated to have minimal impact on the BUOW.

Impacts to great egret, snowy egret, least bittern, and black-bellied whistling duck would be as described in above in the Wildlife section.

New RS-28 Substation and Associated Transmission

The RS-28 substation site is located in an existing parking lot; therefore there would be no impacts to special status species. The associated transmission line will traverse an existing agricultural field for its entire length, approximately 0.61 miles. The berms associated with irrigation infrastructure provide potential BUOW habitat and it is in these areas that burrows are the most likely to be encountered. With the incorporation of SRP's proposed measures identified in **Table C-2**, the Project is anticipated to have minimal impact on the BUOW. There are fewer water features near this site, and impacts to waterfowl and shorebirds are anticipated to be less than described for the Preferred Route.

The proposed RS-28 Substation site is located in an existing disturbed lot that is part of the Intel campus; therefore no special status species would be impacted.

New RS-27 Substation

The RS-27 substation site is located entirely within an existing agricultural field. The berms associated with irrigation infrastructure provide potential BUOW habitat. It is in these areas that burrows are the most likely to be encountered. With the incorporation of SRP's proposed measures, the Project is anticipated to have minimal impact on the BUOW. There are fewer water features near this site, and impacts to waterfowl and shorebirds are anticipated to be less than described for the Preferred Route.

Conclusions

The entire PSA has been previously disturbed, significantly reducing its habitat quality. All of the disturbances associated with construction will occur in previously disturbed areas or immediately adjacent to previously disturbed areas. The five sensitive species with the potential to occur in the PSA would not be expected to be negatively affected because of the small amount of suitable habitat and standard mitigation measures SRP employs.

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**EXHIBIT C-1
AGENCY LETTERS**

EXHIBIT C-1
AGENCY LETTERS

Arizona Environmental Online Review Tool Report



Arizona Game and Fish Department Mission

To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:

Price Road Corridor 230 kV

Project Description:

3.5 mile long 230 kV transmission line with separate 0.5 mile long t-line connecting to new RS-28 substation.

Project Type:

Energy Storage/Production/Transfer, Energy Transfer, Power line/electric line (new)

Contact Person:

Patrick Golden

Organization:

Heritage Environmental Consultants

On Behalf Of:

SRP

Project ID:

HGIS-00414

Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

Locations Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:

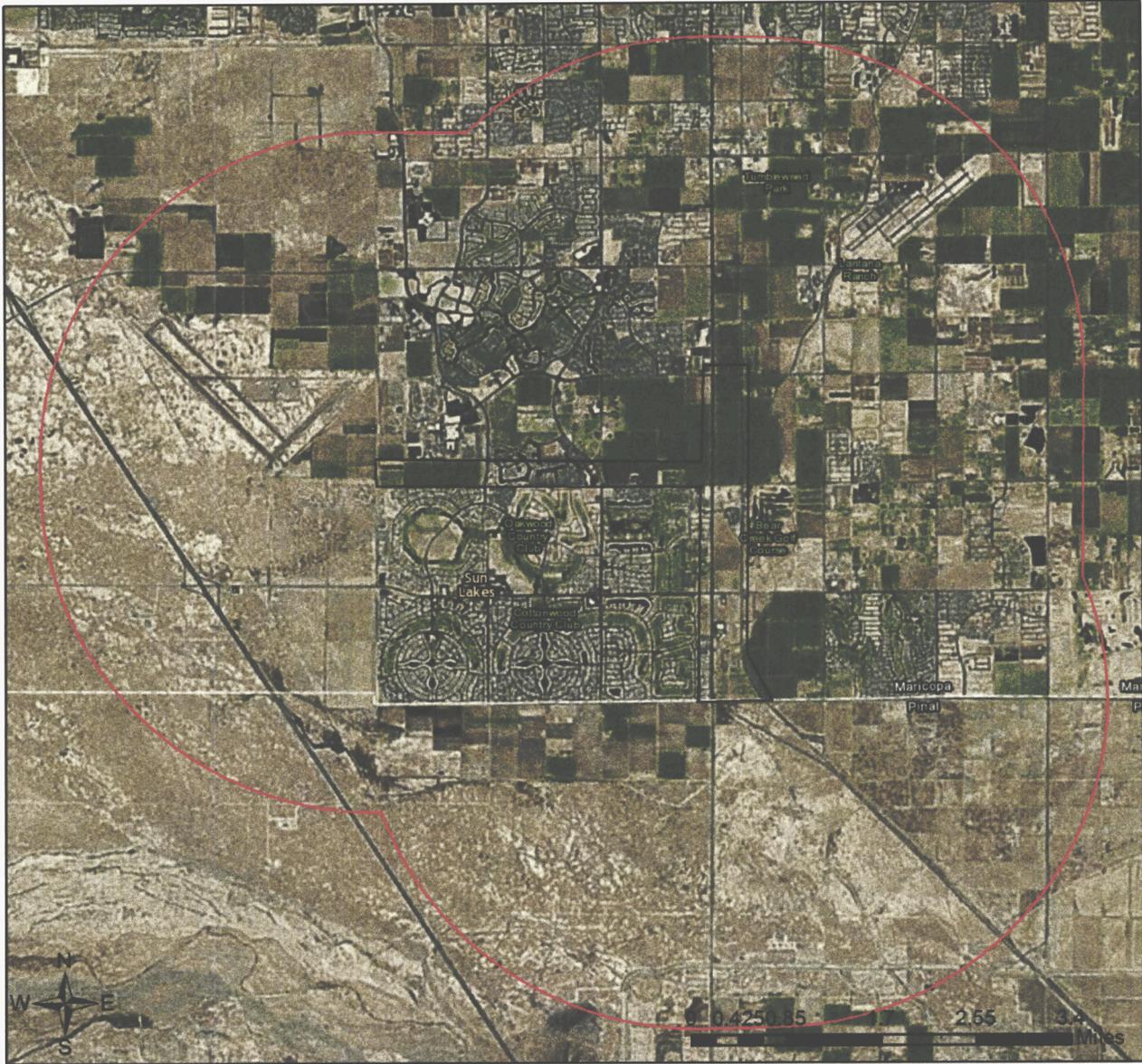
**Project Evaluation Program, Habitat Branch
Arizona Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85086-5000
Phone Number: (623) 236-7600
Fax Number: (623) 236-7366**

Or

PEP@azgfd.gov

6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

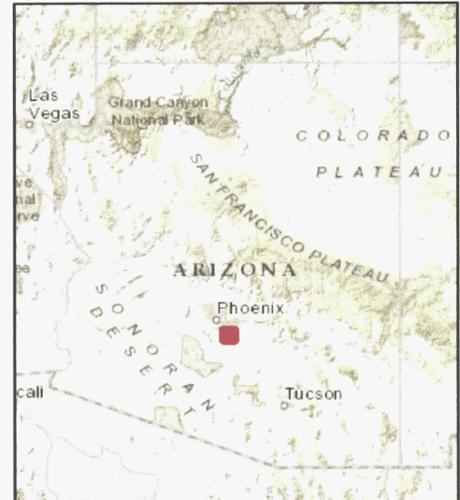
Price Road Corridor 230 kV Aerial Image Basemap With Locator Map



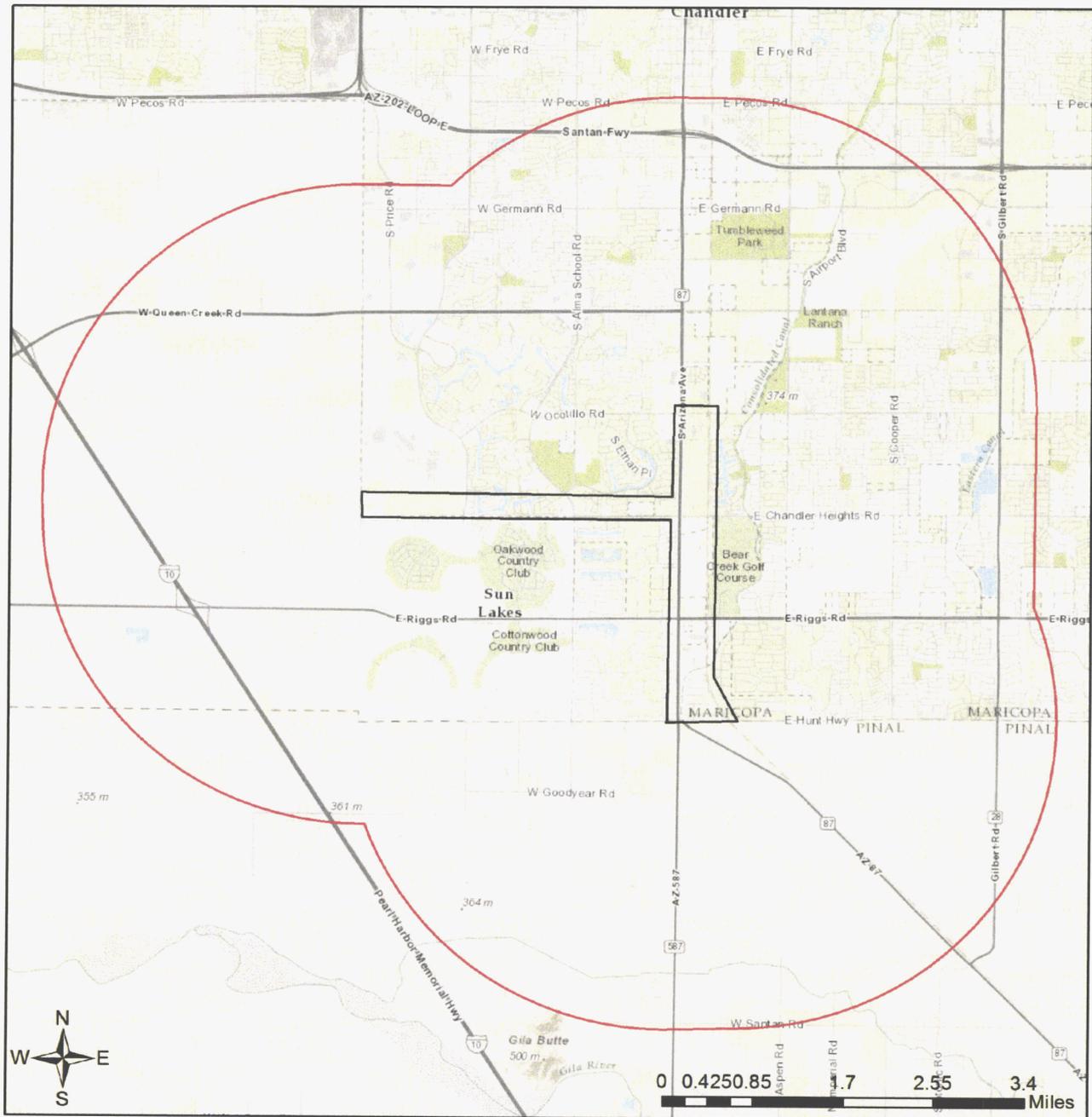
- Project Boundary
- Buffered Project Boundary

Project Size (acres): 1,316.27
Lat/Long (DD): 33.2342 / -111.8468
County(s): Maricopa; Pinal
AGFD Region(s): Mesa
Township/Range(s): T2S, R5E; T3S, R5E
USGS Quad(s): GILA BUTTE NW; GILA BUTTE

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong).



Price Road Corridor 230 kV Web Map As Submitted By User

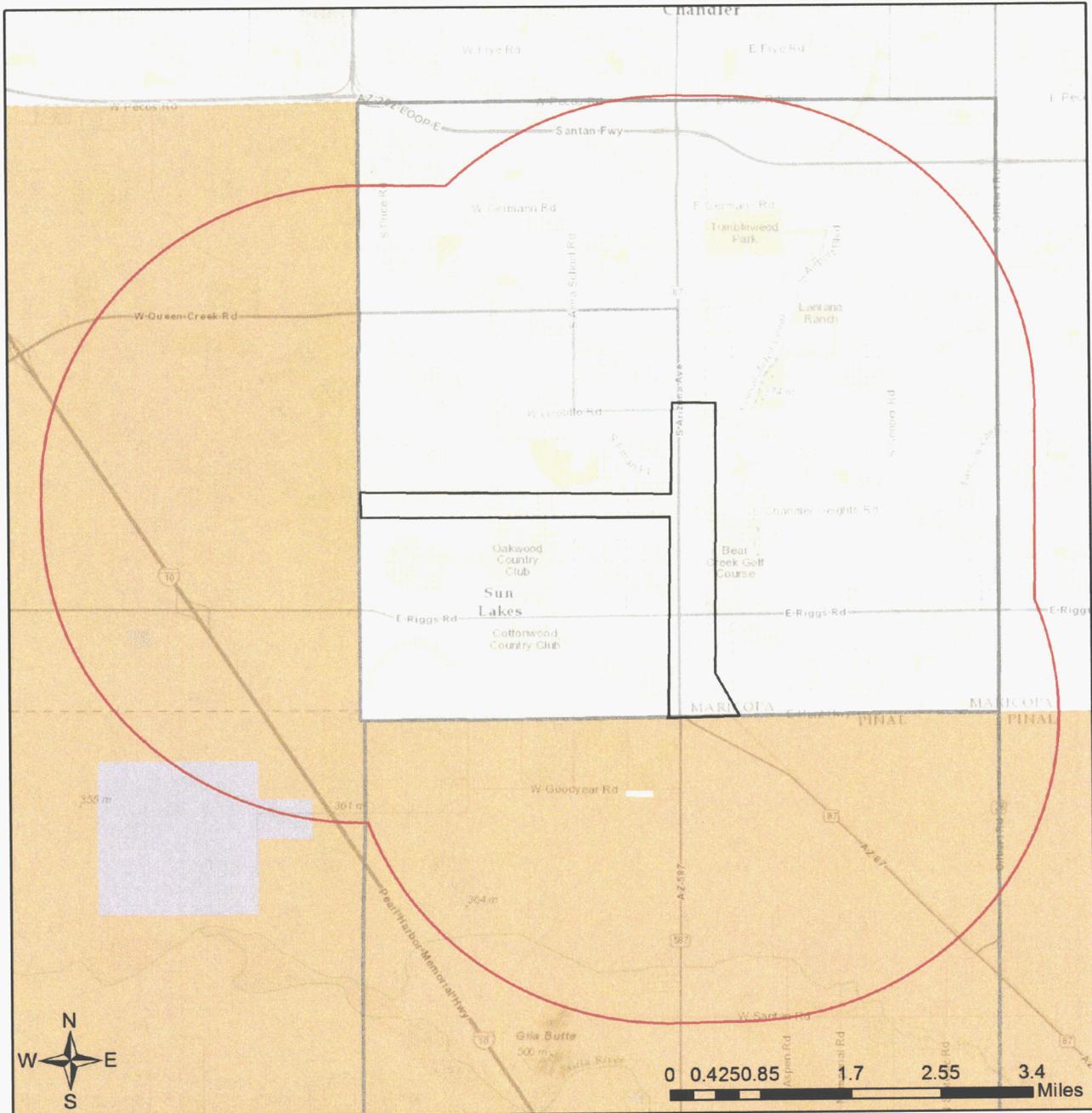


- Project Boundary
- Buffered Project Boundary

Project Size (acres): 1,316.27
Lat/Long (DD): 33.2342 / -111.8468
County(s): Maricopa; Pinal
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Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Price Road Corridor 230 kV Topo Basemap With Township/Ranges and Land Ownership



- | | |
|---------------------------|--------------------------|
| Project Boundary | Mixed/Other |
| Buffered Project Boundary | National Park/Mon. |
| Township/Ranges | Private |
| AZ Game and Fish Dept. | State and Regional Parks |
| BLM | State Trust |
| BOR | US Forest Service |
| Indian Res. | Wildlife Area/Refuge |
| Military | |

Project Size (acres): 1,316.27
 Lat/Long (DD): 33.2342 / -111.8468
 County(s): Maricopa; Pinal
 AGFD Region(s): Mesa
 Township/Range(s): T2S, R5E; T3S, R5E
 USGS Quad(s): GILA BUTTE NW; GILA BUTTE

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	State	SGCN
Antilocapra americana sonoriensis	10J area for Sonoran Pronghorn					
Athene cucularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Dendrocygna autumnalis	Black-bellied Whistling-Duck				WSC	1C
Gila River Indian Reservation	Gila River Indian Reservation					

Note: Status code definitions can be found at http://www.azgfd.gov/w_c/edits/hdms_status_definitions.shtml.

**Species of Greatest Conservation Need
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	State	SGCN
Aix sponsa	Wood Duck					1B
Ammospermophilus harrisi	Harris' Antelope Squirrel					1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cucularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern				WSC	1B
Buteo regalis	Ferruginous Hawk	SC		S	WSC	1B
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chilomeniscus stramineus	Variable Sandsnake					1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	C*				1A
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S		WSC	1A
Colaptes chrysoides	Gilded Flicker			S		1B
Coluber bilineatus	Sonoran Whipsnake					1B
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus tigris	Tiger Rattlesnake					1B
Euderma maculatum	Spotted Bat	SC	S	S	WSC	1B
Eumops perotis californicus	Greater Western Bonneted Bat	SC		S		1B
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S	WSC	1A
Gopherus morafkai	Sonoran Desert Tortoise	C*	S		WSC	1A
Haliaeetus leucocephalus	Bald Eagle	SC, BGA	S	S	WSC	1A
Heloderma suspectum	Gila Monster					1A
Incilius alvarius	Sonoran Desert Toad					1B
Kinosternon sonoriense sonoriense	Desert Mud Turtle			S		1B
Lasiurus blossevillii	Western Red Bat		S		WSC	1B
Lasiurus xanthinus	Western Yellow Bat		S		WSC	1B
Leopardus pardalis	Ocelot	LE			WSC	1A
Leptonycteris curasoae yerbabuenae	Lesser Long-nosed Bat	LE			WSC	1A
Lepus alleni	Antelope Jackrabbit					1B

**Species of Greatest Conservation Need
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	State	SGO
Macrotus californicus	California Leaf-nosed Bat	SC			S	WSC 1B
Melanerpes uropygialis	Gila Woodpecker					1B
Melospiza lincolni	Lincoln's Sparrow					1B
Melospiza aberti	Abert's Towhee		S			1B
Micruroides euryxanthus	Sonoran Coralsnake					1B
Myotis occultus	Arizona Myotis	SC			S	1B
Myotis velifer	Cave Myotis	SC			S	1B
Myotis yumanensis	Yuma Myotis	SC				1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
Panthera onca	Jaguar	LE				WSC 1A
Passerculus sandwichensis	Savannah Sparrow					1B
Perognathus amplus	Arizona Pocket Mouse					1B
Phrynosoma goodei	Goode's Horned Lizard					1B
Phrynosoma solare	Regal Horned Lizard					1B
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Progne subis hesperia	Desert Purple Martin				S	1B
Rallus longirostris yumanensis	Yuma Clapper Rail	LE				WSC 1A
Setophaga petechia	Yellow Warbler					1B
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Toxostoma lecontei	Le Conte's Thrasher					1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox					1B

Species of Economic and Recreation Importance Predicted within Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	State	SGO
Callipepla gambelii	Gambel's Quail					
Zenaidura macroura	White-winged Dove					

Project Type: Energy Storage/Production/Transfer, Energy Transfer, Power line/electric line (new)

Project Type Recommendations:

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, <https://agriculture.az.gov/>. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, <http://www.usda.gov/wps/portal/usdahome>. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information http://www.azgfd.gov/h_f/hunting_rules.shtml

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

For any powerlines built, proper design and construction of the transmission line is necessary to prevent or minimize risk of electrocution of raptors, owls, vultures, and golden or bald eagles, which are protected under state and federal laws. Limit project activities during the breeding season for birds, generally May through late August, depending on species in the local area (raptors breed in early February through May). Conduct avian surveys to determine bird species that may be utilizing the area and develop a plan to avoid disturbance during the nesting season. For underground powerlines, trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herptefaua (snakes, lizards, tortoise) from entering ditches. In addition, indirect affects to wildlife due to construction (timing of activity, clearing of rights-of-way, associated bridges and culverts, affects to wetlands, fences) should also be considered and mitigated.

Based on the project type entered, coordination with State Historic Preservation Office may be required (<http://azstateparks.com/SHPO/index.html>).

Based on the project type entered, coordination with U.S. Fish and Wildlife Service (Migratory Bird Treaty Act) may be required (<http://www.fws.gov/southwest/es/arizona/>).

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

Project Location and/or Species Recommendations:

HDMS records indicate that Western Burrowing Owls have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at: http://www.azgfd.gov/w_c/BurrowingOwlResources.shtml.

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Gila River Indian Community
PO Box 97
Sacaton, AZ 85247
(520) 562-6000
(520) 562-6010 (fax)



THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV

GOVERNOR

JANICE K. BREWER

COMMISSIONERS

CHAIRMAN, J.W. HARRIS, TUCSON
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EDWARD "PAT" MADDEN, FLAGSTAFF

DIRECTOR

LARRY D. VOYLES

DEPUTY DIRECTOR

TY E. GRAY



October 24, 2013

Patrick Golden
ENValue
3225 Country Club Pkwy.
Castle Rock, Co 80108

Re: Price road Corridor 230 kV (1)

Dear Mr. Golden:

The Arizona Game and Fish Department (Department) has received and reviewed your letter of September 27, 2013 regarding the above referenced project. The searches you conducted of our HDMS data base using the On-line Environmental Review Tool (receipts 201300813021100 & 20130813021098) indicate there are no species or habitats listed or proposed for listing under the Endangered Species Act reported within 3 miles of your project site. Be advised, however, that the Department does not maintain records of wildlife on tribal lands. The bulk of the route of your proposed project lies on tribal lands. Our database would only show those portions of private or public lands that are within 2 miles of the project site. The Department recommends you contact the appropriate tribal authorities to obtain their input on the potential impacts to wildlife.

The Department has no further comments at this time. If you have questions or concerns regarding this letter, please give me a call at 623 236-7513.

Sincerely,

Daniel E. Nelson
Project Evaluation Specialist

M13-10031303

Cc: Kelly Wolfe-Krauter, AGFD



September 27, 2013

Laura Canaca
Project Evaluation Program Supervisor
Arizona Game and Fish Department
WMHB – Project Evaluation Program
5000 West Carefree Highway
Phoenix, AZ 85806-5000

**Re: Protected species occurrence near the SRP Price Road Corridor 230kV
Transmission Line Project Site**

Dear Ms. Canaca:

Salt River Project (SRP) is planning to develop the Price Road Corridor 230kV Transmission Line Project in portions of Maricopa and Pinal Counties. The Project is being developed to provide greater reliability and enhance the overall electric system in the region and directly respond to growth in an area known as the Price Road Corridor (PRC). SRP is pursuing possible routes on private lands and on the Gila River Indian Community (Community). SRP has been working with the Community, BIA, and GRICUA to develop a route on allotted and tribal lands on the Community. As part of this process, the BIA is conducting and Environmental Assessment of the route on the Reservation.

The Project would be a 230kV transmission line approximately 17.6 miles long on allotted and tribal lands on the Community. The Project will be located adjacent to existing transmission lines and other linear features, where possible (**Figure 1**). The Preferred Route originates just southeast of the intersection of Interstate 10 and Arizona State Route 202 and terminates near the intersection of Hunt Highway and S. Arizona Avenue in Chandler, Arizona.

We are conducting a review of the biological issues for the proposed Project area. We have completed Arizona's On-Line Environmental Review Tool for the project area (Project Search ID 20130813021098 and 20130813021100), conducted a site visit, and reviewed the special status species list by county (updated July 3, 2013) published by the AGFD HDMS for special status species that may occur in Maricopa and Pinal Counties. We are also requesting the Arizona Game and Fish Department provide any additional protected or sensitive species and habitat information that will support the preparation the Environmental Assessment for the Bureau of Indian Affairs and the Certificate of Environmental Compatibility for the State of Arizona.

3225 Country Club Pkwy.
Castle Rock, CO 80108
303-819-3313
303-814-9237 Fax
rschroeder@envalue.us

Ms. Laura Canaca
9/27/07

2

Thank you in advance for your assistance. Please contact me with any questions (tele: 303.618.7910, email: pgolden@heritage-ec.com).

Sincerely,

Patrick S. Golden

Patrick Golden
Senior Biologist





September 27, 2013

Steve Spangle
Field Supervisor
U.S. Fish and Wildlife Service, Southwest Region 2
Arizona Ecological Services Field Office
2321 West Royal Palm Road, Suite 103
Phoenix, Arizona 85021-4915

**Re: Protected species occurrence near the SRP Price Road Corridor 230-kV
Project Site**

Dear Mr. Spangle:

Salt River Project (SRP) is planning to develop the Price Road Corridor 230kV Transmission Line Project in portions of Maricopa and Pinal Counties. The Project is being developed to provide greater reliability and enhance the overall electric system in the region and directly respond to growth in an area known as the Price Road Corridor (PRC). SRP is pursuing possible routes on private lands and on the Gila River Indian Community (Community). SRP has been working with the Community, BIA, and GRICUA to develop a route on allotted and tribal lands on the Community. As part of this process, the BIA is conducting and Environmental Assessment of the route on the Reservation.

The Project would be a 230kV transmission line approximately 17.6 miles long on allotted and tribal lands on the Community. The Project will be located adjacent to existing transmission lines and other linear features, where possible (**Figure 1**). The Preferred Route originates just southeast of the intersection of Interstate 10 and Arizona State Route 202 and terminates near the intersection of Hunt Highway and S. Arizona Avenue in Chandler, Arizona.

We are conducting a review of the biological issues for the proposed project site. We have conducted a field visit of the Preferred Route and reviewed the U.S Fish and Wildlife Service (USFWS) species list for Maricopa and Pinal Counties on the internet at <http://www.fws.gov/southwest/es/EndangeredSpecies/lists/ListSpecies.cfm>. We are also requesting the USFWS provide any additional federally protected species and habitat information that will support the preparation of the Environmental Assessment for the Bureau of Indian Affairs and the Certificate of Environmental Compatibility for the State of Arizona.

3225 Country Club Pkwy.
Castle Rock, CO 80108
303-819-3313
303-814-9237 Fax
rschroeder@envalue.us

Mr. Steve Spangle
9/27/07

2

Thank you in advance for your assistance. Please contact me with any questions (tele: 303.618.7910, email: pgolden@heritage-ec.com).

Sincerely,

Patrick S. Golden

Patrick Golden
Senior Biologist

**EXHIBIT D
BIOLOGICAL RESOURCES**

As stated in Arizona Administrative Code R14-3-219:

“List the fish, wildlife, plant life and associated forms of life in the vicinity of the proposed site or route and describe the effects, if any, the proposed facilities will have thereon.”

Methods

Prior to conducting fieldwork, the ecology and habitat requirements of various species that could occur in the county were researched. A qualified biologist conducted on-the-ground field reconnaissance on August 14, 2013 and evaluated the Project Study Area (PSA) and nearby areas. Habitat conditions were assessed and observations were recorded. The collected information was used to evaluate the potential effects of the Price Road Corridor Project, Non-Gila River Indian Community Portion (Project) implementation on biological resources within the vicinity of the Project.

The field reconnaissance determined that overall habitat quality, plant diversity, and density are very low. The PSA contains no native habitat types. Vegetation is comprised mostly of agricultural crop species and landscape plants that are associated with roadways and residential areas. Most of the lands within the PSA were historically used for agriculture and most have been converted for residential and commercial uses, with the exception of some remaining agricultural fields.

Tables D-1, D-2, D-3, and D-4 contain lists of common plant life, mammals, birds, reptiles and amphibians potentially present in Maricopa County and within the vicinity of the PSA.

Vegetation

The PSA is located within Maricopa County. The proposed Project traverses industrial areas, is adjacent to or within commercial and residential areas, including disturbed roadways and railroads, and also parallels active and remnant agricultural areas. Elevations range from 1,185 to 1,225 feet and the PSA does not contain any native habitats. Vegetation communities found within the PSA are described below, and **Table D-1** lists some native species that could be found within some of the disturbed habitats in the area.

Disturbed Urban Habitat

The PSA contains numerous roadways and a railroad that bisect residential and commercial areas. The areas within road and railroad right-of-ways (ROWs) have been disturbed by initial construction and on-going maintenance activities. Residential,

commercial, and golf course landscaping exists adjacent to these corridors. There are scattered and isolated native plants and landscaped plants along the roads, including blue palo verde (*Cercidium floridum*) and honey mesquite (*Prosopis glandulosa*), as well as non-native palm trees and non-native grasses.

Agriculture – Active

The PSA supports small isolated areas of active agricultural lands, most of which are growing alfalfa or are currently fallow. Irrigation canals and head ditches are common. These lands have been used for agriculture for many years and are mostly surrounded by residential areas.

Agriculture – Remnant

The PSA supports small isolated areas of remnant agricultural lands that have not been farmed recently but remain highly disturbed. Vegetation is scattered and common species include Russian thistle (*Salsola tragus*), halogeton salt brush (*Halogeton glomeratus*), Mediterranean grass (*Schismus arabicus* and *S. barbatus*), red brome (*Bromus madritensis* ssp. *rubens*), fiddleneck (*Amsinckia* spp.), and plantago (*Plantago* spp.).

Table D-1 Common Plant Species Potential Occurrence in Isolated Disturbed / Native Habitats in the Vicinity of the Project Study Area¹		
Common Name	Scientific Name	Ecosystem
Triangleleaf bursage	<i>Ambrosia deltoidea</i>	Sonoran Desertscrub, Sonoran Riparian
White bursage	<i>Ambrosia dumosa</i>	Sonoran Desertscrub
Fiddlehead	<i>Amsinckia intermedia</i>	Sonoran Riparian
Purple three-awn	<i>Aristida purpurea</i>	Sonoran Desertscrub
Four-wing saltbush	<i>Atriplex canescens</i>	Sonoran Desertscrub
All scale	<i>Atriplex polycarpa</i>	Sonoran Desertscrub
Datura	<i>Datura stramonium</i>	Sonoran Riparian
Englemann's hedgehog cactus	<i>Echinocereus englemannii</i>	Sonoran Desertscrub
Brittlebush	<i>Encelia farinosa</i>	Sonoran Desertscrub, Sonoran Riparian
Skeletonweed	<i>Eriogonum deflexum</i>	Sonoran Desertscrub
Filaree	<i>Erodium cicutarium</i>	Sonoran Desertscrub
Barrel cactus	<i>Ferocactus wislizenii</i>	Sonoran Desertscrub
Ocotillo	<i>Fouquieria splendens</i>	Sonoran Desertscrub
Rhatany	<i>Krameria parviflora</i>	Sonoran Desertscrub, Sonoran Riparian
Creosote bush	<i>Larrea tridentata</i>	Sonoran Desertscrub, Sonoran Riparian
Wolfberry	<i>Lycium spp.</i>	Sonoran Desertscrub, Sonoran Riparian

Table D-1
Common Plant Species
Potential Occurrence in Isolated Disturbed / Native Habitats in the Vicinity of the
Project Study Area¹

Common Name	Scientific Name	Ecosystem
Little fishhook cactus	<i>Mammillaria thornberi</i>	Sonoran Desertscrub
Teddybear cholla	<i>Opuntia bigelovii</i>	Sonoran Desertscrub
Prickly pear cactus	<i>Opuntia engelmannii</i>	Sonoran Desertscrub
Jumping cholla	<i>Opuntia fulgida</i>	Sonoran Desertscrub
Desert mistletoe	<i>Phoradendron californicum</i>	Sonoran Desertscrub
Galleta grass	<i>Pleuraphis jamesii</i>	Sonoran Desertscrub, Sonoran Riparian
Mesquite	<i>Prosopis spp.</i>	Sonoran Riparian
Bladdersage	<i>Salazaria mexicana</i>	Sonoran Desertscrub
Russian thistle	<i>Salsola iberica</i>	Sonoran Desertscrub, Sonoran Riparian
London rocket	<i>Sisymbrium irio</i>	Sonoran Desertscrub, Sonoran Riparian
Globe mallow	<i>Sphaeralcea spp.</i>	Sonoran Desertscrub, Sonoran Riparian

¹ Brown 1994

Wildlife

Wildlife resources within the PSA are predominantly associated with agricultural land and disturbed or landscaped habitats. Species occurrence, abundance, and distribution are strongly influenced by the presence of surface water, topography, and habitat types within and surrounding the PSA.

Several common species of birds were observed in the PSA while conducting the field reconnaissance including turkey vulture (*Cathartes aura*), mourning dove (*Zenaida macroura*), white-winged dove (*Zenaida asiatica*), horned lark (*Eremophila alpestris*), northern mockingbird (*Mimus polyglottos*), greater roadrunner (*Geococcyx californianus*), Gambel's quail (*Callipepla gambelii*), great blue heron (*Ardea herodias*), green heron (*Butorides virescens*), red-winged blackbird (*Agelaius phoeniceus*), great-tailed grackle (*Quiscalus mexicanus*), killdeer (*Charadrius vociferus*), lesser nighthawk (*Chordeiles acutipennis*), and red-tailed hawk (*Buteo jamaicensis*). Other wildlife observed included black-tailed jackrabbit (*Lepus californicus*), coyote (*Canis latrans*), and Mohave rattlesnake (*Crotalus scutulatus*).

Tables D-2, D-3, and D-4 present lists of common mammals, birds, reptiles, and amphibians that may occur or that have been observed within Maricopa County within habitats similar to those in the PSA, including native desert habitats that are immediately adjacent to the PSA but would not be disturbed by the Project.

Mammals

Most mammalian species likely to be present are small, inconspicuous, largely nocturnal species of rodents and bats. Desert-adapted rodents include pocket mice and kangaroo rats and several species of bats could be present. Medium-sized mammals that could be found in the PSA include desert cottontail (*Sylvilagus auduboni*), black-tailed jackrabbits (*Lepus californicus*), coyote (*Canis latrans*), gray fox (*Urocyon cinereoargenteus*), bobcat (*Felis rufus*), and badger (*Taxidae taxus*). Large mammals are not expected to occur. **Table D-2** presents a more comprehensive list of mammalian species that may occur in the area.

Migratory Birds

Most bird species likely to be present are considered migratory birds and are associated with agricultural and urbanized land uses within the Sonoran Desertscrub community type, as well as nearby manmade ponds and lakes. The majority of the birds present during any given season are small songbirds and raptors like the mourning dove and red-tailed hawk (**Table D-3**). However, numerous species of water birds have also been observed in the area because they are attracted to the canals, ditches and urban lakes that are within the PSA.

Amphibians and Reptiles

Relatively undisturbed desert habitats represent the best habitat for reptiles, although some species could be found in agricultural or other disturbed areas. Water resources are very limited in the PSA, as are reptiles and amphibians. **Table D-4** presents a list of amphibian and reptilian species that could be present in the vicinity of the PSA.

Table D-2 Mammal Species Potential Occurrence in the Vicinity of the Project Study Area¹	
Common Name	Scientific Name
Harris' antelope squirrel	<i>Ammospermophilus harrisi</i>
Pallid bat	<i>Antrozous pallidus</i>
Ringtail	<i>Bassariscus astutus</i>
Coyote	<i>Canis latrans</i>
Mexican long-tongued bat	<i>Choeronycteris mexicana</i>
Desert kangaroo rat	<i>Dipodomys deserti</i>
Merriam's kangaroo rat	<i>Dipodomys merriami</i>
Big brown bat	<i>Eptesicus fuscus</i>
Spotted bat	<i>Euderma maculatum</i>
Western mastiff bat	<i>Eumops perotis</i>
Mountain lion	<i>Felis concolor</i>
Bobcat	<i>Felis rufus</i>
Red bat	<i>Lasiurus borealis</i>

Table D-2
Mammal Species
Potential Occurrence in the Vicinity of the Project Study Area¹

Common Name	Scientific Name
Hoary bat	<i>Lasiurus cinereus</i>
Southern yellow bat	<i>Lasiurus ega xanthinus</i>
Mexican long-nosed bat	<i>Leptonycteris nivalis</i>
Black-tailed jackrabbit	<i>Lepus californicus</i>
Hooded skunk	<i>Mephitis macroura</i>
Striped skunk	<i>Mephitis mephitis</i>
California myotis	<i>Myotis californicus</i>
Fringed myotis	<i>Myotis thysanodes</i>
Cave myotis	<i>Myotis velifer</i>
Yuma myotis	<i>Myotis yumanensis</i>
White-throated woodrat	<i>Neotoma albigula</i>
Desert wood rat	<i>Neotoma lepida</i>
Desert shrew	<i>Notiosorex crawfordi</i>
Desert Mule deer	<i>Odocoileus hemionus crooki</i>
Muskrat	<i>Ondatra zibethicus</i>
Southern grasshopper mouse	<i>Onychomys torridus</i>
Collared peccary	<i>Pecari tajacu</i>
Arizona pocket mouse	<i>Perognathus amplus</i>
Bailey's pocket mouse	<i>Perognathus baileyi</i>
Long-tailed pocket mouse	<i>Perognathus formosus</i>
Rock pocket mouse	<i>Perognathus intermedius</i>
Little pocket gopher	<i>Perognathus longimembris</i>
Desert pocket mouse	<i>Perognathus penicillatus</i>
Brush mouse	<i>Peromyscus boylii</i>
Cactus mouse	<i>Peromyscus eremicus</i>
Deer mouse	<i>Peromyscus maniculatus</i>
Western pipistrelle	<i>Pipistrellus Hesperus</i>
Townsend's big-eared bat	<i>Plecotus townsendii</i>
Raccoon	<i>Procyon lotor</i>
Western harvest mouse	<i>Reithrodontomys megalotis</i>
Arizona gray squirrel	<i>Sciurus arizonensis</i>
Arizona cotton rat	<i>Sigmodon arizonae</i>
Round-tailed ground squirrel	<i>Spermophilus tereticaudus</i>
Rock squirrel	<i>Spermophilus variegatus</i>
Western spotted skunk	<i>Spilogale gracilis</i>
Desert cottontail	<i>Sylvilagus audubonii</i>
American free-tailed bat	<i>Tadarida brasiliensis</i>
Pocketed free-tailed bat	<i>Tadarida femorosacca</i>

**Table D-2
Mammal Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Common Name	Scientific Name
Big free-tailed bat	<i>Tadarida macrotis</i>
Badger	<i>Taxidea taxus</i>
Botta's pocket gopher	<i>Thomomys bottae</i>
Gray fox	<i>Urocyon cinereoargenteus</i>
Kit fox	<i>Vulpes macrotis</i>

¹ D.F. Hoffmeister. 1986. Mammals of Arizona. University of Arizona Press

**Table D-3
Bird Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Common Name	Scientific Name
Cooper's hawk	<i>Accipiter cooperii</i>
Sharp-shinned hawk	<i>Accipiter striatus</i>
Red-winged blackbird	<i>Agelaius phoeniceus</i>
Sage sparrow	<i>Amphispiza belli</i>
Black-throated sparrow	<i>Amphispiza bilineata</i>
Cinnamon teal	<i>Anas cyanoptera</i>
Mallard	<i>Anas platyrhynchos</i>
Black-chinned hummingbird	<i>Archilochus alexandri</i>
Great egret	<i>Ardea alba</i>
Great blue heron	<i>Ardea herodias</i>
Verdin	<i>Auriparus flaviceps</i>
Cedar waxwing	<i>Bombycilla cedrorum</i>
Great horned owl	<i>Bubo virginianus</i>
Cattle egret	<i>Bubulcus ibis</i>
Zone-tailed hawk	<i>Buteo albonotatus</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Ferruginous hawk	<i>Buteo regalis</i>
Swainson's hawk	<i>Buteo swainsoni</i>
Green heron	<i>Butorides virescens</i>
Lark bunting	<i>Calamospiza melanocorys</i>
Gambel's quail	<i>Callipepla gambelii</i>
Anna's hummingbird	<i>Calypte anna</i>
Costa's hummingbird	<i>Calypte costae</i>
Cactus wren	<i>Campylorhynchus brunneicapillus</i>
Northern cardinal	<i>Cardinalis cardinalis</i>
Pyrrhuloxia	<i>Cardinalis sinuatus</i>
Lesser goldfinch	<i>Carduelis psaltria</i>
House finch	<i>Carpodacus mexicanus</i>

**Table D-3
Bird Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Turkey vulture	<i>Cathartes aura</i>
Killdeer	<i>Charadrius vociferus</i>
Lark sparrow	<i>Chondestes grammacus</i>
Lesser nighthawk	<i>Chordeiles acutipennis</i>
Northern harrier	<i>Circus cyaneus</i>
Red-shafted northern flicker	<i>Colaptes cafer</i>
Gilded flicker	<i>Colaptes chrysoides</i>
Rock dove	<i>Columba livia</i>
Inca dove	<i>Columbina inca</i>
Common ground-dove	<i>Columbina passerine</i>
Western wood-pewee	<i>Contopus sordidulus</i>
Common raven	<i>Corvus corax</i>
Yellow-rumped warbler	<i>Dendroica coronata</i>
Black-throated gray warbler	<i>Dendroica nigrescens</i>
Yellow warbler	<i>Dendroica petechia</i>
Snowy egret	<i>Egretta thula</i>
Pacific-slope flycatcher	<i>Empidonax difficilis</i>
Dusky flycatcher	<i>Empidonax oberholster</i>
Cordilleran flycatcher	<i>Empidonax occidentalis</i>
Gray flycatcher	<i>Empidonax wrightii</i>
Horned lark	<i>Eremophila alpestris</i>
Brewer's blackbird	<i>Euphagus cyanocephalus</i>
American kestrel	<i>Falco sparverius</i>
American coot	<i>Fulica americana</i>
Common moorhen	<i>Gallinula chloropus</i>
Greater roadrunner	<i>Geococcyx californianus</i>
Blue grosbeak	<i>Guiraca carulea</i>
Cliff swallow	<i>Hirundo pyrrhonota</i>
Barn swallow	<i>Hirundo rustica</i>
Northern oriole	<i>Icterus bullockii</i>
Hooded oriole	<i>Icterus cucullatus</i>
Bullock's oriole	<i>Icterus galbula</i>
Dark-eyed junco	<i>Junco hyemalis</i>
Loggerhead shrike	<i>Lanius ludovicianus</i>
Gila woodpecker	<i>Melanerpes uropygialis</i>
Lincoln's sparrow	<i>Melospiza lincolnii</i>
Song sparrow	<i>Melospiza melodia</i>
Elf owl	<i>Micrathene whitneyi</i>
Northern mockingbird	<i>Mimus polyglottos</i>
Bronzed cowbird	<i>Molothrus aeneus</i>

Exhibit D—Biological Resources

**Table D-3
Bird Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Brown-headed cowbird	<i>Molothrus ater</i>
Ash-throated flycatcher	<i>Myiarchus cinerascens</i>
Brown-crested flycatcher	<i>Myiarchus tyrannulus</i>
Black-crowned night-heron	<i>Nycticorax nycticorax</i>
MacGillivray's warbler	<i>Oporornis tolmiei</i>
Sage thrasher	<i>Oreoscoptes montanus</i>
Western screech owl	<i>Otus kennicottii</i>
Harris' hawk	<i>Parabuteo unicinctus</i>
House sparrow	<i>Passer domesticus</i>
Phainopepla	<i>Phainopepla nitens</i>
Double-crested cormorant	<i>Phalacrocorax auritus</i>
Common poorwill	<i>Phalaenoptilus nuttallii</i>
Black-headed grosbeak	<i>Pheucticus melanocephalus</i>
Ladder-backed woodpecker	<i>Picoides scalaris</i>
Abert's towhee	<i>Pipilo aberti</i>
Green-tailed towhee	<i>Pipilo chlorurus</i>
Spotted towhee	<i>Pipilo erythrophthalmus</i>
Canyon towhee	<i>Pipilo fuscus</i>
Western tanager	<i>Piranga ludoviciana</i>
Pied-billed grebe	<i>Podilymbus podiceps</i>
Blue-gray gnatcatcher	<i>Polioptila caerulea</i>
Black-tailed gnatcatcher	<i>Polioptila melanura</i>
Vesper sparrow	<i>Poocetes gramineus</i>
Vermillion flycatcher	<i>Pyrocephalus rubinus</i>
Great-tailed grackle	<i>Quiscalus mexicanus</i>
Ruby-crowned kinglet	<i>Regulus calendula</i>
Rock wren	<i>Salpinctes obsoletus</i>
Black phoebe	<i>Sayornis nigricans</i>
Say's phoebe	<i>Sayornis saya</i>
Rufus hummingbird	<i>Selasphorus rufus</i>
Western bluebird	<i>Sialia mexicana</i>
Brewer's sparrow	<i>Spizella breweri</i>
Chipping sparrow	<i>Spizella passerine</i>
Northern rough-winged swallow	<i>Stelgidopteryx serripennis</i>
Western meadowlark	<i>Sturnella neglecta</i>
European starling	<i>Sturnus vulgaris</i>
Tree swallow	<i>Tachycineta bicolor</i>
Violet-green swallow	<i>Tachycineta thalassina</i>
Bewick's wren	<i>Thryomanes bewickii</i>
Bendire's thrasher	<i>Toxostoma bendirei</i>

**Table D-3
Bird Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Curve-billed thrasher	<i>Toxostoma curvirostre</i>
House wren	<i>Troglodytes aedon</i>
American robin	<i>Turdus migratorius</i>
Western kingbird	<i>Tyrannus verticalis</i>
Barn owl	<i>Tyto alba</i>
Orange-crowned warbler	<i>Vermivora celata</i>
Lucy's warbler	<i>Vermivora luciae</i>
Nashville warbler	<i>Vermivora ruficapilla</i>
Virginia's warbler	<i>Vermivora virginiae</i>
Bell's vireo	<i>Vireo bellii</i>
Warbling vireo	<i>Vireo gilvus</i>
Wilson's warbler	<i>Wilsonia pusilla</i>
White-winged dove	<i>Zenaida asiatica</i>
Mourning dove	<i>Zenaida macroura</i>
White-crowned sparrow	<i>Zonotrichia leucophrys</i>
¹ Corman and Wise-Gervais 2005	

**Table D-4
Reptile and Amphibian Species
Potential Occurrence in the Vicinity of the Project Study Area¹**

Common Name	Scientific Name
Arizona glossy snake	<i>Arizona elegans noctivaga</i>
Sonoran desert toad	<i>Bufo alvarius</i>
Great plains toad	<i>Bufo cognatus</i>
Red-spotted toad	<i>Bufo punctatus</i>
Zebra tail lizard	<i>Callisaurus draconoides</i>
Banded sand snake	<i>Chilomeniscus cinctus</i>
Western shovel-nosed snake	<i>Chionactis occipitalis</i>
Gila spotted whiptail	<i>Cnemidophorus flagellicaudus</i>
Western whiptail	<i>Cnemidophorus tigris</i>
Desert banded gecko	<i>Coleonyx variegatus variegatus</i>
Western diamondback rattlesnake	<i>Crotalus atrox</i>
Sonoran sidewinder	<i>Crotalus cerastes cercobombus</i>
Speckled rattlesnake	<i>Crotalus mitchellii pyrrhus</i>
Black-tailed rattlesnake	<i>Crotalus molossus</i>
Mojave rattlesnake	<i>Crotalus scutulatus</i>
Arizona black rattlesnake	<i>Crotalus viridis cerberus</i>
Common collared lizard	<i>Crotaphytus collaris</i>
Western collared lizard	<i>Crotaphytus collaris baileyi</i>

Table D-4
Reptile and Amphibian Species
Potential Occurrence in the Vicinity of the Project Study Area¹

Common Name	Scientific Name
Desert iguana	<i>Dipsosaurus dorsalis</i>
Large spotted leopard lizard	<i>Gambelia wislizenii wislizenii</i>
Desert tortoise	<i>Gopherus agassizii</i>
Gila monster	<i>Heloderma suspectum</i>
Canyon tree frog	<i>Hyla arenicolor</i>
Night snake	<i>Hypsiglena torquata</i>
Sonoran mud turtle	<i>Kinosternon sonoriense</i>
Common kingsnake	<i>Lampropeltis getula</i>
Western blind snake	<i>Leptotyphlops humilis</i>
Rosy boa	<i>Lichanura trivirgata</i>
Red coachwhip	<i>Masticophis flagellum piceus</i>
Arizona coral snake	<i>Micruroides euryxanthus</i>
Desert horned lizard	<i>Phrynosoma platyrhinos</i>
Desert horned lizard	<i>Phrynosoma platyrhinos calidiarum</i>
Regal horned lizard	<i>Phrynosoma solare</i>
Saddled leaf-nosed snake	<i>Phyllorhynchus browni</i>
Western leaf-nosed snake	<i>Phyllorhynchus decurtatus perkinsi</i>
Sonoran gopher snake	<i>Pituphis melanoleucus affinis</i>
Bullfrog	<i>Rana catesbeiana</i>
Western long-nosed snake	<i>Rhinocheilus lecontei lecontei</i>
Western patch-nosed snake	<i>Salvadora hexalepis</i>
Western chuckwalla	<i>Sauromalus obesus obesus</i>
Couch spadefoot	<i>Scaphiopus couchi</i>
Western spadefoot	<i>Scaphiopus hammondii</i>
Southern spadefoot	<i>Scaphiopus multiplicatus</i>
Sonoran spiny lizard	<i>Sceloporus magister magister</i>
Yellow-backed spiny lizard	<i>Sceloporus magister uniformis</i>
Ground snake	<i>Sonora semiannulata</i>
SW black-headed snake	<i>Tantilla hobartsmithi</i>
Lyre snake	<i>Trimorphodon biscutatus</i>
Spiny softshell	<i>Trionyx spiniferus</i>
Arizona brush lizard	<i>Urosaurus graciosus shannoni</i>
Tree lizard	<i>Urosaurus ornatus</i>
Side-blotched lizard	<i>Uta stansburiana</i>

¹ Stebbins, R.C. 1985. A Field Guide to Western Reptiles and Amphibians. Peterson Field Guides.

Invasive Weed Species and Noxious Weeds

Non-native, weedy, and crop species typically dominate remnant agricultural lands and other disturbed and unmaintained areas. It is possible that invasive weed species and/or noxious weeds are present in disturbed areas, but none were detected during reconnaissance surveys. Common weed species in the PSA that are not included in the state's noxious weed list include filaree (*Erodium cicutarium*) and Russian thistle (*Salsola tragus*).

Potential Effects

The following sections address the potential effects from development of the various Project components to the biological resources that are likely to occur within the PSA.

Schrader Substation South to the Tribal Boundary

Preferred Route

General Vegetation

Direct Impacts

The Project would result in temporary impacts from pads, access roads, and pulling/tensioning sites within the ROW along approximately 2.90 miles of Disturbed Urban Habitat. The Project would permanently impact only those areas associated with pole locations. With implementation of SRP's proposed measures described in Exhibit C, there would be no expected change in species composition and very little impact to the vegetation communities at the actual pole locations as a result of construction or operation. Therefore, the Preferred Route would have a minor direct impact on ecosystems and biological communities.

Indirect Impacts

Potential indirect impacts on vegetation communities could include introduction of invasive weed species, which can out-compete native or other desirable vegetation. Implementation of SRP's proposed measures listed in **Table C-2** would minimize or eliminate any potential for the introduction of invasive weed species into the area.

Cumulative Impacts

Agricultural, residential, commercial and industrial development, along with its associated roads and infrastructure, has converted and degraded areas of natural vegetation (wildlife habitat) in the PSA. The Preferred Route would permanently impact a very small area and the majority of the project-related impacts would be temporary and short-term in nature. Therefore, the Preferred Route would result in a negligible cumulative impact on vegetation.

Invasive Weed Species and Noxious Weeds

The spread of invasive weed species and/or noxious weeds is not likely to occur as a result of construction due to the lack of noxious weeds observed during field reconnaissance. The majority of the Preferred Route is within an existing railroad ROW.

As mitigation, all heavy equipment from other geographic areas utilized during construction would be washed prior to arrival on site. This would ensure that weed seed from a different area is not transported into the PSA.

General Wildlife

Direct Impacts

The Preferred Route would result in the temporary and permanent disturbance of low quality wildlife habitat (Disturbed Urban Habitat, Active and Remnant Agriculture) along approximately 2.90 miles of ROW in the PSA. Construction-related impacts would be temporary and short-term, and may include the temporary loss of habitat and displacement of resident wildlife species along the Preferred Route, possible injury or death of small burrowing reptiles or mammals during ground-disturbing activities, temporary impacts on wildlife movement, and noise-related disturbance. With implementation of SRP's proposed measures, direct impacts on wildlife associated with the Preferred Route would be short-term and minor. Operation of the facilities would include periodic maintenance activities along existing disturbed areas; because of this, direct impacts to wildlife are expected to be very minimal.

Indirect Impacts

During operation of the line, there could be a potential for increased raptor roost sites on poles, which can increase predation rates on certain prey species. This impact is expected to be minimal.

Cumulative Impacts

Agricultural development, housing and industrial development, road development, and other related infrastructure has converted and degraded areas of natural vegetation (wildlife habitat) in the PSA. The Preferred Route would permanently impact a very small area and the majority of the project-related impacts would be temporary and short-term in nature. Therefore, the Preferred Route would result in a negligible cumulative impact on wildlife.

Migratory Birds

If construction occurs during the breeding season (approximately February 1 to August 31), a pre-construction nest survey would be conducted 30 days prior to construction by a qualified biologist and active nests would be avoided. Therefore, there would be no impacts to active nests. The transmission line would be constructed following industry

practices aimed at reducing avian electrocutions, thereby significantly reducing electrocution risk to raptors and other migratory birds (APLIC 2006 and 2012).

The lines could create a slight collision risk to birds. However, due to the degraded nature of the habitats, the amount of industrial, residential, and commercial development in the Project area, and the lack of high quality foraging and migration areas in the Project area, this risk would be low and would represent a minor adverse impact on these species. The presence of irrigation infrastructure and man-made lakes in residential areas to the east and west of the Project tend to attract waterfowl and shorebirds. This may increase the potential for avian-line interactions for birds making localized movements between water features and roost sites. To minimize risk to migratory birds, the lines will be constructed following industry suggested practices aimed at reducing avian collisions and electrocutions (APLIC 2006 and 2012). If avian line interactions become an issue, SRP will move quickly to evaluate the issue and craft a solution using appropriate state-of-the-art measures.

Arizona Avenue Alternative Route

The nature of potential impacts for vegetation and wildlife are similar to those described for the Preferred Alternative, but slightly greater because the route is 3.43 miles long (0.53 miles longer than the Preferred Route).

Railroad to Arizona Avenue Alternative Route

The nature of potential impacts for vegetation and wildlife are similar to those described for the Preferred Alternative, but slightly greater because the route is 3.11 miles long (0.21 miles longer than the Preferred Route).

New RS-28 Substation and Associated Transmission

The RS-28 substation site is located in an existing parking lot; therefore there would be no impacts to biological communities. The associated transmission line is located entirely within an existing agricultural field. Any crop plantings will have been removed from the site prior to construction. Active agricultural lands may provide some non-native habitat for wildlife, but use of the site for the short 0.61-mile transmission line will result in only minor impacts to the biological community.

New RS-27 Substation

The RS-27 substation site is located entirely within an existing agricultural field. Any crop plantings will have been removed from the site prior to construction. Active agricultural lands may provide some non-native habitat for wildlife, but use of the site for the substation will result in only minor impacts to the biological community.

References

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Exhibit E

EXHIBIT E

**SCENIC AREAS, HISTORIC SITES AND STRUCTURES,
ARCHAEOLOGICAL SITES**

As stated in Arizona Corporation Commission Rules of Practice and Procedure R14-3-219:

“Describe any existing scenic areas, historic sites and structures or archaeological sites in the vicinity of the proposed facilities and state the effects, if any, the proposed facilities will have thereon.”

VISUAL RESOURCES

Sensitive Viewpoints

Sensitive viewpoints consist of locations from which a significant number of individuals having some regard for the integrity of visual resources would view a landscape and be exposed to Project implementation. Potential sensitive viewpoints in the Project Study Area (PSA) occur along transportation corridors, within proximity to residential and commercial land use areas.

The transportation corridors along the routes include the Union Pacific Railroad (UPRR), Arizona Avenue, Ocotillo Road and Riggs Road. Viewer sensitivity is based on the importance of features, conditions that affect visual perception and social factors that contribute to view perception.

Visual quality is the visual pattern created by the combination of natural character landscapes and industrial and artificial features. Visual quality was evaluated using the following descriptions:

- Natural – the landscape exhibits distinctive and memorable natural visual features (landforms, rock outcrops, etc.) and patterns (vegetation/open space) that are largely undisturbed, usually a rural or open space setting. Few human-made development or disturbances are present.
- Rural – the landscape consists of natural and human-made features/patterns, often the result of altering the landscape for farming or mineral extraction. These areas may not be visually distinct or unusual in the region.
- Mixed Residential and Commercial – the landscape is primarily human-made and affected by elements common to the built environment of mixed residential and commercial and industrial areas. Human elements are prevalent or landscape modifications exist, which do not compatibly blend with the natural surroundings.

Existing Conditions and Potential Effects

Ten representative sensitive viewpoints, or Key Observation Points (KOPs), were selected within the PSA to depict existing visual quality. Photos were taken during field reconnaissance in December 2014. The locations of the KOPs are depicted on **Figures E-**

1. The existing conditions of each KOP are described below and shown in **Figures E-2 through E-11**.

Potential effects to visual resources relate to changes in available views of the landscape and the effects of those changes on viewers. Potential effects were evaluated based on a combination of contrasts between natural, rural and mixed residential and commercial use levels of visual quality and the levels of viewer sensitivity.

Visual resources would be affected by introducing the proposed transmission line into the existing landscape. The transmission structures introduce straight, vertical lines and color contrast under certain lighting conditions. The effects of introducing these elements into the landscape would be apparent when viewed from sensitive viewpoints.

Long-term effects to the visual quality of the landscape would result primarily from the addition of 230kV structures into the characteristic landscapes. Predominant viewers in the PSA include residents and travelers on transportation corridors.

Visual effects associated with each of the KOPs are described below and also shown in **Figures E-2 to E-11**.

Schrader South to the Tribal Boundary

Preferred Route

KOP 1 (**Figure E-2**) is located ¼ mile north of Chandler Heights Road looking north along the Union Pacific Railroad (UPRR) between node (N) 1 and N2. An existing 69 kilovolt (kV) transmission line runs along the west side of the railroad. The residential developments in the photograph are a component of Fulton Homes and Pinelake Estates. The landscape adjacent to the UPRR right-of-way (ROW) in this area is dominated by residential land use and the visual quality is classified as in Mixed Residential and Commercial character.

As depicted in **Figure E-2**, an existing 69kV transmission line would be removed along the west side of the railroad and underbuilt on the new 230kV line. The new transmission line would be a visual addition to the landscape due to the increase in height. However, the line would share ROW with the railroad and the post construction view would look similar to the existing view except the new poles would be taller but there would be fewer poles.

KOP 2 (**Figure E-3**) is located ¼ mile north of Riggs Road looking north along the UPRR, just north of N2. An existing 69kV transmission line runs along the west side of the railroad. The Bear Creek Golf course is located on the east side of the railroad and an industrial plant is visible on the west side of the railroad. The landscape adjacent to the UPRR in this area is dominated by mixed recreational, residential, commercial and industrial land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-3**, an existing 69kV transmission line would be removed along the west side of the railroad and underbuilt on the new 230kV line. The new transmission

line would be a visual addition to the adjacent landscape due to the increase in height. However, the line would share ROW with the railroad and the post construction view would look similar to the existing view except the new poles would be taller but there would be fewer poles.

KOP 3 (**Figure E-4**) is located just south of Riggs Road looking south along the UPRR, just south of N2. An existing distribution line can be seen crossing the railroad. Single family residential and industrial buildings are visible on both sides of the railroad. The adjacent landscape in this area is dominated by mixed residential, commercial and industrial land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-4**, the new transmission line would be a visual addition to the landscape. The line would share ROW with the railroad so there is an existing linear feature but the new line would be an additional vertical addition to the landscape.

KOP 4 (**Figure E-5**) is located ½ mile north of Hunt Highway looking southeast along the UPRR between N2 and N3. Large lot residential developments are visible on both sides of the railroad. The landscape in this area is dominated by residential land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-5**, the new transmission line would be a visual addition to the landscape. The line would share ROW with the railroad so there is an existing linear feature but the new line would be an additional vertical addition to the landscape. However, the railroad corridor is wider in this area, with a vegetated buffer.

Arizona Avenue Alternative Route

KOP 5 (**Figure E-6**) is located at the intersection of Ocotillo Road and the UPRR looking west along Ocotillo Road, north of N1. Commercial and retail developments are visible on both sides of Ocotillo Road. This area receives high vehicle traffic along Ocotillo Road. The landscape in this area is dominated by commercial land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-6**, the new transmission line would be a visual addition to the landscape. This area receives high vehicle traffic along Ocotillo Road. The surrounding area is characterized by commercial land uses.

KOP 6 (**Figure E-7**) is located at Arizona Avenue just south of Chandler Heights Road looking south, between N1 and N4. The west side of Arizona Avenue is residential with some commercial, while the east side is predominately commercial and industrial. The existing distribution lines are on the east side of Arizona Avenue. The landscape in this area is dominated by industrial, residential and commercial land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-7**, existing distribution lines would be removed along the east side of the Arizona Avenue and underbuilt on the new 230kV line. The new transmission line would be a visual addition to the landscape due to the increase in height. The post

construction view would eliminate the distribution line, which is more poles, and the new poles would be taller but there would be fewer poles. This is a road with high traffic volume and industrial and commercial land uses along the east side of Arizona Avenue and residential on the west side of the road.

KOP 7 (**Figure E-8**) is located at Arizona Avenue ¼ mile north of Hunt Highway looking north, between N4 and N5. Existing distribution lines are visible on the east side of Arizona Avenue. The landscape in this area is dominated by commercial and industrial on the east side of Arizona Avenue and residential land use on the west side of Arizona Avenue and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-8**, existing distribution lines would be removed along the east side of the Arizona Avenue and underbuilt on the new 230kV line. The new transmission line would be a visual addition to the landscape due to the increase in height. The post construction view would eliminate the distribution line, which is more poles, and the new poles would be taller but there would be fewer poles. This is a road with high traffic volume and industrial and commercial land uses along the east side of Arizona Avenue and residential on the west side of the road.

KOP 8 (**Figure E-9**) is located at Arizona Avenue ¼ mile north of Hunt Highway looking south, between N4 and N5. Commercial buildings are visible on both sides of Arizona Avenue and existing distribution line is on the east side of Arizona Avenue. The landscape in this area is dominated by commercial and industrial on the east side of Arizona Avenue and residential land use on the west side of Arizona Avenue and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-9**, existing distribution lines would be removed along the east side of the Arizona Avenue and underbuilt on the new 230kV line. The new transmission line would be a visual addition to the landscape due to the increase in height. The post construction view would eliminate the distribution line, which is more poles, and the new poles would be taller but there would be fewer poles. This is a road with high traffic volume and industrial and commercial land uses along the east side of Arizona Avenue and residential on the west side of the road.

New RS-28 Substation and Associated Transmission

KOP 9 (**Figure E-10**) is located at the intersection of Emerald Drive and Cactus Flower Court in the Sun Lakes community, looking north towards N6 and N7. There is residential on both sides of Cactus Flower Court and industrial facilities can be seen on the north side of the Sun Lakes perimeter wall. The landscape in this area is dominated by residential land use and the visual quality classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-10**, the new transmission line would be visible but the view shed consists of industrial facilities and with the existing topography and tall vegetation, the visual impact would be minimal.

KOP 10 (**Figure E-11**) is located at the intersection of Emerald Drive and Copper Drive in the Sun Lakes community, looking north towards N6 and N7. Residences are visible on all sides of Copper Drive. The landscape in this area is dominated by residential land use and the visual quality is classified as Mixed Residential and Commercial in character.

As depicted in **Figure E-11**, the new transmission line would be a visual addition to the landscape due to the increase in height, and the new transmission line would be visible but the view shed consists of industrial facilities and with the existing topography and tall vegetation the visual impact would be minimal.

HISTORIC AND ARCHEOLOGICAL SITES

A Class I cultural resources overview was prepared for the Project designed to provide a basis to evaluate the proposed Project alignments and consult with agencies, as necessary, on potential mitigation requirements. This Exhibit presents the Class I overview. A Class III survey, which, by definition, covers 100% of the area of potential effect will be completed for any areas not previously surveyed following approval of an alignment and prior to construction activities.

Cultural Setting

The generally accepted cultural history of the Project area shows that human utilization of Southern Arizona spans the last 11,500 years. Nine main chronological periods (Paleo-Indian, Archaic, Early Formative, Pioneer, Colonial, Sedentary, Classic, Protohistoric, and Historic) have been archaeologically recognized, and each is characterized by different social and cultural attributes.

Paleoindian Period

The earliest known record of human habitation in Arizona's desert regions dates to approximately 12,000 years (Haury 1950). These Paleoindian hunters-gatherers were highly mobile, and surface cultural remains associated with their habitation and subsistence sites are rare, as Paleoindian cultural materials are often buried deep beneath Holocene sedimentary deposits.

The Paleoindian period, approximately 10,000 to 8,500 B.C., is characterized by small, nomadic bands that followed megafauna and gathered wild plants. Sites from this period have been documented in southern Arizona (Cordell 1984; Haury 1950; Haynes 1986; Huckell 1984). The subsistence practices of early hunter-gatherers changed approximately 10,000 to 8000 B.C. with the extinction of large game, as well as with the environmental changes associated with the Pleistocene/Holocene climatic transition (Guthrie 2006; Martin 1967). The overall lifestyle of the early hunter-gatherers continued into the Archaic period (ca. 8000 to 200 B.C.), but increased aridity during the early- to mid-Holocene brought about a change in the occurrence of plant species in the Southwest (Van Devender et al. 1987). Many of these drought-tolerant plants, such as mesquite, palo verde, and screwbean pods; saguaro and other cactus fruits; and agave, were exploited by prehistoric

peoples. These plants provided a protein-rich food source that supplemented the Archaic diet of small game.

Evidence of occupation during the Paleo-Indian period (ca. 10,000–8,500 B.C.) and Early Archaic periods (ca. 8,500–5000 B.C.) has been elusive in the middle Gila River area (Huckell 1984a, 1984b).

Archaic Period

The Early Archaic period, approximately 7500 to 5000 B.C., is characterized by a hunting and gathering lifestyle, similar to the preceding Paleoindian period. A major difference however was a climatic drying and warming trend leading to desert conditions, and the disappearance of Pleistocene big game, through natural or human agents. Hunting focused on modern game animals and gathering focused on seasonally available resources, with Archaic groups maintaining a significant degree of residential mobility. As the Archaic period progressed (Middle Archaic, ca. 5000 to 2000 B.C.), some populations began to experiment with encouraged plants. Various wild plant resources were encouraged through selective planting or reseeding, weeding of competitor species, and supplemental watering. Tools identified during the Archaic period such as metates, manos, and mortars demonstrate a significant focus on processing wild plant foods. Small seasonally occupied villages were present, but larger more permanent villages did not develop until the Late Archaic period.

The Late Archaic, approximately 2000 B.C. to A.D. 1, is a period of less mobility. Encouraged plants began to give way to small-scale horticulture, especially with the introduction of domestic cultigens. Maintaining small fields and crops meant that Late Archaic populations along floodplains and alluvial fans began to assemble into permanent villages. Sites of this type are known from the Tucson area, the Casa Grande area, and the Phoenix area. Experimentation with domestic cultigens from Mexico appeared first in the Tucson area (corn circa. 1700 to 1200 B.C.), which is located closer to the source area for these cultigens. Late Archaic villages are deeply buried under alluvium because of their location on floodplains and alluvial fans.

The first definitive evidence of human habitation along the middle Gila River dates to the Middle Archaic period. Recent work (Bubemyre et al. 1998; Neily et al. 1999; Woodson and Davis 2001) has documented Middle Archaic period sites, and numerous surface finds of projectile points that suggest the widespread use of the Phoenix Basin during this time period (Loendorf and Rice 2004). Beginning around 1500 B.C., during the Late Archaic period, the first agricultural villages were established in the Sonoran Desert, mainly in southern Arizona (Diehl 2003; Mabry 1998; Matson 1991; Sliva 2003). Comparable pre-ceramic semi-sedentary horticultural settlements have not been identified in the middle Gila Valley.

The succeeding Early Ceramic period (approximately A.D. 1–550) is characterized by small seasonally occupied hamlets, and more-widespread use of plain ware pottery in the region. However, pottery was not as widely used as in the later Hohokam occupations, and

the range of types produced was comparatively limited (Garraty 2011; Whittlesey and Ciolek-Torrello 1996). Current evidence suggests that specialized pottery production began by around A.D. 450 in the vicinity of South Mountain (Abbott 2009).

Hohokam Sequence

Garraty (2013) summarizes the Hohokam sequence as many antecedents of Hohokam cultural attributes that imply *in situ* development of Hohokam society from earlier, Archaic period populations (Bayman 2001; Cable and Doyel 1987; Doyel 1991; Wallace 1997; Wallace et al. 1995; Wilcox 1979). The Hohokam sequence begins with the Pioneer period (ca. A.D. 55-/650–700), which is marked by the introduction of decorated pottery (Ciolek-Torrello 1995; Wallace et al. 1995; Whittlesey 1995). Over the next five centuries, residents of the middle Gila River valley manufactured decorated pottery on a large scale and supplied it throughout the Phoenix Basin, including the Salt River valley to the north (Abbott 2009). The Hohokam tradition initially appeared in the Phoenix Basin and was characterized by the development of large-scale irrigation agriculture, red-on-buff pottery, a distinctive iconography, exotic ornaments and artifacts, a cremation mortuary complex, and larger, as well as, more complex settlements (Fish 1989; Howard 2006).

Pioneer Period

The first period of Hohokam development involves a transition in local populations, as opposed to the influx of peoples from Mesoamerica as had been previously believed. During the transition from the Late Archaic to the Pioneer period, populations slowly began to shift their subsistence strategy to focus on a more sedentary, agriculture-dependent way of life. Hunting and gathering available wild foods remained important, but the Hohokam developed a complex water control system that made irrigation agriculture possible. Ceramics first appeared during this period as plainware utilitarian items, and expanded to include many types of decorated wares including: redwares, red-on-gray, and red-on-buff. The Snaketown phase, at the end of the Pioneer period, saw several changes which indicated a growing population, increased trade contacts, and growing complexity: more diverse ceramic vessel forms and designs; expansion of irrigation systems; the presence of ceramic figurines, slate palettes, carved stone bowls, and other ritual and ceremonial items; presence of shell from the Gulf of California; and trade goods from Mesoamerica and the Mogollon rim area.

Colonial Period

During this period, the number, size, type, and complexity of Hohokam sites in the area increased. Pithouses within villages tended to cluster in courtyard groups, probably occupied by extended families, which opened onto communal plaza areas. Numerous large villages contained ballcourts, which are posited to be related to the Mesoamerican game. These ballcourts probably served as a focus for community integration, where peoples from smaller surrounding hamlets would come to trade, renew kinship ties, and take part in various community activities. Smaller villages and subsistence-related sites were increasingly established during this period. Exotic trade items such as macaws and copper

bells from Mesoamerica often overshadow continuing trade with Mogollon Rim and Colorado Plateau populations. By the end of the Colonial period, Hohokam sites were established throughout central and southern Arizona in a variety of environmental settings.

Sedentary Period

Throughout this period, patterns established during the preceding Colonial period were intensified. Economic complexity increased with certain villages specializing in particular crafts. In addition, a possible hierarchical distinction between sites, especially those along shared canal systems, is indicated. Platform mounds began to be constructed during this period, and appear to have served as a type of public architecture possibly associated with hierarchical divisions within villages, with ceremonial activities, or both. As the ballcourt slowly began to go out of use, the focus of community activities began to switch to the platform mound. There are few changes to Hohokam material culture during this time with the exception of the beginnings of platform mounds, adobe/jacal surface structures, and redware.

Classic Period

Most familiar Hohokam traits disappeared or underwent radical changes during this period. Many large villages were abandoned, although, several grew as outlying populations and groups in smaller settlements aggregated with existing communities (or formed new communities) along major watercourses. Pithouses disappeared almost completely and were replaced by surface structures of adobe and masonry, which were often organized into roomblocks, then compounds with the addition of enclosing walls. Platform mounds effectively replaced ballcourts as the focus of community activities. Red-on-buff pottery was replaced by red and polychrome wares. Treatment of the dead changed: inhumation became common while cremation declined. Trade patterns shifted from a Mesoamerican focus to a more northern and eastern focus. As the trade patterns shifted to the north and east, architectural and material culture traits of the Classic period Hohokam were being derived from contact with populations in that region of eastern Arizona and western New Mexico—the Salado culture. The reorganization of Classic period Hohokam architectural and material culture styles into styles that more closely resembled the Salado indicated increased regional interaction between the two groups. In the past it was believed to represent an invasion by Salado peoples, but this is no longer thought to be the case.

There may also be a late/post-Classic Hohokam occupation known as the Polvoron phase. The existence of the phase is still a matter of debate, as well as how it fits into the generally accepted Hohokam chronology. It may extend Hohokam culture into the 16th century, or it may merely represent the end of the Hohokam sequence around A.D. 1450 to 1500. This phase is defined in the archaeological record by the reoccupation of late Classic structures, a return to pithouses, and the end of inhumation burial.

Prehistoric/Historic Period

The Protohistoric period (ca. A.D. 1500–1700) is generally defined as the interval between the end of the Hohokam Classic period and the earliest evidence of Spanish contact (Wells 2006; Whittlesey et al. 1998:185). Unfortunately, archaeological evidence of Protohistoric period occupation has been elusive in southern Arizona, and few archaeological sites in the Project area can be firmly assigned to this time span. Although the relationship between the late Prehistoric inhabitants of the Middle Gila (also known archaeologically as the "Hohokam") and the Pima has been greatly debated, recent evidence have been published that adds multiple lines of evidence to support the Pima oral traditions regarding their past connection and continuous relationship to the Hohokam. The Loendorf et al. (2013) study looked at ethnohistoric and ethnographic data regarding projectile point design, hunting practices, conflicts and warfare, and socioeconomic interactions from the large village site of Sacate. Sacate has been continuously occupied since prior to A.D. 1600, and the Loendorf et al. (2013) study provided additional supporting statements for cultural continuity between the Hohokam and the Akimel O'odham.

The Protohistoric period also saw reoccupation of several prehistoric sites by the Maricopa, Kohatk, or Pima, as well as the development of new settlements. The Jesuit missionary, Father Eusebio Francisco Kino was the first Spanish explorer to provide written accounts of the Gila River area. He was assigned to missionize in the Pimeria Alta (Land of Upper Pimas), a region that today includes northern Mexico and southern Arizona. During Kino's travels, he established many visitas and a few missions from the modern international border to the Gila River region. In addition, his explorations served as an important first step toward an overland route between Sonora, the Pima villages of the Gila River, and settlements along the California coast. Kino visited villages along the Gila River at least six times between 1691 and 1702. During his journeys, Kino mapped and described Pima villages and his interactions with various groups. Kino does not describe irrigation agriculture, so it is suspected that local populations subsisted by floodwater agriculture, hunting, and gathering. By 1744 however, the Pima were growing wheat with irrigation agriculture, and by 1775 irrigated wheat was a major crop in most Pima villages. Throughout the 1700s, the Spanish continued to expand the mission system in southern Arizona and continued to introduce non-native crops, animals, trade goods, religion, and culture.

The Historic period in Arizona dates roughly from 1752 to 1954. The 1752 date was chosen as it represents the founding of the first permanent Spanish settlement in Arizona at Tubac in southern Arizona. Dates of Protohistoric and Historic periods can differ across Arizona, usually based on dates of contact with Europeans and dates of permanent settlement by Europeans. For the purposes of this study, the aforementioned dates will be used.

According to the National Parks Service, the year 1775 marks the year Juan Bautista de Anza successfully opened an overland route of emigration and supply from Sonora to the missions and settlements of Alta California. The 198 soldiers and families that de Anza escorted brought with them on their 1,200 mile trek their language, traditions, and diverse New World Hispanic culture. The backgrounds of all soldiers and settlers were carefully recorded as español, mulato, or mestizo. Almost all the expedition members were born on this continent and had mixed European, African or Indian parentage. These influences

changed the lives of the indigenous peoples and shaped the development of Arizona and California. The route de Anza opened supplied the settlements of Alta California long enough for them to become established. In 1781, the Yumas revolted against Spanish rule and closed the route during the rest of the colonial period. In later years, de Anza's trail served the military, settlers, cattlemen, forty-niners and other desert travelers.

The Mexican War of Independence did not have a direct effect on the area, as most of the battles took place far south of southern Arizona. However, the Spanish did have to withdraw their troops to central Mexico, which left a vacuum that the Apache exploited. During the 1820s, Apache raiders were estimated to have killed approximately 5,000 people in Sonora and southern Arizona (Bancroft 1899). Mexico was victorious in the war, and declared independence in 1821. The new Mexican government abolished the mission system. In Arizona, settlements and occupation contracted to Tucson and Tubac. In response to increased Apache raiding, Piman settlement also contracted south and west. During the Mexican (1821 to 1853) and subsequent American occupations, Pima wheat production increased dramatically, as a result the Pima sold excess crop to settlers and travelers using the Gila Trail. Arizona north of the Gila River became part of the United States in 1848, and the American phase did not officially begin south of the Gila River until 1853, when that area was sold to the United States by Mexico as part of the Gadsden Purchase. American fur trappers and traders began working the Gila River in 1825 (the American phase dates from 1853 to present) (Bancroft 1899). During the Mexican-American War, American military forces passed through southern Arizona on their way to California, commonly using routes centered on the Santa Cruz and Gila rivers. These routes were well blazed by the Army, and increased use occurred after the end of the war. One specific route, the Gila Trail, was by this time a widely used mail, freight, and emigrant route. At the close of the American Civil War, settlement in the Gila River valley increased dramatically. This was due in part to the American army's attempts to pacify the Apache. Arizona was first included as part of the Territory of New Mexico, and then the Territory of Arizona, and officially received American statehood in 1912.

After the Civil War, Americans began to settle permanently along the Gila River because of the availability of good agricultural lands. Agricultural activities by American settlers along the Middle Gila and further upstream caused an insufficient supply of water for Pima farmers. By 1872, the water reaching Pima crops was so limited that some Pimas relocated to the Salt River valley. However, this is not the only reason the Pima moved. Commercial pursuits in the growing Phoenix-Mesa-Lehi area, land and water availability, and the Anglo desire for a buffer between themselves and the raiding activities of the Apache also served as agents to pull Pimas from the Gila River valley to the Salt River valley. Settlers came not only from the east to settle within Arizona's agricultural lands and rich mining districts, but also from Utah. Mormon settlers established towns in northern and eastern Arizona, and into northern Mexico. Some of the largest areas of Mormon settlement are the modern Mesa and Safford areas, although significant settlement also took place along the Little Colorado and San Pedro Rivers. From 1880 to 1900, the population of southern Arizona doubled, and by the turn of the century, Arizona had a population of 100,000. Many communities were established. The major town centers within the Project Area are discussed below. Arizona went on to become a major producer of cotton and copper,

although these industries have had their ups and downs. Agriculture tends to remain as the major economic focus within the Project area. The 20th century saw the transformation of significant portions of Arizona into military installations. Prisoner of war camps (Canal Camp and Butte Camp) were established in proximity to the communities of Florence and Queen Creek and along the Gila River between 1942 and 1945 (Iritani 1994).

Southern Pacific Railroad

Mainline

After the close of the Civil War, a southern railroad route along the now defunct Butterfield Stage Route was being explored as an option to move goods and people across the country in a timely fashion. The Southern Pacific Railroad Company (SPRR) was to lay track from San Francisco to Yuma, while the Texas and Pacific Railroad Company (T&PRR) was to lay track westward across Texas, New Mexico, and Arizona to meet with the SPRR at Yuma. As the SPRR reached the Arizona border, the T&PRR was stalled in the vicinity of Fort Worth, Texas. Having no authority to continue into Arizona, the SPRR courted the U.S. Congress, but failed to receive approval. The SPRR then turned to the territorial legislatures of Arizona and New Mexico, and received approval to continue laying track eastward.

The first train arrived in Maricopa Station, modern Heaton, on April 29, 1879. Maricopa Station quickly became a boomtown, as it was the closest point to access alternative transportation to reach Phoenix. Maricopa Station soon had a large office building, a warehouse, and a hotel. As with most railroad boomtowns, the town soon succumbed to the ups-and-downs of railroad economy, and a new junction for the transfer of goods to Phoenix was located eastward. The SPRR continued to push eastward and reached Casa Grande on May 19, 1879. Casa Grande served as the end of the line for several months, and came to be known as Terminus. In January 1880, construction continued eastward. As 1881 drew to a close, the SPRR track through Arizona connected to the nationwide system of rail lines. The economy and settlement of southern Arizona quickly changed as it was now reliably connected to the rest of the country. The SPRR was taken over by the UPRR in 1997 (Union Pacific Railroad 2006).

Wellton-Phoenix-Mesa-Eloy

This segment of the transcontinental Sunset Route of the SPRR (AZ Z:2:40[Arizona State Museum (ASM)]) was constructed in 1926. It spurs off of the mainline in Wellton and travels through Phoenix, Tempe, Mesa, Gilbert, and Coolidge before rejoining the mainline at Eloy. This spur was constructed using over a thousand men and 600 mules to provide mainline access to Phoenix, which had developed into Arizona's most important city by the mid-1920s. The single-track rail line is still in use today, but it has been updated with modern track, computers, and electronic signaling (Janus 1989).

Maricopa and Phoenix Railroad

Phoenix Junction to Phoenix - Phoenix Junction to Tempe Junction - West Chandler SPRR Spur: According to Newsome (2001, site record), the Maricopa and Phoenix RR was constructed between 1886-1887 by Mexican immigrants and completed in 1887, to connect the town of Phoenix to the Southern Pacific RR, which passed approximately 28 miles to the south at Phoenix Junction (now known as Maricopa). There are some short histories, none of which are published sources, stating that the connector went from Maricopa to Tempe. If such stories are correct, there is a road/trail from Maricopa to Tempe that leaves Maricopa, and is designated as T:16:130(ASM) as the Maricopa to Phoenix Highway. The road/trail becomes very faint and shows as a foot path and it is definitely not marked as a railroad. It does follow the generic path near West Chandler where it picks up a marked spur of the SPRR, which has been recorded as the Tempe to West Chandler SPRR Spur - AZ U:9:235(ASM) dating to 1920s that heads into downtown Tempe at Tempe Junction, near the intersection of 13th and Ash Street (AZSITE, 2015).

Presuming the railroad connector from the original SPRR went from the present town of Maricopa in 1887 to Tempe Junction, and that the road now designated as the Maricopa to Phoenix Highway simply followed this route, then the railroad did follow this vague route on the USGS maps, and the Tempe to West Chandler SPRR Spur is likely a reuse of the original Maricopa to Phoenix RR route. A 1886 map and a 1902 map with railroads show, though in very small scale, the Maricopa & Phoenix takes off from Maricopa and terminates in Tempe, most likely at the Tempe Depot on West 3rd Street where the Southern Pacific Railroad Wellton to Phoenix to Eloy Branch came through circa 1926. Until evidence of the contrary, AZ U:9:235(ASM) will designate the Maricopa & Phoenix Railroad (Newsome 2001, site record).

Examination of the BLM General Land Office records showed that several people bought large parcels of land in the Project Area in the late 19th century (**Table E-1**).

Elizabeth Ulmer bought just over 640 acres, essentially all of Section 19, at the end of 1894; and Mary L. Miller bought 320 acres (the west half of Section 22) in October of 1894. The remaining land in Section 22 would not be allocated until the 20th century when people took advantage of government land acts. Mary D. Hill received 160 acres of the E 1/2 of the E1/2 of Section 22 in 1911 through the Homestead Act of 1862, and Robert C. Metzler and Lesley W. Vance received 160 acres W 1/2 of the E1/2 of Section 22 in 1923 through the Newlands Reclamation Act of 1902.

BLM Serial No.	Name	Issue Date	Acres	Aliquot Parts	Section	Authority
AZPHX 0002022	Hill, Mary D	10/2/1911	160.00	E½ E½	22	Homestead Act (1862)
AZPHX 0015158	Metzler, Robert C and Vance, Lesley W	12/12/1923	160.00	W½ E½	22	Newlands Reclamation Act (1902)
AZAZAA 003844	Miller, Mary L	10/24/1894	320	W½	22	Sale-Cash Entry (1820)
AZAZAA 003845	Ulmer, Elizabeth	12/19/1894	640.22	All of Section 19	19	Sale-Cash Entry (1820)

Native American Groups within the Project Study Area

The Akimel O’odham and Piipaash (Xalychidom Piipaash and Piipaash) were located in the region during the Protohistoric period and are still present today. It is important to note that the Apache were not uncommon in the Project Area. Often they conducted raids against the Akimel O’odham, penetrating as far as the north-central portion of the modern Tohono O’odham reservation. However, the Apache did not maintain a presence within the Project Area. Yuman groups, such as the Quechan and the Mohave also raided into the Gila-Salt confluence area to attack the Piipaash and their O’odham allies. Again, those groups did not maintain a regular presence in the Project Area. The Yavapai (an upland Yuman group), once ranged as far south as the Gila River, but also did not maintain a regular presence in the area. It is important to note that the Salt River valley, just to the north of the Project Area, was largely abandoned during the Protohistoric and Historic periods, until significant settlement by Euro-Americans began. The area served as a “no man’s land” between the Yavapai, Apache, and Akimel O’odham/Piipaash groups.

Xalychidom Piipaash, Piipaash

The people identified today as Piipaash represent an amalgam of several Yuman groups which, at different times, moved up the Gila River toward territory traditionally inhabited by the Akimel O’odham. The Akimel O’odham and Piipaash were allies against other Yuman groups (Quechan, Mohave) and the Apache, so the proximity, and absorption of the Piipaash into Akimel O’odham territory was amicable. The groups that migrated into the Middle Gila and the lower Salt River valleys include the Kavechadom, Halchidhoma (Xalychidom), Kahwan (Kohuana), and Halyikwamai. It has been suggested that the modern Piipaash also consist of peoples identified by the Spanish as Opas and Cocomaricopas, although modern Piipaash reject this hypothesis.

Presently there are two identified groups of Piipaash: one group in the Lehi district of the Salt River Pima-Maricopa Indian Community who identify themselves as Xalychidom Piipaash (Xalychidom), and another group in the Laveen area on the Gila River Indian

Community who identify themselves as Piipash. The Xalychidom and the Piipash speak similar dialects of the same language. The Xalychidom fled the Colorado River area sometime between 1825 and 1830 and moved eastward to cohabitate with the Piipash. Shortly thereafter, the Kohuana, Halyikwamai, and Kavechadom also joined the Piipaash community. It is generally thought that these groups banded together at different times during the late prehistoric, protohistoric, and early historic periods to varying degrees, moving over time up the Gila River to flee warfare which was endemic along the lower Gila and Colorado rivers. These types of movements in the region were not uncommon. Modern Piipaash remain aware of some of these differences and can trace family lineages to several, if not all, of these groups.

Akimel O'odham

When the Spanish encountered the Akimel O'odham of the Gila River, they recorded the existence of at least seven settlements. These settlements were located from Santa Catarina near Picacho Peak (Akimel O'odham, Kohatk, or Sobapuri village) to westward along the Gila River to just above the modern town of Gila Bend. The Spanish referred to the Akimel O'odham of the Gila River as Gileños (people of the Gila). Kino does not describe irrigation agriculture, so it is suspected that local populations subsisted by floodwater agriculture, hunting, and gathering. By 1744 however, the Akimel O'odham were growing wheat with irrigation agriculture, and by 1775 irrigated wheat was a major crop in most Akimel O'odham villages. Agricultural activities by American settlers along the Middle Gila and further upstream caused there to be an insufficient supply for Akimel O'odham farmers. By 1872 the water reaching Akimel O'odham crops was so small that some Akimel O'odham relocated to the Salt River valley.

Gila River Indian Community

The Gila River Indian Community Reservation was established by executive order in 1859 and originally consisted of roughly 10,000 acres located near the Akimel O'odham village of Casa Blanca. Over the years, the community has expanded to a size of 372,022 acres. The Gila River Indian Community is located on both sides of the Gila River, and stretches from the Phoenix metro area (Salt-Gila confluence) to the Coolidge-Florence metro area. The community is inhabited by Akimel O'odham and Piipaash peoples (see previous discussions on these groups). In 1936, under the Indian Reorganization Act, a tribal government was formed, and a constitution and bylaws were formally adopted in 1939. The community of Sacaton serves as the administrative capital.

Environmental Setting

Previous Investigations and Known Sites in the Area

Records at the ASM were used to identify if cultural resources were present or whether previously reported archaeological investigations had been conducted within one mile (1.6 kilometers) on either side of the proposed Project alignments and receiving stations.

Previously Conducted Surveys

Schrader Substation South to the Tribal Boundary

Preferred Route

Four projects were conducted within or crossing the Preferred Route (**Table E-2**) and 13 others were within the one mile buffer. Griffith (1995) conducted a 703-acre survey encompassing portions of the Preferred Route along the N2-N1 area and no sites or isolates were recorded. Garcia and Lewenstein (1998a) conducted a 72-acre survey of a linear feature crossing through the N2-N1 area and no sites or isolates were recorded. Newsome and Berg (2001) conducted a 1,624-acre survey of a linear feature crossing through the N3 area and recorded 30 sites (10 of which were new sites) and one isolated artifact. The most recent investigation covering parts of the Preferred Route was conducted by Lindly (2003), a 31-acre survey that documented one isolated artifact.

One 50-acre survey conducted within the one mile buffer (Woodall 1994) documented three isolated artifacts and a subsequent survey by Woodall (1999) conducted on another 310 acres recorded nine sites (two of which were new sites) and 17 isolated artifacts. Telles (1996a), McKee (1997), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the one mile buffer of the Preferred Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the one mile buffer and these reports were reviewed by the Arizona State Historic Preservation Office (SHPO) office. However, these reports are not currently on file with ASM.

Arizona Avenue Alternative Route

Three projects were conducted within or crossing the Arizona Avenue Alternative Route (**Table E-2**), three were conducted adjacent to this route, and 11 others within the one mile buffer. Garcia and Lewenstein (1998a) conducted a 72-acre survey crossing through the N1-N4 area and no sites or isolates were recorded. Woodall (1999) conducted a 310-acre survey in the N4-N5 area and recorded nine sites (two of which were new sites) and 17 isolated artifacts. Newsome and Berg (2001) conducted a 1,624-acre survey adjacent to N4 and crossing the alternative at N5, and recorded 30 sites (10 of which were new sites) and one isolated artifact.

One 50-acre survey conducted adjacent to the north end of N4, (Woodall 1994) documented three isolated artifacts. McKee (1997) conducted a 10-acre survey adjacent to N1-N4, but did not record any sites or isolated artifacts. Moore (2006) surveyed a 17-acre parcel adjacent to N4 and also did not record any sites or isolated artifacts.

Lindly (2003) conducted a 31-acre survey within the one mile buffer that documented one isolated artifact. Griffith (1995), Telles (1996a), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the one mile buffer of the Arizona Avenue Alternative Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the one mile buffer and while these reports were reviewed by the AZ SHPO office, these reports are not currently on file with ASM.

Railroad to Arizona Avenue Alternative Route

Five projects were conducted within or crossing the Railroad to Arizona Avenue Alternative Route (**Table E-2**) and 12 others within the one mile buffer. Griffith (1995) conducted a 703-acre survey within the Railroad to Arizona Avenue Alternative Route along the N2-N1 area and no sites or isolates were recorded. Garcia and Lewenstein (1998a) conducted a 72-acre survey crossing through the N2-N1 area and no sites or isolates were recorded. Woodall (1999) conducted 310-acre survey that extends into the N4-N5 area and recorded nine sites (two of which were new sites) and 17 isolated artifacts. Newsome and Berg (2001) conducted a 1,624-acre survey crossing through the N1 area and recorded 30 sites (10 of which were new sites) and one isolated artifact. The most recent investigation in the Preferred Route was conducted by Lindly (2003), a 31-acre survey that documented one isolated artifact.

One 50-acre survey conducted within the one mile buffer (Woodall 1994) documented three isolated artifacts. Telles (1996a), McKee (1997), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the one mile buffer of the Railroad to Arizona Avenue Alternative Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the one mile buffer and while these reports were reviewed by the AZ SHPO office, these reports are not currently on file with ASM.

New RS-28 Substation and Associated Transmission

Seven projects were conducted within the one mile buffer but none of them were within the footprint of RS-28. Mitchell and Stubing (1996), Lundin (2000), Davis and Hohmann (2001), Gentilli and Folb (2001), and Slawson (2002) conducted surveys and did not find any sites or isolated artifacts. Lascaux (1992) conducted a 5.5-acre survey and located one isolated artifact. The most recent survey by Bustoz (2011) was 33.6 acres. This survey only located three isolated artifacts (**Table E-2**).

New RS-27 Substation

Eight projects were conducted in the vicinity of RS-27, one of which is within the RS-27 footprint, with the remaining seven projects within the one mile buffer (**Table E-2**).

Slawson (2003) conducted a small survey in 2003 for a cell tower project within the current proposed RS-27 site. This report was reviewed by the AZ SHPO office but the report is not currently on file with ASM.

Telles (1996b, 1997) and Shaw (2001) conducted surveys within the one mile buffer of RS-27 and did not find any sites or isolated artifacts. Howard (2001) and Gifford (2002) conducted surveys that were reviewed by the AZ SHPO office but the reports are not currently on file with ASM. Bruder and Rogge (1987) conducted investigations for the Southeast Loop Highway Project. This 6,600-acre project resulted in the recordation of 6 sites and 300 isolates (from 24 locations). The most recent survey by Bustoz (2011) of 33.6 acres located only three isolated artifacts.

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
SHPO-2001-1460	Geiger, Paul J., and Glenn P. Darrington. 2001. A Cultural Resource Survey of the Hamilton High School PH 182-4 Telecommunications Project, Maricopa County, Arizona.	-	-	within 1 mile	within 1 mile	within 1 mile	-	-
SHPO-2001-3207	Slawson, Laurie V. 2001. A Cultural Resources inventory for a Proposed Telecommunications Site (PH54XC119A, Jazz) at 25015 South McQueen Road in Chandler, Arizona.	-	-	within 1 mile	within 1 mile	within 1 mile	-	-
1994-143.ASM	Woodall, Gregory R. 1994. Cultural Resources Survey of a 3.5 Mile Segment of Arizona Avenue Right-of-Way Between Frye and Ocotillo Roads (State Route 87 Mileposts 162.75-166.25), Chandler, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	50	No sites/3 isolates	within 1 mile	adjacent to north end of N4	within 1 mile	-	-
1995-441.ASM	Griffith, Cameron S. 1995. RS 16 Archaeological Survey. Tempe, Arizona. On file at Arizona State Museum, Tucson.	703	No sites/ isolates	within Preferred at N2-N1	within 1 mile	within RR Alt. at N2-N1	-	-

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
1996-337.AS M	Telles, Carol. 1996a. Cultural Resource Survey for Ocotillo East Land Exchange. DI-BR-PXAO-ICRS-96-20. On file at Arizona State Museum, Tucson.	3.9	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
1997-017.AS M	McKee, Brian R. 1997. Results of Testing at AZ:U:13:234 at the Site of a Proposed Post Office for the U.S. Postal Service, Chandler, Arizona. Farmington, New Mexico: Western Cultural Resource Management, Inc. On file at Arizona State Museum, Tucson.	10	No sites/ isolates	within 1 mile	adja cent AZ Alt. at N1-N4	within 1 mile	-	-
1998-400.AS M	Garcia, Daniel and Suzanne Lewenstein. 1998b. Cultural Resource Survey for the Riggs Road and Alma School Road Intersection Improvement Project, Maricopa County, Arizona. Phoenix, Arizona: Dames & Moore. On file at Arizona State Museum, Tucson.	57	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
1998-402.AS M	Garcia, Daniel and Suzanne Lewenstein. 1998a. Cultural Resource Survey for the Queen Creek Road (Arizona Avenue to McQueen Road) Improvement Project, Maricopa County, Arizona. Phoenix, Arizona: Dames and Moore. On file at Arizona State Museum, Tucson.	72	No sites/ isolates	crosses Preferred at N2-N1	crosses AZ Alt. N1-N4	crosses RR Alt. N2-N1	-	-
1998-405.AS M	Garcia, Daniel and Suzanne Lewenstein. 1998c. Cultural Resource Survey for the McQueen Road (Queen Creek Road to Pecos Road) Improvement Project, Maricopa County,	181	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
	Arizona. Dames & Moore, Phoenix. On file at Arizona State Museum, Tucson.							
1998-443.AS M	Woodall, Gregory R. 1999. Cultural Resources Survey Along Four Segments of State Route 87 (Mile Post 115.9-131.5, 134.55-138.05, 138.55-139.05, and 159.6-159.7), Between Picacho and Chandler, Pinal and Maricopa Counties, Arizona. On file at Arizona State Museum, Tucson.	310	Nine sites (2 are new)/17 isolates	within 1 mile	within AZ Alt. N4-N5	within RR Alt. N4-N5	-	-
2001-228.AS M	Bauer, Sharon K., A.E. (Gene) Rogge, and Sebastian Chamorro. 2001. Cultural Resource Survey for the SRP PM-10 Roads Project, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	80.4	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2004-111.AS M	Lindly, John M. 2003. An Archaeological Survey of Five PM-10 Road Segments in Southeast Maricopa County (SE Fed), Arizona. SWCA Cultural Resource Report No. 03-371. On file at Arizona State Museum, Tucson.	30.9	No sites/ 1 isolate	crosses Preferred at N2-N1	within 1 mile	crosses RR Alt. N2-N1	-	-
2004-627.AS M	Newsome, Daniel K. and Adam M. Berg. 2001. Addendum D. The GRIC Alternative B Reroute. A Cultural Resources Survey of a Supplemental Reroute to the Arizona Segment of the El Paso to Los Angeles Fiber Optic Cable Project. SWCA, Inc., Flagstaff.	1624	30 sites (10 are new)/1 isolate	crosses Preferred at N3	adjacent AZ Alt. at N4 & crosses at N5	crosses RR Alt. at N1	-	-

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
2007-049.AS M	Moore, Scotty B. 2006. A Cultural Resources Survey of 17 Acres Located Southwest of the Intersection of Riggs Road and Arizona Avenue, Chandler, Maricopa County, Arizona.	17	No sites/ isolates	within 1 mile	adjace nt N4	within 1 mile	-	-
2010-232.AS M	Heilman, Jill. 2010. Cultural Resource Survey for a Road Widening Project Along McQueen Road Between Riggs and Ocotillo Roads in the City of Chandler, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	36.89	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2011-535.AS M	Luchetta, Sarah K. and Jim Moses. 2011. A Class I and Class III Cultural Resources Assessment Survey of a Proposed Wireless Telecommunications Facility known as Verizon Wireless PHO South Shore Located at 3838 South Arizona Avenue in Chandler, Maricopa County, Arizona.	<1	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2013-051.AS M	Luchetta, Sarah and Jim Moses 2013 A Class I and Class III Cultural Resources Assessment Survey of a Proposed Wireless Telecommunications Facility Known as Verizon Wireless PHO South Shore Located at 3838 South Arizona Avenue in Chandler, Maricopa County, Arizona. Antigua Archaeology, LLC., Prescott. On file at Arizona State Museum, Tucson.	0.33	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
SHPO-2003-2356	Slawson, Laurie V. 2003. A Cultural Resources Inventory for a Proposed Telecommunications Site (PH32505A, Westview High School) at 10850 West Garden Lakes Parkway, in Avondale, Arizona.	-	-	-	-	-	within RS-27	-
1986-238.AS M	Bruder, J.S. and A.E. Rogge. 1987. Cultural Resources Technical Report for the Southeast Loop Highway. Dames & Moore, Phoenix. On file at Arizona State Museum, Tucson.	6600	6 sites/300 isolates in 24 locations	-	-	-	within 1 mile	-
1996-010.AS M	Telles, Carol. 1996b. Cultural Resource Survey for the Pecos Ranch Estates Easement Exchange. DI-BR-PXAO-ICRS-96-3. On file at Arizona State Museum, Tucson.	1.15	No sites/ isolates	-	-	-	within 1 mile	-
1997-039.AS M	Telles, Carol. 1997. Cultural Resources Survey for the Carrizal Subdivision Land Exchange and Facility Relocation. Bureau of Reclamation Cultural Resource Survey Form Report DI-BR-PXAO-ICRS-97-5. Phoenix, Arizona. On file at Arizona State Museum, Tucson.	1.42	No sites/ isolates	-	-	-	within 1 mile	-
2001-026.AS M	Shaw, Chester W. 2001. A Cultural Resource Survey of 1.76 Acres Incorporating New Right-of-Way to be Acquired for Construction of the Price Freeway-Santan Freeway Traffic Interchange, Maricopa County, Arizona: M.P. 50. Logan Simpson Design Technical Report No. 995293. Tempe, Arizona.	17.6	No sites/ isolates	-	-	-	within 1 mile	-

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
	On file at Arizona State Museum, Tucson.							
2011-500.AS M	Bustoz, David. 2011. A Cultural Resources Survey of 5.25 Miles of Proposed Right-of-Way for the Intel Air Products Pipeline Project, in the City of Chandler, Maricopa County, Arizona. LSD Technical Report No. 115361. Logan Simpson Design, Inc., Tempe. On file at Arizona State Museum, Tucson.	33.6	No sites/ 3 isolates	-	-	-	within 1 mile	within 1 mile
SHPO-2001-2550	Howard, Jerry B. 2001. A Class III Archaeological Survey of the Wells Fargo Corporate Campus, Price and Queen Creek Roads, City of Chandler.	-	-	-	-	-	within 1 mile	-
SHPO-2002-171	Gifford. 2002. Bureau of Reclamation # 02-006 The Salt River Project (SRP) will exchange an existing USA easement.	-	-	-	-	-	within 1 mile	-
SHPO-2002-1100	Slawson, Laurie V. 2002. A Cultural Resources Inventory for a proposed Telecommunications site (PH54XC007A, Tuscany) 24451 South Price Road in Chandler, Arizona	-	-	-	-	-	-	within 1 mile
SHPO-2002-1725	Davis, Margaret, and John W. Hohmann. 2001. A Phase I (Class III) Archaeological Survey of 0.5 Acre Cell Tower Site at the Chandler Fire Department Training Facilities, Chandler,	-	-	-	-	-	-	within 1 mile

**Table E-2
Previous Archaeological Investigations**

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
	Maricopa County, Arizona.							
1992-287.AS M	Lascaux, Annick. 1992. An Archaeological Survey of Riggs Road from Interstate I-10 to Price Road. On file at Arizona State Museum, Tucson.	5.5	No sites/ isolates	-	-	-	-	within 1 mile
1996-016.AS M	Mitchell, Douglas R. and Michael Stubing. 1996. Archaeological Survey Along Riggs Road Between I-10 and Price Road, Maricopa County, Arizona. SWCA Archaeological Report No. 96-12. Phoenix, Arizona. On file at Arizona State Museum, Tucson.	78	No sites/ isolates	-	-	-	-	within 1 mile
2000-759.AS M	Lundin, Deil R. 2000. Archaeological Survey of the PHX-242B B Storm Tower Site, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	0.25	No sites/ isolates	-	-	-	-	within 1 mile
2001-067.AS M	Gentilli, Toni and Lisa Folb. 2001. A Cultural Resource Survey of Two Proposed Pipeline Alignments for the Chandler-Ocotillo Water Reclamation Facility, Maricopa County, Arizona. EcoPlan Associates, Inc., EcoPlan Cultural Resources Report 94-85:10. Mesa, Arizona. On file at Arizona State Museum, Tucson.	24.2	No sites/ isolates	-	-	-	-	within 1 mile

Previously Recorded Cultural Resources

Schrader Substation South to the Tribal Boundary

Preferred Route

Four sites are recorded in, adjacent to, or within one mile of the Preferred Route (**Table E-3**). The Preferred Route crosses Hunt Highway (AZ U:13:254 [ASM]) at N3 but Hunt Highway is recommended not eligible for the National Register of Historic Places (NRHP). Adjacent to the Preferred Route at N3-N2-N1 is the Southern Pacific Railroad: Mesa to South Santan spur (AZ U:13:255([ASM]) but it is also recommended not eligible for the NRHP.

State Route (SR) 87 (AZ AA:6:63[ASM]) and the Consolidated Canal East Branch (AZ U:9:234([ASM]) are located within the one mile buffer of the Preferred Route. Both State Road (SR) 87 and the Consolidated Canal East Branch have been recommended eligible for the NRHP.

Arizona Avenue Alternative Route

Four sites are recorded in, adjacent to, or within one mile of the Arizona Avenue Alternative Route (**Table E-3**). The Arizona Avenue Alternative Route crosses Hunt Highway (AZ U:13:254 [ASM]) at N5 but Hunt Highway is recommended not eligible for the NRHP. Adjacent to the Arizona Avenue Alternative Route is SR 87 (AZ AA:6:63[ASM]) for the majority of the north-south path along N1-N4-N5, and while it has been recommended eligible for the NRHP, there are segments that are recommended not eligible.

The Consolidated Canal East Branch (AZ U:9:234[ASM]) and Southern Pacific Railroad: Mesa to South Santan spur (AZ U:13:255[ASM]) are located within the one mile buffer of the Arizona Avenue Alternative Route. The Consolidated Canal East Branch has been recommended eligible for the NRHP. The Southern Pacific Railroad: Mesa to South Santan spur is recommended not eligible for the NRHP.

Railroad to Arizona Avenue Alternative Route

As with the Preferred Route and Arizona Avenue Alternative Route, the Railroad to Arizona Avenue Alternative Route also has the same four sites in, adjacent, or within one mile of it (**Table E-3**).

New RS-27 & RS-28 Substations and Associated Transmission

No sites are previously recorded within the RS-27 and RS-28 project areas.

**Table E-3
Previously Recorded Sites**

Site Number	Citation	Description	Eligibility	Preferred Alternative	Arizona Ave	RR to Arizona Ave	RS-27	RS-28
AZ AA:6:63(A SM)	Breen 2002; Jones 2008; Newsome and Berg 2001; TRC 2000; Woodall 1999	SR 87	Recommended Eligible; Some segments recommended Not Eligible	within 1 mile	adjacent along AZ Ave	adjacent (N4-N5)	-	-
AZ U:9:234(A SM)	Newsome and Berg 2001	Consolidated Canal East Branch	Recommended Eligible	within 1 mile	within 1 mile	within 1 mile	-	-
AZ U:13:254(ASM)	Newsome and Berg 2001	Hunt Highway	Recommended Not Eligible (Newsome and Berg 2001)	crosses at N3	crosses at N5	crosses at N5	-	-
AZ U:13:255(ASM)	Newsome 2001	Southern Pacific Railroad: Mesa to South Santan spur	Recommended Not Eligible	adjacent at N3-N2-N1	within 1 mile	adjacent N1-N2	-	-

Important Local Prehistoric and Historic Resources

The Class I cultural inventory of the proposed Project identified four sites within the one mile buffer of three route options and the two receiving stations. Two of the sites are recommended eligible for the NRHP (SR 87 and the Consolidated Canal East Branch) but there are segments of both sites that have also been recommended not eligible.

Potential Effects

SR 87 and the Consolidated Canal East Branch would not be impacted by the development of the Preferred Route, RS-27, or RS-28 (**Table E-4**).

The Consolidated Canal East Branch would not be impacted by the development of the Arizona Avenue Alternative Route but there would be possible effects to SR 87 by the development of this route (**Table E-4**).

The Consolidated Canal East Branch would not be impacted by the development of the Railroad to Arizona Avenue Alternative Route but this route could affect SR 87 (**Table E-4**).

Table E-4 Summary of Effects					
Eligible Site	Preferred	Arizona Ave	RR-AZ Ave	RS-27	RS-28
SR 87 / AZ AA:6:63(ASM)	No effects	Possible effects	Possible effects N4- N5	No effects	No effects
Consolidated Canal / AZ U:9:234(ASM)	No effects	No effects	No effects	No effects	No effects

Conclusion

Four sites were identified within the one mile buffer of the Project, and two of the sites are recommended eligible for the NRHP (SR 87 and the Consolidated Canal East Branch). However, there are segments of SR 87 that have been recommended not eligible. SR 87 and the Consolidated Canal East Branch would not be impacted by the development of the Preferred Route, RS-27, or RS-28. The Consolidated Canal East Branch would not be impacted by the development of the Arizona Avenue Alternative Route or the Railroad to Arizona Avenue Alternative Route but there could be possible affects to SR 87 from either of these routes.

In areas where the Project Area has not been subjected to intensive field investigations, it is recommended that a Class III inventory survey scope-of-work be developed and implemented for the Project Area to ensure that if unrecorded historical and archaeological resources exist within the Project Area that they are identified prior to construction.

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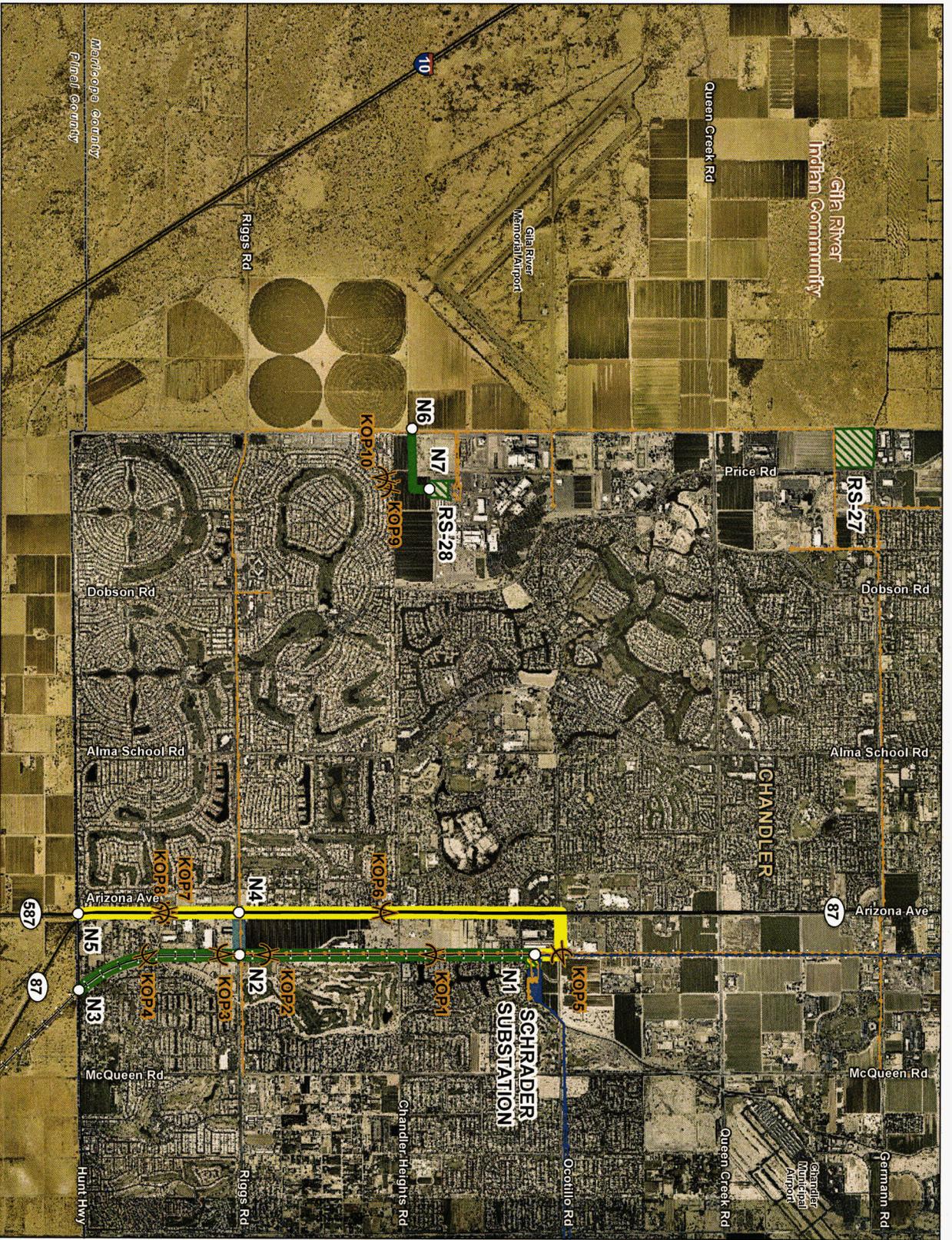
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Exhibit E—Scenic Areas, Historic Sites and Structures, Archaeological Sites

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Wright, T.E., B.J. Goldstein, and T.L. Coriell. 2002. A Class III Cultural Resources Survey of Approximately 1,000 Acres for the Proposed Va Shly'ay Akimel Ecosystem Restoration Project, Maricopa County, Arizona. ARS Report No. 2002:031. Archaeological Research Services, Inc., Tempe, Arizona.



Legend

- Key Observation Point (Location and Direction)
- Node (Origin or Terminus)
- Schradler Substation
- Existing 230kV
- Existing 69kV
- Preferred Route
- Arizona Avenue Alternative Route
- Railroad to Arizona Avenue Alternative Route
- Interstate, US Route or State Highway
- Road
- Railroad
- County Boundary
- RS-27 and RS-28 Sites
- Jurisdictional Land Ownership
 - Gila River Indian Community

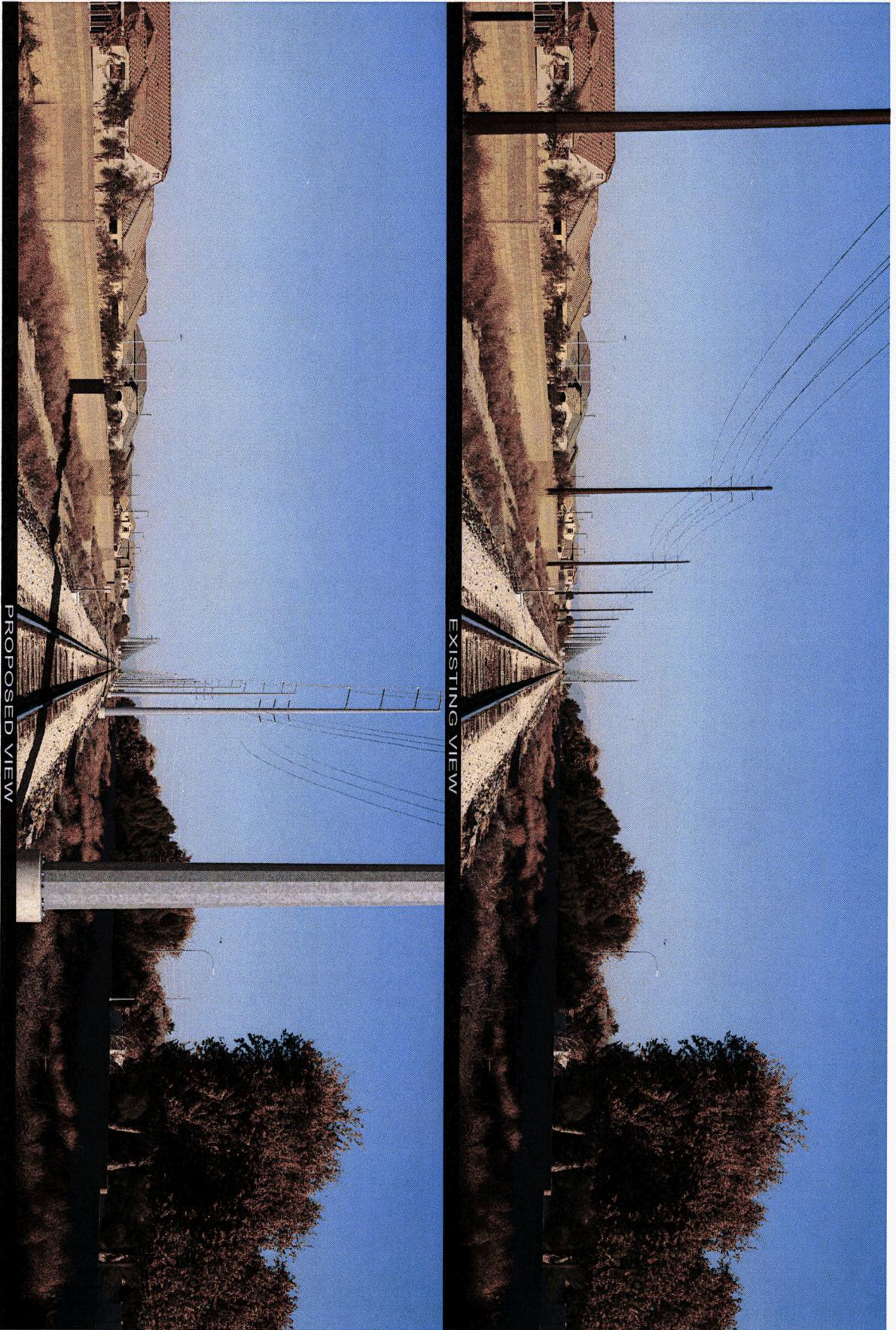


State Plane Coordinate System
 NAD 83 Arizona Central
 Linear Unit: Foot US



**FIGURE E-1
 KEY OBSERVATION POINT
 LOCATIONS**

Map Extent: Maricopa & Pinal County, AZ
 Date: 2/18/15
 Figure: E-1
 Author: SWP



EXISTING VIEW

PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP #1 RAILROAD ROW, 1/4 MILE OF CHANDLER HEIGHTS ROAD - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.
Figure E-2

Visual Environment
www.vision.com

2/5/15



EXISTING VIEW

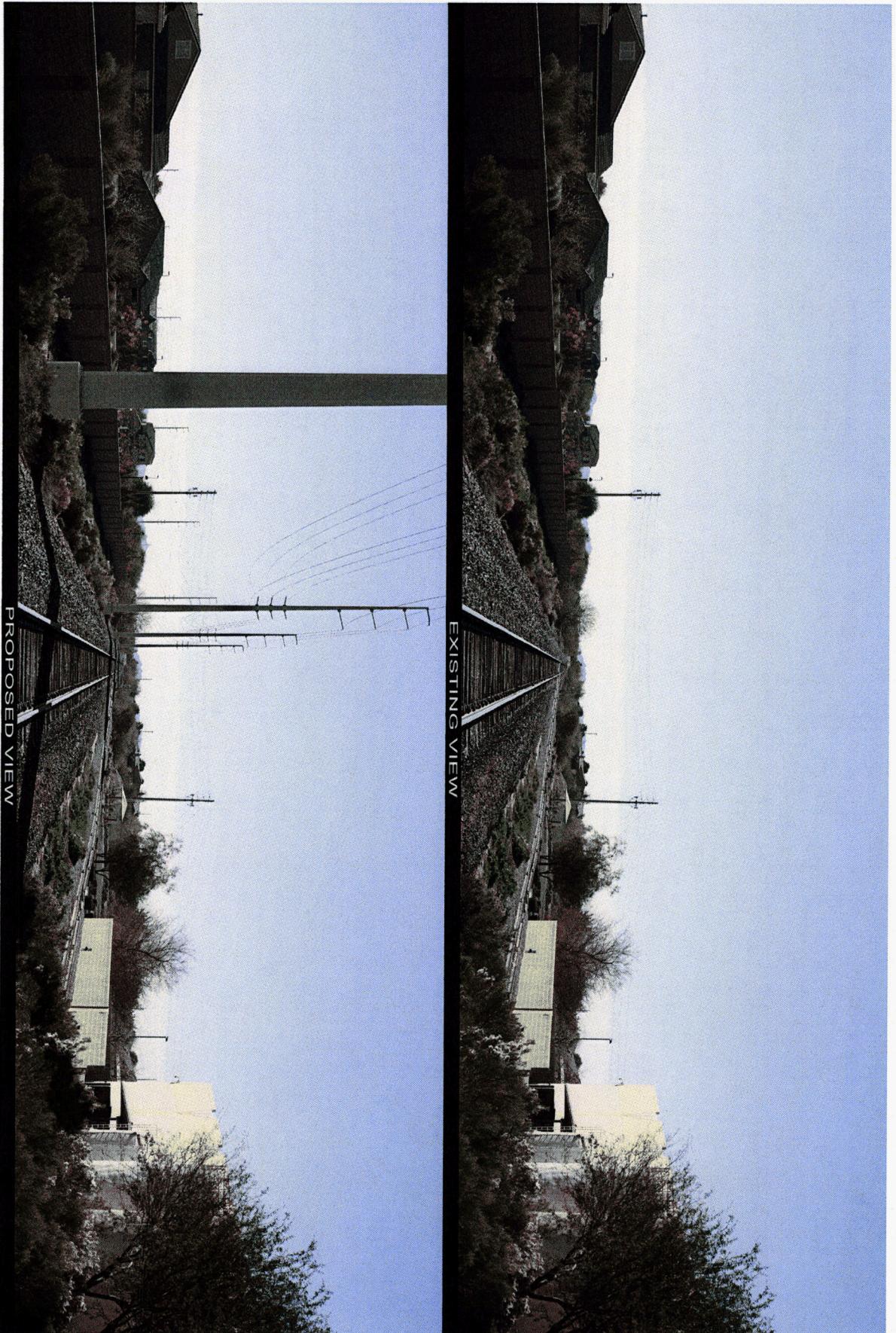
PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT
KOP #2 RAILROAD ROW, 1/4 MILE NORTH OF RIGGS ROAD - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED
ON CURRENT INFORMATION AS OF
DATE AND IS SUBJECT TO
CHANGE.
Figure E-3

©Visual Formworks
www.vision.com
2/5/15



EXISTING VIEW

PROPOSED VIEW

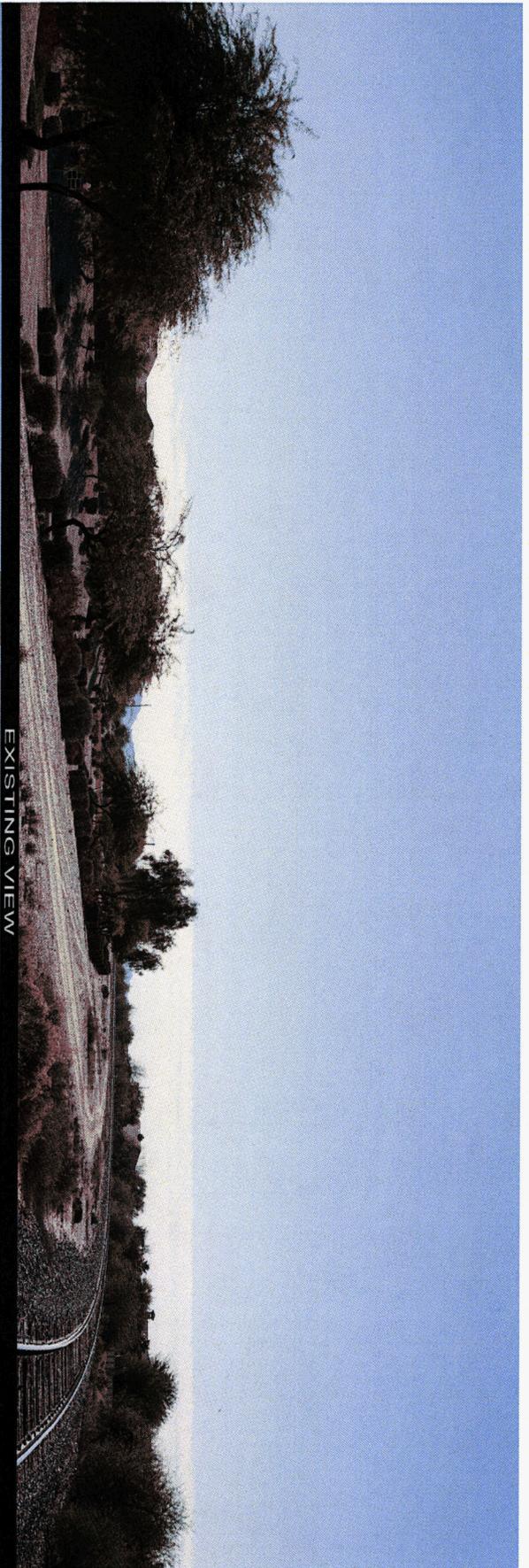


PRICE ROAD CORRIDOR 230 KV PROJECT

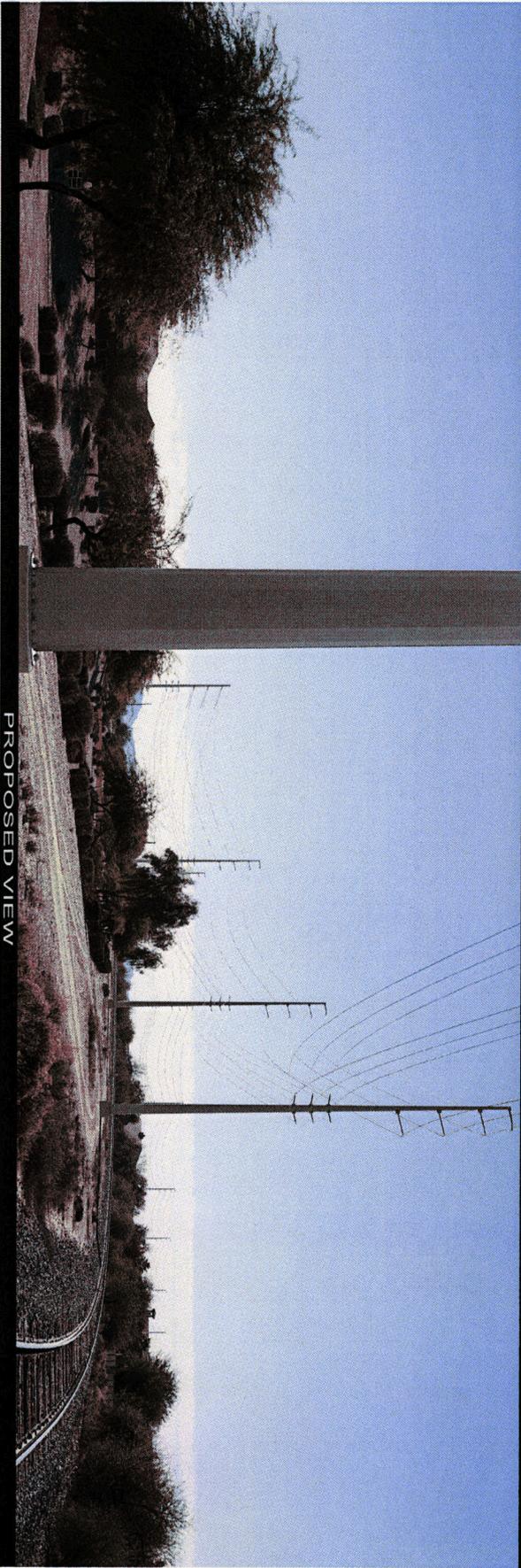
KOP # 3 RAILROAD ROW, JUST SOUTH OF RIGGS ROAD - LOOKING SOUTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.
Figure E-4

Visual Environment
www.vision.com
2/5/15



EXISTING VIEW



PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP #4 RAILROAD ROW, 1/2 MILE NORTH OF HUNT HIGHWAY LOOKING SOUTHEAST - VISUAL SIMULATION

THIS RENDERING IS BASED
ON CURRENT INFORMATION AS OF
THIS DATE AND IS SUBJECT TO
CHANGE.

Figure E-5

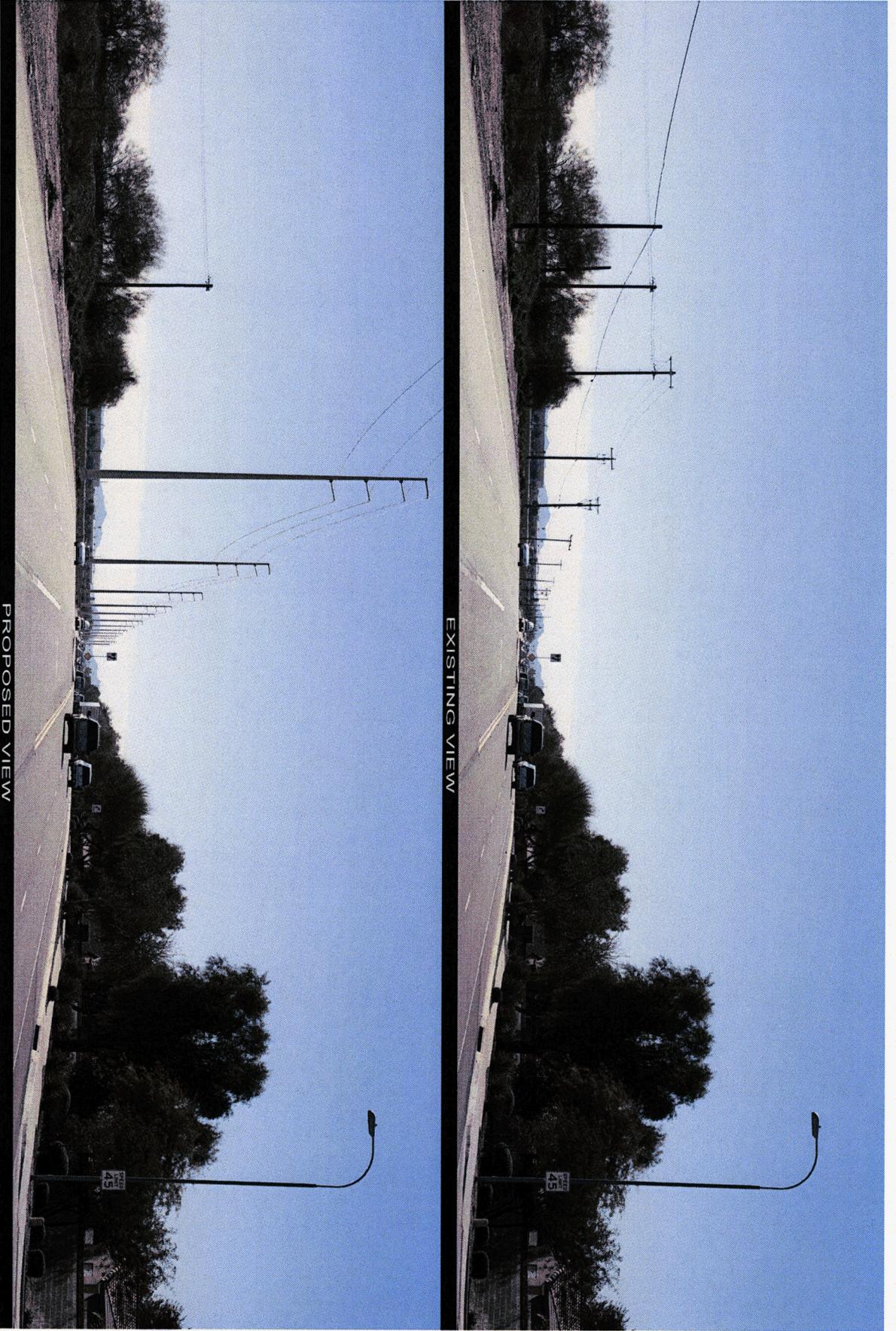
Visual Impacts
www.vishn.com
2/5/15



PRICE ROAD CORRIDOR 230 KV PROJECT
 KOP # 5 OCOTILLO ROAD @ RAILROAD ROW - LOOKING SOUTHWEST - VISUAL SIMULATION

THIS RENDERING IS BASED
 ON CURRENT INFORMATION AS OF
 THIS DATE AND IS SUBJECT TO
 CHANGE.
 Figure E-6

Official Endorsements
 WWW.VISION.COM
 2/19/15



EXISTING VIEW

PROPOSED VIEW

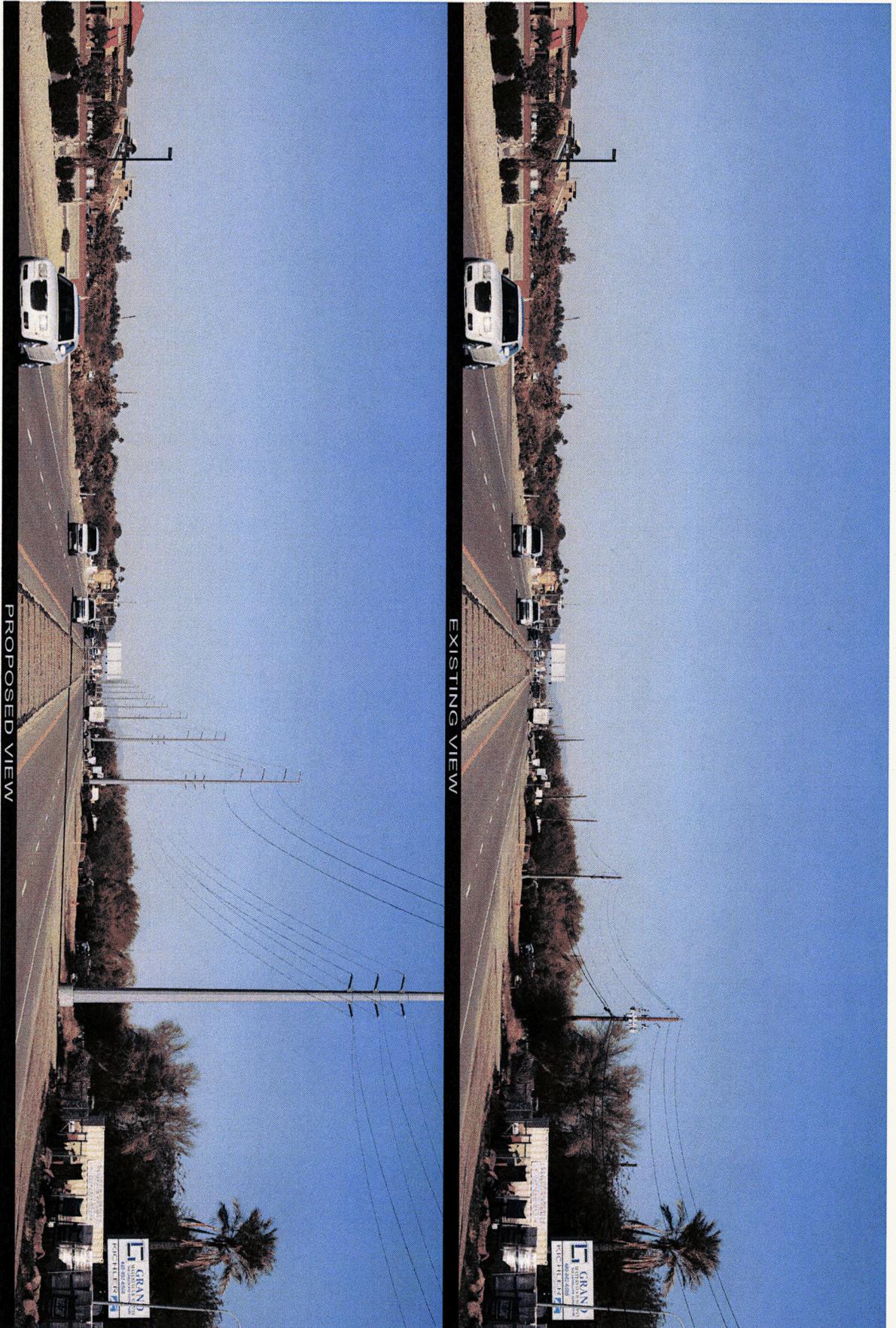


PRICE ROAD CORRIDOR 230 KV PROJECT

KOP # 6 ARIZONA AVENUE, JUST SOUTH OF CHANDLER HEIGHTS ROAD - LOOKING SOUTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.

Visual Impressions
www.vision.com
2/19/15



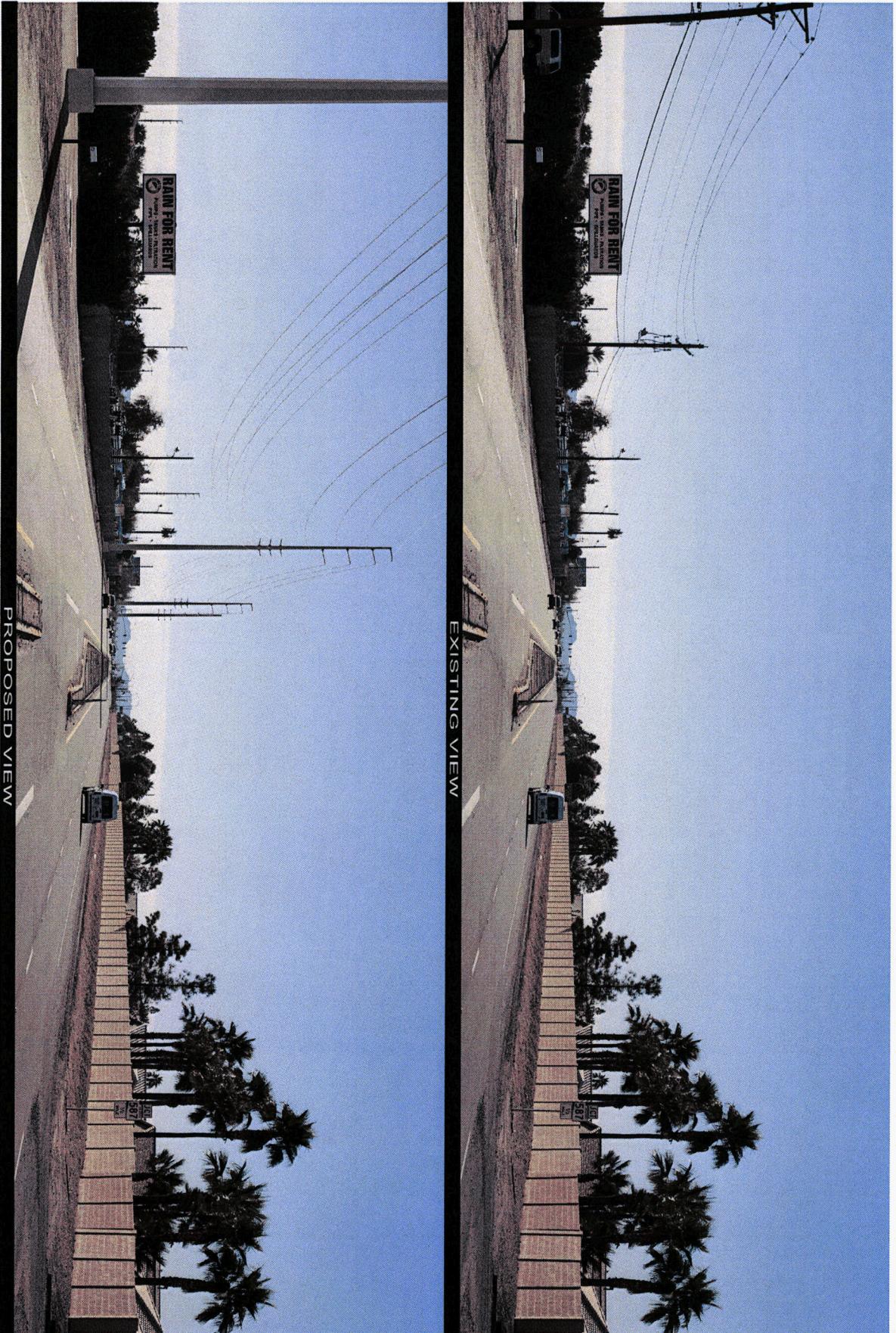
EXISTING VIEW

PROPOSED VIEW

PRICE ROAD CORRIDOR 230 KV PROJECT
 KOP # 7 ARIZONA AVENUE, 1/2 MILE NORTH OF HUNT HIGHWAY - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.
 Figure E-8

Global Environments
 WWW.VISRV.COM
 2/5/15



EXISTING VIEW

PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP #8 ARIZONA AVENUE, 1/2 MILE SOUTH OF RIGGS ROAD - LOOKING SOUTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.
Figure E-9

1/31/15

Official Environmentals
WWW.VISION7.COM



EXISTING VIEW

PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP # 9 EMERALD DRIVE @ CACTUS FLOWER COURT IN SUN LAKES - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.

Figure E-10

Sun Financial Partners
WWW.VISUNV.COM

2/19/15



EXISTING VIEW

PROPOSED VIEW



PRICE ROAD CORRIDOR 230 KV PROJECT

KOP # 10 EMERALD DRIVE @ COPPER DRIVE IN SUN LAKES - LOOKING NORTH - VISUAL SIMULATION

THIS RENDERING IS BASED ON CURRENT INFORMATION AS OF THIS DATE AND IS SUBJECT TO CHANGE.
Figure E-11

Sun West Environmental Services
www.sunwest.com

2/19/15

EXHIBIT E-1
CLASS I CULTURAL RESOURCES INVENTORY



SRP PRICE ROAD
CORRIDOR PROJECT, NON-
GILA RIVER INDIAN
COMMUNITY PORTION

CLASS I CULTURAL RESOURCES REPORT
MARICOPA AND PINAL COUNTIES, ARIZONA

Prepared by:
Patricia T. Mitchell, Senior Project Archaeologist
kp environmental, Inc.
February 2015

2160 OXFORD AVENUE
CARDIFF BY THE SEA, CA
92007

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ACRONYMS

A.D.	<i>Anno Domini</i>
APE	Area of Potential Effect
ASM	Arizona State Museum
AZ SHPO	Arizona State Historic Preservation Officer
B.C.	Before Christ
BMP	Best Management Practice
BLM	Bureau of Land Management
CFR	Code of Federal Regulations
GLO	General Land Office
GRIC	Gila River Indian Community
kV	kilovolt
NRHP	National Register of Historic Places
PRC	Price Road Corridor
SHPO	State Historic Preservation Officer
SPRR	Southern Pacific Railroad
SR	State Route
SRP	Salt River Project
THPO	Tribal Historic Preservation Officer
T&PRR	Texas and Pacific Railroad
UPRR	Union Pacific Railroad

EXECUTIVE SUMMARY

The following Class I cultural resources reports was prepared on behalf of Salt River Project (SRP) for the Proposed Price Road Corridor (PRC) Project, Non-Gila River Indian Community Portion (Project). SRP is proposing to construct new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27.

Four sites were identified within the three alternative and two receiving stations and the 1-mile buffer, and two of the sites are recommended eligible for the NRHP (SR 87 and the Consolidated Canal East Branch). However, there are segments of both sites that have been recommended not eligible.

SR 87 and the Consolidated Canal East Branch will not be impacted by the development of the Preferred Route, RS-27, or RS-28; the Consolidated Canal East Branch will not be impacted by the development of the Arizona Avenue Alternative Route; however, there are possible affects to SR 87 by the development of the Arizona Avenue Alternative Route; the Consolidated Canal East Branch will not be impacted by the development of the Railroad to Arizona Avenue Alternative Route; however, there are possible affects to SR 87 by the development of the Railroad to Arizona Avenue Alternative Route.

In areas where the Project Area has not been subjected to intensive field investigations, it is recommended that a Class III field survey plan be developed and implemented for the Project Area to ensure that if unrecorded historical and archaeological resources exist they are identified in the Project Area prior to construction. This survey plan would take into account variables including, but not limited to, previously recorded sites/previous research; historic and prehistoric settlement analysis; trade patterns/routes; topography; hydrology; and biological and geological resources to determine within the overall Project Area.

1. INTRODUCTION

This Class I cultural resources reports was prepared on behalf of Salt River Project (SRP) for the Proposed Price Road Corridor (PRC) Project, Non-Gila River Indian Community Portion (Project). The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. The transmission lines into this substation from the GRIC are less than two spans and therefore not part of this report.

Schrader Substation South to GRIC Boundary

Preferred Route

Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Preferred Route leaves the Schrader Substation and travels south for 1.84 miles along the Union Pacific Railroad (UPRR) and an existing 69kV transmission line that terminates at Riggs Road. The Preferred Route then follows the UPRR to the south for 1.06 miles until reaching the GRIC boundary (N1-N2-N3). The Preferred Route total length is 2.90 miles

Arizona Avenue Alternative Route

The Arizona Avenue Alternative Route would depart Schrader Substation in Section 22, Township 2 South, Range 5 East, and travels north from the existing Schrader Substation along the UPRR and an existing 69kV transmission line for 0.16 miles until turning west along Ocotillo Road for 0.26 miles and then turns south along Arizona Avenue to the GRIC boundary for 3.0 miles (N1-N4-N5). The Arizona Avenue Alternative Route total length is 3.43 miles.

Railroad to Arizona Avenue Alternative Route

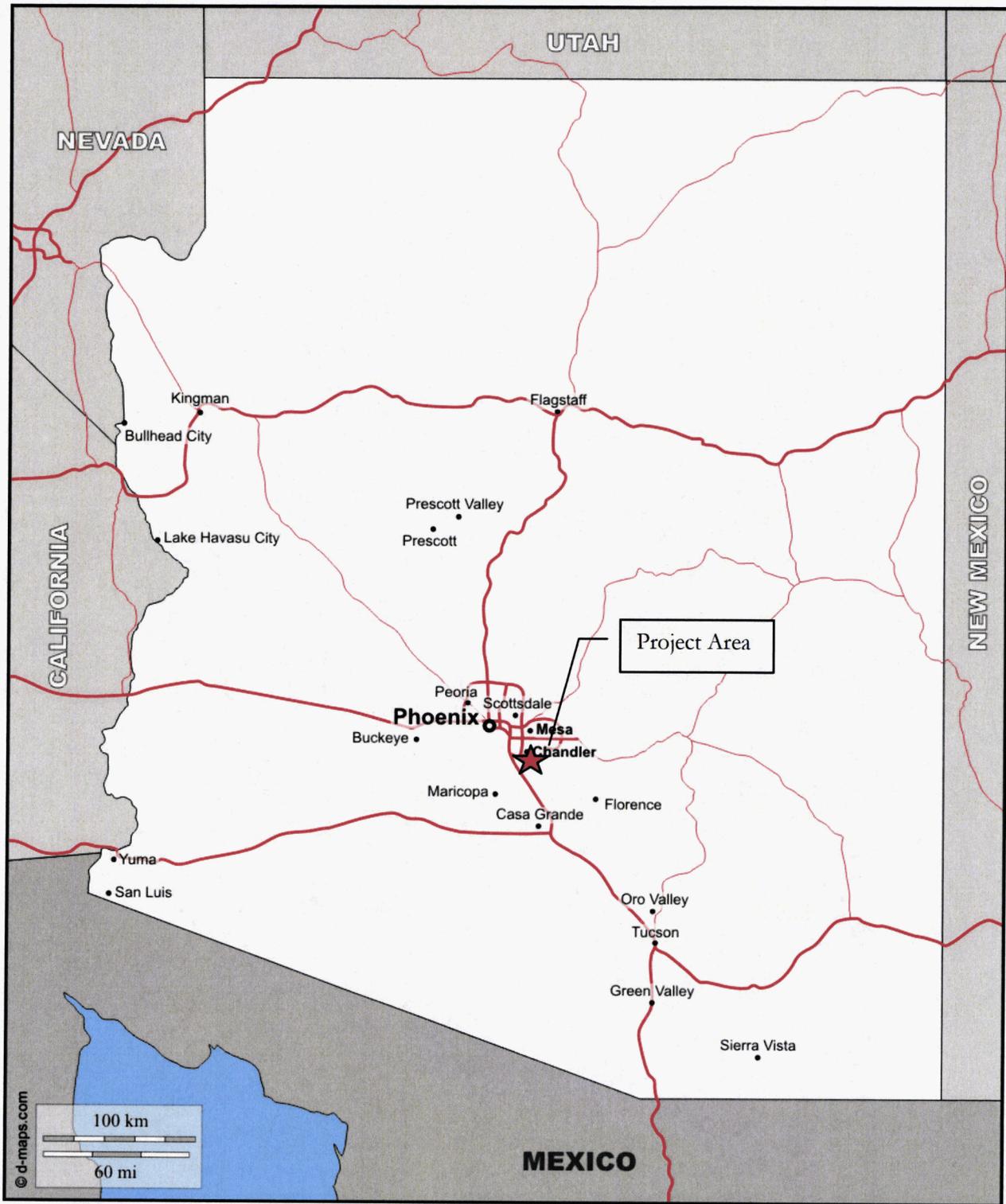
Starting at the existing Schrader Substation, in Section 22, Township 2 South, Range 5 East, the Railroad to Arizona Avenue Alternative Route leaves the Schrader Substation and travels south for 1.84 miles along the UPRR and an existing 69kV transmission line to Riggs Road. The route then travels east along Riggs Road for 0.26 miles and then travels south along Arizona Avenue to the GRIC boundary for 1.0 mile. (N1-N2-N4-N5). The UPRR to Arizona Avenue Alternative Route total length is 3.11 miles.

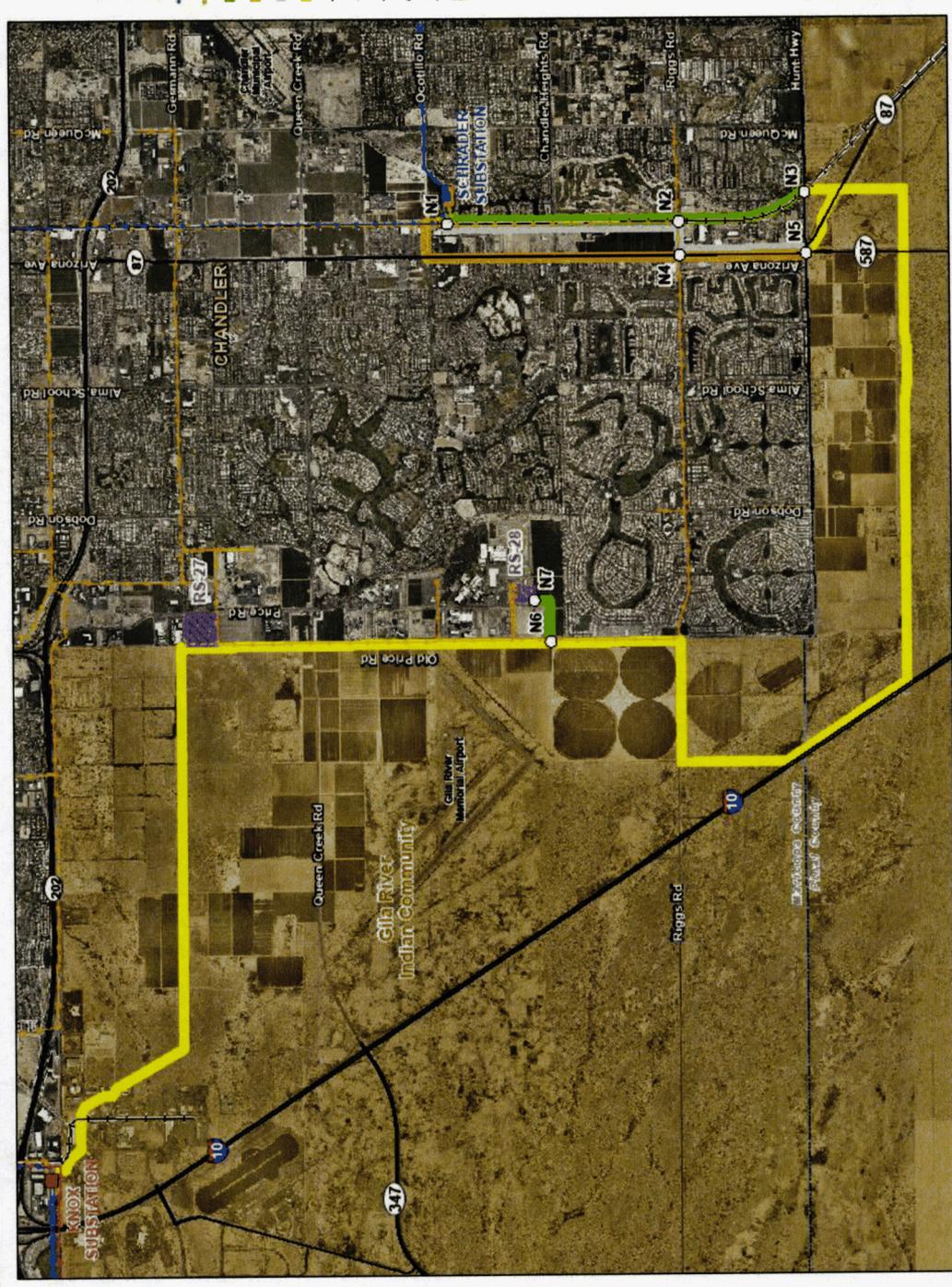
GRIC Boundary to RS-28

Preferred Route

Starting at the GRIC Boundary just north of the Chandler Heights Road alignment, in Section 19, Township 2 South, Range 5 East, the Preferred Route (N6-N7) travels east and north into the proposed RS-28 Substation for 0.54 miles.

Figure 1 - Regional Location





- Legend**
- Node (Origin or Terminus)
 - Knox Substation
 - Schrader Substation
 - RS-27 and RS-28 Sites
 - Existing 230kV
 - Existing 69kV
 - Preferred Route
 - Arizona Avenue Alternative Route
 - Railroad to Arizona Avenue Alternative Route
 - GRIC Route
 - Interstates, US Route or State Highway
 - Road
 - Railroad
 - County Boundary
 - Jurisdictional Land Ownership
 - Gila River Indian Community



SWP

FIGURE 2
PROJECT LOCATION & GRIC ROUTE

Map Extent: Maricopa & Pinal County, AZ

Date: 2/12/16 Page: 2 Author: [redacted]

2. METHODS

The previously recorded cultural resources and investigations in the PRC Project area, including a one mile-wide buffer, were examined using data received from the Arizona State Museum (ASM) site file check to determine if known cultural resources would be potentially impacted by the proposed PRC Project. The ASM record search was originally conducted in September 2013 (Appendix A), and updated by kp environmental with an AZSITE self search in January 2015. Information from the Bureau of Land Management (BLM) General Land Office (GLO) website (<http://www.glorerecords.blm.gov/>) was also reviewed.

3. CULTURE HISTORY

The generally accepted culture history of the Project area shows that human utilization of Southern Arizona spans the last 11,500 years. Nine main chronological periods (Paleo-Indian, Archaic, Early Formative, Pioneer, Colonial, Sedentary, Classic, Protohistoric, and Historic) have been archaeologically recognized, and each is characterized by different social and cultural attributes. More detailed overviews can be found in Bayman 2001; Berry and Marmaduke 1982; Bilsbarrow and Palus 1997; Bronitsky and Merritt 1986; Craig and Hackbarth 1997; Crown and Judge 1991; Deaver and Altschul 1994; Fish 1989; Fish and Fish 2008; Gilpin and Phillips 1998; Gumerman 1991; Haynes 1986; Janus 1989; Marmaduke 1993; Myrick 1980; Russell 1975; Spier 1970; Whittlesey et al. 1994; Wright 2002; and Wright et al. 2002.

Paleoindian Period

The Paleoindian period, approximately 10,000 to 8,500 B.C., is characterized by small, nomadic bands that followed megafauna and gathered wild plants. Sites from this period have been documented in southern Arizona (Cordell 1984; Haury 1950; Haynes 1986; Huckell 1984).

The subsistence practices of early hunter-gatherers changed approximately 10,000 to 8000 B.C. with the extinction of large game, as well as with the environmental changes associated with the Pleistocene/Holocene climatic transition (Guthrie 2006; Martin 1967). The overall lifestyle of the early hunter-gatherers continued into the Archaic period (ca. 8000 to 200 B.C.), but increased aridity during the early- to mid-Holocene brought about a change in the occurrence of plant species in the Southwest (Van Devender et al. 1987). Many of these drought-tolerant plants, such as mesquite, palo verde, and screwbean pods; saguaro and other cactus fruits; and agave, were exploited by prehistoric peoples. These plants provided a protein-rich food source that supplemented the Archaic diet of small game.

Evidence of occupation during the Paleo-Indian period (ca. 10,000–8,500 B.C.) and Early Archaic periods (ca. 8,500–5000 B.C.) has been elusive in the middle Gila River area (Huckell 1984a, 1984b).

Archaic Period

The Early Archaic period, approximately 7500 to 5000 B.C., is characterized by a hunting and gathering lifestyle, similar to the preceding Paleoindian period. A major difference however was a climatic drying and warming trend leading to desert conditions, and the disappearance of Pleistocene big game, through natural or human agents. Hunting focused on modern game animals and gathering focused on seasonally available resources, with Archaic groups maintaining a significant degree of residential mobility. As the Archaic period progressed (Middle Archaic, ca. 5000 to 2000 B.C.), some populations began to experiment with encouraged plants. Various wild plant resources were encouraged through selective planting or reseeding, weeding of competitor species, and supplemental watering. Seasonal rounds were generally maintained, with encouraged plant stands

being revisited during harvest time. Tools identified during the Archaic period such as metates, manos, and mortars demonstrate a significant focus on processing wild plant foods. Small seasonally occupied villages were present, but larger more permanent villages did not develop until the Late Archaic period.

The Late Archaic, approximately 2000 B.C. to A.D. 1, is a period of increasing sedentism although group mobility was still maintained to varying degrees. Encouraged plants began to give way to small-scale horticulture, especially with the introduction of domestic cultigens. Maintaining small fields and crops meant increased sedentism, and Late Archaic populations along floodplains and alluvial fans began to assemble into permanent villages. Sites of this type are known from the Tucson area, the Casa Grande area, and the Phoenix area. Experimentation with domestic cultigens from Mexico appeared first in the Tucson area (corn circa. 1700 to 1200 B.C.), which is located closer to the source area for these cultigens. Late Archaic villages are deeply buried under alluvium because of their location on floodplains and alluvial fans.

The first definitive evidence of human habitation along the middle Gila River dates to the Middle Archaic period. Recent work (Bubemyre et al. 1998; Neily et al. 1999; Woodson and Davis 2001) has documented Middle Archaic period sites, and numerous surface finds of projectile points that suggest the widespread use of the Phoenix Basin during this time period (Loendorf and Rice 2004). Beginning around 1500 B.C., during the Late Archaic period, the first agricultural villages were established in the Sonoran Desert, mainly in southern Arizona (Diehl 2003; Mabry 1998; Matson 1991; Sliva 2003). Comparable pre-ceramic semi-sedentary horticultural settlements have not been identified in the middle Gila Valley.

The succeeding Early Ceramic period (approximately A.D. 1–550) is characterized by small seasonally occupied hamlets, and more-widespread use of plain ware pottery in the region. However, pottery was not as widely used as in the later Hohokam occupations, and the range of types produced was comparatively limited (Garraty 2011; Whittlesey and Ciolek-Torrello 1996). Current evidence suggests that specialized pottery production began by around A.D. 450 along in the vicinity of South Mountain (Abbott 2009).

Hohokam

Garraty (2013) summarizes the Hohokam as many antecedents of Hohokam cultural attributes that imply *in situ* development of Hohokam society from earlier, Archaic period populations (Bayman 2001; Cable and Doyel 1987; Doyel 1991; Wallace 1997; Wallace et al. 1995; Wilcox 1979). The Hohokam sequence begins with the Pioneer period (ca. A.D. 55–/650–700), which is marked by the introduction of decorated pottery (Ciolek-Torrello 1995; Wallace et al. 1995; Whittlesey 1995). Over the next five centuries, residents the middle Gila River valley manufactured decorated pottery on a large scale and supplied it throughout the Phoenix Basin, including the Salt River valley to the north (Abbott 2009). The Hohokam tradition initially appeared in the Phoenix Basin and was

characterized by the development of large-scale irrigation agriculture, red-on-buff pottery, a distinctive iconography, exotic ornaments and artifacts, a cremation mortuary complex, and larger as well as more complex settlements (Fish 1989; Howard 2006).

Pioneer Period

The first period of Hohokam development involves a transition in local populations, as opposed to the influx of peoples from Mesoamerica as had been previously believed. During the transition from the Late Archaic to the Pioneer period, populations slowly began to shift their subsistence strategy to focus on a more sedentary, agriculture-dependent way of life. Hunting and gathering available wild foods remained important, but the Hohokam developed a complex water control system that made irrigation agriculture possible. Ceramics first appeared during this period as plainware utilitarian items, and expanded to include many types of decorated wares including: redwares, red-on-gray, and red-on-buff. The Snaketown phase, at the end of the Pioneer period, saw several changes which indicated a growing population, increased trade contacts, and growing complexity: more diverse ceramic vessel forms and designs; expansion of irrigation systems; the presence of ceramic figurines, slate palettes, carved stone bowls, and other ritual and ceremonial items; presence of shell from the Gulf of California; and trade goods from Mesoamerica and the Mogollon rim area.

Colonial Period

During this period, the number, size, type, and complexity of Hohokam sites in the area increased. Pithouses within villages tended to cluster in courtyard groups, probably occupied by extended families, which opened onto communal plaza areas. Numerous large villages contained ballcourts, which are posited to be related to the Mesoamerican game. These ballcourts probably served as a focus for community integration, where peoples from smaller surrounding hamlets would come to trade, renew kinship ties, and take part in various community activities. Smaller villages and subsistence-related sites were increasingly established during this period. Exotic trade items such as macaws and copper bells from Mesoamerica often overshadow continuing trade with Mogollon Rim and Colorado Plateau populations. By the end of the Colonial period, Hohokam sites were established throughout central and southern Arizona in a variety of environmental settings.

Sedentary Period

Throughout this period, patterns established during the preceding Colonial period were intensified. Economic complexity increased with certain villages specializing in particular crafts. In addition, a possible hierarchical distinction between sites, especially those along shared canal systems, is indicated. Platform mounds began to be constructed during this period, and appear to have served as a type of public architecture possibly associated with hierarchical divisions within villages, with ceremonial activities, or both. As the ballcourt slowly began to go out of use, the focus of community activities began to switch to the platform mound. There are few changes to Hohokam material culture during this time with the exception of the beginnings of platform mounds, adobe/jacal surface structures, and redware.

Classic Period

Most familiar Hohokam traits disappeared or underwent radical changes during this period. Many large villages were abandoned, although, several grew as outlying populations and groups in smaller settlements aggregated with existing communities (or formed new communities) along major watercourses. Pithouses disappeared almost completely and were replaced by surface structures of adobe and masonry, which were often organized into roomblocks, then compounds with the addition of enclosing walls. Platform mounds effectively replaced ballcourts as the focus of community activities. Red-on-buff pottery was replaced by red and polychrome wares. Treatment of the dead changed: inhumation became common while cremation declined. Trade patterns shifted from a Mesoamerican focus to a more northern and eastern focus. As the trade patterns shifted to the north and east, architectural and material culture traits of the Classic period Hohokam were being derived from contact with populations in that region of eastern Arizona and western New Mexico—the Salado culture. The reorganization of Classic period Hohokam architectural and material culture styles into styles that more closely resembled the Salado indicated increased regional interaction between the two groups. In the past it was believed to represent an invasion by Salado peoples, but this is no longer thought to be the case.

There may also be a late/post-Classic Hohokam occupation known as the Polvoron phase. The existence of the phase is still a matter of debate, as well as how it fits into the generally accepted Hohokam chronology. It may extend Hohokam culture into the 16th century, or it may merely represent the end of the Hohokam sequence around A.D. 1450 to 1500. This phase is defined in the archaeological record by the reoccupation of late Classic structures, a return to pithouses, and the end of inhumation burial.

Prehistoric/Historic Period

The Protohistoric period (ca. A.D. 1500–1700) is generally defined as the interval between the end of the Hohokam Classic period and the earliest evidence of Spanish contact (Wells 2006; Whittlesey et al. 1998:185). Unfortunately, archaeological evidence of Protohistoric period occupation has been elusive in southern Arizona, and few archaeological sites in the Project area can be firmly assigned to this time span. Although the relationship between the late Prehistoric inhabitants of the Middle Gila (also known archaeologically as the "Hohokam") and the Pima has been greatly debated, recent evidence have been published that adds multiple lines of evidence to support the Pima oral traditions regarding their past connection and continuous relationship to the "Hohokam". The Loendorf et al. (2013) extensive data studied from the large village site of Sacate, which has been continuously occupied since prior to A.D. 1600, provided additional supporting statements for cultural continuity between the Hohokam and the Akimel O'odham. Together with the ethnohistoric and ethnographic data, data were collected for ancillary studies for obsidian sourcing, projectile point typology, ceramic typology, architectural design, and subsistence practices that supports a continuous relationship to the Hohokam.

The Protohistoric period also saw reoccupation of several prehistoric sites by the Maricopa, Kohatk, or Pima, as well as the development of new settlements. The Jesuit missionary, Father Eusebio Francisco Kino was the first Spanish explorer to provide written accounts of the Gila River area. He was assigned to missionize in the Pimeria Alta (Land of Upper Pimas), a region that today includes northern Mexico and southern Arizona. During Kino's travels, he established many visitas and a few missions from the modern international border to the Gila River region. In addition, his explorations served as an important first step toward an overland route between Sonora, the Pima villages of the Gila River, and settlements along the California coast. Kino visited villages along the Gila River at least six times between 1691 and 1702. During his journeys, Kino mapped and described Pima villages and his interactions with various groups. Kino does not describe irrigation agriculture, so it is suspected that local populations subsisted by floodwater agriculture, hunting, and gathering. By 1744 however, the Pima were growing wheat with irrigation agriculture, and by 1775 irrigated wheat was a major crop in most Pima villages. Throughout the 1700s, the Spanish continued to expand the mission system in southern Arizona and continued to introduce non-native crops, animals, trade goods, religion, and culture.

The Historic period in Arizona dates roughly from 1753 to 1954. The 1753 date was chosen as it represents the founding of the first permanent Spanish settlement in Arizona. Dates of Protohistoric and Historic periods can differ across Arizona, usually based on dates of contact with Europeans and dates of permanent settlement by Europeans. For the purposes of this study, the aforementioned dates will be used.

According to the National Parks Service, the year 1775 marks the year Juan Bautista de Anza (Anza) successfully opened an overland route of emigration and supply from Sonora to the missions and settlements of Alta California. The 198 soldiers and families that Anza escorted brought with them on their 1,200 mile trek their language, traditions, and diverse New World Hispanic culture. The backgrounds of all soldiers and settlers were carefully recorded as español, mulato, or mestizo. Almost all the expedition members were born on this continent and had mixed European, African or Indian parentage. These influences changed the lives of the indigenous peoples and shaped the development of Arizona and California. The route Anza opened supplied the settlements of Alta California long enough for them to become established. In 1781, the Yumas revolted against Spanish rule and closed the route during the rest of the colonial period. In later years, Anza's trail served the military, settlers, cattlemen, forty-niners and other desert travelers.

The Mexican War of Independence did not have a direct affect on the area, as most of the battles took place far south of southern Arizona. However, the Spanish did have to withdraw their troops to central Mexico, which left a vacuum that the Apache exploited. During the 1820s, Apache raiders were estimated to have killed approximately 5,000 people in Sonora and southern Arizona. Mexico was victorious in the war, and declared independence in 1821. The new Mexican government abolished the mission system. In Arizona, settlements and occupation contracted to Tucson and Tubac. In response to increased Apache raiding, Piman settlement also contracted south and west.

During the Mexican (1821 to 1853) and subsequent American occupations, Pima wheat production increased dramatically, as a result the Pima sold excess crop to settlers and travelers using the Gila Trail. Arizona north of the Gila River became part of the United States in 1848, although the American phase did not officially begin until 1853, when this area was sold to the United States by Mexico as part of the Gadsden Purchase. American fur trappers and traders began working the Gila River in 1825 (the American phase dates from 1853 to present). During the Mexican-American War, American military forces passed through southern Arizona on their way to California, commonly using routes centered on the Santa Cruz and Gila rivers. These routes were well blazed by the Army, and increased use occurred after the end of the war. One specific route, the Gila Trail, was by this time a widely used mail, freight, and emigrant route. At the close of the American Civil War, settlement in the Gila River valley increased dramatically. This was due in part to the American Army's attempts to pacify the Apache. Arizona was first included as part of the Territory of New Mexico, and then the Territory of Arizona, and officially received American statehood in 1912.

After the Civil War, Americans began to settle permanently along the Gila River because of the availability of good agricultural lands. Agricultural activities by American settlers along the Middle Gila and further upstream caused an insufficient supply of water for Pima farmers. By 1872, the water reaching Pima crops was so limited that some Pimas relocated to the Salt River valley. However, this is not the only reason the Pima moved. Commercial pursuits in the growing Phoenix-Mesa-Lehi area, land and water availability, and the Anglo desire for a buffer between themselves and the raiding activities of the Apache also served as agents to pull Pimas from the Gila River valley to the Salt River valley. Settlers came not only from the east to settle within Arizona's agricultural lands, and rich mining districts, but also from Utah. Mormon settlers established towns in northern and eastern Arizona, and into northern Mexico. Some of the largest areas of Mormon settlement are the modern Mesa and Safford areas, although significant settlement also took place along the Little Colorado and San Pedro Rivers. From 1880 to 1900, the population of southern Arizona doubled, and by the turn of the century, Arizona had a population of 100,000. Many communities were established. The major town centers within the Project Area are discussed below. Arizona went on to become a major producer of cotton and copper, although these industries have had their ups and downs. Agriculture tends to remain as the major economic focus within the Project Area. The 20th century saw the transformation of significant portions of Arizona into military installations. Prisoner of war camps (Canal Camp and Butte Camp) were established in proximity to the communities of Florence and Queen Creek and along the Gila River between 1942 and 1945 (Iritani 1994).

Southern Pacific Railroad

Mainline

After the close of the Civil War, a southern railroad route along the now defunct Butterfield Stage Route was being explored as an option to move goods and people across the country in a timely fashion. The Southern Pacific Railroad Company (SPRR) was to lay track from San Francisco to Yuma, while the Texas and Pacific Railroad Company (T&PRR) was to lay track westward across Texas, New Mexico, and Arizona to meet with the SPRR at Yuma. As the SPRR reached the

Arizona border, the T&PRR was stalled in the vicinity of Fort Worth, Texas, nowhere near the interconnection point at Yuma. Having no authority to continue into Arizona, the SPRR courted the U.S. Congress, but failed to receive approval. The SPRR then turned to the territorial legislatures of Arizona and New Mexico, and received approval to continue laying track eastward.

The first train arrived in Maricopa Station, modern Heaton, on April 29, 1879. Maricopa Station quickly became a boomtown, as it was the closest point to retain alternative transportation to reach Phoenix. Maricopa Station soon had a large office building, a warehouse, and a hotel. As with most railroad boomtowns, the town soon succumbed to the ups-and-downs of railroad economy, and a new junction for the transfer of goods to Phoenix was located eastward. The SPRR continued to push eastward and reached Casa Grande on May 19, 1879. Casa Grande served as the end of the line for several months, and came to be known as Terminus. In January 1880, construction continued eastward. As 1881 drew to a close, the SPRR track through Arizona connected to the nationwide system of rail lines. The economy and settlement of southern Arizona quickly changed as it was now reliably connected to the rest of the country. The SPRR was taken over by the UPRR in 1997 (Union Pacific Railroad 2006).

Wellton-Phoenix-Mesa-Eloy

This segment of the transcontinental Sunset Route of the SPRR (AZ Z:2:40[ASM]) was constructed in 1926. It spurs off of the mainline in Wellton and travels through Phoenix, Tempe, Mesa, Gilbert, and Coolidge before rejoining the mainline at Eloy. This spur was constructed using over a thousand men and 600 mules to provide mainline access to Phoenix, which had developed into Arizona's most important city by the mid-1920s. The single-track rail line is still in use today, but it has been updated with modern track, computers, and electronic signaling (Janus 1989).

Maricopa and Phoenix Railroad

Phoenix Junction to Phoenix - Phoenix Junction to Tempe Junction - West Chandler SPRR Spur

According to Newsome (2001, site record), the Maricopa and Phoenix RR was constructed between 1886-1887 by Mexican immigrants and completed in 1887, to connect the town of Phoenix to the Southern Pacific RR, which passed approximately 28 miles to the south at Phoenix Junction (now known as Maricopa). There are some short histories stating that the connector actually went from present day Tempe to current town of Maricopa. Most of the short histories, none of which are published sources, say this subsidiary of the Southern Pacific started at the now town of Maricopa. If correct, there is a road/trail from Maricopa to Tempe It leaves Maricopa, and is designated as T:16:130(ASM) as the Maricopa to Phoenix Highway. It becomes very faint and shows as a foot path and definitely not marked as a RR, but it follows the generic path and near West Chandler where picks up on a marked spur of the Southern Pacific RR - which has been recorded as the Tempe to West Chandler SPRR Spur - AZ U:9:235(ASM) dating supposedly to 1920s - that heads into downtown Tempe, at Tempe Junction, near the intersection of 13th and Ash Street. In 1887, Tempe didn't exist as an official city, it wasn't established until 1894, but Charles Hayden

established the Milling & Farming Ditch Company near the Salt River and just southeast of the then settlement of Phoenix (AZSITE, 2015).

Presuming the RR connector from the original Southern Pacific Railroad, went from the now present town of Maricopa in 1887 (then called Phoenix Junction) and ended up in South Tempe at Tempe Junction; close enough to Phoenix to say it terminated at Phoenix and that the road now designated as the Maricopa to Phoenix Highway simply followed this route, the railroad did follow this vague route on the USGS maps and that the Tempe to West Chandler SPRR Spur is likely a reuse of the original Maricopa to Phoenix RR route. A 1886 & a 1902 map with railroads both show, though in very small scale, the Maricopa & Phoenix takes off from Maricopa and terminates in Tempe, most likely at the Tempe Depot on West 3rd Street - where the Southern Pacific Railroad Wellton to Phoenix to Eloy Branch came through ca 1926. Until evidence of the contrary, AZ U:9:235(ASM) will designated as the Maricopa & Phoenix Railroad (Newsome 2001, site record).

Farming

Examination of the BLM GLO records showed that several people bought large parcels of land in the Project Area in the late 19th century (Table 1).

Elizabeth Ulmer bought just over 640 acres, essentially all of Section 19, at the end of 1894; and Mary L. Miller bought 320 acres (the west half of Section 22) in October of 1894. The remaining land in Section 22 would not be allocated until the 20th century when people took advantage of government land acts. Mary D. Hill received 160 acres of the E 1/2 of the E1/2 of Section 22 in 1911 through the Homestead Act of 1862, and Robert C. Metzler and Lesley W. Vance received 160 acres W 1/2 of the E1/2 of Section 22 in 1923 through the Newlands Reclamation Act of 1902.

BLM Serial No.	Name	Issue Date	Acres	Aliquot Parts	Section	Authority
AZPHX 0002022	Hill, Mary D	10/2/1911	160.00	E½ E½	22	Homestead Act (1862)
AZPHX 0015158	Metzler, Robert C and Vance, Lesley W	12/12/1923	160.00	W½ E½	22	Newlands Reclamation Act (1902)
AZAZAA 003844	Miller, Mary L	10/24/1894	320	W½	22	Sale-Cash Entry (1820)
AZAZAA 003845	Ulmer, Elizabeth	12/19/1894	640.22	All of Section 19	19	Sale-Cash Entry (1820)

4. PREVIOUS RESEARCH

Site and project files were checked at the ASM and the data received were examined to determine if previously recorded cultural were within the Project area and 1-mile buffer. Eighteen (18) previous archaeological investigations were conducted within a mile of the Preferred Route and the two Alternative; and fourteen (14) within a mile of RS 27 and RS 28. Each alternative and component is discussed below.

Preferred Route

Four projects were conducted within or crossing the Preferred Route (Table 2) and 13 others were within the 1-mile buffer. Griffith (1995) conducted a 703-acre survey encompassing portions of the Preferred Route along the N2-N1 area and no sites or isolates were recorded. Garcia and Lewenstein (1998a) conducted a 72-acre survey of a linear feature crossing through the N2-N1 area and no sites or isolates were recorded. Newsome and Berg (2001) conducted a 1,624-acre survey of a linear feature crossing through the N3 area and recorded 30 sites (10 of which were new sites) and one isolated artifact. The most recent investigation covering parts of the Preferred Route was conducted by Lindly (2003), a 31-acre survey that documented one isolated artifact.

One 50-acre survey conducted within the 1-mile buffer (Woodall 1994) documented three isolated artifacts and a subsequent survey by Woodall (1999) conducted on another 310 acres recorded nine sites (two of which were new sites) and 17 isolated artifacts. Telles (1996a), McKee (1997), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the 1-mile buffer of the Preferred Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the 1-mile buffer and these reports were reviewed by the Arizona State Historic Preservation Officer (AZ SHPO) office. However, these reports are not currently on file with ASM.

Four sites are recorded in, adjacent to, or within 1-mile of the Preferred Route (Table 3). The Preferred Route crosses Hunt Highway (AZ U:13:254 [ASM]) at N3 but Hunt Highway is recommended not eligible for the National Register of Historic Places (NRHP). Adjacent to the Preferred Route at N3-N2-N1 is the Southern Pacific Railroad: Mesa to South Santan spur (AZ U:13:255([ASM]) but it is also recommended not eligible for the NRHP.

State Route (SR) 87 (AZ AA:6:63[ASM]) and the Consolidated Canal East Branch (AZ U:9:234([ASM]) are located within the 1-mile buffer of the Preferred Route. Both SR 87 and the Consolidated Canal East Branch have been recommended eligible for the NRHP.

Arizona Avenue Alternative Route

Three projects were conducted within or crossing the Arizona Avenue Alternative Route (Table 2), three were conducted adjacent to this route, and 11 others within the 1-mile buffer. Garcia and Lewenstein (1998a) conducted a 72-acre survey crossing through the N1-N4 area and no sites or isolates were recorded. Woodall (1999) conducted a 310-acre survey in the N4-N5 area and recorded nine sites (two of which were new sites) and 17 isolated artifacts. Newsome and Berg (2001)

Table 2 - Previous Archaeological Investigations

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
SHPO-2001-1460	Geiger, Paul J., and Glenn P. Darrington. 2001. A Cultural Resource Survey of the Hamilton High School PH 182-4 Telecommunications Project, Maricopa County, Arizona.	-	-	within 1 mile	within 1 mile	within 1 mile	-	-
SHPO-2001-3207	Slawson, Laurie V. 2001. A Cultural Resources inventory for a Proposed Telecommunications Site (PH54XC119A, Jazz) at 25015 South McQueen Road in Chandler, Arizona.	-	-	within 1 mile	within 1 mile	within 1 mile	-	-
1994-143.ASM	Woodall, Gregory R. 1994. Cultural Resources Survey of a 3.5 Mile Segment of Arizona Avenue Right-of-Way Between Frye and Ocotillo Roads (State Route 87 Mileposts 162.75-166.25), Chandler, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	50	No sites/3 isolates	within 1 mile	adjacent to north end of N4	within 1 mile	-	-
1995-441.ASM	Griffith, Cameron S. 1995. RS 16 Archaeological Survey. Tempe, Arizona. On file at Arizona State Museum, Tucson.	703	No sites/ isolates	within Preferred at N2-N1	within 1 mile	within RR Alt. at N2-N1	-	-
1996-337.A SM	Telles, Carol. 1996a. Cultural Resource Survey for Ocotillo East Land Exchange. DI-BR-PXAO-ICRS-96-20. On file at Arizona State Museum, Tucson.	3.9	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
1997-017.A SM	McKee, Brian R. 1997. Results of Testing at AZ:U:13:234 at the Site of a Proposed Post Office for the U.S. Postal Service, Chandler, Arizona. Farmington, New Mexico: Western Cultural Resource Management, Inc. On file at Arizona State Museum, Tucson.	10	No sites/ isolates	within 1 mile	adjacent AZ Alt. at N1-N4	within 1 mile	-	-
1998-400.A SM	Garcia, Daniel and Suzanne Lewenstein. 1998b. Cultural Resource Survey for the Riggs Road and Alma School Road Intersection Improvement Project, Maricopa County, Arizona. Phoenix, Arizona: Dames & Moore. On file at Arizona State Museum, Tucson.	57	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
1998-402.A SM	Garcia, Daniel and Suzanne Lewenstein. 1998a. Cultural Resource Survey for the Queen Creek Road (Arizona Avenue to McQueen Road) Improvement Project, Maricopa County, Arizona. Phoenix, Arizona: Dames and Moore. On file at Arizona State Museum, Tucson.	72	No sites/ isolates	crosses Preferred at N2-N1	crosses AZ Alt. N1-N4	crosses RR Alt. N2-N1	-	-
1998-405.ASM	Garcia, Daniel and Suzanne Lewenstein. 1998c. Cultural Resource Survey for the McQueen Road (Queen Creek Road to Pecos Road) Improvement Project, Maricopa County, Arizona. Dames & Moore, Phoenix. On file at Arizona State Museum, Tucson.	181	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-

Table 2 - Previous Archaeological Investigations

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-
1998-443.A SM	Woodall, Gregory R. 1999. Cultural Resources Survey Along Four Segments of State Route 87 (Mile Post 115.9-131.5, 134.55-138.05, 138.55-139.05, and 159.6-159.7), Between Picacho and Chandler, Pinal and Maricopa Counties, Arizona. On file at Arizona State Museum, Tucson.	310	Nine sites (2 are new)/17 isolates	within 1 mile	within AZ Alt. N4-N5	within RR Alt. N4-N5	-	-
2001-228.A SM	Bauer, Sharon K., A.E. (Gene) Rogge, and Sebastian Chamorro. 2001. Cultural Resource Survey for the SRP PM-10 Roads Project, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	80.4	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2004-111.A SM	Lindly, John M. 2003. An Archaeological Survey of Five PM-10 Road Segments in Southeast Maricopa County (SE Fed), Arizona. SWCA Cultural Resource Report No. 03-371. On file at Arizona State Museum, Tucson.	30.9	No sites/ 1 isolate	crosses Preferred at N2-N1	within 1 mile	crosses RR Alt. N2-N1	-	-
2004-627.A SM	Newsome, Daniel K. and Adam M. Berg. 2001. Addendum D. The GRIC Alternative B Reroute. A Cultural Resources Survey of a Supplemental Reroute to the Arizona Segment of the El Paso to Los Angeles Fiber Optic Cable Project. SWCA, Inc., Flagstaff.	1624	30 sites (10 are new)/1 isolate	crosses Preferred at N3	adjacent AZ Alt. at N4 & crosses at N5	crosses RR Alt. at N1	-	-
2007-049.A SM	Moore, Scotty B. 2006. A Cultural Resources Survey of 17 Acres Located Southwest of the Intersection of Riggs Road and Arizona Avenue, Chandler, Maricopa County, Arizona.	17	No sites/ isolates	within 1 mile	adjacent N4	within 1 mile	-	-
2010-232.A SM	Heilman, Jill. 2010. Cultural Resource Survey for a Road Widening Project Along McQueen Road Between Riggs and Ocotillo Roads in the City of Chandler, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	36.89	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2011-535.A SM	Luchetta, Sarah K. and Jim Moses. 2011. A Class I and Class III Cultural Resources Assessment Survey of a Proposed Wireless Telecommunications Facility known as Verizon Wireless PHO South Shore Located at 3838 South Arizona Avenue in Chandler, Maricopa County, Arizona.	<1	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-
2013-051.ASM	Luchetta, Sarah and Jim Moses 2013 A Class I and Class III Cultural Resources Assessment Survey of a Proposed Wireless Telecommunications Facility Known as Verizon Wireless PHO South Shore Located at 3838 South Arizona Avenue in Chandler, Maricopa County, Arizona. Antigua Archaeology, LLC., Prescott. On file at Arizona State Museum, Tucson.	0.33	No sites/ isolates	within 1 mile	within 1 mile	within 1 mile	-	-

Table 2 - Previous Archaeological Investigations

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
SHPO-2003-2356	Slawson, Laurie V. 2003. A Cultural Resources Inventory for a Proposed Telecommunications Site (PH32505A, Westview High School) at 10850 West Garden Lakes Parkway, in Avondale, Arizona.	-	-	-	-	-	within RS-27	-
1986-238.ASM	Bruder, J.S. and A.E. Rogge. 1987. Cultural Resources Technical Report for the Southeast Loop Highway. Dames & Moore, Phoenix. On file at Arizona State Museum, Tucson.	6600	6 sites/300 isolates in 24 locations	-	-	-	within 1 mile	-
1996-010.A SM	Telles, Carol. 1996b. Cultural Resource Survey for the Pecos Ranch Estates Easement Exchange. DI-BR-PXAO-ICRS-96-3. On file at Arizona State Museum, Tucson.	1.15	No sites/ isolates	-	-	-	within 1 mile	-
1997-039.ASM	Telles, Carol. 1997. Cultural Resources Survey for the Carrizal Subdivision Land Exchange and Facility Relocation. Bureau of Reclamation Cultural Resource Survey Form Report DI-BR-PXAO-ICRS-97-5. Phoenix, Arizona. On file at Arizona State Museum, Tucson.	1.42	No sites/ isolates	-	-	-	within 1 mile	-
2001-026.A SM	Shaw, Chester W. 2001. A Cultural Resource Survey of 1.76 Acres Incorporating New Right-of-Way to be Acquired for Construction of the Price Freeway-Santan Freeway Traffic Interchange, Maricopa County, Arizona: M.P. 50. Logan Simpson Design Technical Report No. 995293. Tempe, Arizona. On file at Arizona State Museum, Tucson.	17.6	No sites/ isolates	-	-	-	within 1 mile	-
2011-500.ASM	Bustoz, David. 2011. A Cultural Resources Survey of 5.25 Miles of Proposed Right-of-Way for the Intel Air Products Pipeline Project, in the City of Chandler, Maricopa County, Arizona. LSD Technical Report No. 115361. Logan Simpson Design, Inc., Tempe. On file at Arizona State Museum, Tucson.	33.6	No sites/ 3 isolates	-	-	-	within 1 mile	within 1 mile
SHPO-2001-2550	Howard, Jerry B. 2001. A Class III Archaeological Survey of the Wells Fargo Corporate Campus, Price and Queen Creek Roads, City of Chandler.	-	-	-	-	-	within 1 mile	-
SHPO-2002-171	Gifford. 2002. Bureau of Reclamation # 02-006 The Salt River Project (SRP) will exchange an existing USA easement.	-	-	-	-	-	within 1 mile	-
SHPO-2002-1100	Slawson, Laurie V. 2002. A Cultural Resources Inventory for a proposed Telecommunications site (PH54XC007A, Tuscany) 24451 South Price Road in Chandler, Arizona	-	-	-	-	-	-	within 1 mile

Table 2 - Previous Archaeological Investigations

Project Number	References	Acres	Comments	Preferred Alternative	AZ Ave	RR to AZ Ave	RS-27	RS-28
SHPO-2002-1725	Davis, Margaret, and John W. Hohmann. 2001. A Phase I (Class III) Archaeological Survey of 0.5 Acre Cell Tower Site at the Chandler Fire Department Training Facilities, Chandler, Maricopa County, Arizona.	-	-	-	-	-	-	within 1 mile
1992-287.ASM	Lascaux, Annick. 1992. An Archaeological Survey of Riggs Road from Interstate I-10 to Price Road. On file at Arizona State Museum, Tucson.	5.5	No sites/1 isolates	-	-	-	-	within 1 mile
1996-016.ASM	Mitchell, Douglas R. and Michael Stubing. 1996. Archaeological Survey Along Riggs Road Between I-10 and Price Road, Maricopa County, Arizona. SWCA Archaeological Report No. 96-12. Phoenix, Arizona. On file at Arizona State Museum, Tucson.	78	No sites/ isolates	-	-	-	-	within 1 mile
2000-759.A SM	Lundin, Deil R. 2000. Archaeological Survey of the PHX-242B B Storm Tower Site, Maricopa County, Arizona. On file at Arizona State Museum, Tucson.	0.25	No sites/ isolates	-	-	-	-	within 1 mile
2001-067.A SM	Gentilli, Toni and Lisa Folb. 2001. A Cultural Resource Survey of Two Proposed Pipeline Alignments for the Chandler-Ocotillo Water Reclamation Facility, Maricopa County, Arizona. EcoPlan Associates, Inc., EcoPlan Cultural Resources Report 94-85:10. Mesa, Arizona. On file at Arizona State Museum, Tucson.	24.2	No sites/ isolates	-	-	-	-	within 1 mile

Table 3 - Previously Recorded Sites

Site Number	Citation	Description	Eligibility	Preferred Alternative	Arizona Ave	RR to AZ Ave	RS-27	RS-28
AZ AA:6:63(ASM)	Breen 2002; Jones 2008; Newsome and Berg 2001; TRC 2000; Woodall 1999	State Route 87 (SR 87)	Recommended Eligible; Some segments recommended Not Eligible	within 1 mile	adjacent to AZ Ave	adjacent at N4-N5	-	-
AZ U:9:234(ASM)	Newsome and Berg 2001	Consolidated Canal East Branch	Recommended Eligible	within 1 mile	within 1 mile	within 1 mile	-	-

Site Number	Citation	Description	Eligibility	Preferred Alternative	Arizona Ave	RR to AZ Ave	RS-27	RS-28
AZ U:13:254(ASM)	Newsome and Berg 2001	Hunt Highway	Recommended Not Eligible (Newsome and Berg 2001)	crosses at N3	crosses at N5	crosses at N5	-	-
AZ U:13:255(ASM)	Newsome 2001	Southern Pacific Railroad: Mesa to South Santan spur	Recommended Not Eligible	adjacent at N3-N2-N1	within 1 mile	adjacent at N1-N2	-	-

conducted a 1,624-acre survey adjacent to N4 and crossing the alternative at N5, and recorded 30 sites (10 of which were new sites) and one isolated artifact.

One 50-acre survey conducted adjacent to the north end of N4, (Woodall 1994) documented three isolated artifacts. McKee (1997) conducted a 10-acre survey adjacent to N1-N4, but did not record any sites or isolated artifacts. Moore (2006) surveyed a 17-acre parcel adjacent to N4 and also did not record any sites or isolated artifacts.

Lindly (2003) conducted a 31-acre survey within the 1-mile buffer that documented one isolated artifact. Griffith (1995), Telles (1996a), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the 1-mile buffer of the Arizona Avenue Alternative Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the 1-mile buffer and while these reports were reviewed by the AZ SHPO office, these reports are not currently on file with ASM.

Four sites are recorded in, adjacent to, or within 1-mile of the Arizona Avenue Alternative Route (Table 3). The Arizona Avenue Alternative Route crosses Hunt Highway (AZ U:13:254 [ASM]) at N5 but Hunt Highway is recommended not eligible for the NRHP. Adjacent to the Arizona Avenue Alternative Route is SR 87 (AZ AA:6:63[ASM]) for the majority of the north-south path along N1-N4-N5, and while it has been recommended eligible for the NRHP, there are segments that are recommended not eligible.

The Consolidated Canal East Branch (AZ U:9:234[ASM]) and Southern Pacific Railroad: Mesa to South Santan spur (AZ U:13:255[ASM]) are located within the 1-mile buffer of the Arizona Avenue Alternative Route. The Consolidated Canal East Branch has been recommended eligible for the NRHP. The Southern Pacific Railroad: Mesa to South Santan spur is recommended not eligible for the NRHP.

Railroad to Arizona Avenue Alternative Route

Five projects were conducted within or crossing the Railroad to Arizona Avenue Alternative Route (Table 2) and 12 others within the 1-mile buffer. Griffith (1995) conducted a 703-acre survey within

the Railroad to Arizona Avenue Alternative Route along the N2-N1 area and no sites or isolates were recorded. Garcia and Lewenstein (1998a) conducted a 72-acre survey crossing through the N2-N1 area and no sites or isolates were recorded. Woodall (1999) conducted 310-acre survey that extends into the N4-N5 area and recorded nine sites (two of which were new sites) and 17 isolated artifacts. Newsome and Berg (2001) conducted a 1,624-acre survey crossing through the N1 area and recorded 30 sites (10 of which were new sites) and one isolated artifact. The most recent investigation in the Preferred Route was conducted by Lindly (2003), a 31-acre survey that documented one isolated artifact.

One 50-acre survey conducted within the 1-mile buffer (Woodall 1994) documented three isolated artifacts. Telles (1996a), McKee (1997), Garcia and Lewenstein (1998b, 1998c), Bauer et al. (2001), Moore (2006), Heilman (2010), and most recently Luchetta and Moses (2011, 2013) conducted surveys within the 1-mile buffer of the Railroad to Arizona Avenue Alternative Route but did not record any sites or isolated artifacts. Geiger and Darrington (2001) and Slawson (2001) also conducted telecommunications surveys within the 1-mile buffer and while these reports were reviewed by the AZ SHPO office, these reports are not currently on file with ASM.

As with the Preferred Route and Arizona Avenue Alternative Route, the Railroad to Arizona Avenue Alternative Route also has the same four sites in, adjacent, or within 1-mile of it (Table 3).

RS 27

Eight projects were conducted in the vicinity of RS-27, one of which, is within the RS-27 footprint (Table 2). The remaining seven projects are within the 1-mile buffer (Table 2). Slawson (2003) conducted a small survey in 2003 for a cell tower project within the current proposed RS-27. This report was reviewed by the AZ SHPO office and the report is not currently on file with ASM.

Telles (1996b, 1997) and Shaw (2001) conducted surveys within the 1-mile buffer of RS-27 and did not find any sites or isolated artifacts. Howard (2001) and Gifford (2002) conducted surveys that were reviewed by the AZ SHPO office and the reports are not currently on file with ASM. Bruder and Rogge (1987) conducted investigations for the Southeast Loop Highway Project. This 6,600-acre project (Bruder and Rogge) resulted in the recordation of 6 sites and 300 isolates (from 24 locations). The most recent survey by Bustoz (2011) was 33.6 acres, and this survey only located three isolated artifacts.

RS 28

Seven projects were conducted within the 1-mile buffer, and none of them were within the footprint of RS-28. Mitchell and Stubing (1996), Lundin (2000), Davis and Hohmann (2001), Gentilli and Folb (2001), and Slawson (2002) conducted surveys and did not find any sites or isolated artifacts. Lascaux (1992) conducted a 5.5-acre survey and located one isolated artifact; and the most recent survey by Bustoz (2011) was 33.6 acres, and this survey only located three isolated artifacts (Table 2).

REGULATORY CONTEXT

Section 106, implementing the regulations of the National Historic Preservation Act, is applicable to federal undertakings, including projects financed or permitted by federal agencies, regardless of whether the activities occur on land that is managed by federal agencies, other governmental

agencies, or private landowners. Its purpose is to consult on identification and resolution of effects that may occur to significant cultural/archaeological resources, defined as "historic properties" that are listed in or determined eligible for listing in the NRHP. The criteria for NRHP eligibility are defined at 36 CFR §60.4 and include:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

- (a) are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) are associated with the lives of persons significant in our past; or
- (c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) have yielded or may be likely to yield, information important in prehistory or history.

The goal of Section 106 consultation is to identify historic properties potentially affected by an undertaking, assess the project's effects and seek ways to avoid, minimize, or resolve any adverse effects to these cultural resources. The Section 106 process includes the following steps:

1. Make a good faith and reasonable effort to identify and document historic properties within a defined area of potential effect or APE. This includes recording all resources older than 50 years in age and applying the NRHP eligibility criteria to those resources that cannot be avoided.
2. Assess the effects of the proposed action on any historic properties.
3. Consult with the SHPO, Tribal Historic Preservation Officers, interested parties, and the Advisory Council on Historic Preservation on all phases of the project.
4. Seek agreement among all parties to avoid, minimize, or mitigate impacts to resolve adverse effects of the project on historic properties.

5. MANAGEMENT RECOMMENDATIONS

The kp environmental Class I cultural inventory of the proposed PRC, Non-Gila River Indian Community Portion Project, within the proposed Project Area identified four sites within the three alternatives and two receiving stations and the 1-mile buffer, and two of the sites are recommended eligible for the NRHP (SR 87 and the Consolidated Canal East Branch, Table 4). However, there are segments of SR 87 that have been recommended not eligible.

SR 87 and the Consolidated Canal East Branch will not be impacted by the development of the Preferred Route, RS-27, or RS-28 (Table 4).

The Consolidated Canal East Branch will not be impacted by the development of the Arizona Avenue Alternative Route; however, there are possible affects to SR 87 by the development of the Arizona Avenue Alternative Route (Table 4).

The Consolidated Canal East Branch will not be impacted by the development of the Railroad to Arizona Avenue Alternative Route; however, there are possible affects to SR 87 by the development of the Railroad to Arizona Avenue Alternative Route (Table 4).

In areas where the Project Area has not been subjected to intensive field investigations, it is recommended that a Class III field survey plan be developed and implemented for the Project Area to ensure that if unrecorded historical and archaeological resources exist they are identified in the Project Area prior to construction. This survey plan would take into account variables including, but not limited to, previously recorded sites/previous research; historic and prehistoric settlement analysis; trade patterns/routes; topography; hydrology; and biological and geological resources to determine within the overall Project Area.

Table 4

Summary of Potential Effects

Eligible Site	Preferred	Arizona Ave	RR-AZ Ave	RS-27	RS-28
SR 87 / AZ AA:6:63(ASM)	No effects	Possible effects	Possible effects N4-N5	No effects	No effects
Consolidated Canal / AZ U:9:234(ASM)	No effects	No effects	No effects	No effects	No effects

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APPENDICES

APPENDIX A - CONFIDENTIAL SITE RECORDS MAP (BOUND SEPARATELY)

EXHIBIT E-2
AGENCY CORRESPONDANCE



Mr. Peter Steere
Tribal Historic Preservation Officer
Tohono O'odham Nation
P.O. Box 837
Sells, AZ 85634

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Mr. Steere:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com

The Project must receive a Certificate of Environmental Compatibility prior to any ground disturbing construction activities, and I have enclosed the Class I document that includes the locations and descriptions of cultural resources within the proposed Project footprint.

This portion of the proposed transmission line is located on private land and do not cross any tribal lands; therefore, no information is included regarding any cultural resources on tribal lands. Furthermore, traditional cultural places, religious sites, and traditional use areas are not included in the document. All cultural resource locational information, including maps, will be deleted from any copies of the document available to the general public. This document has also been sent to the Arizona State Historic Preservation Office and the following Native America tribes and communities for review at this time: the Ak-Chin Indian Community, the Fort McDowell Yavapai Nation, the Gila River Indian Community, the Hopi Tribe, and the Salt River Pima-Maricopa Indian Community.

SRP and kp environmental would greatly appreciate your comments and will address any issues and concerns that you may have. Please provide your comments in 30 calendar days of receipt of this document to the attention of the following me at this mailing address:



Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

Your letter will be included as part of the project record that is filed with the Arizona Corporation Commission. If you have any further questions or would like to discuss this document, please call me at 619.241.3330.

Sincerely,

Patricia T. Mitchell

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Mr. James Garrison
State Historic Preservation Officer
Arizona State Historic Preservation Office
1300 West Washington Street
Phoenix, AZ 85007

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Mr. Garrison:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

The Project must receive a Certificate of Environmental Compatibility prior to any ground disturbing construction activities, and I have enclosed the Class I document that includes the locations and descriptions of cultural resources within the proposed Project footprint.

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SRP and kp environmental would greatly appreciate your comments and will address any issues and concerns that you may have. Please provide your comments in 30 calendar days of receipt of this document to the attention of the following me at this mailing address:

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com



Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

Your letter will be included as part of the project record that is filed with the Arizona Corporation Commission. If you have any further questions or would like to discuss this document, please call me at 619.241.3330.

Sincerely,

A handwritten signature in cursive script that reads "Patricia T. Mitchell".

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Mr. Delbert Ray
President
Salt River Pima-Maricopa Indian Community
10005 East Osborn Road
Scottsdale, AZ 85256

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Mr. Ray:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
trmitchell@kpenvironmental.com

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Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

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Sincerely,

A handwritten signature in cursive script that reads "Patricia S. Mitchell".

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Mr. Leigh Kuwanwisiwma
Director Cultural Preservation Office
The Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

kp environmental. Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

**RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.**

Dear Mr. Kuwanwisiwma:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com

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1320 W. 10th Street
Tempe, Arizona 85281

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Sincerely,

Patricia T. Mitchell

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Mr. Barnaby Lewis
Tribal Historic Preservation Officer
Gila River Indian Community
P.O. Box 2140
Sacaton, AZ 85247

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Mr. Lewis:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com

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SRP and kp environmental would greatly appreciate your comments and will address any issues and concerns that you may have. Please provide your comments in 30 calendar days of receipt of this document to the attention of the following me at this mailing address:



Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

Your letter will be included as part of the project record that is filed with the Arizona Corporation Commission. If you have any further questions or would like to discuss this document, please call me at 619.241.3330.

Sincerely,

Patricia T. Mitchell

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Ms. Karen Ray
Coordinator Cultural Resources
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Ms. Ray:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com

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Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

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Sincerely,

A handwritten signature in cursive script that reads "Patricia T. Mitchell".

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file



Caroline Antone
Cultural Resource Manager
Ak-Chin Him Dak Eco Museum Road
Ak-Chin Indian Community
47685 North Eco Museum Road
Maricopa, AZ 85239

kp environmental, Inc.
2160 Oxford Ave.
Cardiff By The Sea
California 92007
Tel 619.241.3330

RE: Class I Cultural Resources Report for the Proposed SRP Price Road Corridor project,
Non-Gila River Indian Community Portion.

Dear Ms. Antone:

Salt River Project (SRP) is proposing construction of the SRP Price Road Corridor project, Non-Gila River Indian Community Portion (Project) a new electrical infrastructure to enhance reliability for current customers and support new and expanding businesses in the PRC in Chandler, Arizona. The Project consists of two short segments of new 230kV lines. The first segment originates at the existing Schrader Substation and travels south onto the Gila River Indian Community (GRIC). This segment is about 3 miles in length. The second segment travels from the GRIC into a new substation called RS-28. This segment is approximately one-half mile in length. A second substation is also part of the Project called RS-27. I have enclosed a copy of the Class I Cultural Resources Report document prepared by kp environmental for your review and comment.

Date:
February 23, 2015

Contact:
Trish Mitchell

Phone:
619.241.3330

Email:
tmitchell@kpenvironmental.com

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Patricia T. Mitchell
1320 W. 10th Street
Tempe, Arizona 85281

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Sincerely,

Patricia T. Mitchell

Patricia T. Mitchell, M.A., RPA
Senior Project Archaeologist

Copies:

Kenda Pollio, kp environmental, Inc
Tom Novy, SRP
file

EXHIBIT F
RECREATIONAL PURPOSES AND ASPECTS

As stated in Arizona Administrative Code R14-3-219:

“State the extent, if any, the proposed site or route will be available to the public for recreational purposes, consistent with safety considerations and regulations, and attach any plans the Applicant may have concerning the development of the recreational aspects of the proposed site or route.”

Existing Conditions

Regional recreation information for the Project Study Area (PSA) and surrounding areas were gathered from Maricopa County and the City of Chandler, Arizona. Regionally, Maricopa County has a diverse geography, which offers a multitude of recreational opportunities. The terrain within the large county ranges from the broad, sloping alluvial plain south of the Phoenix metropolitan area to rugged mountain formations within areas of the southern portion of the county like the Sonoran Desert National Monument and also in the eastern portion of the county within the Tonto National Forest. Within the broad area of Maricopa County there are also regional and local parks associated with various mountain ranges such as the Estrella Mountains, South Mountains, Phoenix Mountains, McDowell Mountains, Utery Mountains and the San Tan Mountains.

The recreational activities more specific to the PSA range from activities using developed facilities in mixed use areas such as golf courses, organized sports areas and designated open space to dispersed activities on private lands.

As discussed in **Exhibit A** (Land Use) and depicted on **Figures A-3** and **A-4**, lands traversed by the Price Road Corridor project, Non-Gila River Indian Community Portion (Project) are under the jurisdiction of Maricopa County and the City of Chandler.

Schrader Substation South to the Tribal Boundary

Preferred Route

There are no Maricopa County Active Open Space lands near the Preferred Route. The City of Chandler has designated lands within 1,000 feet of the Preferred Route as Parks/Recreation/Passive Open Spaces (see **Figure A-4**). These areas include catchment basins and common areas, municipal, and neighborhood parks, and open space some of which are greater than 5 acres.

These areas are predominately associated with established residential communities and include the common areas within subdivisions. The following includes a list of the residential

communities with interspersed open space areas within 1,000 feet of the centerline of the Preferred Route:

- Pine Lakes Estates Residential Community
 - Pine Lakes Park
- Reserve at Fulton Ranch
- Southshore Village
- Autumn Park
- Santan Vista
- Fieldstone Estates

In addition to the open spaces within the above residential communities, the Bear Creek Municipal Golf Course, owned by the City of Chandler is located approximately 85 feet from the Preferred Route on the east of the railroad.

Also, the existing 6.5 mile Paseo Trail is located in east Chandler near the Preferred Route and is a 10-foot wide concrete multi-use pathway on the eastern side of the Consolidated Canal and an unimproved dirt surface on the western side of the canal. The trail begins at Galveston Street and continues south past Riggs Road and is used for walkers, joggers, stroller-pushers, horseback riding or bicycling (City of Chandler, 2008). The Preferred Route would cross the trail south of Riggs Road.

Arizona Avenue Alternative Route

There are no Maricopa County Active Open Space lands in proximity to the Arizona Avenue Alternative Route. There are City of Chandler designated Parks/Recreation/Passive Open Spaces lands near the Arizona Avenue Alternative Route. As with the Preferred Route, these areas are predominately associated with established residential communities and include the common areas between the dwelling units. The following includes a list of the residential communities with interspersed open space areas within 1,000 feet of the centerline in portions of the Arizona Avenue Alternative Route:

- Pine Lakes Estates Residential Community
- Reserve at Fulton Ranch
- Fulton Ranch
- Southshore Village
- Ironwood Vistas
- Gila Buttes Estates
- Santan Vista
- Sun Lakes

In addition to the Passive Open Spaces within the above residential communities, the Hamilton High School Aquatic Center is located approximately 615 feet from the Arizona Avenue Alternative Route on the corner of Ocotillo Road and Arizona Avenue. The Ironwood Golf Course is located approximately 1,150 feet from the Arizona Avenue Alternative Route. The

Palo Verde Country Club and Golf Course is located approximately 925 feet from the Arizona Avenue Alternative Route.

Additionally, the Paseo Trail is within 1,000 feet of the centerline of the Arizona Avenue Alternative Route, south of Riggs Road.

Railroad to Arizona Avenue Alternative Route

This alternative route has the same impacts as discussed in the above sections.

New RS-28 Substation and Associated Transmission

Maricopa County has designated land as Active Open Space within 1,000 feet of the centerline of the portion of the Preferred Route near the New RS-28 Substation. This land use classification can include areas for city/regional parks, playgrounds/fields, local/neighborhood common areas, parks, and playgrounds. This specific area is part of the established Sun Lakes Residential Community and is within 935 feet of the Preferred Route (see **Figure A-3**). Although this is not a dedicated recreational area, it has an Open Space land use designation.

New RS-27 Substation

There are no recreation facilities within 1,000 feet of the RS-27 Substation.

Potential Effects

The Project substations and transmission lines will not be available for public recreation purposes. The Project would not preclude recreational uses in the area around the Project components. The Project routes were sited to parallel existing disturbed corridors and right-of-way (ROWs) - existing roadways, electric utility infrastructure lines and railroad corridor. However, while the proposed Project ROW would be adjacent to the existing ROWs, it would have minimal infringement on open space and recreational lands and/or uses. SRP would work with the City of Chandler during the construction phase to ensure compliance with the City of Chandler's General Plan and to minimize effects to the residential open space, parks, golf courses, and trail areas near the Project components in order to maintain the current quality of services and facilities.

References

County of Maricopa. Parks and Recreation [Online] Located at: <http://www.maricopa.gov/parks/>

City of Chandler, 2008. General Plan 2008. [Online] Located at:
<http://www.chandleraz.gov/default.aspx?pageid=121>

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County of Maricopa, 2014. Maricopa County Planning and Development Department GIS Home Page, titled PlanNet. [Online] Located at: <http://gis.rdsa.maricopa.gov/plannet/>

EXHIBIT G
CONCEPTS OF TYPICAL FACILITIES

As stated in Arizona Corporation Commission Rules of Practice and Procedure R14-3-219:

“Attach any artist's or architect's conception of the proposed plant or transmission line structures and switchyards which applicant believes may be informative to the committee.”

The following drawings are included:

- Figure G-1 Single-circuit 230 kilovolt (kV) Tubular Steel Structure (Pole), Vertical Configuration with Posts
- Figure G-2 Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Braced Posts
- Figure G-3 Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration, Strain Structures
- Figure G-4 Double-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Posts
- Figure G-5 Double-Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Braced Posts
- Figure G-6 Double-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration, Strain Structures

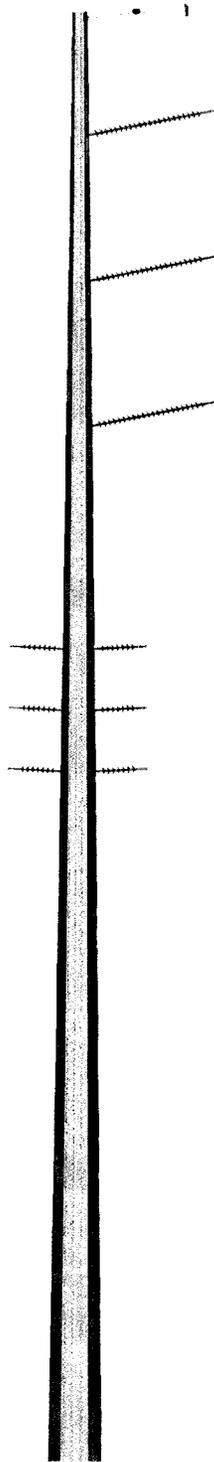


Exhibit G-1

Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Posts

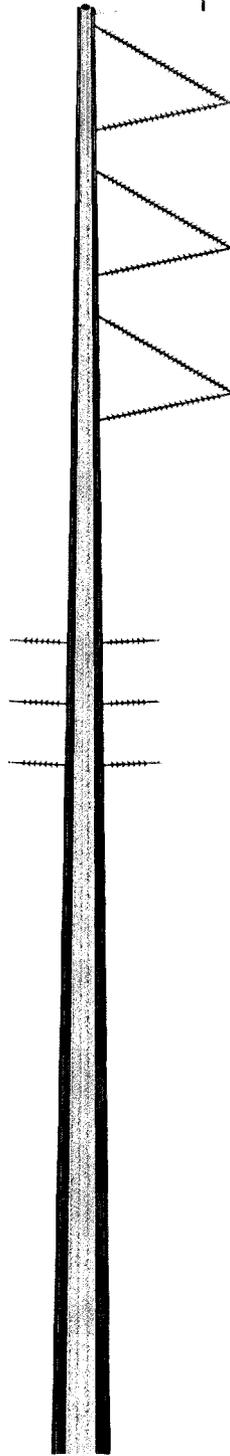


Exhibit G-2

Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Braced Posts

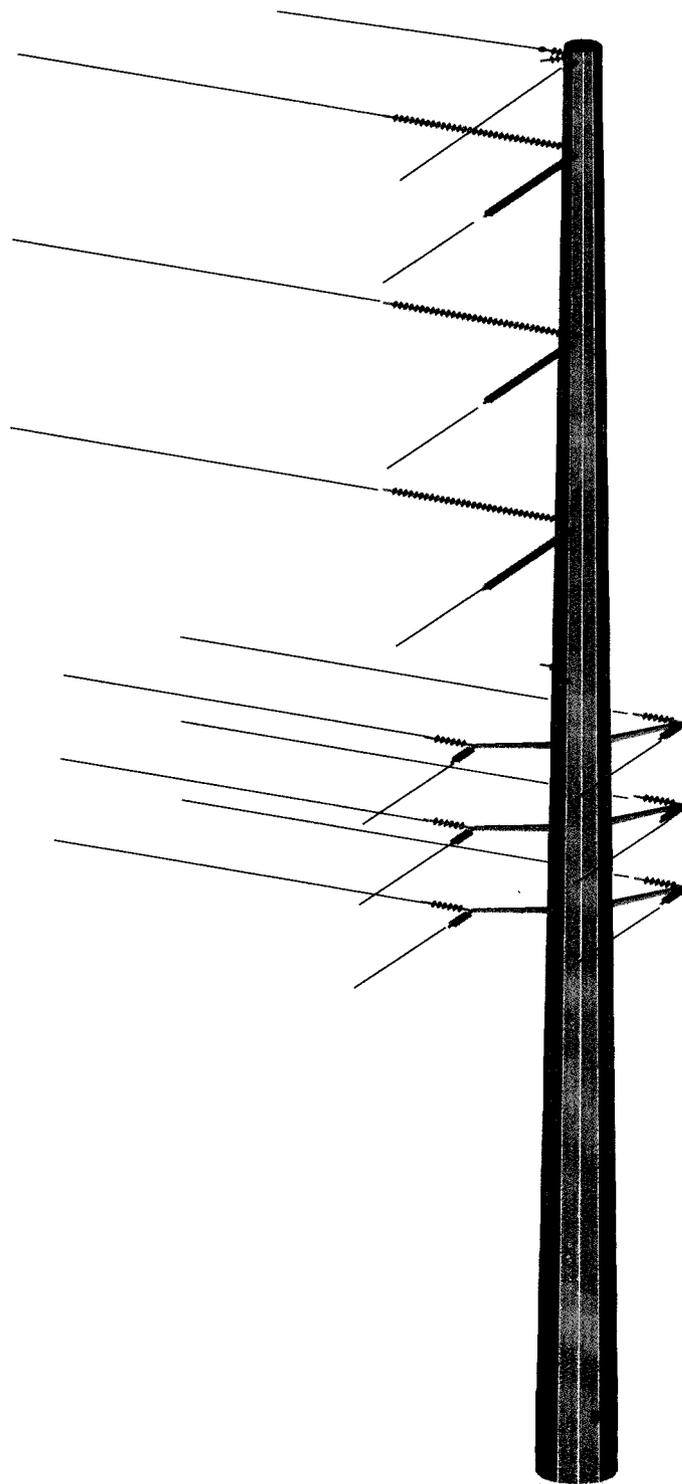


Exhibit G-3

Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration, Strain structures

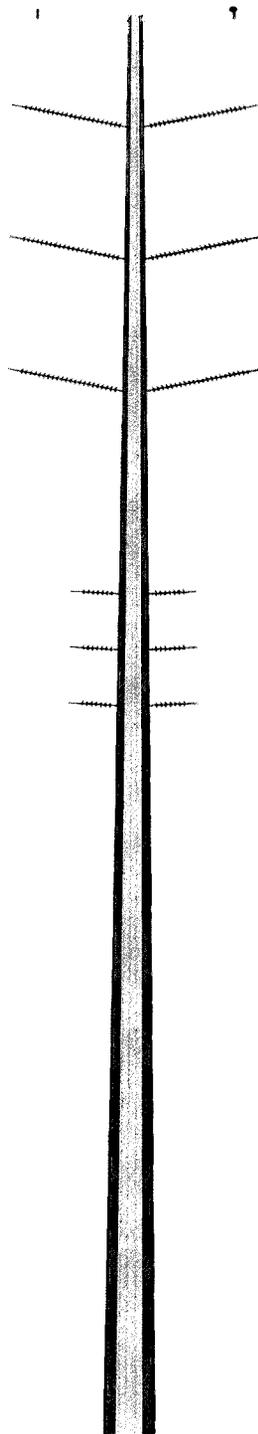


Exhibit G-4

Double-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Posts

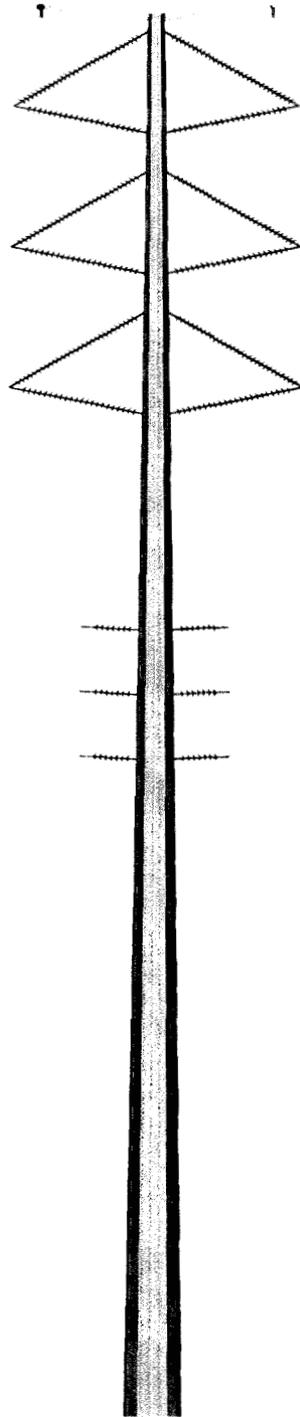


Exhibit G-5

Double-Single-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration with Braced Posts

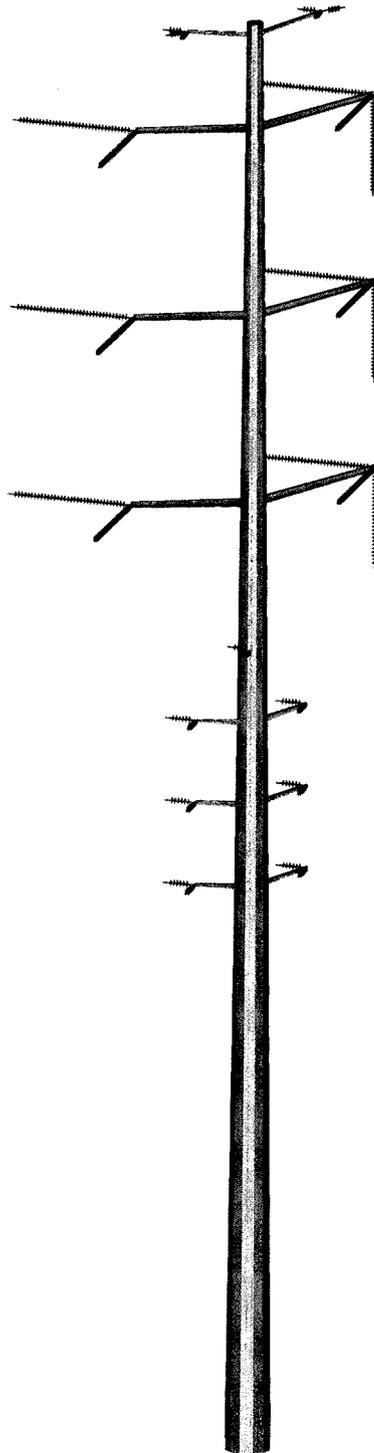


Exhibit G-6

Double-circuit 230kV Tubular Steel Structure (Pole), Vertical Configuration, Strain structures

**EXHIBIT H
EXISTING PLANS**

As stated in Arizona Administrative Code R14-3-219:

“To the extent Applicant is able to determine, state the existing plans of the state, local government, and private entities for other developments at or in the vicinity of the proposed site or route.”

Planned Areas Developments

Planned Area Developments (PADs) in the Project Study Area (PSA) are administered by Maricopa County for unincorporated areas and by the City of Chandler for the remainder of the PSA. Included in this exhibit are the PADs that are platted subdivisions or proposed developments that have filed an application for a permit to a municipal planning agency. Some of these PADs have been successfully permitted or are in the permitting process but have not yet been constructed.

All permitted or proposed PADs in the PSA are listed below in **Table H-1** and graphically depicted on **Figure H-1**. The information included in **Table H-1** was obtained from the City of Chandler and Maricopa County. The table identifies the unique PAD identification (ID) number, the PAD name, the land owner, the case number and the status. Each PAD with an associated case number has filed land use/zoning application information with the jurisdiction and is given a status of “committed.” If a PAD is proposed, the status is “uncommitted.” The table also states if the PAD is under construction. Case numbers are not available for some older PADs.

Schrader Substation South to the Tribal Boundary

Preferred Route

Figure H-1 shows that there are 13 PADs within 1,000 feet of the Preferred Route under City of Chandler jurisdiction:

- PAD 229 is located on the east side of the Preferred Route.
- On the west side of the Preferred Route, from north to south, the PAD IDs are 227, 228, 184, 119, 24, 122 and 123.
- North of the Schrader Substation are PAD IDs 116, 117, 188, 189 and 204. PADs 188, 204 and 189 are committed. PADs 116 and 117 are uncommitted.

The following PADs are under construction and have the land owner listed:

- 229 – Fulton Homes/Flat Iron Investments
- 228 – D. R. Horton
- 184 – Real Estate Opportunity Fund of Arizona LLC, and

Application for a Certificate of Environmental Compatibility

- 227 – Fulton Homes.

In addition, there are 3 PADs located on the west side of the Preferred Route within 1,000 feet that are under Maricopa County jurisdiction. From north to south, they are PAD IDs 121, 127, and 185. and are uncommitted. There is also 1 PAD located north of the Schrader Substation within 1,000 feet that is under Maricopa County jurisdiction and that is PAD ID 114, which is uncommitted.

Arizona Avenue Alternative Route

Figure H-1 shows that there are 16 PADs within 1,000 feet of the Arizona Avenue Alternative Route and they are all under City of Chandler jurisdiction:

- On the east side of the alternative route, most of the PADs overlap those previously listed for the Preferred Route and include, from north to south, 227, 228, 184, 118, 119, 24, 122 and 123.
- On the west side of the alternative route, from north to south, the PAD IDs are 203 and 120.
- North of the Schrader Substation are PAD IDs 116, 117, 188, 189, 131 and 204.

PADs 204, 131, 188, 189, 203, 118, 119, 24, 203 and 122 are committed. PADs 123, 116, 117 and 120 are uncommitted. The PADs under construction include PADs 227 – Fulton Homes, 228 – D. R. Horton, and 184 – Real Estate Opportunity Fund of Arizona LLC.

- In addition, there are 8 PADs within 1,000 feet of this alternative route under Maricopa County jurisdiction.
- On the east side of the alternative route, most of the PADs overlap those previously listed for the Preferred Route and include 121, 230, 123, 127 and 185.
- On the west side of the alternative route, the PAD IDs are 125 and 126.
- North of Schrader Substation is PAD 114.

PADs 114, 121, 123, 126, 127 and 185 are uncommitted. The following PADs are under construction and have the land owner listed: 230 – Circle K Stores, 125 – Five SAC Self Storage Corp.

Railroad to Arizona Avenue Alternative Route

Figure H-1 shows there are 13 PADs within 1,000 feet of the Railroad to Arizona Avenue Alternative Route under City of Chandler jurisdiction:

- PADs 123 and 229 are located on the east side of the alternative route, south of Riggs Road.
- On the west side of the alternative route, from north to south, the PAD IDs are 227, 228, 184, 119, 24 and 122.
- North of the Schrader Substation are PAD IDs 116, 117, 188, 189 and 204.

PADs 204, 188, 189, 119, 24 and 122 are committed. PADs 116, 117 and 123 are uncommitted. The following PADs are under construction and have the land owner listed: 229 – Fulton Homes/Flat Iron Investments, 227 – Fulton Homes, 228 – D. R. Horton, and 184 – Real Estate Opportunity Fund of Arizona LLC.,.

As shown on **Figure H-1**, there are also 8 PADs within 1,000 feet of this alternative route that are under the Maricopa County jurisdiction.

- On the west side of the Preferred Route, from north to south, the PAD IDs are 121, 125 and 126.
- On the east side of the alternative route, from north to south, the PAD IDs are 230, 123, 127 and 185.
- North of the Schrader Substation is PAD ID 114.

PADs 114, 127, 185, 126, 123 and 121 are uncommitted. The following PADs are under construction and have the land owner listed: 230 – Circle K Stores, 125 – Five SAC Self Storage Corp.

New RS-28 Substation and Associated Transmission

As shown on **Figure H-1**, there are no PADs within 1,000 feet of the RS-28 Substation site nor along the Preferred Route into RS-28. However, there has been a General Land Use Plan Amendment granted by the City of Chandler for Intel expansion. Intel has an existing large industrial campus within the PSA located north of the Chandler Heights Road alignment between Old Price and Dobson roads. The RS-28 Substation site is located within the Intel property associated with this Land Use Plan Amendment. The proposed Intel expansion includes plans to continue locating buildings (water treatment plant, factory and office buildings and manufacturing facilities) in concentric rings to create a succession of intensity land use and building massing. Parking lots and lesser buildings may also be constructed in conjunction with those improvements. The associated transmission line (Preferred Route) was sited in accordance with these future plans and the General Land Use Plan Amendment. SRP has sited the requested corridor as far north as possible to minimize impacts to future plans and to the Sun Lakes community located to the south.

New RS-27 Substation

As shown on **Figure H-1**, there are four PADs within 1,000 feet of the RS-27 Substation property and they are all under the City of Chandler jurisdiction. These PADs are located on either side of Price Road with PADs 47, 210, and 177 located south of RS-27 and PAD 70 north of RS-27. PADs 47 and 70 are committed PADs while 177 and 210 are uncommitted. None of the PADs are under construction.

Table H-1 Planned Area Developments within the Project Study Area					
PAD ID	PAD Name	Land Owner	Status	Case Number	Jurisdiction
24	The Enclave	SLL Arizona Avenue LLC	Committed	DVR12-0003	City of Chandler
47	Price Road Commerce Center	AZGL LLC	Committed	DVR12-0006	City of Chandler
70	SSB Price Road	HHB VI LLC	Committed	PDP07-0011	City of Chandler
114		Shah Urvis & Hina	Uncommitted		Maricopa County
115	Southshore	SRP AI&PD	Uncommitted	DVR01-004	City of Chandler
116	The Ranch Super Storage	Pine Forest Co.	Uncommitted	DVR04-042	City of Chandler
117	Southshore	Pine Forest Co.	Uncommitted	DVR01-004	City of Chandler
118	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Committed	DVR07-0014	City of Chandler
119	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Committed	DVR07-0014	City of Chandler
120	Ironwood Commercial	Three J's Arizona Avenue & Chandler Heights LLC	Uncommitted	DVR09-1011	City of Chandler
121		Superior Products Corp. of Arizona / Horne Real Estate Investments LLC / Horne Enterprises Etal LLC	Uncommitted		Maricopa County
122	Riggs Gateway Center	Bell Leasing Inc.	Committed	DVR07-0028	City of Chandler
123	Gold Canyon Candle	Twenty Square Holdings LLC	Uncommitted	DVR03-024	City of Chandler
123	Gold Canyon Candle	Alkhafaji Khulood/Riyadh TR	Uncommitted	DVR03-024	Maricopa County
125	Gila Butte Estates	Five SAC Self Storage Corp.	Under Construction		Maricopa County
126		LAACO Ltd.	Uncommitted		Maricopa County
127		House of Stewart LT / Coleman Spas Inc.	Uncommitted		Maricopa County
131	South Chandler Business Park	Rabago Jaime & Sandra / Scotland Yard Properties LLC	Committed	DVR08-0018	City of Chandler

**Table H-1
Planned Area Developments within the Project Study Area**

PAD ID	PAD Name	Land Owner	Status	Case Number	Jurisdiction
177	Motorola Campus	SWVP Continuum Office LLC	Uncommitted		City of Chandler
184	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Under Construction	DVR07-0014	City of Chandler
185		Diamond Builders Holding Co. Inc.	Uncommitted		Maricopa County
188	Dominion Chandler Self Storage	Dominion Chandler Self Storage LLC	Committed	PDP14-0001	City of Chandler
189	Paseo Lindo	Chick Fil A Inc. / Psaros FT / Red Development of Ocotillo Four LLC	Committed	DVR08-0042	City of Chandler
203	Fulton Ranch Parcel 12	Ruby Tuesday Inc.	Committed		City of Chandler
204	Pine Lake Condominiums	Pine Lake Land Co.	Committed	DVR10-0004	City of Chandler
210	Continuum	SWVP Continuum Office LLC	Uncommitted		City of Chandler
227	Reserve at Fulton Ranch	Fulton Homes	Under Construction	DVR04-012	City of Chandler
228	Southshore Village	D. R. Horton	Under Construction	DVR12-0013	City of Chandler
229	Autumn Park	Fulton Homes / Flatiron Investments	Under Construction		City of Chandler
230	Circle K	Circle K Stores, Inc.	Under Construction	DVR11-0037	Maricopa County

Planned Road Improvements

There are road improvements planned by the City of Chandler within the PSA. They are as follows:

- Construction of improvements to Ocotillo Road, between Arizona Avenue and McQueen Road began in late October 2014 and will take approximately eight months to complete. Improvements include widening Ocotillo Road to two lanes in each direction with a center turn lane, bicycle lanes, curb, gutter and sidewalk and associated utility improvements or relocations. Utility improvements, to include widening the bridge over the SRP Consolidated Canal and electric utility relocations, were completed during the past year (2014) to prepare for the road improvements.
- McQueen Road will be widened to four lanes between Ocotillo and Riggs roads. The project will include new curb, gutter, storm drain, sidewalks, streetlights, bike

lanes, medians and landscaping. The construction of the next segment between Ocotillo and Chandler Heights roads began in late October 2014 and will take approximately eight months to complete.

- The City of Chandler is planning to improve traffic flow and safety at the intersection of Alma School Road and Chandler Boulevard by adding dual left turn lanes, dedicated right turn lanes, and an auxiliary through lane in each direction. The project would also include new storm drains, curb, gutter, sidewalks, signals and landscaping. Construction is planned for early 2017.

Potential Effects

Schrader Substation South to the Tribal Boundary

The Preferred and Alternative Routes are routed to parallel an active railroad, a portion of which also includes an existing 69 kilovolt (kV) transmission line. The Preferred Route would share right-of-way (ROW) with these existing linear features so there would be minimal impact to the PAD sites nearby.

New RS-28 Substation and Associated Transmission

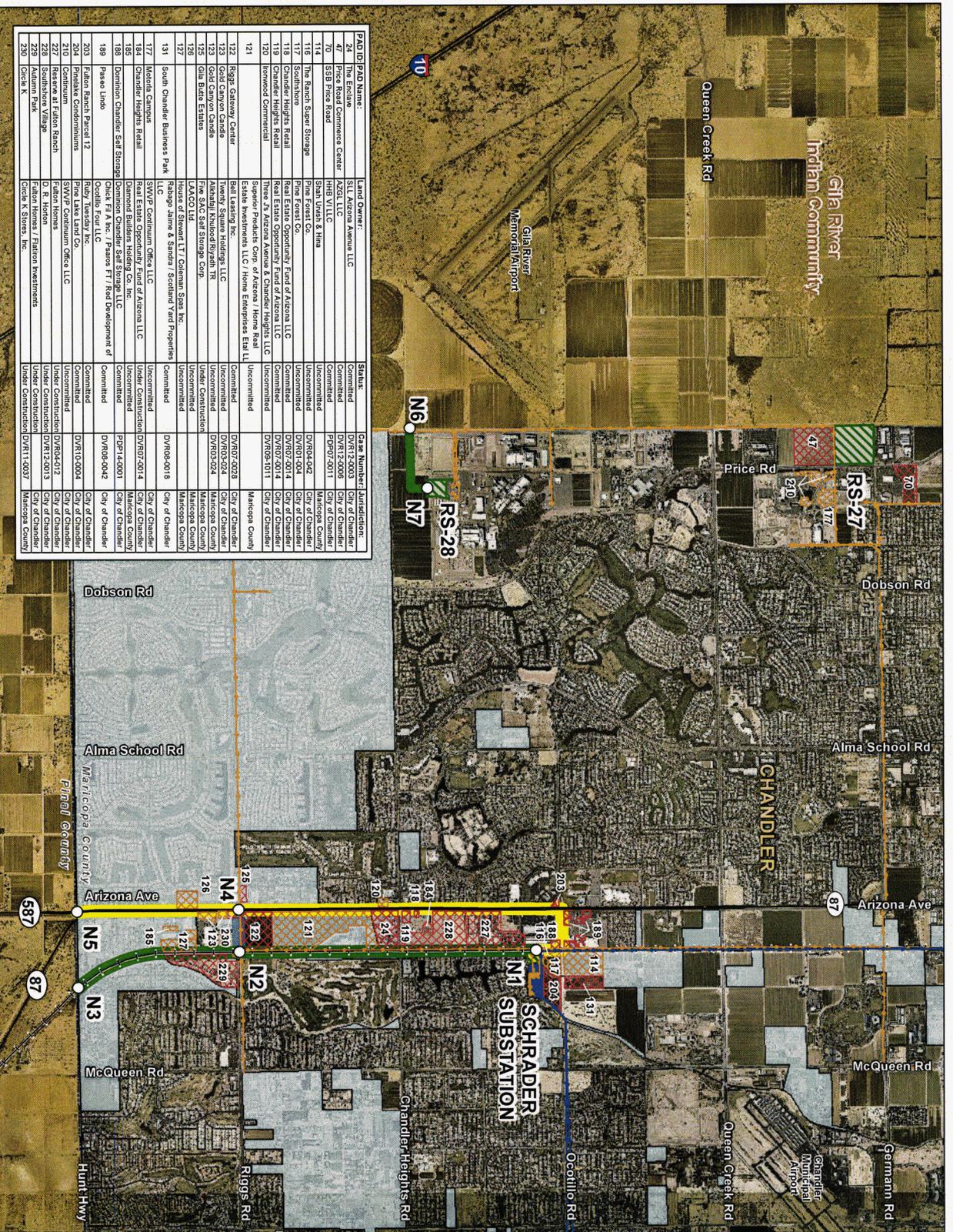
There are no PADs in this area. SRP has coordinated with Intel on the location of the substation and transmission lines on Intel's property as to not interfere with future expansion plans.

New RS-27 Substation

The construction of the New RS-27 Substation site would not interfere with any of the PADs in this area.

References

- City of Chandler, 1999. Southeast Chandler Area Plan 1999. [Online] Located at: <https://www.chandleraz.gov/content/LrpSoutheastChandlerAreaPlan.pdf>
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- Maricopa Association of Governments, 2012. GIS Land Use Data for Maricopa County including existing land uses and category descriptions. December 2012 [Online] Located at: <http://geo.azmag.gov/maps/landuse/>



PAD ID	PAD Name	Land Owner	Status	Case Number	Jurisdiction
24	The Enclave	SLL Arizona Avenue LLC	Committed	DV/R12-0003	City of Chandler
47	Price Road Commerce Center	A261 LLC	Committed	DV/R12-0008	City of Chandler
70	SSB Price Road	SSB LLC	Committed	PP/R12-0011	Maricopa County
116	Tim Ranch Super Storage	Pine Forest & Hina	Under Construction	DV/R14-042	City of Chandler
117	Southshore	Pine Forest Co.	Under Construction	DV/R14-044	City of Chandler
118	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Committed	DV/R17-0014	City of Chandler
119	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Committed	DV/R17-0014	City of Chandler
120	Homewood Commercial	These Js Arizona Avenue & Chandler Heights LLC	Uncommitted	DV/R09-1011	City of Chandler
121		Supern Products Corp. of Arizona Home Real Estate Investments LLC / Home Enterprises Fall H	Uncommitted		Maricopa County
122	River Gateway Center	Ball Investments LLC	Committed	DV/R17-0023	City of Chandler
123	Gold Canyon Canale	Twenty Square Holdings LLC	Uncommitted	DV/R15-024	City of Chandler
125	Gold Canyon Canale	Akhilaji Khilodiyani TR	Uncommitted	DV/R15-024	Maricopa County
126	Five SAC Build Estates	Five SAC Self Storage Corp.	Under Construction		Maricopa County
127	South Chandler Business Park	LAACO Ltd	Uncommitted		Maricopa County
127	South Chandler Business Park	House of Stewart LT / Common Spas Inc.	Uncommitted	DV/R08-0018	City of Chandler
131	Madira Campus	SWVZ Continuum Office LLC	Under Construction	DV/R17-0014	City of Chandler
132	Chandler Heights Retail	Real Estate Opportunity Fund of Arizona LLC	Under Construction	DV/R17-0014	City of Chandler
135	Chandler Heights Retail	Chandler Buildings Holding Co. Inc.	Uncommitted		Maricopa County
136	Domination Chandler Self Storage	Domination Chandler Self Storage LLC	Committed	PP/R14-0001	City of Chandler
137	Domination Chandler Self Storage	Chick F A Inc / Paraso FTI / Red Development of Chandler	Committed	DV/R08-0042	City of Chandler
138	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
139	Paraso Lindo	Red Development of Chandler	Committed	DV/R10-0004	City of Chandler
140	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
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170	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
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198	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
199	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
200	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
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228	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
229	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler
230	Paraso Lindo	Red Development of Chandler	Committed		City of Chandler

Legend

- Node (Origin or Terminus)
- Schradler Substation
- Existing 230kV
- Existing 69kV
- Preferred Route
- Arizona Avenue Alternative Route
- Railroad to Arizona Avenue Alternative Route Link
- Interstate, US Route or State Highway
- Road
- Railroad
- County Boundary
- RS-27 and RS-28 Sites
- Planned Area Developments within 1000 Feet of Project Routes
- PAD Under Construction
- Committed PAD
- Uncommitted PAD
- Jurisdictional Land Ownership
- Maricopa County Land
- Gila River Indian Community



State Plane Coordinate System
 NAD 83, Arizona Central
 Linear Unit: Foot US



**FIGURE H-1
 CITY OF CHANDLER
 PLANNED AREA DEVELOPMENTS**

Map Extent: Maricopa & Pinal County, AZ
 Date: 2/19/15
 Figure H-1
 Author: SWP

EXHIBIT I

NOISE EMISSIONS AND COMMUNICATION INTERFERENCE

As stated in Arizona Administrative Code R14-3-219:

“Describe the anticipated noise emission levels and any interference with communication signals which will emanate from the proposed facilities.”

Background and Existing Conditions

Corona discharge from electrical transmission lines generates audible noise, and radio and television interference. Corona is a luminous discharge that emanates from an energized conductor due to ionization of the surrounding air and is caused by a voltage gradient, which exceeds the breakdown strength of air. Corona is a function of the voltage gradient at the conductor surface. This voltage gradient is controlled by engineering design and is a function of voltage, phase spacing, conductor diameter, conductor bundle, height of conductors above ground, line geometry, and meteorological conditions. In particular, irregularities on the surface of the conductor such as nicks, scratches, contamination, insects, and water droplets increase the amount of corona discharge. Consequently, during periods of rain and foul weather, corona discharge increases. This corona activity contributes to a small increase in power loss and is the source of transmission line audible noise and radio and television interference. For the various transmission line designs considered for the Price Road Corridor project, Non-Gila River Indian Community Portion (Project), the maximum calculated voltage gradient at the conductor surface is lower than corona inception and extinction levels. Successful operation of 230 kilovolt (kV) transmission lines with similar gradients indicates that the Project would only create modest corona effects.

Noise

Noise is defined as unwanted sound. Sound travels in waves from a specific source and exerts a sound pressure level (referred to as sound level), which is measured in decibels (dB). Zero dB corresponds roughly to the threshold of average human hearing and 120 to 140 dB corresponds to the threshold of pain. Human response to noise is subjective and can vary from person to person. Factors that can influence individual response include intensity, frequency, and time pattern of the noise; the amount of background noise prior to the intruding noise; and the nature of work or human activity that is exposed to the noise. **Table I-1** depicts average decibel levels for everyday sounds.

**TABLE I-1
Common Noise Levels**

Type	Description	Decibel Level
Painful	Firearms, air raid siren, jet engine	140 dB
	Jet take-off, amplified rock music at 4-6 feet, car stereo, band practice	120 dB
Extremely Loud	Snowmobile, chain saw, pneumatic drill	100 dB
	Lawnmower, shop tools, truck traffic, subway	90 dB
Very Loud	Alarm clock, busy street	80 dB
	Conversation, dishwasher	60 dB
Moderate	Moderate rainfall	50 dB
	Quiet room	40 dB
Faint	Whisper, quiet library	30 dB

Source: American Speech-Language-Hearing Association 2007

Audible noise associated with transmission lines as a result of corona discharge is a function of line voltage. The amount of audible noise is directly related to the level of corona activity, which in turn is affected by the conductor physical condition, contamination and meteorological conditions, most notably rain. Transmission line audible noise is characterized by crackling, frying, sputtering, and low frequency tones, which are best described as humming sounds. Audible noise from transmission lines primarily occurs during foul weather conditions. Audible noise increases with rain or during dust storms, although it is generally masked by the background noise of rain and wind. In dry or fair weather conditions, the conductors operate below the corona-inception level and noise is typically only slightly audible at the edge of the transmission line right-of-way (ROW).

For the proposed RS-28 and RS-27 substations, transformers are expected to be the major source of audible noise. The predominant noise from a transformer is a hum, comprised of sound in the frequency range of 75 hertz (Hz) to 1200 Hz, within the frequency range of the human ear. The transformer sound level is specified at the time of purchase and the specified sound level is controlled by the design and manufacturing of the transformer. The specifications for a transformer require a design that is in compliance with the sound level limits specified by industry standards, governing regulations, or local ordinances. Disconnect switches and circuit breaker operations create momentary, but very infrequent noise.

Environmental noise is usually measured in A-weighted decibels (dBA). Environmental noise typically varies over time, and different types of noise descriptors are used to account for this variability. The noise descriptor most commonly used to establish noise exposure guidelines for specific land uses is the day/night average noise level (DNL). The noise level experienced at a

particular site or area depends on the distance between the source and a specific receptor (humans, wildlife, etc.), presence or absence of noise barriers and other shielding features, and the amount of noise reduction provided by the intervening terrain. Some land uses are considered more sensitive to noise levels than others due to the amount of noise exposure and the types of activities typically involved.

Sources of noise in the vicinity of the proposed Project primarily are related to transportation sources and would include nearby roads, local traffic, and the Union Pacific Railroad (UPRR). Residential noise would also contribute to noise levels near the Project Study Area (PSA). Baseline ambient noise levels were estimated using the relationship between population density and noise levels.

The PSA can be categorized as being Industrial, Commercial, and Normal Suburban/Residential. In the area around the proposed RS-27 Substation the land use is Open Space or Industrial/Commercial. The RS-28 Substation is located within the Intel complex and adjacent land uses are Open Space and residential or Normal Suburban/Residential to the south. The areas around the existing Schrader Substation and the Preferred and Alternative Routes are generally Industrial, Commercial, and Normal Suburban/Residential. Typical ambient noise levels for these land uses range from 50 to 60 dBA.

Some sensitive noise receptors such as churches and schools are located close to the Project. These types of facilities within 1,000 feet of the proposed Project include: Desert Palms Church, Chandler United Methodist Church, and Carebear Preschool.

Noise impacts associated with the Project would result from construction, operation, and maintenance activities. During construction, equipment used for clearing and grading (substations, access roads, and structure sites), assembly and erection of structures, wire pulling and splicing, and rehabilitation activities would generate noise. This heavy equipment would include cranes, trucks, and tractor graders. **Table I-2** identifies typical construction equipment noise levels.

TABLE I-2 Typical Construction Equipment Noise Levels	
Equipment Type	Noise Level at 50 Feet
Backhoe	85 dB
Front-end loader	85 dB
Concrete truck/mixer	85 dB
Water truck	81 dB
Tractor grader	80 dB
Flat-bed trucks	84 dB
Source: US EPA 1971	

Noise from construction activities would be audible, particularly to the closest residents in the subdivisions along the proposed alternatives. This construction noise, however, would not be expected to create a major impact, because construction in any specific location along the transmission route would be short-term and would occur during daytime hours when tolerance to noise is higher.

As discussed earlier, during operation, generated noise from transmission lines can best be described as a crackling or hissing sound. Generally, this noise is not noticeable on a 230kV transmission line but may occur during wet-weather conditions such as rain and possibly during brief periods after wind storms deposit dust on the line conductors. During maintenance activities, noise could be generated from a vehicle driving along the access roads for structure and line inspection or equipment and crew conducting maintenance or repairs. Noise from the operation of the proposed substations could be generally described as a low hum and would increase in hot-weather conditions when transformer cooling fans and pumps are more likely to be in operation.

Noise generated by the construction of any of the proposed Project routes would generally be consistent with other residential, commercial, and industrial development that exists in the Project vicinity. Night-time construction would be limited to comply with noise ordinances in the City of Chandler and Maricopa County.

Because of the industrial and commercial nature of the majority of the area adjacent to the Project and the required transmission line ROW and substation easements and setbacks, operational noise impacts to residents and users of the area would be minimal.

Communication Interference

Transmission line radio frequency noise is not expected to be noticeable outside the immediate vicinity of the transmission lines. Radio interference is most likely to affect the amplitude modulation (AM) broadcast band while frequency modulation (FM) radio is rarely affected by transmission lines. Only AM receivers located immediately adjacent to the transmission line have the potential to be affected by radio interference, and the effect may only be significant during rainy weather.

The radiated noise field intensity diminishes with increasing frequency. At frequencies above 30 megaHertz, the radiated noise field intensity is so low it is difficult to detect. Therefore, FM radio reception and cellular telephone communication, which are above the frequency range where radio interference can be experienced, would not be expected to experience any objectionable interference from the proposed Project components. At the frequency range of FM radio or above, any rare instance of interference would generally be due to microsparks, which can be identified and corrected.

SRP utilizes field intensity instrumentation capable of measuring radiated noise and interference from 150 kiloHertz up to 1 gigaHertz. These instruments are used for investigating reports of unusual relatively high transmission line noise, as well as for compiling ambient noise level data.

Radio interference is expected to be minimal, due to the proposed ROW widths for the Project. Furthermore, SRP is ready to address any radio interference that could possibly result from operation of the proposed transmission line with corrective measures such as smoothing nicks on the conductor surface or tightening hardware, which can be implemented to eliminate radio interference complaints. In addition to any transmission repairs, relevant corrective actions may include adjusting or modifying receivers; adjusting, repairing, replacing or adding antennas; antenna signal amplifiers; filters or lead-in cables; or other corrective actions. Based on the design parameters and physical configuration of the proposed facilities for the Project, no objectionable noise and interference with radio signals is anticipated.

**EXHIBIT J
SPECIAL FACTORS**

As stated in Arizona Administrative Code R14-3-219:

“Describe any special factors not previously covered herein, which Applicant believes to be relevant to an informed decision on its application.”

Summary of Routing and Public Process for the Price Road Corridor (PRC) Project

As described earlier in this Application, SRP initiated the PRC project pursuing two tracks for route development and permitting, one building the project entirely on non-tribal land, and another partnering with the Gila River Indian Community to build a significant portion of the project on tribal land. In order to develop routes for both scenarios, SRP initiated an extensive routing and public involvement process that has transpired over three years. In 2011, SRP first approached the Gila River Indian Community about collaborating to locate a mutually beneficial line on tribal land. The tribal route offers benefits to the Gila River Indian Community such as the potential to co-develop needed energy infrastructure with SRP, which would provide improved electrical service to Gila River Indian Community customers and support for a potential Gila River Indian Community solar power plant.

The routing and public process for the Non-Gila River Indian Community portion of the Project (Project), commenced in late 2012 and addressed a larger Price Road Corridor project that included Schrader to RS-28, Knox to RS-27 to RS-28 and Kyrene to Knox (See **Figure 1**).

The PRC project public process consisted of multiple phases. Each phase included a variety of mechanisms to inform the public about the status of the siting process and to solicit public input.

This extensive two year process included the following activities:

- Numerous Jurisdictional briefings
- Community Working Group (CWG) meetings
- Public Open House meetings
- Stakeholder meetings
- Homeowners Association (HOA) requested meetings
- Civic and Trade Association presentations

The public involvement process included engaging the public to develop route options on the Non-Gila River Indian Community portion. However, SRP was able to secure a route

on Gila River Indian Community lands, therefore route alternatives on the Non-Gila River Indian Community portion of the project were minimized to only those routes included in this Application.

The routes and substation sites included in this Application are the direct result of an extensive public interface process.

Route Development for the Non-Gila River Indian Community Portion

The routes and substation sites in this Application were identified as a result of the process outlined above.

- **Schrader Substation South to the Tribal Boundary:** Working to obtain input through a public involvement process, route alternatives were developed to connect the existing Schrader Substation to the tribal boundary. Existing linear features and disturbed corridors provided the best opportunities to route a transmission line. All oriented from north to south, Arizona Avenue and the Union Pacific Railroad (UPRR), alongside an existing transmission line right-of-way (ROW), emerged as the viable route alternatives. Throughout the two-year process, these two linear features were the only features suggested by the public that would meet the requirement for connecting the existing station to the tribal boundary. High-density residential development to the east and west of these alternatives limited additional north to south linear features or opportunities.

SRP selected the railroad and existing 69 kilovolt (kV) line as the preferred route for this Project. The railroad and the existing 69kV line are two strong linear features within the same corridor and the new line would have the ability to underbuild the 69kV line on the 230kV structures.

- **New RS-28 Substation and Associated Transmission:** The new substation will be located adjacent to the existing SRP Hoopes Substation on the Intel property west of Dobson Road and north of the Chandler Heights Road alignment. This property is disturbed and housed within a high-tech complex. The new substation would have the same land use and therefore limit impact particularly with an adjacent existing substation. The new single-circuit 230kV line and a double-circuit 230kV line will extend from the tribal boundary at Old Price Road and north of Chandler Heights Road to connect at the new RS-28 Substation. The route was selected based on future development plans and will be located exclusively on Intel property.
- **New RS-27 Substation:** The new substation and any necessary transmission will be located adjacent to the tribal boundary east of Old Price Road and south of Germann Road on approximately 38 acres of private land. The substation property was selected as close to the tribal boundary as possible to limit the

associated transmission into the RS-27 Substation. SRP recently acquired this parcel from a private landowner.

Once the routes and substations included in this Application were determined, SRP conducted additional public outreach to present those routes. These public activities occurred in February of 2015 and included a series of elected officials, briefings, a CWG meeting, and a final round of public open house meetings.

On February 18th and 19th of 2015 SRP hosted two open house meetings at Hamilton High School cafeteria, a large venue located within the Project Study Area (PSA), to share information on the final routes and substation sites. An Open House format was used and the Project information and Project team members were accessible for three hours each day, with 360 members of the public attending. The open house format provided an opportunity for attendees to have one-to-one conversations with the Project team members. The team addressed questions and listened to attendee comments. Meetings requested by HOAs continued through this final phase of the Project.

The CWG agenda, the Open House meetings newspaper advertisements, meeting materials, and comment forms from this process are included in **Exhibit J-1**.

Throughout the Project, SRP provided additional opportunities for members of the public to participate during each phase of the siting process. These opportunities included:

- Sign-up to receive PRC Project E-blast announcements and newsletters
- HOA requested meetings
- Civic Organization and Stakeholder meetings/presentations
- PRC Project web site and comment form: SRP maintains a PRC Project web site, www.azpower.org, which includes: maps, figures, schedules, frequently asked questions with answers and general PRC project information. Public comments and requests to be added to the PRC project mailing lists were submitted via this site.
- Toll-free telephone PRC project information line: 855.584.1484

EXHIBIT J-1
PUBLIC PROCESS MATERIALS

**SRP Price Road Corridor Project
Non-Gila River Indian Community Portion
Community Working Group Meeting
Agenda
February 10, 2015
11:00 am – 12:30 pm**

11:00-11:10 Introductions

11:10-12:00 SRP Presentation:

- **Overview of the Project**
- **Update on GRIC**
- **Public and Siting Process Phase 4**
- **CEC Filing**
- **Questions**

12:00-12:30 Lunch and Discussion

NEWS RELEASE



Salt River Project
Media Relations
(602) 236-2500

SRPCONNECT ON:

www.srpnet.com/newsroom

Scott Harelson
Scott.Harelson@srpnet.com
Twitter: @ScottHarelson

FOR IMMEDIATE RELEASE Feb. 11, 2015

SRP Closer to Siting new Transmission Line on GRIC Land Final Round of Public Open Houses Scheduled for mid-February

With Salt River Project's two-year effort to obtain Allottee consent for a route alternative for a new east Valley power line on the Gila River Indian Community (GRIC) recently completed, many of the private land route options for the project have now been eliminated.

Salt River Project officials will now file for a permit to construct the new power line project in the Chandler area known as the Price Road Corridor.

Remaining items to finalize the GRIC alternative include Community Council and SRP Board approvals and a Grant of Right of Way across the allotments by the Bureau of Indian Affairs (BIA).

SRP plans to file the application for a Certificate of Environmental Compatibility (CEC) in early March of this year to the Arizona Power Plant and Transmission Line Siting Committee for a permit to build the project components that are not on GRIC lands. The CEC application will now only include the route options from the Schrader Substation south to the GRIC boundary, a short segment from the GRIC boundary on the west to the new proposed RS-28 substation, and the RS-27 substation site.

"We appreciate the efforts of the GRIC to help us secure Allottee consents needed to make this a viable route alternative," said John Coggins, SRP's senior director of Power System Planning & Engineering. "Placing a portion of the transmission lines for the PRC project on GRIC land provides SRP

MEDIA RESOURCES

Additional information about the PRC project is available at:

- www.azpower.org

with a preferable option to improve and connect our system in the area. It also allows the Community the opportunity to pursue their desire to site a new solar energy resource on Community Land.”

“Chandler recognizes and appreciates the time and effort by SRP and the GRIC to reach this important milestone,” said Chandler Councilmember Rick Heumann. “The route alternatives that are now proposed represent the best solution to provide additional energy capacity that is critical for the future of the Price Road Corridor.”

“I commend SRP for working with the Gila River Indian Community on this alternative route,” said Maricopa County Supervisor Denny Barney. “This route minimizes impacts to residents, supports the region’s strategic goals, and strengthens the electrical grid we all use.”

The proposed power lines are part of the larger Price Road Corridor 230kV Transmission Line Project which is needed to address continued economic development and to support future business needs in the area.

Locating a portion of the power lines on GRIC lands would also allow the Gila River Indian Community Utility Authority to provide improved electrical service to Community customers, support a potential Community solar power plant, and allow SRP to connect several off-reservation substations in order to improve service to neighboring communities.

SRP is still in the process of finalizing the locations for both the RS-27 and RS-28 substation sites. The Kyrene to Knox component of the project has also been eliminated pending approval by the Arizona Corporation Commission (ACC) of the purchase of a portion of the existing APS 230-kilovolt (kV) transmission line in the same corridor.

SRP held three sets of public open houses in the past two years to gather input from residents and businesses in the area on the project. A fourth and final round of open houses is planned for Feb. 18 and 19 at the Hamilton High School Cafeteria, from 4 p.m. until 7 p.m. The Schrader to RS-28 component of the project is expected to be constructed and in service by the summer of 2017.

The public process will culminate with a hearing before the Arizona Power Plant and Transmission Line Siting Committee. A final decision on whether to grant a CEC for the project will be decided at an open meeting of the ACC. The BIA can then give final approval for a Grant of Right-of-Way for the GRIC alternative.

SRP is a community-based nonprofit public power utility, serving about 1 million customers in Maricopa and Pinal counties.

SRP PRICE ROAD CORRIDOR 230KV PROJECT UPDATE

You are receiving this update because your home, business or organization is within the study area for this power line project.

This mailing provides new information about the filing schedule for the project and SRP's efforts to develop an alternative route on Gila River Indian Community (GRIC) land.

To maintain reliable electric service and to serve the growing employment center in the Price Road Corridor area, SRP will need to construct new 230kV overhead power lines and two 230kV substations.

SRP CLOSER TO SITING ROUTE ON GRIC LAND

SRP recently completed a two-year effort to obtain Allottee consent for the route alternative on GRIC land. As a result, many of the private land route options have been eliminated. Remaining items to finalize the GRIC alternative include Community Council and SRP Board approvals and a Grant of Right of Way across the allotments

by the Bureau of Indian Affairs. Route options from Schrader Substation south to the GRIC boundary at Hunt Highway and from the GRIC boundary on the west to the new proposed RS-28 substation and the RS-27 substation site will be the only segments included in the filing for a Certificate of Environmental Compatibility (CEC). We plan to file the CEC application in early March.

The Line Siting Committee will hold public hearings on the application and will recommend a route to the Arizona Corporation Commission, which will ultimately determine the location of the lines and substations.

At the open houses planned for Feb. 18 and 19, we will present the proposed route options and potential substation sites. To learn more about this project, please plan to attend one of the public meetings listed on the other side of this postcard.

For more project information, visit azpower.org or call the toll-free line at (855) 584-1484.



Delivering more than power.™



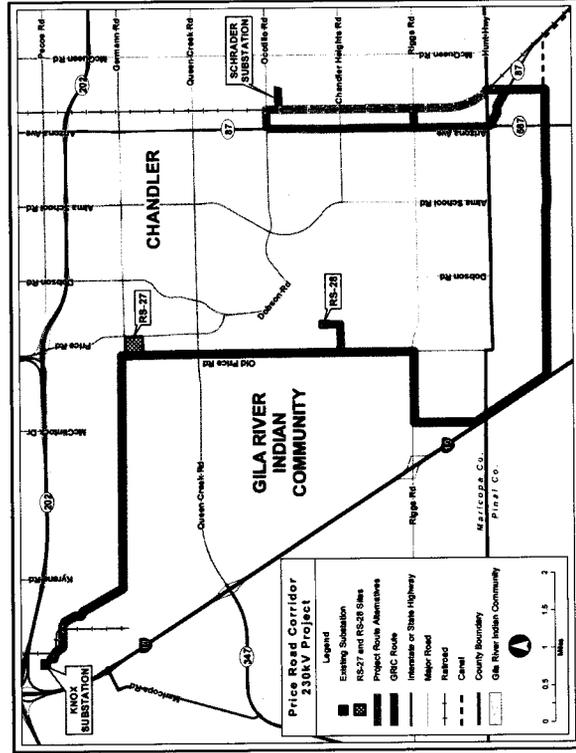


SRP PRC 230kV PAB216
 P.O. Box 52025
 Phoenix, AZ 85072-2025

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 PHOENIX, AZ
 PERMIT NO. 395

OPEN HOUSE SCHEDULE

- Feb. 18, 4-7 p.m.
 Hamilton High School, Cafeteria
 3700 S. Arizona Ave.
 Chandler, AZ 85248
- Feb. 19, 4-7 p.m.
 Hamilton High School, Cafeteria
 3700 S. Arizona Ave.
 Chandler, AZ 85248



Economic development is occurring in areas of Tempe and Chandler as high-tech companies and industrial manufacturers expand operations and build new facilities. As a result, SRP is forecasting increased demand for energy in the area known as the Price Road Corridor.

To maintain reliable electric service and serve the growing employment center, SRP will need to construct new 230-kilovolt (kV) overhead power lines and two new 230kV substations.

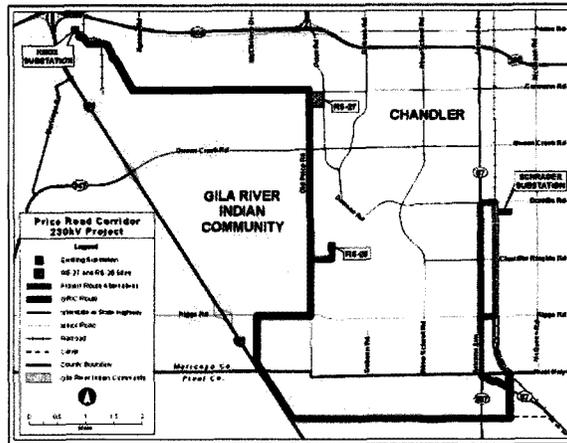
SRP recently completed a two-year effort to obtain Allottee consent for the route alternative on Gila River Indian Community (GRIC) land. As a result, many of the private land route options have been eliminated. Remaining items to finalize the GRIC alternative include Community Council and SRP Board approvals and a Grant of Right of Way across the allotments by the U.S. Bureau of Indian Affairs.

Route options from Schrader Substation south to the GRIC boundary at Hunt Highway and from the GRIC boundary on the west to the new proposed RS-28 substation and the RS-27 substation site will be the only segments included in the filing for a Certificate of Environmental Compatibility (CEC). SRP plans to file the CEC application in early March.

At the open houses planned for Feb. 18 and 19, SRP will present the proposed route options and potential substation sites. To learn more about this project, please plan to attend one of the public meetings.

Feb. 18
Hamilton High School, Cafeteria
3700 S. Arizona Ave.
Chandler, AZ 85248
4-7 p.m.

Feb. 19
Hamilton High School, Cafeteria
3700 S. Arizona Ave.
Chandler, AZ 85248
4-7 p.m.



For more project information, visit azpower.org or call the toll-free line at (855) 584-1484.

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**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 18, 2015
Comment Form**

Thank you for your interest in SRP's Price Road Corridor Project, Non-Gila River Indian Portion. Please complete this form and provide any comments or questions you have about the Project. Written comments may be submitted to a Project representative, or mailed to the address on the back of this sheet. For more information about the project, please call 855-584-1484

Please Print (all information is optional)

Name		E-mail address	
MARGARET ACTON			
Street Address		Organization	
24421 S. GOLFVIEW DR		480-895-0204	
City	State	Phone No.	Zip Code
SUN LAKES	AZ		85248

Please provide any comments or questions regarding the project?

I think the plan you have is the right one.
Hope you can get the job done

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 18, 2015
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Please Print (all information is optional)

<u>Aradhana Amin</u> Name	<hr/> E-mail address
<u>431 W. Flamingo Dr.</u> Street Address	<hr/> Organization
<u>Chandler, AZ</u> City	<hr/> Phone No.
State	<hr/> Zip Code

Please provide any comments or questions regarding the project?

Thank you for picking GRIC. I live on Germann and
was so happy you will not use it.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
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February 18, 2015
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Please Print (all information is optional)

eglobe@AZL
E-mail address

Nick Angele
Name

Organization

23605 So. Desert Star Dr
Street Address

Phone No.

Sun LAKES, AZ 85248
City State Zip Code

Please provide any comments or questions regarding the project?

*c western lines north of Riggs Rd adjacent to Sun
Lakes should be buried. Northern line adjacent
to Sun lakes should be bury*

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

0221ea2@gmail.com
E-mail address

Garl Assenmacher
Name

Organization

10814 E Navajo Dr.
Street Address

Phone No.

Sun Lakes
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

- German Rd. has existing 69KV poles & existing easements for pole construction.
- German has a substantial number of commercial & retail businesses who will reap the benefits from the new lines.
- German Rd. is 60% shorter than GRIC route, which makes it cheaper to build.
- The residential impacts for GRIC Route fall heavily on Sun Lakes homeowners who will not receive any benefits from the new lines. In fact, Sun Lakes property benefits could very possibly fall.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 18, 2015
Comment Form**

Thank you for your interest in SRP's Price Road Corridor Project, Non-Gila River Indian Portion. Please complete this form and provide any comments or questions you have about the Project. Written comments may be submitted to a Project representative, or mailed to the address on the back of this sheet. For more information about the project, please call 855-584-1484

Please Print (all information is optional)

Name		E-mail address	
Elizabeth Baize		e5baize@gmail.com	
Street Address		Organization	
Work: 2211 W German Road		Tri-City Baptist Church / International Baptist College & Seminary	
City		Phone No.	
Chandler	AZ	(907) 617-2839	
State		Zip Code	
		85286	

Please provide any comments or questions regarding the project?

Thank you very much for all the work SRP has put toward the GRIC plan. This truly seems to be the least intrusive option, and I greatly appreciate the time and effort that has gone into developing an alternative to German Road.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

I believe the new SRP lines should not be located on Old Price Road for the following reasons:

GERMANN ROAD IS THE RIGHT ROUTE

- Germann Road has existing 69kV poles and existing easements for pole construction
- Germann has a wide thoroughfare for construction and maintenance of poles
- Germann has a substantial number of commercial and retail business
- Germann is 60% shorter than GRIC route (cheaper to build)
- City of Chandler gets exclusive benefits from Price Road Corridor development - taxes, employment, allied developments (shopping and dining)
- Sun Lakes is not a part of Chandler
- The community that gets the benefit should bear the burden

GRIC ROUTE DOES HARM TO SUN LAKES

- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners
- If the GRIC Route is selected as a compromise, SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route, to provide significant mitigations to the Sun Lakes residents who are directly affected.

Judith Bidwell
 10051 E. Copper Dr.
 Sun Lakes AZ 85248

**Salt River Project
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Please Print (all information is optional)

Carol Blatnicky@gmail.com
E-mail address

Carol Blatnicky
Name

Organization

8917 E Copper Dr
Street Address

Phone No.

Sun Lakes
City

AZ
State

Zip Code

Please provide any comments or questions regarding the project?

First I am aggrieved that the UGLY lines cannot be buried. I've lived many places & have a home in N.C. in the mountains where the lines are buried. I know "too expensive." Let those who benefit pay.

Since that is a "done deal", why not Germann?

Germann is 60% shorter so cheaper to build, they have existing 69kV poles and existing easements. Germann has commercial & retail business. City of Chandler gets ALL the benefits & no burden.

All of the impacts ^{Thank you for your time and interest.} for the BRIC Route fall heavily on Sun Lakes.

It's easy to dump it on the "old people"

Obviously, I am foolish enough to

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

PAULBLATNICKY@GMAIL.COM
E-mail address

PAUL BLATNICKY
Name

SUN LAKES RESIDENT
Organization

8917 EAST COPPER DR
Street Address

480-883-0677
Phone No.

SUN LAKES
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

THE GRIC ROUTE NEGATIVELY IMPACTS SUN LAKES HOMEOWNERS WHO DERIVE ZERO BENEFIT FROM THE PROJECT. THE CITY OF CHANDLER DERIVES ALL OF THE PROJECT BENEFITS. THEREFORE, GERMAN ROAD IS THE CORRECT ROUTE FOR THIS PROJECT. GERMAN ROAD HAS EXISTING 69KV POLES AND EASEMENTS, A WIDE THOROUGHFARE, AND A SUBSTANTIAL ~~NUMBER~~ NUMBER OF COMMERCIAL AND RETAIL BUSINESSES. FINALLY, THE GERMAN ROAD ROUTE IS 60% SHORTER THAN THE

Thank you for your time and interest.

GRIC ROUTE AND CHEAPER TO BUILD. IN SUMMARY, I AM TOTALLY AGAINST THE GRIC ROUTE. IT NEGATIVELY IMPACTS MY HOME'S VALUE AND IT IS AN IMPRUDENT USE OF SRP FUNDS.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

anne.brunick@gmail.com
E-mail address

Anne Brunick
Name

Organization

23727 S. Illinois Ave.
Street Address

303-809-5194
Phone No.

Sun Lake
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

Since our community does not benefit from this project, some mitigation should be implemented, at least for the 15 homes along the West side of Illinois Ave. that back to the Price Corridor. The best mitigation would be to bury that short section. That is a very short distance.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

elaine brock az @ yahoo.com
E-mail address

Elaine Brock
Name

Organization

24303 S. Starcrest Dr.
Street Address

480-883-1580
Phone No.

Sun Lakes
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

As a resident of Sun Lakes I pay taxes for Chandler School and for all restaurants and shopping. I find it disgusting that all these lines will benefit Chandler and yet Chandler is not going to feel any of the consequences of the lines. Germann already has lines and the route is shorter, Sun Lakes is not part of Chandler BUT we must be the ones to suffer property devaluation and unsightly views of high power polls. IF the GRTC Route goes thru we should receive significant mitigations.

Thank you for your time and interest.

The community that gets the benefit should bear the burden.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

fanblade5@msn.com
E-mail address

DAVID BULLARD
Name

Organization

4561 W FLINT ST
Street Address

602 206 8015
Phone No.

CHANDLER, AZ
City

State

85226
Zip Code

Please provide any comments or questions regarding the project?

on
March 2015

The kind of power lines proposed to go along our property would devalue our home price/value of our general devalue the beautiful neighborhood we live in. Please, NO!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Harold Jack Cook
Name

23718 S. ILLINOIS AVE
Street Address

SUN LAKES
City

AZ
State

85248
Zip Code

jake080538@msn.com
E-mail address

Retired - Engineer
Organization

410-612-3602 (cell)
Phone No.

Please provide any comments or questions regarding the project?

YOUR PLANS TO MAKE MORE PROFITS HAVE SERIOUSLY
IMPACTED THE VALUE OF MY HOME. IT WOULD
BE APPROPRIATE IF I WERE RECOMPENSATED FOR THIS
LOST VALUE. MY HOUSE IS DIRECTLY AGAINST
THE MOST WESTERLY WALL. START OF PAYMENT,
THE LINES FROM THE SOUTHERN SUB STATION (RS-22)
SOUTH TO WALKWOOD AVE. ~~THE~~ NEED TO BE
BURIED. THERE ARE 17 HOMES THAT ARE DIRECTLY
IMPACTED BY YOUR PROGRESS.

Thank you for your time and interest.



Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

A

**Salt River Project
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Please Print (all information is optional)

FIREMISSIONS@OUTLOOK.COM
E-mail address

JACK BOOK
Name

Organization
822 5377

22628 S. ILLINOIS AVE
Street Address

Phone No.
85248

SUN LAKES
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

VERY DISAPPOINTING
None of the meeting decision makers were available
to discuss the rationale for the route thru the tribal
lands.
No one from the sitting committee
no one from the district SRP board of directors
no one from Gila River Indian community
obviously SRP is working their agenda
only

Thank you for your time and interest.

!WE OLD TALKS IN SUN LAKES ARE NOT GOING TO ALLOW
THE TRIBE TO THROUGH US UNDER-THE-RUGS.

[Signature]

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Kathryn Davis

Name

E-mail address

Organization

24302 Starcrest

Street Address

Phone No.

SUN LAKES

City

State

85248

Zip Code

Please provide any comments or questions regarding the project?

These lines need to remain within Chandler city limits and not surround Sun Lake community. Sun Lakes residents contribute to Chandler's welfare thru school taxes, shopping, entertainment, etc. Sun Lakes home values will decline and health issue increase. Germann Road is the best route because: already existing 69kV poles & easements; wide thoroughfare for construction and maintenance; has substantial number of commercial and retail business; 60% shorter route than GRTC route, therefore cheaper to place poles; Chandler city reaps

exclusive benefits

Thank you for your time and interest.

from Price Road Corridor (taxes, employment, shopping, dining); Sun Lakes is not a part of Chandler and will reap no benefits from these ugly poles. The community that gets the benefit should bear the burden of health hazards & unsightly poles

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name MAROL L. DELONG E-mail address _____
Organization _____
Street Address 26629 S. LAKEMONT DR. Phone No. 480-895-6530
City SUN LAKES State AZ Zip Code 85248

GERMANN Rd. is the right route
Please provide any comments or questions regarding the project?

GERMANN Rd. has existing 69KV poles and existing easements
- no pole construction.
Germann is 60% shorter route (cheaper to build)
City of Chandler gets all the benefits from Price Rd. Corridor
development. (financial) Sun Lakes is not a part
of Chandler. We bought our retirement homes for
the scenery now you want to turn it ugly and bring our
home prices down. There are also medical issues to
consider (our health) Noise factors also.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<p><u>ROBERT DE LONG</u> Name</p> <p><u>2629 S. LAKEHOLT DR</u> Street Address</p> <p><u>SUN LAKES</u> <u>AZ</u> City State</p>	<p>_____ E-mail address</p> <p>_____ Organization</p> <p><u>480/895-6530</u> Phone No.</p> <p>_____ Zip Code</p>
---	--

Please provide any comments or questions regarding the project?

1. - GERMANN RD IS THE BEST ROUTE -
2. GERMANN RD HAS EXISTING 69KV POLES AND EXISTING EASEMENTS
3. GERMANN RD HAS A WIDE THOROUGHFARE FOR CONSTRUCTION AND MAINTENANCE OF POLES
4. GERMANN RD HAS A SUBSTANTIAL NUMBER OF COMMERCIAL AND RETAIL BUSINESSES
5. GERMANN RD IS 60% SHORTER THAN GRIC ROUTE (CHEAPER TO BUILD)
6. CITY OF CHANDLER GETS EXCLUSIVE BENEFITS FROM PRICE RD CORRIDOR DEVELOPMENT - TAXES, EMPLOYMENT, ALLIED DEVELOPMENTS (SHOPPING AND ^{BUSINESS} ~~INDUSTRIAL~~)
7. SUN LAKES IS NOT A PART OF CHANDLER
8. THE COMMUNITY THAT GETS THE BENEFITS SHOULD BEAR THE BURDEN)

Thank you for your time and interest.

~~9. GRIC THAT~~

- GRIC ROUTE DOES HARM TO SUN LAKES -
- A. THE NEW RESIDENTIAL IMPACTS FOR GRIC ROUTE FALL HEAVILY ON SUN LAKES HOMEOWNERS
 - B. IF THE GRIC ROUTE IS SELECTED AS A COMPROMISE, SRP AND ITS PRICE ROAD CORRIDOR BUSINESS CUSTOMERS SHOULD BE REQUIRED, AS A CONDITION OF APPROVAL OF THE GRIC ROUTE, TO PROVIDE SIGNIFICANT

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

desai monal@yahoo.com
E-mail address

Monal Desai
Name

Organization

2011 S. Holgoin Pl
Street Address

480-467-8384
Phone No.

Chandler AZ
City State

85286
Zip Code

Please provide any comments or questions regarding the project?

Great job in negotiating with GIC on land
acquisition - really appreciated.

Let's make sure we use Railway Tracks as an
option as this will be the least impacted to
residential communities.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Ken Endean
Name

1886 W Bladwell Dr
Street Address

Chandler AZ 85286
City State Zip Code

ken@gilal.com
E-mail address

International Buph. College of Science
Organization

480-472-2973
Phone No.

Please provide any comments or questions regarding the project?

Thank you for your thoughtful process of listening.
I believe you have a good plan. We appreciate
your hearing concerns & working diligently to
solve the issues.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name LINDA Fontaine E-mail address _____
Street Address 10418 EAST DR Organization 480-802-7853
City SUN LAKES, AZ State 85248 Zip Code 85248

Please provide any comments or questions regarding the project?

SUN LAKES IS NOT PART OF CHANDLER...
THIS PROJECT SHOULD NEVER BEEN ALLOWED
TO EVEN START. GERMAN IS 60% SHORTER
ROUTE GERMAN HAS EXISTING
GERMAN HAS SUBSTANTIAL NUMBERS
OF COMMERCIAL AND RETAIL BUSINESS.

AGAIN WE IN SUN LAKE ARE NOT
PART OF CHANDLER, THANK GOD!!!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Salt River Project
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Please Print (all information is optional)

nanafox47@gmail.com
E-mail address

GLORIA FOX

Name
24211 S. AGATE DR

Organization
847-727-5167

Street Address

Phone No.

SUN LAKES AZ

85248

City State

Zip Code

Please provide any comments or questions regarding the project?

1. ROUTE SHOULD BE GERMAN OPTION - SHORTER
2. WILL AFFECT HEALTH

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

FOXSEATWO@GMAIL.COM
E-mail address

TOM FOX
Name

HOME OWNER
Organization

24211 S. AGATE DR
Street Address

847-302-8903
Phone No.

SUN LAKES AZ 85248
City State Zip Code

Please provide any comments or questions regarding the project?

IT IS VERY SAD THAT SRP IS NOT WILLING TO PLACE THE
POWER LINES UNDERGROUND AS THEY DO IN SUN LAKES.
IF THE PHOENIX INDIAN TRIBE NEEDS THEM THEY SHOULD
NOT HAVE TO SUFFER. THE PEOPLE AFFECTED
GET NO BENEFIT FROM THIS PROJECT.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

RR

Salt River Project
Price Road Corridor,
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Please Print (all information is optional)

(all lower case)
ChandlerJudi@gmail.com
E-mail address

JUDI GORDON
Name

Organization
630-379-6396

4023 S Pleasant Pl
Street Address

Phone No.

Chandler Az 85248
City State Zip Code

Please provide any comments or questions regarding the project?

Why Double Electric line on the tracks
and Arizona Ave.
Leave wires running along tracks only.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

JHash2@cox.net

E-mail address

Jon Hash

Name

Organization

4851 W. Flint St.

Street Address

Phone No.

City

State

Zip Code

Chandler AZ

Please provide any comments or questions regarding the project?

Presented plans today are fine as long as Chandler Blvd.

lines continue to NOT be an option.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

JERRY RHILL @ YAHOO.COM
E-mail address

SANDY & JERRY HILL
Name

Organization

2185 W. WEATHERBY WAY
Street Address

Phone No.

CHANDLER AZ
City State

85286
Zip Code

Please provide any comments or questions regarding the project?

Thank you for all the hard work in keeping
the route away from Hermann.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

iCarmela@me.com
E-mail address

Carmela Hopkins
Name

Organization

10441 E Minnesota Ave
Street Address

Please don't call me.
Phone No.

Sun Lakes
City

AZ
State

85248-8837
Zip Code

Please provide any comments or questions regarding the project?

Chandler residents will benefit the most from this plan, but Sun Lakers + tribe members will contribute the most in lost property value. No one wants to live with lines of this size within view.

Is it true that Chandler SRP customers will heavily subsidize the cost of this plan? How much?

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<p>Name <u>Neil Jayaram</u></p> <p>Street Address <u>2113 N 11th Street N</u></p> <p>City <u>Flagstaff</u> State <u>AZ</u> Zip Code <u>86001</u></p>	<p>E-mail address <u>neil.jayaram@nasa.gov</u></p> <p>Organization <u>NASA</u></p> <p>Phone No. <u>908 422 2222</u></p>
--	---

Please provide any comments or questions regarding the project?

Thank you for the information provided.

It was very helpful and informative.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 18, 2015
Comment Form**

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Please Print (all information is optional)

Cindy Jacques
Name

2183 W. Musket Pl
Street Address

Chandler
City

cindyj@iptech1.com
E-mail address

GATE
Organization

480 510 1331
Phone No.

85286
Zip Code

Please provide any comments or questions regarding the project?

Thank you to SRP for listening to
its energy users. I fully support the
corridor project on
GRIC!!!!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Germaan

Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
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Please Print (all information is optional)

Carol Kamtsioras
Name
328 W. Kingbird dr.
Street Address
Chandler AZ 85286
City State Zip Code
C Kamtsioras@yahoo.com
E-mail address
480 634 8749
Phone No.

Please provide any comments or questions regarding the project?

Glad the power lines are not going
on Germaan. Thank you for that.
I just had hoped you (SRP) would
have put the power lines underground

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

I believe the new SRP lines should not be located on Old Price Road for the following reasons:

GERMANN ROAD IS THE RIGHT ROUTE

- Germann Road has existing 69kV poles and existing easements for pole construction
- Germann has a wide thoroughfare for construction and maintenance of poles
- Germann has a substantial number of commercial and retail business
- Germann is 60% shorter than GRIC route (cheaper to build)
- City of Chandler gets exclusive benefits from Price Road Corridor development - taxes, employment, allied developments (shopping and dining)
- Sun Lakes is not a part of Chandler
- The community that gets the benefit should bear the burden

GRIC ROUTE DOES HARM TO SUN LAKES

- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners
- If the GRIC Route is selected as a compromise, SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route, to provide significant mitigations to the Sun Lakes residents who are directly affected.

*Susan and James King
24814 S. Mooncrest Dr.
Sun Lakes, AZ 85248*

**Salt River Project
Price Road Corridor,
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Please Print (all information is optional)

<u>Danna Lagagurst</u> Name	<hr/> E-mail address
<u>1680 W. Flamingo Dr</u> Street Address	<hr/> Organization
<u>Chandler</u> City	<u>AZ</u> State
	<hr/> Phone No.
	<hr/> Zip Code

Please provide any comments or questions regarding the project?

Appreciate SRP Listening and Working with GRFC
SO ~~less~~ less lines vent through Residential areas!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

VICTORIA2020 @Cox.net
E-mail address

VICTORIA LARA
Name

Homeowner - Arden Park
Organization
Against

2020 S. Holguin Place
Street Address

Phone No.

Chandler AZ
City State

85286
Zip Code

Zip Code

Please provide any comments or questions regarding the project?

I live in the Cul de Sac - Facing German
& Hartford - NOT WHAT I WANT FOR
my side yard!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name STEPHEN LENZMEIER E-mail address GERMANN
Organization TRI-CITY BAPTIST
Street Address 1205 W. TYSON ST Phone No. 480-785-0357
City CHANDLER State AZ Zip Code 85224

Please provide any comments or questions regarding the project?

THANKS FOR YOUR LATEST PROPOSAL.
I KNOW IT HAS BEEN UNSURMOUNTABLE
WORK. I PREFER THIS OPTION

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name Liang Loi E-mail address lianglee33@yahoo.com
Organization Germano County Estates
Street Address 1942 S. Los Altos Dr. Phone No. _____
City Chandler State AZ Zip Code 85286

Please provide any comments or questions regarding the project?

Thank you for listening to the community.
Includes to SRP on the progress of this project
looking forward to the completion of it!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

From George Lorenzen
9617 E Champagne Dr
Sun Lakes AZ 85248

Glorenzen3@yahoo.com
303 811 0646 or
480 802 2431

GERMANN ROAD IS THE RIGHT ROUTE

- Germann Road has existing 69kV poles and existing easements for pole construction
- Germann has a wide thoroughfare for construction and maintenance of poles
- Germann has a substantial number of commercial and retail business
- Germann is 60% shorter than GRIC route (cheaper to build)
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- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners
- If the GRIC Route is selected as a compromise, SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route, to provide significant mitigations to the Sun Lakes residents who are directly affected.

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Please Print (all information is optional)

wlvong@gmail.com
E-mail address

William Wong
Name

Organization

502 W Coconino Pl
Street Address

480 379 9660
Phone No.

Chandler
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

would prefer the lines ~~not~~ go along AZ avenue and instead
go along the railroad.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

MALIKOR @ world.com
E-mail address

G. K. MALIK
Name

Organization

2521 E WISTERIA DR
Street Address

Phone No.

CHANDLER, AZ 85226
City State Zip Code

Zip Code

Please provide any comments or questions regarding the project?

GOOD CHILL ASSESS 46 ROAD GRIC

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name <u>Valerie McDonald</u>		E-mail address <u>vangulf@gmail.com</u>
Street Address <u>24314 S. Sunbrook Dr.</u>		Organization <u>home owner</u>
City <u>Sun Lakes</u>	State <u>AZ</u>	Phone No. <u>541 788-8495</u>
		Zip Code <u>85248</u>

Please provide any comments or questions regarding the project?

Buy Cable from N6 - N7 and South along
Oakwood

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

SunLakesgal@gmail.com
E-mail address

Becky McGraw
Name

Organization

24103 S. Agate Dr
Street Address

Phone No.

Sun Lakes AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

The only people who benefit from this power line
is Chandler. We are not Chandler. Why
Do you want to add this monstrosity to our
community. We enjoy our views. This has a
serious effect on property values.
The cheapest way to go is German!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

SunLakes

Salt River Project
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Please Print (all information is optional)

mcgrawre@msa.com
E-mail address

JOE MCGRAW
Name

Organization

24103 S AGATE DR
Street Address

480 200 1517
Phone No.

SUN LAKES AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

- ① SUN LAKES ~~HERE~~ SUFFERS IF ROUTED ANYWHERE NEAR WEST BORDERS — HOMEOWNERS, VIEWS FROM FACILITIES + PERCEPTIONS.
- ② GO GERMAN!
- ③ LAS VEGAS BORIES LINES ON STRIP — MAKE HIGH TEK PRICE CORRIDOR INDUSTRY PAY TO BUREAU LINE ~~THE~~ OLD PRICE N OF BIEGS IF THAT ROUTE IS USED.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Salt River Project
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Please Print (all information is optional)

rvgy psy jody@aol.com
E-mail address

Jody Miller
Name

Organization
951-333-0710

8928 E. Country Club Dr
Street Address

Phone No.

Sun Lakes AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I'm for the green (RR) route as opposed to Arizona Ave. There would be less ~~impact~~ daily impact on a very busy road, north-south for 1-10 ft to 1-20 ft. As a Sun Lakes resident, however, I'm concerned about the miles that runs directly adjacent, on the northwest side of Sun Lakes. Sun Lakes residents who are directly affected should be provided mitigation.

* Teaming up this road would additionally impact traffic on Alma School Road, McQueen Rd, & possibly N.S roads more easterly.
Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

jules10@excite.com
E-mail address

Julie Milligan
Name

Organization

136 W Lynx Way
Street Address

480-759-0286
Phone No.

Chandler
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

Thank you for your work to build the lines
along the Indian reservation. Please ~~at~~ keep the
lines along the railroad tracks. DONOT
put along Arizona Ave. It makes more sense from
easement and existing lines to run that route along
the tracks!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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**Salt River Project
 Price Road Corridor,
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Please Print (all information is optional)

Cmillionis@hotmail.com
 E-mail address

CHRISTINE MILIONIS
 Name

Organization

26022 S. Washington Street
 Street Address

480-474-4924
 Phone No.

Chandler AZ
 City

AZ
 State

85249
 Zip Code

Please provide any comments or questions regarding the project?

Very inconsiderate that SRP will not bury the
lines just because of cost. When in fact you can
turn around and charge the Price Corridor Companies
to make up for this cost.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Gordon.MONSON@gmail.com
E-mail address

GORDON MONSON

Name

Organization

9814 E Gemini PL

734-560-6812

Street Address

Phone No.

SUN LAKES

AZ

85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

SRP should bury the cable where it
meets Riggs Rd from the south at a
45° Degree angle to RS-28 About ~~6000~~ ft
7400 ft

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

12

**Salt River Project
 Price Road Corridor,
 Non-Gila River Indian Community Portion
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Please Print (all information is optional)

debasshim@gmail.com
 E-mail address

Debasshi Mukherjee
 Name

Organization

1901 W Pelican Dr
 Street Address

602-703-9177
 Phone No.

Chandler
 City

AZ
 State

85286
 Zip Code

Please provide any comments or questions regarding the project?

Thank you for considering the GRIC route and
avoiding the lines on Germann/Dobson Road.
I appreciate the effort SRP has put in to
do the right thing. Kudos to you'll !!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

HNSLAZ@OUTLOOK.COM
E-mail address

HANS NAUMANN
Name

SUN LAKES
Organization

24502 S DESERT TRAIL DR
Street Address

Phone No.

SUN LAKES
City

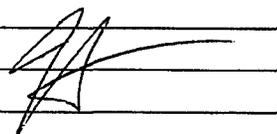
AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

THE SHORT ROUTE VIA GERMANN SHOULD NOT HAVE BEEN DISCARDED,
IT'S THE SHORTEST AND PERHAPS ~~HAVE~~ HALF THE DISTANCE & COST
OF YOUR PROPOSED ROUTE.

GIVE THE PROPOSED ROUTE AESTHETICS DEMANDS THAT THE
LINES BE BURIED FROM RIGGS TO N-6
& FROM N-6 TO N-7



Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

rama.parandekar@gmail.com
E-mail address

Rama Parandekar
Name

Organization

1931 W Pelican Drive
Street Address

Phone No.

Chandler AZ
City State

85286
Zip Code

Please provide any comments or questions regarding the project?

Request to - Remove option of power lines running from
Ocotillo - to - Hunt Highway - on Arizona Avenue.

Keep - Option of preferred route (green one as mentioned
in the open house) - powerlines running along railroad
track that connects N1-to-N3 and then connect
route on Gila River.

~~Request to - Remove option of power lines running from~~
~~Ocotillo - to - Hunt Highway - on Arizona Avenue.~~

Thank you for your time and interest.

A2 - 02/12/02 - 71 mt

N1 - N3..

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<u>Anil Patel</u>	E-mail address	
Name	Organization	
<u>431 W. Flamingo Dr.</u>		
Street Address	Phone No.	
<u>Chandler, AZ</u>	<u>85386</u>	
City	State	Zip Code

Please provide any comments or questions regarding the project?

About time you guys used
common sense to GRP!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

arc -- 948 @ hotmail.com
E-mail address

Jan Peterson
Name

Organization

24734 S. Stoney Path Dr.
Street Address

Phone No.

Sun Lake
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

1. What is the total cost of the project as planned today:
2. What would be the total cost have been if the line had gone east-west on Ocotillo?
3. What would the total cost have been if the line had gone east-west on Tempe?

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name		E-mail address	
<u>Robert Powell</u>			
Street Address		Organization	Phone No.
<u>4868 S. Fresno St.</u>		<u>480-718-5831</u>	
City	State	Zip Code	
<u>Chandler</u>	<u>AZ</u>	<u>85249</u>	

Please provide any comments or questions regarding the project?

(A hand-drawn smiley face is circled in the comment area.)

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

I believe the new SRP lines should not be located on Old Price Road for the following reasons:

GERMANN ROAD IS THE RIGHT ROUTE

- Germann Road has existing 69kV poles and existing easements for pole construction
- Germann has a wide thoroughfare for construction and maintenance of poles
- Germann has a substantial number of commercial and retail business
- Germann is 60% shorter than GRIC route (cheaper to build)
- City of Chandler gets exclusive benefits from Price Road Corridor development - taxes, employment, allied developments (shopping and dining)
- Sun Lakes is not a part of Chandler
- The community that gets the benefit should bear the burden

GRIC ROUTE DOES HARM TO SUN LAKES

- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners
- If the GRIC Route is selected as a compromise, SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route, to provide significant mitigations to the Sun Lakes residents who are directly affected.

Judith A. Preis
10046 E. Copper Dr.
Sun Lakes AZ
85248

0116100

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 18, 2015
Comment Form**

Thank you for your interest in SRP's Price Road Corridor Project, Non-Gila River Indian Portion. Please complete this form and provide any comments or questions you have about the Project. Written comments may be submitted to a Project representative, or mailed to the address on the back of this sheet. For more information about the project, please call 855-584-1484

Please Print (all information is optional)

MRamseur@cox.net
E-mail address

Mac Ramsey

Name

Organization

4851 W. Flint St.

Street Address

Phone No.

Chandler

City

Az.

State

85226

Zip Code

Please provide any comments or questions regarding the project?

The current plans presented today "not" to use
Chandler Blvd. as an option is fine.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Salt River Project
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Please Print (all information is optional)

KWOROBY@SHAW.CA
E-mail address

RICK REESON / KATYA WOROBY
Name

HOME OWNERS
Organization

707 LAS COLINAS PLACE
Street Address

HOME (780) 481-2064
CELL (780) 966-6767
Phone No.

CHANDLER
City

AZ
State

85249
Zip Code

Please provide any comments or questions regarding the project?

WE MUCH PREFER THAT THE PROJECT GO UP ARIZONA AVE.
IT IS ALREADY A BUSY TRANSPORTATION CORRIDOR, COMPRISED
OF A LOT OF COMMERCIAL PROPERTIES AND YET TO BE DEVELOPED
LAND. AS EXISTING HOMEOWNERS WHO PURCHASED OUR HOME
BASED ON THE POWER LINES THAT WERE IN EXISTENCE AT
THE TIME. WE ARE CONCERNED ABOUT THE NEGATIVE
AFFECT THAT A LINE GOING UP THE EXISTING TRAIN
TRACKS WILL HAVE ON THE VALUE OF OUR HOME.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

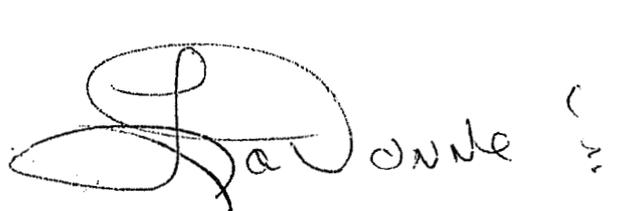
I believe the new SRP lines should not be located on Old Price Road for the following reasons:

GERMANN ROAD IS THE RIGHT ROUTE

- Germann Road has existing 69kV poles and existing easements for pole construction
- Germann has a wide thoroughfare for construction and maintenance of poles
- Germann has a substantial number of commercial and retail business
- Germann is 60% shorter than GRIC route (cheaper to build)
- City of Chandler gets exclusive benefits from Price Road Corridor development - taxes, employment, allied developments (shopping and dining)
- Sun Lakes is not a part of Chandler
- The community that gets the benefit should bear the burden

GRIC ROUTE DOES HARM TO SUN LAKES

- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners
- If the GRIC Route is selected as a compromise, SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route, to provide significant mitigations to the Sun Lakes residents who are directly affected.


 Jerry Skinner
 24810 S. Moncrest Dr
 480-899-2042

**Salt River Project
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Non-Gila River Indian Community Portion
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Please Print (all information is optional)

CLEMENT SINGARAJAH

Name

CSINGARAJAH@EARTHLINK.NET
E-mail address

None
Organization

2045 W WENTWORTH WAY

Street Address

480 857 2455
Phone No.

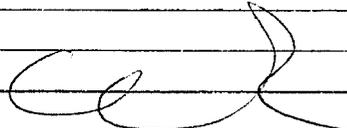
CHANDLER AZ

City

State

85286
Zip Code

Please provide any comments or questions regarding the project?

I appreciate the time and effort SRP has
taken to plan this route. Regarding the highly
residential Germann Corridor, I will be of positive
for the GILA residents and the Chandler residents
Thank


Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Erlinda M. SINGARAJAH

Name

2045 W. Weatherby Way

Street Address

Chandler AZ 85286

City

State

Zip Code

esingarajan@earthlink.net

E-mail address

Resident of Chandler

Organization

480 857 2455

Phone No.

Please provide any comments or questions regarding the project?

I appreciate the work to re-negotiate / review /
re-zone transmission lines away from German Re
new site seems favorable for most parties

Thanks.

Esingarajan

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<p>Name <u>OTTO & BARBARA SOLOMON</u></p> <p>Street Address <u>9219 E. SUN LAKES BL. S.</u></p> <p>City <u>SUN LAKES</u> State <u>AZ</u> Zip Code <u>85248</u></p>	<p>E-mail address _____</p> <p>Organization _____</p> <p>Phone No. <u>480-227-9002</u></p>
--	--

Please provide any comments or questions regarding the project?

SINCE THE LARGE COMPANYS ARE NOT PUTTING FUNDS INTO
THIS PROJECT, I DO NOT FEEL OUR MONTHLY BILLS SHOULD
INCREASE TO FEED THIS JOB.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

James Sproul
Name

3763 E Betsy Lane
Street Address

Gilbert AZ
City State

IRC4JIM@Juna.com
E-mail address

Tri-City Baptist Ministries
Organization

602-770-9339
Phone No.

85296
Zip Code

Please provide any comments or questions regarding the project?

I work at Tri-City Baptist Ministries on Germania Rd. Thank you for hearing, listening and responding in a very commendable fashion to our concerns and fears. I think you are doing a great job in pursuing the convenience and benefit of the most people while minimizing the inconvenience of a great many (actually eliminating the potential problem for many). I commend and support you in the progress you have made in reaching out to the GRIIC solution.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Mike Spraul

Name

374 W Remington Dr

Street Address

Chandler

City

AZ

State

85286

Zip Code

MSpraul@cox.net

E-mail address

Tri-City Baptist Church

Organization

480-323-0937

Phone No.

Please provide any comments or questions regarding the project?

I just want to compliment SRP for such a
great process. You are bringing a win/win/win
to GRIC, Chandler, & the southeast Valley w/
the minimum disturbance to neighborhoods!
You are to be commended! Great Job!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

HEMANTH.SHIVAL@GMAIL.COM
E-mail address

HEMANTH. SHIVAL

Name

Organization

480 371 9423

Street Address

Phone No.

CHANDLER

AZ

85286

City

State

Zip Code

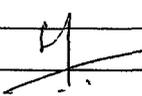
Please provide any comments or questions regarding the project?

Thank you for looking @ GRIC.

Please do not put high vltg lines thru existing residential area
as we are all concerned about health issues.

If you do build them we have no option but to move out.

Thank you



Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

dastae11@hotmail.com
E-mail address

De Steret
Name

Organization

Street Address

480-883-2025
Phone No.

City

State

Zip Code

Please provide any comments or questions regarding the project?

Please put live down bernard rd.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Christopher Tyk
Name

1537 W Sunn Dr
Street Address

CHANDLER
City

@tyk23@yahoo.com
E-mail address

Homeowner
Organization

(480) 862-2827
Phone No.

AZ
State

85266
Zip Code

Please provide any comments or questions regarding the project?

As the Vice President of the Stonefield HOA, we 100%
support avoiding Greenway Road. And putting the new 230KV
lines on GRIIC land. As a Homeowner and parent of mine
we support the GRIIC option for the lines. Thank you
for taking the time to fully explain the GRIIC options.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Joyce Waskowski
Name

jsk139@live.com
E-mail address

11126 E. Navajo Dr.
Street Address

480-802-9201
Phone No.

Sun Lakes AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

- German Rd. has existing 69kV poles and existing easements for pole construction. German has a substantial no. of commercial and retail busines
- German is 60% shorter than GRIC route.
- City of Chandler gets benefits from Price Rd. Corridor development - Taxes, Employment, allied developments (shopping & dining)
- SUN LAKES IS NOT A PART OF CHANDLER !!!
- The community that gets the benefit should bear the burden.
- The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners.

Thank you for your time and interest.

Sun Lakes Residents should organize, hire an attorney to sue SRP for the devaluation of our property and the impact the lines will have on our health.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Elska Woods
Name

2021 S. Holguin
Street Address

Chandler
City

AZ
State

85280
Zip Code

ElskaBloomer@yahoo.com
E-mail address

Arden Park - GATE
Organization

480 235 4655
Phone No.

Please provide any comments or questions regarding the project?

Thank you for all your hard work. &
We 100% support the GATE Route.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
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Please Print (all information is optional)

Kristina Weber
Name

2220 W Thompson Pl.
Street Address

Chandler
City

AZ
State

azweber2@cox.net
E-mail address

German Country Estates
Organization

949-254-9343
Phone No.

85286
Zip Code

Please provide any comments or questions regarding the project?

Thank you for all the hard work that went
in to securing GRI. This is a win, win,
win for SRP, GRI and the community.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Wmwright184@gmail.com
E-mail address

MARJORIE WRIGHT

Name

Organization

8913 E COPPER DR

Street Address

480-305-0224

Phone No.

SUN LAKES AZ 85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

- WHY DOES THE PLANNED POWER LINE TURN TO COME
RIGHT NEXT TO SUN LAKES (OAKWOOD) ON THE
WEST SIDE? IT WILL BY FAR DIMINISH
THE VALUE OF OUR HOMES AND OUR
QUALITY OF LIFE.

- WOULD BE GLAD TO DISCUSS THIS WITH AN
SRP PERSON.

THANKS

Marjorie Wright
Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

mfniguez@cox.net
E-mail address

Mary Yniguez
Name

Organization

2184 W Weatherby Way
Street Address

Phone No.

Chandler
City

State

85286
Zip Code

Please provide any comments or questions regarding the project?

Thank you for taking Germann off the power plan. Please keep it on GRC. Road.

Concerned regarding the power poles (anywhere) and Shader substation being close to Price Rd & Germann. Previous land is being ruined.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

RR

**Salt River Project
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Please Print (all information is optional)

	E-mail address	
Name	Organization	
Street Address	Phone No.	
City	State	Zip Code

Please provide any comments or questions regarding the project?

From Shrader station down to BRIC, route along
 existing railway track is preferred over AZ ave. as the
 route already has power line going

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

	E-mail address	
Name	Organization	
Street Address	Phone No.	
City	State	Zip Code

Please provide any comments or questions regarding the project?

This Plan is so much better than
Previous options! Thanks for listening!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
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Please Print (all information is optional)

wmgates@yahoo.com

E-mail address

Bill BATES

Retired

Name

Organization

23617 S. Desert Star Dr.

480-883-7410

Street Address

Phone No.

SUN LAKES, AZ 85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

① In earlier sessions, SRP claimed that one of the benefits of the GRIIC - Old Price Road route would be consolidation of existing 69kV lines onto the taller 230 kV poles - ~~eliminating~~ eliminating some existing visual pollution. Now I'm told (Tom Navy) that two of the three 69kV lines will remain - and the 230kV line will be added, with the third 69kV line added to it. ~~is a~~ A broken promise and more visual pollution for folks already most directly impacted.

② In 2013, Ocotillo Avenue, the most direct route, was abruptly taken ~~off~~ out of consideration ^{Thank you for your time and interest.} after the Chandler Mayor met with ~~the~~ top SRP officials. What was said during that meeting?

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<u>Judy Baur</u> Name	 E-mail address
 Organization	 Phone No.
<u>Sun Lakes Az</u> Street Address	 City
 State	 Zip Code

Please provide any comments or questions regarding the project?

Why are you doing this to us. You are lowering the
value of our homes, with no benefit to us! THINK
what you are doing.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name		E-mail address	
<u>JACK BAHR</u>			
Organization		Phone No.	
<u>23613 S Desert Dance Ct</u>		<u>480-782-1168</u>	
Street Address			
City	State	Zip Code	
<u>Sun Lakes</u>			

Please provide any comments or questions regarding the project?

You could probably avoid lots of arguments by burying
the line from Intel to I-10

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<u>Ray Bell</u>		<u>ruabell@comcast.net</u>
Name		E-mail address
<u>9333 E Wacuma Drive</u>		<u>resident</u>
Street Address		Organization
<u>San Lake</u>		<u>425-644-7082</u>
City	<u>AZ</u>	Phone No.
		<u>85248</u>
		Zip Code

Please provide any comments or questions regarding the project?

German is less disruptive to people who currently
have no power lines. Power lines already exist
on German. Continue that approach without
regard to cost.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

BITHERRAZ@aol.com

E-mail address

RICHARD BITHEZ

Name

9414 E Jadecrest Dr

Street Address

Organization

480-802-6591

Phone No.

Sun Lakes

AZ

85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

What responsibility does SRP have in realizing the ?
great decline in value of the homes in Sun Lakes ?

Why can't the area by Sun Lakes along Old Price be
put under ground ?

What does Sun Lakes get out of this ? We are not a part
of Chandler

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 19, 2015
Comment Form**

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Please Print (all information is optional)

Name		E-mail address	
Russ & Mary Boyer		resident	
Street Address		Organization	
24640 S. Augusta Ct		480-895-2579	
City		Phone No.	
Sun Lakes			
State		Zip Code	
AZ		85248	

Please provide any comments or questions regarding the project?

We definitely prefer the green line route with nothing down Amz Ave.
If any part is put on Az. Ave it must be put underground. It also should be underground when it touches the west edge of Oakwood

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Janet Bideaux
Name

9018 E. NAACOMA DR.
Street Address

SUN LAKES AZ
City State

bideaux@comcast.net
E-mail address

concerned home owner
Organization

480-305-0343
Phone No.

85298
Zip Code

Please provide any comments or questions regarding the project?

Please put them underground!!! That's the
Decent thing to do.
or else along Germann which already has
them!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name		E-mail address	
Boyd Brown		San Tan Estates	
Street Address		Organization	
116 th St.		680-245-6697	
City		Phone No.	
Chandler	AZ	85249	
			Zip Code

Please provide any comments or questions regarding the project?

I Bought my home specifically for the view in my back yard toward the west if you put the power lines along the railroad insted of AZ AVE, it will ruin my view and the reason i'm living there.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

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Please Print (all information is optional)

Jtburchett14@gmail.com
E-mail address

J. T. Burchett
Name

Organization

11154 E. Vallego St.
Street Address

480-529-2786
Phone No.

Chandler AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I agree with proposed Route Out of Shrine
Route 100% against 87 Route.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Hbmanuk@gmail.com
E-mail address

Derry Burchett
Name

Organization

1154 E. Vallejo St
Street Address

480 620-3151
Phone No.

Chandler AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

we would agree with the preferred route out
of Shrader (substation... following the railroad
tracks. 100% against going down 87)

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

BOTHOFELS@BURNISON.US
E-mail address

MARK + MARGARET BURNISON
Name

NA
Organization

1821 S CARRIAGE LANE
Street Address

480-839-0803
Phone No.

CHANDLER
City

AZ
State

85286
Zip Code

Please provide any comments or questions regarding the project?

Thrilled with the Gila River route SR-27 closest to us but OK
with location. Gila River route impacts the least amount of homes
and businesses.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

<u>Seth Chamberlain</u>		<u>sethac66@cox.net</u>
Name		E-mail address
<u>11636 E Starflower Dr</u>		<u>San Tan Vista</u>
Street Address		Organization
<u>Chandler AZ 85249</u>		<u>480 227-0453</u>
City	State	Phone No.
		Zip Code

Please provide any comments or questions regarding the project?

Is it possible to bury it?
IF not I think it makes the most sense
to go over to Arizona Ave @ Riggs.
lots of industrial land already.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

<u>MIKE CHEPERAK</u> Name	<u>WENNY MIKE @ COX.NET</u> E-mail address	
<u>26422 S. 116th ST</u> Street Address	<u>480-250-7382</u> Phone No.	
<u>CHANDLER</u> City	<u>AZ</u> State	<u></u> Zip Code

Please provide any comments or questions regarding the project?

PLEASE SEE ATTACHED

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Re: S. Chandler Sub station, the Riggs/AZ Ave/Hunt Hwy route

Date: Feb 19, 2015

From: Mike & Wendy Cheperak at 26422 S. 116th st, Chandler AZ 85249.

Email: wendy.mike@cox.net or wendy.clancy@cox.net

As members of the community impacted by the Riggs Road to Hunt highway Rail road route,(N1-N2-N3), we strongly recommend that the Route N1-N2-N4 N5 is selected. The route along the railroad tracks clearly passed in close proximity to homes, impact the unobstructed view which we purchased as part of our home prices and will ultimately cost home owners significantly in resale value. This route is already used by the community as a recreational area and should be retained without the destruction of adding the high voltage towers. The route traversing along Riggs Rd to Arizona Ave venue is least disruptive to the overall affected community. This route takes the lines along undeveloped land or properties which are already occupied by commercial industrial businesses. When considering these impacts and benefits it would seem that to choose the railroad path N2-N3 would be a deliberate and wanton neglect for the home owners impacted. Further implicating other special interests influencing SRPs decision. If this is the case this must be brought to the fore light of the community so we can understand and expose the true motivations behind SRP as a corporation.

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Please Print (all information is optional)

DRAKE GARLAND@hotmail.com
E-mail address

CARL COOPER
Name

Organization

8930 E Diamond Dr.
Street Address

Phone No.

Sun Lakes AZ
City

515-991-9923

State

Zip Code

Please provide any comments or questions regarding the project?

was hoping to see power lines on price road on the west
side of sun lakes Res underground to substations. Meeting was
worthless as this route has been already decided, of course
chardon residents are happy.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

George Conway
Name

E-mail address

home-owner
Organization

9018 E. Nacoma DR.
Street Address

480-305-0343
Phone No.

SUN LAKES AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

Please bury the stuff
regardless of cost

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

[Handwritten Signature]

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Please Print (all information is optional)

Cullens@rrt.net

~~*Cullens@rrc.net*~~
E-mail address

MARILYN CULLEN
Name

Organization

1122 E. NAVAJO DR

Street Address

Phone No.

SUN LAKES AZ

852 48

City

State

Zip Code

Please provide any comments or questions regarding the project?

What are you (SRP) going to do to mitigate the damage to homeowners affected by these giant pile — reduced home values, potential health hazards etc. What value is there to us retirees who have lived in this development for many years — especially since the benefits of these changes will go to ~~us~~ and not to those of us bearing the brunt of the negative aspects. What is SRP prepared to do to offset the damage at Sun Lakes residents?

Thank you for your time and interest.

Would prefer the new route — it seems to affect fewer

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

DOUG DAVIS
Name

ddavis
E-mail address

1932 S COMANUCHE
Street Address

480 516 9317
Phone No.

CHANDLER
City

85266
Zip Code

Please provide any comments or questions regarding the project?

THE WORK ON THE 230 RE-RATE IS A GOOD SOLUTION AND CANDIDLY PROBABLY OVER DONE. I FOUND THE STAFF ON HAND WAS VERY HELPFUL IN ADDRESSING THE PROPOSED CHANGES. THEY WERE ALSO HELPFUL IN FRAMING OTHER ISSUES SUCH AS PLACEMENT OF EXISTING GSV SYSTEMS ON GERMANIA EARTH, AND WHY THE INSURANCE IS POLITICAL BUT SRP THOUGHT OUT OF THE BOX TO ADD SITING THESE LINES ON SAND LAKES AND GERMANIA. Thank you for your time and interest. WHY NOT THINK OUT OF THE BOX WITH-

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Please fold in thirds, staple or tape and affix postage

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Please Print (all information is optional)

Deborah Dellis

Name

1145 W. Musketwy.

Street Address

Chandler AZ

City

State

dellis@creator.com

E-mail address

homeowner

Organization

ASD - 899-3322

Phone No.

85286

Zip Code

Please provide any comments or questions regarding the project?

THANK YOU for listening to our concerns and
being open to considering / investigating / pursuing
the ERIC option. I am very pleased with
the outcome. And to make it clear, I support
the preferred route.

THX!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

jdysko@aol.com

E-mail address

Joseph Dysko

Name

Organization

4512 S. Gold Ct

602-432-1484

Street Address

Phone No.

Chandler

AZ

85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

In favor of preferred N-S route along railroad.
Do not support the alternative path going down
Arizona Ave.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

toni.barnes@msn.com
E-mail address

Jimi Flanagan
Name

Organization

Street Address

Phone No.

City

State

Zip Code

Please provide any comments or questions regarding the project?

Put line under ground along the
Sun Lakes property along old Price Rd.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
Postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

Name GREENER E-mail address _____
Organization _____
Street Address 8917 E. HERCULES CT Phone No. _____
City SUN LAKES State AZ Zip Code _____

Please provide any comments or questions regarding the project?

SRP SATISFIED THE HUNT HIGHWAY HOMES^{OWNERS} BUT WON'T DO ANYTHING FOR THE PRICE ROAD HOMES. I WAS TOLD THE LINES CAN'T BE MOVED BECAUSE OF A MAYBE EXPANSION OF THE AIRPORT & THE AGRICULTURAL WATERING LINES ALONG PRICE ROAD. - MOVE THE AGRICULTURE A SHORT WAY OR FIND ANOTHER ROUTE?
I LIVE ON THE PRICE ROAD SIDE OF SUN LAKES & WILL LOOK AT THESE LINES EVERYDAY. THIS WILL IMPACT MY PROPERTY VALUE! THE NEW PROPOSED USERS SHOULD BE ABLE TO COMPENSATE THE REPLACEMENT/MOVING OF THESE LINES TO A BETTER LOCATION.

Thank you for your time and interest.

THERE IS A BETTER ROUTE BUT IT APPEARS SRP'S MIND IS MADE UP. TELLING ME THERE ARE ONLY A FEW HOMES AFFECTED DOESN'T MAKE US FEEL ANY BETTER.

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

Peter & Lois Hammer
Name

1787 W Yosemite Pl
Street Address

Chandler
City

azhammer@cox.net
dearlois@cox.net
E-mail address

Cocotillo Resident
Organization

Phone No.

85215
Zip Code

Please provide any comments or questions regarding the project?

We are pleased with this routing.
It is the best possible outcome.
Thank you for your attention to seeking
the route across the GRIIC community.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Katie Harrison

Name

4630 S. Fresno St

Street Address

Chandler AZ 85249

City

State

Zip Code

Katie White 2000@yahoo.com

E-mail address

n/a

Organization

480-861-1451

Phone No.

Please provide any comments or questions regarding the project?

I Support
N1 to N4 (orange route)
as the route along the rail road
would be an eyesore to the community
in Wickenburg (Pine Lake)
Thank you!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

Affix
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SRP Project Coordinator
2052 S. Voyager Dr.
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Please Print (all information is optional)

<hr/> <i>Herchel</i> <hr/> Name	<hr/> E-mail address
<hr/> Street Address	<hr/> Organization
<hr/> City	<hr/> Phone No.
<hr/> State	<hr/> Zip Code

Please provide any comments or questions regarding the project?

Thank you for working with our community to establish an alternate route for the electric transmission lines. I believe the Gila River route is best for all concerned

[Signature]

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

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Please Print (all information is optional)

<u>Richard Jeppesen</u>		<u>rljeppesen@cox.net</u>
Name		E-mail address
<u>2451 W Mulberry Drive</u>		<u>480 699 0252</u>
Street Address		Phone No.
<u>Chandler</u>	<u>AZ</u>	<u>85286</u>
City	State	Zip Code

Please provide any comments or questions regarding the project?

Thank you for the regular updates - I'm pleased with the proposed routes and
substation locations - For me, they are the better options than prior
proposed routes and locations.
If it becomes necessary to go back to some of the other routes and sites, I
would certainly be concerned.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
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Please Print (all information is optional)

sharon_21@g.com
E-mail address

SHARON JONES
Name

Organization

21 W BIRCHWOOD PL
Street Address

480-209-5801
Phone No.

CHANDLER AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

My property is located at NW corner of Arizona
Ave. and Cloud and believe would be
seriously and adversely affected if power
lines are placed on either side of
Arizona Ave. The proposed route along the
railroad tracks would be the least
impactful for my neighborhood.

Thank you for your time and interest.

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Affix
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Please Print (all information is optional)

AJAYM JOSHI @HOTMAIL.COM
E-mail address

AJAY JOSHI
Name

Organization
480-529-9189
Phone No.

436 E. TONTA PLACE
Street Address

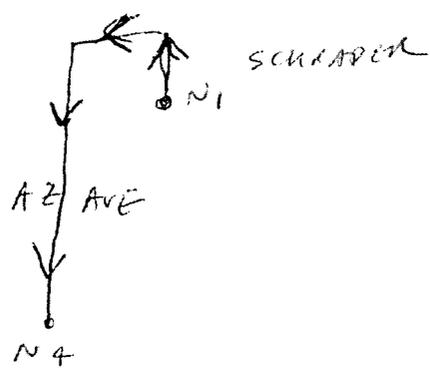
CHANDLER AZ
City State

85249
Zip Code

Please provide any comments or questions regarding the project?

WE LIVE IN THE PINELAKES COMMUNITY JUST SOUTH OF
SCHARMER SUBSTATION. OUR COMMUNITY IS ALREADY BORED IN
ALL (3) SIDES BY SRP POWER LINES. THIS IS ABSOLUTELY
UNACCEPTABLE TO RUN THESE LINES SOUTH FROM SCHARMER
ALONG THE RAILROAD TRACKS.
PLEASE GO WESTBOUND ON GERMAN
IF YOU MUST PLEASE GO SOUTH ON ARIZONA AVE
GO NORTH FROM SCHARMER TO GOOTILLO AND
THEN SOUTH ON ARIZONA AVE.

Thank you for your time and interest.



Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

**Salt River Project
Price Road Corridor,
Non-Gila River Indian Community Portion
Open House
February 19, 2015
Comment Form**

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Please Print (all information is optional)

KKeeffe19@gmail.com
E-mail address

Kathleen Keefe
Name

Organization

24514 S. Starcrest
Street Address

1-406 670 5146
Phone No.

Sun Lakes, AZ
City State Zip Code

Please provide any comments or questions regarding the project?

I strongly oppose SRP's Price Road Corridor
Route selection I-10 Gila River Reservation
Old Price Road Route.

The Germann Road should be the
chosen route as poles already exist
A shorter route closer to the business's
that need the power.

The only other alternative to Old Price
Road is bury the power lines near
homes !! Thank you for your time and interest.

Sun Lakes Property values will devalue with
these poles + wires

Please fold in thirds, staple or tape and affix postage

Affix
Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

DESERTFLOWER 480 @ g.com
E-mail address

MARY LOMBARD
Name

Organization

25036 S. Desert Flower CT
Street Address

480-895-6233
Phone No.

SUN LAKES
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

WE ARE NOT PART OF CHANDLER AND RECEIVE NO BENEFIT
FROM THIS. THIS IS A CHANDLER INITIATIVE AND SUN LAKES
SHOULD NOT EVEN BE CONSIDERED. WHERE THERE ARE HOMES IN
SUN LAKES, PUT LINES UNDERGROUND.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

RSOR 357 @ g.com
E-mail address

Charles Lombard
Name

Organization
480-895-6233

25036 Desert Flower Ct.
Street Address

Phone No.
85248

SUN LAKES
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

- BELONGS IN CHANDLER
1. less disruptive. Germann Road much shorter route
 2. Germann Rd. has many retail businesses
 3. Germann Rd. already has 69k votes
 4. Chandler gets exclusive benefits from Price Corridor Dev. (employment, taxes, etc.)
 5. SUN LAKES IS NOT PART OF CHANDLER
 6. Chandler reaps the benefits therefore should carry the burden
 - 7.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

BDMac@aquestoffice.net
E-mail address

Bruce MacArthur
Name

Organization

1135 E. Starflower Ct
Street Address

563-249-6448
Phone No.

Sun Lakes Az
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

No benefit for residents of Sun Lakes Az
(retirement) to property values of Sun Lakes
homeowners near the proposed power lines.

Prefer the green N-S route on east side
located on UPRR line.

Home located near corner of Arizona Ave &
Hunt Hwy so will be affected on the
east side + Thank you for your time and interest.

on the south
side. - Suggest the power line be buried underground
Chandler seems to gain the benefits while
Sun Lakes residents bear the brunt of
the exposure.

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Gilbert, AZ 85295

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Please Print (all information is optional)

pylemonds@yahoo.com
E-mail address

Phyllis MacArthur
Name

Homeowner - Palo Verde
Organization

11135 E Starflower Ct
Street Address

712-242-7587
Phone No.

Sun Lakes
City

AZ
State

85248
Zip Code

Please provide any comments or questions regarding the project?

No benefit to Sun Lakes residents. Property values will go down. Live by Arizona Ave & Hunt so get it from both sides.

Would prefer green route, along tracks - less noise.

Will eventually cause higher school taxes for all the new neighborhoods to be built in Chandler - another con for us. - Thank you for your time and interest.

Plan on being at Public hearings in March -
* Go underground by Sun Lakes on Hunt Hwy -
but all the homes then come back 100 down 10.

Please fold in thirds, staple or tape and affix postage

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

dlwheat1950@g.com
E-mail address

Kathleen mckenzie
Name

Ironwood Vistas HOA
Organization

232 W Nolan Way
Street Address

480 802 3157
Phone No.

Chandler AZ 85248
City State Zip Code

Zip Code

Please provide any comments or questions regarding the project?

As President of the Ironwood Vistas HOA, I represent 198 homeowners who are against the plan to put the power lines/poles on the west side of Arizona Ave. Many of our homeowners are in close proximity of AZ Ave. To tear up any "buffer" we have between the homes and AZ Ave would be unsightly, and unnecessary. We are in favor of the lines going down the railroad bed that already has utility lines on it.

Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Cynthiamcnicol@msn.com
E-mail address

Cynthia McNicol
Name

CEU-(602) 672-8834
Organization
Phone No.

40 W. Birchwood Place
Street Address

Chandler Az
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I would like to have a VOICE regarding the location of the routes from the Schrader Substation. I am not opposed to the green route - HOWEVER I am very much opposed to the Orange Rt that runs down Arizona Avenue. The Poles are within 100ft of my home and are unacceptable. I want to make sure I am alerted to upcoming public meetings with the Corporation Commission so I can be heard.

Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

20thmaine1863@gmail.com
E-mail address

Rachael Miller
Name

Tri-City Christian Academy
Organization

3501 S McClintock Dr
Street Address

480-245-7958
Phone No.

Tempe AZ
City State

85282
Zip Code

Please provide any comments or questions regarding the project?

Thank you so much for your plan to use the GRIC
for the substation power lines. I am a member at
Tri-City Baptist Church and a teacher at Tri-City
Christian Academy and we do not want those
power lines near our church + school!

Thank you!

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

William Mol/Paige Logsdon
Name

23632 S Illinois Ave.
Street Address

Sun Lakes
City

AZ
State

85248
Zip Code

paige@ppcsystemsinc.com
E-mail address

Sun Lakes Iron Oats
Organization

480-802-4571
Phone No.

Please provide any comments or questions regarding the project?

These power lines will be almost against the back wall of our home. We will be unable to use our backyard at all.

The value of our home will drop dramatically.

The health issues associated with these lines has not been determined.

All of us may end up with cancer!

I don't understand how SRP can do this with a clear conscience knowing the potential outcome.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

JRPAINE @ HOTMAIL.COM
E-mail address

ERIC A. PAINE
Name

—
Organization

3652 W. ELGIN ST
Street Address

480-540-3168
Phone No.

CHANDLER AZ 85226
City

PLACE OF BUSINESS: 2211 W. GERMAN RD. CHANDLER AZ 85286
State

85286
Zip Code

Please provide any comments or questions regarding the project?

I wanted to thank you for your willingness to work with our community on an alternative
route for electric transmission lines. There are a huge number of us that would be negatively
impacted by running the lines along Price RD, and there are large benefits in running them on the
GILC lands. Thank you for listening to our concerns and acting to try to provide a
reasonable alternative

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
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Gilbert, AZ 85295

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Please Print (all information is optional)

Name Pam Peterson E-mail address piptli_p@yahoo.com
 Street Address 23614 S. Stoney Path Organization _____
 City Smhakes State AZ Phone No. 85248 Zip Code _____

Please provide any comments or questions regarding the project?
 Please, make your "statutory requirement" form boards more truthfully reflect what you're trying to sell us: the street should contain the power lines. your Depo said the photos were just to show the concerns listed to the left of the app course + subdivision street. But that is deceptive since you are trying to win our approval on what it will look like after poles are installed.
 Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

REPIERCE1230@gmail.com
E-mail address

KATHRYN PIERCE
Name

Organization

24604 S. STARCREST DR
Street Address

602-082-2821
Phone No.

SUN LAKE (AZ 85248) AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I FIRMLY OPPOSE THE BRAC ROUTE. IT PUTS ALL THE
NEGATIVE ON THE SUN LAKE COMMUNITY WITH ALL
THE BENEFITS GOING TO THE CITY OF CHANDLER.

IF THIS ROUTE IS APPROVED, I COULD ACCEPT IT IF
THE CABLES WERE BURIED IN THE AREA RUNNING
DOWN PRICE RD. & ~~ADJACENT~~ ADJACENT TO SUN LAKE

The German Rd option should be the preferred
Route

Thank you for your time and interest.

I AM ALSO EXTREMELY UNHAPPY ABOUT THE
LOSS OF PROPERTY VALUES

Please fold in thirds, staple or tape and affix postage

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

Name Roberta Reed E-mail address reed_13326@yahoo.com
Organization Retired
Street Address 23617 S Desert Star Dr Phone No. 480 883 7410
City Sun Lakes State AZ Zip Code 85248

Please provide any comments or questions regarding the project?

I am disappointed that these high voltage lines will border Sun Lakes Oakwood homes. I do not understand why lines cannot be placed underground when directly adjacent to residential areas. The proposed route is many miles longer than a direct route across Deetlo. It seems that underground for a few miles is no more costly than above ground for many miles.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

8/2/15

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Please Print (all information is optional)

Row Ruetter & Sallie Ruetter
Name

RR@K7PA.COM
E-mail address

9230 E. Sun Lake Blvd S.
Street Address

425-210-3911
Phone No.

SUN LAKES AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I AM IN SUPPORT OF THE GILA INDIAN RESERVATION ROUTE
AS EXPLAINED AT THE OPEN HOUSE - IT IS REPORTED THAT THE COST
IS THE LOWEST FOR THIS ROUTE AND RELIEVES THE CONCERN OF THE
RESIDENTS ALONG OLD PRICE ROAD AND HUNT HWY. I STRONGLY
SUGGEST THAT THIS ROUTE (ON THE GILA RESERVATION) BE THE FIRST
CONSIDERATION & FINAL CHOICE FOR THE 200KV LINES

Thank you for your sharing information during the Deliberation phase.

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

12/15

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Please Print (all information is optional)

Elizabeth Roffe
Name

4416 E. Tooto Place
Street Address

Chandler Az
City State

Liz Roffe@cox.net
E-mail address

Real Estate /
Organization

602-617-2909
Phone No.

85049
Zip Code

Please provide any comments or questions regarding the project?

The Green & Blue Routes subject Home Owners to
further reduction of home prices due to more
The New Fulton Ranch & Pine Lake Estate already has suffered
The Orange is more of an appealing option because
it does not affect Home Owners as much as
sending it down the middle of (2) subdivisions.

I am a Realtor who lives in Pine Lake Estates and our
Home Values will suffer as a result of option Blue &

Thank you for your time and interest.

Green

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

MRAES #01@Symantec.ca
E-mail address

DOUG SCHMUNK
Name

Organization
(480) 895-7771

9645 E. HOLIDAY WAY
Street Address

Phone No.

SUN LAKES AZ
City

State

Zip Code

Please provide any comments or questions regarding the project?

- GERMAN ROAD HAS EXISTING 69KV POLES AND EXISTING AGREEMENTS FOR CONSTRUCTION ^{Pole}
- GERMAN ROAD HAS WIDE THROUGHWAY FOR CONSTRUCTION & MAINTENANCE OF POLES
- GERMAN ROAD HAS A NUMBER OF COMMERCIAL AND RETAIL BUSINESSES
- GERMAN ROAD IS 600' SHORTER THAN GRIE ROUTE [CHEAPER TO BUILD]
- CITY OF CHANDLER GETS EXCLUSIVE BENEFITS - FROM DEVELOPMENT -
ie: taxes, employment, allied developments (shopping & dining)
- SUN LAKES IS NOT PART OF CHANDLER

→ THE COMMUNITY THAT GETS THE BENEFIT SHOULD BEAR THE BURDEN.

NEGATIVE IMPACT TO

Thank you for your time and interest.

② SUN LAKES:

- THE NEW RESIDENTIAL IMPACTS FOR GRIE ROUTE FALL HEAVILY ON SUN LAKES HOMEOWNERS
- IF THE GRIE ROUTE IS SELECTED AS A COMPROMISE, SRP AND ITS PRICE ROAD CORRIDOR BUSINESS CUSTOMERS SHOULD BE REQUIRED, AS A CONDITION OF APPROVAL OF THE GRIE ROUTE, TO PROVIDE SIGNIFICANT MITIGATIONS TO THE SUN LAKE

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

pschutes@gmail.com
E-mail address

Paulette Schutes
Name

Organization
480-940-3648

24310 S. STARcrest Dr.
Street Address

Phone No.
95248

Sun Lakes, AZ
City

State

Zip Code

95248

Please provide any comments or questions regarding the project?

I felt from the beginning and still feel that the City of Chandler should house the power lines. They reap the TAX benefits from the industries along the Price Corridor who need the added power.

Germaine Rd. should be the choice, Don't bury the lines behind homes on Price Rd.

and up Riggs to the freeway.

My property value will decrease immediately when the lines go up.

Not right!

Thank you for your ^{running} time and interest.

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

PJS MOTO39@GMAIL.COM
E-mail address

PAUL Shimp
Name

Organization

23812 S. BRONZE DR
Street Address

Phone No.

Sum Lake
City

State

Zip Code

Please provide any comments or questions regarding the project?

Do NOT like the line going North on
Old Price Rd. We who live around JOHNSON
ARE the only group of people impacted by this
proposed upgrade I plan to FIGHT this proposal
as do many of my neighbors!!
Paul John

Thank you for your time and interest.

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Please Print (all information is optional)

	E-mail address
BARBARA L. SMOKE	
Name	Organization
26601 S. TRURO DR	
Street Address	Phone No.
SUNLAKES	AZ
City	State
	85248
	Zip Code

Please provide any comments or questions regarding the project?

my CONCERN IS HEALTH PROBLEMS. I KNOW SOMEONE WHO LIVED CLOSE TO HIGH WIRES, HE DIED AT AGE 48. I ALSO FEEL SINCE THIS IS FOR INTE 4 CHANDLER YOU SHOULD NOT BE DECREASING THE VALUE OF OUR HOMES IN SUN LAKES.

Thank you for your time and interest.

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Please Print (all information is optional)

Elaine Sokasits

Name

10333 E. Halley Ct

Street Address

Sunlakes

City

AZ

State

85248

Zip Code

sokasr @ wbhsi.net

E-mail address

S.LHO

Organization

(480) 802-4634

Phone No.

Please provide any comments or questions regarding the project?

German already has 109kv poles
German wider thoroughfare for construction
German has commercial & retail (not Homes)
German 60% short then ARIC Route
Chandler benefits from Price Rd not Sun Lakes
S/L not part of Chandler
Comm. that get benefit should bear burden

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Gilbert, AZ 85295

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Please Print (all information is optional)

JCWS 830 @ AOL.COM
E-mail address

JOANNE WRIGHT SPIEWAK
Name

Organization
480-802-2850

9241 E. EMERALD DRIVE
Street Address

Phone No.

SUN LAKES, AZ 85248
City State Zip Code

Zip Code

Please provide any comments or questions regarding the project?

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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Postage

SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Joanne Wright Spiewak

Thursday, February 19, 2015

Height of 240kV towers running along Old Price Road northbound from Riggs Road to Chandler Heights Road.

Will the substation installation utilize the entire seven-acre site south of Hoopes?

Feasibility of burying cables running along Old Price Road northbound from Riggs Road to Chandler Heights Road. Distance is one mile.

How accurate is the cost to bury cables as shown in article below:

According to data from the Edison Electric Institute (EEI), between 2004 and 2008, customers with aboveground electrical infrastructure experienced 1.3 power outages per year, on average. In contrast, customers with underground electric networks experience an average of 0.1 outages per year. In addition, underground lines seem to cause fewer injuries than overhead lines.

But that reliability and safety come at a pretty high price:

For example, in a new suburban neighborhood, installing ordinary overhead power lines costs about \$194,000 per mile on average. Installing underground power lines would cost \$571,000 per mile. And to retrofit an older suburban neighborhood with underground lines, the costs climb

Maximum height of any structure on or leading into RS 28 seven-mile site.

What sounds will emanate from 240 kV towers and RS 28 substation.

Projected completion date of RS 28 installation.

Projected loss in real estate value for homes within a two-mile radius of RS 28 and 240kV towers.

The new facilities will provide greater reliability and enhance the overall electric system for customers in south Tempe and Chandler, according to SRP.

Economic benefit to both municipalities especially Chandler's PRC. Unincorporated Sun Lakes would be impacted by RS 28 but receive no economic benefit.

**Salt River Project
Price Road Corridor,
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Please Print (all information is optional)

Travelnun3@yahoo.com
E-mail address

SHIRLEY STENEN
Name

Organization

1704 W. MEAD DRIVE
Street Address

480-802-4699
Phone No.

CHANDLER AZ
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

I AM STILL CONCERNED ABOUT THE VISUAL LOOK OF THE RS 28 ACROSS THE ROAD FROM OCOTILLO LAKES SUBDIVISION. CONCERNED HOW THE 125 FT TALL TOWERS WILL LOOK FROM OUR SIDE OF THE ROAD (END OF DIBSON) BEFORE IT STOPS AT SUN LAKES. CAN'T THE RS 28 BE LOCATED FURTHER WEST ON INDIAN LAND (PLENTY OF ROOM) & IT SEEMS YOU HAVE THE OK TO STRETCH LINES ON GRIE LAND ALREADY.

Thank you for your time and interest.

THESE ARE BEAUTIFUL HOMES AND I FEAR THERE WILL BE A LOSS OF AESTHETICS

ALSO CONCERNED ABOUT ELECTRIC FIELDS AND INCREASE OF LEUKEMIA FOR SMALL CHILDREN LIVING NEAR THESE LINES

CALL OR EMAIL ME ANYTIME

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

<u>NEIL ST PETER</u> Name	<hr/> E-mail address
<u>10702 E. BURGESS CT</u> Street Address	<hr/> Organization
<u>SUN LAKES</u> City	<u>AZ</u> State
	<u>85248</u> Zip Code

Please provide any comments or questions regarding the project?

WHY NOT BURY WEST SIDE OAKWOOD - AND
EAST SIDE OF BALD VERDE WITH EXISTING HOMES?

Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

barnei0962@gmail.com
 E-mail address

Barbara St Peter
 Name

 Organization

10702 E Burgess Ct.
 Street Address

 Phone No.

Sun Lakes
 City State Zip Code

Please provide any comments or questions regarding the project?

Sheet attached

Thank you for your time and interest.

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Barbara St. Peter
10702 E Burgess Ct Sun Lakes

480 883 31

German is the best route for the High Voltage lines, It is shorter and has existing 69KV poles + easement for pole construction. It has a wide road for construction & maintenance and construction of ^{the poles} towers. The community that gets the benefit from the additional power should bear the burden.

Sun Lakes does not profit from the project & we are not part of Chandler. The towers along Arizona Ave. will affect the houses in eastern Palo Verde and the route along Old price Rd. will affect the houses on the White edge of Oakwood.

and it appears that the proposed substation is too close to the North West Wall of Oakwood.

Chandler City Council knew about this plan long ago and didn't provide a corridor in their city and now they intend to put the blight on Sun Lakes.

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Please Print (all information is optional)

on file
E-mail address

DEE SUNDAY
Name

Organization

9717 E Villa Park St.
Street Address

Phone No.

Sun Lakes AZ 85248
City State Zip Code

Please provide any comments or questions regarding the project?

Disappointed that the German Rd option is off the table. Doesn't appear that public interest was ever incorporated in the decision making. Sun Lakes property values will go down significantly when the community is surrounded with a 120' electrical fence.

Thank you for your time and interest.

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2052 S. Voyager Dr.
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Please Print (all information is optional)

Name Amy Tammany E-mail address amytammany@cox.net
Street Address 26310 S. 116th St. Organization _____
Phone No. 480-215-2268
City Chandler State AZ Zip Code 85249

Please provide any comments or questions regarding the project?

I object to the preferred route for the installation of the power lines. The railroad is raised in the air, so they are even taller. The preferred route is directly behind my home. We will absolutely have to move and this causes great stress.
We prefer the railroad Arizona alternative. Less people are impacted - they live there 3 months out of the year and they already chose to live backing a major road. The poles should not diminish their home value (intrinsic as well)

Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

leana8989@msn.com
E-mail address

Leana Wichman
Name

Organization

1817 W Goldfinch Way
Street Address

480-732-0502
Phone No.

Chandler AZ
City State

85286
Zip Code

Please provide any comments or questions regarding the project?

I am pleased with the changes that were
made. If it needs to go in, and cannot
be buried. This plan shown today is so
much better.

Thank you for your time and interest.

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2052 S. Voyager Dr.
Gilbert, AZ 85295

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Please Print (all information is optional)

PHYLUS WILKE

Name

E-mail address

Organization

8830 E FITZWAY BLVD

Street Address

Phone No.

SUN LAKES, AZ 85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

Please lift your focus from "only" economic issues.
Our world needs to remember there is an issue
called "Quality of Life" Sun Lakes residents chose to live
in Sun Lakes because of Quality of Life. Power poles lining
our community will destroy that Quality of Life.
My home is on Price with a lovely, serene view of the
Desert and mountains, power lines up there or out
over that reservation will destroy my serenity in my home.
Sun Lakes gets no benefit. Chandler does. Run the lines
in Chandler.

Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

mail

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Please Print (all information is optional)

CWBMAXIMA@zol.com

E-mail address

Charlie Bunce

Name

Organization

23626 S. Desert Rise Dr.

480 802 9901

Street Address

Phone No.

Sun Lakes

AZ

85248

City

State

Zip Code

Please provide any comments or questions regarding the project?

See attached

Thank you for your time and interest.

Jim

Please fold in thirds, staple or tape and affix postage

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Comments from Charlie and Nancy Bunce 480 802 9901 February 18, 2015

Germann Road is the right route for this project

1. Germann Road has existing 69kV poles and existing easements for pole construction
2. Germann Road has a wide thoroughfare for construction and maintenance of poles
3. Germann Road has a substantial number of commercial and retail businesses
4. Germann Road is 60% shorter than GRIC route making it cheaper to build
5. City of Chandler gets exclusive benefits from Price Road Corridor development - taxes, employment, allied developments such as shopping and dining
6. Sun Lakes is not a part of Chandler and will not benefit in any way from this project
7. The community that gets the benefit should bear the burden

GRIC Route does harm to Sun Lakes

1. The new residential impacts for the GRIC Route fall heavily on Sun Lakes homeowners
2. If the GRIC Route is selected as a compromise SRP and its Price Road Corridor business customers should be required, as a condition of approval of the GRIC Route to provide significant mitigations to the Sun Lakes residents who are directly affected

The location of the RS28 distribution station is in our back yard. When we met with Intel representatives within the last year concerning their application to Chandler for some changes in their property plan, they told us that the station would be on the other end of their property. This would be far away from Sun Lakes.

When we built our house in IronOaks eleven years ago there was no indication our property would be devalued by a public utility's need to benefit new customers. There is a fair way to do this expansion and it does not concern building power lines in our back yard. By using the much shorter Germann Road route Sun Lakes is not going to be adversely affected. The savings realized from the shorter route could easily pay for burying the lines underground which would satisfy all concerned. No private property owner should be penalized for the benefit of a business owner.

At the very least Sun Lakes homeowners should receive relief from the burden of this project or substantial financial compensation.

Charlie and Nancy Bunce, 23626 S Desert Rise Dr, Sun Lakes, AZ 85248

mail

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Please Print (all information is optional)

nancysnews@aol.com
E-mail address

NANCY T. BUNCE
Name

Oakwood Homeowner
Organization

23626 S. Desert Rise Dr.
Street Address

480-802-9901
Phone No.

Sun Lakes, AZ 85248
City State

Zip Code

Please provide any comments or questions regarding the project?

Please see attached from Charlie and Nancy Bunce.

Thank you for your time and interest.

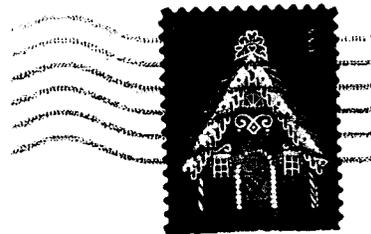


Charles Bunce, Jr.
23626 S Desert Rise Dr.
Sun Lakes, AZ 85248

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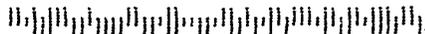
PHOENIX AZ 852

20 FEB 2015 PM 6 L



To: SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

85295553652



mail

Salt River Project
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Please Print (all information is optional)

KS FISCHER2003@YAHOO.COM
E-mail address

KAREN FISCHER
Name

RETIRED
Organization

24216 S Starcrest Dr
Street Address

4808952227
Phone No.

Sun Lakes Inj
City State

85248
Zip Code

Please provide any comments or questions regarding the project?

PLEASE SEE ATTACHED! Please
call me if you have any questions!
It's self explanatory, makes financial
& mental sense! Why would you
NOT decide on the Hermann Rd. Route? Dk

Thank you for your time and interest.

Karen
Fischer

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

Kathy Skrei – President Cottonwood/Palo Verde

Jean Tolar – Former President Sun Lakes Country Club

John Porter – President IronOaks

SRP'S PRICE ROAD CORRIDOR ROUTE SELECTION

TELL SRP:

GERMANN ROAD IS THE RIGHT ROUTE

- **• Germann Road has existing 69kV poles and existing easements for pole construction**
- **• Germann has a wide thoroughfare for construction and maintenance of poles**
- **• Germann has a substantial number of commercial and retail business**
- **• Germann is 60% shorter than GRIC route (cheaper to build)**
- **• City of Chandler gets exclusive benefits from Price Road Corridor development – taxes, employment, allied developments (shopping and dining)**
- **• Sun Lakes is not a part of Chandler**
- **• The community that gets the benefit should bear the burden**

GRIC ROUTE DOES HARM TO SUN LAKES

- **• The new residential impacts for GRIC Route fall heavily on Sun Lakes Homeowners**

mail

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Please Print (all information is optional)

_____ julie harney3@gmail.com _____
Email address

_____ Mr. & Mrs Harney _____
Name

_____ Organization

_____ 2751 S. Notina Place _____
Street Address

_____ Phone No.

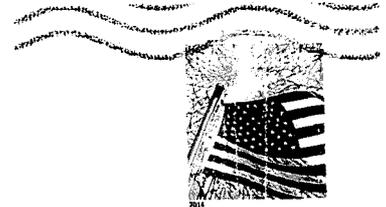
_____ Chandler AZ 85286 _____
City State Zip Code

Please provide any comments or questions regarding the project?

I understand the necessity of the SRP growth. I just want to make sure, where this is taking place is going to be over by the commercial business Price Road Corridor. It will not effect the value of residential homes nearby and the enormous size of this? (It won't become an "Eyesore") Will there be an High enough wall; to not show what is there? That it will blend in with the area; curb appeal as well. I have lived in Chandler since 1998 and its been a wonderful place to live. Chandler has done a great job of making "Chandler what it is!"

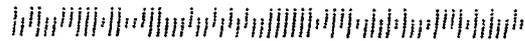
Thank you for your time and interest.

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

05205563652



PHOENIX AZ 852



mail

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Please Print (all information is optional)

johnson1550@centurylink.net

E-mail address

MORRIS A JOHNSON

Name

Organization

24610 S Lakeway Cir SE

(480) 802-1550

Street Address

Phone No.

SUN LAKE, AZ 85748

City

State

Zip Code

Please provide any comments or questions regarding the project?

It seems unfair that 15-45 Sun Lakes homeowners suffer the aesthetic (or financial cost if they want to sell) consequences of the line from Riggs to Intel up old Price Rd for the Industrial Development let Chandler and the Industrial Development project pay the cost of burial from Riggs Rd to Intel (\$15M??)

Thank you for your time and interest.

PHOENIX
AZ 852
19 FEB '15
PM 5 L

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SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295

85295563652



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Please Print (all information is optional)

steinbergerjd@aol.com
E-mail address

Jean Steinberger
Name

Organization

8911 E Mossy Rock Dr
Street Address

Phone No.

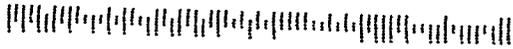
Sun Lakes AZ 85248
City State

480-895-5551
Zip Code

Please provide any comments or questions regarding the project?

I am very displeasid with the electrical lines going up the Price Road Corridor. There are many reasons not to do this. Have you thought about the homeowners? Their houses will plummet in value and many who would have considered keeping wells be afraid because of the noise made in most weather and the possibility of illness. Another stab in the back to the Middle Class.

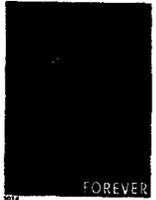
Thank you for your time and interest.



9529883882

 **Jean Steinberger**
89 11 E Mossy Rock Dr
Sun Lakes, AZ 85248

Please fold in thirds, staple or tape and affix postage

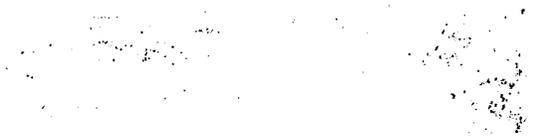


SRP Project Coordinator
2052 S. Voyager Dr.
Gilbert, AZ 85295



20 FEB 2015 PM 6 L

PHOENIX AZ 850



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Please Print (all information is optional)

	E-mail address	
Name	Organization	
Street Address	Phone No.	
City	State	Zip Code

Please provide any comments or questions regarding the project?

No residential areas should be burdened with the sight of 130 foot poles. They are ugly, and will ultimately lower property values. The cost of supplying additional power to the Price Road Corridor should be borne by those who will benefit from the project: The landowners, real estate developers, tenants, and SRP itself.

The distance from Price Road & Dobson Road to Price Road and Loop-202 is 2.7 miles or 14,256 feet. This means that the street frontage on Price is $2 \times 14,256 = 28,512$ feet. If (as SRP has stated) the additional cost of laying the wires underground is \$10,000,000, that works out to \$350.73 per frontage foot, a rather small price to pay for the large developers, tenants, and landowners. SRP itself should pay a share of this since they will profit from selling a lot more electricity.

If done this way, no uninvolved parties (residential areas) need suffer, and the power is paid for by those who benefit from it.

PHOENIX
AZ 852
20 FEB '15
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Gilbert, AZ 85295

85295553652

