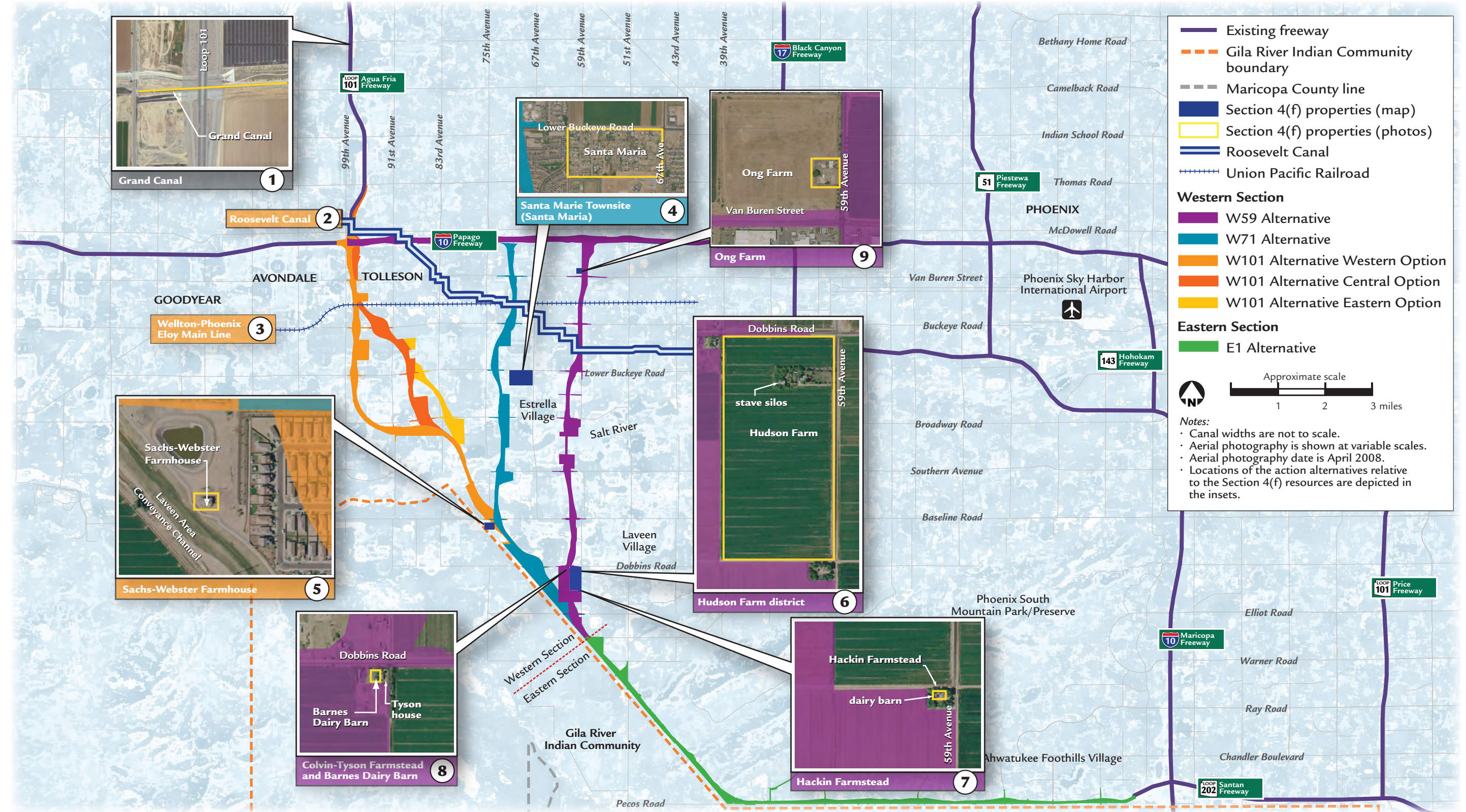


**Figure 5-4** Properties Eligible for the National Register of Historic Places (not associated with the South Mountains or Traditional Cultural Properties)



National Register of Historic Places (NRHP) eligibility of the resources is provided in the section, Cultural Resources, beginning on page 4-128. NRHP eligibility, which in turn affects Section 4(f) eligibility, is determined through the Section 106 consultation process prescribed by the National Historic Preservation Act. Circled numbers on the figure correspond to the Section 4(f) resources described on the facing page.

(figure continues in tabular format on next page)



Figure 5-4 Properties Eligible for the National Register of Historic Places (not associated with the South Mountains or Traditional Cultural Properties) (continued)

Resource	Description	Avoidance	Impact			Measure to Minimize Harm <sup>a</sup>	Conclusion
			Proximity to Proposed Action	Direct Use	Constructive Use		
① Grand Canal	<ul style="list-style-type: none"><li>Constructed between 1878 and 1886 by the Grand Canal Company</li><li>Primary delivery canal in the Salt River Project system; played important role in the development of Arizona’s early agricultural industry</li><li>NRHP<sup>b</sup>-eligible under Criteria A and C<sup>c</sup></li><li>Under the jurisdiction of the Bureau of Reclamation</li></ul>	Avoided	Would cross under the W101 Alternative	Action alternatives would be constructed as elevated spans to clear the properties	None	Not required	<p>1. None of the action alternatives would result in direct use of any of the NRHP-eligible properties shown on the corresponding map because the action alternatives would avoid the properties. Where action alternatives would cross NRHP-eligible properties (specifically, the Grand Canal, Roosevelt Canal, and the historic Southern Pacific Railroad [Wellton-Phoenix-Eloy Main Line]), the action alternatives would be constructed as elevated spans to clear the properties.</p> <p>2. Some action alternatives would be located closer to these properties than others, and these properties would be subject to proximity impacts. The impacts would not adversely alter characteristics that contribute to the resources’ importance as Section 4(f) resources. No constructive use of the NRHP-eligible properties afforded protection under Section 4(f) would occur.</p> <p>3. Because existing access to some of the NRHP-eligible properties afforded protection under Section 4(f) might be affected, alternative access would be provided. In those instances, access would not be restricted and utility of the resources would not be altered.</p> <p>4. None of the action alternatives or options would result in direct or constructive use; therefore, no measures to minimize harm are warranted.</p>
② Roosevelt Canal	<ul style="list-style-type: none"><li>Constructed by Roosevelt Irrigation District in 1928; still in use</li><li>Segments that would cross the W59 and W71 Alternatives retain integrity; recommended NRHP-eligible under Criterion A<sup>d</sup></li><li>Segments that are crossed by the Papago Freeway and Agua Fria Freeway lack historical integrity; not recommended as NRHP-eligible</li></ul>	Avoided	Would cross all action alternatives		None	Not required	
③ Wellton-Phoenix-Eloy Main Line	<ul style="list-style-type: none"><li>Built in 1910 and owned by Union Pacific Railroad since 1996</li><li>Originally a 39-mile branch line serving the West Valley; later extended to connect with Southern Pacific Railroad’s main line at Wellton and Eloy</li><li>Main line is NRHP-eligible under Criterion A<sup>c</sup></li><li>Spurs not eligible for NRHP</li></ul>	Avoided	Would cross all action alternatives		None	Not required	
④ Santa Marie Townsite (Santa Maria)	<ul style="list-style-type: none"><li>Officially established as an unincorporated townsite in 1945</li><li>Living example of a historic, rural Hispanic agricultural community in the region</li><li>NRHP-eligible under Criteria A and B<sup>c</sup></li><li>Access from Lower Buckeye Road and 67th Avenue</li><li>Multiple private ownerships</li></ul>	Avoided	650 feet from W71 Alternative	None	None	Not required	
⑤ Sachs-Webster Farmhouse	<ul style="list-style-type: none"><li>Constructed in 1909</li><li>NRHP-eligible under Criterion C<sup>c</sup> for architectural merit</li><li>Access from Baseline Road just west of 75th Avenue</li><li>Owned by FCDMC<sup>e</sup></li></ul>	Avoided	375 feet from W101 Alternative; 760 feet from W71 Alternative	None	None	Not required	
⑥ Hudson Farm district	<ul style="list-style-type: none"><li>Includes farmhouse, variety of associated outbuildings, and 80-acre agricultural field</li><li>NRHP-eligible under Criterion A<sup>c</sup>; stave silos NRHP-eligible under Criterion C<sup>c</sup></li><li>Access from 59th Avenue</li><li>Owned by ADOT<sup>f</sup></li></ul>	Avoided	Adjacent to the W59 Alternative	None	None	Not required	
⑦ Hackin Farmstead	<ul style="list-style-type: none"><li>Farmstead includes two houses, dairy barn, modified horse barn</li><li>Farmstead, houses, horse barn not NRHP-eligible</li><li>Dairy barn NRHP-eligible under Criterion C<sup>c</sup></li><li>Access from 59th Avenue</li><li>Private ownership</li></ul>	Avoided	1,300 feet from W59 Alternative	None	None	Not required	
⑧ Colvin-Tyson Farmstead and Barnes Dairy Barn	<ul style="list-style-type: none"><li>Circa-1950 farmstead with two farmhouses and dairy barn</li><li>Farmstead and farmhouses not eligible for NRHP</li><li>Dairy barn NRHP-eligible under Criterion C<sup>c</sup></li><li>Access to the Barnes Dairy Barn from Dobbins Road</li><li>Owned by ADOT</li></ul>	Avoided	Adjacent to W59 Alternative	None	None	Not required	
⑨ Ong Farm	<ul style="list-style-type: none"><li>Constructed in 1930</li><li>NRHP-eligible under Criterion A<sup>c</sup></li><li>Access from 59th Avenue</li><li>Private ownership</li></ul>	Avoided	Adjacent to W59 Alternative	None	None	Not required	

<sup>a</sup> Other mitigation proposed for other, non-Section 4(f) resources would contribute to reductions in proximity impacts (see text box regarding other measures contributing to reductions in proximity impacts on page 5-24). <sup>b</sup> National Register of Historic Places  
<sup>c</sup> State Historic Preservation Office concurrence, October 2005 <sup>d</sup> State Historic Preservation Office concurrence, July 19, 2006 <sup>e</sup> Flood Control District of Maricopa County <sup>f</sup> Arizona Department of Transportation