Dear Mr. Gifford:

Mr. Dave Gifford
6150 West Thunderbird Road
Glendale, Arizona 85306-4001

July 11, 2012

In Reply Refer To:

NH-202-D(ADY)
FHWA-AZ

TRACS No.: 2021-MA 544194 O1L
2021 South Mountain Freeway DCR and EIS
Continuing Section 106 Consultation
Reassessment of Historic Properties

Mr. Dave Gifford

Mr. Dave Gifford

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the environmental impact statement (EIS) for the Interstate 10 (I-10) South Mountain Freeway DCR and EIS. The project addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the south side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. As a result of this project, FHWA would employ federal funds, it is considered a federal undertaking subject to historic rural properties along Dobbins Road and South Mountain from Interstate 10 (I-10) to nearly 60 acres rather than 40. The reassessment of the farm and historic farming in the Laveen area determined that the boundaries of the district encompassed nearly 60 acres rather than 40. From the earliest times, the family farms in this area included two quarter-quarter sections, both before the Western Canal irrigated Laveen, and after construction of the canal and the establishment of 40-acre farm units. The original 80-acre farm remains intact, minus rights-of-way for roads and irrigation features.

The cement stave silos at the farm were previously determined to be individually eligible for listing under criterion C. The reassessment agrees with this earlier determination.

Hackin Farmstead/Dairy

As a district, the Hackin Farmstead/Dairy was previously determined ineligible for listing on the NRHP. However, the dairy barn on the property was found eligible under criterion C. No changes are recommended for these previous determinations.

Tyson Farmstead/Barnes Dairy

As a district, the Tyson Farmstead/Barnes Dairy was previously determined ineligible for listing on the NRHP. However, the dairy barn on the property was found eligible under criterion C. No changes are recommended for these previous determinations.

Dobbins Road Streetscape

The Dobbins Road Streetscape District was previously determined eligible for listing on the NRHP under criteria A and D. The reassessment has found that the district is ineligible. There are several characteristics of the Dobbins Road Streetscape that impact the integrity of the resource as a rural agricultural streetscape. Historic rural landscapes often include miles of roadway and surrounding agricultural properties. The 325 feet of roadway along Dobbins Road is of inadequate length to truly convey the rural character.

The cement stave silos at the farm were previously determined to be individually eligible for listing under criterion C. The reassessment agrees with this earlier determination.

Hackin Farmstead/Dairy

As a district, the Hackin Farmstead/Dairy was previously determined ineligible for listing on the NRHP. However, the dairy barn on the property was found eligible under criterion C. No changes are recommended for these previous determinations.

Tyson Farmstead/Barnes Dairy

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Dobbins Road Streetscape

The Dobbins Road Streetscape District was previously determined eligible for listing on the NRHP under criteria A and D. The reassessment has found that the district is ineligible. There are several characteristics of the Dobbins Road Streetscape that impact the integrity of the resource as a rural agricultural streetscape. Historic urban landscapes often include miles of roadway and surrounding agricultural properties. The 325 feet of roadway along Dobbins Road is of inadequate length to truly convey the rural agricultural character that once dominated this area. In addition, there are modern interruptions easily visible from the streetscape. At the west end there is a prominent 1977 chimney on the north side of the road and a mobile home on the south side of the road that was moved onto the site about 1970. A recently constructed subdivision of two-story houses is located just over a quarter-mile east of the streetscape, and is clearly visible from within the streetscape boundaries. Additionally, many components of the historical streetscape have lost their historic character, as detailed in the enclosed report. Therefore, FHWA recommends that this district is ineligible for listing on the NRHP.

Following is a summary of the reassessment:

<table>
<thead>
<tr>
<th>Inventory No.</th>
<th>Tax Parcel No.</th>
<th>Property Name and Address</th>
<th>Date</th>
<th>Primary Criterion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>300 02 038</td>
<td>Hudson Farm</td>
<td>ca. 1926</td>
<td>A</td>
</tr>
<tr>
<td>2</td>
<td>300 02 037A</td>
<td>9300 S 89th Avenue</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4) Dobbins Road Streetscape, 6100 block of West Dobbins Road

Hudson Farm

The Hudson Farm, a historic district, was previously determined to be eligible for listing on the National Register of Historic Places (NRHP) under criterion A. The boundaries of the district encompass nearly 40 acres. Reassessment of the farm and historic farming in the Laveen area determined that the boundaries should encompass nearly 60 acres rather than 40. From the earliest times, the family farms in this area included two quarter-quarter sections, both before the Western Canal irrigated Laveen, and after construction of the canal and the establishment of 40-acre farm units. The original 80-acre farm remains intact, minus rights-of-way for roads and irrigation features.

The cement stave silos at the farm were previously determined to be individually eligible for listing under criterion C. The reassessment agrees with this earlier determination.
A400 Appendix 2-1

Individually Eligible Historic Buildings

<table>
<thead>
<tr>
<th>Number</th>
<th>Code</th>
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</thead>
<tbody>
<tr>
<td>1.03</td>
<td>300 02 038</td>
<td>Hudson Farm - Cement Stave Silos 9500 S. 59th Avenue</td>
<td>1949</td>
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<tr>
<td>2.03</td>
<td>300 02 003</td>
<td>Huddn Farmstead/Dairy - Dairy Flat Barn 10086 S. 59th Avenue</td>
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<tr>
<td>3.02</td>
<td>300 02 041</td>
<td>Tyson Farmstead/Barnes Dairy - Dairy Beat-to-Toe Barn 6159 W. Dobbin Road</td>
<td>1951</td>
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</table>

Ineligible Historic Districts

<table>
<thead>
<tr>
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<th>Code</th>
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<th>Year</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>300 02 003</td>
<td>Huddn Farmstead/Dairy 10086 S. 59th Avenue</td>
<td>1930</td>
<td>N/A</td>
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<tr>
<td>3</td>
<td>300 02 041</td>
<td>Tyson Farmstead/Barnes Dairy 6159 W. Dobbin Road</td>
<td>1930</td>
<td>N/A</td>
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<tr>
<td>4</td>
<td>300 02 021</td>
<td>Dobbin Streetscape 6100 Block W. Dobbin Road</td>
<td>1930</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Please review the information provided in this letter, the attached project location map, and enclosed report. If you find the report adequate and agree with FHWA’s revised recommendation of eligibility, please indicate your concurrence by signing below. If you have any questions or comments, please feel free to contact Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely,

Karla S. Petty
Division Administrator

Signature for Reclamation Concurrence

NH-202-D(ADY) Haas Smith

Date: 12/05/12

Enclosures

This letter was also sent to:

Mr. Steve Ross, Archaeologist, Arizona State Land Department
Dr. Beth Grindell, Director, Arizona State Museum
Ms. Sally D. McGuire, Chief Arizona Section, U.S. Army Corps of Engineers
Mr. Cheryl Blanchard, Archaeologist, Bureau of Land Management
Mr. Garry Cantley, Western Regional Archaeologist, Bureau of Indian Affairs
Mr. Bryan M. Lausten, Archaeologist, Bureau of Reclamation
Mr. John Holt, Environmental Manager, Western Area Power Administration
Mr. Richard A. Anduze, Archaeologist, Salt River Project
Mr. Hugh Davidson, Environmental Program Manager, Maricopa County Department of Transportation
Mr. Larry Hendershot, Property Manager, Flood Control District of Maricopa County
Mr. Charlie McClendon, City Manager, City of Avondale
Mr. Rich Dlugas, City Manager, City of Chandler
Mr. Jon M. Froke, Historic Preservation Officer, City of Glendale
Ms. Laurene Montero, Archaeologist, City of Phoenix
Ms. Michelle Dodds, Historic Preservation Office, City of Phoenix
Mr. Reyes Medrano, Jr., City Manager, City of Tolleson
Mr. Louis Manuel, Jr., Chairman, Ak-Chin Indian Community
Mr. Charles Wood, Chairman, Chemehuevi Indian Tribe
Ms. Sherry Cordova, Chairwoman, Cocopah Indian Tribe
Mr. Eldred Enos, Chairman, Colorado River Indian Tribes
Dr. Clinton Pattee, President, Fort McDowell Yavapai Nation
Mr. Timothy Williams, Chairman, Fort Mojave Indian Tribe
Mr. Keeny Escalante, President, Fort Yuma-Quechan Tribe
Mr. Gregory Mendoza, Governor, Gila River Indian Community
Mr. Don E. Hatahomigie, Chair, Havasupai Tribe
Mr. Leigh Kuvanwiswima, Director, Cultural Preservation Office, Hopi Tribe
Ms. Louise Benson, Chairwoman, Hualapai Tribe
Mr. Manuel Savala, Chairman, Kaibab Band of Paiute Indians
Dr. Alan Downer, Tribal Historic Preservation Officer, Navajo Nation
Mr. Peter Yucupicio, Chairman, Pascua Yaqui Tribe
Mr. Arlen Quetawki Sr., Governor, Pueblo of Zuni
Ms. Diane Enos, President, Salt River Pima-Maricopa Indian Community
Mr. Terry Rumber, Chairman, San Carlos Apache Nation
Ms. May Preston, President, San Juan Southern Paiute
Mr. Peter Steere, Tribal Historic Preservation Officer, Tohono O’odham Nation
Mr. Joe Joaquin, Cultural Affairs Officer, Tohono O’odham Nation
Ms. Louise Lopez, Chairwoman, Tohono O’odham Nation
Mr. Ronnie Lupe, Chairman, White Mountain Apache Tribe
Mr. David Kwail, President, Yavapai-Apache Nation
Mr. Joe M. Froke, AICP, Historic Preservation Officer
City of Glendale
5850 West Glendale Avenue #212
Glendale, Arizona 85301

Dear Mr. Froke:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 2021, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue.

The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 East. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,230 feet between 19th Avenue and 27th Avenue and short segments at the east and west end where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,180 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

In 1989, Archaeological Consulting Service, Ltd. (ACS), surveyed the APE in its entirety (Adams 1989). The results were reported in An Archaeological Assessment of the Proposed South Mountain State Planning Permit Project for Burns International, Inc. (Adams 1989). No sites were identified.

In 2000, Logan Simpson Design (LSD) performed an archaeological survey for a City of Phoenix water line which covered a 20-m-wide corridor along the centerline of the Chandler Boulevard Extension. The results are reported in A Class I Inventory and A Class III Cultural Resources Survey for the City of Phoenix Waterline Route Around the Edges of South Mountain Park, Maricopa County, Arizona (Shaw 2000). LSD recorded one site in the APE. Site AZ T:12:111 (ASM) is a historic mining site that include four features: a collapsed rock ring, a prospecting pit, a tailings pile, and a cleared area. The site was recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 237 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Darby and Bugwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Extension, AZ T:12:286 (ASM) and AZ T:12:287 (ASM). Because of their proximity to the construction footprint, the sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.
Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched onto the stone, not pecked. The site lacks diagnostic artifacts and the age of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features were unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC’s Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O’odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2001, South Mountain Freeway EIR & LIDCR Project, Maricopa County, Arizona (Brodbeck 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix water line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC’s Tribal Historic Preservation Officer to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of “no adverse effect” is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA’s recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at Linda2@azdot.gov.
Reclamation does not appear to have any agency lands or interests in this part of the project area. For our internal direction, we do not sign concurrence letters when we have no project lands affected. However, feel free to use this email as documentation that we have received and responded to your letter.

Have a good one.

Dave

Dave Gifford
Archaeologist
Bureau of Reclamation
6150 W. Thunderbird Road
Glendale AZ 85306
623-773-6262

Mr. Bryan M. Lausten, Archaeologist
Phoenix Area Office
Bureau of Reclamation
6150 West Thunderbird Road
Glendale, Arizona 85306-4001

Dear Mr. Lausten:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHIPPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation (Reclamation), the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Huasteca Tribe, the Kaibab Paiute Tribe, the Navaajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache...
Karla Petty, Arizona Division Administrator  
Federal Highway Administration, U.S. Department of Transportation  
400 North Central Avenue, Suite 1500  
Phoenix, AZ 85004-1500  
Attention: Rebecca Swiecki  

RE: NH-202-D(ADY), TRACS #202L MA H5764 0/C  
SR 202L, South Mountain Freeway  
AZ T:12:287 Site Eligibility  
Continuing Section 106 Consultation  
SHPO-2003-1890 (106850)  

Ms. Petty:  

Thank you for consulting with the Arizona State Historic Preservation Office (SHPO) pursuant to the National Historic Preservation Act as implemented by 36 CFR Part 800 regarding the proposed construction of an extension of Chandler Boulevard between 19th Avenue and 27th Avenue in the City of Phoenix, Maricopa County, Arizona. A cultural resources survey was submitted with several archaeological sites identified within or next to the proposed project area, and recommendations of the eligibility status of the sites and a finding of effect were offered. We have reviewed the submitted materials and offer the following comments.  

The submitted cultural resource assessment (A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 202L, South Mountain Freeway EIS & LODCR Project, Maricopa County, Arizona) and several assessments of the project area conducted earlier have identified site AZ T:12:287 (ASM), located just outside the proposed project area. The eligibility of site AZ T:12:287 (ASM) has been recommended to be not eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion D. Although not recommended as eligible, there have been earlier consultations in 2008 with the Gila River Indian Community (GRIC) by the Arizona State Land Department and the City of Phoenix that indicate the site in question may have significance as an O’odham shrine. Indeed, your cover letter recommends continuing consultation with GRIC’s Tribal Historic Office to confirm its status. When that tribal consultation process is completed, and the status of the eligibility of site AZ T:12:287 (ASM) is determined, our office will then be prepared to comment upon the eligibility of the sites and an appropriate finding of effect.

Sincerely,  

David Jacobs  
Compliance Specialist/Archaeologist  
Arizona State Historic Preservation Office  

CC: Barnaby Lewis, GRIC  
Laurene Malouf, City of Phoenix
Mr. Steve Ross, Archaeologist
Arizona State Land Department
1616 West Adams
Phoenix, Arizona 85007

Dear Mr. Ross:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the Environmental Impact Statement (EIS) for the Chandler Boulevard Extension project in Phoenix, Arizona. This project is located in Section 36 north of the existing City of Phoenix water line and is owned by the City of Phoenix.

In August 2008, Desert Archaeology, Inc. (Desert) performed an archaeological survey for the Chandler Boulevard Extension project. In 1989, Archaeological Consulting Service, Ltd. (ACS) surveyed the project area in its entirety. The results were reported in An Archaeological Assessment of the Proposed South Mountain State Planning Permit Project for Burns International, Inc. (Adams 1989). No sites were identified.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Gila River Indian Community, the Phoenix Indian Center, the Tohono O'odham Nation, the Navajo Nation, the Patagonia Yaqui Tribe, the Peebles Zuni, the Salt River Pima-Maricopa Indian Community, and the San Carlos Apache Nation.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of the project area.

The results are reported in A Class II Inventory and an A Class III Cultural Resources Survey for the City of Phoenix Waterline Route Around the Western and Southern Edges of South Mountain Park, Maricopa County, Arizona (Shaw 2000). LSRQ recorded one site in the APE at A2 T 12:11 (ASM) is a historic mining site that includes four features: a collapsed rock ring, a prospecting pit, a tallings pile, and a cleared area. The site was recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 217 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Duskey and Bagwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Extension, A2 T 12:286 (ASM) and A2 T 12:287 (ASM). Because of their proximity to the construction footprint, the sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.
Appendix 2-1

Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/plains. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched on to the stone, not pecked. The site lacks diagnostic artifacts and the age of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features was unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC's Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O'odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2011, South Mountain Freeway EIS & LDCR Project, Maricopa County, Arizona (Brockbeck 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix water line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC's Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or comments, please feel free to contact Linda Davis at 602-712-8636 or at_LEDavis@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for ASLD Concurrence
NH-202-D(ADY)
Enclosures

cc:
Rosben Ojeda, Arizona State Land Department, Right-of-way Section, 1616 W. Adams, Phoenix, AZ 85007

Although ASLD concurs with FHWA's determination
that at this time ASLD will review and comment
on ADOT's Final Report in consultation with site
and Division Administrator.

Furthermore, ADOT should have filed a Right-of-Way Application.

Technically, ADOT was in a position to
evaluate this potential adverse effect.
Mr. Kuwanwisiwma:  

The Federal Highway Administration (FHWA) is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the project area. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your office opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

In 1989, Archaeological Consulting Service, Ltd. (ACS), surveyed the APE in its entirety (Adams 1989). The results were reported in An Archaeological Assessment of the Proposed South Mountain State Planning Permit Project for Burns International, Inc. (Adams 1989). No sites were identified.

In 2000, Logan Simpson Design (LSD) performed an archaeological survey for a City of Phoenix water line which covered a 200-foot-wide corridor along the centerline of the Chandler Boulevard Extension. The results are reported in A Class I Inventory and a Class III Cultural Resources Survey for the City of Phoenix Waterline Route Around the Western and Southern Edges of South Mountain Park, Maricopa County, Arizona (Shaw 2000). LSD recorded one site in the APE. Site AZ T:12:111:1 (ASM) is a historic mining site that includes four features: a collapsed rock wall, a prospecting pit, a tailing pile, and a cleared area. The site was recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 237 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Dahly and Bagwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Extension, AZ T:12:288 (ASM) and AZ T:12:297 (ASM). Because of their proximity...
Appendix 2-1

Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

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Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely yours,

[Signature]

Division Administrator

Date

[Signature]

Division Administrator

Date

Enclosure
Dear Karla S. Petty,

This correspondence is in reference to 202L, South Mountain Freeway, DCR and EIS Continuing Section 106 Consultation Chandler Boulevard Extension NH-202-D(ADY)-HOP-AZ. This site, the location would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix.

Thank you for your time and consideration in this matter. Please contact me at (480)-362-6337 or email jacob.burke@srpmic.gov with additional questions or comments in regard to this or any other cultural resource issue in behalf of the Salt River Pima-Maricopa Indian Community.

Sincerely,

Jacob Burke
Cultural Resource Specialist
SRP-MIC

August 14, 2012

Karla S. Petty, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4000 South Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500

[Paragraph discussing the location of the site and the need for consultation with local entities related to the project.]

The location of this project area is within the adjudicated ancestral claims area of the Four Southern Tribes of Arizona (SRP-MIC, Gila River Indian Community, Ak-Chin Indian Community and the Tohono O’Odham Nation).

The Four Southern Tribes of Arizona (Four Tribes) have an existing consultation management agreement to address consultation within the adjudicated ancestral claims area that divides the area into four geographic regions where one of the Four Tribes takes the lead and provides all Section 106 consultation (and all other federal, state, or local statutes as necessary) for specific areas on behalf of all of the Four Southern Tribes of Arizona. The Four Tribes in consensus agreed that the Gila River Indian Community will take the lead in providing comments in for this project.

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 367-8948
Fax: (602) 367-8949
http://www.fhwa.dot.gov/az/div504.htm

August 8, 2012

In Reply Refer To:
NHI-202-D(ADY)
HOP-AZ

Ma. Louise Lopez, Chairperson
Tonto Apache Tribe
Tonto Apache Reservation #10
Payson, Arizona 85541

Dear Chairperson Lopez:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are completing technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yaqui Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Hualapai Band of Paiute Indians, the Navajo Nation, the Parece Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O’odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yaqui Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Hualapai Band of Paiute Indians, the Navajo Nation, the Parece Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O’odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

Jacob Burke
Cultural Resource Specialist
SRP-MIC
In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resources studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 East. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,230 feet between 19th Avenue and 27th Avenue and short segments at the east and west end where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,180 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

FHWA is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the project area. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your office opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

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Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NHRP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched on the stone, not pecked. The site lacks diagnostic artifacts and the age of the feature is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features was unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NHRP. Desert also recommended that this type of site could represent a contemporary O’odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC’s Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O’odham shrine.

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Sincerely yours,

Karla S. Petty
Division Administrator

Signature for Tonto Apache Tribe Concurrence

AUG 14, 2012

Mr. Ronnie Lupe, Chairman
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, Arizona 85941

Dear Chairman Lupe:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

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In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

ARIZONA DIVISION
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

August 8, 2012

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRAACS. No.
202L

Continuing Section 106 Consultation
Chandler Boulevard Extension

Date
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Sincerely yours,

[Signature]

Division Administrator

Signature for White Mountain Apache Tribe Concurrence

Date

Enclosure

cc:
Mark Altaha, Tribal Historic Preservation Officer, Historic Preservation Office, P.O Box 507, Fort Apache, AZ 85926 (with enclosures)
Ramon Riley, Cultural Resource Director, Historic Preservation Office, P.O Box 507, Fort Apache, AZ 85926

White Mountain Apache Tribe
Office of Historic Preservation
PO Box 507
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Linda Davis, ADOT Historic Preservation Specialist
Date: August 17, 2012
Prj: NH-202-D(ADV) TRACS No. 2021 MA 054 15764 01C 2021 South Mountain Freeway

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, August 8, 2012. In regards to this, please attend to the following checked items below:

- There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.

N/A - The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache tribe (WMAT). As part of the effort to identify historical properties that may be affected by the project we recommend an ethnographic study and interviews with Apache Elders. The tribe’s Cultural Heritage Resource Director Mr. Ramon Riley may be contacted at (928) 338-3033 for further information should this become necessary.

- Please refer to the attached additional notes in regards to the proposed project:

  We have received and reviewed the information regarding FHWA/ADOT proposed continued studies in support of the Environmental Impact Statement for 2021 South Mountain Freeway, EIS/Design Concept Report project which would extend around the southern side of South Mountain from Interstate 10 in east Chandler to I-10 west Phoenix, and we have determined the proposed action/plans will not have an adverse effect on the White Mountain Apache tribe’s (WMAT) historic properties and/or traditional cultural resources. We propose any/all ground disturbing activities be monitored if there are reasons to believe that there are human remains and/or funerary objects are present, and if such remains and/or objects are encountered all project activities should cease and the proper authorities and/or affiliated tribe(s) be notified to evaluate the situation.

Thank you. We look forward to continued collaborations in the protection and preservation of place of cultural and historical significance.

Sincerely,

Mark T. Altaha
White Mountain Apache Tribe
Historic Preservation Office
null
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Sincerely yours,

Karla S. Petty
Division Administrator

Signature for FCDMC Concurrency
NI-202-D(ADV)

Date 1-20-2012

Enclosures
In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The EIS Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

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In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 237 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Durby and Bagwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Extension, AZ T:12:S8 (ASM) and AZ T:12:8H (ASM). Because of their proximity...
to the construction footprint, the sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.

Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/stacks. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched onto the stone, not pecked. The site lacks diagnostic artifacts and the age of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features was unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC's Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O'odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2012, South Mountain Freeway EIS & I/DOC Project, Maricopa County, Arizona (Brodbeck 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix water line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC's Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for Fort McDowell Yavapai Nation
Concurrence Date
FH-202-D(ADY)
Enclosures

cc:
Erica McCalvin, Planning & Project Manager (with enclosures)
Karen Ray, Culture Coordinator (with enclosures)
Dear Mr. Anduze:

As this project is scheduled to employ land ownership in its entirety (Adams 1989). No sites were identified. In 2000, Logan Simpson Design (LSD) performed an archaeological survey for a City of Phoenix water line which covered a 200-foot-wide corridor along the centerline of the Chandler Boulevard Extension. The results are reported in A Class I Inventory and A Class III Cultural Resources Survey for the City of Phoenix Waterline Route Around the Western and Southern Edges of South Mountain Park, Maricopa County, Arizona (Shaw 2000). LSD recorded one site in the APE. Site AZ T:12:111 (ASM) is a historic mining site that includes four features: a collapsed rock ring, a prospecting pit, a tailing pile, and a cleared area. The site was recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 237 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Darby and Bagwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Boulevard Extension, AZ T:12:386 (ASM) and AZ T:12:287 (ASM). Because of their proximity to the construction footprint, the sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.
Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

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Sincerely yours,

Karla S. Petty
Division Administrator

Date

Enclosures
ARIZONA DIVISION

4000 North Central Avenue
Suite 1600
Phoenix, Arizona 85012-3500
Phone: (602) 375-3648
Fax: (602) 375-3698
http://www.fhwa.dot.gov/azdiv/index.htm

August 8, 2012

In Reply Refer To:

NH-E-202(D-ADY)
HOP-AZ

NH-E-202(D-ADY)
TRAC No. 2012-MA-05-0076-S1C
2012, South Mountain Freeway, DCR and EIS
Confirming Section 106 Consultation
Chandler Boulevard Extension

Ms. Sherry Cordova, Chairwoman
Cocopah Tribe
County 15th & Avenue G
Somerton, Arizona 85350

Dear Chairwoman Cordova:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 2012, South Mountain Freeway, EIS & Location/Design Concept Report project.

The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yaqui Tribe, the Fort Mojave Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab Band of Paiute Indians, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O’odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 East. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,250 feet between 19th Avenue and 27th Avenue and short segments at the east and west end where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,180 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

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Appendix 2-1

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Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

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Sincerely yours,

Rebecca Swiecki
Karla S. Petty
Division Administrator

Signature for Corps 8/27/12

cc:
H. Jill McConnick, Cultural Resources Manager (with enclosure)
RSwiecki
LDavis (EM02)
RSwiecki:cdm
In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

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Ms. Michelle Dodds  
CLG Contact, Historic Preservation Office  
City of Phoenix  
200 West Washington, 3rd Floor  
Phoenix, Arizona 85003  

August 8, 2012

In Reply Refer To:  
NH-202-D(ADY)  
HOP-ARIZ

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 202-1 South Mountain Freeway, I-10 & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O’odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai- Apache Nation, and the Yavapai-Prescott Indian Tribe.

The project area is undeveloped. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.
Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

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Sincerely yours,

Karla S. Petty
Division Administrator

Signature for City of Phoenix Concurrence Historic Preservation Office
NH-202-D(ADY)
Enclosures

cc: Jody Elsner, M.A. Historian, COP Historic Preservation Office, 200 W. Washington Street, 3rd floor, Phoenix, AZ 85003 (with enclosures)
Mr. Rich Dlugas, Chandler City Manager
City Manager's Office
P.O. Box 4008, Mail Stop 605
Chandler, Arizona 85244-4008

Dear Mr. Dlugas:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing test excavation studies in support of the Environmental Impact Statement (EIS) for the 2021 South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chehushuvel Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Pueblo, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The EIS Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access corridor extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 East. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,230 feet between 19th Avenue and 27th Avenue and short segments at the east and west ends where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,180 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

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The proposed APE for the proposed extension includes the following: 5.6 acres of the project area that is potentially eligible for inclusion in the National Register of Historic Places (NRHP).
Appendix 2-1

Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched on to the stone, not pecked. The site lacks diagnostic artifacts and the age of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features was unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC's Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O'odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2012, South Mountain Freeway EIS & I/DCR Project, Maricopa County, Arizona (Brodeckeck 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix water line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC's Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility...
September 10, 2012

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation documents dated August 8, 2012. The documents describe a Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) undertaking to extend Chandler Boulevard between 19th Avenue and 27th Avenue. This report is one in a series of technical reports supporting the 202 Loop, South Mountain Freeway, Environmental Impact Statement (EIS)/Design Concept Report (DCR). The project location is on the northern edge of District 6 of the Gila River Indian Community (Community), but entirely off Community lands. The extension of Chandler Boulevard is intended to provide access to residential subdivisions in the area. The construction zone area of potential effect (APE) will vary between 200 to 400 feet wide by 6,230 feet between 19th and 27th Avenues. The APE and surrounding areas have been archaeologically surveyed in 1989, 2000, 2008, and 2012. The 2012 survey covered a total area of 36.8 acres in site.

Three archaeological sites have been recorded near and within the APE: AZ:T:12:111(ASM) is described as a historic mine site with a rock ring, prospecting pit, tailings pile and a cleared area. The site was not considered a Register eligible property; AZ:T:12:286(ASM) a prehistoric agricultural site consisting of clusters/piles of rock. The site was considered an eligible property under Criterion D of the National Historic Preservation Act (NHPA); and AZ:T:12:287(ASM) an undated site consisting of two rock features and an etched (deor?) petroglyph on a small, potentially portable boulder. The site was not considered a Register eligible property. During the 2012 survey, these sites were relocated and reassessed. AZ:T:12:111(ASM) could not be relocated and was likely destroyed by the construction of a City of Phoenix waterline through the area. Site AZ:T:12:286(ASM) is still an intact cultural resource, outside of the APE and is still considered Register eligible. AZ:T:12:287(ASM) has been impacted by off-road vehicles. The petroglyph boulder was turned over and the top covered with graffiti and some of the circular rock features have been disturbed through realignments of the stone. In 2008 Barnaby V. Lewis and J. Andrew Darling were consulted in regards to the site, and both confirmed that the site is an historic O'Odbam shrine. The site is still not considered a Register eligible property. Based upon this evidence, the FHWA has made a determination of no adverse effect for this part of the South Mountain 202 Loop Freeway project.

The GRIC-THPO concurs with a finding of no adverse effect for the undertaking. A site visit to AZ:T:12:287(ASM) is recommended in order to assess damage to the site. Perhaps collection of the petroglyph boulder should be considered before the petroglyph boulder is lost through accumulated disturbance to the site and/or theft.

The GRIC reiterates the cultural significance of South Mountain to the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odbam Nation). O'Odbam oral history and religion defines our life and relationship to the natural world and the cultural landscape. Aikem O'Odbam and Pee Posch oral histories, religion, creation stories, ceremonial practices, and the concepts of power and sacred places are inseparably tied to every part of the natural environment. Sacred places and Traditional Cultural Places (TCPs) must be treated with reverence and respect.

The GRIC-THPO looks forward to continuing consultation regarding the proposed 202 Loop. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community
ARIZONA DIVISION
4000 North Central Avenue
Suite 1800
Phoenix, Arizona 85012-5300
Phone: (602) 276-3646
Fax: (602) 276-4998
http://www.fhwa.dot.gov/az/division5.htm

August 8, 2012

Dear Dr. Grindell:

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NI-202-D(ADY)
TRACS No. 2021 MA 059 13374 010
3031, South Mountain Freeway, OICs and EIS
Continuing Section 106 Consultation
Chandler Boulevard Extension

Dr. Beth Grindell, Director
P.O. Box 210026
Arizona State Museum
University of Arizona
Tucson, Arizona 85721-0026

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The E1 Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 East. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ASLD.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,230 feet between 19th Avenue and 27th Avenue and short segments at the east and west end where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,180 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

In 1989, Archaeological Consulting Service, Ltd. (ACS), surveyed the APE in its entirety (Adams 1989). The results were reported in An Archaeological Assessment of the Proposed South Mountain State Planning Permit Project for Burns International, Inc. (Adams 1989). No sites were identified.

In 2000, Logan Simpson Design (LSD) performed an archaeological survey for a City of Phoenix water line which covered a 200-foot-wide corridor along the centerline of the Chandler Boulevard Extension. The results are reported in 2000. The proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The results of the survey for the portion of the APE north of the centerline. The results are reported in Cultural Resources Survey of 2007 Across Within the APE north of the centerline. The sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.

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Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched on to the stone, not pecked. The site lacks diagnostic artifacts and the age of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features was unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 28, 2008 between representatives from GRIC's Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O'odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in A Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2012, South Mountain Freeway RIS & I/D&R Project, Maricopa County, Arizona (Brodbeck 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix water line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:286 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC's Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Date: 11 Sept 2012

Signature for ASM Concur

Enclosures
In Reply Refer To: NI-202-D(A DY) HOP-AZ

ARIZONA DIVISION
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
(602) 373-3648
Fax: (602) 382-0968
http://www.fhwa.dot.gov/azdiv/index.htm

September 6, 2012

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1500 West Washington
Phoenix, Arizona 85007

Re: SHPO 2003-1890 (106135)

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the environmental impact statement (EIS) for the 202L South Mountain Freeway, EIS & Location/Design Concepts Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the south side of South Mountain from Interstate 10 (I-10) in west Chandler and to I-10 in west Phoenix. As this project would employ federal funds, it is considered a federal undertaking subject to Section 106 review.

This project has been the subject of extensive prior consultation (SHPO-2003-1890). Most recently FHWA consulted on a reassessment of historic rural properties along Dobbs Road and 59th Avenue in Laveen. SHPO concurred with the reassessment (Jacobs [SHPO] to Petty [FHWA], July 16, 2012).

Consulting parties for this reassessment of project effects on the Dobbs Road historic properties include FHWA, ADOT, the State Historic Preservation Office (SHPO), the Bureau of Reclamation (Reclamation), the Bureau of Land Management (BLM), the Arizona State Land Department (ASLD), the City of Phoenix-Historic Preservation Office (COH-PHO), the City of Phoenix-Pueblo Grande Museum (COP-PGM), and Salt River Project (SRP).

The purpose of this consultation is to address the project effects of four alternative alignments near these historic properties. AZTEC Engineering Group, Inc. recently prepared a report that assesses the direct and indirect effects from the four alignments on the historic rural properties along Dobbs Road and 59th Avenue entitled South Mountain Transportation Corridor Study: Assessment of Project Effects on Three Historic Buildings and a District, Maricopa County, Arizona (Solliday 2012). A copy of the report is enclosed for your review and comments.

---

Historic Properties

Four historic properties have been identified near the Dobbs Road/59th Avenue intersection. These include:

1. Hudson Farm Historic District, ca. 1926, Criterion C
2. Hudson Farm – Cement Stave Silos, 1949, Criterion C
4. Tyson Farmstead/Barns – Dairy Head-to-Toe Barn, 1951, Criterion C

Alternatives

The four alternatives near these historic properties are:

1. 62nd Avenue Alignment Collapsed Diamond – Elevated Freeway
2. 62nd Avenue Alignment Collapsed Diamond – Semi-Depressed Freeway
3. 62nd Avenue Alignment Half Diamond – Elevated Freeway
4. 62nd Avenue Alignment Half Diamond – Semi-Depressed Freeway

Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barns. None of the properties is located within the proposed ADOT right-of-way (ROW). However, the two semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barns barn. There would be no adverse effect on the Tyson/Barns barn as a result of the access modification.

Indirect Impact

Each of the four alignment alternatives would have a similar impact on the Hudson Farm Historic District. The freeway would be at least 200 feet west of the Hudson Farm property and 1,500 feet west of 59th Avenue, and the setting of the farmstead (farmhouse and associated structures) from the primary public view (from 59th Avenue) or from within the farmstead would be buffered by the dense windbreak of trees located on the north and west sides of the farmstead. The freeway would be more visibly intrusive from the secondary public view (from Dobbs Road) and from some places in the fields associated with the property, but these vantage points do not provide a view of the district’s significant features, i.e., the farmstead buildings and structures seen within the context of the whole farm. A drainage basin adjacent to the southern boundary of the Hudson Farm would not be visible from the primary public view or from within the farmstead. Thus, any visual intrusion created by the project would be negligible and would not impact the National Register eligibility of the Hudson Farm or any of its contributing elements.

- There would be no adverse effect on the Hudson Farm due to general visual intrusion.
- There would be no adverse effect on the Hudson Farm due to increased traffic noise.
- There would be no adverse effect on the Hudson Farm due to nighttime lighting.
The freeway would pass approximately 1,500 feet west of the Hackin barn, 1,000 feet west of the Hudson Farm silos, and 10 feet east of the Tyson/Barnes Dairy barn. Since integrity of design, materials, workmanship, and association are most important for these property types, their National Register eligibility would not be impacted by a change in setting. Likewise, the placement of a drainage basin to the south and west of the Hackin barn would not impact its integrity of design, materials, workmanship, and association.

- There would be no adverse effect on the individually eligible properties due to general visual intrusion.
- There would be no adverse effect on the individually eligible properties due to increased traffic noise.
- There would be no adverse effect on the individually eligible properties due to nighttime lighting.

Summary of Indirect Impacts to the Dobbins Road Historic Properties

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>Primary Criteria</th>
<th>Collapsed Diamond – Elevated Freeway</th>
<th>Collapsed Semicircle – Elevated Freeway</th>
<th>Half Diamond – Elevated Freeway</th>
<th>Half Semicircle – Elevated Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson Farm 9300 S. 53rd Avenue</td>
<td>A</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Hudson Farm – Cement Stave Silos 9300 S. 53rd Avenue</td>
<td>C</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Hackin Farmstead/Dairy – Dairy Flat Barn 10045 S. 53rd Avenue</td>
<td>C</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Tyson Farmstead/Barnes Dairy – Dairy Head-to-Toe Barn 8159 W. Dobbins Road</td>
<td>C</td>
<td>No adverse</td>
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<td>No adverse</td>
<td>No adverse</td>
</tr>
</tbody>
</table>

Cumulative Impacts

The City of Phoenix has designated this area as the core area of "downtown" Laveen. Local landowners have expressed a desire to develop their properties for commercial and/or residential uses. Housing developments and some associated commercial centers have been constructed nearby; the advancement of this urbanization was slowed only by the economic collapse. Some adjacent landowners have recently had their property reclassified for either commercial or residential property use. Therefore, it is highly likely that future development by the private landowners would also lead to the destruction of the agricultural properties and the historical setting of rural Laveen.

The construction of a freeway through the South Mountain Corridor would accelerate urbanization and likely encourage more commercial and industrial development rather than the predominantly residential development that has occurred to date. However, since ADOT, the City of Phoenix, landowners, and developers are all planning for future development in the area, it is difficult to determine what the specific agent of change is. Cumulatively, the future development and construction of the freeway has the potential to contribute to an adverse cumulative effect the Hudson Farm and silos, Hackin barn, and Tyson/Barnes barn.
Historic Properties

Four historic properties have been identified near the Dobbin Road 15th Avenue intersection. These include:

1) Hudson Farm Historic District, ca. 1926, Criterion A
2) Hudson Farm - Cement Stage Silos, 1949, Criterion C
3) Hackin Farmstead/Dairy - Dairy Flat Barn, 1951, Criterion C
4) Tyson Farmstead/Barnes Dairy - Dairy Head-to-Toe Barn, 1951, Criterion C

Alternatives

The four alternatives near these historic properties are:

1) 62nd Avenue Alignment Collapsed Diamond - Elevated Freeway
2) 62nd Avenue Alignment Collapsed Diamond - Semi-Depressed Freeway
3) 62nd Avenue Alignment Half Diamond - Elevated Freeway
4) 62nd Avenue Alignment Half Diamond - Semi-Depressed Freeway

Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barnes Dairy; none of the properties is located within the proposed ADOT right-of-way (ROW). However, the semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barnes barns. There would be no adverse effect on the Tyson/Barnes barn as a result of the access realignment.

Indirect Impact

Each of the four alignment alternatives would have a similar impact on the Hudson Farm Historic District. The freeway would be at least 200 feet west of the Hudson Farm property and 1,500 feet west of 59th Avenue, and the setting of the farmstead (farmhouse and associated structures) from the primary public view (from 59th Avenue) or from within the farmstead would be buffered by the dense windbreak of trees located on the north and west sides of the farmstead. The freeway would be more visibly intrusive from the secondary public view (from Dobbin Road) and from some places in the fields associated with the property, but these vantage points do not provide a view of the district’s significant features, i.e., the farmstead buildings and structures are in the background of the whole farm. A drainage basin adjacent to the southern boundary of the Hudson Farm would not be visible from the primary public view or from within the farmstead. Thus, any visual intrusion created by the project would be negligible and would not impact the National Register eligibility of the Hudson Farm or any of its contributing elements.

- There would be no adverse effect on the Hudson Farm due to general visual intrusion.
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- There would be no adverse effect on the individually eligible properties due to increased traffic noise.
- There would be no adverse effect on the individually eligible properties due to nighttime lighting.

Summary of Indirect Impacts to the Dobbins Road Historic Properties

| Property Name and Address | Eligible Historic Districts | Individually Eligible Historic Buildings | | |
|---------------------------|-----------------------------|-----------------------------------------|---------------------------|-----------------------------|-----------------------------------------|
| Hudson Farm               | Half Diamond—Elevated Freeway | No adverse | No adverse | No adverse | No adverse |
| 9200 S. 59th Avenue       | C                           | No adverse | No adverse | No adverse | No adverse |
| Hackin Farm/Dairy — Dairy Flat Barn | C      | No adverse | No adverse | No adverse | No adverse |
| 10048 S. 59th Avenue      | C                           | No adverse | No adverse | No adverse | No adverse |
| Tyson Farmstead/Dairy — Dairy Head-to-Toe Barn | C | No adverse | No adverse | No adverse | No adverse |
| 6159 W. Dobbins Road      | C                           | No adverse | No adverse | No adverse | No adverse |

Cumulative Impacts

The City of Phoenix has designated this area as the core area of "downtown" Laveen. Local landowners have expressed a desire to develop their properties for commercial and/or residential uses. Housing developments and some associated commercial centers have been constructed nearby; the advancement of this urbanization was slowed only by the economic collapse. Some adjacent landowners have recently had their property reclassified for either commercial or residential property use. Therefore, it is highly likely that future development by the private landowners would also lead to the destruction of the agricultural properties and the historical setting of rural Laveen.

The construction of a freeway through the South Mountain Corridor would accelerate urbanization and likely encourage more commercial and industrial development rather than the predominantly residential construction that has occurred to date. However, since ADOT, the City of Phoenix, landowners, and developers are all planning for future development in the area, it is difficult to determine what the specific agent of change is. Cumulatively, the future development and construction of the freeway has the potential to contribute to an adverse cumulative affect the Hudson Farm and silos, Hackin barn, and Tyson/Barnes barn.

Continuing Cultural Resource Management

In order to proactively address the potential indirect and cumulative adverse effects described above, FHWA and ADOT would document the Hudson Farm Historic District and silos, the Hackin barn, and the Tyson/Barnes barn in a Historic Landscape report. The report would be consistent with the SHPO Standards for Documentation of Historic Properties. For each of the properties this documentation would at a minimum include a descriptive narrative of the property, maps showing geographic location and contextual relationships with other structures and the surrounding landscape, reproductions of original plans/engineering drawings or prepared drawings (or creation of plans/drawings if the originals cannot be found), and photo documentation.

Please review the information provided in this letter, the attached project location maps, and enclosed report. If you agree with the adequacy of the report and agree with FHWA’s revised determination of project effect for each alignment and proposed documentation of the historic properties please indicate your concurrence by signing below and return to FHWA. If you have any questions or comments, please feel free to contact Linda Davis at (602) 712-8636 or e-mail LDavis3@adot.gov.

Sincerely,

[Signature]

[Name and Title]
Division Administrator
Mr. Steve Ross, Cultural Resources Manager
Arizona State Land Department
(615) West Adams
Phoenix, Arizona 85007

Dear Mr. Ross:

Enclosed for your review and comments is the report Assessing the Direct and Indirect Effects from the Four Alignments on the Historic Rural Properties along Dobbins Road in west Phoenix, Arizona (July 16, 2012).

This project has been the subject of extensive prior consultation (SHPO-2003-1490), most recently FHWA consulted on a reassessment of historic rural properties along Dobbins Road and 59th Avenue in Laveen. FHWA concurred with the reassessment (Moore [SHPO] to Petty [FHWA], July 16, 2012).

Consulting parties for this reassessment of project effect on the Dobbins Road historic properties include FHWA, ADOT, the State Historic Preservation Office (SHPO), the Bureau of Reclamation (Reclamation), the Bureau of Land Management (BLM), the Arizona State Land Department (ASLD), the City of Phoenix-Historic Preservation Office (COP-PHO), the City of Phoenix-Pueblo Grande Museum (COP-PGM), and Salt River Project (SRP).

The purpose of this consultation is to address the project effects on four alternative alignments near those historic properties. AZTEC Engineering Group, Inc. recently prepared a report that assesses the direct and indirect effects from the four alignments on the historic rural properties along Dobbins Road and 59th Avenue entitled South Mountain Transportation Corridor Study: Assessment of Project Effects on Three Historic Buildings and a District, Maricopa County, Arizona (Soliday 2012). A copy of the report is enclosed for your review and comments.

Sincerely yours,

[Signature]
Division Administrator

Enclosures
- Arizona Historic Preservation Office
- Bureau of Reclamation
- Bureau of Land Management
- Arizona State Land Department
- City of Phoenix-Historic Preservation Office
- City of Phoenix-Pueblo Grande Museum
- Salt River Project

FHWA and ADOT would document the Hovenweep National Monument and the Hovenweep Historic Districts as a Historic Climate Study associated with the proposed project. The subsequent report would be consistent with the SHPO Standards for Documentation of Historic Properties. For each of the properties this documentation would at a minimum include a descriptive narrative of the property, maps showing geographic location and contextual relationships with other structures and the surrounding landscape, reproductions of original plans/engineering drawings or prepared drawings (or creation of plans/drawings if the originals cannot be found), and photo documentation.

Please review the information provided in this letter, the attached project location maps, and enclosed report. If you agree with the adequacy of the report and agree with FHWA’s revised determination of project effect for each alignment and proposed documentation of the historic properties, please indicate your concurrence by signing below and return to FHWA. If you have any questions or comments, please feel free to contact Linda Davis at (602) 712-8636 or e-mail L.Davis@azdot.gov.

Sincerely yours,

[Signature]
Division Administrator

Date
Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

A434 - Appendix 2-1

August 8, 2012

In Reply Refer To:

FHWA-ADOT-AZ

NH-202-Q(ADY)

TRACT No. 7001, MA 65 H1764 01C

2021 South Mountain Freeway, DCR and EIS

Continuing Section 106 Consultation

Chandler Boulevard Extension

Mr. Gary Cantley, Western Regional Archaeologist

Bureau of Indian Affairs

2600 North Central Avenue, Suite 400

MESA-930905

Phoenix, Arizona 85004-9305

Dear Mr. Cantley:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 2021 South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs (BIA), the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Al-Cin Indian Community, the Chemehuevi Tribe, the Coonapah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Wesquith Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Indian Tribe, the Havasupai Tribe, the Hualapai Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonopah Apache Tribe, the White Mountain Apache Tribe, the Wupatki Apache Nation, and the Wupatki-Prescott Indian Tribe.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resource studies. The EIS Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue. The alignment for the proposed Chandler Boulevard Extension follows an existing City of Phoenix water line. The surrounding area is undeveloped.

The proposed Chandler Boulevard Extension is located in Section 36 of Township 1 South and Range 2 West. The land in Section 36 north of the existing City of Phoenix water line is owned by the City of Phoenix. The land in Section 36 south of the water line is administered by ADOT.

The area of potential effects (APE) for the Chandler Boulevard Extension is defined primarily by the proposed construction footprint which includes a 200-foot-wide east-west corridor that extends for 6,230 feet between 19th Avenue and 27th Avenue and short segments at the east and west end where the corridor is 400 feet wide. The footprint also includes a 120-foot-wide north-south corridor that extends for 1,100 feet from the western end of the Chandler Boulevard alignment to the current alignment of Pecos Road. A map of the APE is enclosed to assist you in your review.

In 1989, Archaeological Consulting Services, Ltd. (ACS), surveyed the APE in its entirety. The results were reported in An Archaeological Assessment of the Proposed South Mountain State Planning Permit Project for Burns International, Inc. (Adams 1989). No sites were identified.

In 2000, Logan Simpson Design (LSD) performed an archaeological survey for a City of Phoenix water line which covered a 200-foot-wide east-west corridor along the centerline of the Chandler Boulevard Extension. The results are reported in A Class I Inventory and A Class III Cultural Resources Survey for the City of Phoenix Waterline Route Around the Western and Southern Edges of South Mountain Park, Maricopa County, Arizona (Shaw 2000). LSD recorded one site in the APE. Site AZ T:12:111 (ASM) is a historic mining site that include four features: a collapsed rock ring, a prospecting pit, a tailings pile, and a cleared area. The site was recommended as not eligible for inclusion in the National Register of Historic Places (NRHP).

In 2008, Desert Archaeology, Inc. (Desert) performed a Class III survey that covered the portion of the APE south of the centerline. The results are reported in Cultural Resources Survey of 217 Acres Within the 620 Property, South of South Mountain Park, Phoenix, Arizona (Carly and Ragwell 2008). Desert identified two sites near the proposed construction footprint for the Chandler Extension, AZ T:12:226 (ASM) and AZ T:12:227 (ASM). Because of their proximity to the construction footprint, the sites were included in the APE for the consideration of indirect effects, such as alterations to visual setting and the potential for vandalism as a result of increased access provided by the new roadway.
Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles. Desert recommended that the site was eligible for inclusion in the NRHP under Criterion D for its potential to yield information about prehistoric land use practices at the margins of the middle Gila River Valley.

Site AZ T:12:287 (ASM) consists of two rock features, one with a petroglyph on a portable stone at the center. The petroglyph is etched onto the stone, not pecked. The site lacks diagnostic artifacts and the eye of the features is uncertain; the possibility exists that they are of modern origin. Given that the temporal context of AZ T:12:287 (ASM) was unknown, and that additional investigations of the features were unlikely to uncover this information, Desert could not establish a relevant historic context for the site, and therefore recommended that it was not eligible for inclusion in the NRHP. Desert also recommended that this type of site could represent a contemporary O'odham shrine. As discussed in the report, a meeting took place on August 25, 2008 between representatives from GRIC's Cultural Resources Management Program (CRMP) and the City of Phoenix archaeologist to discuss the site. The CRMP representatives agreed it was probably a historic O'odham shrine.

Because the initial survey of the Chandler Boulevard Extension had been performed in 1989, and previously undocumented sites had been recorded in the area by more recent surveys, ADOT requested that HDR Engineering, Inc. (HDR) perform a new Class III survey of the APE. The results are reported in a Class III Cultural Resources Survey for the Chandler Boulevard Extension, 2012, South Mountain Parkway EIS & JDCR Project, Maricopa County, Arizona (Brendock 2012). No new sites were identified. The survey confirmed that AZ T:12:111 (ASM) had been obliterated by the City of Phoenix write line project. The survey also documented the condition of sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM).

Site AZ T:12:285 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:285 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP or as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GRIC's Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of "no adverse effect" is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA's recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely yours,

[Signature]
Division Administrator

[Date]
Dear Mr. Anduze:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the environmental impact statement (EIS) for the 2021 South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the south side of South Mountain from Interstate 10 (I-10) in west Chandler to 1-10 in west Phoenix. As this project would employ federal funds, it is considered a federal undertaking subject to Section 106 of the National Historic Preservation Act (NHPA).

This project has been the subject of extensive prior consultation (SHPO-2003-180). Most recently FHWA consulted on a reassessment of historic rural properties along Dobbin Road and 59th Avenue in Laveen. SHPO concurred with the reassessment (Jocelin [SHPO] to Port [FHWA], July 16, 2012).

Consulting parties for this reassessment of project effect on the Dobbin Road historic properties include FHWA, ADOT, the State Historic Preservation Office (SHPO), the Bureau of Reclamation (Reclamation), the Bureau of Land Management (BLM), the Arizona State Land Department (ASLD), the City of Phoenix-Historic Preservation Office (COP-PHO), the City of Phoenix-Pueblo Grande Museum (COP-PGM), and Salt River Project (SRP).

The purpose of this consultation is to address the project effects of four alternative alignments near these historic properties. AZTEC Engineering Group, Inc. recently prepared a report that assesses the direct and indirect effects from the four alignments on the historic rural properties along Dobbin Road and 59th Avenue entitled South Mountain Transportation Corridor Study: Assessment of Project Effects on Three Historic Buildings and a District, Maricopa County, Arizona (Solliday 2012). A copy of the report is enclosed for your review and comments.

The four alignment alternatives near the Dobbin Road Historic Properties are:

1) 62nd Avenue Alignment Collapsed Diamond - Elevated Freeway
2) 62nd Avenue Alignment Collapsed Diamond - Semi-Depressed Freeway
3) 62nd Avenue Alignment Half Diamond - Elevated Freeway
4) 62nd Avenue Alignment Half Diamond - Semi-Depressed Freeway

Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barnes Dairy; none of the properties is located within the proposed ADOT right-of-way (ROW). However, the two semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barnes barn. There would be no adverse effect on the Tyson/Barnes barn as a result of the access modification.

Indirect Impact

Each of the four alignment alternatives would have a similar impact on the Hudson Farm Historic District. The freeway would be at least 200 feet west of the Hudson Farm property and 1,100 feet west of 59th Avenue, and the action of the freeway (farmhouse and associated structures) is not within the primary public view (from 59th Avenue) or from within the farmstead. The freeway would be visible from the secondary public view (from Dobbin Road) and from some sites in the fields associated with the property. However, the project would not provide a view of the farmstead's significant features, i.e., the farmhouse buildings and structures seen within the context of the whole farm. A drainage ditch adjacent to the southern boundary of the Hudson Farm would not be visible from the primary public view or from within the farmstead. Thus, any visual intrusion created by the project would be negligible and would not impact the National Register eligibility of the Hudson Farm or any of its contributing elements.

- There would be no adverse effect on the Hudson Farm due to general visual intrusion.
- There would be no adverse effect on the Hudson Farm due to increased traffic noise.
- There would be no adverse effect on the Hudson Farm due to nighttime lighting.

Alternatives

The four alignment alternatives near these historic properties are:

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Historic Properties

Four historic properties have been identified near the Dobbin Road/59th Avenue intersection. These include:

1) Hudson Farm Historic District, ca. 1926, Criterion A
2) Hudson Farm- Cement Stave Silos, 1949, Criterion C
3) Hackin Farmstead/Dairy - Dairy Flat Barn, 1952, Criterion C
4) Tyson Farmstead/Barnes Dairy - Dairy Head-to-Toe Barn, 1951, Criterion C

Mr. Richard Anduze, Archaeologist
Salt River Project
P.O. Box 72055, Mail Sta PARSX/2
Phoenix, Arizona 85072-2025

01 September 2012

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

ARIZONA DIVISION
Federal Highway Administration
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
(602) 379-3646
Fax: (602) 379-3650
http://www.fhwa.dot.gov/policy/docs/12/08/120812.htm

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Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barnes Dairy; none of the properties is located within the proposed ADOT right-of-way (ROW). However, the two semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barnes barn. There would be no adverse effect on the Tyson/Barnes barn as a result of the access modification.

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Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barnes Dairy; none of the properties is located within the proposed ADOT right-of-way (ROW). However, the two semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barnes barn. There would be no adverse effect on the Tyson/Barnes barn as a result of the access modification.

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- There would be no adverse effect on the Hudson Farm due to general visual intrusion.
- There would be no adverse effect on the Hudson Farm due to increased traffic noise.
- There would be no adverse effect on the Hudson Farm due to nighttime lighting.
The freeway would pass approximately 1,500 feet west of the Hackin barn, 1,000 feet west of the Hudson Farm silos, and 10 feet east of the Tyson/Barnes Dairy barn. Since integrity of design, materials, craftsmanship, and association are most important for these property types, their National Register eligibility would not be impacted by a change in setting. Likewise, the placement of a drainage basin to the south and west of the Hackin barn would not impact its integrity of design, materials, craftsmanship, and association.

- There would be no adverse effect on the individually eligible properties due to general visual intrusion.
- There would be no adverse effect on the individually eligible properties due to increased traffic noise.
- There would be no adverse effect on the individually eligible properties due to nighttime lighting.

### Summary of Indirect Impacts to the Dobbin Road Historic Properties

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>Eligible Historic Districts</th>
<th>Elgin Historic District</th>
<th>Half Diamond Elevated Freeway</th>
<th>Half Diamond Semi-Depressed Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson Farm</td>
<td>A</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Hackin Farm - Cement Stave Silos</td>
<td>C</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Hackin Barn</td>
<td>C</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
</tr>
<tr>
<td>Tyson Farmstead/Barnes Dairy</td>
<td>C</td>
<td>No adverse</td>
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</tr>
</tbody>
</table>

### Cumulative Impacts

The City of Phoenix has designated this area as the core area of "downtown" Laveen. Local landowners have expressed a desire to develop their properties for commercial and/or residential uses. In recent years, developments and some associated commercial centers have been constructed nearby; the advancement of this urbanization was slowed only by the economic collapse. Some adjacent landowners have recently had their property reclassified for either commercial or residential property use. Therefore, it is highly likely that future development by the private landowners would also lead to the destruction of the agricultural properties and the historical setting of rural Laveen.

The construction of a freeway through the South Mountain Corridor would accelerate urbanization and likely encourage more commercial and industrial development rather than the predominantly residential construction that has occurred to date. However, since ADOT, the City of Phoenix, landowners, and developers are all planning for future development in the area, it is difficult to determine what the specific agent of change is. Cumulatively, the future development and construction of the freeway has the potential to contribute to an adverse cumulative effect on the Hudson Farm and silos, Hackin barn, and Tyson/Barnes barn.

### Continuing Cultural Resource Management

In order to proactively address the potential indirect and cumulative adverse effects described above, FHWA and ADOT would document the Hudson Farm Historic District and silos, the Hackin barn, and the Tyson/Barnes barn in a Historic Landscape report. The report would be consistent with the SHPO Standards for Documentation of Historic Properties. For each of the properties this documentation would at a minimum include a descriptive narrative of the property, maps showing geographic location and contextual relationships with other structures and the surrounding landscape, reproductions of original plans/engineering drawings or prepared drawings (or creation of plans/drawings if the originals cannot be found), and photo documentation.

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Sincerely yours,

Karla S. Petty
Division Administrator

Signature for SRP Concurrence
27 September 2012
Endicures
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Site AZ T:12:287 (ASM) was found as described by Desert in 2008, in good condition, and with no new disturbances. FHWA recommends that the site is eligible for inclusion in the NRHP under Criterion D for its potential to contribute information on prehistoric agricultural practices.

The condition of site AZ T:12:287 (ASM) has changed since its 2008 recording. The petroglyph rock has been turned upside down so that the glyph is face down and the top is painted with graffiti. Also, some of the rocks in the outer circle had been shifted. The surrounding area has also been disturbed by off-road vehicles. Because the site could not be placed within a definable temporal context, FHWA recommends that AZ T:12:287 (ASM) is not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommends continuing consultation with the GROC’s Tribal Historic Preservation Office to confirm its status as a potential traditional cultural property and regarding its management. Because sites AZ T:12:286 (ASM) and AZ T:12:287 (ASM) are not located within the construction footprint of the Chandler Boulevard Extension and therefore can be avoided, neither site would be directly impacted. Furthermore, the construction of the Chandler Boulevard Extension would not increase the potential for significant indirect effects because they are already easily accessible given their location near existing roads, hiking trails, and residential development.

Based on the above, FHWA has determined that a finding of “no adverse effect” is appropriate for this undertaking. Please review the enclosed report and information provided in this letter. If you agree with the adequacy of the report and FHWA’s recommendations of NRHP eligibility and determination of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis@azdot.gov.

Sincerely yours,

Linda Davis
FHWA Planner

Karla S. Petty
Division Administrator

Date: 9/26/2012
Four historic properties have been identified near the Dobbins Road/59th Avenue intersection. These include:

1) Hudson Farm Historic District, ca. 1926, Criterion A
2) Hudson Farm - Cement Stave Silos, 1949, Criterion C
3) Hackin Farmstead/Dairy - Dairy Flat Barn, 1952, Criterion C
4) Tyson Farmstead/Barnes Dairy - Dairy Head-to-Toe Barn, 1951, Criterion C

Alternatives

The four alternatives near these historic properties are:

1) 62nd Avenue Alignment Collapsed Diamond - Elevated Freeway
2) 62nd Avenue Alignment Collapsed Diamond - Semi-Depressed Freeway
3) 62nd Avenue Alignment Half Diamond - Elevated Freeway
4) 62nd Avenue Alignment Half Diamond - Semi-Depressed Freeway

Project Effect

Direct Impact

All four of the alignment alternatives currently under consideration adequately avoid the Hudson Farm, the Dairy Flat Barn on the Hackin Farmstead/Dairy, and the Dairy Head-to-Toe Barn on the Tyson Farmstead/Barnes Dairy; none of the properties is located within the proposed ADOT Right-of-Way. However, the two semi-depressed freeway alternatives would require a realignment of access to the Tyson/Barnes barn. There would be a no adverse effect on the Tyson/Barnes barn as a result of the access modification.

Indirect Impact

Each of the four alignment alternatives would have a similar impact on the Hudson Farm Historic District. The freeway would be at least 200 feet west of the Hudson Farm property and 1,500 feet west of 59th Avenue, and the setting of the farmstead (farmhouse and associated structures) from the primary public view (from 59th Avenue) or from within the farmstead would be buffered by the dense windbreak of trees located on the north and west sides of the farmstead. The freeway would be more visibly intrusive from the secondary public view (from Dobbins Road) and from some places in the fields associated with the property, but those vantage points do not provide a view of the district’s significant features, i.e., the farmstead buildings and structures seen within the context of the whole farm. A drainage basin adjacent to the northern boundary of the Hudson Farm would not be visible from the primary public view or from within the farmstead. Thus, any visual intrusion created by the project would be negligible and would not impact the National Register eligibility of the Hudson Farm or any of its contributing elements.

- There would be no adverse effect on the Hudson Farm due to general visual intrusion.
- There would be no adverse effect on the Hudson Farm due to increased traffic noise.
- There would be no adverse effect on the Hudson Farm due to nighttime lighting.

The freeway would pass approximately 1,500 feet west of the Hackin barn, 1,800 feet west of the Hudson Farm sites, and 10 feet east of the Tyson/Barnes Dairy barn. Since integrity of design,
materials, workmanship, and association are most important for these property types, their National
Register eligibility would not be impacted by a change in setting. Likewise, the placement of a drainage
basin to the south and west of the Hackin barn would not impact its integrity of design, materials,
workmanship, and association.

- There would be no adverse effect on the individually eligible properties due to general visual
  intrusion.
- There would be no adverse effect on the individually eligible properties due to increased traffic noise.
- There would be no adverse effect on the individually eligible properties due to nighttime lighting.

Summary of Indirect Impacts to the Dobbins Road Historic Properties

<table>
<thead>
<tr>
<th>Property Name and Address</th>
<th>Eligible Historic Districts</th>
<th>Individually Eligible Historic Buildings</th>
<th>Primary Criteria</th>
<th>Collapsed Diamond - Elevated Freeway</th>
<th>Collapsed Diamond - Semi-Depressed Freeway</th>
<th>Half Diamond - Elevated Freeway</th>
<th>Half Diamond - Semi-Depressed Freeway</th>
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<tbody>
<tr>
<td>Hudson Farm</td>
<td>A</td>
<td>C</td>
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<td>No adverse</td>
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<tr>
<td>Hudson Farm - Cotton Stave Silos</td>
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<td>No adverse</td>
<td>No adverse</td>
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<td>9300 S. 59th Avenue</td>
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<tr>
<td>Hackin Farmstead/Dairy - Dairy Flat Barn</td>
<td></td>
<td>C</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
<td>No adverse</td>
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<tr>
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</tbody>
</table>

Cumulative Impacts

The City of Phoenix has designated this area as the core area of "downtown" Laveen. Local landowners
have expressed a desire to develop their properties for commercial and/or residential uses. Housing
developments and some associated commercial centers have been constructed nearby; the advancement
of this urbanization was slowed only by the economic collapse. Some adjacent landowners have recently had
their property reclassified for either commercial or residential property use. Therefore, it is highly likely
that future development by the private landowners would also lead to the destruction of the agricultural
properties and the historical setting of rural Laveen.

The construction of a freeway through the South Mountain Corridor would accelerate urbanization and
likely encourage more commercial and industrial development rather than the predominantly residential
construction that has occurred to date. However, since ADOT, the City of Phoenix, landowners, and
developers are all planning for future development in the area, it is difficult to determine what the specific
agent of change is. Cumulatively, the future development and construction of the freeway has the
potential to contribute to an adverse cumulative affect the Hudson Farm and silos, Hackin barn, and
Tyson/Barnes barn.

Continuing Cultural Resource Management

In order to proactively address the potential indirect and cumulative adverse effects described above,
FHWA and ADOT would document the Hudson Farm Historic District and silos, the Hackin barn, and
the Tyson/Barnes barn in a Historic Landscape report. The report would be consistent with the SHPO
Standards for Documentation of Historic Properties. For each of the properties, this documentation would
at a minimum include a descriptive narrative of the property, maps showing geographic location and
contextual relationships with other structures and the surrounding landscape, reproductions of original
plans/engineering drawings or prepared drawings (or creation of plans/drawings if the originals cannot be
found), and photo documentation.

Please review the information provided in this letter, the attached project location maps, and enclosed
report. If you agree with the adequacy of the report and agree with FHWA's revised determination of
project effect for each alignment and proposed documentation of the historic properties please indicate
your concurrence by signing below and return to FHWA. If you have any questions or comments, please
feel free to contact Linda Davis at (602) 712-8636 or e-mail LDavis2@azdot.gov.

Sincerely yours,

[Signature]
Karla S. Petty
Division Administrator

Date

Enclosures
Federal Highway Administration

Arizona Division

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-6550
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Fax: (602) 382-8988
http://www.fhwa.dot.gov/az/

October 11, 2012

In Reply Refer To:
NH-202-D(AVY)
HO-P-AZ
NH-202-D(AVY)
TRAC No. 2021, MA 04(HF) 121
202L, South Mountain Freeway, DCR and EIS
Continuing Section 106 Consultation
Chandler Boulevard Extension

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

Re: SHPO-2003-1890 (106850)

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As the project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which require federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have undertaken cultural resources studies. The EJ Alternative for the proposed freeway would be built along and replace Pecos Road, effectively cutting off access to residential subdivisions west of 27th Avenue. The proposed Chandler Boulevard Extension would provide a new access route by extending Chandler Boulevard between 19th Avenue and 27th Avenue.

FHWA and ADOT initiated consultation regarding the Chandler Boulevard Extension identifying the consulting parties, scope, area of potential effects (APE), and a finding of "no adverse effect" (Petty [FHWA] to Jacobs [SHPO] August 8, 2012). Concurrence was received from ASLD (Ross [ASLD] to Petty [FHWA] August 14, 2012), ASIM (Pinzel [ASIM] to Petty [FHWA] September 11, 2012), BIA (Grahn [BIA] to Petty [FHWA] September 21, 2012),


Consultation for the Chandler Boulevard Extension identified three sites near and within the proposed APE, Site AZ T:12:287 (ASM), Site AZ T:12:286 (ASM), and Site AZ T:12:111 (ASM). Site AZ T:12:286 (ASM) is a possible prehistoric agricultural site consisting of a set of rock clusters/piles located near the APE. The site is in good condition with no new disturbances. FHWA recommended that the site is eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion D for its potential to contribute information on prehistoric agricultural practices. Site AZ T:12:111 (ASM) is a historic mining site that has been obliterated by a City of Phoenix water line project and FHWA recommended the site as not eligible for inclusion in the NRHP.

Site AZ T:12:287 (ASM) is identified as a possible O'odham shrine located near the APE. The site consists of two rock features, one with an inscribed petroglyph on a portable stone at the center. Because the site could not be placed within a definable temporal context, FHWA recommended that it is still not considered a NRHP eligible site. This consultation confirms that prehistoric rock clusters/piles located near the APE. The site is of "no adverse effect" (Petty [FHWA] to Jacobs [SHPO] August 8, 2012). Concurrence was received from ASLD (Ross [ASLD] to Petty [FHWA] August 14, 2012), ASIM (Pinzel [ASIM] to Petty [FHWA] September 11, 2012), BIA (Grahn [BIA] to Petty [FHWA] September 21, 2012),

In response to the Chandler Boulevard Extension consultation, the Gila River Indian Community's THPO concurred with FHWA's eligibility recommendations and a finding of "no adverse effect." Additionally, the THPO noted that in 2008 Barnaby V. Lewis and Andrew Darling were consulted in regards to Site AZ T:12:287 (ASM); at this time they both confirmed that the site is a historic O'odham Shrine and that it is still not considered a NRHP eligible property (Lewis [THPO] to Petty [FHWA] September 10, 2012). The THPO also recommended that a site visit to AZ T:12:287 (ASM) be conducted to assess damage to the site, and ascertain if the petroglyph boulder should be collected before it is lost through accumulated disturbance.
Coordination of the site visit is currently underway. A copy of Gila River Indian Community’s THPO response is enclosed for your reference.

Based on Gila River Indian Community’s TIIPO concurrence, FHWA recommends Site AZ T:12:286 (ASM) as eligible for the NRHP, Site AZ T:12:287 (ASM) and Site AZ T:12:111 (ASM) as not eligible for the NRHP, and has determined that a finding of “no adverse effect” is still appropriate for this undertaking. Please review the enclosed THPO response and the information provided in this letter. If you agree with the NRHP eligibility recommendation and finding of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

[Signature]

Date

Enclosure

Re: SHPO-2003-1890 (106850)

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 202L South Mountain Freeway, RIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

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Appendix 2-1

that a site visit to the petroglyph boulder should be collected before it is lost through accumulated disturbance.

property (Lewis Darling were consulted in regards to Site that the site is a historic O’odham Shrine and that it is still not considered a NRHP eligible

adverse upon the eligibility of the sites and an appropriate [FHWA] August 13, 2012).

eligibility of site and regarding its management. The Arizona State Historic Preservation Office recommended continuing consultation with Gila River Indian Community’s Tribal Historic

Because the site could not be placed within a definable temporal context, FHWA recommended that the site consists of two rock features, one with an etched petroglyph on a portable stone at the center.

Inclusion in the NRHP.

by a City of Places (ASM). Site is a possible O’odham shrine located near the APE. The site is in good condition with no new disturbances. FHWA recommended that the site is eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion D for its potential to contribute information on prehistoric agricultural practices.

Site is a possible prehistoric agricultural site consisting of a set of rock clusters/piles located near the APE. The site is identified as a possible O’odham shrine located near the APE. The site consists of two rock features, one with an etched petroglyph on a portable stone at the center. Because the site could not be placed within a definable temporal context, FHWA recommended that it was not eligible for inclusion in the NRHP as an archaeological site. Furthermore, FHWA recommended continuing consultation with Gila River Indian Community’s Tribal Historic Preservation Office (THPO) to confirm the site’s status as a potential traditional cultural property and regarding its management. The Arizona State Historic Preservation Office (SHPO) responded stating that “when that tribal consultation process is completed, and the status of the eligibility of site AZ T:12:287 (ASM) is determined, our office will then be prepared to comment upon the eligibility of the sites and an appropriate finding of effect” (Jacobs SHPO) to Petty (FHWA) August 13, 2012.

In response to the Chandler Boulevard Extension consultation, the Gila River Indian Community’s THPO concurred with FHWA’s eligibility recommendations and a finding of “no adverse effect”. Additionally, the THPO noted that in 2008 Barnaby V. Lewis and Andrew Darling were consulted in regards to Site AZ T:12:287 (ASM); at this time they both confirmed that the site is a historic O’odham Shrine and that it is still not considered a NRHP eligible property (Lewis [THPO] to Petty [FHWA] September 10, 2012). The THPO also recommended that a site visit to AZ T:12:287 (ASM) be conducted to assess damage to the site, and ascertain if the petroglyph boulder should be collected before it is lost through accumulated disturbance.

Coordination of the site visit is currently underway. A copy of Gila River Indian Community’s THPO response is enclosed for your reference.

Based on Gila River Indian Community’s THPO concurrence, FHWA recommends Site AZ T:12:286 (ASM) as eligible for the NRHP, Site AZ T:12:287 (ASM) and Site AZ T:12:111 (ASM) as not eligible for the NRHP, and has determined that a finding of “no adverse effect” is still appropriate for this undertaking. Please review the enclosed THPO response and the information provided in this letter. If you agree with the NRHP eligibility recommendation and finding of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for SIPO Concurrence

OCT 2 2 2012

C. C. Linda Davis, ADY

Enclosure
This letter was also sent to:
Mr. Steve Ross, Cultural Resources Manager, Arizona State Land Department
Ms. Chery Blanchard, Archaeologist, Bureau of Land Management
Mr. Dave Gifford, Archaeologist, Bureau of Reclamation
Ms. Michelle Dodds, Historic Preservation Office, City of Phoenix
Ms. Laurene Montero, Archaeologist, City of Phoenix
Mr. Richard A. Anduze, Archaeologist, Salt River Project
programmatic solutions focused on preservation, restoration, and perpetuation of the roles of Villa Buena and Pueblo del Alamo in GRIC culture and history. Through the implementation of the TCP Enhancement Plan, adverse effects to the two sites under Criterion A will be eliminated. Implementation of the TCP Enhancement Plan would allow the FHWA to make a determination of no adverse effect for Villa Buena and Pueblo del Alamo under Criterion A. The FHWA acknowledges that if the plan is not implemented, that the GRIC and the GRIC-THPO would be able to revise their position and not concur with FHWA and ADOT recommendations. In addition, the GRIC-THPO and the FHWA want to make it clearly understood that mitigation of adverse effects for Criterion D is still required. Data recovery efforts must still be undertaken at the two sites.

The GRIC-THPO concurs with a determinations of no adverse effect to Villa Buena and Pueblo del Alamo as it pertains to Section 106 of the National Historic Preservation Act and to Criterion A which is defined under 36 CFR 60: National Register of Historic Places. The GRIC-THPO also accepts the TCP Enhancement Plan and all recommendations put forth in the document. The TCP Enhancement Plan is a thoughtful, unique way to avoid potential adverse effects of this undertaking. It is well written. The GRIC-THPO would like to reiterate our appreciation to the FHWA and ADOT for acknowledging and accepting the GRIC-worldview.

The GRIC maintains and reinforces the cultural significance of South Mountain to the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O’Odham Nation) together with the Pee Posh (Maricopa). O’Odham oral history and religion defines our life and relationship to the natural world and the cultural landscape. Akimel O’Odham and Pee Posh oral histories, religion, creation stories, ceremonial activities and practices, and the concepts of power and sacred places are inseparably tied to every part of the natural environment. Sacred places and Traditional Cultural Places (TCPs) must be treated with reverence and respect.

The GRIC-THPO looks forward to continuing consultation regarding the proposed 202 Loop. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

Barnaby V. Lewist
Tribal Historic Preservation Officer
Gila River Indian Community

In Reply Refer To:

NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACCS No.: 202L MA 54 H1764 011.
202L South Mountain Freeway DCR and EIS
Continuing Section 106 Consultation
Section 4(f)
No Adverse Effect
Cultural Resource Management Program (CRMP) regarding the identification and evaluation of places of religious and cultural significance to the tribe, often referred to as traditional cultural properties (TCPs). The tribe is concerned that potential impacts to their TCPs, including the aforementioned Villa Buena and Pueblo del Alamo sites, could be affected by the proposed South Mountain Freeway project. Through these discussions the parties have come to the conclusion that FHW A and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites unless there is no feasible and prudent alternative to the use of that land, and that the proposed action includes all possible planning to minimize harm to the property resulting from such use.

Section 4(f) generally applies to the use of TCPs that are determined to be eligible for listing in the National Register of Historic Places (NRHP). FHW A believes that Section 4(f) does not apply to the proposed use of portions of the Villa Buena and Pueblo del Alamo TCPs for the proposed South Mountain Freeway project alternatives because the impacted area is primarily archeological in nature and preservation in place is not warranted. The exception is detailed in 23 CFR 774.13 as follows: "The Administration has identified various exceptions to the requirement for Section 4(f) approval. These exceptions include, but are not limited to: (a) Archeological Sites that are on or eligible for the National Register when: (1) The Administration concludes that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to sites within the area of potential effects (APE) of the proposed project. The present surface condition of both sites within the area of potential effects (APE) of the proposed project is highly disturbed by recent activities such as farming and other development. However, FHW A also recognizes that these disturbances may diminish the qualities of these sites as TCPs. This includes those aspects of site presence, both physical and spiritual, that the GRIC believes will be negatively impacted by freeway construction.

As mentioned above, a number of meetings have taken place between FHWA, ADOT, GRIC CRMP, and the GRIC regarding the nature of and the impacts to the Villa Buena and Pueblo del Alamo TCPs were discussed. Through these discussions the parties have come to the conclusion that modern development has already significantly altered the portions of these sites that would be impacted by the highway project. While the modern surface development does not diminish the association with traditional cultural practices of the GRIC for purposes of the consultation required by NRHP, for purposes of Section 4(f), the FHWA believes that the impacted area is important chiefly for what could be learned by data recovery of any subsurface features that may still be present. In addition, future archaeological investigations may contribute to their TCP status.
If you have no objection to FHWA's determination under Section 4(f) that the portions of the Villa Buena and Pueblo de Los Alamos TCPs that would be used by the proposed project alternatives under consideration are chiefly important because of what can be learned by data recovery and have minimal value for preservation in place, then FHWA will apply the Section 4(f) exception described above to the use of these properties. This determination is for purposes of Section 4(f) only and would not have any impact on the Section 106 consultation that is underway and will continue.

Please review the information provided in this letter and the enclosed consultation. If you have any questions or concerns, please feel free to contact Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely yours,

Karla S. Petty
Division Administrator

Signature for SHPO Concurrence

NH-202-D(ADY)

Enclosure

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received report South Mountain Freeway (SR 202L) Traditional Uses and Cultural Significance of Traditional Cultural Properties and Mitigation of Transportation Corridor Development Adverse Effects Addendum Planning for TCP Mitigation Villa Buena (AZT:12.5(AHSM)) Pueblo Del Alamo (AZT:12.5(AHSM)) (Darling and Lonedorf 2012) dated September 26, 2012. The report evaluates the National Register eligibility status of sites Villa Buena (AZT:12.5(AHSM)) and Pueblo del Alamo (AZT:12.5(AHSM)) and plans for mitigation of adverse effects to the sites.

For the extent of the consultation process, the GRIC-THPO has maintained that Villa Buena and Pueblo del Alamo are A'kinfeł O'Dham and Puebł Del Alamo Traditional Cultural Properties (TCPs) and Register eligible properties under Criterion A and Criterion D as stipulated in 36 CFR 61; National Register of Historic Places. The FHWA and the Arizona Department of Transportation (ADOT) have both agreed that the sites are Register eligible properties under Criterion A and that there would be adverse effects to the sites if construction of the Loop 202 South Mountain Freeway were to proceed. The finding of site significance under Criterion A presented a situation where mitigative actions would require an alternative strategy to prevent potential adverse effects to the sites. The Darling and Lonedorf document proposes that a TCP Mitigation Plan be developed and implemented upon completion of the Environmental Impact Statement (EIS) process. The TCP Mitigation Plan would ensure that: 1) The sites and the people are physically and spiritually prepared for anticipated ground disturbance through conducting traditional religious activities, developing and sponsoring exhibits and outreach, through continued tribal consultation, sponsoring of cultural sensitivity training sessions, and through the protection of equivalent sites and sacred landscapes; and 2) The development of
programmatic solutions focused on preservation, restoration, and perpetuation of the roles of Villa Buena and Pueblo del Alamo in GRIC culture and history. Through the implementation of the TCP Enhancement Plan, adverse effects to the two sites under Criterion A will be eliminated. Implementation of the TCP Enhancement Plan would allow the FHWA to make a determination of no adverse effect for Villa Buena and Pueblo del Alamo under Criterion A. The FHWA acknowledges that if the plan is not implemented, that the GRIC and the GRIC-THPO would be able to revise their position and not concur with FHWA and ADOT recommendations. In addition, the GRIC-THPO and the FHWA want to make it clearly understood that mitigation of adverse effects for Criterion D is still required. Data recovery efforts must still be undertaken at the two sites.

The GRIC-THPO concurs with a determinations of no adverse effect to Villa Buena and Pueblo del Alamo as it pertains to Section 106 of the National Historic Preservation Act and to Criterion A which is defined under 36 CFR 80: National Register of Historic Places. The GRIC-THPO also accepts the TCP Enhancement Plan and all recommendations put forth in the document. The TCP Enhancement Plan is a thoughtful, unique way to avoid potential adverse effects of this undertaking. It is well written. The GRIC-THPO would like to reiterate our appreciation to the FHWA and ADOT for acknowledging and accepting the GRIC worldview.

The GRIC maintains and reinforces the cultural significance of South Mountain to the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O’odham Nation) together with the Pee Posh (Maricopa). O’odham oral history and religion defines our life and relationship to the natural world and the cultural landscape. Akimel O’odham and Pee Posh oral histories, religion, creation stories, ceremonial activities and practices, and the concepts of power and sacred places are inseparably tied to every part of the natural environment. Sacred places and Traditional Cultural Places (TCPs) must be treated with reverence and respect.

The GRIC-THPO looks forward to continuing consultation regarding the proposed 202 Loop. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,
Barabaz V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

ARIZONA DIVISION
4000 North Central Avenue
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Phoenix, Arizona 85012-3500
Phone: (602) 376-2648
Fax: (602) 376-2088
http://www.fhwa.dot.gov/azdiv/index.htm

October 31, 2012

In Reply Refer To: NH-202-D(ADY)
HOP-AZ

Mr. Gregory Mendez, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Mendez:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are continuing technical studies in support of the Environmental Impact Statement (EIS) for the 2021 South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses alternative alignments for the proposed South Mountain Freeway, which would extend around the southern side of South Mountain from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The project would be built entirely on new right-of-way (ROW). As this project is scheduled to employ federal funds, it is considered an undertaking subject to Section 106 review. Because alternatives are still under development, land ownership of the project area is varied.

Consulting parties for this project include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department, the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration (Western), the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Huuvalip Tribe, the Kaibab Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Nation, the San Juan Southern Paiute, the Tohono O’odham Nation, the Tonopah Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe.

In accordance with the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR 800), which requires federal agencies to take into account the effects of their undertakings on historic properties, FHWA and ADOT have been carrying out cultural resource studies. The proposed South Mountain Freeway would require realignment of the Liberty-Coolidge Western Transmission Line, which is administered by Western. At the request of ADOT, GRIC’s Cultural Resource Management