

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

As Lead Federal Agency pursuant to the National Environmental Policy Act of 1969

FINAL ENVIRONMENTAL IMPACT STATEMENT

**PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
Phoenix, Maricopa County, Arizona**

This Final Environmental Impact Statement (EIS) assesses the potential environmental impacts of the proposed Airport Development Program (ADP) as well as seven alternatives to the proposed project including the No-Action Alternative. This Final EIS addresses the environmental impacts anticipated from the proposed Airport Development Program as identified in the Airport Layout Plan for Phoenix Sky Harbor International Airport. Specifically, this Final EIS includes the evaluation of the following projects and associated developments proposed by the City of Phoenix – construction and operation of a new West Terminal Complex, demolition of Terminal 2, construction of Stage 2 of the Automated People Mover, construction of Crossfield Taxiways Uniform “U” and Victor “V”, modification of Sky Harbor Boulevard, and modification of Concourse N4 International Gates in Terminal 4.

The ADP Alternative, as well as the No-Action Alternative, have been assessed in detail and the potential impacts are disclosed within this document. This Final EIS has been prepared pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act of 1969 and Section 509(b)(5) of the Airport and Airway Improvement Act of 1962, as amended.

VOLUME 1: DOCUMENTATION

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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document contains a Final Environmental Impact Statement (EIS) for the proposed Airport Development Program at the Phoenix Sky Harbor International Airport (PHX). This document presents the analysis of the potential impacts of the No-Action Alternative and Airport Development Program (ADP) Alternative as shown on the PHX Airport Layout Plan (ALP). The City of Phoenix Aviation Department (City) has advised the FAA that the ADP Alternative is their preferred alternative.

BACKGROUND. A Notice of Intent to prepare an EIS was published in the Federal Register on March 12, 2001. Scoping Meetings for both agencies and the public were held on April 23, 2001 to introduce the proposed project and provide an overview of the EIS process. On October 16, 2002, FAA conducted a public workshop in which airport representatives and the consultant team were available for one-on-one discussions about the status of the project. The Draft EIS was released on June 10, 2005. Public information meetings and public hearings on the Draft EIS were conducted on July 12th and 13th, 2005 at the Phoenix Airport Marriott and Wesley Community Center, respectively. Subjects covered during the public information meetings included an overview of the EIS process, the Proposed Project, purpose and need of the project, potential alternatives, and discussions concerning environmental impact categories (i.e., noise, air quality, etc.) evaluated in the Draft EIS. Based on a request from a local agency, FAA extended the comment period for the Draft EIS for the proposed improvements at PHX from July 26, 2005 to August 10, 2005. Advertisements were placed in local newspapers to inform the general public and other interested parties that the comment period had been extended.

The document presented herein represent the Final EIS for the federal decision-making process, in fulfillment of FAA's policies and procedures relative to NEPA and other related federal requirements. Copies of the document are available for inspection at various libraries in the Phoenix metropolitan area, Phoenix Sky Harbor International Airport, and at the FAA Western-Pacific Region Office in Hawthorne. The addresses for these locations are provided in Chapter 7.0 of this Final EIS.

WHAT HAPPENS AFTER THIS? The FAA will issue a Record of Decision (ROD) pursuant to Title 40, Code of Regulations, Section 1506.10 and the project may begin, as funds become available.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY	S-1
1.0 PURPOSE AND NEED	1-1
1.1 Introduction	1-1
1.1.1 The Proposed Projects at PHX	1-2
1.1.2 Document Organization	1-10
1.1.3 Background	1-13
1.1.4 Aviation Forecasts	1-17
1.2 Purpose and Need for the Proposed Improvements	1-21
1.2.1 Terminal Projects	1-22
1.2.2 Airfield Projects	1-29
1.2.3 Surface Transportation Projects	1-31
1.2.4 Proposed Federal Actions	1-33
2.0 ALTERNATIVES	2-1
2.1 Introduction	2-1
2.2 Alternatives Evaluation and Screening Process	2-2
2.2.1 Level 1 Analysis: Purpose and Need Criteria	2-5
2.2.2 Level 2 Evaluation: Site Acceptability Criteria	2-6
2.2.3 Level 3 Evaluation Criteria: Constructability and Environmental Considerations	2-8
2.3 Alternatives Considered	2-11
2.3.1 Off-Site Alternatives	2-11
2.3.2 On-Site Alternatives Considered	2-15
2.4 Alternatives Evaluation	2-25
2.4.1 Level 1 Screening	2-25
2.4.2 Level 2 Screening	2-34
2.4.3 Level 3 Screening	2-36
2.5 Description of Alternatives Retained for Detailed Analysis	2-40
2.5.1 No-Action Alternative	2-40
2.5.2 Airport Development Program	2-41
2.6 Preferred Alternative	2-41
2.7 Listing of Federal Laws and Regulations Considered	2-43
2.7.1 Federal Laws and Statutes	2-43
2.7.2 Executive Orders	2-44
2.7.3 Federal Regulations	2-45
2.7.4 FAA Orders and Federal Aviation Regulations, and Advisory Circulars	2-45
3.0 AFFECTED ENVIRONMENT	3-1
3.1 Noise	3-2
3.1.1 Aircraft Noise Terminology	3-2
3.1.2 2001 DNL Noise Exposure	3-6
3.1.3 Land Use Compatibility	3-12
3.2 Land Use	3-17
3.2.1 Geographic Area of Analysis	3-17
3.2.2 Generalized Study Area	3-17
3.2.3 Detailed Study Area	3-17
3.3 Social Impacts	3-19
3.3.1 Community Characteristics	3-19
3.3.2 Environmental Justice	3-20

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page</u>
3.4	Induced Socioeconomic Impacts 3-23
3.4.1	Introduction 3-23
3.4.2	Population 3-24
3.4.3	Public Services..... 3-24
3.4.4	Existing Economic Impact of Phoenix Sky Harbor International Airport..... 3-26
3.5	Air Quality..... 3-26
3.5.1	Climate 3-26
3.5.2	Regulatory Summary 3-27
3.5.3	Criteria Air Pollutants 3-27
3.5.4	Air Monitoring Data 3-28
3.5.5	Attainment/Nonattainment Status 3-31
3.5.6	State Implementation Plans 3-32
3.5.7	Transportation Improvement Program 3-34
3.5.8	Sources of Airport Air Emissions 3-34
3.5.9	2001 Emission Inventory..... 3-36
3.6	Water Resources 3-37
3.6.1	Surface Water and Stormwater Runoff 3-37
3.6.2	Ground Water..... 3-44
3.6.3	Water Supply..... 3-45
3.6.4	Sanitary Wastewater Treatment 3-45
3.7	Hazardous Materials and Environmental Contamination..... 3-47
3.7.1	Introduction 3-47
3.7.2	Assessment Methodology..... 3-47
3.7.3	Assessment Findings..... 3-48
3.8	U.S. Department of Transportation Section 4(f) Resources and U.S. DOI Section 6(f) Resources 3-55
3.8.1	Section 4(f) Resources 3-55
3.8.2	Section 6(f) Resources 3-61
3.9	Historical, Architectural, Archaeological, and Cultural Resources..... 3-61
3.9.1	Statutory Requirements 3-61
3.9.2	Types and Area of Potential Effects..... 3-62
3.9.3	Archaeological Resources 3-64
3.9.4	Traditional Cultural Resources..... 3-67
3.9.5	Historic Buildings and Structures 3-68
3.10	Biotic Communities 3-73
3.10.1	Land Coverages..... 3-73
3.10.2	Wildlife..... 3-78
3.11	Threatened and Endangered Species 3-78
3.11.1	Objectives and Study Methodology 3-78
3.11.2	Summary and Findings 3-78
3.12	Wetlands 3-81
3.12.1	Study Methodology 3-81
3.12.2	Wetland Communities..... 3-81
3.13	Floodplains..... 3-82
3.13.1	Floodplain Regulations 3-82
3.13.2	Floodplain Description 3-83
3.14	Coastal Zone Management and Coastal Barriers..... 3-84
3.15	Wild and Scenic Rivers 3-84
3.16	Soils/Farmlands 3-84
3.17	Energy Supply and Natural Resources..... 3-86
3.18	Light Emissions..... 3-86
3.19	Solid Waste 3-87

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page</u>
4.0 ENVIRONMENTAL CONSEQUENCES	4-1
4.1 Introduction	4-1
4.2 Air Quality.....	4-3
4.2.1 Overview of Impacts	4-3
4.2.2 Methodology.....	4-3
4.2.3 Year 2015 Impact Potential.....	4-9
4.2.4 Construction Emissions Inventory.....	4-11
4.2.5 General Conformity Rule	4-14
4.2.6 Other Air Permits.....	4-18
4.2.7 Potential Mitigation Measures.....	4-19
4.2.8 Governor’s Certification of Reasonable Assurance (Governor’s Certificate) ...	4-19
4.3 Coastal Resources.....	4-19
4.3.1 Overview of Impacts	4-19
4.4 Compatible Land Use	4-19
4.4.1 Overview of Impacts	4-19
4.4.2 Methodology.....	4-20
4.4.3 Year 2015 Impact Potential.....	4-20
4.4.4 Potential Mitigation Measures.....	4-21
4.5 Construction Impacts	4-23
4.5.1 Overview of Impacts	4-23
4.5.2 Methodology.....	4-23
4.5.3 Year 2015 Impact Potential.....	4-24
4.5.4 Potential Mitigation Measures.....	4-25
4.6 Department of Transportation Section 4(f)	4-26
4.6.1 Overview of Impacts	4-26
4.6.2 Methodology.....	4-26
4.6.3 Year 2015 Impact Potential.....	4-27
4.6.4 Potential Mitigation Measures.....	4-31
4.7 Farmlands	4-32
4.7.1 Overview of Impacts	4-32
4.7.2 Methodology.....	4-32
4.7.3 Year 2015 Impact Potential.....	4-32
4.8 Fish, Wildlife and Plants.....	4-32
4.8.1 Overview of Impacts	4-32
4.8.2 Methodology.....	4-33
4.8.3 Year 2015 Impact Potential.....	4-33
4.8.4 Potential Mitigation Measures.....	4-34
4.9 Floodplains.....	4-34
4.9.1 Overview of Impacts	4-34
4.9.2 Methodology.....	4-34
4.9.3 Year 2015 Impact Potential.....	4-35
4.9.4 Potential Mitigation Measures.....	4-38
4.10 Hazardous Materials and Solid Waste.....	4-38
4.10.1 Overview of Impacts	4-38
4.10.2 Methodology.....	4-40
4.10.3 Year 2015 Impact Potential.....	4-41
4.10.4 Potential Mitigation Measures.....	4-46
4.11 Historical, Architectural, Archaeological, and Cultural Resources.....	4-47
4.11.1 Overview of Impacts	4-47
4.11.2 Methodology.....	4-48
4.11.3 Year 2015 Impact Potential.....	4-49
4.11.4 Potential Mitigation Measures.....	4-55

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page</u>
4.12	Light Emissions and Visual Impacts 4-55
4.12.1	Overview of Impacts 4-55
4.12.2	Methodology..... 4-56
4.12.3	Year 2015 Impact Potential..... 4-56
4.12.4	Potential Mitigation Measures..... 4-57
4.13	Natural Resources and Energy Supply..... 4-58
4.13.1	Overview of Impacts 4-58
4.13.2	Methodology..... 4-58
4.13.3	Year 2015 Impacts 4-60
4.13.4	Mitigation Measures 4-62
4.14	Noise 4-62
4.14.1	Overview of Impacts 4-62
4.14.2	Methodology..... 4-62
4.14.3	Year 2015 Impact Potential..... 4-64
4.14.4	Potential Mitigation Measures..... 4-72
4.15	Secondary (Induced) impacts 4-73
4.15.1	Overview of Impacts 4-73
4.15.2	Methodology..... 4-73
4.15.3	Year 2015 Impact Potential..... 4-73
4.15.4	Potential Mitigation Measures..... 4-76
4.16	Socioeconomic, Environmental Justice, and Child Health 4-77
4.16.1	Overview of Impacts 4-77
4.16.2	Methodology..... 4-77
4.16.3	Year 2015 Impact Potential..... 4-78
4.16.4	Potential Mitigation Measures..... 4-82
4.17	Water Resources 4-82
4.17.1	Overview of Impacts 4-82
4.17.2	Methodology..... 4-83
4.17.3	Year 2015 Impact Potential..... 4-84
4.17.4	Mitigation Measures..... 4-87
4.18	Wetlands 4-88
4.18.1	Overview of Impacts 4-88
4.18.2	Methodology..... 4-88
4.18.3	Year 2015 Impact Potential..... 4-88
4.18.4	Potential Mitigation Measures..... 4-89
4.19	Wild and Scenic Rivers 4-89
4.19.1	Overview of Impacts 4-89
4.20	Surface Transportation 4-89
4.20.1	Overview of Impacts 4-89
4.20.2	Methodology..... 4-89
4.20.3	Year 2015 Impact Potential..... 4-90
4.20.4	Potential Mitigation Measures..... 4-95
4.21	Other Considerations 4-95
4.21.1	Consistency with Plans, Goals, and Policies 4-95
4.21.2	Inconsistency with Local Plans and Laws..... 4-96
4.21.3	Degree of Controversy 4-96
4.21.4	Unavoidable Adverse Impact and Irreversible Commitment of Resources 4-96
4.21.5	Man's Relationship Between Local Short-Term Uses of His Environment and Enhancement of Long-Term Productivity 4-96

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page</u>
4.22	Cumulative Impacts.....4-97
4.22.1	Airport-Related Projects.....4-98
4.22.2	Non Airport-Related Projects4-103
4.22.3	Potential Cumulative Impacts of the Off-Airport Projects4-107
4.22.4	Summary of Cumulative Impacts4-113
4.23	Design, Art and Architecture4-113
4.23.1	Mitigation.....4-114
5.0	MITIGATION5-1
5.1	Introduction5-1
5.2	Potential Construction Pollution Reduction Measures.....5-2
5.2.1	Air Quality.....5-2
5.2.2	Floodplains.....5-3
5.2.3	Hazardous Substances.....5-3
5.2.4	Historic and Archaeological Resources5-4
5.2.5	Socioeconomic.....5-5
5.2.6	Water Resources5-6
5.2.7	Solid Waste.....5-6
5.3	Potential Operational Pollution Reduction Measures5-6
5.3.1	Air Quality.....5-6
5.3.2	Hazardous Substances.....5-7
5.3.3	Water Resources5-7
5.3.4	Solid Waste.....5-8
6.0	COORDINATION AND PUBLIC INVOLVEMENT6-1
6.1	Introduction6-1
6.2	Scoping Meeting6-1
6.2.1	Scoping Notification6-1
6.2.2	Scoping Meetings6-1
6.3	Public Notification.....6-2
6.3.1	Mailing Lists6-2
6.3.2	Media Coordination.....6-2
6.4	Public Workshop/Information Meeting6-3
6.4.1	October 16, 20026-3
6.4.2	July 12th and 13th, 2005.....6-3
6.5	DEIS Availability for Review.....6-3
6.6	Public Hearing.....6-4
6.7	FEIS Availability for Review6-4
7.0	LIST OF PREPARERS, LIST OF PARTIES TO WHOM SENT.....7-1
7.1	List of Preparers.....7-1
7.2	Parties to Whom the DEIS was Distributed7-5
7.3	Parties to Whom the FEIS was Distributed.....7-15
8.0	REFERENCES.....8-1
9.0	LIST OF ABBREVIATIONS, ACRONYMS, AND GLOSSARY9-1
10.0	INDEX10-1

**VOLUME 2
LIST OF APPENDICES**

- A Agency Coordination
- B Aircraft Noise
- C Historical/Architectural, Archaeological and Cultural Resources Supporting Materials
- D Fish, Wildlife, and Plants Supporting Materials
- E Water Resources Supporting Materials

**VOLUME 3
LIST OF APPENDICES**

- F Air Quality Supporting Materials
- G Public Involvement
 - G-1 Scoping Meeting
 - G-2 Public Information Workshop
 - G-3 Public Information Meeting/Public Hearing (July 12th and 13th, 2005)
- H Purpose and Need Supporting Documentation
 - H-1 Aviation Demand Forecasts
 - H-2 Terminal 2 Deficiency Report
 - H-3 Crossfield Taxiway Simulation Analysis
 - H-4 Additional Analysis of West-side Crossfield Taxiways
 - H-5 Terminal Area Demand Capacity Report
 - H-6 2005 TAF
 - H-7 No-Action Alternative Analysis
- I Energy: Aircraft Fuel Consumption

**VOLUME 4
LIST OF APPENDICES**

- J Comment/Response Database

LIST OF TABLES

<u>Table</u>	<u>Page</u>
S-1	Purpose and Need SummaryS-9
S-2	Three-Level Alternatives Screening Analysis..... S-11
1.1.1-1	2015 Program Requirements Terminal Facilities Planning Criteria 1-8
1.1.3-1	Summary of Existing PHX Terminal Facilities 1-14
1.1.4-1	Forecast Enplaned Passengers 1-18
1.1.4-2	Actual and Forecast Air Cargo (Tons)..... 1-19
1.1.4-3	Actual and Forecast Aircraft Operations 1-20
1.1.4-4	Average Annual Delay Estimates..... 1-20
1.2.1-1	Purpose and Need Summary 1-23
1.2.1-2	Level of Service Guidelines 1-25
1.2.1-3	Future Demand for West Terminal Spoke Domestic & International Airlines 1-27
1.2.2-1	Simulation Analysis Crossfield Taxiway 1-30
1.2.3-1	Intersection Analysis for Existing and Future No-Build Conditions 1-33
2.2-1	Summary Description of Off-Airport and On-Airport Alternatives Considered for Evaluation 2-3
2.3-1	Characteristics of Other Airports in the Vicinity of Phoenix Sky Harbor International Airport..... 2-12
2.4-1	Three-Level Alternatives Screening Analysis 2-26
2.4.3-1	Acquisition Costs..... 2-39
3.1.2-1	2001 Existing Condition Runway Utilization Summary 3-7
3.1.3-1	2001 Existing Condition Noise Exposure Estimates 3-12
3.1.3-2	2001 Normalized Condition Noise Exposure Estimates 3-13
3.1.3-3	Hotels in Airport Vicinity..... 3-13
3.1.3-4	Federal Aviation Regulation 14 CFR Part 150 Land Use Compatibility with Yearly Day-Night Average Sound Levels 3-15
3.2.1-1	Land Use within the Generalized Study Area..... 3-17
3.3.2-1	Income and Poverty Based on Census 2000 Data 3-21
3.3.2-2	Racial Composition for the Regional and Generalized Study Areas..... 3-22
3.3.2-3	Minority and Low-Income Populations within the Generalized Study Area..... 3-23
3.4.2-1	Demographic Data for Maricopa County and Cities of Phoenix, Scottsdale, and Tempe..... 3-25
3.5.2-1	Agencies Involved in Air Quality Management in the Phoenix Area 3-27
3.5.3-1	National Ambient Air Quality Standards 3-28
3.5.4-1	Air Monitoring Data Summary (2001) 3-30
3.5.5-1	Attainment/Nonattainment Designations for the Phoenix Area 3-31
3.5.6-1	State Implementation Plan Summary 3-32
3.5.8-1	Airport-Related Sources of Air Emissions 3-35
3.5.9-1	2001 Airport-Related Sources of Air Emissions in Tons per Year (tpy) 3-37
3.6.1-1	USGS Hydrologic and Hydraulic Data for the Salt River at Phoenix, Arizona 3-38
3.6.1-2	State of Arizona Designated Uses and Use Support Categories..... 3-43
3.7.2-1	Sites of Known or Potential Environmental Contamination in the Vicinity of the Area of Disturbance 3-49
3.8.1-1	Section 4(f) Resources within the Generalized Study Area 3-57
3.8.1-2	Section 4(f) Historic Resources within the Area of Potential Effect..... 3-59
3.8.1-3	Archaeological Sites Evaluated as Potential Section 4(f) Resources 3-60

LIST OF TABLES (CONTINUED)

<u>Table</u>	<u>Page</u>
3.9.3-1	Archaeological Sites within the Area of Disturbance 3-65
3.9.5-1	Historic-Age Buildings, Structures, and Objects within the APE Area of Disturbance 3-69
3.9.5-2	Historic-Era Buildings and Structures within the Area of Potential Visual Effect 3-72
3.10.1-1	Plant Species Recorded in the Detailed Study Area 3-77
3.11.2-1	Special Status Species for Maricopa County, Arizona 3-79
3.16-1	Soil Types and Characteristics in the Detailed Study Area 3-86
4.1-1	Summary of Environmental Impacts 4-2
4.2.3-1	2015 Operational Air Emissions Inventory 4-9
4.2.4-1	Construction Air Emissions Inventory 4-12
4.2.5-1	General Conformity <i>De Minimis</i> Levels in the Phoenix Nonattainment Area 4-14
4.2.5-2	<i>De Minimis</i> Comparison of 2015 Operational Emissions 4-15
4.2.5-3	Maximum Annual Construction Emissions for the APD Alternative 4-16
4.2.5-4	Annual Project-Related Construction and Operational Emissions for the ADP Alternative (tpy) 4-17
4.2.5-5	PHX Emissions Compared to Regional Emissions (tpy) 4-17
4.2.5-6	PHX Construction-Related Emissions Compared to Regional Emissions (tpy) 4-18
4.6.3-1	Impacts on Historic Section 4(f) Resources 4-29
4.11.3-1	Potential Construction Impacts 4-50
4.11.3-2	Potential Visual Impacts 4-53
4.13.3-1	2015 Estimated Energy Consumption (Aviation Fuel) 4-60
4.14-1	2015 Annual Aircraft Operations Summary 4-65
4.14-2	Future Condition, 2015 Noise Contours 4-68
4.14-3	Hotels in Airport Vicinity 2015 Future Condition 4-68
4.14-4	DNL at Selected Sites 4-69
4.15.3-1	West Terminal Rough Order of Magnitude Estimated Cost 4-76
4.17.2-1	Calendar Year 2004 Water Use at PHX 4-83
4.17.2-2	2015 No-Action Alternative Water Use 4-84
4.17.2-3	2015 ADP Alternative Water Use 4-85
4.20.3-1	2015 Passenger Trip Generation to RCC 4-91
4.20.3-2	Intersection Analysis for the Future No-Action and ADP Alternatives 4-94
4.22.1-1	Annual Cumulative Construction Emissions in the Vicinity of PHX (tpy) 4-102
4.22.1-2	Annual Emission Estimates Associated with Construction of the Stage 1 APM 4-102
4.22.4-1	Potential for Environmental Impacts from Cumulative Projects 4-115

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
S-1	Airport Development Program Proposed Projects	S-3
S-2	Alternative Terminal Development Site Locations at Phoenix Sky Harbor International Airport	S-4
S-3	Expansion of Existing Facilities	S-5
S-4	Existing Facilities and Proposed Development	S-8
1.1-1	Existing Facilities and Proposed Developments	1-5
1.1-2	Airport Development Program Proposed Projects	1-6
1.1-3	Conceptual Terminal Layout and Crossfield Taxiways	1-7
1.1-4	APM Stage 2 and Sky Harbor Boulevard Modifications	1-12
1.1-5	Project Location/Vicinity Map	1-15
2.3.1-1	Other Existing Airports	2-13
2.3.2-1	No-Action Alternative	2-18
2.3.2-2	Alternative Terminal Development Site Locations at PHX.....	2-19
2.3.2-3	Airport Development Program Proposed Projects	2-20
2.3.2-4	Potential ADP Alternative Construction Schedule	2-23
2.3.2-5	Expansion of Existing Facilities.....	2-24
3-1	Generalized Study Area	3-3
3-2	Detailed Study Area and Area of Disturbance.....	3-4
3-3	Socioeconomic Study Area	3-5
3.1.2-1	2001 Existing Condition East/West Flow Percentages	3-8
3.1.2-2	2001 Normalize Condition East/West Flow Percentages.....	3-9
3.1.3-1	2001 Existing Condition Noise Exposure Map	3-10
3.1.3-2	2001 Normalized Condition Noise Exposure Map.....	3-11
3.2.1-1	Land Use within the Generalized Study Area.....	3-18
3.5.3-1	Air Quality Monitoring Stations	3-29
3.6.1-1	Water Resources	3-40
3.6.1-2	Flow Duration for USGS Stream Flow Stations near PHX.....	3-41
3.6.2-1	Salt River Valley Generalized Hydrogeologic Cross Section	3-46
3.7.2-1	Sites with Known/Potential Environmental Concerns within the EIS Area of Disturbance ..	3-53
3.8.1-1	Potential Section 4(f) Resources	3-58
3.9.2-1	Prior Cultural Resource Studies	3-63
3.9.3-1	Previously Recorded Archaeological Sites.....	3-66
3.9.5-1	Historic Buildings within the Area of Disturbance.....	3-75
3.10.1-1	Biotic Communities within Detailed Study Area	3-76
3.13.2-1	Floodplains	3-85
4.2-1	Potential ADP Alternative Construction Schedule.....	4-13
4.4-1	ADP Alternative Off-Airport Land Use Impacts	4-22
4.9.3-1	Floodplain Impacts of the ADP Alternative	4-37
4.10-1	Extent of Fuel Plume Contamination - Sites 2 and 6	4-44
4.12-1	Facilities Potentially Affected by Visual Impacts	4-59
4.14-1	Proposed Action 2015 Aircraft Noise Impacts.....	4-66
4.14-2	2015 Future Condition Specific Point Analysis Sites.....	4-67
4.22.1-1	Potential Construction Schedule for the ADP Alternative and Other On-Airport Projects..	4-100
4.22-2	Cumulative Impacts: Off-Airport Projects within the Generalized Study Area	4-105
4.22-3	Schedule for Construction of Cumulative Projects and ADP Alternative	4-106