

**Appendix D – Alternatives Evaluation Matrix**

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
<p><u>Access</u></p> <ul style="list-style-type: none"> <li>• Access control</li> <li>• Access to public lands</li> <li>• Access to existing local streets</li> </ul>	<ul style="list-style-type: none"> <li>• Access control would not be feasible for this alternative.</li> <li>• Due to the location of the new roadway along the Hassayampa River, access to adjoining properties and public lands (river channel), would be limited.</li> <li>• Access to downtown Wickenburg would be relatively easy.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>• Traffic flow would be improved, which would improve air quality; however, the change would be minimal.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic flow would be improved except for the three intersections at the south end of this alternative. Thus, air quality may improve; however, the change would be minimal.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic flow would be improved, which would improve air quality; however, the change would be minimal.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic flow would be improved, which would improve air quality. However, the change would be minimal, but better than Alternatives 7 and 14.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic flow would be improved, which would improve air quality. Also, regional traffic would be removed further from downtown than with Alternatives 7, 14, and 15. Thus this alternative would have the most positive effect on air quality of any of the alternatives.</li> </ul>
Community Cohesion	<ul style="list-style-type: none"> <li>• Modifies the feel of the neighborhood by adding traffic noise and visual changes along the Hassayampa River side of the community and passing between neighborhood areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Modifies the feel of the neighborhood by adding traffic noise and visual changes along the Hassayampa River side of the community, but less than Alternatives 7, 14, and 15.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Modifies the feel of the neighborhood by adding traffic noise and visual changes along the Hassayampa River side of the community, but less than Alternatives 7, 14, and 15.</li> </ul>
Consistency with Land Use	<ul style="list-style-type: none"> <li>• Inconsistent with land use where Alternative 7 passes adjacent to and between neighborhood areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Located between residential and rural area which would be more consistent with land use than Alternatives 7, 14, and 15.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Similar to Alternative 13.</li> </ul>
Consistency with Wickenburg Traffic Circulation System	<ul style="list-style-type: none"> <li>• The alternative is consistent with the Wickenburg Traffic Circulation System plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Alternative 7.</li> </ul>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
Constructability and Traffic Control	<ul style="list-style-type: none"> <li>Replacement of the US 60 (Wickenburg Way) Bridges over the Hassayampa River would present major constructability and traffic control issues. The existing eastbound and westbound lanes of traffic must be temporarily reduced to one lane in each direction during replacement of each of the two bridges.</li> <li>The improvement of the Wickenburg Way/Kerkes Street intersection would require lane restrictions for US 60 and 93 traffic and would result in traffic delays.</li> <li>The connection to North Tegner Street (US 93) at Rose Lane would require substantial traffic control and would result in traffic delays.</li> </ul>	<ul style="list-style-type: none"> <li>Replacement of the US 60 (Wickenburg Way) bridges over the Hassayampa River would present some traffic delays to US 60 and 93 traffic while temporarily routed over the new US 93 bridge.</li> <li>The connection to Wickenburg Way at Kerkes Street would require substantial traffic control and would result in traffic delays.</li> <li>Construction along the Vulture Mine WQARF site could require special hazardous material precautions.</li> <li>The connection to North Tegner Street near the APS substation would require substantial traffic control and would result in traffic delays.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new bridge over the Hassayampa River and removal of the existing bridges would present minor constructability or traffic control issues.</li> <li>The connection to Wickenburg Way at Kerkes Street would require substantial traffic control and would result in traffic delays.</li> <li>The connection to North Tegner Street at Rose Lane would require substantial traffic control and would result in traffic delays.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new bridge over the Hassayampa River and removal of the existing bridges would present minor constructability or traffic control issues.</li> <li>The connection to Wickenburg Way at Kerkes Street would require substantial traffic control and would result in traffic delays.</li> <li>The connection to N. Tegner Way (US 93) at Bralliar Road would require substantial traffic control and would result in traffic delays.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new bridge over the Hassayampa River and removal of the existing bridges would present minor traffic control issues.</li> <li>The connection to Wickenburg Way at Kerkes Street would require substantial traffic control and would result in traffic delays.</li> <li>Construction along the Vulture Mine WQARF site may require special hazardous material precautions.</li> <li>The connection to North Tegner Street the APS substation would require substantial traffic control and would result in traffic delays.</li> </ul>
Corps Implications	<ul style="list-style-type: none"> <li>Construction of the new Hassayampa River and Sols Wash bridges would require individual 404 permits.</li> <li>Replacing the existing bridges would improve the river hydraulics in the upstream vicinity of the bridges.</li> <li>Intrusion of the new roadway into the Hassayampa floodway should minimally affect the river hydraulics upstream of the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new Hassayampa River and Sols Wash bridges would require individual 404 permits.</li> <li>This alternative may adversely affect the river hydraulics in the upstream vicinity of the bridge due to the backwater from the additional piers sets for the second bridge.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new Hassayampa River and Sols Wash bridges would require individual 404 permits.</li> <li>Intrusion of the new roadway into the Hassayampa floodway would have minor affect on river hydraulics.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new Hassayampa River and Sols Wash bridges would require individual 404 permits.</li> <li>Intrusion of the new roadway into the Hassayampa floodway would have minor affect on river hydraulics.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the new Hassayampa River and Sols Wash bridges would require individual 404 permits.</li> <li>Intrusion of the new roadway into the Hassayampa floodway would have minor affect on river hydraulics.</li> </ul>
<u>Cost</u> <ul style="list-style-type: none"> <li>Construction</li> <li>Right-of-Way</li> <li>Utilities</li> </ul>	<p>\$14,297,800 \$3,700,000 \$100,000</p>	<p>\$24,300,900 \$5,000,000 \$150,000</p>	<p>\$15,412,600 \$4,500,000 \$100,000</p>	<p>\$16,240,800 \$5,200,000 \$50,000</p>	<p>\$20,108,000 \$5,000,000 \$150,000</p>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
<u>Displacements</u> <ul style="list-style-type: none"> <li>Businesses</li> <li>Residential</li> </ul>	<ul style="list-style-type: none"> <li>Businesses: 1 (Stotz Service Station)</li> <li>Residences: 11</li> </ul>	<ul style="list-style-type: none"> <li>Businesses: 3 (Exxon Service Station, Schuck’s Welding on North Tegner Street and Stotz Service Station parking area.)</li> <li>Residences: 7</li> </ul>	<ul style="list-style-type: none"> <li>Businesses: 2 (Exxon Service Station and Stotz Service Station parking area)</li> <li>Residences: 11</li> </ul>	<ul style="list-style-type: none"> <li>Businesses: 3 (Exxon Service Station, Super 8 Motel and Stotz Service Station parking area)</li> <li>Residences: 7</li> </ul>	<ul style="list-style-type: none"> <li>Businesses: 3 (Exxon Service Station, Schuck’s Welding on North Tegner Street and Stotz Service Station parking area.)</li> <li>Residences: 7</li> </ul>
Drainage	<ul style="list-style-type: none"> <li>The existing drainage basins and drainage patterns would not be negatively affected.</li> </ul>	<ul style="list-style-type: none"> <li>The existing drainage basins and drainage patterns would not be negatively affected.</li> </ul>	<ul style="list-style-type: none"> <li>The existing drainage basins and drainage patterns would not be negatively affected.</li> </ul>	<ul style="list-style-type: none"> <li>The existing drainage basins and drainage patterns would not be negatively affected.</li> </ul>	<ul style="list-style-type: none"> <li>The existing drainage basins and drainage patterns would not be negatively affected.</li> </ul>
FEMA Implications	<ul style="list-style-type: none"> <li>Replacing the Hassayampa River Bridges would lower the 100-year backwater profile of the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the two new Hassayampa River Bridges could increase the 100-year backwater.</li> </ul>	<ul style="list-style-type: none"> <li>Replacing the Hassayampa River Bridges would lower the 100-year backwater profile of the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Replacing the Hassayampa River Bridges would lower the 100-year backwater profile of the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Replacing the Hassayampa River Bridges would lower the 100-year backwater profile of the Hassayampa River.</li> </ul>
Flood Protection	<ul style="list-style-type: none"> <li>ADOT would consider acquiring flood-prone properties along Chestnut Street.</li> <li>Flooding of properties along the west bank of the Hassayampa River could be mitigated.</li> <li>The river side of the roadway would require bank protection for much of its length.</li> <li>If the new roadway were closed due to river floodwaters, traffic could be re-routed along North Tegner Street.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
Geometrics (horizontal/vertical alignment)	<ul style="list-style-type: none"> <li>Least desirable alignment for US 93 traffic.</li> <li>Provides a 45-mph design speed for US 93 traffic, except at the US 93/US 60 intersection that has right-angle turns for US 93 traffic turning eastbound and westbound on US 60.</li> <li>Alignment requires two new signalized intersections.</li> <li>The connection between North Tegner Street and the interim roadway provides a 35-mph design speed curve.</li> <li>Profile of interim roadway must be set above flood flow in the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Undesirable interconnection with US 93 and US 60 at south end.</li> <li>Provides a 45-mph design speed for US 93 traffic, except for 30 mph design speed curves at the intersections at either end of the new US 93 bridge.</li> <li>Alignment requires two new Hassayampa River bridge crossing, and a new Sols Wash bridge crossing.</li> <li>Alignment requires four new signalized intersections.</li> <li>The Tegner Street to US 93 connection at the north end of the alignment provides a 30-mph design speed curve.</li> <li>Profile of interim roadway must be set above flood flow in the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Good alignment for US 93 traffic.</li> <li>Provides a 45-mph design speed for US 93 traffic, except for a 30 mph design speed curve at the US 93/US 60 intersection.</li> <li>Alignment requires two signalized intersections.</li> <li>The connection between North Tegner Street and the interim roadway provides a 35-mph design speed curve.</li> <li>Profile of interim roadway must be set above flood flow in the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Good alignment for US 93 traffic.</li> <li>Provides a 45-mph design speed for US 93 traffic, except for the 30 mph design speed curve at the US 93/US 60 intersection.</li> <li>Alignment requires two new signalized intersections.</li> <li>The connection between North Tegner Street and the Interim roadway provides a 30-mph design speed curve.</li> <li>Profile of interim roadway must be set above flood flow in the Hassayampa River.</li> </ul>	<ul style="list-style-type: none"> <li>Good alignment for US 93 traffic.</li> <li>Provides a 45-mph design speed for US 93 traffic, except for a 30 mph design speed curve at the US 93/US 60 intersection.</li> <li>Alignment requires two new signalized intersections.</li> <li>The connection between North Tegner Street and the interim roadway provides a 25-mph design speed curve.</li> <li>Profile of interim roadway must be set above flood flow in the Hassayampa River.</li> </ul>
Historic/Archaeological Sites	<ul style="list-style-type: none"> <li>Would displace three potentially eligible historic residences on the St. Clair property and would result in a minor noise increase at the property due to the proximity of the roadway.</li> </ul>	<ul style="list-style-type: none"> <li>Would not displace any portion of the St Clair property. Would result in a minor noise level increase at the property, but less than Alternatives 7, 14, and 15.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>A small portion of R/W would be required from the St. Clair property but no displacement of historic structures would occur. Would result in a minor noise level increase at the property, but less than Alternatives 7 and 14.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 13.</li> </ul>
Impact to Future Development	<ul style="list-style-type: none"> <li>Development of North Tegner Street north of merging with alternative may be hampered by US 93 regional traffic.</li> <li>The commercial development along North Tegner Street is segregated north by the roadway merging into North Tegner Street.</li> </ul>	<ul style="list-style-type: none"> <li>Allows development of North Tegner Street without problems associated with US 93 regional traffic.</li> <li>Does not segregate the existing commercial development along North Tegner Street as Alternatives 7, 14, and 15 do.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Allows development of North Tegner Street without problems associated with US 93 regional traffic.</li> <li>Does not segregate the existing commercial development along North Tegner Street as Alternatives 7, 14, and 15 do.</li> </ul>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
Neighborhoods	<ul style="list-style-type: none"> <li>Separates the residential area north of Genung Avenue (St. Clair property) from the residential area to the south. Would pass closer to neighborhoods than Alternatives 13, 15, and 16.</li> </ul>	<ul style="list-style-type: none"> <li>Avoids separation of neighborhoods by following the east edge of residential areas and connecting with North Tegner Street north of existing neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>Similar to Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Separates an apartment complex to the north from residential areas to the south. Less intrusive than Alternatives 7 and 14.</li> </ul>	<ul style="list-style-type: none"> <li>Avoids separation of neighborhoods by following the east edge of residential areas and connecting into North Tegner Street north of existing neighborhoods.</li> <li>One of the least intrusive of the alternatives.</li> </ul>
New R/W Required	<ul style="list-style-type: none"> <li>17.8 Acres</li> </ul>	<ul style="list-style-type: none"> <li>42.1 Acres</li> </ul>	<ul style="list-style-type: none"> <li>19.7 Acres</li> </ul>	<ul style="list-style-type: none"> <li>23.0 Acres</li> </ul>	<ul style="list-style-type: none"> <li>42.1 Acres</li> </ul>
Noise	<ul style="list-style-type: none"> <li>A noise barrier would be needed to mitigate noise impacts to the residences on Weaver Street.</li> </ul>	<ul style="list-style-type: none"> <li>No substantial noise impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>A noise barrier would be needed to mitigate noise impacts to apartment complex behind Super 8 Motel.</li> </ul>	<ul style="list-style-type: none"> <li>No substantial noise impacts.</li> </ul>
Parks/Schools/Hospital	<ul style="list-style-type: none"> <li>Access to the hospital from US 93 becomes indirect.</li> <li>Minor indirect impacts (noise, visual) on Coffinger Park.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>
Regional Transportation System	<ul style="list-style-type: none"> <li>Would function as an interim solution to the regional transportation system through the Wickenburg area.</li> <li>Removes regional traffic congestion from the Wickenburg Way/Tegner Street intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Would function as an interim solution to the regional transportation system through the Wickenburg area.</li> <li>Removes regional traffic congestion from the Wickenburg Way/Tegner Street intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Would function as an interim solution to the regional transportation system through the Wickenburg area.</li> <li>Removes regional traffic congestion from the Wickenburg Way/Tegner Street intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Would function as an interim solution to the regional transportation system through the Wickenburg area.</li> <li>Removes regional traffic congestion from the Wickenburg Way/Tegner Street intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Would function as an interim solution to the regional transportation system through the Wickenburg area.</li> <li>Removes regional traffic congestion from Wickenburg Way/Tegner Street intersection.</li> <li>Best alternative for moving traffic through Wickenburg.</li> </ul>
Rehabilitation Centers	<ul style="list-style-type: none"> <li>No impact on rehabilitation centers.</li> </ul>	<ul style="list-style-type: none"> <li>No impact on rehabilitation centers.</li> </ul>	<ul style="list-style-type: none"> <li>No impact on rehabilitation centers.</li> </ul>	<ul style="list-style-type: none"> <li>No impact on rehabilitation centers.</li> </ul>	<ul style="list-style-type: none"> <li>No impact on rehabilitation centers.</li> </ul>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
Riparian Habitat Displacement	<ul style="list-style-type: none"> <li>Widening the existing Hassayampa River bridges would require only minor vegetation removal from the riparian area.</li> <li>Removes riparian vegetation (cottonwood and tamarisk) along west bank of river between existing bridge and Sols Wash.</li> <li>Removes mesquite trees along west bank of river between Sols Wash and the intersection connecting the interim roadway to North Tegner Street.</li> <li>Least impact of alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>New bridges would require removal of vegetation along both banks (behind Exxon and at Sols Wash).</li> <li>Removes riparian vegetation (cottonwood and tamarisk) along west bank of river between existing bridge and Sols Wash.</li> <li>Removes mesquite trees along west bank of river between Sols Wash and the north end of the project.</li> <li>Most impact of alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>New bridge would require removal of vegetation along both banks (behind Exxon and Community Center).</li> <li>Removes riparian vegetation (cottonwood and tamarisk) along west bank of river between existing bridge and Sols Wash.</li> <li>Removes mesquite trees along west bank of river between Sols Wash and the intersection connecting the interim roadway to North Tegner Street.</li> </ul>	<ul style="list-style-type: none"> <li>New bridge would require removal of vegetation along both banks (behind Exxon and Community Center).</li> <li>Removes riparian vegetation (cottonwood and tamarisk) along west bank of river between existing bridge and Sols Wash.</li> <li>Removes mesquite trees along west bank of river between Sols Wash and the intersection connecting the interim roadway to North Tegner Street.</li> </ul>	<ul style="list-style-type: none"> <li>New bridge would require removal of vegetation along both banks (behind Exxon and Community Center).</li> <li>Removes riparian vegetation (cottonwood and tamarisk) along west bank of river between existing bridge and Sols Wash.</li> <li>Removes mesquite trees along west bank of river between Sols Wash and the north end of the project.</li> <li>More impact than Alternatives 7, 14, and 15.</li> </ul>
Safety/Traffic Operations	<ul style="list-style-type: none"> <li>Safety and traffic operations would be improved over existing conditions.</li> <li>Removes US 93 regional truck traffic from downtown Tegner Street and Wickenburg Way.</li> <li>US 93 traffic turning onto US 60 and US 60 traffic turning onto US 93 must make an undesirable right-angle turn.</li> <li>The US 93 intersection with US 60 (Wickenburg Way/ Kerkes Street intersection) and the connection to North Tegner Street would be signalized to ensure satisfactory traffic operations.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and traffic operations would be improved over existing conditions.</li> <li>Removes US 93 regional truck traffic from downtown Tegner Street and Wickenburg Way.</li> <li>The three signalized intersections associated with connection of the two new bridges present a very undesirable traffic operation situation.</li> <li>Removes regional traffic further from downtown area than Alternatives 7, 14, and 15.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and traffic operations would be improved over existing conditions.</li> <li>Removes US 93 regional truck traffic from downtown Tegner Street and Wickenburg Way.</li> <li>US 93 traffic would be free-flow, with US 60 traffic turning at the US 93/US 60 intersection.</li> <li>The US 93/US 60 intersection and the connection to North Tegner Street would be signalized.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and traffic operations would be improved over existing conditions.</li> <li>Removes US 93 regional truck traffic from downtown Tegner Street and Wickenburg Way.</li> <li>US 93 traffic would be free-flow, with US 60 traffic turning at the US 93/US 60 intersection.</li> <li>The US 93/US 60 intersection and the connection to North Tegner Street would be signalized.</li> </ul>	<ul style="list-style-type: none"> <li>Safety and traffic operations would be improved over existing conditions.</li> <li>Removes US 93 regional truck traffic from downtown Tegner Street and Wickenburg Way.</li> <li>US 93 traffic would be free-flow, with US 60 traffic turning at the US 93/US 60 intersection.</li> <li>The US 93/US 60 intersection and the connection to North Tegner Street would be signalized.</li> <li>Removes regional traffic further from the downtown area than Alternatives 7, 14, and 15.</li> <li>Best traffic operations of the alternatives.</li> </ul>
Threatened/Endangered Species	<ul style="list-style-type: none"> <li>No threatened/endangered species affected.</li> </ul>	<ul style="list-style-type: none"> <li>No threatened/endangered species affected.</li> </ul>	<ul style="list-style-type: none"> <li>No threatened/endangered species affected.</li> </ul>	<ul style="list-style-type: none"> <li>No threatened/endangered species affected.</li> </ul>	<ul style="list-style-type: none"> <li>No threatened/endangered species affected.</li> </ul>

Evaluation Factor	Alternative 7	Alternative 13	Alternative 14	Alternative 15	Alternative 16
Visual Impacts	<ul style="list-style-type: none"> <li>The visual aspects of the west bank of the river would be modified by the new Sols Wash bridge and the interim roadway embankment, which varies in height from 2 to 8 feet.</li> </ul>	<ul style="list-style-type: none"> <li>The visual aspects of the west bank of the river would be modified by the new Hassayampa River and Sols Wash bridges and by the interim roadway embankment, which varies in height from 2 to 8 feet.</li> <li>This alternative results in the greatest visual change along the riverfront.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>The visual aspects of the west bank of the river would be modified by the new Hassayampa River and Sols Wash bridges and the interim roadway embankment, which varies in height from 2 to 30 feet.</li> <li>This alternative results in more visual changes along the riverfront than Alternates 7, 14, and 15.</li> </ul>
Water Quality	<ul style="list-style-type: none"> <li>Construction of this alternative would be in accordance with the conditions of Section 401 Water Quality Conditional Certification under the jurisdiction of the ADEQ.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Alternative 7.</li> </ul>
WQARF Site Liability	<ul style="list-style-type: none"> <li>The roadway alignment may cross contaminated soils of the Vulture Mill WQARF Site. ADEQ may remediate the contaminants and relieve ADOT of any liability.</li> </ul>	<ul style="list-style-type: none"> <li>The roadway alignment may cross contaminated soils of the Vulture Mill WQARF Site. ADEQ may remediate the contaminants and relieve ADOT of any liability.</li> <li>Must be constructed adjacent to the WQARF consolidation pile.</li> </ul>	<ul style="list-style-type: none"> <li>The roadway alignment may cross contaminated soils of the Vulture Mill WQARF Site. ADEQ may remediate the contaminants and relieve ADOT of any liability.</li> </ul>	<ul style="list-style-type: none"> <li>The roadway alignment may cross contaminated soils of the Vulture Mill WQARF Site. ADEQ may remediate the contaminants and relieve ADOT of any liability.</li> </ul>	<ul style="list-style-type: none"> <li>The roadway alignment may cross contaminated soils of the Vulture Mill WQARF Site. ADEQ may remediate the contaminants and relieve ADOT of any liability.</li> <li>Must be constructed adjacent to the WQARF consolidation pile.</li> </ul>