

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ENVIRONMENTAL PLANNING GROUP

205 South 17th Avenue
Phoenix, Arizona 85007

DRAFT ENVIRONMENTAL ASSESSMENT

for

WICKENBURG INTERIM IMPROVEMENT DESIGN CONCEPT STUDY

US 93 Interim Improvement
Project No. STP-093-B(AIQ)
TRACS No. 093 YV 161 H4871 01L
Prescott District – Maricopa County

June 2002

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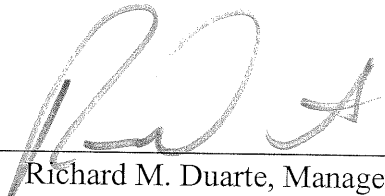
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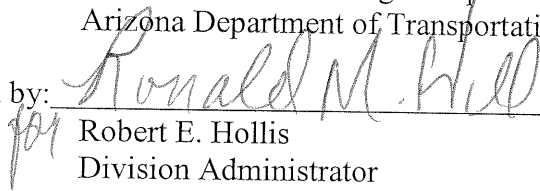


Richard M. Duarte, Manager
Environmental Planning Group
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Date:

6.7.02

Approved by:



for Robert E. Hollis
Division Administrator
Federal Highway Administration

Date:

6/13/02

This Draft Environmental Assessment has been prepared in accordance with the provisions and requirements of 23 CFR Part 771 relating to the implementation of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(c)).

MITIGATION MEASURES

Mitigation measures have been defined to avoid or minimize the environmental impacts of the preferred alternative. Implementation of these measures would be accomplished by including them in the final plans and specifications that would be prepared for the project by the Arizona Department of Transportation. These mitigation measures are not subject to change without prior written approval from the Federal Highway Administration. The mitigation measures are listed below.

Design Responsibilities

- During final design, the project plans would be reviewed to verify the extent of encroachment into waters of the U.S. As appropriate, permits required under Sections 401 and 404 of the Clean Water Act would be acquired by the Arizona Department of Transportation or its final design consultant during the permit application period prior to construction in these areas (page 37).
- Because five or more acres of land would be disturbed, a National Pollutant Discharge Elimination System permit would be required. The Arizona Department of Transportation Roadside Development Section would determine who would prepare the Storm Water Pollution Prevention Plan (page 38).
- Protected native plants within the construction limits would be impacted by the proposed project; therefore, the Arizona Department of Transportation Roadside Development Section would notify the Arizona Department of Agriculture at least 60 days prior to the start of construction to afford commercial salvagers the opportunity to remove and salvage these plants (page 40).
- Cottonwood and willow trees removed as a result of construction of the project would be replaced after construction is completed. The details of the tree replacement would be determined during the project's final design phase (page 41).
- In compliance with Executive Order 13112 regarding invasive species, all disturbed soils that would not be landscaped or otherwise permanently stabilized by construction would be seeded using species native to the project vicinity (page 42).
- Initial Site Assessments for hazardous materials would be prepared to assess impacts to and to determine the need for remediation at Underground Storage Tank facilities at the Stotz service station located on the northwest corner of the Wickenburg Way/Kerkes Street intersection, the Exxon station located at the eastern end of the existing Hassayampa River bridge, and the former gas station located on the southwest corner of the Wickenburg Way/Kerkes Street intersection (page 52).
- Appropriate signage would be provided at the new roadway's intersections with Wickenburg Way and North Tegner Street in order to inform motorists of the location of Wickenburg's historic downtown area (page 52).

- The Arizona Department of Transportation would work with the Town of Wickenburg’s staff during final design in developing “gateway” entrances at the new intersections of US 93 with Wickenburg Way and North Tegner Street (page 52).

District Construction Responsibilities

- In accordance with National Pollutant Discharge Elimination System requirements, the District Construction office would submit the Notice of Intent and the Notice of Termination to the Environmental Protection Agency and distribute copies to the Arizona Department of Environmental Quality (page 38).
- The District Construction office would provide a construction notice to adjacent residents and businesses at least two weeks prior to construction (page 57).

Contractor Responsibilities

- All discarded waste (including but not limited to human waste, trash, debris, oil drums, fuel, ashes, equipment, concrete, and chemicals) generated during construction activities shall be removed and/or disposed according to federal and state regulations. Waste material shall not be discharged into perennial or intermittent streams or washes, or other waters of the U.S., unless the contractor has obtained the appropriate Section 401 and 404 permits in accordance with applicable federal and state regulations (page 37).
- Contractor staging areas and material stockpiles (including aggregates, fill materials, petroleum, and other chemical products) shall be located outside existing floodways and protected so that sediment and/or spills shall not enter stream channels or affect groundwater (page 37).
- In accordance with National Pollutant Discharge Elimination System requirements, the contractor shall submit the Notice of Intent and the Notice of Termination to the Environmental Protection Agency and distribute copies to the Arizona Department of Environmental Quality (page 38).
- In compliance with Executive Order 13112 regarding invasive species, all disturbed soils that shall not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity (page 42).
- In compliance with Executive Order 13112 regarding invasive species, all earth-moving and hauling equipment shall be washed at the contractor’s storage facility prior to arriving on site to prevent the introduction of invasive species seed (page 42).
- Construction of the project shall comply with *Maricopa County Air Quality Rule 310 – Fugitive Dust Sources* and any required air quality permits (page 45).

- The contractor shall obtain any necessary asbestos permits required by Maricopa County for demolition of any structures (page 45).

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GLOSSARY OF ACRONYMS AND ABBREVIATIONS

$\mu\text{g}/\text{m}^3$	Micrograms per cubic meter
acc/MVM	Accidents per million vehicle miles traveled
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADT	Average Daily Traffic
AGFD	Arizona Game and Fish Department
APS	Arizona Public Service
ASLD	Arizona State Land Department
BLM	Bureau of Land Management
BTEX	Benzene, toluene, ethylbenzene, and xylene
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CO	Carbon monoxide
Corps	U.S. Army Corps of Engineers
dBA	Decibel (A-weighted scale)
DCR	Design Concept Report
EA	Environmental Assessment
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
I-10	Interstate 10
I-40	Interstate 40
ICO	Issues, concerns, and opportunities
kV	Kilovolt
L_{max}	Maximum noise level
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MP	Milepost
mph	Miles per hour
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NO_2	Nitrogen dioxide
NRHP	National Register of Historic Places
O_3	Ozone
Pb	Lead
PISA	Preliminary Initial Site Assessment
PM_{10}	Particulate matter with less than 10 micron diameter
$\text{PM}_{2.5}$	Particulate matter with less than 2.5 micron diameter
ppm	Parts per million
R/W	Right-of-way
RV	Recreational vehicle
SCR	Site Characterization Report
SIP	State Implementation Plan
SO_2	Sulfur dioxide

SR	State Route
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
vpd	Vehicles per day
vph	Vehicles per hour
WMHRA	Wickenburg Multiple Historic Resource Area
WQARF	Water Quality Assurance Revolving Fund
WSCA	Wildlife of Special Concern in Arizona

I. INTRODUCTION

In 1992, a corridor study was completed by Cannon and Associates, Inc., for US 93 from Wickenburg to Kingman, recommending capacity and design improvements along the length of the corridor. The purpose of the study was to develop a long-range plan to improve US 93 to meet the capacity, operational, and safety needs of the traveling public over the next 20 years. These proposed improvements would be achieved through the phased construction of a four-lane highway for the length of the US 93 corridor.

A Location/Design Concept Study is currently underway regarding future improvements to US 93 from the US 60/State Route (SR) 74 intersection, south of Wickenburg, north to the Santa Maria River. This study consists of three interrelated highway improvement projects: the widening of US 93 from north of Wickenburg to the Santa Maria River; a US 93 bypass southwest of Wickenburg; and an interim improvement project to relieve congestion, improve traffic operations, and reduce air and noise pollution in downtown Wickenburg for the near term until the US 93 bypass southwest of town could be funded and constructed. The proposed interim improvement project is addressed in this Draft Environmental Assessment (EA). The proposed widening of US 93 north of Wickenburg and the long-term, “ultimate” bypass southwest of town will be addressed in separate environmental documents.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are proposing an interim improvement of US 93 east of downtown Wickenburg, Maricopa County, Arizona. The interim improvement project would provide a near-term solution to improve traffic conditions at the intersection of Wickenburg Way (US 60) with North Tegner Street (US 93), which is heavily congested and is perceived by the Wickenburg community to be a safety issue. The proposed interim improvement would consist of a new five-lane roadway constructed east of downtown Wickenburg that would follow the west bank of the Hassayampa River. The purpose of this improvement would be to shift regional through-traffic away from the existing US 60/US 93 intersection at Wickenburg Way and North Tegner Street.

This Draft EA is being prepared, concurrent with the preparation of an Initial Design Concept Report (DCR), to document the development of feasible alternative improvements in Wickenburg. This Draft EA assesses the potential social, economic, and environmental impacts associated with the proposed project. In addition, this document summarizes the alternatives development process, including the rationale for eliminating specific alternatives and recommending a preferred alternative.