

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ENVIRONMENTAL AND ENHANCEMENT GROUP
205 South 17th Avenue
Phoenix, Arizona 85007

FINAL 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

September 2003

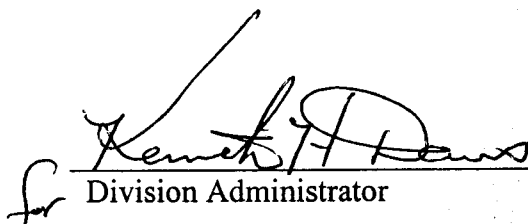
FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Project_STP-093-B(AIQ)
Tracs No. 093 YV 161 H4871 OIL
US-93; Wickenburg Interim Improvements

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of NO Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

October 3, 2003

Date


Division Administrator

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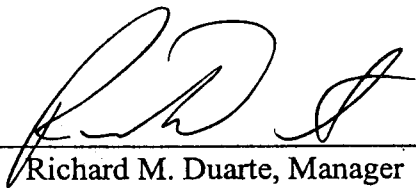
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Prescott District – Maricopa County

September 2003

Approved by:



Richard M. Duarte, Manager
Environmental and Enhancement Group
Arizona Department of Transportation

Date:

9.25.03

This Final Environmental Assessment has been prepared in accordance with the provisions and requirements of Title 23 of the Code of Federal Regulations, Part 771, relating to the implementation of the National Environmental Policy Act of 1969 (42 U.S. Code 4332(2)(c)).

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PREFACE

The Draft Environmental Assessment (EA) for the Arizona Department of Transportation's (ADOT) proposed construction of an interim improvement to US 93 in Wickenburg was approved by the Federal Highway Administration on June 13, 2002. A public hearing was conducted on July 11, 2002, to obtain public input regarding the recommended project alternatives.

The purpose of this Final EA is to respond to the comments received subsequent to the distribution of the Draft EA and the public hearing, as well as to provide supplemental analyses and factual corrections to the Draft EA. This Final EA is presented in addendum format and must be used in conjunction with the Draft EA. Deleted text is identified with a ~~striketrough~~, with new or substituted text appearing in *italics*. Throughout the document, references to the "preferred alternative" are changed to "selected alternative," and uses of the verb "would" are changed to "will." In addition, references to the "Draft EA" are updated to "Final EA." Additional changes are listed by the chapter and page in which the text is found in the Draft EA.

This Final EA includes the complete list of mitigation measures that have been subdivided into ADOT design responsibilities, ADOT construction responsibilities, and contractor responsibilities. The Final EA also includes text changes to the Draft EA, copies of correspondence received subsequent to the Draft EA distribution (Appendix 1), the public hearing transcript (Appendix 2), and a summary of the public hearing comments with ADOT responses (Appendix 3).

ADOT is currently reviewing the draft feasibility study report for the ultimate US 93 bypass around Wickenburg. Several alternative corridors appropriate for the ultimate Wickenburg bypass were investigated. The study determined that two route corridors, termed the Southwest and the Southern Loop, will be carried forward to the next level of study involving the development of design concepts and evaluation of environmental impacts. Upon approval of this document, ADOT will advance the selected alternative for the Interim Improvement Project to final design and construction.

MITIGATION MEASURES

Mitigation measures have been defined to avoid or minimize the environmental impacts of the selected alternative. Implementation of these measures will be accomplished by including them in the final plans and specifications that will 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. The page numbers in parentheses refer to the Draft Environmental Assessment.

Design Responsibilities

- During final design, the project plans will 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 will 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~~ *one* or more acres of land will be disturbed, ~~a National~~ *an Arizona* Pollutant Discharge Elimination System permit will be required *from the Arizona Department of Environmental Quality*. The Arizona Department of Transportation Roadside Development Section will determine who will prepare the Storm Water Pollution Prevention Plan (page 38).
- Protected native plants within the construction limits will be impacted by the proposed project; therefore, the Arizona Department of Transportation Roadside Development Section will 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 will be replaced after construction is completed. The details of the tree replacement will be determined during the project's final design phase (page 41).
- ~~In compliance with Executive Order 13112 regarding invasive species,~~ *All* disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity (page 42).
- *During final design, surveys and as-built plans for the Arizona Department of Environmental Quality's remediation of the Vulture Mill Water Quality Assurance Revolving Fund site will be consulted to ensure that the integrity of the encapsulation of the contaminated soil is not compromised by construction. Details will be provided in the plans showing the embankment construction adjacent to the encapsulated material. Specifications for avoiding the protective barrier will be included in the project Special Provisions (page 52).*
- Initial Site Assessments for hazardous materials will 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).

- *The Arizona Department of Transportation will conduct assessments to determine whether the existing Hassayampa River bridges contain asbestos and whether heavy metals (e.g., lead-based paint) are present on the structures' girders. If these hazardous materials are found as a result of the assessments, the Arizona Department of Transportation will prepare a plan detailing the proper procedures for demolition of the bridges and disposal of the asbestos and/or heavy-metal materials (page 52).*
- *The Arizona Department of Transportation will obtain any permits required for demolition of the Hassayampa River bridges or disposal of asbestos or heavy-metal materials (page 52).*
- ~~Appropriate signage will be provided at the new roadway's intersections with Wickenburg Way and North Tegner Street in order~~ *installed along US 60 and US 93 to inform motorists of the location of Wickenburg's historic downtown area (page 52).*
- ~~The Arizona Department of Transportation will 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~~ *The new Hassayampa River bridge will be designed as a "gateway" to Wickenburg allowing direct traffic flow to Wickenburg Way. The Arizona Department of Transportation will coordinate with the State Historic Preservation Office and the Town of Wickenburg to incorporate an appropriate interpretation of the historic location of the Hassayampa River crossing into Wickenburg into the final design of the selected alternative. The final design will provide for retaining the existing bridge abutments, placing an interpretive marker at the bridge site, installing dado post pylons on the existing abutments to indicate the crossing location, developing a park setting at each end of the bridge site, and saving a representative section of the existing bridge deck and beams for interpretation. In addition, the new Hassayampa River bridge design will include installing distinctive lighting (page 52).*

District Construction Responsibilities

- ~~In accordance with National~~ *Arizona* Pollutant Discharge Elimination System requirements, the District Construction office will 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 will 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~~ *Arizona* 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~~ *All* disturbed soils that ~~shall~~ *will* 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~~ *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).~~
- *The contractor shall take all measures necessary to ensure that contaminated material is not excavated and that the integrity of the encapsulation of the contaminated soil at the Vulture Mill Water Quality Assurance Revolving Fund site is not compromised by drilling, excavation, or any other penetration into the protective barrier (page 51).*

TEXT CHANGES TO THE DRAFT EA BY CHAPTER

Glossary of Acronyms and Abbreviations

- ▶ Page vii – The following acronyms are inserted into the list:

<i>BOOT</i>	<i>Bypass Out Of Town</i>
<i>EIS</i>	<i>Environmental Impact Statement</i>
<i>FY</i>	<i>Fiscal Year</i>
<i>JPA</i>	<i>Joint Project Agreement</i>
<i>NEPA</i>	<i>National Environmental Policy Act of 1969</i>
<i>SHPO</i>	<i>State Historic Preservation Office</i>

I. Introduction

- ▶ Page 1 – In the first sentence of the last paragraph, the reference to the “Initial Design Concept Report” is changed to “Final Design Concept Report.”

II. Purpose and Need

- ▶ Page 5 – The second sentence of the last paragraph is changed as follows: “Traffic data from ~~1999~~ 2000 and projected traffic figures for ~~2020~~ 2025 were analyzed ...”
- ▶ Page 8 – Table 2 is updated as follows:

Data	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5
Existing ADT (1999 2000)	18,000 15,000 vpd	18,000 15,000 vpd	7,900 8,600 vpd	7,900 8,600 vpd	7,900 8,600 vpd
Projected ADT (2020 2025)	31,000 25,000 vpd	31,000 25,000 vpd	14,500 14,600 vpd	14,500 14,600 vpd	14,500 14,600 vpd
Growth Rate	2.62 1.98 %	2.62 1.98 %	2.93 2.06 %	2.93 2.06 %	2.93 2.06 %
Design-hour factor (K)	10 16 %	10 16 %	10 14 %	10 14 %	10 14 %
Directional factor (D)	56 50 %	56 50 %	56 51 %	56 51 %	56 51 %
Trucks (T)	27 28 %	27 28 %	27 20 %	27 20 %	27 20 %
RVs	1.5%	1.5%	1.5%	1.5%	1.5%
Design Speed [miles per hour (mph)]	30 mph	30 mph	30 mph	50 mph	60 mph
Peak Hour Factor	0.95	0.95	0.95 0.96	0.95 0.96	0.95 0.96
1999 2000 Peak Hour Volume [vehicles per hour (vph)]	1,800 2,400 vph	1,800 2,400 vph	790 1,200 vph	790 1,200 vph	790 1,200 vph
2020 2025 Peak Hour Volume	3,100 4,000 vph	3,100 4,000 vph	1,450 2,040 vph	1,450 2,040 vph	1,450 2,040 vph
Existing LOS (1999 2000)	B/B C/C*	C/B C/C*	E	A/A*	D
Future LOS (2020 2025)**	D/C E/E*	E/C E/E*	E F	A/A B/B*	E F

*LOS for each direction of multi-lane roadway when using D values of 60/40

**Represents “No-Build” condition

- ▶ Page 8 – The year listed in the second sentence of the first full paragraph is updated from “2020” to “2025.”
- ▶ Page 8 – The first sentence of the last paragraph is updated to read: “Accident data for ~~December 1, 1994, May 1997 through November 30, 1999, April 2002~~ were reviewed and analyzed ...”
- ▶ Page 8 and 10 – Beginning with the last sentence on page 8, and continuing on page 10, the text is updated to read: “~~This~~ *The predominant accident type in this segment exhibited typical types of accidents for intersections, including single vehicle, sideswipe, and rear-end accidents was sideswipe. In addition, Segment 1 exhibited an accident rate higher than the state average. In this segment, accident types were most often rear-end, and sideswipe and angle accidents were also prevalent. For the other roadway segments Segments 3, 4, and 5, the accident rate was below the state average.*”
- ▶ Page 10 – Table 3 is updated as follows:

Roadway Segment	Accident Rate (acc/MVM)
1	0.54 1.37
2	1.39 2.99
3	0.00 0.49
4	0.24 0.91
5	0.95 0.62

- ▶ Page 11 – Under the General Project Schedule heading, the first sentence is updated to read: “The ADOT ~~Active Project Schedule~~ *Five-Year Transportation Facilities Construction Program for Fiscal Years 2004 to 2008* lists ~~design of this project in fiscal year 2004 and a bid advertisement~~ *construction of this project in fiscal year 2006.*”

III. Alternatives

- ▶ Page 30 – The first paragraph is changed as follows: “Alternative 16 (Figure 21) was developed as a hybrid of Alternatives 13 and 14. ~~The southern portion of this alternative would be on a new alignment identical to Alternative 14 from the Wickenburg Way connection to the neighborhood north of Coffinger Park. From that point north, Alternative 16 would be the same as Alternative 13.~~ *Like Alternative 14, this alternative begins on US 60 just west of Jack Burden Road and proceeds westerly across the Hassayampa River on a new bridge with approximately a 20-degree skew upstream of the existing bridges. During construction of the new bridge, traffic will be maintained on the existing US 60 bridges. Once traffic is diverted to the new US 93 bridge, the existing bridges will be removed; however, the westbound bridge abutments will be preserved in place. The improvements will include a signalized T-intersection at the west end of the new bridge crossing to accommodate traffic movements between US 93 and US 60. West of the intersection, the roadway will turn north across a new bridge over Sols Wash and follow the west bank of the river on the same alignment as Alternative 13, passing the east side of the Vulture Mill WQARF site, and rejoining US 93 north of the APS substation. The roadway will provide controlled access to adjacent parcels east of the new roadway.*”

- Page 31 – The following section is inserted following the text on page 31:

C. Design Features

The selected alternative will include the following design features:

- *Two travel lanes will be provided in each direction, separated by a flush median (center turn lane). The roadway width will be approximately 68 feet.*
- *A two-lane, two-way frontage road approximately 26 feet wide will be constructed to consolidate access from properties located east of the roadway near the new intersection with North Tegner Street. The frontage road will extend approximately 0.3 mile north from the North Tegner Street intersection.*
- *The roadway will be located on an embankment between Sols Wash and the North Tegner Street intersection. Embankment protection will be required along approximately 0.8 mile of the embankment north of the Sols Wash bridge.*
- *A drainage channel will be constructed on the west side of the roadway extending from Sols Wash approximately 0.5 mile north.*
- *The new Sols Wash bridge will have two westbound lanes, two eastbound lanes, a flush median, and a sidewalk on the west side, resulting in a total deck width of approximately 78 feet.*
- *The new Hassayampa River bridge will consist of three westbound lanes (one through lane and two left-turn lanes), two eastbound lanes, a raised median, and a sidewalk on each side of the bridge, resulting in a total deck width of approximately 101 feet.*
- *The new Hassayampa River bridge will be designed to allow for direct traffic flow from westbound US 60 onto Wickenburg Way through a signalized intersection.*
- *Appropriate signage will be installed along US 60 and US 93 to inform motorists of the location of Wickenburg’s historic downtown area.*
- *ADOT will coordinate with the Town of Wickenburg and State Historic Preservation Office (SHPO) to incorporate an appropriate interpretation of the historic location of the Hassayampa River crossing into Wickenburg into the final design of the selected alternative. The final design will provide for retaining the existing bridge abutments, placing an interpretive marker at the bridge site, installing dado post pylons on the existing abutments to indicate the crossing location, developing a park setting at each end of the bridge site, and saving a representative section of the existing bridge deck and beams. In addition, the new Hassayampa River bridge design will include installing distinctive lighting.*

IV. Affected Environment and Environmental Impacts

- Page 32 – The second sentence of the third paragraph is corrected to read: “Construction of the selected alternative will require ~~42.4~~ 43.7 acres of new R/W, including ~~39.9~~ 42.1 acres of private land, 0.5 acre of APS land, and ~~2.2~~ 2.0 acres of Town of Wickenburg land.”
- Page 36 – The second paragraph is updated as follows: “A study of the area’s hydrology concluded that the proposed project will not affect flood risk because any local increase in the base flood elevation of the river will not exceed 1.0 foot, as documented in *the* Initial

~~Hydrology Drainage Report : US 93 Interim Alignment — Wickenburg (Sverdrup 2001) (Jacobs 2003b).~~ The existing Hassayampa River bridges will be removed to eliminate the existing structural elements that currently restrict storm flow during 50-year and 100-year storm events. ~~These~~ *The existing bridges bridge piers, abutments, and girders retard the flow of floodwater, resulting in a rise in the upstream water surface. In addition, the existing bridges have insufficient freeboard above the 50-year flood elevation. ADOT’s design guidelines require a 3-foot minimum freeboard in order to ensure the passage of the 50-year design storm. By raising the elevation of the low chord of the new Hassayampa River bridge to provide adequate freeboard, the water surface elevation will be reduced upstream and the existing floodwater constraints will be minimized (Table 4). In addition, it is anticipated that the new bridge will require fewer piers in the river than the existing bridges, which will further reduce the potential for impeded storm flows. The number of bridge piers will be determined during final design. Construction of the proposed roadway within the floodplain will create a rise in flood elevation; however, the removal of the existing bridges and the associated lowering of the flood elevation will offset this rise. Therefore, construction of the proposed project will result in less than a one-foot rise in flood elevation overall for the project.”*

- Page 36 – Table 4 is updated as follows:

Data	Existing Hassayampa River Bridges	Proposed Hassayampa River Bridge
Flow for 50-year event	47,000 cubic feet per second (cfs)	47,000 cfs
Water surface elevation for 50-year event	2044.8 2046.2 feet	2042.7 2044.6 feet
Low chord elevation	2045.3 2043.3 feet	2047.0 2047.6 feet
Freeboard*	0.50 0.0 feet	4.3 3.0 feet
Flow for 100-year event	71,000 cfs	71,000 cfs
Water surface elevation for 100-year event	2047.3 2051.1 feet	2045.7 2047.7 feet
Top of bridge elevation	2053.6 2052.6 feet	2754.0 2054.6 feet

*Freeboard is the distance between the water surface and the lowest beam of the bridge.

- Page 36 and 37 – The last paragraph on page 36 is updated as follows, beginning with the third sentence, and continuing on to page 37: “Also, the proposed roadway will be placed on an embankment in order to protect the roadway and traffic from floodwaters associated with a 50-year storm. The roadway would be located at the approximate height of the 100-year event water surface elevation. Therefore, floodwaters from a 100-year storm event would be expected to overtop the embankment by a maximum of two to four inches with minimal damage to the roadway. In the event of overtopping, the resulting damage would consist of erosion on the west side of the roadway embankment. ADOT, Flood Control District of Maricopa County, and Town of Wickenburg representatives are currently considering whether it is more appropriate to design the embankment to meet the flood protection requirements for the 50-year or 100-year storm flow. The embankment height will be determined during final design, based on the outcome of the agency coordination.”

- ▶ Page 37 – The last two sentences of the first paragraph under the Section 404/401 heading are deleted and replaced with: “*No additional waters of the U.S. were identified in the project area.*”
- ▶ Page 37 – The second full paragraph is changed as follows, beginning with the second sentence: “~~An additional 0.04 acre of possible jurisdictional area with a wash that crosses existing US 93 at MP 197.8 would be permanently filled due to the construction of the roadway embankment. A Section 404 permit permits and a Section 401 Water Quality Certification will be required for the construction of the new bridges over the Hassayampa River and Sols Wash and for the placement of fill within any area determined to be jurisdictional waters of the U.S. During final design, the project plans will be reviewed to verify the extent of impacts to jurisdictional waters of the U.S. As appropriate, permits required under Sections 401 and 404 of the Clean Water Act will be acquired by ADOT or its final design consultant prior to construction in these areas. Construction of the new bridges and removal of the existing parallel bridges will comply with the terms and conditions of the Section 404 permits and Section 401 Water Quality Certification.~~”
- ▶ Page 38 – The first heading is changed to read: “~~National~~ *Arizona Pollutant ...*”
- ▶ Page 38 – The first paragraph is updated as follows: “Because ~~five~~ *one* or more acres of land will be disturbed, a ~~National~~ *an Arizona* Pollutant Discharge Elimination System permit will be required. The ADOT Roadside Development Section will determine who will prepare the Storm Water Pollution Prevention Plan during final design of ~~preferred Alternative 16~~. The District Construction Office and contractor will submit the Notice of Intent and the Notice of Termination ~~to the Environmental Protection Agency (EPA) and distribute copies to the Arizona Department of Environmental Quality (ADEQ).~~”
- ▶ Page 38 – In the USFWS species list for Maricopa County, the second species listing is updated, and the Gila chub is added:

Brown <i>California brown pelican</i>	<i>Pelecanus occidentalis californicus</i>	<i>Endangered</i>
<i>Gila chub</i>	<i>Gila intermedia</i>	<i>Proposed Endangered</i>
- ▶ Page 38 – The last sentence on the page is changed to read: “This project will have no impact on the *California* brown pelican, cactus ferruginous pygmy-owl, desert pupfish, *Gila chub*, *Gila topminnow ...*”
- ▶ Page 40 – The first paragraph following the list of Arizona Native Plant Law species is deleted and replaced with the following: “*The AGFD’s Heritage Database contains a record of this plant within five miles of the project. A survey of the project area by a qualified biologist did not result in the identification of any Hohokam agaves in the project area.*”
- ▶ Page 45 – The last sentence of the third paragraph is deleted.
- ▶ Page 46 – In Table 7, an ambient noise level of “56 dBA” is listed for M-2.

- ▶ Page 50 – The following text is inserted at the end of the first paragraph: *“The Wickenburg Community Center frequently holds noise-sensitive events such as indoor concerts. The Community Center is located adjacent to Receiver R-1, where the predicted exterior noise level after construction of the selected alternative is 61 dBA. This noise level is below the mitigation threshold of 64 dBA for noise-sensitive facilities.”*
- ▶ Page 51 – The acreage in the third sentence of the last paragraph is updated from “32” to “35.”
- ▶ Page 51 and 52 – The last paragraph on page 51, beginning with the eighth line and continuing on to page 52, is amended as follows: *“... in a consolidation site that will be located ~~about 150 feet west of the proposed roadway~~ immediately west of the selected alternative. The stockpiled soil will then be covered with a protective barrier (filter fabric covered by an additional two feet of imported fill material) to encapsulate the contaminated soil. ADEQ began remediation activities in December 2002 and it is anticipated that remediation will be completed by August 2003. A ~~Letter of Joint Project Agreement (JPA)~~ is being prepared by ADOT and ADEQ in order to resolve issues regarding liability for contaminated soils associated with the Vulture Mill WQARF site. As part of the ~~pending~~ agreement, ADEQ ~~would agree~~ has agreed to remove or neutralize contaminated soil in the proposed R/W before construction of the ~~proposed roadway~~ selected alternative begins. ~~Upon finalization, the agreement will be incorporated into this environmental document.~~ Completion of remediation activities within the proposed ADOT R/W is required prior to construction of the selected alternative. Approximately 15 feet of the western embankment slope for the new roadway embankment will be constructed above the eastern edge of the encapsulated material. ADEQ will provide completed surveys and as-built plans of the remediation site to ADOT to ensure that construction of the selected alternative does not conflict with the encapsulation of the contaminated material. All necessary measures will be taken during construction to ensure that contaminated material will not be excavated and that the integrity of the encapsulation of the contaminated soil will not be compromised by drilling, excavation, or any other penetration into the protective barrier.”*
- ▶ Page 52 – The following is inserted following the first full paragraph: *“ADOT will conduct assessments to determine whether the existing Hassayampa River bridges contain asbestos and whether heavy metals (e.g., lead-based paint) are present on the structures’ girders. If these hazardous materials are found as a result of the assessments, ADOT will prepare a plan detailing the proper procedures for demolition of the bridges and disposal of the asbestos and/or heavy-metal materials. ADOT will obtain any permits required for demolition of the Hassayampa River bridges or disposal of the asbestos or heavy-metal materials.”*
- ▶ Page 52 – In the second paragraph under the Cultural Resources heading, the last sentence is deleted.
- ▶ Page 52 – The last two sentences of the last paragraph are deleted and replaced with the following: *“The new Hassayampa River bridge will be designed to avoid impacts on the historic location of the crossing into Wickenburg and comply with SHPO’s conditions for a finding of ‘no historic properties affected’ for the selected alternative. Appropriate signage*

will be installed along US 60 and US 93 to inform motorists of the location of Wickenburg's historic downtown area. The new Hassayampa River bridge will be designed as a gateway to Wickenburg allowing direct traffic flow to Wickenburg Way. In order to interpret the historic location of the Hassayampa River crossing into Wickenburg, the following measures will be incorporated into the design of the selected alternative:

- The new bridge will have distinctive lighting.
 - The existing bridge abutments will be retained in place.
 - An interpretive marker will be placed at the bridge site.
 - Dado post pylons will be installed on the existing abutments to indicate the crossing location.
 - A park setting will be developed at each end of the bridge site.
 - A representative section of the existing bridge deck and beams will be saved for interpretation.”
- Page 53 – The first line on the page is deleted and replaced with the following sentences: “In a letter dated February 24, 2003, the SHPO concurred that a finding of ‘no historic properties affected’ is appropriate for the selected alternative. Correspondence with SHPO regarding the determination of effects to cultural resources is included in Appendix 1 of the Final EA.”
- Page 53 – The last two lines of Table 12 are updated with 2000 Census data as follows, and the footnotes at the end of the table are deleted.

Demographic Characteristic	Project Vicinity	Wickenburg	Maricopa County
Disabled ¹	7.1 24.6 %	7.0 25.7 %	4.2 15.2 %
Below poverty level ²	10.3 13.2 %	15.3 11.2 %	12.1 11.8 %

¹ 1990 Census data; defined as persons with a mobility limitation, self-care limitation, or mobility and self-care limitation.

² 1990 Census data.

- Page 55 – The last two sentences in the second paragraph are updated as follows: “In addition, the project area has a lower slightly higher percentage of residents living below the poverty line than Wickenburg and Maricopa County. The percentage of residents with a disability is higher in the project area than in Wickenburg and Maricopa County; however, the percentage within the project area is not substantially higher slightly lower than for Wickenburg.”
- Page 56 – The last sentence of the first paragraph is deleted and replaced with the following: “Currently, Sols Wash is used to gain access to the Hassayampa River from the adjacent neighborhood. The selected alternative will result in the construction of a new bridge across Sols Wash in this area. However, the bridge will be designed to accommodate the passage of pedestrians and horseback riders along Sols Wash.”
- Page 58 – The sixth sentence of the last paragraph is amended as follows: “No constructive use of the park or St. Clair property will occur because the projected noise level, represented by receptors R-4 and R-7 (Table 11), would neither approach nor exceed the 67-dBA NAC. The proposed project will have no impact on the St. Clair property because the selected

alternative will be located 350 feet east of that property. The predicted noise level at the St. Clair property, represented by R-7 in the noise study, will be 58 dBA after construction of the selected alternative, well below the 64-dBA threshold for considering noise abatement measures. Predicted noise levels at Coffinger Park will also be 58 dBA.”

- ▶ Page 60 – The first paragraph is replaced with the following: “Construction of the selected alternative will affect electric, water, sewer, telephone, cable, and natural gas lines in the project area. The following utility work will be required:
 - Overhead 12-kilovolt (kV) power lines that cross the Hassayampa River just upstream of the existing Hassayampa River bridges will be relocated into a conduit attached to the new bridge.
 - Overhead 12-kV and 69-kV power lines heading east from the APS substation will be raised to provide sufficient clearance above the new roadway.
 - Eleven or twelve power poles will be relocated.
 - The 8-inch water main, 4-inch sewer force main, telephone cable, main cable trunk, and 6-inch natural gas main feed line attached to the girders of the existing Hassayampa River bridges will be relocated to the new bridge.
 - Several manholes and valve boxes associated with the water and sewer lines will be relocated or adjusted.
 - Three decorative streetlights along Wickenburg Way at the Kerkes Street intersection will be relocated.
 - A fire hydrant in the northeast corner of Wickenburg Way and Kerkes Street will be relocated.
 - A light pole and seven or eight RV power source risers will be relocated within the Wickenburg Community Center parking area.
 - An overhead cable line and eight individual residential cable service lines at the north end of the project area will be relocated to maintain service to the residences.
 - The overhead cable service line to the equestrian facility will be relocated underground.
 - The 2-inch and 4-inch gas lines along the east side of North Tegner Street at the north end of the project will be relocated.

V. Public Involvement/Project Coordination

- ▶ Page 68 – The following text is inserted immediately above the Public Information Meeting No. 2 heading: “Following the public meeting, Bypass Out Of Town (BOOT), a community group formed in support of a route west of Vulture Peak for the ultimate bypass, submitted 934 petitions to ADOT. These petitions were printed in the Wickenburg Sun as a form that could be signed and returned to BOOT. The form stated that the signer opposed the construction of Alternative 7 or 13, or any other interim roadway along the river.”
- ▶ Page 69 – The last paragraph is deleted and replaced with the following:

“A public hearing was held at the Wickenburg Community Center from 6:00 to 8:00 p.m. on July 11, 2002, to present and obtain public input on the proposed project. The hearing was advertised in the Wickenburg Sun and the Arizona Republic. Prior to the hearing, the Draft

EA was made available for public review at the Wickenburg Public Library, at the ADOT Prescott District office, and on the project web site. One hundred two persons signed in to the hearing. The hearing proceedings were recorded on tape and later transcribed by a court reporter.

The hearing began with an explanation of the study process and how it had progressed since Public Information Meeting No. 2. Alternative 16 was described in detail and presented as the preferred alternative. The floor was then opened for a question and answer session. Two consultant representatives were also available with hand-held tape recorders to allow persons to make comments privately. The transcript of the hearing, question and answer session, and oral comments is provided in Appendix 2. Written comments and ADOT responses are included in Appendix 3.

Six people chose to make oral comments at the hearing. Five commenters made suggestions for changes to the preferred alternative, including providing a Bralliar Road connector, accommodating traffic volumes and new development along US 93 north of Wickenburg with additional lanes and signals, designating Wickenburg Way and North Tegner Street as a business loop, and eliminating the signalized intersections by constructing ramps. One commenter stated that the public sentiment was that the Interim Improvement Project was unnecessary.

Comment forms were provided at the hearing to facilitate public input. The form asked if the commenter supported the concept presented at the hearing and what suggestions, comments, issues, and/or concerns they had regarding the Interim Improvement Project. A total of 28 comment forms were turned in. An additional 12 letters and emails were received after the public meeting. Approximately half of the written comments expressed support for the Interim Improvement Project, while half expressed opposition. Many commenters supported the concept but suggested modifications to the preferred alternative, such as including a Bralliar Road connector, designating North Tegner Street and Wickenburg Way as a business loop, providing pedestrian and equestrian access to the river, synchronizing traffic signals, eliminating signalized intersections, adjusting the frontage road location, and extending the project limits farther north. For those who did not support the project, the most common concerns given included impacts on air quality, noise, aesthetics, and river habitat. In addition, several commenters felt that the Interim Improvement Project was unnecessary, would delay construction of the ultimate bypass, or would not permanently address the traffic congestion.

In response to the public comments in opposition to the project, ADOT has maintained its commitment to finding a permanent solution to Wickenburg's traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Although construction of the Interim Improvement Project will not eliminate the need for the ultimate bypass, traffic analyses show that the selected alternative will accommodate traffic volumes for the next 10 to 15 years and substantially reduce congestion and pedestrian/vehicle conflicts in downtown Wickenburg.”

- ▶ Page 70 – The beginning of the second paragraph is updated as follows: “Study update newsletters were included in the Wickenburg Sun in May 1999, February 2000, ~~and~~ October 2000, *and March 2002*. ~~An additional newsletter is planned following Public Information Meeting No. 2.~~”
- ▶ Page 70 – In the last sentence of the third paragraph, the number of Steering Committee meetings is updated from “12” to “13.”

VI. References

- ▶ Page 71 – The following listings are inserted:

Jacobs Civil Inc. 2002. Traffic Analysis Report: US 93, Wickenburg to Santa Maria River.
---- *2003a. Final Design Concept Report: US 93 Interim Improvement Project.*
---- *2003b. Initial Drainage Report: Wickenburg Interim Improvement Project.*
---- *2003c. Initial Feasibility Report for the US 93 Wickenburg Bypass Project.*

- ▶ Page 71 – The last listing is deleted.
- ▶ Page 72 – The first and second listings are deleted.

VII. Appendices

- ▶ Page D-2 – The second evaluation factor is renamed “Waters of the U.S.”
- ▶ Page D-2 – The word “individual” is deleted from the first sentence in the second row for all alternatives. The following bullet item is added to the second row for Alternatives 7, 14, 15, and 16: “*Removing the existing Hassayampa River bridges will improve the river hydraulics upstream.*”
- ▶ Page D-4 – The last bullet item in the Geometrics section for each alternative is modified to read: “Profile of interim roadway must be set above *the 50-year* flood flow ...”
- ▶ Page D-5 – The second evaluation factor is corrected as follows: “New R/W Required *from Private Land.*”
- ▶ Page D-7 – In the third row, the second sentence of the first bullet item is updated as follows for all alternatives: “ADEQ ~~may~~ *will* remediate the contaminants ~~and relieve ADOT of any liability~~ *pursuant to the ADEQ/ADOT JPA.*”