



South Mountain Transportation Corridor Study

Citizens Advisory Team Technical Report Summary

Draft Hazardous Materials

Why study hazardous materials in the Environmental Impact Statement?

The construction and operation of a freeway like the proposed South Mountain Freeway could be influenced by hazardous materials within the study corridor.

- Contaminated soil that may be present near leaking underground storage tanks may be encountered during construction.
- Underground storage tanks may require removal or relocation due to freeway construction.
- Drywells need to be identified prior to identifying construction staging areas because materials such as fuel used for construction equipment could reach groundwater if released to a dry well.

What kind of impacts would occur from construction?

- Workers could encounter soil contaminated with hazardous materials during construction activities.
- An accidental release of equipment fuel could occur during construction.
- It may be necessary to remove or relocate aboveground or underground storage tanks during constructions.

How do the alternatives and alignment options differ in construction-related impacts?

- Hazardous materials sites that may be encountered during construction are summarized as follows:

Alternatives/Alignment Options	High-Priority Sites	Mid-Priority Sites	Low-Priority Sites
E1	0	0	1
W55	3	7	19
W71	2	2	10
W101EPR	0	0	2
W101EFR	0	0	2
W101CPR	0	0	1
W101CFR	0	0	1
W101WPR	0	0	1
W101WFR	0	0	1
W101W99	1	3	10

- Low-priority sites are classified as such because either no hazardous materials release has been recorded at the site or they have been remediated, have been investigated and do not require remediation, or are unlikely to require large-scale remediation.



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- Mid-priority sites are classified as such because, due to the nature of operations, they have the potential to impact soil and groundwater beneath the site. The mid-priority sites include release sites that have been remediated or cleaned-up and sites where there have been no reported significant impacts to soil or groundwater.
- High-priority sites are classified as such because they can entail high remediation costs and can involve coordination with multiple regulatory agencies at both federal and state levels. These sites may involve soil and/or groundwater contamination requiring an extensive or long-term remediation effort.
- The majority of the hazardous materials sites and all of the high- and mid-priority sites occur within Alternatives W55, W71, and alignment option W101W99. Hazardous materials related impacts are most likely to occur if these alternatives or alignment options are selected.

What kind of freeway operational impacts (post-construction) would occur?

- An accidental release of hazardous materials could occur during transport.

How do the action alternatives differ in operational-related impacts?

- All action alternatives, when operating, would have similar kinds and levels of impacts relative to hazardous materials.

What if the project was not constructed?

- No project specific impacts would be experienced.
- Identified hazardous materials sites may impact planned development unrelated to the South Mountain Transportation Corridor.

Are there any specific and/or unique impacts from the build alternatives?

- Alternatives W55, W71, and alignment option W101W99 are most likely to impact or be impacted by hazardous materials.
- Additional hazardous materials investigation and/or mitigation may be necessary if one of these alternatives is selected.

Are there things that could be done to reduce or avoid impacts?

- Underground and aboveground storage tanks could be avoided during design.
- Additional investigations could be conducted in identified hazardous materials areas to evaluate the extent of contamination.



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What can be done to reduce construction impacts?

- Determine hazardous materials that will be used during construction, and prepare Hazardous Waste Management Plan for handling of hazardous materials during construction.
- Avoid drywells during hazardous materials staging.
- Following alternative selection, conduct asbestos inspection of structures that will be demolished, and dispose of asbestos-containing materials in certified landfills.
- Avoid use of asbestos-containing materials during construction.
- Develop an on-site Health and Safety Plan for construction activities.
- Develop and coordinate emergency response plans with local fire authorities, local hospitals, and certified emergency responders for hazardous materials or chemical spills.

What can be done to reduce hazardous materials impacts once the freeway is operating?

- Clearly mark designated hazardous materials routes.
- Coordinate designated hazardous materials routes with local fire authorities, local hospitals, and certified emergency responders for hazardous materials or chemical spills.

Measures will be presented in the Draft EIS and finalized during the final design process after the EIS process is completed.

Are the conclusions presented in this summary final?

It is quite likely that quantitative findings relative to impacts are subject to change. The reasons for future changes which will be presented to the public during the Draft EIS, Final EIS and Final Design stages are based on the following:

- Refinement in design features through the design process.
- Updated aerial photography as it relates to rapid growth in the Western Section of the Study Area.
- On-going communications with the City of Phoenix regarding measures to minimize harm to South Mountain Park/Preserve.
- On-going communications with GRIC in regards to granting permission to study action alternatives on GRIC lands.
- Potential updates to traffic forecasts as updated regularly by MAG.
- Potential updates with regards to the special 2005 survey to augment the 2000 Census.
- As design progresses, cost estimates for construction, right-of-way acquisition, relocation and mitigation will be updated on a regular basis.



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However, even with these factors affecting findings, it is anticipated the affects would be equal among the alternatives and consequently impacts would be comparatively the same. This assumption would be confirmed if and when such changes were to occur.

As a member of the Citizens Advisory Team, how can you review the entire technical report?

The complete technical report is available for review by making an appointment with Mike Bruder or Ralph Ellis at 602-712-7545.