



South Mountain Transportation Corridor Study

Citizens Advisory Team
Draft Technical Report Summary

Hazardous Materials

Why document analysis of hazardous materials in the Environmental Impact Statement?

Hazardous materials in the study corridor could influence construction and operation of a freeway like the proposed South Mountain Freeway:

- Contaminated soil near leaking underground storage tanks may be encountered during construction.
- Underground storage tanks may require removal or relocation because of freeway construction.
- Drywells would need to be identified prior to identifying construction staging areas because materials, such as fuel, used by construction equipment could reach groundwater if released near a drywell.

What kind of impacts could occur from construction?

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

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

- The riskiness of hazardous materials sites that may be encountered during construction are:

Alternatives/Alignment option	High-priority sites	Mid-priority sites	Low-priority sites
W55 Alternative	2	5	12
W71 Alternative	1	1	5
W101 Alternative and options	0	0	2
E1 Alternative	0	0	0

- A high-priority risk site is classified as such because it could entail high remediation costs and could involve coordination with multiple regulatory agencies at both federal and state levels. These sites may involve soil and/or groundwater contamination that would require an extensive or long-term remediation effort.
- A mid-priority risk site is classified as such because, owing to the nature of operations, it would have the potential to affect soil and groundwater beneath the site. Mid-priority sites include release sites that have been remediated or cleaned-up as well as sites where no substantial impacts to soil or groundwater have been reported.



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- A low-priority risk site is classified as such because either no hazardous materials release has been recorded at the site or such a release has occurred but has been remediated, has been investigated and does not require remediation or is unlikely to require large-scale remediation.
- The majority of hazardous materials sites—and all high- and mid-priority sites—are in alternatives W55 and W71. Hazardous materials-related impacts would be most likely to occur if these alternatives or alignment options were to be selected.

What kind of freeway operational impacts (postconstruction) would occur?

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

How would the action alternatives differ in operational impacts?

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

What if the project were not constructed?

- No project-specific impacts would be experienced.
- Identified hazardous materials sites may adversely affect planned development unrelated to the proposed South Mountain Freeway.

Would the action alternatives cause any specific and/or unique impacts?

- Alternatives W55 and W71 would be most likely to affect or be affected by hazardous materials.
- Additional hazardous materials investigation and/or mitigation may be necessary if one of these alternatives were to be selected.

What could ADOT do to reduce or avoid impacts?

- Avoid underground and aboveground storage tanks during the EIS and design process.
- Conduct additional investigations of identified hazardous materials areas to evaluate the extent of contamination.
- A full understanding of the hazardous materials impacts would not be known until site specific assessments can be done. This process would not begin until after the Record of Decision and the property acquisition process begins.

What could ADOT do to reduce construction impacts?

- Determine hazardous materials that would be used during construction and prepare a Hazardous Waste Management Plan for handling of hazardous materials during construction.
- Avoid drywells during hazardous materials staging.



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- Following the Record of Decision (if an action alternative were to be selected), conduct asbestos inspections of structures that would 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 could ADOT do to reduce hazardous materials impacts once the freeway were operational?

- Develop, implement, and maintain a list of designated and restricted hazardous materials routes.
 - The federal government has given the states the responsibility for designating and enforcing the routes.
 - A local agency could request that ADOT restrict hazardous material transport on the proposed action; however, ADOT would be required to analyze this request and adopt or reject the request based on its merits.
 - ADOT's decision whether to restrict hazardous material transport is based on a number of considerations, including, but not necessarily limited to, public safety and the presence of acceptable alternative 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 would be finalized during the final design process if an action alternative were to be selected.

Are the conclusions presented in this summary final?

Quantitative findings relative to impacts could change. Potential changes would be based on the following and would be presented to the public during the Draft EIS, Final EIS and, if an action alternative were selected, in the final design process:

- 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
- Ongoing communications with the City of Phoenix regarding measures to minimize harm to Phoenix South Mountain Park/Preserve
- Ongoing communications with the Gila River Indian Community (Community) regarding granting permission to study action alternatives on Community land
- Ongoing consideration of public comments



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- Potential updates to traffic forecasts as regularly revised by the Maricopa Association of Governments
- Potential changes regarding updated census data
- Regularly updated cost estimates for construction, right-of-way acquisition, relocation and mitigation

Even with these factors possibly affecting findings, the study team anticipates effects would be equal among the alternatives and, consequently, impacts would be roughly comparable. 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 at 602-712-6836 or Mark Hollowell at 602-712-6819.