

## **7.0 SOCIAL, ECONOMIC, AND ENVIRONMENTAL CONSIDERATIONS**

### **7.1 INTRODUCTION**

Federal funds would be used in developing the Northern Parkway project. To satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA), a Draft Environmental Assessment (EA) is being prepared concurrent with the preparation of the Draft Design Concept Report. The purpose of the EA is to analyze and disclose the probable effects of the proposed project on the human and natural environment.

The Draft EA summarizes the environmental analysis and compares the four alternatives identified for this project. The mitigation measures developed in the Draft EA are summarized in the following sections

### **7.2 MITIGATION MEASURES**

Mitigation measures have been defined to avoid or minimize the environmental impacts of the new facility (Northern Parkway) located between State Route 303L and U.S. Highway 60 (Grand Avenue). These mitigation measures will not change without prior written approval from the Federal Highway Administration

#### **7.2.1 Maricopa County Department of Transportation Design Responsibilities**

As part of the Intergovernmental Agreement being developed, Maricopa County Department of Transportation (MCDOT) would be identified as the “lead” agency and would be responsible for developing final design and construction documents for projects implementing the concepts identified in this DCR. The following is a list of mitigation measures to be implemented in the final design phase for the project.

1. The Maricopa Department of Transportation would coordinate and work with local jurisdictions (cities of Glendale, El Mirage, and Peoria) regarding comprehensive city plans that would accommodate growth as a result of a new facility along with future planned projects.
2. During the design phase, the Maricopa County Department of Transportation would ensure that landscape and aesthetic treatment plans would be reviewed and approved by the City of Glendale, City of El Mirage, City of Peoria, and the Arizona Department of Transportation.

3. The Maricopa County Department of Transportation would ensure that impacts on residences and businesses would comply with the terms of the federal Uniform Relocation Act of 1970, as amended. This would provide landowners the fair market value for all properties to be acquired for a new facility.
4. The Maricopa County Department of Transportation would ensure that impacts on prime and unique farmland would comply with the terms of the federal Uniform Relocation Act of 1970, as amended. This would provide landowners the fair market value for all properties to be acquired for a new facility.
5. The Maricopa County Department of Transportation would ensure that detention basins are designed and installed to mitigate any increases in peak runoff rates.
6. The Maricopa County Department of Transportation would consult with the Federal Emergency Management Agency and the U.S. Army Corps of Engineers to identify and mitigate potential effects to floodplains or waters of the United States.
7. The Maricopa County Department of Transportation would design the new facility to minimize floodplain encroachments and ensure that the flood-carrying capacity of drainages that cross the study area would not be impaired.
8. Prior to construction, the Maricopa County Department of Transportation would coordinate with the U.S. Army Corps of Engineers to complete the jurisdictional delineation to identify permit requirements formally under Sections 401 and 404 of the Clean Water Act and mitigate potential impacts from the new facility.
9. To lessen or avoid potential effects on wildlife in the study area, the Maricopa County Department of Transportation would ensure that removal or disturbance of vegetation would be minimized through project design as practicable.
10. During final design, the Maricopa County Department of Transportation would coordinate with the U.S. Fish and Wildlife Service and obtain a current list of threatened, endangered, proposed, and candidate species and the Arizona Game and Fish Department's Heritage Database Management System list of Special Status Species would be reviewed by a qualified biologist to determine if any new species have been listed or any changes in listing status have occurred. The biological evaluation would be updated to reflect any changes.
11. If southwestern willow flycatcher nests or individuals are observed prior to or during construction, the Maricopa County Department of Transportation would ensure mitigation measures would be developed and implemented in coordination with the Arizona Game and Fish Department and the U.S. Fish and Wildlife Service. These

measures could include seasonal restrictions to construction. Additionally, construction staging for the two bridges adjacent to this habitat would occur within the actual construction footprint and would extend no further south toward the habitat than the southernmost bridge on the New River.

12. During final design, the Maricopa County Department of Transportation would contact the Arizona Department of Transportation's Environmental Planning Group hazardous materials coordinator (602.712.7767) to determine the need for additional site assessment.

### **7.2.2 Maricopa County Department of Transportation Construction Responsibilities**

As part of the Intergovernmental Agreement being developed, Maricopa County Department of Transportation (MCDOT) would be identified as the "lead" agency and would be responsible for constructing the project. The following is a list of mitigation measures to be implemented in the construction phase for the project.

1. Prior to construction, the Maricopa County Department of Transportation would coordinate relocation of utilities with affected utility purveyors where necessary.
2. The Maricopa County Department of Transportation would coordinate with local jurisdictions (e.g., City of Glendale, City of El Mirage, and City of Peoria) to develop specific plans that would accommodate emergency service vehicles as well as public safety concerns during the construction and operations phases.
3. The Maricopa County Department of Transportation would ensure that local agencies and jurisdictions (e.g., City of Glendale, City of El Mirage, and City of Peoria) would notify the public through meetings and newsletters of the project status.
4. The Maricopa County Department of Transportation would ensure that there would be pedestrian access and access to transit routes for the transit dependant at all times.
5. The Maricopa County Department of Transportation would need to apply and receive the stormwater pollution prevention permit for incorporating temporary erosion-control measures during construction and permanent erosion-control measures at project completion.

### **7.2.3 Contractor Construction Responsibilities**

During the construction of the project the MCDOT Contractor would be responsible for the following.



permanent impacts exceed 0.5 acre, then an individual permit would be required by the U.S. Army Corps of Engineers.

9. Because more than 1 acre would be disturbed during construction, an Arizona Pollutant Discharge Elimination System permit is required. The Maricopa County Department of Transportation and the Contractor would submit the Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality and the U.S. Environmental Protection Agency.
10. The Maricopa County Department of Transportation's Contractor would ensure that all disturbed soils that would not be landscaped or otherwise permanently stabilized by construction would be seeded using species native to the project vicinity.
11. If protected native plants would be impacted by project activities, the Maricopa County Department of Transportation's Contractor would notify the Arizona Department of Agriculture at least 60 days prior to the start of construction so that the Arizona Department of Agriculture could determine the disposition of these plants.
12. The Maricopa County Department of Transportation's Contractor would prevent the introduction of invasive species seed and would ensure that all construction equipment would be washed at the Contractor's storage facility prior to entering the construction site.
13. To prevent invasive species seeds from leaving the site, the Maricopa County Department of Transportation's Contractor would inspect all construction equipment and remove all attached plant/vegetation debris prior to its leaving the construction site.

#### **7.2.4 Standard Specifications Included as Mitigation Measures**

1. The Maricopa County Department of Transportation would ensure that the project is designed according to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction* (2000a), Section 104, "Scope of Work," Subsection 09, "Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs," which states "The Contractor shall give special attention to the effect of its operations on the landscape and shall take special care to maintain natural surroundings undamaged".
2. To minimize emissions from idling and slow-moving traffic in the construction zones, traffic control would be in accordance with the most current *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the Federal Highway Administration, including any revisions or additions, and/or associated provisions in the

project plans, as determined by the Maricopa County Department of Transportation's Traffic Design Section during design.

3. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction* (2000 edition), Section 107, "Legal Relations and Responsibility to Public," Subsection 05, "Archaeological Features," "[w]hen previously unidentified archaeological, historical, or paleontological features are encountered or discovered during any activity related to the construction of the project, the Contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources and notify the Engineer." The responsible Engineer will, in turn, notify the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team (602.712.7767) to evaluate the significance of the resources.
4. The Maricopa County Department of Transportation would ensure compliance with the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction* (2000 edition), Section 104, "Scope of Work," Subsection 08, "Prevention of Air and Noise Pollution," "[t]he Contractor shall control, reduce, remove or prevent air pollution in all its forms, including air contaminants, in the performance of the Contractor's work." The contractor will comply with all air pollution ordinances, regulations, orders, etc., during construction. All dust-producing surfaces will be watered or otherwise stabilized to reduce short-term impacts associated with an increase in particulate matter attributable to construction activity.
5. The Maricopa County Department of Transportation would ensure that, "[t]he Contractor shall take sufficient precautions, considering various conditions, to prevent pollution to streams, lakes, and reservoirs with fuels, oils, bitumens, calcium chloride, fresh Portland cement, raw sewage, muddy water, chemicals, or other harmful materials. None of these materials shall be discharged into any channels leading to such streams, lakes, or reservoirs".
6. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction* (2000 edition), Section 107, "Legal Relations and Responsibility to Public," Subsection 07, "Sanitary, Health, and Safety Provisions," should the Contractor encounter potential hazardous or contaminated material, the Contractor would immediately stop work and remove workers, barricade the area, provide traffic controls and notify the responsible Engineer. The Engineer would arrange for proper assessment, treatment, or disposal of those materials. Such locations would be



11. The Maricopa County Department of Transportation's Contractor would stabilize (e.g., via water) all dust-producing surfaces to reduce short-term effects associated with an increase in particulate matter attributable to construction activity.
12. The Maricopa County Department of Transportation's Contractor would cover dump trucks while transporting materials that might become airborne during transit. After dumping of such materials, the Contractor would either cover the truck bed or take measures to remove all residues that might become airborne.
13. The Maricopa County Department of Transportation's Contractor would minimize offsite tracking of sediments by brushing or blowing off construction vehicles, or any other method deemed appropriate by the Contractor, prior to exiting the construction site.
14. The Maricopa County Department of Transportation's Contractor would dispose of construction debris on an as-needed basis in order to keep the site safe to Contractor's personnel and the general public. Construction debris would be disposed of only in a manner or in a location approved by the Engineer. The Contractor would be responsible for the safe and clean condition of the site during the entire period the site is under the Contractor's care, custody, and control.