



Arizona Department of Transportation
Categorical Exclusion (CE) Checklist
for Actions Approved Under
23 CFR 771.117(c) & (d)

Project Information:

Project Name: I-17, Anthem Way to Jct. SR 69
ADOT Project Number: 017 MA 229 H6800 01L
Federal-Aid Number: STP-017-A(ARV)S
Estimated Project Construction Cost: \$320,000,000
Planning Requirements:
☒ **STIP/Line Item**
☐ **ADOT Sub-program**
CE Start Date: 8/23/2018

Construction Project Administration

ADOT ☒ **CA Agency** ☐

Categorical Exclusion Approval for FMIS

2A - (c) Listed ☐

2B - (d) Listed ☐

2C - (d) Unlisted ☒

Re-evaluation:



This project has been re-evaluated pursuant to 23 CFR 771.129 due to a change in the project scope, location, or termini or because of the need to evaluate new impacts not previously considered, or because five years have passed since the date of the CE Approval. The information on this form reflects all updates to the project information.

Location and Limits:

The project is located at I-17, Anthem Way to Jct. SR 69 -MP 228.5 to MP 252.5. The project would occur within ADOT-owned right-of-way (ROW), ADOT easement across Arizona State Land Department (ASLD) and Bureau of Land Management (BLM) Hassayampa Field Office land, and across Maricopa County, and Yavapai County lands.

Purpose and Description (scope of work):

I-17 has been identified by ADOT as a Key Commerce Corridor, connecting southern Arizona to northern Arizona, and connecting the major east-west corridors of I-10 and I-40, facilitating the movement of goods, economic development, and tourism. I-17 within the project limits experiences heavy traffic volumes, especially during weekends and holidays. In addition, vehicle accidents can result in closures of I-17 that cause lengthy travel delays along the route. There are no alternate routes in the area to accommodate short-term closures from accidents or incidents.

From Black Canyon City TI to Sunset Point TI, I-17 is in mountainous terrain with steep grades and horizontal curves with limited sight distance. From Anthem TI to New River TI, the terrain is level, and from New River TI to Black Canyon City TI, the terrain is rolling. The combination of large volumes of passenger cars, trucks, and recreational vehicles results in a substantial speed differential condition on the steep grades of Black Canyon Hill. This condition affects the operational capacity of the interstate and can result in congestion and long traffic backups. The project scope of work would involve the following elements:

- Adding one 12-foot-wide travel lane and one 10-foot-wide shoulder to the inside (median side) of the NB roadway from Anthem TI (MP 229.1) to Black Canyon City TI (MP 244.5)
- Adding one 12-foot-wide travel lane and one 10-foot-wide shoulder to the inside of the SB roadway from Anthem

Purpose and Description (scope of work):

TI (MP 229.1) to approximately MP 237

- Adding one 12-foot-wide travel lane and one 10-foot-wide shoulder to the outside of the SB roadway from approximately MP 237 to approximately MP 241
- Adding one 12-foot-wide travel lane and one 10-foot-wide shoulder to the inside of the SB roadway from approximately MP 241 to Black Canyon City TI (MP 244.5)
- Adding two 12-foot-wide flex lanes (lanes designated for travel in either direction, depending on traffic volumes), a barrier to separate the existing lanes from the new flex lanes, a 6-foot-wide shoulder on the barrier side, and an 8-foot-wide shoulder on the median side of SB I-17 from Black Canyon City TI (MP 244.5) to Sunset Point TI (MP 252.5)
- Adding flex-lane crossovers north of Black Canyon City TI, at approximately MP 245, and south of Sunset Point Rest Area at approximately MP 252
- Widening bridge overpass or drainage crossings: New River Bridge NB and SB (MP 231.4); New River TI OP NB and SB (MP 232.0); Moores Gulch Bridge NB (238.2); Little Squaw Creek Bridge NB (MP 239.2); Agua Fria River Bridge NB and SB (MP 243.3); Black Canyon City TI OP NB and SB (MP 244.5)
- Replacing existing Bumble Bee Road Bridge over SB I-17 (MP 248.8)
- Replacing and extending culverts, as needed
- Constructing retaining walls in several locations, as needed
- Installing guardrail, as needed
- Relocating existing or installing new warning, marking, or regulatory signage, as needed
- Installing a new Flex Lane Entrance 1 Mile sign and associated guardrail near MP 252.8, north of the main construction limits
- Installing traveler information technologies system including traffic monitoring vehicle detectors; CCTV cameras; and fiber optic cable, cell phone, and radio communication systems
- Installing a traffic monitoring system within the flex lanes portion of the project, including advance signing, dynamic message signs, closed-circuit television cameras, mainline detector stations, conduit and pull box infrastructure, fiber optic cable and electrical conductors, wireless communications, wrong-way detection, and a gate system for closing the lanes in each direction
- Installing new lighting at the south and north crossover points for the flex lanes
- Constructing noise walls, as needed
- Controlling of noxious and invasive plant species within the project limits
- Seeding disturbed areas with a native seed mix after construction
- Staging and stockpiling in the median at the top of Black Canyon Hill, near MP 251, within the existing ADOT ROW

Temporary traffic detours would be required for the reconstruction of the Bumble Bee Road Bridge. During construction of this bridge, NB I-17 motorists heading to the Bumble Bee Road exit would continue north on I-17 to Sunset Point TI, then use SB I-17 to return to Bumble Bee Road. Motorists entering I-17 from Bumble Bee Road would head south on I-17 and use Black Canyon City TI to access NB I-17. The selection of staging and stockpiling areas would be at the discretion of the contractor. One possible staging and stockpiling area at the top of the Black Canyon Hill near MP 251 has been identified and evaluated. No other sites have been evaluated. 4.5 acres of new ROW from the BLM for highway widening and new flex lanes

Purpose and Description (scope of work):

and 2.9 acres of new drainage easement from BLM for replacing and extending culverts. No impacts to private land, prime farmland, houses, or businesses.

Type of CE - Choose one from (c) or (d) or Appendix A drop-down lists:

(c) - list:

(d) - list: Other qualified project individually documented and approved under paragraph (d)

☐ **(c)(1) Non-Construction**

If the project qualifies for a (c)(1) CE then no Technical Sections review is required and the CE is complete. Proceed to NEPA Compliance Certification and Categorical Exclusion Approval.

Environmental Review Section

Each category below will be reviewed and a determination from a drop-down menu will be selected for each. The checkbox will indicate review has been completed and the appropriate documentation placed in the Project File as applicable.

Air Quality – Clean Air Act

Transportation conformity is not applicable

Noise – 23 CFR 772

This project requires a noise analysis. The report is complete and located in the project file

Biological Resources – Endangered Species Act

Project Determination: No Effect under Section 7 of the Endangered Species Act

Cultural Resources – Section 106

Section 106 Determination: Adverse Effect

Section 4(f)

No Section 4(f) use

Section 404 – Clean Water Act

Regional General Permit (Notifying) applied

Section 401 – Clean Water Act

State Approved Conditional Water Quality Certification

Hazardous Materials

A Preliminary Initial Site Assessment (PISA) has been completed and documented in the project file

Environmental Justice

This project has no potential Environmental Justice impacts

Public Involvement

Public involvement for the project has been conducted consistent with 23 CFR 771.111

Other Considerations

Other potential environmental impacts such as Prime and Unique Farmlands, Sole Source Aquifers, Wild and Scenic Rivers, visual resources, etc. have been considered if needed. Additional documentation as applicable is contained in the Project File.

Briefly cite *if* there are other applicable considerations and reference the appropriate file documentation:

Secondary and Cumulative Effects were examined to determine if additional analysis was warranted. Secondary effects are those that are “caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable” (40 CFR 1508.8). Generally, these impacts are induced by the initial action. Examples of secondary effects are changes in land use, water quality, economic vitality, and population density. Cumulative effects are impacts that result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions (40 CFR 1508.7). It was determined no further analysis was warranted.

In addition, construction water use was addressed, coordinated with District, and included in environmental commitments. Also, A public meeting was held.

- Date and location: April 3, 2018, Canon Elementary School, Black Canyon City, Arizona
- Number of attendees: 216
- Methods of notification: press release, newspaper ads, postcard mailer, letters to agencies

106 “Adverse Effect” - Resolving Adverse Effects (Standard Measures) set forth in Stipulations X.G.1 and Attachment 6, Subpart A of the Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-Aid Transportation Projects in the State of Arizona executed December 16, 2015, will be implemented.

Major traffic disruptions - Temporary but short-term full-roadway closures and lane closures would be needed for construction of some project elements. In addition, during the replacement of the Bumble Bee Road Bridge over SB I-17, motorists would be prevented from crossing over SB I-17 at Bumble Bee Road; therefore, temporary traffic detours would be required.

Complete this section only for CEs determined under 23 CFR 771.117(c)(26), (c)(27) and (c)(28) for evaluation of the constraints under 23 CFR 771.117(e):

*If the answer to all questions 1 through 11 below is **No** then the project can be approved as a (c)(26), (c)(27) or (c)(28) CE.*

*If the answer to any question 1 through 11 for a project listed under (c)(26), (c)(27) or (c)(28) is **Yes** then the project exceeds the constraints listed under 23 CFR 771.117(e) and must be processed under (d)(13). Additional information regarding any constraint exceeded is included below.*

Constraints:	Yes	No
1. Does the project involve the permanent acquisition of more than a minor amount of right-of-way?	<input type="radio"/>	<input type="radio"/>
2. Does the project involve any residential or non-residential displacements?	<input type="radio"/>	<input type="radio"/>
3. Does the project require a bridge permit from the U.S. Coast Guard?	<input type="radio"/>	<input type="radio"/>
4. Does the project require an Individual Permit under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act?	<input type="radio"/>	<input type="radio"/>
5. Does the project have a finding of "Adverse Effect" on historic properties protected by Section 106 of the NHPA by FHWA?	<input type="radio"/>	<input type="radio"/>
6. Does the project involve the use of a resource protected under Section 4(f) except for actions resulting in de minimis impacts?	<input type="radio"/>	<input type="radio"/>
7. Does the project have a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act?	<input type="radio"/>	<input type="radio"/>
8. Does the project involve construction of temporary access, or the closure of an existing road, bridge, or ramp, that would result in major traffic disruptions?	<input type="radio"/>	<input type="radio"/>
9. Does the project involve a change in access control on a controlled access highway?	<input type="radio"/>	<input type="radio"/>
10. Does the project involve a floodplain encroachment for other than functionally dependent uses (e.g. bridges, wetlands) or actions that facilitate open space use (e.g. recreational trails, bicycle and pedestrian paths)?	<input type="radio"/>	<input type="radio"/>
11. Does the project involve construction activities in, across, or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers?	<input type="radio"/>	<input type="radio"/>

23 CFR 771.117(e) – Constraints Exceeded (If any "Yes" on Checklist)

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Certification and Determination by ADOT

<input type="checkbox"/>	The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under NEPA. The action complies with NEPA requirements relating to connected actions and segmentation [23 CFR 771.111(f)]. The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to 23 U.S.C. 326 and a Memorandum of Understanding dated January 3, 2018, executed between FHWA and the State.
<input checked="" type="checkbox"/>	The State has determined that this project has no significant impact(s) on the environment and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under NEPA. The action complies with NEPA requirements relating to connected actions and segmentation [23 CFR 771.111(f)]. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by FHWA and ADOT.

Environmental Commitments

<input checked="" type="checkbox"/>	Environmental commitments are included with this project and will be incorporated into the project plans, specifications and estimates as required.
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Categorical Exclusion Approval

 <hr/> <p>Prepared By: Steven Olmsted Environmental Planner</p> <p style="text-align: right;">Date: 8/6/2019</p>	<p>DocuSigned by:</p>  <hr/> <p>C44E30EFE42B423...</p> <p>Approved By: Date: 8/6/2019 Paul O'Brien, PE Administrator, Environmental Planning</p>
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**017 MA 229 H6800 01L
STP-017-A(ARV)S
I-17, Anthem Way to Jct. SR 69**

ENVIRONMENTAL COMMITMENTS

The following shall be included in the project special provisions:

- I. **“The project mitigation measures are not subject to change without written approval from ADOT Environmental Planning. The Contractor shall follow all the requirements of the permits specified herein and comply with the project specifications.”**

The following contractor’s mitigation measures, permits and guidelines (as applicable) shall be included in the project special provisions:

II. Project Mitigation Measures

Northwest District Responsibilities

- If active bird nests are identified within the project limits, construction activities will avoid disturbing any active nest. Avoidance areas, if necessary, will be marked in the field with temporary fencing or T-posts with flagging by the approved biologist. The Engineer will confer with the approved biologist to determine the appropriate avoidance strategies until the nestlings have fledged from the nest and the nest is no longer active.
- If any active bird nests cannot be avoided by vegetation clearing or construction activities, the Engineer will contact the Arizona Department of Transportation Environmental Planning biologist (602.712.7134 or 602.712.7767) to evaluate the situation.
- The Engineer will contact the Arizona Department of Transportation Environmental Planning biologist (602.712.7134 or 602.622.9622) to provide Sonoran Desert tortoise survey results prior to vegetation removal or construction in areas that will be disturbed.
- If the contractor encounters any Sonoran Desert tortoise during construction, the Engineer will report all encountered tortoises (live, injured, or dead) to the Arizona Department of Transportation Environmental Planning biologist (email: bioteam@azdot.gov) within 24 (twenty-four) hours of the encounter using the attached Arizona Department of Transportation “Sonoran Desert Tortoise Observation Form.” Photographs should be taken of tortoises encountered and included in the report, if possible.
- No work will occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 401 and 404 permits are obtained.

Northwest District Responsibilities (continued)

- The Engineer will contact the Arizona Department of Transportation archaeologist (602.712.6371 or 602.712.7767) to schedule the preconstruction meeting or partnering meeting on a mutually agreeable date to ensure a qualified Environmental Planning representative will be available to attend the meeting.
- The Engineer will contact the Arizona Department of Transportation Historic Preservation Team (602.712.6371 or 602.712.7767) 14 (fourteen) days prior to construction to ensure that the terms and stipulations of the Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act Regarding Implementation of Federal-aid Transportation Projects in the State of Arizona executed December 16, 2015, have been fulfilled.
- No work at Table Mesa Road, Moores Gulch Bridge northbound, Little Squaw Creek Bridge northbound, Mud Springs underpass, Rock Springs traffic interchange underpass southbound, Bumble Bee traffic interchange underpass northbound, northbound Interstate 17 off-ramp (milepost 252.5), Agua Fria National Monument access road (from Sunset Point traffic interchange), Sunset Point traffic interchange overpass northbound (milepost 252.5), Sunset Point frontage road (near milepost 252.5), and Bumble Bee Road at the traffic interchange underpass southbound will occur until the Lead-Based Paint Removal and Abatement Plan is approved and implemented (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections).
- If any non-municipal water source is used by the contractor, the Engineer will forward the proof of the environmental clearance/permitting to the Arizona Department of Transportation Environmental Planning Group {602.712.8858} upon receipt.

Roadside Development Responsibilities

- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits. The Arizona Department of Transportation Roadside Development Section will review and approve or reject the Noxious and Invasive Plant Species Treatment and Control Plan prepared by the contractor and submitted to the Engineer as required in the specifications within 10 (ten) working days of receipt. Once approved, the Arizona Department of Transportation Roadside Development Section will return the plan to the Engineer.
- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine whether Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction.

Roadside Development Responsibilities

- The Arizona Department of Transportation Roadside Development Section will coordinate with the Bureau of Land Management regarding the removal of native plants on Bureau of Land Management lands.
- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.

Contractor Responsibilities

- Prior to construction activity, the contractor's field personnel, including the project manager, assistant project manager, general superintendent, and project superintendent, shall review the attached Arizona Department of Transportation Environmental Planning "Sonoran Desert Tortoise Awareness Program Handout," become familiar with the identification and avoidance of the Sonoran Desert tortoise, and follow the notification request, as applicable.
- If any Sonoran Desert tortoises are encountered during construction, the contractor shall adhere to the attached Arizona Game and Fish Department "Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects" revised September 22, 2014. If any tortoise is encountered during construction, the contractor shall notify the Engineer to report the encounter.
- If clearing, grubbing, or tree/limb removal will occur between March 1 and August 31, the contractor shall employ a qualified biologist to conduct a migratory bird nest search of all vegetation within the 10 (ten) days prior to removal. Vegetation may be removed if it has been surveyed and no active bird nests are present. If active nests cannot be avoided, the contractor shall notify the Engineer to evaluate the situation. During the nonbreeding season (September 1 to February 28), vegetation removal is not subject to this restriction.
- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor.
- Prior to the start of ground-disturbing activities, the contractor shall arrange for and perform the control of noxious and invasive species in the project area.

Contractor Responsibilities (continued)

- To prevent the introduction of invasive species seeds, the contractor shall inspect all earthmoving and hauling equipment at the storage facility. All vehicles and equipment shall be washed and free of all attached plant/vegetation and soil/mud debris prior to entering the construction site.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to leaving the construction site.
- All disturbed soils not paved that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity.
- The contractor shall contact the Arizona Department of Transportation Historic Preservation Team (602.712.6371 or 602.712.7767) at least 10 (ten) business days prior to the start of ground-disturbing activities to arrange for a qualified archaeologist to flag avoidance areas.
- The contractor shall avoid all flagged and otherwise designated sensitive resource areas within or adjacent to the project area.
- The contractor shall contact the Arizona Department of Transportation Historic Preservation Team (602.712.6371 or 602.712.7767) at least 10 (ten) business days prior to the start of ground-disturbing activities to arrange for qualified personnel to monitor and be present during construction actions specific to excavation, rock work, earthwork, staging, and stockpiling.
- An approved contractor shall develop and implement an approved Lead-Based Paint and Asbestos Abatement Plan for the removal of the lead-based paint and asbestos, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of lead-based paint and asbestos (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections). The contractor shall select a lead abatement contractor that meets the qualification requirements specified in the special provisions and as approved by the Engineer. The contractor shall follow all applicable federal, state, and local codes and regulations, including "Arizona Department of Transportation Standard Specifications for Road and Bridge Construction" (2008 Edition), related to the treatment and handling of lead-based paint.
- The contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal of (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections) within the project limits to the Engineer and the Arizona Department of Transportation Environmental Planning hazardous materials coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 (ten) working days prior to work.

Contractor Responsibilities (continued)

- No work (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections) shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Environmental Planning hazardous materials coordinator and implemented.
- Visible fugitive dust emissions from paint removal shall be controlled through wet or dry (e.g., vacuum) means during the removal process. If the liquid waste stream generated by a water-blasting obliteration method passes the Toxicity Characteristic Leaching Process analysis, it may be used as a dust palliative or for compaction on the project. If the water is not used on the project, it shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- The contractor shall not utilize any abrasive tools or methods for the removal of the cattle guards that would disturb the lead-based paint. This includes, but is not limited to, sawing, grinding, sanding, or heating. Woven straps (not linked chains) may be used to lift the cattle guard grate from the frame.
- For milling activities, the roadway surface preceding the milling machine shall be kept sufficiently wet so as to prevent the generation of any visible fugitive dust particles but not so wet as to cause excess runoff from the roadway surface onto the roadway shoulder.
- The contractor shall complete a National Standards for Hazardous Air Pollutants (NESHAP) notification for the work associated with (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections) and submit to the Engineer, who shall submit it to the Arizona Department of Transportation environmental planning hazardous material coordinator (602.920.3882 or 602.712.7767) for a five (5) working day review and approval. Upon approval, the contractor shall file the notification with the Arizona Department of Environmental Quality and the Maricopa County Air Quality Department at least ten (10) working days prior to the commencement of work associated with (refer to attached list of Lead-Based Paint and Asbestos-Containing Materials Detections) disturbance to load-bearing structures.
- No work will occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 401 and 404 permits are obtained.
- If any non-municipal water source is used by the contractor, for any reason, then the contractor shall be responsible for obtaining any environmental clearance and permitting needed. Proof of environmental clearance/permitting shall be given to the Engineer at least 1 day prior to using the water source.

III. Guidelines

- Arizona Game and Fish Department “Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects” revised September 22, 2014

IV. Attachments

- Lead-Based Paint and Asbestos-Containing Materials Detections

I-17, ANTHEM WAY TO JCT. SR 69 LEAD-BASED PAINT AND ASBESTOS CONTAINING MATERIALS DETECTIONS

Source: Archaeological Consulting Services, Ltd.,
Asbestos and Lead-based Paint Sampling and Analysis Report
April 3, 2018

Under Section 302(c) of the Lead-Poisoning Prevention Act, 42 U.S.C. 4822(c), and Section 401(9) of the Toxic Substances Control Act, 15 U.S.C. 2681(9), lead-based paint (LBP) is defined as paint with lead levels equal to or greater than 1.0 milligram/square centimeter (mg/cm²), or 0.5% by weight, or 5,000 mg/kg. The definition has been expanded to include varnish, shellac, and other coatings.

Lead at a level greater than 0.5% by weight/5,000 mg/kg was detected in the following samples:

- Moores Gulch Bridge NB, Structure #967, MP 238.2, steel deck support silver/orange paint (421,000 mg/kg)
- Little Squaw Creek Bridge NB, Structure #968, MP 239.2, steel deck support silver/orange paint (453,000 mg/kg)
- Mud Springs UP, Structure #863, MP 242.98, steel deck support silver/orange paint (454,000 mg/kg)
- Rock Springs TI UP SB, Structure #970, MP 242.15, steel deck support silver/orange paint (420,000 mg/kg)
- Bumble Bee TI UP NB, Structure #1171, MP 248.4, silver/orange steel girder paint (158,000 mg/kg)
- Table Mesa Road yellow striping paint (20,400 mg/kg)
- NB I-17 off-ramp orange cattle guard paint, MP 252.5 (895,000 mg/kg)
- AFNM access road yellow striping on cattle guard (10,200 mg/kg)
- Sunset Point TI OP NB orange/white old cattle guard post paint, MP 252.5 (39,000 mg/kg)
- Sunset Point Frontage Road yellow median paint near MP 252.5 (41,900 mg/kg) and
- Bumble Bee Road yellow striping paint at TI UP SB (14,700 mg/kg).

The Occupational Safety and Health Administration construction lead standard at 29 Code of Federal Regulations (CFR) 1926.62 governs construction work where an employee may be occupationally exposed to lead. The Arizona Department of Transportation considers working with lead above the analytical detection level (10 mg/kg) as a potential exposure to lead during construction work.

Lead at a level greater than 10 mg/kg was detected in the following samples:

- New River Road TI OP NB on-ramp yellow striping paint (18.6 mg/kg)
- Table Mesa TI UP NB off-ramp yellow striping paint (1,910 mg/kg)
- Table Mesa Road yellow striping paint (20,400 mg/kg)
- Table Mesa Road white striping paint (12.6 mg/kg)
- Moores Gulch Bridge NB steel deck support silver/orange paint (421,000 mg/kg)
- Squaw Creek Bridge NB steel deck support silver/orange paint (453,000 mg/kg)

- Rock Springs TI UP NB off-ramp white striping paint (14.0 mg/kg)
- Rock Springs TI UP NB off-ramp yellow striping paint (437 mg/kg)
- Rock Springs Road white striping paint (15.3 mg/kg)
- Rock Springs Road yellow striping paint (12.8 mg/kg)
- Mud Springs UP deck support silver/orange paint (454,000 mg/kg)
- Mud Springs Road white striping paint (15.7 mg/kg)
- Mud Springs Road yellow striping paint (40.1 mg/kg)
- Agua Fria River Bridge NB deck/abutment white paint (81.5 mg/kg)
- Coldwater Canyon Road NB off-ramp white striping paint (10.1 mg/kg)
- Coldwater Canyon Road NB off-ramp yellow striping paint (15.1 mg/kg)
- Coldwater Canyon TI OP NB white pier paint (163 mg/kg)
- Coldwater Canyon TI OP NB black pier paint (93 mg/kg)
- Coldwater Canyon TI OP NB I-beam silver paint (896 mg/kg)
- Rock Springs TI UP SB off-ramp yellow striping paint (459 mg/kg)
- Rock Springs TI UP SB deck support silver/orange paint (420,000 mg/kg)
- Table Mesa Road TI UP SB ramp white striping paint (40.1 mg/kg)
- Table Mesa Road TI UP SB ramp yellow striping paint (163 mg/kg)
- New River TI UP SB off-ramp white striping paint (21.2 mg/kg)
- New River TI UP SB off-ramp yellow striping paint (3,850 mg/kg)
- Bumble Bee TI UP NB, Structure #1171, MP248.4, silver/orange steel girder paint (158,000 mg/kg)
- Bumble Bee Road yellow striping paint at TI UP SB (4,130 mg/kg)
- Bumble Bee Road white striping paint at TI UP SB (191 mg/kg)
- Crossroad white striping paint near the Bumble Bee TIs MP 248.4 (<100 mg/kg)
- NB I-17 off-ramp yellow striping paint (1,790 mg/kg)
- NB I-17 off-ramp orange CG paint, MP 252.5 (895,000 mg/kg)
- Road under I-17 MP 252.5 white striping paint (13.7 mg/kg)
- AFNM access road yellow striping on CG, east of Sunset Point TIs (10,200 mg/kg)
- SB I-17 off-ramp NWC gray inlet paint, MP 252.5 (170 mg/kg)
- Sunset Point TI OP NB orange white old CG post paint, MP 252.5 (39,000 mg/kg)
- SB I-17 off-ramp yellow striping paint, MP 252.5 (1,660 mg/kg)
- Sunset Point FR yellow median paint (41,900 mg/kg)
- Sunset Point RA yellow median paint (106 mg/kg)
- Sunset Point RA red curb paint (29.3 mg/kg)
- Bumble Bee Road white striping paint at TI UP SB (16.7 mg/kg)
- Bumble Bee Road yellow striping paint at TI UP SB (14,700 mg/kg)
- NB I-17 off-ramp white striping paint on CG, MP 242.2 (522 mg/kg)
- NB I-17 off-ramp yellow striping paint on CG, MP 242.2 (2,690 mg/kg)
- SB I-17 off-ramp yellow striping paint, MP 229 (1,350 mg/kg)
- Anthem Way TI UP NWC gray cabinet paint (<180 mg/kg)

- NB I-17 off-ramp yellow striping paint, MP 229 (683 mg/kg) and
- NB I-17 rockfall barrier light gray paint near MP 247.7 (<270 mg/kg)

Under 40 CFR 61, Subpart M, and 40 CFR 763, Subpart E, any material or product which contains greater than 1% asbestos is considered Asbestos Containing Material (ACM).

Asbestos at a level greater than 1% was detected in multiple samples:

- The off-white, fibrous pads located under the railing support members of the Table Mesa TI UP NB, Structure #1295, MP 235.94 (approximately 18 square feet of ACM)
- The off-white, fibrous pads located under the railing support members of the Table Mesa TI UP SB, Structure #1294, MP 235.94 (approximately 17 square feet of ACM)
- The off-white, fibrous pads located under the railing support members of the Rock Springs TI UP NB, Structure #969, MP 242.15 (approximately 11 square feet of ACM)
- The off-white, fibrous pads located under the railing support members of the Rock Springs TI UP SB, Structure #970, MP 242.15 (approximately 11 square feet of ACM)
- The fabric pad between the metal bridge rail and concrete bridge deck of the Bumble Bee TI OP SB Structure #1170, MP 248.4 (refer to as-builts for ACM content)
- The Bumble Bee TI OP SB Structure #1170, MP 248.4, center bridge joint (refer to as-builts for ACM quantity)
- The Bumble Bee TI OP SB, Structure #1170, MP 248.4, gray adhesive used to secure raised pavement markers (quantity unknown)
- The Sunset Point TI OP NB railing gasket (Photograph 5), Structure #1237, MP 252.5 (approximately 22 square feet of ACM) (Sunset Point TI is not anticipated to be impacted by construction, but is located within the project limits)

Certificate Of Completion

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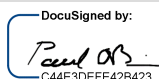
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Agent Delivery Events

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Intermediary Delivery Events

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