

3.4 Utilities/Emergency Services

3.4.1 Affected Environment

This section is based on a review of the existing utility and emergency service providers and facilities in the Study Area and the *Draft Project Report* (October 2016).

The Study Area for Utilities is the project limits. The project limits are defined as the right-of-way limits for the Build Alternative. The project limits include areas within the ultimate right-of-way as well as areas temporarily disturbed during project construction. The Study Area is defined by emergency services provision areas that include the project limits.

3.4.1.1 Utilities

The following utilities are within the project limits:

- Southern California Gas Company (SCG) – Gas
- Southern California Edison (SCE) – Electrical
- Four Corners Pipeline (Questar) – Inactive Crude Oil Pipe Line
- AT&T – Communication
- F/ETCA – Fiber Optic

The Santa Ana Regional Interceptor Wastewater Sewer Facility parallels westbound SR-91, adjacent to Caltrans right-of-way and the Project Area. There are no water distribution lines or solid waste/recycling facilities in the Project Area.

The existing surface drainage/storm drain system along the project alignment consists of earthen swales and drop inlets that convey runoff to cross culverts, ditches, and trapezoidal channels which discharge into the Santa Ana River.

3.4.1.2 Law Enforcement Services

Law enforcement services operating in or near the project limits are provided by the cities of Anaheim and Corona. The Orange County Sheriff's Department (OCSD) provides law enforcement services for the City of Yorba Linda (under contract) and unincorporated areas in the County of Orange. The San Bernardino County Sheriff's Department (SBSD) provides law enforcement services for unincorporated areas in the County of San Bernardino. The police/sheriff service headquarters in or near the project limits is listed in Table 3.4.1.

Table 3.4.1 Police/Sheriff Service Areas in the Vicinity of the Project Limits

Police Department	Service Area	Station and Address
Anaheim Police Department	City of Anaheim	East District Station 8201 East Santa Ana Canyon Road Anaheim, CA 92808
Orange County Sheriff's Department	City of Yorba Linda and unincorporated areas in Orange County	North Patrol Station 550 North Flower Street Santa Ana, CA 92703
Corona Police Department	City of Corona	849 West Sixth Street Corona, CA 92882
San Bernardino County Sheriff's Department	Unincorporated areas of San Bernardino County	Sheriff/Coroner 655 East Third Street San Bernardino, CA 92415

Source: LSA Associates, Inc. (2015).

California Highway Patrol

The project segments of SR-241 and SR-91 are in the jurisdictions of the California Highway Patrol (CHP) Border and Inland Divisions. The Study Area is served by CHP Santa Ana Area Office No. 675 at 2031 East Santa Clara Avenue in the City of Santa Ana.

There are existing CHP enforcement refuge areas in the median (i.e., center) of SR-91 in the project limits. A refuge area is a space in the median where vehicles can safely stop outside travel lanes in response to law enforcement directions or in the event a vehicle must leave the travel lanes. In the County of Orange, there are two median refuge areas on SR-91 within the project limits, one eastbound and one westbound. Both refuge areas are located east of the Gypsum Canyon undercrossing at Post Mile ORA-91-17.0 and Post Mile ORA-91-18.0, respectively. There are no CHP enforcement refuge areas on SR-241 in the project limits.

3.4.1.3 Fire Protection and Emergency Medical Services

Fire protection and emergency medical services in or near the project limits are provided by the cities of Anaheim and Corona Fire Departments for areas along SR-91 in the project limits. The Orange County Fire Authority (OCFA) provides fire and emergency medical services for the City of Yorba Linda along SR-91 and the unincorporated areas in Orange County including SR-241 via Station No. 53, which is the closest fire station to the project limits. The fire stations in or near the project limits are listed in Table 3.4.2.

Table 3.4.2 Local Fire Stations in the Vicinity of the Project Limits

Fire Department and Service Area	Station Number and Address	
Anaheim Fire Department, City of Anaheim	East District Weir Canyon Station No. 10 8270 East Monte Vista Anaheim, CA 92808	
Orange County Fire Authority, City of Yorba Linda	Station No. 32 20990 Yorba Linda Boulevard Yorba Linda, CA 92887	Station No. 53 25415 La Palma Avenue Yorba Linda, CA 92887
Corona Fire Department, City of Corona	Station No. 5 1200 Canyon Crest Corona, CA 92882	
Orange County Fire Authority City of Yorba Linda	Station No. 53 25415 La Palma Avenue Yorba Linda, CA 92887	

Sources: CAL FIRE Website: www.fire.ca.gov.
CAL FIRE = California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is an emergency response and resource protection department. CAL FIRE protects people, property, and natural resources from fire; responds to emergencies of all types; and protects and preserves timberlands, wildlands, and urban forests. The CAL FIRE Southern Region Riverside Unit provides services in the Study Area from local fire stations. CAL FIRE has a Cooperative Fire Protection Agreement with the County of Riverside and a Wildland Fire Protection Agreement with the City of Anaheim.

Emergency service providers access areas north and south of SR-91 and east and west of SR-241 project limits via local arterial and secondary roads at the crossings of these freeways.

3.4.1.4 Emergency Medical Facilities

Table 3.4.3 summarizes the hospital and medical centers near the project limits.

Table 3.4.3 Hospitals and Medical Facilities in the Vicinity of the Project Limits

Hospitals and Medical Facilities	Service Area	Address
Kaiser Permanente Hospital	City of Anaheim	460 E La Palma Avenue Anaheim, CA 92806
Placentia-Linda Hospital	Cities of Placentia and Yorba Linda	1301 North Rose Drive Placentia, CA 92870
Corona Regional Medical Center	City of Corona	800 South Main Street Corona, CA 92882
Corona Regional Medical Center Rehabilitation Hospital	Cities of Corona and Norco, and unincorporated areas in the County of Riverside	730 Magnolia Avenue Corona, CA 92879

Source: LSA Associates, Inc. (2010).

3.4.2 Environmental Consequences

3.4.2.1 Temporary Impacts

Utilities

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

Impacts to utility facilities would occur within or adjacent to the project construction area. Utility facility protection in place would be necessary in areas where project construction would occur. Utility services could be temporarily interrupted and there is the potential for facilities to be damaged.

Two known utility conflicts have been identified as follows:

- Approximately 8,100 linear feet of Fiber Optic Lines (and manholes) owned by F/ETCA require relocation to accommodate the widening on eastbound SR-91.
- Approximately 150 linear feet of Underground Telephone lines owned by AT&T require relocation to accommodate the reconstruction of the eastbound SR-91 off-ramp and the eastbound SR-91 on-ramp at Gypsum Canyon Road.

Table 3.4.4 lists the anticipated relocations and in-place utility protection that would occur under the Build Alternative. The decision to protect in place would be made during Final Design in consultation with the owner of each affected utility.

Table 3.4.4 Potential Utility Relocations and Protection In Place under the Build Alternative

Southern California Gas Company: Underground Natural Gas Lines
Southern California Edison: Underground and Overhead Electric Lines
Four Corners Pipeline (Questar) Inactive High Pressure Oil Pipeline
AT&T: Underground and Overhead Telephone Lines
F/ETCA Fiber Optics

Source: *Draft Project Report* (October 2016).

Note: **Bold** represents high-risk facilities.

Caltrans has mandatory standards and procedures for the placement and protection of underground utility facilities within State highway rights-of-way. Two of the utilities in Table 3.4.4 have been identified as “high risk” under the *Policy on High and Low Risk Underground Facilities within the Highway Rights-of-Way* (Caltrans Right-of-Way Manual, January 1997). This Policy provides for a safe environment for Caltrans employees, construction contractors and workers, and the traveling public. The Policy

states that facilities transporting the following, whether encased or not, are considered high-risk facilities:

- Petroleum products
- Oxygen
- Chlorine
- Toxic or flammable gases

The following additional types of utility facilities are also considered high risk:

- Natural gas in pipelines with a greater than 6-inch pipe diameter or in pipelines with normal operating pressures greater than 60 pounds per square inch gauge
- Underground electric supply lines, conductors, or cables with potential to ground more than 300 volts, either directly buried or induct or conduit, which do not have concentric grounded or other effectively grounded metal shields or sheaths

Digging, potholing, or other acceptable methods would be used to locate existing utility facilities that cross the existing or proposed improvements or which are in the rights-of-way under for the proposed improvements under the Build Alternative. The only acceptable method of locating high-risk utilities is hand excavation, and would only be allowed once permission to access those high-risk facilities has been received from the utility owners. This would avoid indirect impacts related to degradation of utilities over time due to mishandling.

During Final Design, final determinations would be made as to whether additional relocations are necessary. That assessment would be conducted in consultation with the owner of each affected utility facility. Detailed plans for the utility relocations, removals, and protection in place under the Build Alternative would be developed as part of the Final Design.

No Build Alternative

The No Build Alternative would not result in the construction of any project improvements on SR-241 or SR-91. Therefore, the No Build Alternative would not result in temporary impacts to utility facilities.

Law Enforcement, and Fire and Emergency Medical Services, and Medical Facilities

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

Construction of the Build Alternative could result in temporary traffic delays, road closures, lane closures, or detours that may impair the ability of law enforcement, fire, and other emergency service providers to meet response time goals.

Non-fire-related medical emergencies could temporarily increase with the presence of construction workers and heavy machinery in the construction area during construction of the Build Alternative.

Construction of the Build Alternative would be scheduled in phases to minimize temporary impacts to motorists, which would include emergency service providers. The Build Alternative includes a Traffic Management Plan (TMP) that would facilitate coordination with law enforcement, CHP, fire protection, emergency service providers, and the public during the design phase and prior to and during project construction activities, including any closures on SR-241 and SR-91. Key elements of the TMP include a public awareness campaign, motorist information strategies, and alternate route strategies. Temporary construction-related impacts on emergency service providers would be addressed in the TMP to minimize localized congestion and travel delays. Section 3.4.5, Avoidance, Minimization, and/or Mitigation Measures, provides Measure TR-1, which describes the TMP in detail.

No Build Alternative

The No Build Alternative would not result in the construction of the Proposed Project and, therefore, would not result in temporary impacts to law enforcement, CHP, fire protection, or emergency service providers. No delays to emergency service providers due to detours or closures would occur under the No Build Alternative.

3.4.2.2 Permanent Impacts

Utilities

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

Along SR-91, on completion of construction, including any project-related utility relocations, removals, and protection in place, no permanent impacts to utility providers and facilities would occur under the Build Alternative.

No Build Alternative

The No Build Alternative does not propose any improvements and, therefore, would not result in any permanent impacts to utility facilities.

Law Enforcement, Fire, and Emergency Medical Services Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Build Alternative would improve traffic throughput and travel times, and reduce delays for travelers on SR-241 and SR-91 within the project limits. These improvements would have beneficial effects for law enforcement, fire protection, and emergency service providers because the Build Alternative may improve response times for emergency services using SR-241 and SR-91. In addition, emergency service providers would be able to use the direct connector under the Build Alternative when the other travel lanes are experiencing heavy traffic volumes and slow travel speeds.

No Build Alternative

The No Build Alternative does not propose any project improvements and, therefore, would not provide benefits to police, fire, and emergency services. Traffic congestion on the project segments of SR-241 and SR-91 under the No Build Alternative would potentially result in increased delays and increased response times for emergency service providers in the future.

3.4.3 Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented with the Build Alternative and would minimize or avoid impacts related to utilities and public services. These include applicable, previously adopted measures from the ETC Final EIR and Final EIS.

Section 3.5.4, Measure TR-1, describes the TMP that will be implemented to minimize temporary congestion and travel delays to emergency services.

Measure UES-1 **Utilities.** During Final Design, utility protection-in place plans will be prepared in consultation with the affected utility providers/owners for those utility facilities anticipated to be relocated, removed, and protected in place. Final design will focus on avoiding utility relocations. If relocation is necessary, final design will focus on relocating utilities within the State right-of-way or within other existing public rights-of-way and/or easements. If relocation outside of existing or the

additional public rights-of-way and/or easements required for the Proposed Project is necessary, final design will focus on relocating those facilities in such a manner as to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. The utility relocation plans will be included in the project specifications.

Prior to and during construction, the F/ETCA will ensure that the components of any utility relocation plans provided in the project specifications are properly implemented by the construction contractor.

Measure UES-2 Law Enforcement, Fire Protection, and Emergency Medical Service Providers. Prior to and during construction, F/ETCA will require the construction contractor to coordinate all temporary ramp and lane closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times. The plans shall be developed in coordination with the affected agencies and shall include the identification of alternative routes and access to construction areas for emergency vehicles.

Measure UES-3 Law Enforcement, Fire Protection, and Emergency Medical Service Providers. Prior to operation of the connector, an emergency call box shall be placed along the alignment in compliance with Orange County Transportation Authority Call Box placement policies.

ETC Final EIR and Final EIS

Measure U-2 *In conjunction with final design, the TCA shall explore the joint use of Corridor maintenance roads, if needed, by the County and utility companies. (North and East Legs)*

Measure PS-2 *The impact on other law enforcement agencies is considered to be minor. Implementation of several measures by the TCA shall assist law enforcement agencies in fulfilling their responsibilities and in avoiding confusion in providing service*

to their jurisdictions. These measures are: clear identification of jurisdictional boundaries along the Corridor, clearly signed and well lit intersections, and distance location markers along the Corridor. (North and East Legs)

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