

2.4 Utilities and Emergency Services

2.4.1 Affected Environment

This section describes the existing utilities and emergency services facilities and providers in the project footprint (the maximum disturbance limits for the Build Alternative) and Study Area extending 0.5 mile from the limits of the project footprint.

2.4.1.1 Utilities

Within the project area there are overhead electric distribution facilities, overhead telecommunication distribution facilities, cable television distribution facilities, and underground sewer pipelines. The locations of utilities have been identified from utility and freeway as-built drawings and field reviews. Utility owners with existing facilities known to exist within the Study Area include the following:

- AT&T
- CableVision of Orange
- Charter / Spectrum
- City of Anaheim - Electric
- City of Anaheim - Telecom
- City of Orange - Sewer
- City of Orange – Telecom
- City of Orange – Water
- City of Santa Ana – Sewer
- City of Tustin – Water
- East Orange County Water District (EOCWD)
- Level 3 Communication
- Orang County Water District (OCWD)
- Questar
- Qwest Communication
- Santa Ana Valley Irrigation
- Southern California Edison (SCE) - Distribution
- Southern California Edison (SCE) - Transmission
- Southern California Gas Company
- Southern California Water Company
- Time Warner Cable
- United States Navy Fuel
- Verizon (ATC)
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2.4.1.2 Fire Services

Fire protection and emergency medical/paramedic services in the cities of Santa Ana and Tustin and unincorporated County of Orange are provided by the Orange County Fire Authority under

contract with those cities. The cities of Orange and Anaheim have their own fire departments. No fire stations are located within the Study Area.

2.4.1.3 Police Services

Police protection services in each of the cities are provided their own police departments. The County of Orange Sheriff's Department serves the unincorporated areas of County of Orange. No police station is located within 0.5 mile of the Study Area.

Police services on freeways in California, including SR 55, are provided by the California Highway Patrol (CHP). One CHP office (675) is located within the Study Area at 2031 East Santa Clara Avenue in the City of Santa Ana.

2.4.2 Environmental Consequences

2.4.2.1 Temporary Impacts

Build Alternative

The construction of the Build Alternative could affect existing underground and overhead utility facilities, which could require protection in-place, removal, or relocation (see Utility Plans in Attachment D of the Draft Project Report and Utility Conflict Matrix in Attachment M of the Draft Project Report). No direct or indirect short-term adverse impacts are anticipated during project construction.

Project Feature PF-UES-1 has been incorporated into the Build Alternative to minimize the potential temporary adverse effects of the project construction on utilities.

PF-UES-1: During final design, utility relocation plans will be prepared in consultation with the affected utility providers/owners for those utilities that will need to be relocated, removed, or protected in-place. If relocation is necessary, the final design will focus on relocating utilities within existing public rights-of-way and/or easements. The final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. Utility relocations are anticipated to be completed by the various utility owners prior to or during construction.

Prior to utility relocation activities, the Contractor will coordinate with affected utility providers regarding potential utility relocations and inform affected utility users in advance about the date and timing of potential service disruptions.

During construction of the Build Alternative, construction delays to emergency services may occur. No reductions in the number of mainline traveled lanes during peak-hour period are anticipated. Construction of the project is anticipated to require local overnight ramp closures to make improvements on the ramps and during overhead sign installation. Temporary lane closures are also necessary during construction staging when barriers are moved into position, when lanes are being restriped, and when the freeway is being restored to its completed condition. Temporary overnight full roadway closure on Lincoln Avenue would be required for bridge falsework (installation and removal) and construction. Temporary full freeway closure will be needed for overhead sign construction at various locations on SR 55. These temporary

closures will be limited to off-peak hours, and adequate notification would be provided to the public and appropriate service purveyors.

When closures are necessary, detour routes would be provided using the local arterial street network. Emergency services providers could experience travel delays when traveling to/from emergency scenes during closures.

The following project feature has been incorporated in the Build Alternative to minimize the potential temporary adverse effects of the project construction on emergency services:

PF-UES-2 Prior to and during construction, the Contractor will coordinate all temporary mainline, ramp, and arterial roadway closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times, including the identification of alternative routes for emergency vehicles and routes across the construction areas that are developed in coordination with the affected agencies.

In addition, temporary construction impacts to emergency services would be minimized by Project Feature PF-T-1 in Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities. Project Feature PF-T-1 requires development and implementation of a TMP during construction of the Build Alternative to address traffic delays; maintain traffic flow in the SR 55 corridor; manage detours and temporary road, lane, and ramp closures; and provide ongoing information to the public.

No Build Alternative

No improvements to SR 55 other than routine maintenance are proposed under the No Build Alternative. The freeway would remain as is, with the exception of other proposed projects that are under development or currently under construction. Therefore, the No Build Alternative would not result in temporary adverse effects on utilities and emergency services.

2.4.2.2 Permanent Impacts

Build Alternative

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the Build Alternative. The improvements to SR 55 under the Build Alternative would reduce traffic congestion and result in decreased travel times on SR 55 between I-5 and SR 91 compared to the No Build Alternative. These improvements in traffic flow are likely to improve emergency response times within the Study Area. Indirect or secondary impacts are not anticipated to occur. Therefore, the Build Alternative would not directly result in adverse effects on emergency services and providers.

Any relocation or other effects to utility facilities under the Build Alternative would occur during the final design or construction phase. All existing utility facilities would be anticipated to be maintained under the Build Alternative. The Build Alternative would not result in an increased demand for domestic water services, wastewater facilities, or solid waste disposal. Therefore, the Build Alternative would not result in permanent adverse effects on utility providers or their facilities.

No Build Alternative

No improvements to SR 55 are proposed under the No Build Alternative other than routine maintenance. The freeway would remain as is, with the exception of other proposed projects that are under development or currently under construction. No indirect or secondary impacts on utilities and emergency services would result from implementation of the No Build Alternative. Therefore, the No Build Alternative would not result in permanent adverse effects related to emergency services and utility services and their facilities.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

The project will incorporate project features as outlined above in Section 2.4.2.1, Temporary Impacts, to help avoid and/or minimize potential impacts. No additional avoidance, minimization, and/or mitigation measures other than the Standard Project Features are required.