3.5 Utilities/Emergency Services

This section is based on information contained in the project Community Impact Assessment (CIA). This report is incorporated by reference and is available for public review at the Solano Transportation Authority's (STA's) and Caltrans' offices.

3.5.1 Affected Environment

3.5.1.1 Law Enforcement Services

Law enforcement services are provided to residents of the corridor and vicinity by the Solano County Sheriff's Department and the City of Vacaville, the City of Fairfield, and the City of Suisun City Police Departments. In the unincorporated portion of the corridor, the Solano County Sheriff's Department provides primary law enforcement services from its facility at 530 Union Avenue in Fairfield, approximately 3.5 miles west of the SR 12/Walters Road intersection. In Vacaville, the police station is on the north side of I-80 at 630 Merchant Street, approximately 3.5 miles west of Leisure Town Road. The City of Fairfield Police Department is at 1000 Webster Street, approximately 4 miles southwest of the Walters Road intersection with East Tabor Avenue. In Suisun City, the police department is at 701 Civic Center Boulevard, approximately 3 miles west of the SR 12/Walters Road intersection.

3.5.1.2 Fire Protection Services

The City of Vacaville, City of Fairfield, and City of Suisun City Fire Departments provide fire protection services to the corridor and vicinity. In Vacaville, the fire department responses originate from its facility at 2001 Ulatis Drive, approximately 1.5 miles west of Leisure Town Road.[1] In Fairfield, fire response is provided from the station at 1975 Huntington Drive, immediately northwest of the Walters Road/Huntington Drive intersection.[2] In Suisun City, fire response is provided from 621 Pintail Drive, approximately one mile west of Walters Road.[3]

3.5.1.3 Emergency Medical Services

Emergency medical services are available to residents of the corridor at VacaValley Hospital in Vacaville, approximately one mile west of Leisure Town Road at 1000 Nut Tree Road, and Northbay Medical Center in Fairfield, approximately four miles west of Walters Road at 1200 B. Gale Wilson Boulevard.

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1 City of Vacaville Fire Department. Jeanie Gonzales. Vacaville, CA. February 7, 2002—telephone conversation.

2 City of Fairfield Fire Department. Sherri Cauchi. Fairfield, CA. February 7, 2002—telephone conversation.

3 City of Suisun, City Fire Department. Steve Palatino. Suisun City, CA. February 7, 2002—telephone conversation.

3.5.2 Impacts (including Permanent, Temporary, Direct, Indirect, and Cumulative)

Methodology

The evaluation of the effects on utilities and emergency services was based on a qualitative assessment of existing utilities, their service characteristics, and their location within the corridor.

Summary of Utilities/Emergency Services Impacts

This section compares the impacts to emergency service providers and utilities for each alternative. As described in detail below, Alternative A would have no impact to emergency services or utilities. Each of the build alternatives could adversely affect emergency services during construction, but are expected to benefit emergency services upon completion. None of the build alternatives would adversely affect utilities in the corridor.

Impact UT-1: Would the Alternatives Affect Police, Fire, and Emergency Service Providers?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would not be any impacts on police, fire, and emergency service providers.

Alternative B. Potential short-term impacts on police, fire, and emergency services providers (generally referred to herein as emergency service providers) would result from construction and operation of Alternative B. The construction and operational effects to service providers are detailed below.

Alternative B would result in adverse impacts to emergency service providers during construction activities. Potential impacts include increased emergency response times along the entire Alternative B route caused by congestion, temporary lane or road closures, and traffic detours during project construction. If construction-related disruptions occur on roadways included in the Alternative B alignment, emergency service providers would reach calls using alternative routes, but response times would probably increase. Mitigation Measure UT-1 has been identified for this impact.

On a local and community level, roadway improvements under Alternative B would improve access and circulation in the corridor by relieving congestion and improving safety. Public services in the corridor, including police, fire, and emergency services and hospitals, would be largely unaffected by operation of Alternative B because existing access routes to and through the corridor would be maintained and enhanced. Alternative B would not adversely affect police, fire, and emergency vehicle response times to neighborhoods within the corridor, and the roadway improvements and changes would not substantially affect public or school bus routes. After construction is complete, the new roadway would improve access throughout the area, including emergency access.

Alternative C. As described for Alternative B, Alternative C would result in potential temporary effects to emergency service providers during construction activities, but would ultimately improve the

provision of emergency services in the corridor. Mitigation Measure UT-1 has been identified for the temporary construction-related impact.

Alternative D. As described for Alternatives B and C, Alternative D would result in potential temporary effects to emergency service providers during construction activities, but would ultimately improve the provision of emergency services in the corridor. Mitigation Measure UT-1 has been identified for the temporary construction-related impact.

Alternative E. Construction-related impacts under Alternative E would occur along Peabody Road in Vacaville and Fairfield and along Air Base Parkway and Walters Road in Fairfield. As described for Alternative B, construction-related disruptions could cause response times to increase. Mitigation Measure UT-1 has been identified for this impact. Long-term impacts to emergency services providers would be beneficial, as described for Alternative B.

Impact UT-2: Would the Alternatives Affect Utilities?

Alternative A. Under Alternative A, the proposed roadway improvements would not be constructed. Therefore, there would not be any impacts to utilities under this alternative.

Alternative B. Construction of Alternative B would result in various effects on utilities within or adjacent to the proposed right-of-way. The utilities within or adjacent to the Alternative B right-of-way are identified for each portion of Alternative B:

- **Leisure Town Road from Orange Drive to Vanden Road (Vacaville and Solano County):** As part of the widening of Leisure Town Road, Alternative B would maintain and span the major drainage courses and patterns using concrete box culverts or pipe culverts. Irrigation facilities would be maintained and extended or reconstructed as required. Alternative B would include a storm drain system to collect and convey drainage along Leisure Town Road where necessary, connecting to Vacaville's existing storm drain lines where possible. The existing double 5-foot by 10-foot box culvert for Old Alamo Creek would be extended approximately 350 feet northeasterly underneath the widened Leisure Town Road and Elmira Road. The existing joint pole line (Pacific Gas and Electric [PG&E], American Telephone and Telegraph [AT&T], and cable) would be relocated where it is in conflict with the proposed alignment. Conduit for future fiber-optic communication cable would be installed along the length of Leisure Town Road from Orange Drive to Vanden Road.

- **Vanden Road from Leisure Town Road to Peabody Road (Solano County):** Alternative B would treat major drainage course, irrigation crossings, and the joint pole line as described for the Leisure Town Road portion of the Alternative B alignment. Conduit for future fiber-optic communication cable would be installed along the length of Vanden Road from Leisure Town Road to Peabody Road.

- **Cement Hill Road from Peabody Road to Walters Road Extension (Solano County and Fairfield):** As part of construction of Cement Hill Road from Peabody Road to Walters Road Extension, major drainage courses would be maintained and spanned using concrete box culverts or pipe culverts. Drainage courses to be spanned include part of McCoy Creek where it crosses Cement Hill Road and a drainage parallel to the road. The existing joint pole line (PG&E, AT&T, and cable) would be relocated where it is in conflict with the proposed alignment. Conduit for future fiber-optic communication cable would be installed along the length of Cement Hill Road from Peabody Road to Walters Road Extension.

- **Walters Road Extension and Walters Road from Cement Hill Road to East Tabor Avenue (Fairfield):** As part of the construction of the Walters Road Extension, major drainage courses would be maintained and spanned using concrete box culverts or pipe culverts. Future details concerning the Union Pacific Railroad (UPRR) overcrossing would determine whether McCoy Creek and the perennial drainage south of the creek would be culverted. A sewer trunk line extending north along the Alternative B alignment between the City of Fairfield pump station north of the UPRR tracks and Huntington Drive would be abandoned as part of the Villages project in Fairfield. Therefore, the line would not be in the Walters Road Extension. The existing joint pole line (PG&E, AT&T, and cable) would be relocated where it is in conflict with the proposed alignment. Conduit for future fiber-optic communication cable would be installed along the length of Walters Road Extension and Walters Road from Cement Hill Road to Air Base Parkway.

- **Walters Road from East Tabor Avenue to Bella Vista Drive (Suisun City):** As part of construction of Walters Road from East Tabor Avenue to Bella Vista Drive, conduit for a future fiber-optic communication cable would be installed along the length of Walters Road from East Tabor Avenue to Bella Vista Drive. Existing overhead utilities would be placed underground.

- **Walters Road from Bella Vista Drive to SR 12 (Suisun City):** The City of Suisun City proposes to install conduit for future fiber-optic communication cable between Bella Vista Drive and SR 12 as part of the construction of Walters Road from Bella Vista Drive to State Route 12.

Based on the proposed treatment of utilities described above, Alternative B would not adversely affect utilities in the corridor.

Alternative C. Construction of Alternative C would result in the same impacts along Leisure Town Road, Vanden Road, and Walters Road from Air Base Parkway to SR 12 as described for Alternative B. In addition to those effects, Alternative C would affect utilities within or adjacent to the proposed right-of-way along Peabody Road from Vanden Road to Air Base Parkway, and Air Base Parkway to Walters Road. Major drainage courses would be maintained and spanned using concrete box culverts or pipe culverts. The existing ditches along Air Base Parkway and Peabody Road would be maintained or relocated as required. Similarly, the existing storm drain system along the east side of Peabody Road between Air Base Parkway and Huntington Drive would be maintained.

Under Alternative C, existing joint pole lines (PG&E, AT&T, and cable) would be relocated as required. The PG&E electric substation on the west side of Peabody Road, just south of Vanden Road,

would not be affected by Alternative C. However, poles carrying overhead electric lines to and from the substation would need to be modified and relocated as required to accommodate project improvements. Conduit for future fiber-optic communication would be installed along the length of Alternative C.

Underground utilities (water, sewer) along Peabody Road, between Air Base Parkway and Huntington Drive, would be relocated where they are in conflict with Alternative C. Water and sewer manholes would be modified as required to accommodate project improvements. Alternative C would widen the UPRR crossing of Peabody Road and install new crossing gates.

Based on the proposed treatment of utilities described above, Alternative C would not adversely affect utilities in the corridor.

Alternative D. Construction under Alternative D would result in the same utility impacts along Leisure Town Road, Vanden Road, and Walters Road from Air Base Parkway to SR 12, as described for Alternative B. In addition to those effects, Alternative D would also affect utilities within or adjacent to the proposed right-of-way along Huntington Drive. Major drainage courses would be maintained and spanned using concrete box culverts or pipe culverts. The existing storm drain system along Huntington Road would be reconstructed as required to accommodate roadway improvements under Alternative D.

Conduit for future fiber-optic communication would be installed along the length of Alternative D. Underground utilities (water, sewer) along Huntington Road would be relocated where they are in conflict with the project. Water and sewer manholes would be modified as required to accommodate project improvements. Alternative D would widen the railroad spur crossing on Huntington Road and install new crossing gates.

Based on the proposed treatment of utilities described above, Alternative D would not adversely affect utilities in the corridor.

Alternative E. Construction under Alternative E would result in the same utility impacts along Walters Road from Air Base Parkway to SR 12, Air Base Parkway, and Peabody Road between Air Base Parkway and Vanden Road, as described for Alternatives B and C. In addition to those effects, Alternative E would affect utilities within or adjacent to the proposed right-of-way along Peabody Road from Elmira Road Vanden Road/Cement Hill Road. Major drainage courses would be maintained and spanned using concrete box culverts or pipe culverts. The existing ditches along Peabody Road would be maintained or relocated as required. The existing storm drain system along the west side of Peabody Road from approximately 0.4 miles to 1.0 miles north of Vanden Road along the residential subdivision frontage in Fairfield would be maintained. The existing storm drain system along Peabody Road within the Vacaville city limits would be reconstructed as required to accommodate project improvements. Alternative E would widen the existing crossing of the Putah South Canal as required to accommodate the proposed alignment. Alternative E would also maintain and extend or reconstruct irrigation facilities as required.

Additionally, Alternative E would relocate the existing joint pole lines (PG&E, AT&T, and cable), and modify and relocate poles carrying overhead electric lines to and from the substation as required to accommodate project improvements. Conduit for future fiber-optic communication would be installed along the length of Alternative E.

Alternative E would relocate underground utilities, such as water and sewer pipes, as needed during the construction phase. The water and sewer manholes would be modified as needed to accommodate the proposed improvements. Alternative E would widen the UPRR crossing of Peabody Road and install new crossing gates.

Based on the proposed treatment of utilities described above, Alternative E would not adversely affect utilities in the corridor.

Impact UT-3: Would the Alternatives, in Combination with Other Development, Result in Cumulative Utilities/Emergency Services Effects?

Most of the effects on utilities and emergency services potentially resulting from construction and operation of the project are limited to resources that are specifically located within the proposed right-of-way or immediately adjacent to the right-of-way. Other cumulative development in the area is not expected to combine with the location-specific roadway effects. In addition, Mitigation Measure UT-1 would reduce the project's impact to emergency services.

3.5.3 Avoidance, Minimization, and/or Mitigation Measures

Mitigation Measure UT-1: Notify Emergency Service Providers and Allow Emergency Vehicles on Closed Roadways. In the special provisions of the highway contracts, the project sponsor shall require that emergency service providers such as police, fire, and ambulance services be notified at least one week before any streets or intersections are closed during the construction phase. To the extent possible, emergency vehicles shall be allowed through roadway segments temporarily closed for construction purposes. These measures shall also be incorporated into the Transportation Management Plan to be prepared for the project.