

3.5 Utilities/Emergency Services

The information in this section is based on the *Draft Project Report* (Jacobs Engineering, 2008) and the *Community Impact Assessment* (LSA Associates, Inc. 2008).

3.5.1 Affected Environment

The physical impacts of the MCP Build Alternatives related to emergency services and utilities would be largely limited to the proposed right of way. As a result, the discussion of the affected environment focuses on services and utilities within the right of way or close enough to the right of way to be impacted by the MCP Build Alternatives. The specific locations of public services and utilities were identified based on information provided by the respective providers. Because services and utilities are generally provided in fairly large geographic areas (a city or service area for example), this section includes discussion of the larger service areas, as appropriate, to provide an appropriate context for the service providers or utilities, their facilities, and their services.

3.5.1.1 Fire and Medical Services

The Riverside County Fire Department (RCOFD) provides fire protection and emergency medical services to the MCP study area in the cities of Perris, San Jacinto, and unincorporated areas of Riverside County. The Corona City Fire Department provides fire protection and emergency medical services for the city of Corona.

The following RCOFD stations are located within the MCP study area:

- Station No. 3 (Nuview Station): 29490 Lakeview Avenue
- Station No. 4 (Cajalco Station): 17650 Cajalco Road
- Station No. 15 (El Cerrito Station): 20320 Temescal Canyon Road
- Station No. 59 (Mead Valley Station): 21510 Pinewood Street
- Station No. 90 (North Perris Station): 333 Placentia Avenue

Although they are located outside the MCP study area, the nearest emergency medical, acute care, and trauma care services for this area of Riverside County are:

- Corona Regional Medical Center and Rehabilitation Hospital (Magnolia Campus), 730 Magnolia Avenue, Corona; and

- Riverside County Regional Medical Center, 26520 Cactus Avenue, Moreno Valley.

City of Corona

The Corona City Fire Department provides fire protection, prevention, and emergency medical services in the city of Corona.

There is one Corona City Fire Department fire station within the MCP study area:

- Temescal Public Safety Facility, 3777 Bedford Canyon Road (a joint police and fire facility)

Although it is outside of the MCP study area, the nearest emergency medical, acute care, and trauma care services for this area of Corona are provided at:

- Corona Regional Medical Center and Rehabilitation Hospital (Magnolia Campus), 730 Magnolia Avenue, Corona.

City of Perris

Fire protection services within the city of Perris are provided by the RCOFD through a service contract with the city. Of the eight stations providing service to the city, Stations 3, 59, and 90 are within the MCP study area, with Station 90 providing the first response to most calls within the city. The other stations provide back-up for service calls, as needed.

There are three stations that serve the city of Perris and are within the MCP study area:

- Station No. 3 (Nuview Station): 29490 Lakeview Avenue
- Station No. 59 (Mead Valley Station): 21510 Pinewood Street
- Station No. 90 (North Perris Station): 333 Placentia Avenue

City of San Jacinto

Fire protection and prevention services in the city are provided by a service contract with the RCOFD. Although it is outside of the MCP study area, Station 25 provides first response to calls within the city.

While it is located outside the MCP study area, the nearest emergency medical, acute care, and trauma care services available to the cities of Perris and San Jacinto are provided at:

- Riverside County Regional Medical Center, 26520 Cactus Avenue, Moreno Valley.

3.5.1.2 Law Enforcement

Law enforcement services in the MCP study area are provided by the Corona Police Department and the Riverside County Sheriff's Department (RCSD).

County of Riverside

The RCSD provides community policing and the operation and maintenance of correctional facilities. There are 13 stations (2 are administrative units) and 9 substations located throughout Riverside County. The RCSD is a “demand response” agency that maintains limited patrol services.

City of Corona

The Corona Police Department provides local police services within the city of Corona. The Corona Police Department provides services in crime investigation, offender apprehension, community awareness programs, and other services such as traffic control.

The Temescal Public Safety Facility is located at 3777 Bedford Canyon Road within the MCP study area. The Corona Fire and Police Departments jointly occupy the facility. At this location, the Corona Police Department operates its Southeast Substation, two patrol zones, volunteer program, FLEX team (a unit part of the Field Services Division), and helicopter program supervision from this facility.

City of Perris

The City of Perris provides police protection and law enforcement services through a service contract with the RCSD. The RCSD substation, which is located in the MCP study area, is attached to Fire Station 90 located at 333 Placentia Avenue. The staff of the new substation consists of one full-time Community Service Officer who answers public walk-in questions, completes crime reports, and makes crime information available to the public. The main RCSD station that provides services to the city area is located at 403 East 4th Street in Perris.

City of San Jacinto

The City of San Jacinto provides police protection and law enforcement services through a contract with the RCSD. The RCSD station that services the city is located at 160 West 6th Street (outside of the MCP study area).

3.5.1.3 Utilities

There are a number of utility services and utility lines in the MCP study area. These utility lines are electric, natural gas, fuel transport, water for domestic use and irrigation, wastewater transmission, and telephone, communication, and cable television cables. Utility providers include the City of Corona (water, sanitary sewer), Verizon (telephone), AT&T (telephone), Wiltel (telephone), Time Warner (cable TV), Adelphia (cable TV), Southern California Edison (overhead electric lines), The Southern California Gas Company (gas), Eastern Municipal Water District (water, sanitary sewer), Western Municipal Water District (water, sanitary sewer), and Metropolitan Water District of Southern California (water supply, Colorado River Aqueduct pipelines).

3.5.2 Environmental Consequences

The MCP Build Alternatives do not include the construction of any residential or commercial uses and therefore would not result in increased population or demand for public services or utilities in the MCP study area. The analysis of impacts on public services and utilities focuses on both direct and indirect impacts as a result of construction and operation of the MCP Build Alternatives.

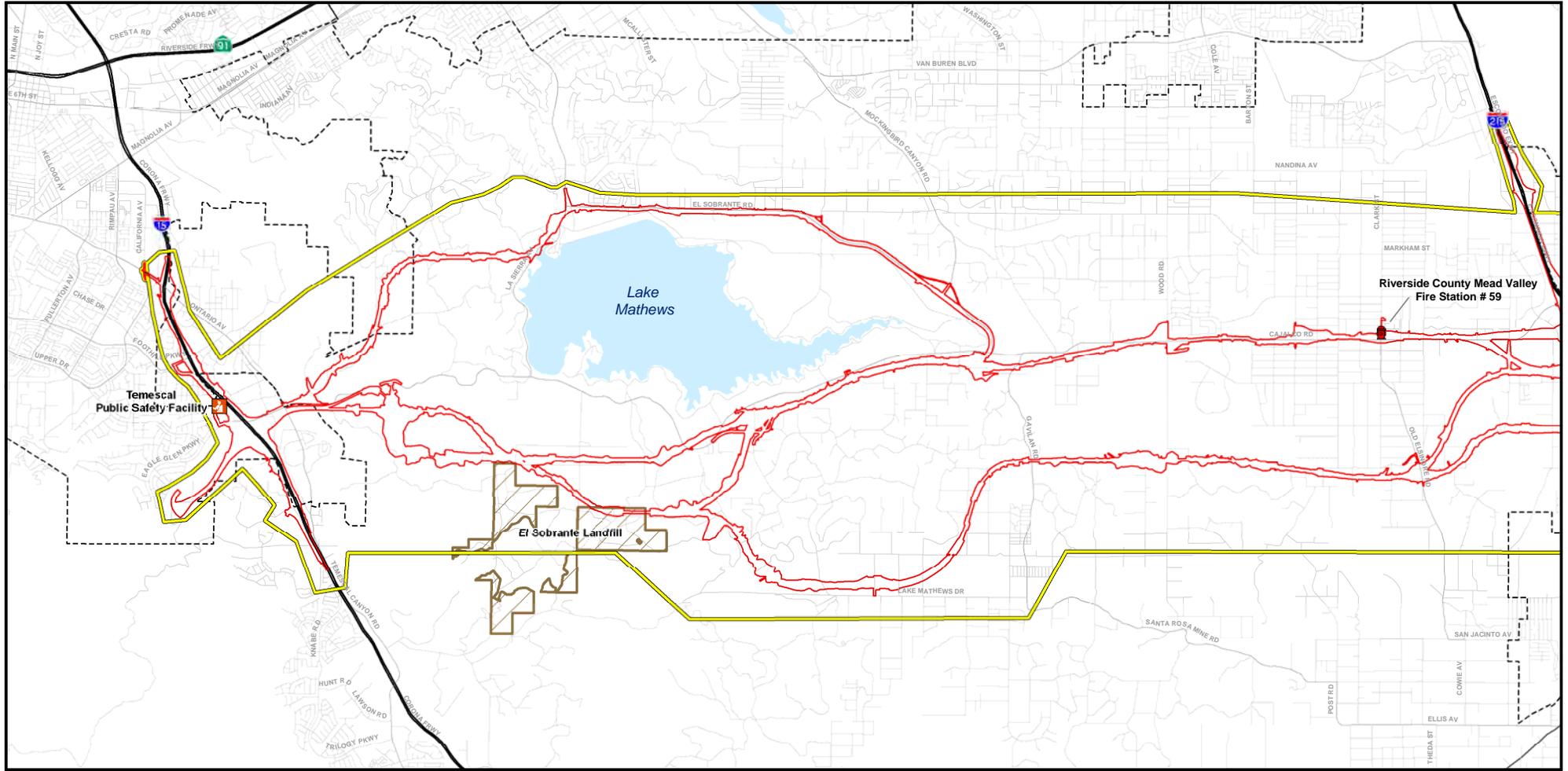
3.5.2.1 Permanent Impacts

Build Alternatives

Fire, Law Enforcement, and Emergency Services

Alternatives 4, 5, 6, 7, and 9 would have both beneficial and adverse effects on the ability of the RCOFD and the Corona City Fire Department to provide services to the MCP study area. Beneficial effects include emergency response times, as the ability to move fire, law enforcement, and emergency service resources from one area to another would be enhanced by the improved transportation network. The new, paved surface of the MCP roadway may also provide a barrier to the spread of wildfire in open space areas. However, the operation of the MCP project would also increase the risk of fire in open space areas as a result of cigarette butts or other flammable items being thrown from cars, as well as car fires.

Figures 3.5.1a and 3.5.1b show the public facilities that would be directly impacted by the MCP Build Alternatives. These facilities include:



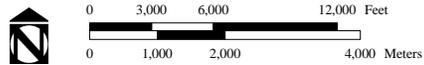
Public Facilities Impacted by Alternatives

- Riverside County Mead Valley Fire Station # 59 (Alternatives 4,5,6 and 7)
- City of Perris Fire Station # 90 (Alternative 9)
- City of Perris Police Substation (Alternative 9)
- Temescal Public Safety Facility (Alternatives 4,5,6,7 and 9)

- Mid County Parkway Study Area
- Right-of-Way (All Alternatives)
- El Sobrante Landfill MSHCP Area
- Cities

Figure 3.5.1a

SOURCE: TBM (2006), Jacobs Engineering (02/2007), LSA (2007)

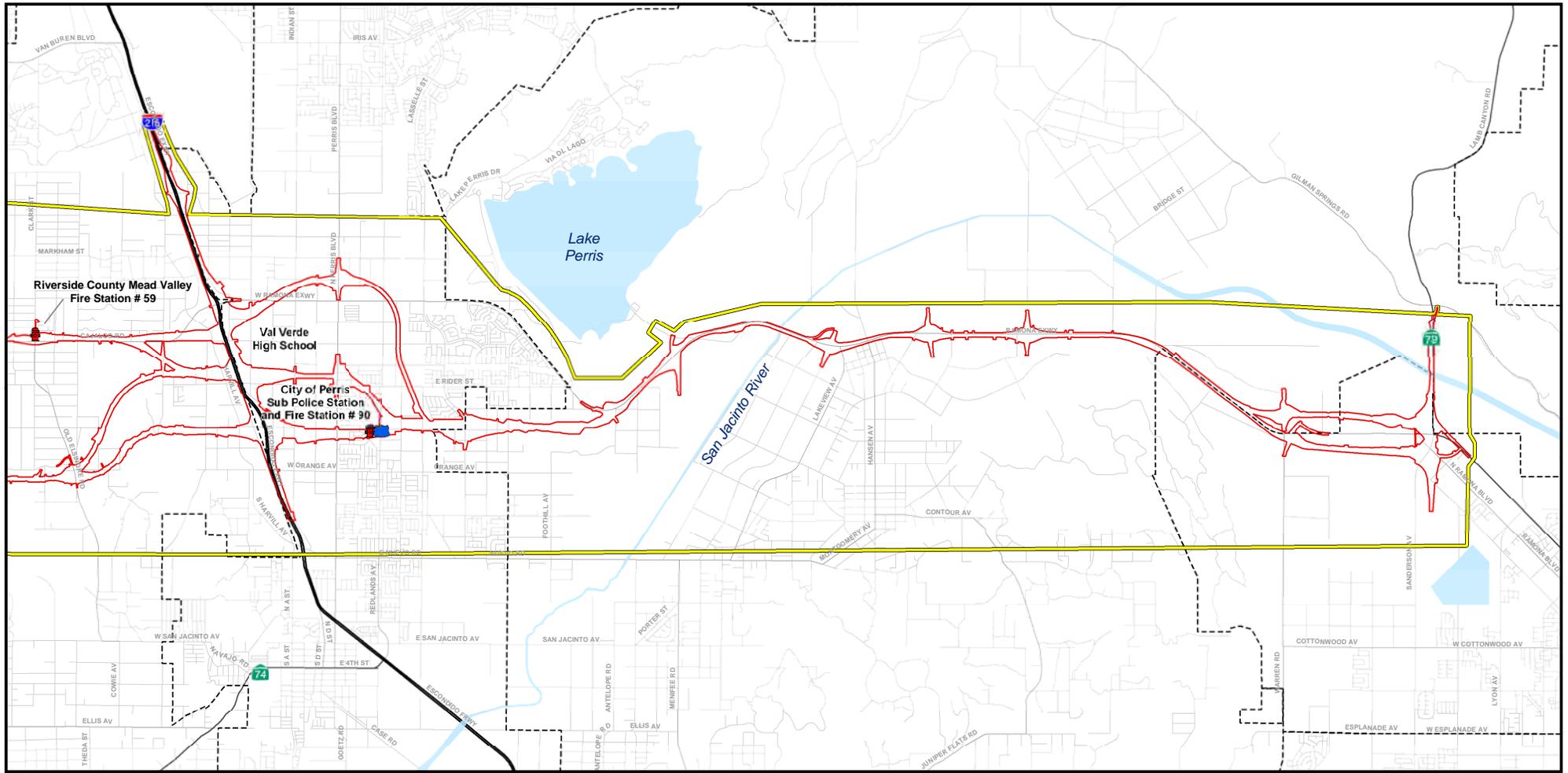


Utilities / Emergency Services Facilities

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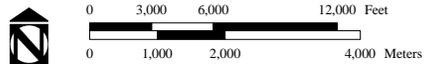
Public Facilities Impacted by Alternatives

- Riverside County Mead Valley Fire Station # 59 (Alternatives 4,5,6 and 7)
- City of Perris Fire Station # 90 (Alternative 9)
- City of Perris Police Substation (Alternative 9)
- Temescal Public Safety Facility (Alternatives 4,5,6,7 and 9)

- Mid County Parkway Study Area
- Right-of-Way (All Alternatives)
- El Sobrante Landfill MSHCP Area
- Cities

Figure 3.5.1b

SOURCE: TBM (2006), Jacobs Engineering (02/2007), LSA (2007)



Utilities / Emergency Services Facilities

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- RCOFD Station No. 59, 21510 Pinewood: This station would be directly impacted by Alternatives 4–7. The station would need to be relocated to maintain fire protection to the Mead Valley area.
- Corona City Fire Department Temescal Public Safety Facility, 3777 Bedford Canyon Road: This facility would be directly impacted by all MCP Build Alternatives, including the Temescal Wash Area (TWS) Design Variation. All alternatives would result in a direct physical impact to the Temescal Public Safety Facility due to the partial acquisition of the property, primarily the parking area and driveway.
- Station No. 90 (City of Perris/RCOFD/Police Substation), 333 Placentia Avenue: This station would be directly impacted by Alternative 9 (including the Placentia Avenue/Perris Boulevard Elevated Grade [PP-E] Design Variation). It is proposed to be relocated to the northeast corner of the Redlands Avenue/Placentia Avenue intersection. This new location is only 200 meters (650 feet) away from the existing location and therefore would not impact emergency response times within the station’s service area. The new station would be constructed and put into operation prior to demolition of the existing station to ensure no loss of service to the community.

The closure of the I-15 northbound off-ramp and the southbound on-ramp at El Cerrito and closure of Cajalco Road in the Lake Mathews area would reduce access options and would increase response times on emergency calls that would otherwise have used these ramps as part of the response route. Because the Temescal Public Safety Facility is located close to the I-15/Cajalco Road interchange, it is expected that most service calls requiring freeway access would use the I-15/Cajalco Road interchange.

Utilities

As discussed below under 3.5.2.2, Temporary Impacts, the relocation, removal and protection in place of various utilities are impacts that are common to all the MCP Build Alternatives. Once the relocations are complete, there would be no permanent impacts to the utilities listed in Table 3.5.A.

Table 3.5.A Utility Impacts

Utility Provider	Type of Utility	Impacts
City of Corona	Potable water, reclaimed water, sanitary sewer	Impacts consist of relocating pipelines outside of the Mid County Parkway (MCP) right of way to avoid encroachments into the highway. Pipelines would be relocated into jacked steel casings across the MCP right of way at perpendicular crossings. Protection in place may be required in areas where excavation would occur.
Verizon	Telephone	<p>Impacts consist of relocating conduits and aerial lines/poles outside of the MCP right of way to avoid longitudinal encroachments. Conduits crossing the proposed MCP right of way at new bridge locations would be relocated into the bridge structure cells. Aerial crossings of the MCP right of way may require relocating poles outside the right of way or installation of taller poles to meet vertical clearance requirements. Protection in place may be required in areas where excavation would occur.</p> <p>Major relocations required under all MCP Build Alternatives include:</p> <ul style="list-style-type: none"> • Relocate 72-inch conduit outside the MCP right of way along Ramona Expressway from Lakeview Avenue to Warren Road in San Jacinto. • Relocate 42-inch conduit outside the MCP right of way near State Route 79 (SR-79) in San Jacinto.
AT&T and Wiltel Time Warner and Adelphia	Telephone Cable TV	Impacts consist of relocating conduits and aerial lines/poles outside of the MCP right of way to avoid longitudinal encroachments. Conduits crossing the proposed MCP right of way at new bridge locations would be relocated into the bridge structure cells. Aerial crossings of the MCP right of way may require relocating poles outside the right of way or installation of taller poles to meet vertical clearance requirements. Protection in place may be required in areas where excavation would occur.
Southern California Edison	Overhead electric lines	<p>Impacts consist of relocating aerial lines and poles outside of the MCP right of way to avoid longitudinal encroachments. Aerial crossings of the MCP right of way may require relocating poles outside the right of way or installation of taller poles to meet vertical clearance requirements. Opportunities for converting aerial lines to underground conduits and/or placing conduits into new bridge structure cells may be available. Protection in place may be required in areas where new construction would occur.</p> <p>Major relocations include:</p> <ul style="list-style-type: none"> • Relocate 110 kilovolt (kV) aerial line poles outside the MCP right of way at Wood Road in Mead Valley (Alternatives 4 through 7). • Relocate 500 kV aerial line poles outside the MCP right of way at East Boundary Road in San Jacinto (all Build Alternatives). • Relocate the underground vault at the northeast intersection of Placentia Avenue/Wilson Avenue in Perris (Alternative 9).
The Southern California Gas Company	Natural gas lines, pressure-reducing station	<p>Impacts consist of relocating pipelines outside of the MCP right of way to avoid longitudinal encroachments and relocating pipelines into jacked steel casings across the MCP right of way at perpendicular crossings. Protection in place may be required in areas where excavation would occur.</p> <p>Major relocations include:</p> <ul style="list-style-type: none"> • Relocate pressure-reducing station at Cajalco Road/Clark Street in Mead Valley (Alternatives 4 through 7). • Relocate 6-inch high-pressure line in Cajalco Road between Clark Street and Carroll Street in Mead Valley (Alternatives 4 through 7). • Relocate 24-inch high-pressure line into jacked steel casing across the proposed MCP right of way, east of Martin Street across Ramona Expressway in San Jacinto (all Alternatives). • Relocate 8-inch high-pressure line longitudinally outside the MCP right of way from Martin Street 9,900 meters east in San Jacinto (all Alternatives). • Relocate 36-inch line outside the MCP right of way at the new Reservoir Road interchange in San Jacinto (all Alternatives). • Relocate 36-inch line into jacked steel casing across the proposed MCP right of way at Davis Road/Hansen Avenue in San Jacinto (all Alternatives).

Table 3.5.A Utility Impacts

Utility Provider	Type of Utility	Impacts
Eastern Municipal Water District	Potable water, sanitary sewer	<p>Impacts consist of relocating pipelines outside of the MCP right of way to avoid longitudinal encroachments and relocating pipelines into jacked steel casings across the MCP right of way at perpendicular crossings. Protection in place may be required in areas where excavation would occur.</p> <p>Major relocations include:</p> <ul style="list-style-type: none"> • Relocate 36-inch trunk sewer into jacked steel casing across the proposed MCP right of way at Redlands Avenue in Perris (Alternatives 5, 7, and 9). • Relocate 24-inch trunk sewer into jacked steel casing across the proposed MCP right of way at Redlands Avenue in Perris (Alternatives 5, 7, and 9). • Relocate 42-inch trunk sewer outside of the MCP right of way along Placentia Avenue in Perris (Alternative 9). • Relocate well and pump station at the southwest corner of Placentia Avenue/Perris Boulevard in Perris (Alternative 9). • Relocate 36-inch water line into jacked steel casing across the proposed MCP right of way at Murrieta Road/Placentia Avenue in Perris (all Alternatives). • Relocate 36-inch reclaimed water line outside of the MCP right of way located along Ramona Expressway from "C" Avenue to Gateway Avenue (all Alternatives).
Western Municipal Water District	Potable water, sanitary sewer, sanitary sewer lift station	<p>Impacts consist of relocating pipelines outside of the MCP right of way to avoid longitudinal encroachments and relocating pipelines into jacked steel casings across the MCP right of way at perpendicular crossings. Protection in place may be required in areas where excavation would occur.</p> <p>Major relocations include:</p> <ul style="list-style-type: none"> • Relocate 21-inch to 27-inch water line into jacked steel casing across the proposed MCP right of way south of Lake Mathews (Alternatives 4 through 7). • Relocate 30-inch water line into jacked steel casing across the proposed MCP right of way south of Lake Mathews (Alternatives 4 through 7). • Relocate 12-inch force main outside the MCP right of way at Cajalco Road/Wood Road in Mead Valley (Alternatives 4 through 7). • Relocate sanitary sewer lift station and 6-inch force main outside of the MCP right of way for the new eastbound off-ramp at Clark Street (Alternatives 4 through 7). • Relocate 30-inch water line into jacked steel casing across the proposed MCP right of way located between Esperanza Road and Gavilan Road in the Gavilan Hills area (Alternative 9). • Relocate 36-inch reclaimed water line outside of the MCP right of way located along Ramona Expressway from "C" Avenue to Gateway Avenue (all Alternatives).
Metropolitan Water District of Southern California (Metropolitan)	Water Supply Aqueduct Pipe Lines	<p>The MCP, at various locations, would be located adjacent to and also cross Metropolitan pipelines along the alignment. The MCP would cross the Colorado River Aqueduct (CRA) in three places, and run roughly parallel to it in other locations. The three crossings are located just east of Lake Perris, at Warren Road, and at the interchange with SR-79. In areas where the MCP is running roughly parallel to the CRA, the design would incorporate elements to ensure that settlement from the roadway embankments is either minimized or avoided. At the crossing locations, two designs would be utilized. Where the roadway facilities are near ground level, a protective slab would be built over the CRA, and the roadway would then be placed on a small fill above the slab. This would minimize the potential for settlement or other impacts to the CRA. Where the roadway facilities are substantially above ground level, structures would be built to carry the roadway facilities over the CRA. This would occur at Warren Road and with the connectors at the interchange with SR-79. These structures would have a vertical clearance of 6.7 meters (22 feet) above ground at the CRA, as requested by Metropolitan for maintenance purposes. Columns would occur within Metropolitan's right of way for the CRA, but the designs of these structures would be such that settlement or other impacts to the CRA would be minimized or avoided.</p>

Source: Draft Project Report, Jacobs Engineering, 2008.

No Build Alternatives

Under the MCP No Build Alternatives, the permanent impacts discussed above for the MCP Build Alternatives would not occur for the MCP project itself, but similar impacts to public services and utilities could result from other transportation improvement projects included in the No Build Alternatives. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Cajalco Road and Ramona Expressway. Since Alternative 1B would widen these roadways in accordance with the Riverside County General Plan, it would not result in the impacts to Station No. 59 and the Temescal Public Safety Facility discussed above for the MCP Build Alternatives.

Discussion of Impacts Relative to MSHCP Amendment

The EIR/EIS for the MSHCP found that direct and indirect impacts on sensitive vegetation communities and covered species, including species and habitats associated with wetlands and other waters, are reduced through implementation of the MSHCP, which includes assembly of an approximately 202,340 ha (500,000 ac) reserve system, adaptive management and monitoring, as well as other protection measures.

The MSHCP includes coverage of a regional transportation corridor upon which the project alternatives for the MCP have been developed. An amendment to the MSHCP would be required to provide coverage to a modified alignment for the transportation corridor. This discussion is provided as a supplemental environmental analysis to provide supporting documentation under CEQA and NEPA for such an amendment to the MSHCP. It should be noted that this discussion pertains specifically to the analysis of consistency for Alternative 9 Temescal Wash Area Design Variation (TWS DV), which has been identified as the Locally Preferred Alternative. If a different alternative were to be pursued for coverage, additional CEQA/NEPA analysis may be needed.

Section 3.17 contains a detailed analysis of the effects of providing coverage of Alternative 9 TWS DV under the MSHCP, pursuant to the specific criteria identified in the MSHCP to demonstrate consistency. As noted in Section 3.17, a consistency determination is not being made at this time. However, the analysis contained in Section 3.17 provides a framework for consistency and identifies the environmental effects of MSHCP coverage for Alternative 9 TWS DV.

Utilities and service systems were determined not to be a topic of concern and therefore were not analyzed in the MSHCP EIR/EIS. However, the analysis in the MSHCP EIR/EIS included consideration of the potential impacts on fire protection facilities. The EIR/EIS found that the MSCHP would not increase the risk of wildland fires, but could increase the risk of fire at the habitat edges adjacent to development. The MSHCP would accommodate growth in areas outside of the Conservation Areas, which could result in indirect effects as development in the non-conserved regions approaches the edges of the conservation areas. However, adequate fire protection facilities would be provided to accommodate the increased development at the time of such development. In addition, fire protection facilities are allowed to be constructed within Conservation Areas; therefore, the configuration of Conservation Areas would not limit fire protection access in the MSHCP Plan Area. Thus, no existing or planned fire protection facilities would require deletion or relocation as a result of the MSHCP. The MSHCP also concluded that setting aside areas for conservation within larger natural areas would allow cities and the County to plan appropriate land uses along the anticipated urban-wildland border. This could indirectly result in decreased risk of wildland fire damage by placing compatible land uses and necessary buffer areas along the edges of the Conservation Areas.

Based on the analysis of impacts of the MCP related to fire protection facilities, (discussed above in this section), the impacts of the MCP would not affect the conclusions of the MSHCP EIR/EIS regarding fire protection. Therefore, an amendment to the MSHCP to provide coverage for Alternative 9 TWS DV would not result in impacts to fire protection facilities beyond that previously analyzed.

3.5.2.2 Temporary Impacts

Build Alternatives

Fire, Law Enforcement, and Emergency Services

Construction activities could result in traffic delays that could affect the ability of fire, law enforcement, and emergency service providers to meet response time goals within a particular alternative.

The risk of wildfires would increase during construction of any of the MCP Build Alternatives due to the use of combustion engines in construction equipment, welding equipment, and other sources of combustion. The MCP Build Alternatives traverse large areas of vacant land (primarily habitat reserve lands) that are covered with both native and nonnative vegetation that is highly flammable during most of the year.

Also, there are few roads and very little irrigated landscape that could act as fire breaks.

Non-fire-related medical emergencies could temporarily increase with the presence of construction workers and heavy machinery during construction of the project. Temporary road closures, lane closures, or detour routes may impair response times by fire, law enforcement, and other emergency service providers.

Utilities

During construction of any of the MCP Build Alternatives, utilities that could be impacted at locations where lines and facilities are within and adjacent to the disturbance limits would be relocated or protected in place. In the preliminary design that is the basis for this analysis, all utility lines and facilities within and adjacent to the right of way were identified. During final design, a determination would be made as to which of the identified utilities would be relocated, and plans for the relocations would be developed.

Relocation, removal, and protection in place are common impacts to all MCP Build Alternatives. During relocation and removal, as well as other construction activity, utility services would be temporarily interrupted or damaged. Table 3.5.A describes the impacts to utilities under all MCP Build Alternatives.

No Build Alternatives

Under the MCP No Build Alternatives, the temporary adverse effects to public services and utilities discussed above as a result of the MCP Build Alternatives would not occur for the MCP project itself, but would for the other transportation improvement projects included in the No Build Alternatives. Alternative 1B would implement the Riverside County General Plan Circulation Element improvements on Cajalco Road and Ramona Expressway, and would therefore result in some of the same public service disruption and utility relocation impacts discussed above for the MCP Build Alternatives.

3.5.3 Avoidance, Minimization, and/or Mitigation Measures

As discussed above, the MCP Build Alternatives would result in adverse impacts associated with fire protection and police protection services and the relocation of existing utilities; therefore, mitigation is required. Mitigation Measures U&ES-1 through U&ES-10 have been developed to reduce these impacts, and would apply to

all MCP Build Alternatives unless otherwise noted. In addition, Mitigation Measure TR-2, which requires preparation of a Traffic Management Plan as described in Section 3.6, will ensure that emergency vehicle access and response times are maintained at acceptable levels. RCTC's compliance with the Uniform Relocations Assistance and Real Property Acquisition Policies act of 1970 in acquisition of all public and private property within the right of way for the MCP project as described in Section 3.4 will ensure that public facilities are relocated with no service disruption to the public.

U&ES-1 Public Facility Acquisition. During final design, the Riverside County Transportation Commission (RCTC) will refine the project design to avoid or minimize temporary use of and permanent acquisition of land currently occupied by public service facilities. The RCTC will coordinate with the affected public agencies to obtain their input in the design refinement process.

Specifically for Station No. 90, RCTC will coordinate with the City of Perris to finalize the location, property acquisition, size, parking, design, and funding for the relocation of the City of Perris/Riverside County Fire Department (RCOFD)/Police Substation to the northeast corner of the Redlands Avenue/Placentia Avenue intersection, an approximate 0.49-hectare (1.21-acre) property.

Specifically for the Temescal Public Safety Facility, RCTC will coordinate with the City of Corona to finalize the relocation of the loss of parking area if it cannot be accommodated on site. The driveway and facility will remain operational after the partial acquisition.

U&ES-2 Fire Protection. During construction in areas subject to wildfires as determined by the Riverside County Fire Department (RCOFD), the Riverside County Transportation Commission (RCTC) shall require the contractor to install signs around construction sites warning of high fire risk and of area closings during the high fire season as declared by the RCOFD.

U&ES-3 Fire Protection. During construction, the construction contractor will be required to maintain access by emergency personnel to any existing fire roads as identified and used by the Riverside County Fire Department (RCOFD).

- U&ES-4** **Fire Protection.** During final design, the long-term preservation/provision of access to the existing fire road grid for the Riverside County Fire Department (RCOFD) will be incorporated by the Riverside County Transportation Commission (RCTC) in the facility design, in consultation with RCOFD, California Department of Transportation (Caltrans), and local jurisdictions.
- U&ES-5** **Fire Protection.** During construction, the contractor will implement fuel modification techniques as required by the Riverside County Fire Department (RCOFD) in areas of fire hazard as determined by the RCOFD.
- U&ES-6** **Fire Protection.** To minimize the risk of wildfire during construction, the construction contractor shall ensure that all construction vehicles are equipped with fire extinguishers and shovels, and that all construction equipment is inspected to ensure it is in compliance with minimum fire safety standards. Inspections by the construction contractor will be documented in weekly reports to the Riverside County Transportation Commission (RCTC).
- U&ES-7** **Fire Protection.** Prior to completion of final design, the Riverside County Transportation Commission (RCTC) shall provide brush management zones in areas adjacent to existing reserves, the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area, and other undeveloped lands in accordance with Section 6.4 of the MSHCP.
- U&ES-8** **Fire, Emergency Medical, and Law Enforcement.** Prior to completion of final design, emergency call boxes will be identified on project plans and installed during construction along the Mid County Parkway (MCP) roadway in undeveloped areas of high and extreme fire hazard consistent with existing Riverside County Fire Department (RCOFD), California Department of Transportation (Caltrans), and/or local jurisdictions' policies on emergency call boxes.
- U&ES-9** **Fire, Emergency Medical, and Law Enforcement.** Prior to and during construction, the Riverside County Transportation Commission (RCTC) and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law

enforcement providers to minimize temporary delays in emergency response times as part of the Traffic Management Plan identified in Mitigation Measure TR-2, including the identification of alternative routes and routes across the construction areas for emergency vehicles developed in coordination with the affected agencies.

U&ES-10 **Utilities.** During final design, the Riverside County Transportation Commission (RCTC) shall prepare utility relocations plans for utilities anticipated to be relocated in consultation with the affected utility provider/owners. The Project Engineer will seek: (1) to avoid utility relocations; (2) if relocation is necessary, to relocate utilities across the MCP right of way or within other existing public right of ways and/or easements; (3) if relocation outside of existing or proposed public right of way and/or easements, to relocate in such a manner as to minimize environmental impacts as a result of construction and ongoing maintenance and repair activities.

Mitigation Measure TR-2 (Traffic Management Plan), which is described in Section 3.6, would reduce impacts to emergency services response times during construction.

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