

## 3.11 Public Services and Utilities

### What are the public services and utilities in the study area?

Public services consist of fire protection, emergency medical services (including hospitals), police protection, solid waste collection, and recycling. Public and private utilities include electricity, natural gas, water, wastewater, stormwater, and telecommunications. The study area for public services and utilities included providers within approximately one-quarter mile from the build alternative sites. The closest public services and utilities to each build alternative site are described briefly in the following paragraphs.

Public services and utilities have generally been present in the study areas since these areas' development as cities and hubs for industry and commerce. To identify the existing public service and utility providers in the study area, WSDOT reviewed the comprehensive plans of Aberdeen, Hoquiam, and Tacoma; used GIS maps; reviewed relevant Websites; and contacted providers directly. Providers in the project vicinity are shown in Exhibit 3.11-1.

### Public Services

#### CTC Facility

Tacoma Fire Department Station 12 in Fife would respond to fire and emergency medical calls at the CTC facility. St. Joseph Medical Center just west of downtown Tacoma is the closest hospital to the existing CTC facility, and any project-related medical emergencies would likely be taken to this hospital. The Tacoma Police Department Central Substation near downtown Tacoma and the Northeast Substation north of the CTC facility site would respond to public safety calls at the CTC facility. Washington State Patrol District 1 Headquarters in Tacoma patrols and responds to calls along I-5 and SR 509, both of which might be used as haul routes to transport materials to the facility.

Tacoma Solid Waste Management provides garbage and recycling collection within the CTC facility study area. The U.S. Coast Guard 13th District would respond to calls related to pontoon moorage at existing marine berths in Puget Sound from Station Seattle.

#### Grays Harbor Build Alternatives

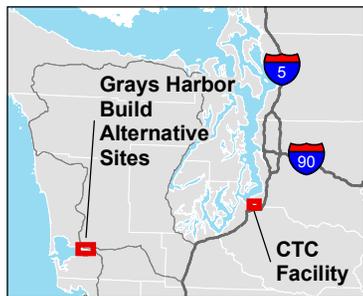
Exhibit 3.11-2 lists the key public service providers that would support the selected build alternative site in either Aberdeen or Hoquiam, as well as pontoon moorage within Grays Harbor.

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#### What is the Public Services and Utilities Technical Memorandum?

This section was derived from the Public Services and Utilities Technical Memorandum, which includes detailed information on all local public utilities providers in the study area. For more detailed information on these topics, please refer to this document in Appendix M.

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-  City pump station (water and sewer)
-  Fire department
-  Hospital
-  Police station
-  Electrical substation
-  Wastewater treatment facility
-  Potential haul route
-  Dock
-  Build Alternative Site
-  Existing CTC facility

Source: Grays Harbor County (2006) GIS Data (Waterbody and Street). Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

**Exhibit 3.11-1. Grays Harbor Study Area Public Services and Utilities**  
SR 520 Pontoon Construction Project



EXHIBIT 3.11-2  
Grays Harbor Study Area Public Service Providers

Public Service Provider	Anderson & Middleton Alternative	Aberdeen Log Yard Alternative
Hoquiam Fire Department (fire and emergency medical service)	✓	
Aberdeen Fire Department (fire and emergency medical service)		✓
Grays Harbor Community Hospital	✓	✓
Hoquiam Police Department (law enforcement)	✓	
Aberdeen Police Department (law enforcement)		✓
Washington State Patrol (traffic enforcement)	✓	✓
Hometown Sanitation, LLC (solid waste and recycling)	✓	
LeMay Inc. (solid waste and recycling)		✓
Grays Harbor County Sheriff's Marine Safety Program	✓	✓
U.S. Coast Guard (search and rescue, law enforcement, marine environmental protection, recreational boating safety)	✓	✓

The Hoquiam Fire Department Headquarters Station at 625 8th Street in Hoquiam would be the primary responding station for the Anderson & Middleton Alternative site. Aberdeen Fire Department Station 1, located at 700 West Market Street, would be the first responder to calls at the Aberdeen Log Yard Alternative site. Both departments respond to calls, as needed, for industrial and commercial properties in each other's jurisdictions. Both the Hoquiam and Aberdeen Police Departments also respond to 911 emergency calls. The Washington State Patrol enforces traffic laws in unincorporated Grays Harbor County.



Hoquiam Fire Department Headquarters Station would respond to calls at the Anderson & Middleton site.

The Grays Harbor County Sheriff's Marine Safety Program, based in Montesano, and the U.S. Coast Guard 13th District Station Grays Harbor, based in Westport, would respond to calls related to pontoon moorage in Grays Harbor.

## Utilities

### CTC Facility

The CTC site is a functioning facility with utilities already in place. The existing utility providers with service boundaries and/or facilities within the CTC facility study area include Tacoma Power (electricity), Puget Sound Energy (natural gas), and Tacoma Water (water and stormwater). Qwest, Comcast, and Tacoma Power Click Network provide telecommunications services (land-line telephone, cable television, and Internet).

### Grays Harbor Build Alternatives

Exhibit 3.11-3 describes utilities with service boundaries that include both Grays Harbor build alternative sites. No natural gas lines, telecommunications lines, or cable facilities are near either site, nor are there any cellular towers in the study area. A water main for residential water service lies just west of the Aberdeen Log Yard site, and an industrial-grade water pipeline lies just north of this site. A wastewater treatment plant lies immediately east of the Aberdeen Log Yard site.

#### EXHIBIT 3.11-3

#### Grays Harbor Study Area Utility Providers

Utility Provider	Anderson & Middleton Alternative	Aberdeen Log Yard Alternative
Grays Harbor Public Utility District (electricity)	✓	✓
Cascades Natural Gas Corporation (natural gas)	✓	✓
Qwest, Century Tel, Verizon, Comcast (telecommunications)	✓	✓
City of Hoquiam (water)	✓	
Hoquiam Public Works Department (wastewater)	✓	
Aberdeen Public Works Department (water, wastewater, stormwater)		✓
Hoquiam Public Works Department (stormwater)	✓	

Source: City of Hoquiam (2008a), Grays Harbor PUD (2008), and City of Aberdeen (2008b).

## How did WSDOT evaluate direct project effects on public services and utilities?

WSDOT reviewed current conditions in the study area, as well as project designs and truck haul routes. Using information from the project design team and public services and utility providers, WSDOT determined whether the project would affect any public service or require any utility to be relocated or modified.

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## **How would construction of the casting basin directly affect public services and utilities?**

### **Grays Harbor Build Alternatives**

There could be an increased need for emergency medical aid from the fire departments to respond to calls because of the potential for onsite accidents during construction of the casting basin. WSDOT, however, will develop a health and safety plan to minimize onsite accidents.

Increased police security could also be needed during construction to deter theft, vandalism, or trespass. To provide utility service to the project site, there might be a need to connect to existing utility lines and/or cables; this could result in one or more brief power outages for some customers during construction startup.

Truck haul routes would be established through Hoquiam and Aberdeen for the delivery and removal of materials to and from the project sites (Exhibit 3.11-1). Although there would be an increase in construction traffic along the proposed haul routes, WSDOT does not anticipate any negative effects on response and travel times of police and emergency medical vehicles because these types of vehicles would have the right-of-way on roads and at intersections during an emergency. The traffic analysis in Section 3.14, Transportation, does not anticipate any adverse effects on traffic from this project. WSDOT does not anticipate that additional public services, such as the fire department acquiring an additional ambulance, would be needed to address any unanticipated delays.

## **How would pontoon-building operations directly affect public services and utilities?**

### **CTC Facility**

There would be no operational effects on public services or utilities because using the CTC casting basin would not alter its current industrial use or increase demand on any public service or utility.

Because the existing utilities have enough capacity to support pontoon manufacturing, service would not be disrupted. Although the number of trucks delivering materials along the haul routes to the facility would temporarily increase, this would not result in a need for additional public services or otherwise affect public service providers because the study area already has similar traffic patterns variations.

### **Grays Harbor Build Alternatives**

Operations at either Grays Harbor build alternative could slightly increase the demand for police and emergency medical services typical

of an industrial work site or to respond to calls at the project site as a result of trespass or vandalism. These effects would, however, not result in a need for any additional staffing.

Local utility providers would extend and provide water, sewer, power, telephone, and possibly fiber optic cables to the selected alternative site. The current utility capacity could provide the required service to either site. The project might have to make infrastructure improvements to provide service to the selected site. Negligible temporary effects on public services and utilities would be possible, but are not expected.

### **How would pontoon moorage directly affect public services and utilities?**

WSDOT does not expect pontoon moorage in Grays Harbor to affect public services because the pontoons would be moored outside of the navigation channel. The pontoons would be lit with navigation lighting to ensure they are visible to marine traffic.

The pontoons built at the existing CTC facility would be moored at existing marine berths in Puget Sound, so no long-term effects related to moorage and public services are anticipated. The pontoons would be lit with navigation lighting to help prevent accidents.

### **How would the build alternatives compare in their direct effects on public services and utilities?**

Exhibit 3.11-4 summarizes and compares the direct public services and utilities effects of the Anderson & Middleton Alternative with the Aberdeen Log Yard Alternative.

EXHIBIT 3.11-4  
Public Services and Utilities Summary of Direct Effects

	<b>Anderson &amp; Middleton Alternative</b>	<b>Aberdeen Log Yard Alternative</b>
Casting basin construction	There could be a slight increase in demand for police and emergency medical services typical of an industrial work site. A lengthy haul route through town might provide a greater opportunity for accidents.	There could be a slight increase in demand for police and emergency medical services typical of an industrial work site.
Pontoon-building operation	There could be a slight increase in demand for police and emergency medical services typical of an industrial work site.	Effects would be the same.
Pontoon Moorage	None	None

## **What indirect effects would the project have on public services and utilities?**

WSDOT did not identify any indirect effects on public services and utilities that would result from the project.

## **How would public services and utilities be affected if the project were not built?**

The public services and utilities in the study areas would operate as planned if the project did not occur; there would be no project-related effects on local services and utilities.

## **What mitigation measures does WSDOT propose to reduce direct effects on public services and utilities?**

Effects on public services and utilities, if any, likely would be minimal with either Grays Harbor build alternative. WSDOT would coordinate with public service and utility providers throughout project design, construction, and operation to ensure that project construction and operation effects were understood in advance, planned for, and minimized.

WSDOT could implement the recommended mitigation measures listed below to avoid or minimize adverse effects:

- Coordinate closely with utility providers to minimize service interruptions.
- If there were temporary waterline shutdowns, notify and coordinate with the applicable fire department and public works department.
- If there were temporary utility service interruptions, notify area businesses and residents and provide a schedule of construction activities in the affected areas.
- Coordinate with and give public service providers construction schedules to minimize the effects of utility relocations on public services.
- Coordinate with law enforcement agencies to keep them fully informed about the project construction schedule, activities, locations, and haul routes.

## **How would WSDOT mitigate for indirect effects on public services and utilities?**

There would be no indirect effects on public services and utilities for which mitigation would be necessary.

### **What would the cumulative effect on public services and utilities likely be?**

If the SR 520 Pontoon Construction Project were to produce effects on public services and utilities, then the effects would be temporary and minimal, such as short-term disruptions to some utility service while the project establishes its connections to power and water sources. Also, the project would not result in any changes to the distribution or capacity of public services or utilities in the area. For this reason, WSDOT analysts did not assess cumulative effects for this resource (see the section in Chapter 3, *What are cumulative effects, and how did WSDOT evaluate them?*).

### **How could cumulative effects on public services and utilities be mitigated?**

The SR 520 Pontoon Construction Project would not contribute to cumulative effects on public services and utilities; therefore, WSDOT did not consider potential mitigation measures.