MINUTE ITEM

This Calendar Item No. C9 was approved as Minute Item No. 9 by the State Lands Commission by a vote of 2 to 0 at its 2/27/86 meeting.

CALENDAR ITEM
C09

A 14, 15, 18, 23, 25, 26, 27, 30, 31, 32, 33, 34, 37, 38, 39, 41, 45, 55, 56

S 5, 10, 12, 13, 14, 15, 16, 19, 20, 23, 24

02/27/86
W 23760 PRC 6947
Maricle

GENERAL PERMIT - RIGHT-OF-WAY USE

APPLICANT: GTE Sprint Communications Corporation
Attn: Mark Riggs
1350 Old Bayshore Highway
Burlingame, California 94010
(Mail Stop 135-8-5)

AREA, TYPE LAND AND LOCATION: UNDETERMINED ACREAGE IN VARIOUS WATERWAYS INCLUDING, BUT NOT NECESSARILY LIMITED TO:
Stanislaus River (San Joaquin County)
Tuolumne River (Stanislaus County)
Merced River (Merced County)
San Joaquin River (Madera and San Joaquin counties)
Kern River (Kern County)
Alameda Creek (Alameda County)
It is estimated that each of the seven crossings is an average of 1" x 150', or 12.5 square feet per crossing.

LAND USE: Installation and use of a 1" diameter fiber optic cable to be attached to existing railroad bridge structures crossing sovereign lands.

TERMS OF PROPOSED PERMIT:
Initial period: Indefinite term beginning February 27, 1986.

CONSIDERATION: The public benefit.

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BASIS FOR CONSIDERATION:
Section 7901, Public Utilities Code, Los Angeles County v. Southern Cal. Tel. Co. (1948) 32 C2D 378.

APPLICANT STATUS:
Applicant is permittee of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing and processing fees have been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: N/A.

OTHER PERTINENT INFORMATION:
1. The annual rental value of each of the seven sites is $100, for a total of $700.

2. This project runs primarily along and within the Southern Pacific Railroad right-of-way north from Los Angeles through the central valley to a point approximately 15 miles north of Stockton and west from Lathrop to San Jose, for the installation, operation, and maintenance of a fiber optic telecommunication system - a telephone system.

3. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Adm. Code 15025), the staff has prepared a Proposed Negative Declaration identified as EIR NO. 393, State Clearinghouse No. 86011413. Such Proposed Negative Declaration was prepared and circulated for public review pursuant to the provisions of the CEQA.

Based upon the Initial Study, the Proposed Negative Declaration, and the comments received in response thereto, there is no substantial evidence that the project will have a significant effect on the environment. (14 Cal. Adm. Code 15074(b))

4. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED: (Waterway Crossings)
United States Army Corps of Engineers, Various Irrigation Districts, State Reclamation Board and California Department of Fish and Game.

FURTHER APPROVALS REQUIRED:
None.

EXHIBITS:
A. Land Description.
B. Location Map.
C. Proposed Negative Declaration (on file in the office of the State Lands Commission).

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION, EIR ND. 393, STATE CLEARINGHOUSE NO. 86011413, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

3. FIND THAT THIS ACTIVITY WILL INVOLVE LANDS IDENTIFIED AS POSSESSING SIGNIFICANT ENVIRONMENTAL VALUES PURSUANT TO P.R.C. 6370, ET SEQ., BUT THAT SUCH ACTIVITY WILL HAVE NO DIRECT OR INDIRECT EFFECT ON SUCH LANDS.

4. AUTHORIZE ISSUANCE TO GTE SPRINT COMMUNICATIONS CORPORATION OF A GENERAL PERMIT - RIGHT-OF-WAY USE, FOR AN INDEFINITE TERM, BEGINNING FEBRUARY 27, 1986; PURSUANT TO THE PROVISION OF SECTION 7901 OF THE PUBLIC UTILITIES CODE FOR THE INSTALLATION AND USE OF A FIBER OPTIC CABLE TO BE ATTACHED TO EXISTING RAILROAD BRIDGES ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

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EXHIBIT "A" ON FILE AT THE OFFICE OF THE STATE LANDS COMMISSION

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EXHIBIT "A"

LAND DESCRIPTION W 23760

Those parcels of California State sovereign land lying immediately beneath a fiber optic cable running from Los Angeles to Stockton and from Lathrop to San Jose, California, the location of said cable being shown on the application on file with the State Lands Commission from GTE Sprint Communications Corporation, Project 5C422, Drawing Numbers D NET-(881-885)-409.

END OF DESCRIPTION

PREPARED FEBRUARY 3, 1986 BY BOUNDARY SERVICES UNIT, M.L. SHAFER, SUPERVISOR.

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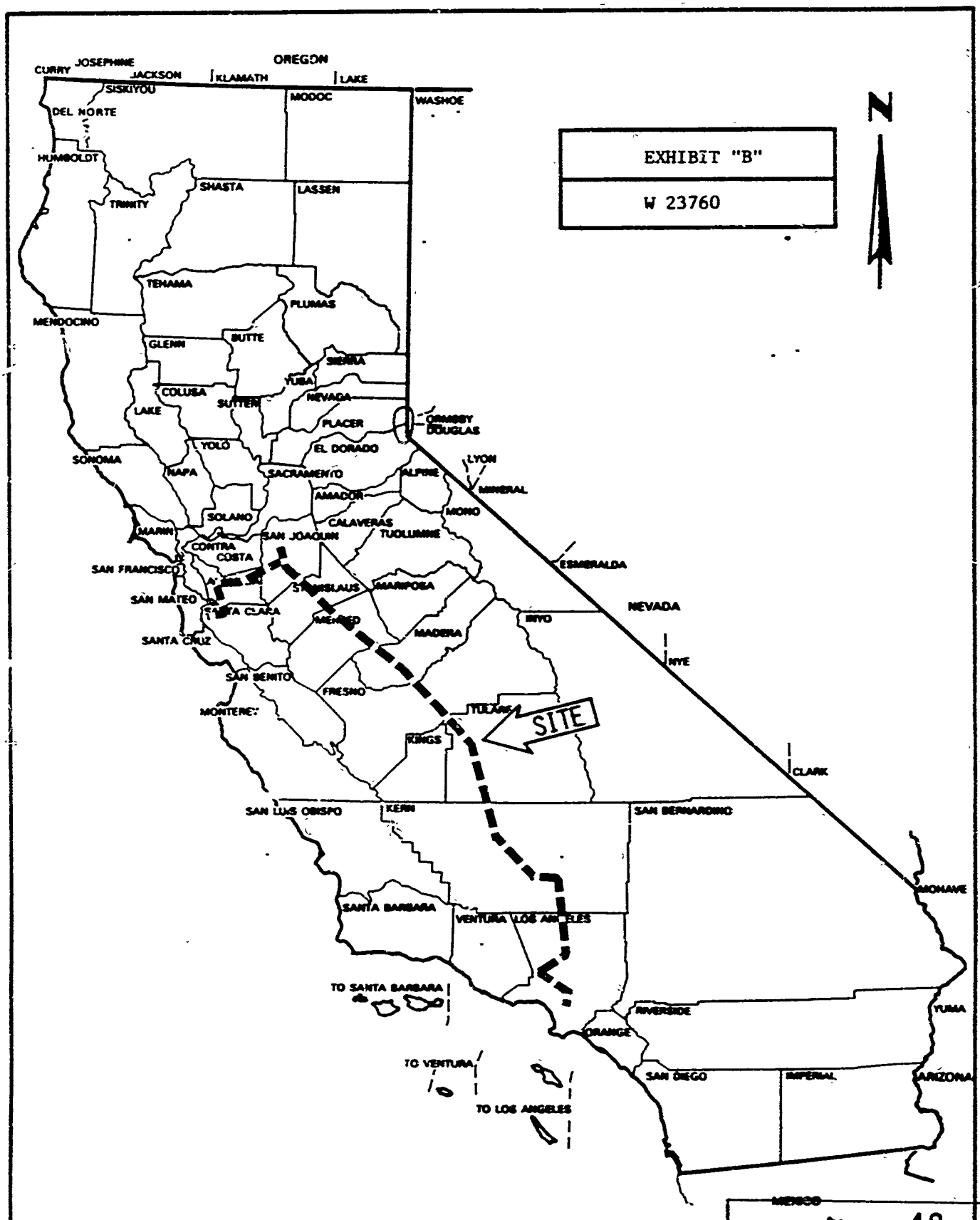

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STATE OF CALIFORNIA—STATE LANDS COMMISSION

GEORGE DEUKMEJIAN, *Governor*

STATE LANDS COMMISSION
1807 13TH STREET
SACRAMENTO, CALIFORNIA 95814

PROPOSED NEGATIVE DECLARATION

EIR ND 393

File Ref.: W 23760

SCH#: 86011413

Project Title: GTE Sprint Fiber Optic Telecommunication System Installation

Project Proponent: GTE Sprint Telecommunication Corporation.

Project Location: A linear project running primarily along and within the Southern Pacific Railroad right-of-way north from Los Angeles through the central valley to a point approximately 15 miles north of Stockton and west from Lathrop to San Jose. (See Exhibit "A")

Project Description: Installation, operation, and maintenance of a fiber optic telecommunication system - a telephone system.

Contact Person: Ted T. Fukushima **Telephone:** (916) 322-7813

This document is prepared pursuant to the requirements of the California Environmental Quality Act(Section 21000 et seq., Public Resources Code), the State CEQA Guidelines(Section 15000 et seq., Title 14, California Administrative Code), and the State Lands Commission regulations(Section 2901 et seq., Title 2, California Administrative Code).

Based upon the attached Initial Study, it has been found that:

[x] the project will not have a significant effect on the environment.

[ ] mitigation measures included in the project will avoid potentially significant effects.

EXHIBIT "C"

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Form 13.17 (5/85)

STATE LANDS COMMISSION

Date Filed: / /

File Ref.: W 23760

ENVIRONMENTAL IMPACT ASSESSMENT FORM — Part I

(To be completed by applicant)

FORM 69.3(11/82)

A. GENERAL INFORMATION

1. Name, address, and telephone number:

a. Applicant

GTE Sprint Communications Corporation

P.O. Box 974

Burlingame, California 94011-1150

(415) 375-5275

b. Contact person if other than applicant:

Mark Riggs

Outside Plant Design Engineer

(415) 375-5275

2. a. Project location: (Please reference to nearest town or community and include county)

See Attachment A-2

b. Assessor's parcel number: N/A

3. Existing zoning of project site: See Attachment A-3

4. Existing land use of project site: See Attachment A-4

5. Proposed use of site: For placement, operation and maintenance of a fiber optic telecommunication system. This system will be an integral part of GTE Sprint's long distance telephone network.

6. Other permits required: See Attachment A-6

B. PROJECT DESCRIPTION

1. For building construction projects, complete "ATTACHMENT A".

2. For non-building construction projects: Describe fully, the proposed activity, its purpose and intended use, e.g. for proposed mineral prospecting permits, include the number of test holes, size of holes, amount of material to be excavated, maximum surface area of disturbance, hole locations, depth of holes, etc. Attach plans or other drawings as necessary.

See Attachment B-2

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C. ENVIRONMENTAL SETTING

Attachment C

1. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical, or scenic aspects. Describe any existing structures on the site, and the use of the structures.

2. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.).

D. ENVIRONMENTAL IMPACT ASSESSMENT

Attachment D

Answer the following questions by placing a check in the appropriate box. Discuss all items checked "yes" or "maybe". (Attach additional sheets as necessary)

Will the project involve:	YES	MAYBE	NO
1. a change in existing features of any bays, tidelands, beaches, lakes, or hills, or substantial alteration of ground contours?	☐	☐	☒
2. a change in scenic views or vistas from existing residential areas or public lands or roads?	☐	☐	☒
3. a change in pattern, scale, or character of the general area of project?	☐	☐	☒
4. a significant effect on plant or animal life?	☐	☒	☐
5. significant amounts of solid waste or litter?	☐	☐	☒
6. a change in dust, ash, smoke, fumes, or odors in the vicinity?	☐	☐	☒
7. a change in ocean, bay, lake, stream, or ground water quality or quantity, or alteration of existing drainage patterns?	☐	☒	☐
8. a change in existing noise or vibration levels in the vicinity?	☐	☐	☒
9. construction on filled land or on slope of 10 percent or more?	☐	☐	☒
10. use or disposal of potentially hazardous materials, such as toxic or radioactive substances, flammables, or explosives?	☐	☐	☒
11. a change in demand for municipal services (police, fire, water, sewage, etc.)?	☐	☐	☒
12. an increase in fossil fuel consumption (electricity, oil, natural gas, etc.)?	☒	☐	☐
13. a larger project or a series of projects?	☐	☒	☐

E. CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date: 1/6/86 Signed: Charles E. Brown

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT A-2

A. GENERAL INFORMTION

2. Project Location:

Generally, Project 5C422 involves the construction of a Fiber Optic Telecommunications Cable System between a satellite receiving station located on Stefani Road just North of Eight Mile Road in Stockton, California (San Joaquin County), south to an operating center located at Fifth and Broadway in Los Angeles, California (Los Angeles County). A branch route is also to be constructed from the San Jose, California operating center located at Newhall Road and the SPRR R/W (Alamedia County) to a junction point on Lathrop Road and SPRR R/W in Lathrop, California (San Joaquin County).

The proposed route is to be constructed, for the most part, within Southern Pacific Transportation Company (SPRR) right-of-way with some sections crossing public and private rights-of-way.

Maps provide detailed cable route locations. Such maps are available upon request.

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT A-3

A. GENERAL INFORMATION

3. Existing Zoning of Project Site:

Zoning varies along the railroad corridor and across public and private lands. At no time or place is placement of the Fiber Optic Telecommunications cable affected by zoning. What is affected are twenty-seven (27) signal relay stations (repeater or regenerator sites) located and regularly spaced along the project route. All sites have been located, discussed with appropriate governmental agencies and conform with local zoning requirements.

SITE NAME	LOCATION	ZONING	USE PERMIT
Union City	T.4S - R.1W South of 7th Street	M-1	Pending
Castro Valley	T.3S - R.2W South on Castro Valley Blvd 1. 3/4 miles in County ROW	State Highway Property	Easement and/or Encroachment Permit Pending (CEV)
Livermore	S.36 - T.2S - R.1E SE cor. of Sectio West of Collier Cyn. in Industrial Park R/W	PUD	Encroachment and/or Easement Permit Pending (CEV)
Altamont	S.24 - T.2S - R.4E SE of Cor. of Altamont Pass Rd. & Mountain House Rd. on County Rd.	County	Easement and/or Encroachment Permit Pending (CEV)
Lathrop	S.26 - T.1S - R.6E South of L St., 125 feet on 7th St.	C-2	Permit Pending
Stockton	T.1N - R.6E SPRR	M-1	Permit Pending
Modesto	S.20 - T.3S - R.9E 600' ± S/O Kansas Ave. on 8th St. E/S of St. SPRR	M-1	Permit Pending
Delhi	S.15 - T.6S - R.11E	A-1	Permit Pending

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ATTACHMENT A-3

SITE NAME	LOCATION	ZONING	USE PERMIT
Merced	S.30 - T.7S -R.14E W/O 16th St. on S/S D St. SPRR	C-1	Permit Pending
Chowchilla	S.30 - T.9S - R.16E S/W Cor. of Robertson Ave. & SPRR Tracks. SPRR	Unzoned	Permit Pending
Madera	S.32 - T.11S - R.18E N. Ave. 12 SPRR	A-1	Permit Pending
Fresno	S.9 - T.14S - R.20E S/O Tuolumne SPRR	M-1	Permit Pending
Selma	S.8 - T.16S - R.22E N/W of Saginaw & Golden State Highway	A-1	Permit Pending
Goshen	S.32 - T.18S - R.24E Next to PAC Bell Bldg. on Cal Trans Property	Unzoned	Permit Pending
Tipton Towers	S.31 - T.22S - R.25E N/O 4th St. E/S of G St. SPRR	Unzoned	Permit Pending
Avenue 24	S.22 - T.24S - R.25E N. 1/4 mi. from Ave. 20 on W/S of Old Highway 99 SPRR	A-1	Permit Pending
Famoso	S.20 - T.27S - R.26E 3/4 mi. N/O Kimberlina on SPRR	A-1	Permit Pending
Bakersfield	S.30 - T.29S - R.28E S/W Cor. of 24th and R St. SPRR	M-1	Permit Pending

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ATTACHMENT A-3

SITE NAME	LOCATION	ZONING	USE PERMIT
Towerline Rd.	S.18 - T.31S - R.30E S. 1/2 mi. from Buena Vista on Towerline Rd. E/S of St. in County Utility Easement	A-1	Permit Pending (CEV)
Bear Valley Rd.	S.17 - S.32S - R.32E P/P e/o Bear Valley Rd.	A-1	Permit Pending
Oak Creek Road	S.5 - T.11N - R.14W E. 1/4 mi. Oak Creek Rd. from Tehachapi-Willow Springs Rd. N/S of road in County R/W	A-1 Utility Easement	Permit Pending (CEV)
Felta	S.9 - T.10N - R.12W 1 1/2 mi. S/O Silver Queen Rd. on SPRR	C-1	Permit Pending
Lancaster	S.10 - T.7N- R.12W S/E Cor. of I Ave. & Sierra Hwy. on SPRR	M-2	Permit Pending
Vincent	S.14 - T.5N - R.12W 1/2 mi. W/O Angels Forest Rd. on SPRR	A-1	Permit Pending (CEV)
Soledad Canyon	S.16 - T.4N - R.14W 1 1/2 mi. W/O Soledad Canyon Rd. & Agua Dulce Canyon Rd. SPRR	A-1	Permit Pending (CEV)
San Fernando Pass	S.24 - T.3N - R.16W	A-1	Permit Pending
Burbank	S.11 - T.1N - R.14W 1/2 mi. S/O Burbank Ave. on SPRR	R-R	Permit Pending

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT A-4

A. GENERAL INFORMATION

4. Existing land use of project site:

Railroad Right-of Way: Mainline track and facilities of the Southern Pacific Transportation Company's railroad commonly referred to as the SPRR.

Private and Public Properties: Existing land use ranges from agricultural to residential to commercial to industrial at various points along the route. The State and County road areas involved are currently being used by various utilities to provide services to the public.

NOTE: The installation of the fiber optic cable system will not alter the existing land use of any of the above mentioned properties. Specific sites which will house repeater locations are discussed in detail as to the zoning and permit processes involved. See Attachment A-3.

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT A-6

A. GENERAL INFORMATION

6. Other Permits Required:

Road crossings: Cable placement beneath roads intersecting the cable route.

AGENCY	STATUS
City of Stockton	Pending
City of Manteca	Pending *
City of Modesto	Pending *
City of Turlock	Notification Only
City of Livingston	Approved
City of Atwater	Pending *
City of Merced	Pending *
City of Chowchilla	Notification Only
City of Fresno	Pending
County of San Joaquin	Approved
County of Merced	Approved
Stanislaus County	Pending *
County of Madera	Approved
County of Fresno	Approved
CALTRANS	Pending
City of Bakersfield	Pending
Kern County	Pending
City of Fowler	Pending
City of Tulare	Pending

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ATTACHMENT A-6

AGENCY	STATUS
City of Selma	Pending *
City of Kingsburg	Approved
City of Delano	Approved
County of Tulare	Pending
Los Angeles County	Pending
Bear Valley Springs Community	Pending
City of Lancaster	Pending
City of Palmdale	Pending
So.California Gas Company N. Basin Transmission	Notification Only
Alameda County	Pending
City of Livermore	Pending
City of Tracy	Pending
City of Los Angeles	Pending
City of Glendadle	Pending
City of Burbank	Pending
City of San Fernando	Pending

* Contractor to Obtain

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ATTACHMENT A-6

Water/Irrigation/Environmental Crossings: Cable placement over or through streams, creeks, sloughs, rivers, canals and pipes or other affected waterways and lands.

AGENCY	STATUS
Army Corps of Engineers	Contacts Made Requirements Requested
State of California Water Resources Department - Reclamation Board	Contacts Made Requirements Obtained
State of California Department of Water Resources - Division of Land and R/W	Contact Made Requirements Obtained
State of California State Lands Commission	Contact Made (Lead Agency for CEQA Compliance) Requirements Obtained
State of California Department of Fish and Game	To Be Contacted
Reclamation Districts	
2062	Approved
2042	Pending
17	Pending
2058	Pending
Hetch Hetchy Water and Power	Pending
San Francisco Water Department	Pending
Turlock Irrigation District	Notification Only
Merced Irrigation District	Approved
Chowchilla Irrigation District	Notification Only
Fresno Irrigation District	Approved
City of Bakersfield Water Resources	Pending
Kaweah Delta Water Conservation District	Pending
Tulare County Flood Control District	Pending
Consolidated Peoples Ditch Company	Pending

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ATTACHMENT A-6

AGENCY	STATUS
Alta Irrigation District	Approved
Persian Ditch Company	Pending
Watson Ditch Company	Pending
Tulare Irrigation District	Pending
Delano Earlimart Irrigation District	Notification Only.
Pixley Irrigation District	Notification Only
North Kern Water Storage District	Pending
Kings River Conservation District	Pending
Southern San Joaquin Municipal Utility Dist.	Notification Only
Lower Tule River Irrigation District	Notification Only
Evans Ditch Company	Pending
St. Johns Water District	Pending
Cawelo Water District	Pending
Consolidated Irrigation District	Pending
Kern Delta Water District	Pending
Arvin-Edison Water Storage District	Pending
City of Los Angeles - Dept. of Water & Power	Pending
Alameda County Flood Control District	Pending
U.S. Dept. of the Interior Bureau of Reclamation	Pending
Los Angeles County - Flood Control District	Pending

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ATTACHMENT A-6

Other:

AGENCY	STATUS
Atchison, Topeka and the Santa Fe Railway	Pending
California Division of Industrial Safety	Pending *
Union Pacific Railroad Company	Pending
Southern Pacific Transportation Company	Pending
Federal Aviation Agency	Notification Only
East Bay Municipal Utility District	Pending

* Contractor to Apply

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ATTACHMENT A-6

Repeater Sites: Two types of repeater housings will be used. The above ground structure will be a small concrete shelter (8'X 10') to be finished in earth-tone colors. The buried structure will consist of a small precast concrete vault (6' X 16') with an above ground "hatch" which will allow personnel access and ventilation. Both types of shelters house equipment necessary to reorganize, amplify and relay telephone signals. The buried shelters (CEV's) are used where there were zoning or ascetic requirements to be met.

AGENCY	STATUS
City of Union City (1 Site - Union City)	Agency Contacted. Permit Pending
Alameda County (2 Sites - Castro Valley and Altamont Pass)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared
City of Livermore (1 Site - Livermore)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared
San Joaquin County (1 Site - Lathrop Junction)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared
City of Stockton (1 Site - Stockton)	Agency Contacted Permit Pending
City of Modesto (1 Site - Modesto)	Agency Contacted Permit Pending
Merced County (1 Site - Delhi)	Agency Contacted, Requirements Obtained, Civil Engineering Drawings Being Prepared
City of Merced (1 Site - Merced)	Agency Contacted. Permit Pending
City of Chowchilla (1 Site - Chowchilla)	Agency Contacted Permit Pending
Madera County (1 Site - Madera)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared

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ATTACHMENT A-6

AGENCY	STATUS
City of Fresno (1 Site - Fresno)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared
Fresno County (1 Site - Selma)	Agency Contacted Permit Pending
Tulare County (3 Sites - Goshen, Tipton Towers and Avenue 24)	Agency Contacted, Requirement Obtained, Civil Engineering Drawings Being Prepared
City of Bakersfield (1 Site - Bakersfield)	Agency Contacted Permit Pending
Kern County (5 Sites - Famoso, Tower Line Rd., Bear Valley Rd., Oak Creek Rd., and Felta)	Agency Contacted, Requirements Obtained, Civil Engineering Drawings Being Prepared
City of Lancaster (1 Site - Lancaster)	Agency Contacted, Requirements Obtained, Civil Engineering Drawings Being Prepared
Los Angeles County (2 Sites - Vincent & Soledad Canyon)	Agency Contacted Permit Pending
City of Los Angeles (1 Site - San Fernando Pass)	Agency Contacted, Requirements Obtained, Civil Engineering Drawings Being Prepared
City of Burbank (1 Site - Burbank)	Agency Contacted, Requirements Obtained, Civil Engineering Drawings Being Prepared

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT B-2

B. PROJECT DESCRIPTION

2. Describe fully the proposed activity ...

This project involves the construction of a Fiber Optic Telecommunication Cable System. This system is part of the nationwide expansion of Sprint's long distance telephone network. It will provide state-of-the-art, high quality telephone service to and between the San Francisco Bay Area and the Los Angeles Basin. This system represents the major backbone link within the State of California. Future extensions to this system will be on an as-required basis to meet service demands.

Geographically the route runs North from Los Angeles through the California Central Valley to a point approximately 15 miles North of Stockton and West from Lathrop to San Jose. The majority of the route is within or along the operating right of way of the Southern Pacific Railroad. (SPRR). Sprint acquired the right to construct, operate and maintain the referenced project upon the SPRR right-of-way through an easement agreement executed in June of 1983.

Once in operation, this system will link existing Sprint Network Facilities to provide the service capacity needed to better handle the present and anticipated user demands resulting from equal access; a process whereby residents of specified areas of the country, at predetermined times can select the long distance telephone company (common carrier) they wish to use. These areas and times have been identified and established through Federal action resulting from the divestiture of AT&T. This project is to be constructed during 1986 to comply with these equal access demands.

This fiber optic system is essentially comprised of two major components; a cable and regenerator sites. The cable, approximately 3/4 inches in diameter, contains a number of glass fiber strands through which telephone messages are transmitted in the form of light impulses or lightwaves. The regenerator sites act as signal relay stations. As transmitted light impulses weaken over distance, the equipment in these sites reorganize, amplify and transmit the strengthened light pulse along the cable to the next site. The regenerator sites within this system are of two types: above ground shelters and below ground vaults. The sites with above ground shelters consist of one pre-fabricated concrete equipment shelter measuring approximately 8' X 10' and one weather proof housing, approximately 2' X 3', containing a diesel fueled generator with a built in "UL"

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ATTACHMENT B-2

approved, 50 gallon fuel tank, all being enclosed by a 12' X 33' chain link fence. The generator is required to power the equipment during periods of local power outages. The regenerator sites with below ground vaults consist of one pre-fabricated concrete vault known as a Controlled Environmental Vault (CEV), measuring approximately 6' X 16'. The entire vault is installed below the ground surface except a small entrance hatch and air conditioning vents, approximately 4' X 4'. Also included is a small weatherproof housing, approximately 2' X 3' containing a diesel fueled generator with a built in "UL" approved, 50 gallon fuel tank. These sites are enclosed by a 12' X 33' chain link fence. The generator is required to power the equipment during periods of local power outages.

The majority of cable in this system will be placed under ground, the only exceptions being attachments to bridges and trestles and aerial inserts. Aerial inserts consist of telephone poles and aerial cable, used only where burial is impractical. In the portions of the system to be constructed on SPRR right of way the fiber optic cable will be buried parallel to the track at varying distances from the centerline. In the portions to be constructed on public right of way, the cable will be buried in the shoulder area of the roadway parallel to the pavement or traveled portion at varying distances from the centerline. Cable placement on private rights of way is restricted to a designated area as provided for by individual easements acquired from the individual property owners.

An approximate depth of forty-two (42) inches will be maintained along this route with variations as necessary to either avoid buried obstacles or to comply with permit requirements for road, rail, levee and water crossings. Repeater sites will be spaced approximately every twenty (20) miles. System construction will involve the placement of cable along the track, beneath, through, or over roads, waterways, and levees; and the placement of 27 repeater sites.

There are three methods for placing the cable beneath the ground: Direct Burial; Trenching or Backhoeing; and Jack and Bore. The first method, Direct Burial, is the primary method of placement for this project and is used wherever practical along Railroad Tracks, Roadways and Crossing Shallow Waterways. This method of cable placement is accomplished through the use of a tractor mounted plowing device. This machine automatically creates an opening in the soil, places the cable, and closes the soil opening. This opening is created by a plow blade which merely loosens and separates the soil enough to allow for the

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ATTACHMENT B-2

direct burial of the cable. The area of disturbance is from 6-12 inches in width and is compacted immediately behind the plow. The second method of cable placement, Trenching or Backhoeing, is used only where cable plowing is impractical. This method will be used in areas with many existing subsurface obstructions, in areas of terrain unsuitable for plowing and in areas where extra depth or special protection is required. This placement method employs the use of a trenching or backhoe device that will scoop out a trench approximately 12 to 24 inches in width and the appropriate depth. The cable will then be laid into the trench bottom and the removed material replaced (or replaced with foreign backfill if required). The trench is then compacted and the area is returned, as nearly as possible, to its original condition. Trenches will not be left open over night. The third method of cable placement, Jack or Bore, is used only where cable must be placed under an obstacle and no disturbance of the ground surface is allowed. Areas to be jacked or bored include railroad track crossings, road crossings and narrow water crossings. The jack or bore method is restricted to short lengths, typically not longer than 200 feet. The first technique used in this method jacks or pushes a casing between two small pits dug at each end of the crossing. The second technique connects the two pits with a hole provided by an augering or boring device. Since the majority of the ground surface above the crossing is undisturbed, only restoration of the pit areas is required. See Exhibit "A" for Typical Buried Construction Details.

The placement of aerial or above ground cable is the least desirable method of cable placement, and is only used when plowing, trenching and boring is not possible or in areas where temporary construction is required. Two methods are employed when the cable is above ground: attachment to bridges and trestles; and attachment to poles. Bridge attachments are used, where possible, to cross waterways, roads, and rail lines. Pole attachments are also used for water, rail, and road crossings; as well as for placing cable laterally along public roadways.

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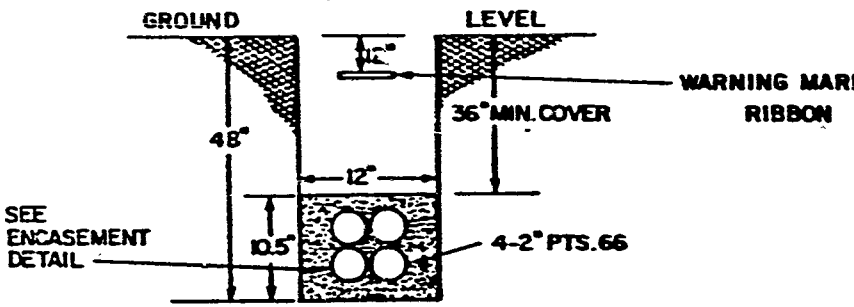
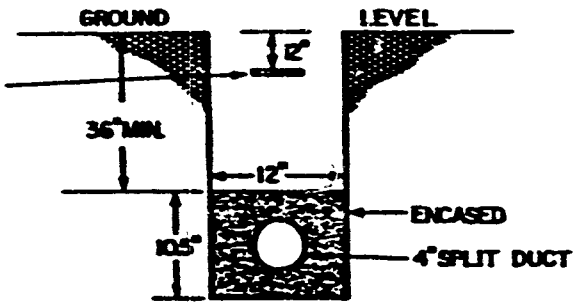
TYPICAL TRENCH, BORE & PLOW DETAILS

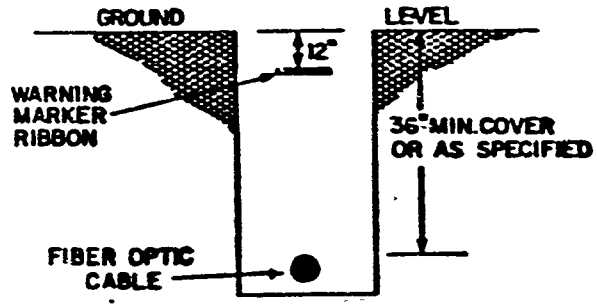
TRENCH, DUCT ENCASED



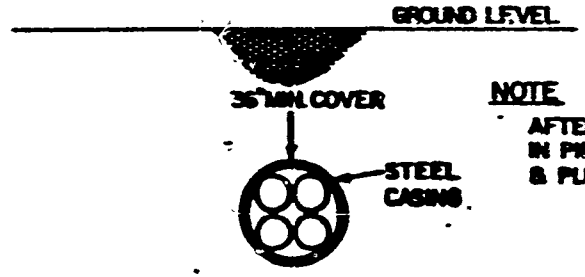
TRENCH, SPLIT DUCT ENCASED



TRENCH, CABLE ONLY

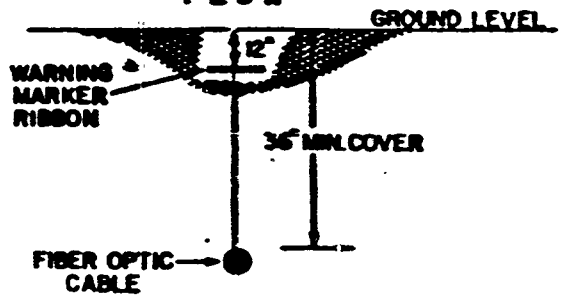


BORE



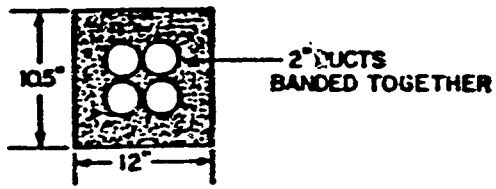
NOTE
AFTER PLACEMENT OF DUCTS IN PIPE FILL VOID WITH SAND & PLUG ENDS OF CASING

PLOW



TYPICAL ENCASEMENT DETAIL

DUCT BANK SHALL BE ENCASED IN 3 1/2-SACK/CU.YD PEA GRAVEL MIX WITH A MINIMUM 3" OF CONCRETE ON TOP & BOTTOM & 3" ON EACH SIDE.



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E.I.A. Form - Part 1
Exhibit "A"

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT C

C. ENVIRONMENTAL SETTING

1. Project Site Description: Southern Pacific Transportation Company (SPRR) Right-of-Way

The major portion of the project falls completely within the operating right-of-way of the Southern Pacific Transportation Company's railroad. Their main line tracks, spur tracks and rail yards plus all items needed and associated with railroad use (signal boxes, communications poles and lines, crossing gates, work crew stations, office buildings, etc.) are included. Additionally, there are pipelines along much of this right-of-way belonging to the Southern Pacific Pipe Lines.

The topography of the route along this right-of-way is uniformly flat throughout the central valley area of the State and vegetation is comprised of small bushes and grass. This is also true of the area between Hayward and San Jose. Elevational differences occur at the railroad overpasses (stream and road).

The Southern portion of the route along railroad right-of-way, beginning just North of the intersection of State Highways 14 and 58 and continuing southward through Mojave and Lancaster, is a desert environment. Little vegetation is present other than short, brush-like plants. This area is generally flat until the Soledad Canyon region is entered. Here the railroad has followed a natural cut through the canyon which they have altered somewhat to produce a relatively level and workable grade for the rail system. Vegetation along this area is practically non-existant on the roadbed itself.

The next, and last, section of the railroad right-of-way followed picks up at the junction of the Sierra Highway at the Los Angeles Limits. This portion continues through mainly industrial areas of San Fernando, Burbank, Glendale and Los Angeles. The right-of-way is kept virtually clean of any vegetation due to the oils and tars present. The terrain is again flat with elevational differences occurring at railroad overpasses.

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ATTACHMENT C

While the right-of-way does support a community of plants, as well as animals, they are of a nature which permits their survival within an environment of an operating railroad system; one requiring constant use, inspection, maintenance and repair. In such an environment, they are subject to periodic alterations and eliminations. It is common practice for the railroad to control the growth of vegetation within the right-of-way primarily for fire protection, to avoid the fouling of railroad equipment and to maintain functioning drainage systems.

No cultural or historical features were noted within the project site along railroad right-of-way. Its scenic aspects are that of an operating railroad.

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ATTACHMENT C

C. ENVIRONMENTAL SETTING

1. Project Site Description: Public and Private Lands

The first section of private and/or public lands to be crossed in the route begins at Hayward (Alameda County) on A Street and the SPRR right-of-way. The route travels Easterly along A Street to B Street to Atherton; Atherton to C Street to Center Street to Grove; then along Castro Valley Boulevard where it roughly parallels Interstate 580 on county and private roads to the Altamont Pass area. Altamont Pass Road is taken to Grant Line Road until it intersects with the SPRR right-of-way again just northwest of Tracy (San Joaquin County).

The topography along this portion is basically flat with the exceptions of the Dublin and Altamont pass areas. The cable route follows county roads and the vegetation within those confines is restricted to a grasslike covering. These areas along the roads are constantly subject to routine maintenance work which affects any plant or animal life managing to survive in such an environment.

A second section of the route, which falls on public and/or private lands, occurs at Edison (Kern County). The route leaves railroad right-of-way at the intersection of the Edison and Tejon Highways; follows Tejon Highway to Panama Road to Towerline Road then crosses Rancho El Tejon in the Sycamore Canyon area; follows the Canyon through Bear Valley Springs into Tehachapi (Kern County) along Oak Creek Road to the SPRR R/W again.

Topographically, this region is flat to rolling terrain with the exceptions of the Tehachapi Mountains and Rancho El Tejon. A route was selected through these regions which would facilitate construction activities and avoid unnecessary disturbances of the earth. The special handling requirements of the fiber optic cable dictates the amount of slope which can be reasonably crossed. For these reasons a route was specifically designed for its gradual grades. This route selection requirement also allows the use of the cable plow method of construction which creates the least amount of earth disturbance for buried cable placement work.

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ATTACHMENT C

The area is high desert with the corresponding brush-like vegetation and desert wildlife. The county roads are, again, subject to maintenance with the resulting effects on vegetation and wildlife as previously mentioned.

Rancho El Tejon is a privately owned area and all activities within its boundaries are strictly controlled by the owners. Complete use of out-of-sight facilities was requested and complied with across the Rancho.

The last section to fall on public right-of-way begins at the intersection of the Sierra Highway and the SPRR R/W (Los Angeles County). The route continues southerly along the Sierra Highway into the Los Angeles City Limits and falls back into SPRR R/W at the junction of the Sierra Highway and San Fernando Road.

Again the route falls into a highway-type environment with its maintenance work and normal disturbances for this type of area. Such disturbances of plant and animal life include alterations and eliminations common to a high usage roadway. The vegetation consists of a low growing brush-like plant which is kept to a minimum within the highway confines.

No cultural or historical features were noted within the project site along city, county or private roads. Its scenic aspects are that of functional roadway areas.

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ATTACHMENT C

C. ENVIRONMENTAL SETTING

2. Describe the surrounding properties:

Due to the project's length, the types of land use, vegetation and scenic aspects displayed by adjacent properties are many and varied. From Stockton to the north to Los Angeles in the south; and from San Jose to Hayward in the west to the junction point in Lathrop, the route encounters rice fields, grazing lands, vineyards, commercial/industrial sites, the full range of residential communities and finally, vacant lands of all types having varying degrees of developmental potential. Categorically, there are industrial, commercial, residential, et al, land uses. the intensity ranges from simple-family to apartment residential, from light to moderate to heavy industry and from low to high agricultural.

With the exception of those developed city area, there are few structures of any type adjacent to the project site. Roughly 70 percent of the project route passes through rural, sparsely populated, agricultural, grazing and undeveloped lands.

Specific zoning requirements for the repeater locations are discussed in Attachment A-3.

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ENVIRONMENTAL IMPACT ASSESSMENT FORM - PART I

ATTACHMENT D

D. ENVIRONMENTAL IMPACT ASSESSMENT

4. A significant effect on plant or animal life?

It is felt that the nature of the fiber optic project will not have a significant effect on plant or animal life. While there will be some disturbance, it will be very minor and temporary at worst.

Cable placement through water crossings will, of course, affect indigenous aquatic vegetations. Here, too, it should be minimal and temporary.

In most cases, water crossings will be made aerially, either on poles or in conduit attached to the bridges. Boring beneath the stream bed is also used. These three methods present the least amount of disturbance to the flow area and aquatic vegetation. Crossings made by the plow or open cut method are primarily used across dry beds. Construction techniques are fully described in Attachment B-2, "PROJECT DESCRIPTION".

In all cases, any disturbed materials will be replaced, returning the stream area as nearly as possible to its original condition. Disturbed embankment areas shall be restored and stabilized through the use of seed mats, rip rap or other materials as might be required by the permitting agencies.

Cable placement in other than water crossings is to be primarily accomplished by the use of a cable plow. Since the use of this type of equipment automatically creates an opening in the soil, places the cable and closes the soil in one continuous operation, there is very little disturbance. No material is removed and the width of the actual worked area is from 6 - 12 inches in width and should visually disappear within 2 - 3 days. As this vehicle has tracks versus wheels, there will be additional ground disturbance on either side of the cabled area. This too is minimal and usually disappears within 2 to 8 weeks. Also, as the speed of the vehicle will not exceed 4 mph during any cabling work, the potential for increased soil disturbance is further reduced.

For those areas where impediments are encountered (i.e. gas lines, utility lines, culverts, etc.) either hand trenching and/or backhoe operations will be used.

It is hopefully evident that the referenced construction techniques, when viewed in light of the condition and nature of the project site, indeed do not significantly effect associated plant or animal life.

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ATTACHMENT D

D. ENVIRONMENTAL IMPACT ASSESSMENT

7. A change in ... water quality ...?

The project will neither produce changes in water quantity nor alter existing drainage patterns before, during or after construction. Water quality will be affected very minimally and only concerns increased turbidity. This increase would occur at stream crossings where, as previously mentioned, open cuts would be made and refilled upon placement of the cable. The increases in turbidity should be slight due to both the small amount of material temporarily removed and replaced and the shortness of time required to complete the procedure. For all such work turbidity control screens or other acceptable and/or required devices and methods will be employed.

At each of the repeater sites a standby power system will be installed which will involve the placement of a "UL" approved, 50 gallon diesel fuel tank. This tank is to be buried and the fuel used to power the repeater site in the event of local power loss. The tank and all construction and installation methods will meet California Codes. Building permits will be approved and obtained from the local regulatory agencies.

It is again felt that these items will not pose any dangers to the environment of the project site or to the surrounding areas.

9. Construction on filled land or on slope of 10 percent or more?

Construction within these types of areas are associated with stream and levee crossings. The method of stream crossings has been described previously. The permitting for and method of construction through levees is presently being handled with the Water Resources Reclamation Board. Any modification to intended construction techniques will be coordinated with the regulatory agencies.

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ATTACHMENT D

D. ENVIRONMENTAL IMPACT ASSESSMENT

12. An increased in fossil fuel consumption?

Two types of increases will result. The first is temporary and concerns the use of fuels needed to power construction equipment. As the type of construction is relatively "light", the project should not cause any noticeable increased demand for fuels within the area.

The second increased use is permanent. Each of the repeater sites will obtain its electrical operation power from local utility companies. Each site will be served by a minimum 110v line or a maximum 220v line.

13. The referenced project is an independent project designed to meet the user demands of San Francisco Bay/Sacramento/Los Angeles areas. This service will be tied to GTE Sprint's nationwide telephone network. As Sprint continues to expand its nationwide fiber optic network to meet increasing user demands, future projects would be considered. However, each project is independent and does not or would not present any cummulative environmental impacts.

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STATE LANDS COMMISSION

ENVIRONMENTAL IMPACT ASSESSMENT CHECKLIST – PART II

Form 13.20 (7/82)

File Ref.: W 23760

I. BACKGROUND INFORMATION

A. Applicant: GTE Sprint Communications Corp.
P.O. Box 974
Burlingame, CA 94011-1150

B. Checklist Date: 1 / 8 / 86

C. Contact Person: Ted T. Fukushima

Telephone: (916) 322-7813

D. Purpose: To provide direct "state-of-the-art" to and between the San Francisco Bay Area and the Los Angeles Basin.

E. Location: North from Los Angeles through the central valley to a point approximately 15 miles north of Stockton and west from Lathrop to San Jose.

F. Description: See attached EXHIBIT "A". (Page II-5)

G. Persons Contacted:

II. ENVIRONMENTAL IMPACTS. *(Explain all "yes" and "maybe" answers)*

A. *Earth.* Will the proposal result in:	Yes	Maybe	No
1. Unstable earth conditions or changes in geologic substructures?	☐	☐	☒
2. Disruptions, displacements, compaction, or overcovering of the soil?	☒	☐	☐
3. Change in topography or ground surface relief features?	☐	☐	☒
4. The destruction, covering, or modification of any unique geologic or physical features?	☐	☐	☒
5. Any increase in wind or water erosion of soils, either on or off the site?	☐	☒	☐
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake?	☐	☒	☐
7. Exposure of all people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	☐	☐	☒

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	Yes	Maybe	No
B. *Air.* Will the proposal result in:			
1. Substantial air emmissions or deterioration of ambient air quality?			X
2. The creation of objectionable odors?			X
3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?			X
C. *Water.* Will the proposal result in:			
1. Changes in the currents, or the course or direction of water movements, in either marine or fresh waters?			X
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?			X
3. Alterations to the course or flow of flood waters?			X
4. Change in the amount of surface water in any water body?			X
5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?		X	
6. Alteration of the direction or rate of flow of ground waters?			X
7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			X
8. Substantial reduction in the amount of water otherwise available for public water supplies?			X
9. Exposure of people or property to water-related hazards such as flooding or tidal waves?			X
10. Significant changes in the temperature, flow or chemical content of surface thermal springs?			X
D. *Plant Life.* Will the proposal result in:			
1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?			X
2. Reduction of the numbers of any unique, rare or endangered species of plants?			X
3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			X
4. Reduction in acreage of any agricultural crop?			X
E. *Animal Life* Will the proposal result in:			
1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, or insects)?			X
2. Reduction of the numbers of any unique, rare or endangered species of animals?			X
3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
4. Deterioration to existing fish or wildlife habitat?			X
F. *Noise.* Will the proposal result in:			
1. Increase in existing noise levels?		X	
2. Exposure of people to severe noise levels?			X
G. *Light and Glare.* Will the proposal result in:			
1. The production of new light or glare?			X
H. *Land Use.* Will the proposal result in:			
1. A substantial alteration of the present or planned land use of an area?			X
I. *Natural Resources.* Will the proposal result in:			
1. Increase in the rate of use of any natural resources?			X
2. Substantial depletion of any nonrenewable resources?			X

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	Yes	Maybe	No
J. *Risk of Upset.* Does the proposal result in:			
1. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	☐	☐	☒
2. Possible interference with emergency response plan or an emergency evacuation plan?	☐	☐	☒
K. *Population.* Will the proposal result in:			
1. The alteration, distribution, density, or growth rate of the human population of the area?	☐	☐	☒
L. *Housing.* Will the proposal result in:			
1. Affecting existing housing, or create a demand for additional housing?	☐	☐	☒
M. *Transportation/Circulation.* Will the proposal result in:			
1. Generation of substantial additional vehicular movement?	☐	☐	☒
2. Affecting existing parking facilities, or create a demand for new parking?	☐	☐	☒
3. Substantial impact upon existing transportation systems?	☐	☐	☒
4. Alterations to present patterns of circulation or movement of people and/or goods?	☐	☐	☒
5. Alterations to waterborne, rail, or air traffic?	☐	☐	☒
6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	☐	☐	☒
N. *Public Services.* Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
1. Fire protection?	☐	☐	☒
2. Police protection?	☐	☐	☒
3. Schools?	☐	☐	☒
4. Parks and other recreational facilities?	☐	☐	☒
5. Maintenance of public facilities, including roads?	☐	☐	☒
6. Other governmental services?	☐	☐	☒
O. *Energy.* Will the proposal result in:			
1. Use of substantial amounts of fuel or energy?	☐	☐	☒
2. Substantial increase in demand upon existing sources of energy, or require the development of new sources?	☐	☐	☒
P. *Utilities.* Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
1. Power or natural gas?	☐	☐	☒
2. Communication systems?	☒	☐	☒
3. Water?	☐	☐	☒
4. Sewer or septic tanks?	☐	☐	☒
5. Storm water drainage?	☐	☐	☒
6. Solid waste and disposal?	☐	☐	☒
Q. *Human Health.* Will the proposal result in:			
1. Creation of any health hazard or potential health hazard (excluding mental health)?	☐	☐	☒
2. Exposure of people to potential health hazards?	☐	☐	☒
R. *Aesthetics.* Will the proposal result in:			
1. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒
S. *Recreation.* Will the proposal result in:			
1. An impact upon the quality or quantity of existing recreational opportunities?	☐	78	☒

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	Yes	Maybe	No
T *Cultural Resources.*			
1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archeological site?			X
2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
3 Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			X
4 Will the proposal restrict existing religious or sacred uses within the potential impact area?			X
U. *Mandatory Findings of Significance.*			
1 Does the project have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X
3. Does the project have impacts which are individually limited, but cumulatively considerable?			X
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

II. DISCUSSION OF ENVIRONMENTAL EVALUATION *(See Comments Attached)*

A2, A5, A6, C5, F1 : Impacts will occur in these areas during the construction phase however, they will be very minimal and of short duration.

V. PRELIMINARY DETERMINATION

On the basis of this initial evaluation:

[x] I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

[ ] I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: 1 / 8 / 86

For the State Lands Commission

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(Form 13.20 (7/84))

EXHIBIT "A"

PROJECT DESCRIPTION

This project involves the construction of a Fiber Optic Telecommunication Cable System. This system is part of the nationwide expansion of Sprint's long distance telephone network. It will provide state-of-the-art, high quality telephone service to and between the San Francisco Bay Area and the Los Angeles Basin. This system represents the major backbone link within the State of California. Future extensions to this system will be on an as-required basis to meet service demands.

Geographically the route runs North from Los Angeles through the California Central Valley to a point approximately 15 miles North of Stockton and West from Lathrop to San Jose. The majority of the route is within or along the operating right of way of the Southern Pacific Railroad. (SPRR). Sprint acquired the right to construct, operate and maintain the referenced project upon the SPRR right-of-way through an easement agreement executed in June of 1983.

Once in operation, this system will link existing Sprint Network Facilities to provide the service capacity needed to better handle the present and anticipated user demands resulting from equal access; a process whereby residents of specified areas of the country, at predetermined times can select the long distance telephone company (common carrier) they wish to use. These areas and times have been identified and established through Federal action resulting from the divestiture of AT&T. This project is to be constructed during 1986 to comply with these equal access demands.

This fiber optic system is essentially comprised of two major components; a cable and regenerator sites. The cable, approximately 3/4 inches in diameter, contains a number of glass fiber strands through which telephone messages are transmitted in the form of light impulses or lightwaves. The regenerator sites act as signal relay stations. As transmitted light impulses weaken over distance, the equipment in these sites reorganize, amplify and transmit the strengthened light pulse along the cable to the next site. The regenerator sites within this system are of two types: above ground shelters and below ground vaults. The sites with above ground shelters consist of one pre-fabricated concrete equipment shelter measuring approximately 8' X 10' and one weather proof housing, approximately 2' X 3', containing a diesel fueled generator with a built in "UL"

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approved, 50 gallon fuel tank, all being enclosed by a 12' X 33' chain link fence. The generator is required to power the equipment during periods of local power outages. The regenerator sites with below ground vaults consist of one pre-fabricated concrete vault known as a Controlled Environmental Vault (CEV), measuring approximately 6' X 16'. The entire vault is installed below the ground surface except a small entrance hatch and air conditioning vents, approximately 4' X 4'. Also included is a small weatherproof housing, approximately 2' X 3' containing a diesel fueled generator with a built in "UL" approved, 50 gallon fuel tank. These sites are enclosed by a 12' X 33' chain link fence. The generator is required to power the equipment during periods of local power outages.

The majority of cable in this system will be placed under ground, the only exceptions being attachments to bridges and trestles and aerial inserts. Aerial inserts consist of telephone poles and aerial cable, used only where burial is impractical. In the portions of the system to be constructed on SPRR right of way the fiber optic cable will be buried parallel to the track at varying distances from the centerline. In the portions to be constructed on public right of way, the cable will be buried in the shoulder area of the roadway parallel to the pavement or traveled portion at varying distances from the centerline. Cable placement on private rights of way is restricted to a designated area as provided for by individual easements acquired from the individual property owners.

An approximate depth of forty-two (42) inches will be maintained along this route with variations as necessary to either avoid buried obstacles or to comply with permit requirements for road, rail, levee and water crossings. Repeater sites will be spaced approximately every twenty (20) miles. System construction will involve the placement of cable along the track, beneath, through, or over roads, waterways, and levees; and the placement of 27 repeater sites.

There are three methods for placing the cable beneath the ground: Direct Burial; Trenching or Backhoeing; and Jack and Bore. The first method, Direct Burial, is the primary method of placement for this project and is used wherever practical along Railroad Tracks, Roadways and Crossing Shallow Waterways. This method of cable placement is accomplished through the use of a tractor mounted plowing device. This machine automatically creates an opening in the soil, places the cable, and closes the soil opening. This opening is created by a plow blade which merely loosens and separates the soil enough to allow for the

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direct burial of the cable. The area of disturbance is from 6-12 inches in width and is compacted immediately behind the plow. The second method of cable placement, Trenching or Backhoeing, is used only where cable plowing is impractical. This method will be used in areas with many existing subsurface obstructions, in areas of terrain unsuitable for plowing and in areas where extra depth or special protection is required. This placement method employs the use of a trenching or backhoe device that will scoop out a trench approximately 12 to 24 inches in width and the appropriate depth. The cable will then be laid into the trench bottom and the removed material replaced (or replaced with foreign backfill if required). The trench is then compacted and the area is returned, as nearly as possible, to its original condition. Trenches will not be left open over night. The third method of cable placement, Jack or Bore, is used only where cable must be placed under an obstacle and no disturbance of the ground surface is allowed. Areas to be jacked or bored include railroad track crossings, road crossings and narrow water crossings. The jack or bore method is restricted to short lengths, typically not longer than 200 feet. The first technique used in this method jacks or pushes a casing between two small pits dug at each end of the crossing. The second technique connects the two pits with a hole provided by an augering or boring device. Since the majority of the ground surface above the crossing is undisturbed, only restoration of the pit areas is required. See Exhibit "A" for Typical Buried Construction Details. (Page I-18)

The placement of aerial or above ground cable is the least desirable method of cable placement, and is only used when plowing, trenching and boring is not possible or in areas where temporary construction is required. Two methods are employed when the cable is above ground: attachment to bridges and trestles; and attachment to poles. Bridge attachments are used, where possible, to cross waterways, roads, and rail lines. Pole attachments are also used for water, rail, and road crossings; as well as for placing cable laterally along public roadways.