

MINUTE ITEM

CO5

W 24525

Gordon

GENERAL PERMIT - RIGHT-OF-WAY USE

Calendar Item CO5 was presented by Dwight Sanders, Chief, Environmental Planning and Management Division, regarding the application of U.S. Sprint Communications for a fiber optic cable. Mr. Sanders recommended that the Commission adopt the negative declaration before them as stated. He also advised that staff had received a no jeopardy opinion from the Department of Fish and Game as to consultation under the Endangered Species Act for the entirety of the project.

Commissioner Tucker questioned what portion of the route goes into the City of LaFayette? Mr. Michael Wilmar, an attorney representing Sprint, stated that of 93 miles of cable, 2.5 miles is under the City of LaFayette or somewhere between two and a half to three percent.

Commissioner Tucker also questioned if any other cities filed any complaints or raised any kinds of issues regarding the negative declaration. Mr. Sanders stated that to his knowledge the City of LaFayette was the only city.

Commissioner Manning questioned the closing of certain lanes of traffic during construction and the extent of such areas of closure. Mr. Wilmar stated that it was his understanding from construction personnel that no more than 500 feet of the trench would be open at any one point in time. However, this would require some type of lane control in order to allow construction to take place and allow traffic to continue to run in one lane only.

Commissioner Tucker asked if the City had to issue permits for the work. Mr. Wilmar advised that the City does have to issue the permits and can set any type of conditions they wish on the permit.

Councilwoman Avon Wilson from the City of LaFayette spoke on behalf of the City Council. She stated that two of the city's major concerns were traffic impact and soil stability. The city's concerned about soil stability because there were slides during the winters of 1972, '82, '83, and '86 in this area. Each slide has cost the city a quarter to a half million dollars. The City Council feels that the report received from Dames and Moore was less than exhaustive and not a full and complete study.

CALENDAR PAGE	_____
MINUTE PAGE	373

Councilwoman Wilson presented a letter to the Commission from the City of LaFayette to be entered into the record.

After considerable discussion from all parties, including testimony on geologic conditions with the City by Phillip Mabry, Senior Geotechnical Engineer with Dames and Moore, the project, as amended by the applicant, was approved 2-0. The project as analyzed and authorized provides the following:

1. commitment that Sprint would have enough personnel to direct traffic if the City of Lafayette does not have enough personnel;
2. no lane closures before 9:00 a.m. or after 4:00 p.m. on weekdays or the work is to be done on weekends, on the heavily congested portion of the route which is Glenside Drive, Reliez Station to Olympic Boulevard;
3. work completed in eight weekend working days or seven regular working days, within Reliez Station Road;
4. Sprint to pay for the relocation of the fiber optic cable within the roadway as needed along Olympic Boulevard, Reliez Station Road, Glenside Drive and Saint Mary's Road upon request by the City of Lafayette;
5. groundfill will be compacted in conformance with site conditions and standard engineering practices and disturbed surfaces will be returned to the preexisting condition; and
6. commitment to a penalty provision of \$5,000 per day for every day that construction does not meet the agreed to timeline within the City of Lafayette.

A 10, 26

S 5, 7

CALENDAR PAGE	574
MINUTE PAGE	



CITY COUNCIL
Gayle B. Likema, Mayor
Donald L. Tatzin, Vice Mayor
Richard F. Holmes
Scott Talan
Avon M. Wilson

March 6, 1991

Honorable Chair and Commission
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Gentlemen:

The Lafayette City Council appreciates the opportunity to provide testimony regarding a proposed issuance of a Negative Declaration of Environmental Impact. This has been prepared relative to an application for a proposed U.S. Sprint Fiber Optic cable to be placed within and adjacent to existing roadways in Alameda, Contra Costa and San Joaquin Counties. The Lafayette City Council opposes the issuance of a negative declaration. Because the proposed project is of such considerable magnitude, proposed to be located on a very fragile and heavily used commute arterial, we regard as unthinkable the notion that this project will have little or no impact on the City of Lafayette. We are here today, to convey person to person, our City's concerns; to convince your Body of the importance of upholding the intent and letter of the California Environmental Quality Act regarding this application - to protect the environment of our City's citizens.

In support of our City's position, written analysis of the proposed negative declaration and supporting documents has been provided by the Lafayette City Engineer, Mark Lander, in two reports dated February 13 and February 21, 1991. Our testimony which follows is an addendum to those reports and should be considered in conjunction with Mr. Lander's comments.

We are appalled that the Initial Study lists no potential impacts in any category. One is forced to conclude that the preparer either didn't know the territory through which the proposed cable is to be placed and didn't do the necessary homework or saw staffs' role as facilitating the project. The majority of our comments are intended to correct the misinformation contained in the Initial Study.

A. EARTH

1. Neither the initial study nor the subsequent January 15, 1991 letter from Dames and Moore adequately addresses the extensive slope failure which St. Mary's road has experienced. In addition to those two locations which Dames and Moore list as having failed in 1982, severe ongoing slope failure has

CALENDAR PAGE _____
MINUTE PAGE 375

251 LAFAYETTE STREET, LAFAYETTE, CA 95814
TELEPHONE: (415) 201-1000

occurred at other locations on Las Trampas Creek adjacent to St. Mary's Road: Driftwood Drive and Rohrer Drive on the west side of the road with undercutting on the east side of St. Mary's Road north of the Las Trampas Creek Bridge, at 490 St. Mary's Road and at the southern driveway area of 500 St. Mary's Road. This undercutting is a progressive process which is exacerbated by storms such as those in 1972, 1982, 1983 and 1986. The cost to the city when undercutting begins to threaten the road or a massive slide closes the road is between 1/4 to 1/2 million dollars per repair. Dames and Moore's very superficial analysis plans to relocate the cable to the west side for 100 feet north of the Las Trampas Bridge. Relocation should be for a much greater distance northward but considered in the context of a more thorough environmental study that researches the slope stability for this corridor and offers some appropriate alternatives.

We challenge the rationale for the trench location and distance from edge of pavement which varies from segment to segment and which is discussed in the Initial Study Narrative. In the Lafayette and Moraga segments trenching distance from the edge of pavement is the widest of any of the other segments, which, if implemented, would traverse unstable or nonexistent slopes and remove valuable domestic landscaping and specimen native oaks; the latter of which it is City policy to protect through stringent construction guidelines and heavy fines. A focussed Environmental Impact Report (EIR) is needed to analyze the implications of this questionable standard.

2. The Initial Study project description which relates to this item indicates that the cable trench would be back-filled with "removed material or imported clean fill, if necessary, compacted and the area returned, as much as possible, to its original condition. This is contrary to acceptable engineering practices, on a corridor with known slope failure. New, thoroughly compacted soil must be assured, the standards of which should be articulated in the environmental study.

5. This section fails to discuss potential washout of the corridor by a breached water main or any other public utility facility. The East Bay Municipal Utility District's (EBMUD) forty year old, sixteen inch water main is located on the east side of the corridor, the location where the applicant proposes to locate the fiber optic cable. Properly

surveyed engineering drawings and environmental studies need to be prepared to assure the City as well as the various public utilities that proper precautions to avoid such possible impacts will be in place.

7. This section does not address potential for mudslides and flooding should the EBMUD water main be breached. The water main failure of February 1990 severely damaged two downslope residences, the financial settlement of which is still in negotiation.

C. WATER

5. There needs to be discussion of potential for discharge of construction materials into Las Trampas Creek during the trenching process. The environmental document needs to discuss what level of disturbance of riparian habitat will occur and how the placement of the cable on the bridges will affect the ability of Las Trampas Creek channel to transport 100 year floods.

J. RISK OF UPSET

2. This section fails to discuss the impact on this corridor as the major emergency access corridor to Burton Valley, Rheem Valley and St. Mary's College. There is no hospital in Moraga, and access to the nearest hospitals in central county are over this route.

M. TRANSPORTATION/CIRCULATION

3, 4, 6. This closure of this corridor in February 1990 caused diversion and significant delays on other commute and neighborhood and school oriented pedestrian and bicycle safety. Along with the danger of slope failure this is the greatest and most dangerous potential impact. The failure of the Initial Study to address this issue is an affront to the CEQA process.

N. PUBLIC SERVICES

2, 5, 6. We disagree. The recent closure of Relief Station Road put increased demand on police services throughout south Lafayette to provide necessary traffic control and enforcement. Two police officers per shift and four public works employees are insufficient staff to channel and control the conflicts which did and will occur with road closure. Mitigations must consider the cost of additional police services necessary to staff the required diversions.

P. UTILITIES

3. There is great potential for conflict with the existing major water main. Premature trenching by U.S. Sprint in advance of the City construction project and water main replacement may impede later replacement and cause problems with separating the different utility lines. A focussed EIR should address these impacts in the context of an existing road alignment with near vertical slopes on sections of both St. Mary's Road and Reliez Station Road. The document should discuss the cost of replacing the recently installed and very expensive open graded non-skid asphaltic surface on Reliez Station Road.

OTHER CONCERNS

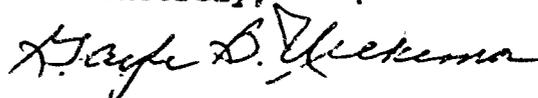
0 The alleged engineering cross sections which have been provided by the project's engineers are nothing more than horizontal bar sections. They do not show any of the corridor's geometrics, contours, landscaping, trees, location of driveways, walls, fences, etc. They are not prepared in conformance with an appropriately conducted survey. This is not acceptable engineering practice. Given the unwillingness of the applicant to provide complete and acceptable engineering drawings of the project, one has no credible basis upon which to assess the intended placement of the proposed cable project and its impacts as discussed above. Therefore, any assertions by the applicant or staff that this project has no impact on the environment are without merit and highly suspect.

0 The alleged slope stability survey conducted by Dames and Moore is too superficial and incomplete to assure confidence in its conclusions. Had their staff done a proper study and talked to City staff as the letter attests, the firm would have been able to provide a more representative discussion of the corridor's condition. Discussion of the slope failure history was inadequate. The report would have the reader believe that only two slides occurred, they were repaired and there are no problems. Dames and Moore examination of the entire St. Mary's Road-Glenside Drive-Reliez Station Road-Olympic Blvd. corridor revealed one minor horizontal 30 foot crack in the vicinity of the Las Trampas Creek Bridge. On site inspection of the area on March 4, well into our most recent rain storm, revealed that in addition to the horizontal crack adjacent to the northeast guardrail stanchions, there are also several 1/4 to 1/2 inch cracks, running perpendicular to the pavement in the location of the northeast guardrail and

ominous sloughing and crevassing of the eastern embankment. In addition, the eastern vertical slope between the City limits and Wallaby Court is beginning to slough and slide onto St. Mary's Road. Such a circumstance is prevalent along this road, particularly after a rainstorm of any significance. Dames and Moore's cursory slope stability analysis is less than exhaustive and should not be considered to be an adequate replacement for a focussed EIR.

In summary, the Lafayette City Council reiterates its position that the proposal to issue a negative declaration of environmental impact is a travesty of the environmental process. Regardless of the need or worth of the project, or whether the applicant is from the private or public sector, the application must be considered within the framework of and in conformance with existing law. Given the significant potential impacts of traffic, soil stability, financial impact and the consequent imperative to consider mitigations and alternatives to the project, a focussed EIR is mandated. The City of Lafayette requests that you authorize its preparation.

Sincerely,



Gayle B. Uilkema
Mayor

GBU:sj

cc: Robert Adams
Carlos Anglin
Mark Lander
Charles Williams
City Council
Traffic Commission

CALENDAR PAGE _____

MINUTE PAGE _____

379

STATE MAILING
STATE CAPITAL
SACRAMENTO, CALIFORNIA
95834
PHONE 442-8577
LEGISLATIVE ADDRESS
1000 I WASHINGTON STREET
SUITE 800
SACRAMENTO, CALIFORNIA
95833
PHONE 454-1313

NICHOLAS C. PETRIS
NINTH SENATORIAL DISTRICT
ALAMEDA AND CONTRA COSTA COUNTIES

CALIFORNIA LEGISLATURE

Senate

March 6, 1991

Charles Warren, Executive Officer
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Dear Mr. Warren and Members of the Commission:

The Lafayette City Council will be presenting testimony at the State Lands Commission meeting March 6, 1991 regarding the proposed issuance of a Negative Declaration of Environmental Impact. The Council opposes the issuance of a negative declaration. The Council is prepared to present to detailed information in support of their position. I have reviewed the information and strongly support their reasons for challenging the report.

I hope that you will support the city of Lafayette and reject the EIR. There is strong physical and environmental evidence to support their claims. It is my understanding that the city suggested alternate routes to US Sprint. I feel certain that there is a workable solution for the project.

Your favorable consideration will be very much appreciated.

Sincerely,

Nicholas C. Petris

NICHOLAS C. PETRIS

NCP:AAB

CALENDAR ITEM

A 10, 26

C 0 5

03/06/91
W 24525 PRC 7499
Gordon

S 5, 7

GENERAL PERMIT - RIGHT-OF-WAY USE

APPLICANT:

US Sprint Communications Company
Limited Partnership
Attn: Lynn R. Morpew
700 Airport Boulevard, Suite 2B
Burlingame, California 94010

AREA, TYPE LAND AND LOCATION:

A 0.092-acre parcel, a 0.114-acre parcel, and a 0.069-acre parcel, all tide and submerged lands located in the Old, Middle, and San Joaquin rivers, respectively, in Contra Costa and San Joaquin counties.

LAND USE:

Construction, operation, and maintenance of a four-inch-diameter steel pipe conduit encasing fiber optic cable utilized for telecommunication purposes.

TERMS OF PROPOSED PERMIT:

Initial period:
Indefinite term beginning April 1, 1991.

CONSIDERATION:

Exempt by law, Section 7901, Public Utilities Code.

APPLICANT STATUS:

Applicant is permittee of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:

Filing fee and processing costs have been received.

CALENDAR ITEM NO. C 0 5 (CONT'D)

STATUTORY AND OTHER REFERENCES:

- A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
- B. Cal. Code Regs.: Title 3, Div. 3; Title 14, Div. 6.

AB 884:

05/14/91

OTHER PERTINENT INFORMATION:

1. The total annual rental value of the sites is estimated to be \$300; or \$100 minimum rental as to each parcel.
2. The Applicant proposes to construct a 45-mile, 3/4-inch fiber optic cable between Oakland and Stockton to provide for its existing telecommunications system an alternate route service capacity in the event of disruption of service.
3. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (14 Cal. Code Regs. 15025), the staff has prepared a Proposed Negative Declaration identified as EIR ND 540, State Clearinghouse No. 91013088. Such Proposed Negative Declaration was prepared and circulated for public review pursuant to the provisions of 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. Code Regs. 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.

CALENDAR ITEM NO. C 0 5 (CONT'D)

APPROVALS OBTAINED:

United States Army Corps of Engineers, California Department of Fish and Game, California Central Valley Regional Water Quality Control Board, California Reclamation Board, and the counties of Contra Costa and San Joaquin.

FURTHER APPROVALS REQUIRED:

None.

EXHIBITS:

- A. Land Description
- B. Location Map
- C. Local Government Comments
- D. Proposed Negative Declaration

IT IS RECOMMENDED THAT THE COMMISSION:

1. CERTIFY THAT A NEGATIVE DECLARATION, EIR ND 540, STATE CLEARINGHOUSE NO. 91013088, 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. AUTHORIZE ISSUANCE TO US SPRINT COMMUNICATIONS COMPANY LIMITED PARTNERSHIP OF A GENERAL PERMIT - RIGHT-OF-WAY USE, AS CONDITIONED, FOR AN INDEFINITE TERM BEGINNING APRIL 1, 1991, PURSUANT TO THE PROVISIONS OF THE PUBLIC UTILITIES CODE, SECTION 7901 FOR CONSTRUCTION, OPERATION, AND MAINTENANCE OF A FOUR-INCH-DIAMETER STEEL PIPE CONDUIT ENCASING FIBER OPTIC CABLE UTILIZED FOR TELECOMMUNICATION PURPOSES ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

W 24525

LAND DESCRIPTION

Three parcels of tide and submerged land in the beds of Old River, Middle River and San Joaquin River in San Joaquin and Contra Costa Counties, California, lying within strips of land 10 feet wide and lying 5 feet on each side of the following described centerlines:

PARCEL 1 - Old River

Said centerline situated within that portion of Section 31, T1N, R4E, MDM, San Joaquin and Contra Costa Counties, lying approximately 100 feet westerly of and running parallel with the centerline of State Highway 4. Said strip terminates northerly on the right bank and southerly on the left bank of said river.

PARCEL 2 - Middle River

Said centerline situated within that portion of Section 36, T1N, R4E, MDM, San Joaquin County, lying approximately 65 feet southerly of and running parallel with the centerline of State Highway 4. Said strip of land terminates westerly on the right bank and easterly on the left bank of said river.

PARCEL 3 - San Joaquin River

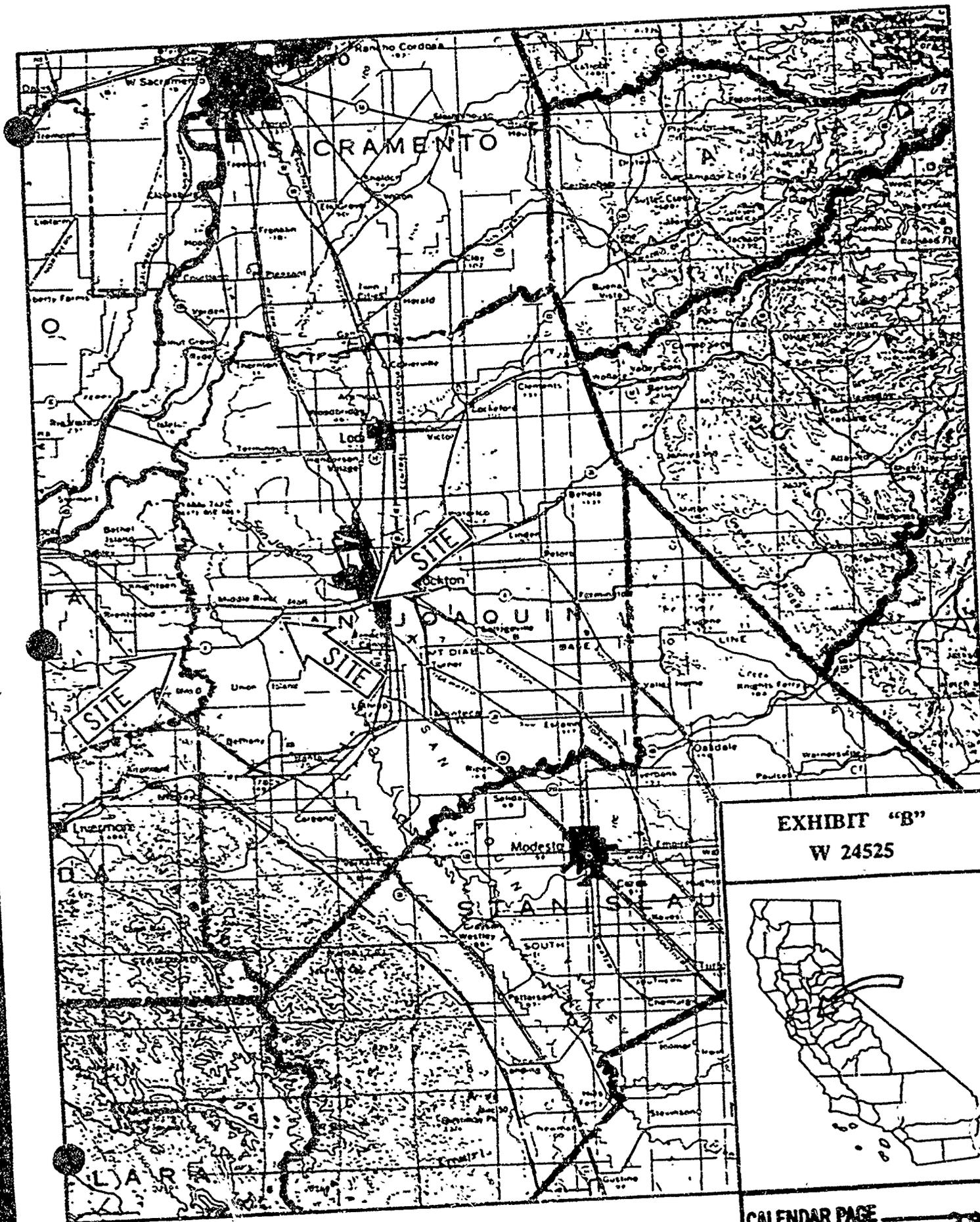
Said centerline situated within that portion of Section 16, T1N, R6E, MDM, San Joaquin County, lying approximately 60 feet southerly of and running parallel with the centerline of State Highway 4. Said strip of land terminates westerly on the right bank and easterly on the left bank of said river.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water marks of the abovementioned rivers.

END OF DESCRIPTION

REVIEWED NOVEMBER, 1990 BY LLB.

CALENDAR PAGE	43
MINUTE PAGE	384



CALENDAR PAGE _____ 44
 MINUTE PAGE _____ 385

Date: 10-31-90

File Ref: W 24525

State Lands Commission
Attn: Gerald D. Gordon
1807 - 13th Street
Sacramento, California 95814

Greetings:

Subject: Proposed Construction of a Fiber Optic Telecommunication System Across
and Under the Old River in Contra Costa County

Name: U. S. Sprint

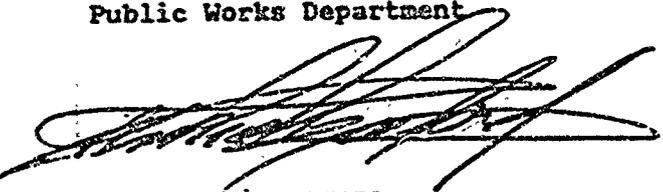
Address: Attn: Lynn R. Morpew
700 Airport Boulevard, 2nd Floor, B Wing
Burlingame, California 94010

Assessor's Parcel Nos. 008-340-12

The County of Contra Costa has received notice of the above-referenced activity across Old River and has no objection to said facilities/project or to the issuance of a permit or lease by the State Lands Commission for such use of sovereign lands.

If you have any questions, you may reach me at (415) 646-2935.

County of Contra Costa
Public Works Department



J. MICHAEL WALFORD
Director

1741L

Date: 10/22/90

File Ref: W 24525

State Lands Commission
Attn: Gerald D. Gordon
1807 - 13th Street
Sacramento, California 95814

Greetings:

Subject: Proposed Construction of a Fiber Optic Telecommunication System
Across the Old, Middle, and San Joaquin Rivers in San Joaquin County

Name: U. S. Sprint

Address: Attn: Lynn R. Mophew
700 Airport Boulevard, 2nd Floor, B Wing
Burlingame, California 94010

Assessor's Parcel Nos. 129-190-30, 131-120-04, 131-130-06
163-150-01, 163-020-10

The County of San Joaquin has received notice of the above-referenced activity across the subject rivers and has no objection to said facilities/project or to the issuance of a permit or lease by the State Lands Commission for such use of sovereign lands.

If you have any questions, you may reach me at (209) 468-3160.

County of San Joaquin
Department of Planning and Building Inspection
Chet Davison, Director


LARRY MATTHEWS
Senior Development Technician

1741L

STATE OF CALIFORNIA

STATE LANDS COMMISSION

LEO T. McCARTHY, Lieutenant Governor
 GRAY DAVIS, Controller
 THOMAS W. HAYES, Director of Finance

PETE WILSON, Governor

EXECUTIVE OFFICE
 1807 - 13th Street
 Sacramento, CA 95814

CHARLES WARREN
 Executive Officer

PROPOSED NEGATIVE DECLARATION

EIR ND: 540

File Ref.: W 24525

SCH. NO.:

Project Title: U. S. Sprint Fiber Optic Cable

Project Proponent: U. S. Sprint

Project Location: Between Oakland and Stockton within and adjacent to existing roadways and highways, Alameda, Contra Costa, and San Joaquin Counties.

Project Description: Proposed placement of approximately 45 miles of 3/4" fiber optic cable, buried at a minimum depth of 42" within existing roadways and private property easements except for bridge attachments, specified bore locations, and the regenerator sites.

Contact Person: Judy Brown Telephone: (916) 324-4715

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 Code Regulations), and the State Lands Commission regulations (Section 2901 et seq., Title 2, California Code Regulations).

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

- that project will not have a significant effect on the environment.
- mitigation measures included in the project will avoid potentially significant effects.

FORM 13.17 (4/90)

CALENDAR PAGE	47
MINUTE PAGE	388

ENVIRONMENTAL IMPACT ASSESSMENT CHECKLIST - PART II

Form 13.20 (7/82)

File Ref.: M 24525

I. BACKGROUND INFORMATION

A. Applicant: U. S. Sprint
700 Airport Blvd.
2nd Floor, B Wing
Burlingame, CA 94010

B. Checklist Date: 12 / 06 / 90

C. Contact Person: Judy Brown

Telephone: (915) 324-4715

D. Purpose: To provide alternate route service capacity in the event of disruption to an existing telecommunications system.

E. Location: Oakland to Stockton; Alameda, Contra Costa and San Joaquin Counties.

F. Description: Please refer to attached Project Description.

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

A. Earth. Will the proposal result in:

- 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, or similar hazards?

Yes Maybe No

Response grid with checkboxes for Yes, Maybe, and No for each question.

CALENDAR PAGE 48
MINUTE PAGE 389

B. Air. Will the proposal result in:

- 1. Substantial air emissions or deterioration of ambient air quality? Yes Maybe No
- 2. The creation of objectionable odors? Yes Maybe No
- 3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? Yes Maybe No

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? Yes Maybe No
- 2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff? Yes Maybe No
- 3. Alterations to the course or flow of flood waters? Yes Maybe No
- 4. Change in the amount of surface water in any water body? Yes Maybe No
- 5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? Yes Maybe No
- 6. Alteration of the direction or rate of flow of ground waters? Yes Maybe No
- 7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? Yes Maybe No
- 8. Substantial reduction in the amount of water otherwise available for public water supplies? Yes Maybe No
- 9. Exposure of people or property to water-related hazards such as flooding or tidal waves? Yes Maybe No
- 10. Significant changes in the temperature, flow or chemical content of surface thermal springs? Yes Maybe No

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)? Yes Maybe No
- 2. Reduction of the numbers of any unique, rare or endangered species of plants? Yes Maybe No
- 3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? Yes Maybe No
- 4. Reduction in acreage of any agricultural crop? Yes Maybe No

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)? Yes Maybe No
- 2. Reduction of the numbers of any unique, rare or endangered species of animals? Yes Maybe No
- 3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? Yes Maybe No
- 4. Deterioration to existing fish or wildlife habitat? Yes Maybe No

F. Noise. Will the proposal result in:

- 1. Increase in existing noise levels? Yes Maybe No
- 2. Exposure of people to severe noise levels? Yes Maybe No

G. Light and Glare. Will the proposal result in:

- 1. The production of new light or glare? Yes Maybe No

H. Land Use. Will the proposal result in:

- 1. A substantial alteration of the present or planned land use of an area? Yes Maybe No

I. Natural Resources. Will the proposal result in:

- 1. Increase in the rate of use of any natural resources? Yes Maybe No
- 2. Substantial depletion of any nonrenewable resources? Yes Maybe No

- J. *Risk of Upset.* Does the proposal result in:
- | | Yes | Maybe | No |
|---|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Possible interference with emergency response plan or an emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- K. *Population.* Will the proposal result in:
- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. The alteration, distribution, density, or growth rate of the human population of the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|
- L. *Housing.* Will the proposal result in:
- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Affecting existing housing, or create a demand for additional housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|
- M. *Transportation/Circulation.* Will the proposal result in:
- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Generation of substantial additional vehicular movement? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Affecting existing parking facilities, or create a demand for new parking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Substantial impact upon existing transportation systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Alterations to waterborne, rail, or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Parks and other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- O. *Energy.* Will the proposal result in:
- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Use of substantial amounts of fuel or energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Substantial increase in demand upon existing sources of energy, or require the development of new sources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- P. *Utilities.* Will the proposal result in a need for new systems, or substantial alterations to the following utilities:
- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Communication systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Water? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Solid waste and disposal? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- Q. *Human Health.* Will the proposal result in:
- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 1. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|
- S. *Recreation.* Will the proposal result in:
- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. An impact upon the quality or quantity of existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|

T. Cultural Resources.

- | | Yes | Maybe | No |
|---|--------------------------|--------------------------|-------------------------------------|
| 1. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archeological site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Will the proposal restrict existing religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the project have impacts which are individually limited, but cumulatively considerable? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. DISCUSSION OF ENVIRONMENTAL EVALUATION (See Comments Attached)

IV. PRELIMINARY DETERMINATION

On the basis of this initial evaluation:

- 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: 01 / 16 / 91

JUDY BROWN
For the State Lands Commission

Judy Brown

CALENDAR PAGE	51
MINUTE PAGE	392

Form 302 (82)

U.S. SPRINT
FIBER OPTICS TELECOMMUNICATIONS CABLE
OAKLAND TO STOCKTON

Purpose and Need: U.S. Sprint proposes to bury and place approximately 45 miles of 3/4" fiber optic telecommunications cable within existing roadways and private property easements between Oakland and Stockton. The fiber optics cable system is part of the applicant's long-distance telephone network which provides service to and between the Oakland, Walnut Creek and Stockton areas, within the Counties of Alameda, Contra Costa and San Joaquin.

Project Location: The cable route runs easterly from Oakland through Piedmont to Moraga, northerly to Lafayette and Walnut Creek; then southeasterly through Danville to the north side of Livermore; then northerly to Byron and easterly to Stockton.

The majority of the route is located on City, County and State property. Private property areas involved are located between the Old River and Trapper Road, off State Highway 4.

Project Description: U.S. Sprint proposes to construct approximately 45 miles of 3/4" fiber optics cable to be buried at a minimum depth of 42" within existing roadways and private property easements except for bridge attachments, specified bore locations, and the regenerator sites.

Two above-ground regenerator sites will be constructed along State Highway 4 which will involve a 40' x 40' area for each site. Each regenerator site will contain two prefabricated concrete buildings: one measuring 8' x 12', housing the generator equipment; and another measuring 8' x 11', housing a diesel-fueled generator and 50 gallon fuel tank. The generator will power the equipment during periods of local power service interruption. Each regenerator site will be enclosed by a 40' x 40' chain link fence.

One regeneration site will be located south of Highway 4 near Holt, which area is characterized by agricultural fields and contain no natural vegetation. The other regeneration site is located approximately three miles west of the community of Byron. The site consists of a graded, disturbed area adjacent to a sand quarry.

Three methods for placement of the cable will be used: trenching, plowing and boring. Trenching will be the primary method of construction. A backhoe or trenching machine will excavate a trench approximately 12" wide and at least 42" deep. Protection for the cable in urban areas will be placement in plastic conduits with concrete encasement. In rural areas, a protective plowable conduit is placed over the cable prior to placement in the trench. The trench is backfilled with removed material or imported clean fill, if necessary, compacted and the area returned, as nearly as possible, to its original condition.

Plowing is accomplished by use of a tractor-mounted plowing device. This machine creates an opening in the soil, places the cable with its protective duct at the appropriate depth, and closes the soil in one continuous action. The opening created by the plow disturbs an area approximately 6" to 12" in width and 42" deep which is compacted immediately behind the plow.

Boring will be used where the cable must be placed under obstacles in areas where no disturbance of the ground surface is allowed by the permitting agency. All railroad crossings and certain river crossings will be bored.

Directional boring will be used at three major river crossings along this route: Old River, Middle River, and the San Joaquin River. Prior to commencement of boring operations, the river bottom is surveyed and core samples taken. A route is plotted at least 15' below the river bed. Approximately 475 barrels of water from the river site is used to facilitate the bore by softening the soil ahead of the auger. The water backwashes through the bore case to the entry location where it is then pumped into trucks and removed to an approved site.

A staging area approximately 200' x 200' in size is needed to locate the equipment to accomplish this work. The area will be used during boring operations and will be restored, as nearly as possible, to its original condition upon completion of the bore.

Bridge attachments and the construction of two regenerator sites are the only above-ground construction employed on this project.

U.S. SPRINT FIBER OPTICS TELECOMMUNICATIONS CABLE
OAKLAND TO STOCKTON
DISCUSSION OF ENVIRONMENTAL EVALUATION

W24525

A. Earth

1. No. The surface will be disturbed and returned, as nearly as possible, to pre-existing conditions. Also refer to the attached Slope Stability Assessment prepared by Dames and Moore, dated January 15, 1991.
2. No. There will be no grading or extensive fill required.
3. No. See #2 above.
4. No.
5. No. Upon conclusion of cable placement, the trench is backfilled with the removed material or with imported fill. It is then compacted and returned as nearly as possible to its original condition. To prevent erosion of soil during precipitation, hay will be dispersed in areas where dirt is disturbed by construction activity.
6. No. All water area crossings will be avoided through the use of bridge attachments or boring under the waterway.
7. No. The placement of this cable will not pose a threat of geologic hazard to people or property. The cable will be placed within existing, disturbed roadways, specifically designated rights of way on private land, and bored under three major rivers.

B. Air

1. No. There will not be substantial air emissions or deterioration of ambient air quality as a result of the telecommunications cable placement. There will be a few construction vehicles operating during the placement of the cable. The only permanent structures involved with this project are two regenerator sites, which will be enclosed in small prefabricated cement units. One unit will contain an electrical impulse regenerator and the other unit will contain a backup diesel-fueled generator and diesel fuel drum. Emissions from these sources will be minimal.
2. No.
3. This project will not alter the air movement resulting in any change to moisture, temperature, or change in climate. The project involves the burial of a telecommunications cable.

C. Water

1. No
2. No.
3. No.
4. For each of the three river crossings where the bore method is used, approximately 475 barrels (approximately 42 gallons per barrel) of water will be used from each river to facilitate the bore by softening the soil for the auger drilling the hole. The water will be backwashed through the bore case and pumped into trucks and removed to the Valley Rock Disposal site in Orland, Ca.
5. See #4 above.
6. No.
7. No.
8. No. See #4 above.
9. No.
10. No surface thermal springs will be impacted as none have been identified within the project route.

D. Plant Life

1. A biological resources report has been prepared which discusses the plant population within the area of the proposed route. No sensitive, threatened or endangered species plants will be affected. Please refer to the Biological and Cultural Resources Report prepared by Dames and Moore, dated August 1, 1990.

There is an existing, disturbed wetland and canal, located immediately west of the Middle River between an agricultural dirt road and the River. This area will be avoided by starting the bore at a point just west of the existing agricultural dirt road.

2. See #1 above.
3. No new plants will be introduced as a result of this project. Surface disturbance will be returned, as nearly as possible, to its original condition. Landscaping is not proposed at the regenerator sites.

4. No. The construction route through private property easements within San Joaquin County are located adjacent to Highway 4, from Old River to Trapper Road, which are cultivated agricultural lands and agricultural drainage ditches, the proposed cable will be placed below the ditch either by trenching (if no water is present) or by boring (if water is present). A 10' right-of-way will be used within the agricultural area, with the exception of the bore staging areas. All private rights-of-way have been granted by the property owners.

E. Animal

1. No. The areas of disturbance are adjacent or closely located to existing, disturbed streets, roadways, and highways. The placement of this cable will not displace wildlife beyond the extent they are presently displaced.
2. No. The construction route will avoid sensitive habitat by boring under existing waterways and water areas. The cable route was surveyed for the existence of unique, rare or endangered species of animals' habitat. Please refer to the attached biological surveys prepared by Dames and Moore, dated August 1, 1990 and October 3, 1990.
3. No. This project does not involve residential construction and will not alter the existing animal migration routes, as the surface areas have been previously disturbed and are adjacent to existing roadways and highways.
4. No. Waterways will be avoided by the bridge attachment or boring construction method. The cable route is located in and adjacent to existing traveled streets and roadways with the exception of the private property easements at the edge of agricultural fields.

F. Noise

1. No. Construction noise is temporary and will not exceed the limits existing on the traveled streets, roadways and adjacent to the highway and agricultural fields where the cable route is located. Construction will be limited to daytime hours.

G. Light and Glare
1. No. The only facilities proposed above ground are the two regenerator sites comprised of two, prefabricated concrete buildings approximately 8'x12' in size, located on a 40'x40' site. The structures will be painted beige and brown tones to blend with the surrounding environment. The ground surface will be gravel coated. A chain link fence will surround each site.

H. Land Use
1. No. The cable will be buried to a minimum depth of 42" adjacent to existing traveled streets, roads, and a minimum of 60" at the edge of agricultural fields. Once constructed, the disturbed surface will be returned, as nearly as possible, to pre-existing conditions.

I. Natural Resources
1. No. The construction activities will only temporarily disturb soils as described in (A) above.
2. No. There will be an insignificant, temporary local increase in fossil fuel use from the operation of the construction equipment (2 bulldozers, 3 support vehicles, and 1 rubber-tired trencher).

Two diesel-fueled generators, one located at each regenerator location, will operate intermittently when electrical power is interrupted.

J. Risk of Upset
1. The telecommunications cables will be powered by electricity produced at the regenerator sites. A backup diesel generator is available when local power is interrupted.

To prevent interference with the cable, the cable will be marked 12" below the ground surface. In urban areas, three plastic conduits with concrete encasement will be placed in the trench to contain and protect the cable. In rural areas, a protective plowable conduit is placed over the cable prior to placement in the trench.

A full-time safety inspector will be on site during the construction activities. Construction hours at specified locations are listed in Item H4 below. All construction activities will be secured, including no open trenches, at the end of each work day.

CALENDAR PAGE	58
MINUTE PAGE	399

The occurrence of fire at the regenerator sites is remote. The buildings are constructed of prefabricated concrete, surrounded by a graveled yard and chain link fence. Sprint staff will perform routine maintenance inspections to the regenerator sites.

2. No. The cable will be buried underground and will avoid all other underground utilities.

K. Population

1. No. This project is being constructed in order to insure continuation of existing service capacity in the event of disruption to an existing cable. This route will not create additional service area not already served.

L. Housing

1. The placement of the telecommunications cable will not affect existing housing or create a demand for new housing. This route will not service additional facilities, but will provide a backup system for continuation of service between the Bay Area and Stockton in the event of a cable disruption.

M. Transportation/Circulation

1. While the cable is being placed, construction vehicles will be operating within the proposed route. This will not cause a substantial interference with vehicular movement.
2. The proposed construction will require equipment storage yards. They will be leased by the construction contractor at an improved, offsite location. In addition, the river crossings will require a staging area for the bore crossings in an area approximately 200' x 200' in size. This staging area will facilitate the boring equipment which consists of a bore, pump, pipe trailer, tank truck, and surveying trailer.
3. Placement of the cable will be primarily on existing public rights-of-way in the shoulder of the roadway parallel to the pavement or traveled portion at varying distances from the centerline.

4. No road closures will be required to construct this project. Temporary lane closures may be necessary with the following restrictions applying:

City of Walnut Creek No lane closures before 9:00 a.m. or after 4:00 p.m.

City of Stockton Main Street, 9:00 a.m. to 3:30 p.m. only;
 West Lane, "
 Charter Way, "
 All Others, 8:00 a.m. to 4:00 p.m., only.

Contra Costa Danville Blvd, 8:30 a.m. to 4:00 p.m. only.
 Olympic Blvd., 8:00 a.m. to 4:00 p.m. only.
 Byron Highway, Camino Diablo Rd., Vasco Road, Highland Rd., Camino Tassajara, Canyon Rd., and Pinehurst Rd., 8:00 a.m. to 4:30 p.m. only.

Caltrans, Dist 4 I-680 crossing @S. Main St., Walnut Creek, 9:00 a.m. to 3:00 p.m. only.

5. No waterborne or air traffic will be affected. The proposed cable route will cross under nine railroad crossings using the bore method previously discussed in the Project Description. There will be no interruption of rail service. The following are the bore locations of the railroad crossings:

Union Pacific Oakland, Bush St. @3rd St.
 So. Pacific Contra Costa County, Holiday Rd. @Byron Hwy.

Santa Fe, A.T., Stockton, Anderson St. @Stockton St.
 Santa Fe, A.T., Stockton, Aurora St near Anderson St.

So. Pacific Stockton, Main St. near Aurora St.
 Union Pacific Stockton, Main St. near Aurora St.
 So. Pacific Stockton, Sierra Nevada St. @WeberAve.

Stockton Terminal and Eastern Stockton, Sierra Nevada St. @Roosevelt St.

So. Pacific Stockton, West Lane near El Pinal

6. Lane closures will be used as necessary, within the time restrictions mentioned in #4 above. Cable placement affecting sections of bike lanes will be as follows:

Town of Moraga 1500 block to 2000 block, Canyon Road
1200 block to 1500 block, Moraga Road

City of Lafayette 3100 block to 3200 block, Olympic Blvd.

City of Walnut Creek
1300 block to 1600 block, California Blvd.

Town of Danville 1100 block to 1800 block, Camino Tassajara Rd.

Contra Costa County
900 block to 1900 block, Danville Blvd.

N. Public Services

1. No new fire protection will be needed. The above-ground regenerator stations will be located within the Byron Fire Protection District and the other regenerator station will be located in an area which would be dispatched by the Contra Costa County Fire Warden.
2. The regenerator stations and the fire maintenance boxes will be under the police protection of the Contra Costa and San Joaquin County Sheriff Departments.
3. No. This project involves the burial of a fiber optic telecommunications cable and will not have an affect on existing schools.
4. No. The cable route is located within and adjacent to existing traveled streets and roads with the exception of borings under three rivers and various bridge attachments crossing creeks. The cable will be placed in or under an agricultural drainage ditch located between Old River and Trapper Road. The depth of cable placement (minimum of 42") will not interfere with existing or future uses of the lands involved.
5. No. The cable will be buried at a minimum depth of 42" below the ground surface, with the exception of bridge attachments and borings. These construction methods have been previously discussed in the Project Description.

O. Energy
1. No. Please refer to response in Section I.

2. No. Please refer to response in Section I.

P. Utilities

1. No. The two regenerator sites will require 100v minimum or 220v. maximum to facilitate the signal relay stations. The regenerator sites have been located in areas presently served by electrical utilities.

2. No. This project is necessary to insure continuation of service between the Bay Area and Stockton in the event of a cable cut.

3. No. Water areas will be avoided by using the bore method of placement.

4. This project does not propose nor will it affect sewer facilities or septic tanks. All existing underground utilities will be avoided.

5. No. All existing facilities identified under the roadways will be avoided.

6. No. Solid waste disposal will not be necessary for this project as it will not create habitable structures, public use facilities, or office space.

Q. Human Health

1. No. The fiber optic cable will be placed underground within protecting will not create a health hazard.

2. No. The cable will be buried within a protective covering as described in Section J.

R. Aesthetics

1. No. The only above-ground facilities to be constructed are two regenerator sites approximately 40' x 40' which will be constructed as previously mentioned in G(1) above.

S. Recreation

1. No. The cable route will not affect existing recreational opportunities as it will be placed underground within existing roadways and designated private property easements.

T. Cultural Resources

1. A cultural resources records search at the Northwest Information Center and Stanislaus State University was conducted for a 1/2 mile radius around the cable route. The record search indicated that no previous archaeological survey had been conducted in the project area and no previously recorded resources occur within the project area.

Field surveys were conducted by staff of Dames and Moore to determine the presence of unrecorded cultural resources. Systematic transects were conducted over the area of potential disturbance at each river crossing bore location. No evidence of cultural resources greater than 40 years in age were identified at private property easements and at river crossing bore locations.

If cultural resources are encountered on during construction, all construction activity in the vicinity will be stopped. The applicant will have them recorded in the field by a qualified archaeologist, and staff of the State Lands Commission will be contacted.

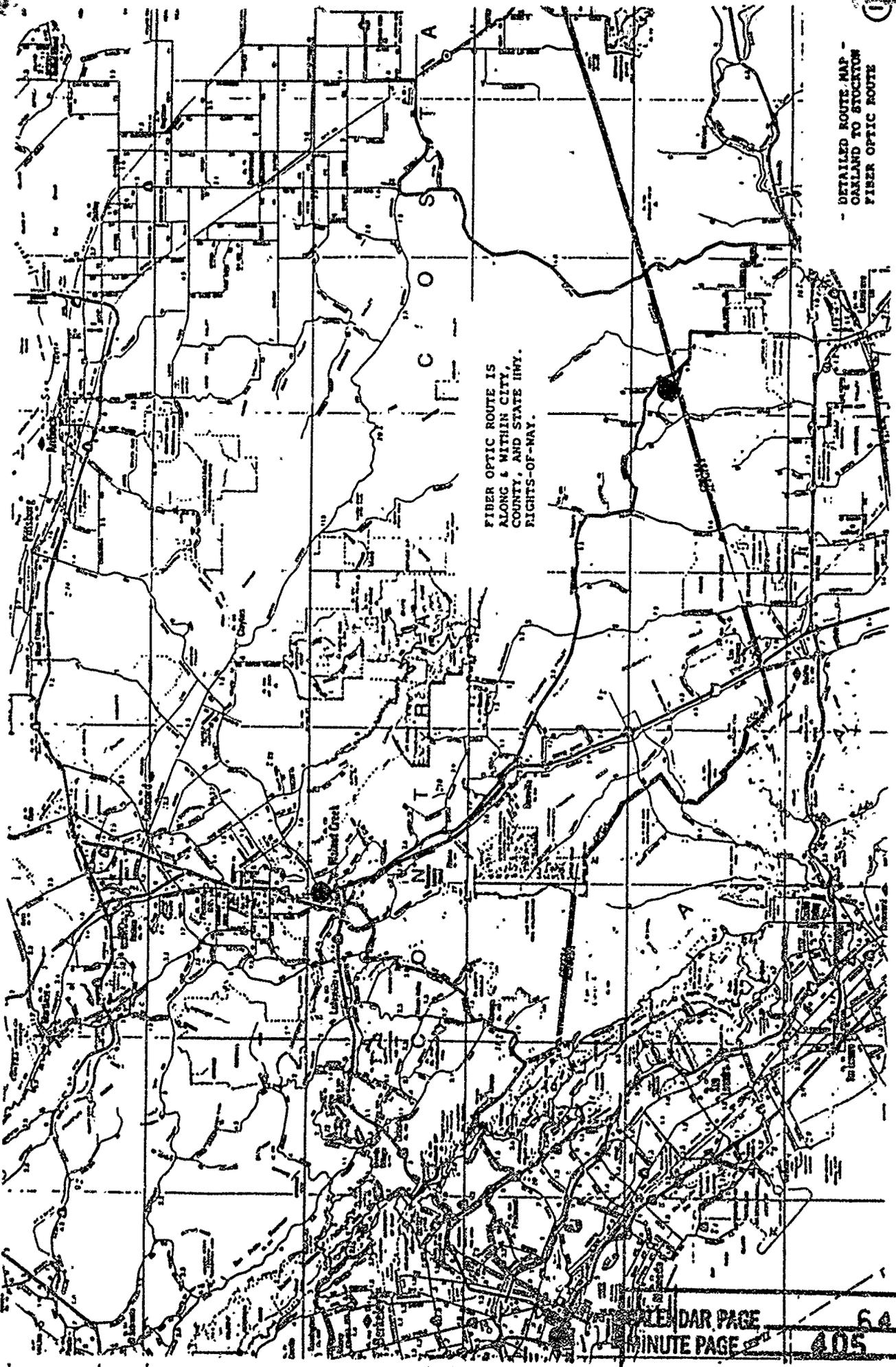
U. Mandatory Findings of Significance

1. No. The ground surface will be returned, as nearly as possible, to pre-existing conditions. Fish will not be affected, as the cable will be bored under river crossings or bridge attachments will be utilized. This proposal will not eliminate a plant or animal community
2. No.
3. No.
4. No. The cable will be buried underground.

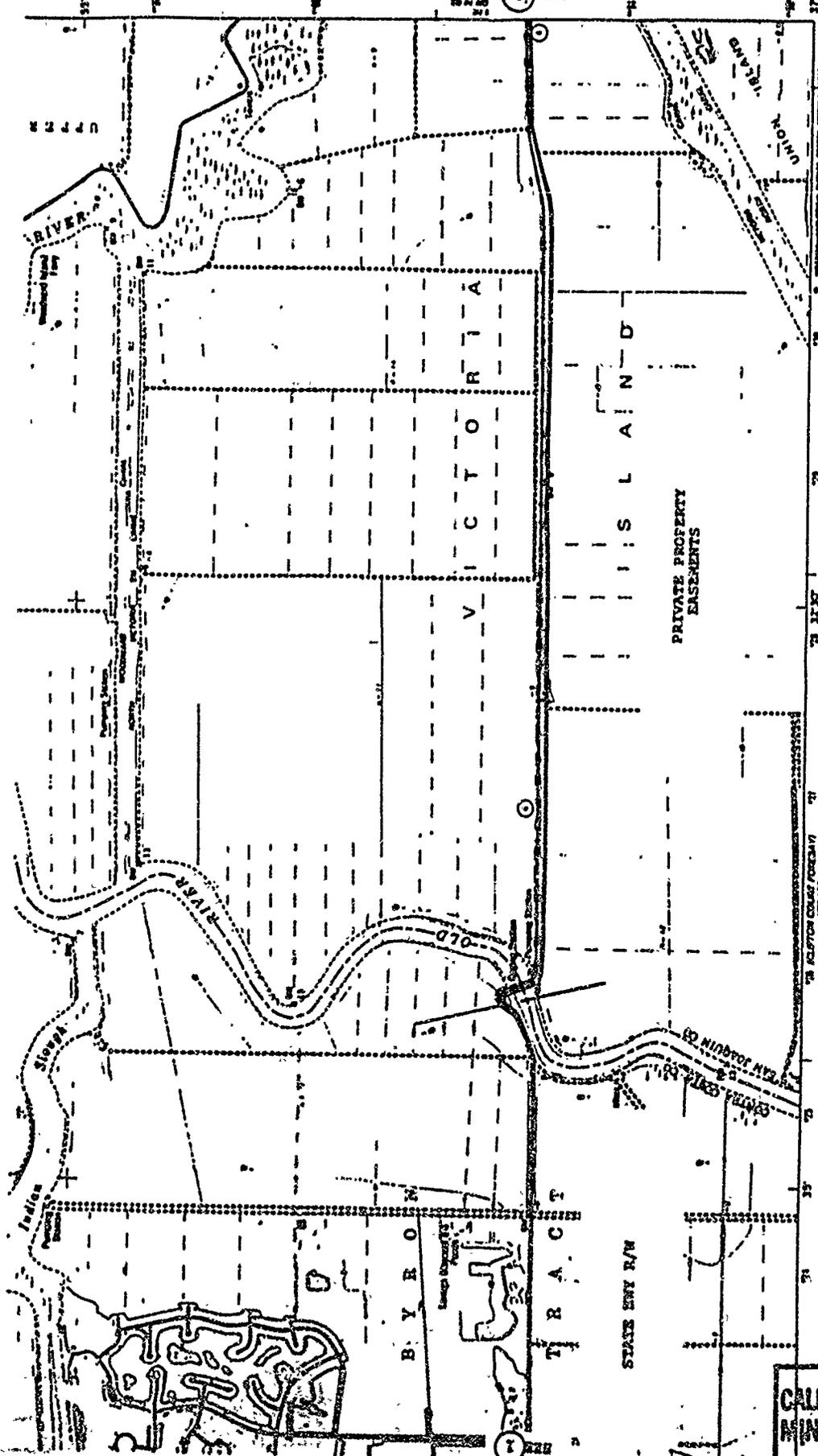
DETAILED ROUTE MAP -
OAKLAND TO STOCKTON
FIBER OPTIC ROUTE

FIBER OPTIC ROUTE IS
ALONG & WITHIN CITY,
COUNTY, AND STATE HWY.
RIGHTS-OF-WAY.

CALENDAR PAGE	64
MINUTE PAGE	405



G.C.E.R.'S
 5020 ELIAS AVE. - S. W. - CALIFORNIA 92231
 918 - 451-1253
 2615 PARK AVENUE DR. - REDWOOD CITY, CALIF.
 916 - 244-3441
 I.O. CALIFORNIA'S MAP HEADQUARTERS



ROAD CLASSIFICATION
 Primary highway, hard surface
 Light duty road, hard or improved surface
 Secondary highway, hard surface
 Unimproved road
 Interstate Route U.S. Route State Route

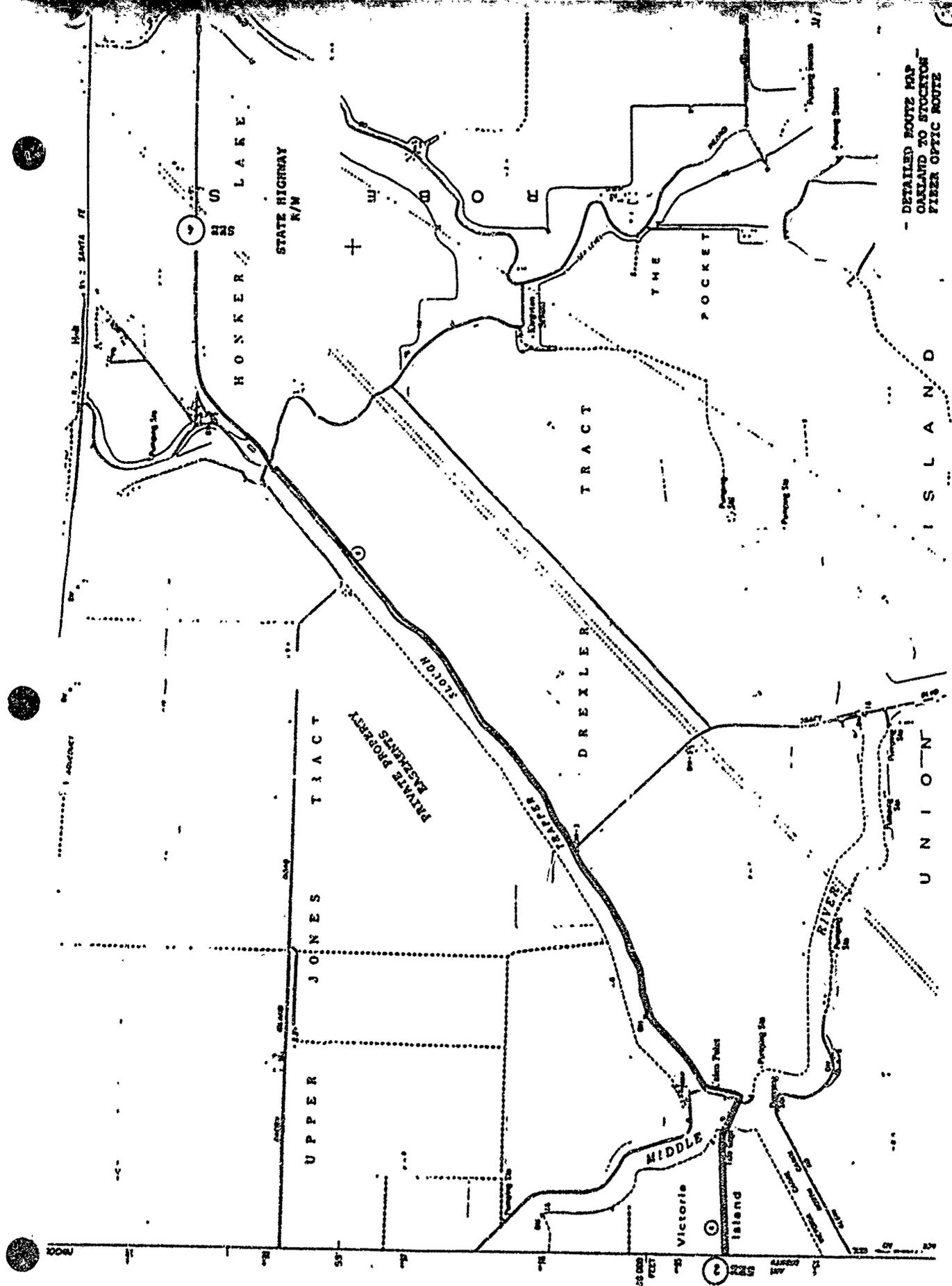


COLOUR INTERVAL 5 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929
 100% CURVES ARE SHOWN AS PER DATUM IS NEAR LOWER LEFT MARGINS
 INCLUDING BENCH MARKS THE APPROPRIATE USE OF WHICH ARE NOTED
 THE SCALE HORIZONTAL IS 1:24,000

THIS MAP CONFORMS WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80223 OR REGIONAL OFFICES THERE
 A FOLDER CONTAINING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

WOODWAY
 R21
 DETAILED ROUTE MAP
 OAKLAND TO STOCKTON
 FIBER OPTIC ROUTE

CALENDAR PAGE 65
 MINUTE PAGE 406

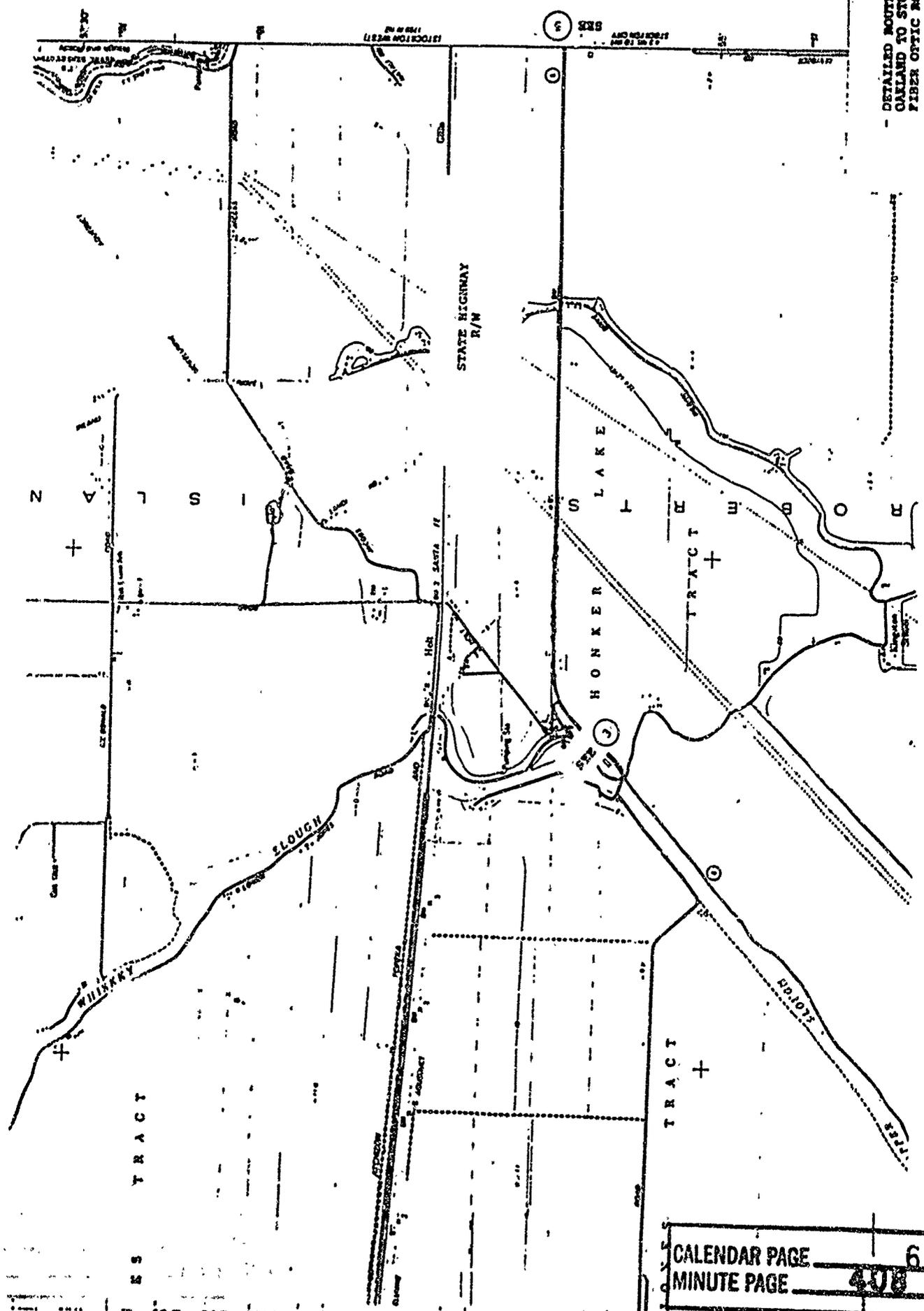


--- DETAILED ROUTE MAP
 OAKLAND TO STOCKTON
 FIBER OPTIC ROUTE

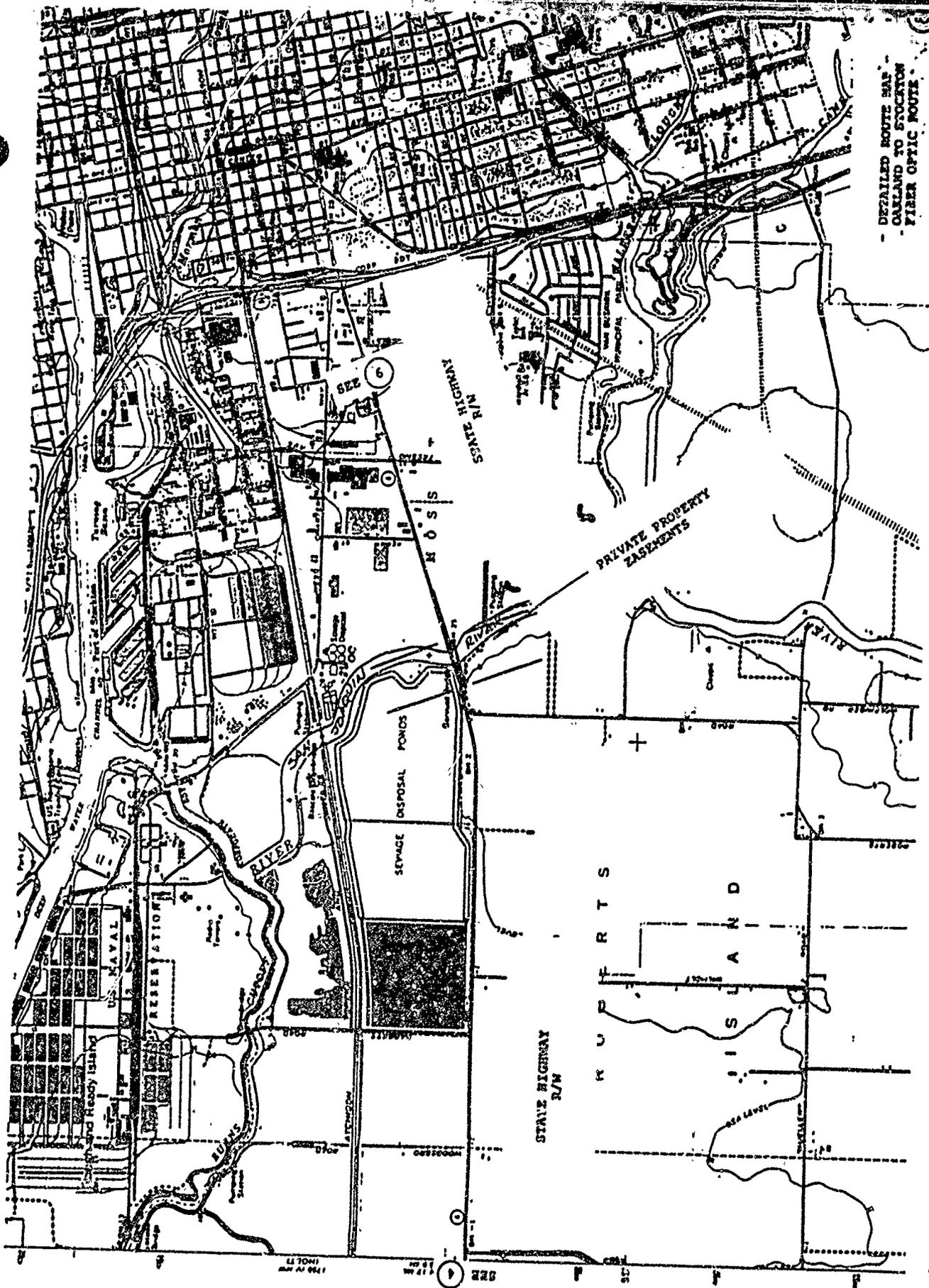
CALENDAR PAGE	66
MINUTE PAGE	407

DETAILED ROUTE MAP -
OAKLAND TO STOCKTON
FIBER OPTIC ROUTE

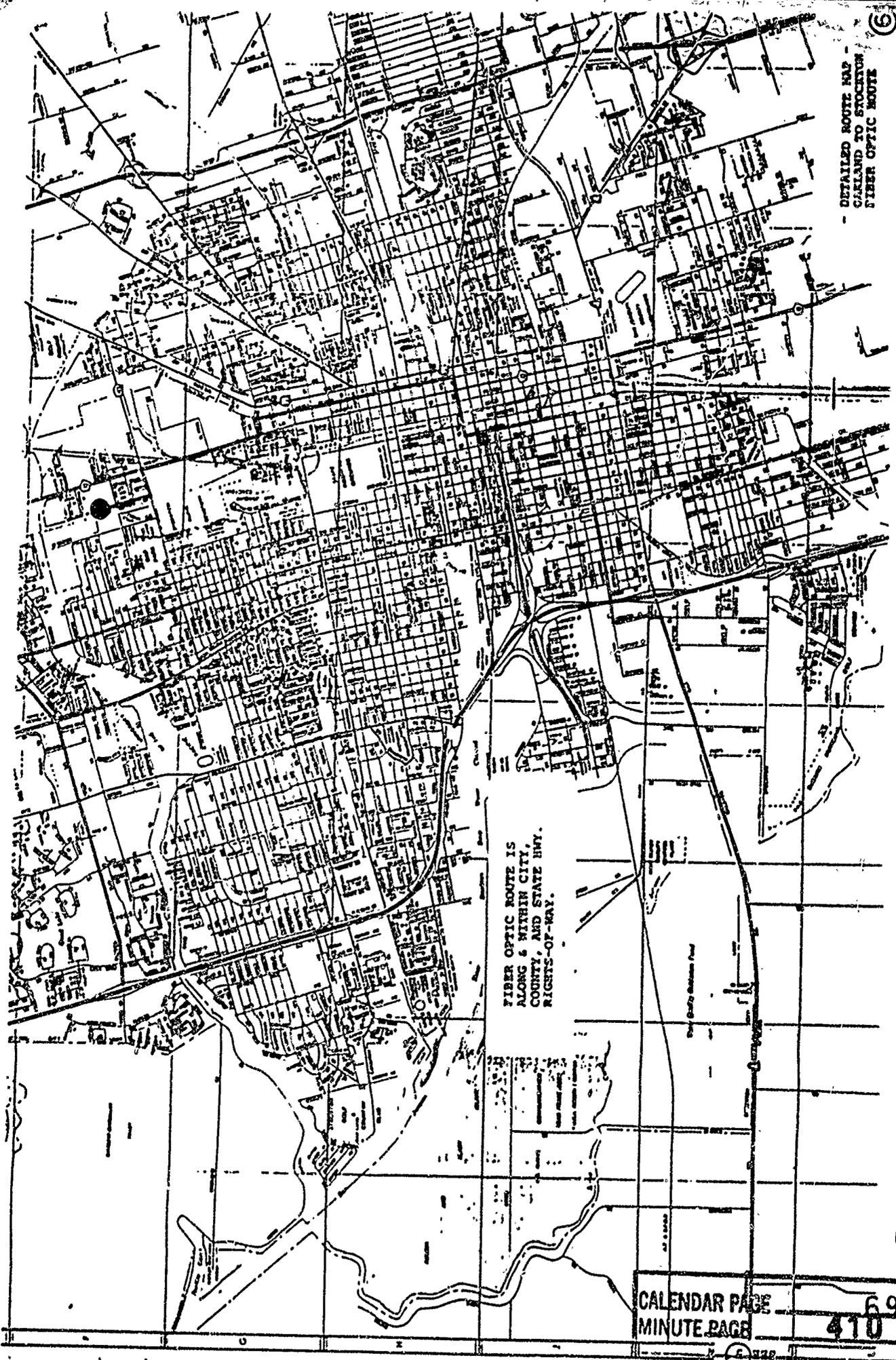
(4)



CALENDAR PAGE	67
MINUTE PAGE	408



CALENDAR PAGE	68
MINUTE PAGE	409



DETAILED ROUTE MAP
CALLED TO STOCKTON
FIBER OPTIC ROUTE

6

FIBER OPTIC ROUTE IS
ALONG & WITHIN CITY,
COUNTY, AND STATE HWY.
RIGHTS-OF-WAY.

CALENDAR PAGE	69
MINUTE PAGE	410

NARRATIVE
US SPRINT COMMUNICATIONS COMPANY
OAKLAND TO STOCKTON
CALIFORNIA
UNDERGROUND FIBER OPTIC CABLE PROJECT

PURPOSE

The purpose of the following is to provide a narrative description of the US Sprint underground fiber optic cable project from Oakland to Stockton, California. This description will include the following: method of construction, type of surface to be disturbed and planned location of cable beginning at the Oakland US Sprint POP facility and culminating at the Stockton US Sprint TOC facility.

NARRATIVE

1. City of Oakland

Oakland POP-Bryth Street-14th Street-West Street-Apgar Street-Lusk Street-42nd Street-Mather Street-Pleasant Valley Avenue-Piedmont Avenue-Ramona Avenue

Right of way surface: City streets, asphalt with concrete curb, intermittent concrete with asphalt overlay

Oakland to Walnut Creek Portion

This is a major urban area that includes a wide variety of commercial and manufacturing facilities. Currently, detailed fiber optic route maps are not available for this portion of the project. Please note that a vicinity map has been provided illustrating the route.

The trenching method will be employed in this area. The asphalt will be saw-cut in two locations approximately 12" apart. A backhoe will remove the asphalt and excavate a trench approximately 12" in width and 48" in depth. Three plastic conduits with a concrete encasement will be placed in the trench to contain and protect the cable. The trench will then be backfilled with the removed material, compacted and an asphalt cap will then be installed. No trench will remain open overnight. Virtually, all activity will be within the street portion of the city right of way.

Traffic control procedures will be in accordance with city requirements. Additionally, US Sprint will comply with the State of California, Manual of Traffic Controls for Construction and Maintenance Work Zones in all areas.

CALENDAR PAGE	70
MINUTE PAGE	411