

3 PROJECT ROUTE DESCRIPTIONS

3.1 INTRODUCTION

Descriptions of each project route in Broadwing’s proposed California network expansion are provided below. Currently, three projects are proposed:

- Northern California Interconnection Projects (made up of five independent segments),
- Los Angeles to Ontario Longhaul Route, and
- Ontario to San Diego Longhaul Route.

Fiber optic cable systems will be installed in various cities, including, but not limited to, the following:

Alhambra	Murrieta
Baldwin Park	Norco
Brisbane	Ontario
City of Industry	Pomona
Claremont	Poway
Covina	Rancho Cucamonga
Corona	Sacramento
El Monte	San Diego
Escondido	San Dimas
Hayward	San Francisco
Irwindale	San Jose
Lake Elsinore	Santa Clara
La Verne	Stockton
Los Angeles	Temecula
Modesto	Upland
Montclair	West Covina

Fiber optic cable systems will be installed in the counties of:

Alameda	San Diego
Los Angeles	San Francisco
Riverside	San Joaquin
Sacramento	San Mateo
San Bernardino	Santa Clara
Stanislaus	

3.2 NORTHERN CALIFORNIA INTERCONNECTION PROJECTS

Broadwing is proposing new construction of fiber optic network segments in the cities of Brisbane, Hayward, Modesto, San Francisco, Sacramento, San Jose, Santa Clara, and Stockton, California. The proposed construction projects consist of small segments that are generally short and interconnect existing facilities. No OP-AMP stations are proposed for construction on these routes. The routes are located primarily in urbanized areas such as residential, commercial, and light industrial areas and are usually along or within existing paved roadways. Because specific construction segments for the Northern California Interconnection Projects have not been identified for all of the routes (see table and discussion below), new construction is assumed to occur along the entire routes. This conservative (i.e., worst-case) assumption allows for a comprehensive analysis of environmental effects and mitigation measures related to the potential construction activities along the specified route. Even with this worst-case assumption, the

SWPPP required for the two longhaul projects as part of the NPDES permit is not applicable to the interconnection projects because the area proposed to be disturbed for each project is less than 5 acres.

For purposes of analysis, the proposed projects have been consolidated into five separate segments: the San Francisco End Link Project; the Santa Clara Data Center Route 2; the Hayward to Pleasanton Re-Route; the Sacramento End Link Project; and the Sacramento, Modesto, Stockton End Loops Projects. These project segments are described below and summarized in [Table 3.2-1](#).

Route	Overall Distance	Length of New Construction	Construction Methods	Jurisdictions
San Francisco End Link Project	7.8 mi.	1.5 mi.	Pull through existing conduit, open trenching	San Francisco Brisbane
Santa Clara Data Center Route 2	6.6 mi.	Undetermined	Pull through existing conduit, directional bore	Santa Clara San Jose
Hayward to Pleasanton Re-Route	1.1 mi.	1.1 mi.	Directional bore, minimal trenching	Hayward
Sacramento End Link Project	8.2 mi.	0.5 mi.	Pull through existing conduit, directional bore, trenching	Sacramento
Sacramento, Modesto, Stockton End Loop Projects	3 blocks	Undetermined	Pull through existing conduit, directional bore	Sacramento
	2 blocks	2 blocks	Directional bore, trenching	Modesto
	3 blocks	3 blocks	Directional bore, trenching	Stockton

3.2.1 SAN FRANCISCO END LINK PROJECT

This route extends approximately 7.8 miles from Bayshore Boulevard at Geneva Avenue in Brisbane to 665 3rd Street in San Francisco. Most of the route will be constructed primarily by pulling fiber optic cable through existing buried conduit within public streets. Gaps in the existing conduit will be constructed in previously disturbed public rights-of-way using open trenching (as determined by the City of San Francisco) and construction in existing manholes and handholes. Appurtenant structures will be buried in the public streets along the proposed route. The proposed new segments total approximately 1.5 miles. A route map based on U.S. Geological Survey (USGS) topographic quadrangles is provided in [Appendix C \(Figure C-1\)](#). A detailed description of the project route is presented in [Table 3.2-2](#).

The overall route commences at an existing handhole near the PG&E substation in Brisbane and runs north in Bayshore Boulevard to San Bruno Avenue, thence northeast in San Bruno Avenue to Salinas Avenue, thence west in Salinas Avenue to 3rd Street, thence north in 3rd Street to Oakdale Avenue, thence west in Oakdale Avenue to Barneveld Avenue, thence north in Barneveld Avenue to Jerrold, thence northwest in Jerrold to Cesar Chavez, thence south in Cesar Chavez to York Street, thence north in York Street to 25th Street, thence west in 25th Street to Folsom Street, thence north in Folsom Street to 3rd Street, thence east in 3rd Street to an existing manhole at 665 3rd Street in San Francisco. An additional segment in Folsom Street and extending from 3rd Street to an existing manhole between Hawthorne and 2nd Streets is also proposed.

Table 3.2-2 Right-of-Way Miles and Proposed Construction Methods for the San Francisco End Link Project							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SAN MATEO COUNTY</i>							
Terminus-Existing Handhole near PG&E Substation in Bayshore Blvd.	0.58	–	–	✓	–	–	✓
Subtotal	0.58	0	0				
<i>SAN FRANCISCO COUNTY</i>							
San Bruno Ave.	0.53	–	–	–	–	–	✓
Salinas Ave.	0.27	–	–	–	–	–	✓
Third St.	1.02	–	–	–	–	–	✓
Oakdale Ave.	0.96	–	–	✓	–	–	✓
Barneveld Ave.	0.31	–	–	✓	–	–	–
Jerrold	0.28	–	–	–	–	–	✓
Cesar Chavez	0.07	–	–	–	–	–	✓
York Street	0.19	–	–	–	–	–	✓
25th St.	0.34	–	–	–	–	–	✓
Folsom St.	2.85	–	–	✓	–	–	✓
Terminus - 665 Third St.	0.42	–	–	✓	–	–	✓
Subtotal	7.26	0	0				
Total	7.84	0	0				
Grand Total	7.84						

3.2.2 SANTA CLARA DATA CENTER ROUTE 2

This route is a redundant interconnection between Broadwing’s Data Center at 1700 Richard Avenue in Santa Clara and facilities at 2 North First Street in San Jose, a route of approximately 6.6 miles. The route will be constructed primarily using directional horizontal boring and construction in existing manholes. Physical investigation of the condition and availability of existing conduit is currently under way, and any gaps in the existing conduit will be constructed in previously disturbed public rights-of-way. End links will be required at both ends to connect fiber between the last manhole and the facilities in each terminal or point of presence (POP). Appurtenant structures will be buried in the public streets along the proposed route. A route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-2\)](#). A detailed description of the project route is presented in [Table 3.2-3](#).

**Table 3.2-3
Right-of-Way Miles and Proposed Construction Methods for the
Santa Clara Data Center Route 2 Project**

Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SANTA CLARA COUNTY</i>							
Terminus – 1700 Richard Avenue	0.02	–	–	✓	–	–	–
Scott Blvd.	0.73	–	–	–	✓	–	–
Warburton Ave.	0.23	–	–	–	✓	–	–
Lincoln St.	0.93	–	–	–	✓	–	–
Market St.	0.07	–	–	–	✓	–	–
Isabella St.	0.08	–	–	–	✓	–	–
Bellomy St.	0.49	–	–	–	✓	–	–
Washington St.	0.31	–	–	–	✓	–	–
Camino St.	0.28	–	–	–	✓	–	–
Park Ave.	2.09	–	–	–	✓	–	–
Sunol St.	0.38	–	–	✓	✓	–	–
The Alameda	0.41	–	–	✓	✓	–	–
Santa Clara St.	0.56	–	–	✓	–	–	–
Terminus–2 North First St.	0.02	–	–	✓	–	–	–
Total	6.60	0	0				
Grand Total	6.60						

The route commences at an existing manhole at 1700 Richard Avenue (near Scott Boulevard) and runs south in Scott Boulevard to Warburton Avenue, thence east in Warburton to Lincoln Street, thence south in Lincoln Street to Market Street, thence east in Market Street to Isabella Street, thence south in Isabella Street to Bellomy Street, thence east in Bellomy Street to Washington Street, thence south in Washington Street to Camino Street, thence east in Camino Street to Park Avenue, thence southeast in Park Avenue to Sunol Street, thence north in Sunol Street to The Alameda, thence east in The Alameda (name changes to Santa Clara Street) to a manhole outside 2 North First Street at Santa Clara Street.

3.2.3 HAYWARD TO PLEASANTON RE-ROUTE

This route connects Broadwing’s fiber optic cable system at the intersection of Highway 92/West Jackson Street and Santa Clara Street in Hayward to an existing Broadwing manhole in Turner Court. The route covers approximately 1.1 miles and will be constructed primarily by directional horizontal boring, with some trenching and construction in existing manholes. Appurtenant structures will be buried in both public and private streets and within private easements along the proposed route. A route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-3\)](#). A detailed description of the project route is presented in [Table 3.2-4](#).

**Table 3.2-4
Right-of-Way Miles and Proposed Construction Methods for the
Hayward to Pleasanton Re-Route**

Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Private Property Easement	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>ALAMEDA COUNTY</i>							
Terminus – Existing Manhole in Santa Clara St.	0.33	–	–	✓	✓	–	–
Larchmont St.	0.17	–	–	✓	✓	–	–
Willimet Way	0.01	–	–	✓	–	–	–
Private property easement	–	–	0.02	–	✓	–	–
Caltrans Crossing (I-880)	–	0.03	–	–	✓	–	–
La Playa Dr	0.26	–	–	✓	✓	–	–
Calaroga Ave.	0.28	–	–	✓	✓	–	–
Terminus – Existing Manhole in Turner Ct..	0.03	–	–	✓	✓	–	–
Total	1.08	0.03	0.02				
Grand Total	1.13						

This route commences at an existing manhole in Highway 92/West Jackson Street at Santa Clara Street and runs northwest in Santa Clara Street to Larchmont Street, thence west in Larchmont Street to Willimet Way, thence continuing west within a private easement between 24705 and 24713 Willimet Way to the eastern Interstate 880 right-of-way, thence continuing west (under Interstate 880) to La Playa Drive, thence southwest in La Playa Drive to Calaroga Avenue, thence south in Calaroga Avenue to Turner Court, thence east in Turner Court to Broadwing’s existing manhole.

3.2.4 SACRAMENTO END LINK PROJECT

This route connects Broadwing’s terminal at 650 J Street in Sacramento to a fiber cable splice point at the corner of Folsom Boulevard and Power Inn Road, at the Pacific Gas and Electric Company (PG&E) substation, transmission tower #185. The route is approximately 8.2 miles long and will be constructed primarily by pulling fiber optic cable through existing buried conduit in the public streets. Gaps in the existing conduit resulting from congestion or collapse will be constructed in previously disturbed public rights-of-way. The primary construction method will be directional horizontal boring, with some trenching and construction in existing manholes. End links will be required at both ends to connect fiber to splice points. Appurtenant structures will be buried in the public streets along the proposed route. The total length of the proposed constructed segments is approximately 0.5 mile. A route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-4\)](#). A detailed description of the project route is presented in [Table 3.2-5](#).

Table 3.2-5 Right-of-Way Miles and Proposed Construction Methods for the Sacramento End Link Project							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SACRAMENTO COUNTY</i>							
Terminus – 650 J St.	4.94	–	–	✓	✓	–	✓
39 th St.	0.41	–	–	–	✓	–	✓
Terminus – PG&E Tower 185 in Folsom Blvd.	2.88	–	–	✓	–	–	✓
Total	8.23	0	0				
Grand Total	8.23						

The route commences at Broadwing’s terminal at 650 J Street and runs southeast to 39th Street, thence southwest in 39th Street to Folsom Boulevard, thence southeast in Folsom Boulevard to PG&E tower #185.

3.2.5 SACRAMENTO, MODESTO, STOCKTON END LOOP PROJECTS

In downtown Sacramento, Broadwing will connect its existing fiber optic cable system at 650 J Street to its facilities at 1107 9th Street. The proposed route is currently undefined but is anticipated to be three blocks (approximately 0.37 mile) long. A potential route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-5\)](#). This project will be constructed primarily by trenching in public right-of-way and will include directional boring and construction in existing manholes. End links may be required at both ends to connect fiber to splice points. Appurtenant structures will be buried in the public streets along the proposed route. A detailed description of the project route is presented in [Table 3.2-6](#).

Table 3.2-6 Right-of-Way Miles and Proposed Construction Methods for the Sacramento End Loop Project							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SACRAMENTO COUNTY</i>							
Terminus – 650 J St.	0.09	–	–	✓	–	–	–
Eighth St.	0.18	–	–	✓	✓	–	–
K & L Courtyard	0.06	–	–	✓	–	–	–
Terminus – 1107 Ninth St.	0.04	–	–	✓	–	–	–
Total	0.37	0	0				
Grand Total	0.37						

In Modesto, Broadwing will connect its existing fiber optic cable system at 1021 14th Street to its facilities at 1120 13th Street. The route is two blocks (approximately 0.16 mile) long and will be constructed in previously disturbed public (state and city) rights-of-way. A route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-6\)](#). Primary construction methods will be directional horizontal boring and trenching. Manholes and/or handholes may be placed outside each of the above building locations. Appurtenant structures will be buried in the public streets along the proposed route. A detailed description of the project route is presented in [Table 3.2-7](#).

Table 3.2-7 Right-of-Way Miles and Proposed Construction Methods for the Modesto End Loop Project							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>STANISLAUS COUNTY</i>							
Terminus – 1021 14th St.	0.01	–	–	✓	–	–	–
K St.	0.14	–	–	–	✓	–	–
Terminus – 1120 13th St.	0.01	–	–	✓	–	–	–
Total	0.16	0	0				
Grand Total	0.16						

The proposed route begins at an existing manhole outside 1021 14th Street and runs northwest in 14th Street to K Street, thence southwest in K Street to 13th Street, thence northwest in 13th Street, and terminates at a new manhole to be located outside 1120 13th Street.

In Stockton, Broadwing will connect its existing fiber optic cable system at 4201 Coronado Avenue to its facilities at 1426 Bourbon Street. This route is less than three blocks (approximately 0.53 mile) long and will be constructed in previously disturbed public (city) rights-of-way. A route map based on USGS topographic quadrangles is provided in [Appendix C \(Figure C-7\)](#). Trenching is the primary construction method anticipated for use. Manholes and/or handholes may be placed outside each of the above building locations. Appurtenant structures will be buried in the public streets along the proposed route. A detailed description of the project route is presented in [Table 3.2-8](#).

Table 3.2-8 Right-of-Way Miles and Proposed Construction Methods for the Stockton End Loop Project							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SAN JOAQUIN COUNTY</i>							
Terminus – 4201 Coronado Ave.	0.09	–	–	✓	–	–	–
Enterprise St.	0.15	–	–	✓	–	–	–
West Lane	0.17	–	–	✓	–	–	–
Terminus – 1426 Bourbon St.	0.12	–	–	✓	–	–	–
Total	0.53	0	0				
Grand Total	0.53						

The proposed route begins at 4201 Coronado Avenue and runs south in Coronado Avenue to Enterprise Street, thence east in Enterprise Street to West Lane, thence south in West Lane to Bourbon Street, thence east in Bourbon Street, and terminates at 1426 Bourbon Street.

3.3 LOS ANGELES TO ONTARIO LONGHAUL ROUTE

The proposed longhaul route will connect Broadwing’s existing fiber optic cable system in Los Angeles to its existing terminal at 1590 Milliken Avenue, Suite B, in Ontario. The route is approximately 45.6 miles long and includes installation of fiber optic conduit within existing Metrolink rail line right-of-way (42.3 miles) and City of Ontario (Milliken Avenue) right-of-way (3.3 miles). The fiber optic conduits will be installed primarily using a rail plow, supplemented by trenching and boring where required. Streets, rail station platforms, other utilities, and the railroad tracks themselves will be crossed using directional boring. Concrete-lined storm water conveyance channels and creeks will also be crossed using directional boring or by attaching to existing bridge structures, if permitted. To avoid adjacent structures and facilities, the proposed fiber optic conduits will occasionally cross from one side of the railroad tracks to the other. Within the western Milliken Avenue right-of-way, conduit will be installed by plowing, trenching, and/or directional boring in areas that are disturbed by routine right-of-way maintenance. A total of 53 handholes are proposed (48 along the railroad right-of-way and 5 within the Milliken Avenue right-of-way) at intervals of approximately 3,000 feet. No OP-AMP stations are proposed for construction. Appurtenant structures will be buried in the rights-of-way along the proposed route.

The proposed project crosses Los Angeles, Alhambra, El Monte, City of Industry, Baldwin Park, Irwindale, West Covina, Covina, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. It also crosses Montclair, Upland, Ontario, and Rancho Cucamonga in San Bernardino County. The proposed route is located in a very urbanized area comprised of built structures and features of industrial, commercial, and residential character. Most adjacent land uses are industrial, with some commercial, residential, educational (California State University -- Los Angeles), and recreational (park) uses. Route maps based on USGS topographic quadrangles are provided in [Appendix C \(Figures C-8a through C-8g\)](#). A detailed description of the project route is presented in [Table 3.3-1](#).

Table 3.3-1 Right-of-Way Miles and Proposed Construction Methods for the LA to Ontario Longhaul Route							
Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>LOS ANGELES COUNTY</i>							
Terminus – Metropolitan Transit Authority Rail Line	–	–	34.0	✓	✓	✓	–
Subtotal	–	–	34.0				
<i>SAN BERNARDINO COUNTY</i>							
Metropolitan Transit Authority Rail Line	–	–	8.3	✓	✓	–	–
Terminus – 1590 Milliken Ave.	3.3	–	0	✓	✓	–	–
Subtotal	3.3	0	8.3				
Total	3.3	0	42.3				
Grand Total		45.6					

The route begins at the western terminus of Broadwing’s existing network, approximately 500 feet west of the intersection of Mission Street and East 1st Street, directly under the 1st Street Bridge spanning the Los Angeles River in Los Angeles. From an existing handhole located east of the Metrolink tracks, the route extends basically east-west within existing Metrolink rail line right-of-way. Just east of the Rancho Cucamonga Metrolink Station, the route turns south, leaving the Metrolink right-of-way, and is located within the western Milliken Avenue right-of-way. The route ends at Broadwing’s existing terminal at 1590 Milliken Avenue, Suite B, in Ontario. For approximately 6.5 miles of the route, the railroad right-of-way and proposed fiber optic conduit will be located between the east- and west-bound travel lanes of Interstate 10 (I-10). For most of the route, the fiber optic conduit will be buried underground, outside the rail line ballast that supports the existing railroad ties and tracks. For 6.5 miles where the railroad right-of-way is located within the median of I-10, the right-of-way is very narrow (approximately 28 feet wide) and is presently entirely covered with ballast. In this area, the conduits will have to be installed directly beneath the ballast. Just east of the Fremont Avenue overpass in Alhambra, Metrolink is planning future construction of a passing track adjacent to the main line track. In this area, the conduits will be located at the outer northern edge of the right-of-way to disturbance by avoid future railroad construction.

3.4 ONTARIO TO SAN DIEGO LONGHAUL ROUTE

The proposed longhaul route will connect Broadwing’s existing terminal at 1590 Milliken Avenue, Suite B, in Ontario, to its existing terminal at 5474 Complex Street, Suite 502, in San Diego. The route is approximately 114 miles long and includes installation of fiber optic conduit within previously disturbed state, county, and city road rights-of-way. Approximately 56 miles of the route are in Riverside County, 51 miles are in San Diego County, and 7 miles are in San Bernardino County. The fiber optic conduit will be installed primarily by trenching in public streets, plowing in roadway shoulders, and/or directional boring in areas that are disturbed by routine right-of-way maintenance. Major street intersections, other utilities, and railroad tracks will be crossed using directional boring. Concrete-lined storm water conveyance channels and perennial streams will also be crossed using directional boring or by attaching to existing bridge structures, if permitted. Some unlined drainage channels that are not associated with any sensitive resources may be trenched. Approximately 200 handholes are proposed along the proposed route at intervals of approximately 3,000 feet. Two OP-AMP stations are proposed for construction along the route. One is located near Lake Elsinore at the northwest corner of Tranquil Lane and Grand Avenue in the community of Wildomar (Tranquil Lane site). The other is located just south of the Riverside/San Diego County line at the northeast corner of Rainbow Valley Boulevard and Rainbow Creek Road in the community of Rainbow (Warder site). Other appurtenant structures will be buried in the public streets along the proposed route.

The proposed project crosses Norco, Corona, Lake Elsinore, Murrieta, and Temecula in Riverside County; Escondido, Poway, and San Diego in San Diego County; and Ontario in San Bernardino County. The proposed route travels through both urbanized and non-urbanized areas. Route maps based on USGS topographic quadrangles are provided in [Appendix C \(Figures C-9a through C-9t\)](#). A detailed description of the project route is presented in [Table 3.4-1](#).

Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
<i>SAN BERNARDINO COUNTY</i>							
Terminus- 1590 Milliken Ave.	4.75	–	–	✓	✓	–	–
Hamner Ave. (to Belgrave Ave.)	2.50	–	–	✓	✓	–	–
Subtotal	7.25	0	0				
<i>RIVERSIDE COUNTY</i>							
Hamner Ave. (from Belgrave Ave.)	6.65	–	–	✓	✓	✓	–
Cotta St.	1.01	–	–	✓	✓	–	–
Railroad St.	0.07	–	–	✓	–	–	–
North Vicentia St.	1.32	–	–	✓	✓	–	–
Crestview Street	0.04	–	–	✓	–	–	–
South Vicentia Ave.	0.59	–	–	✓	✓	–	–
Ontario Ave.	3.70	–	–	✓	✓	–	–
Temescal Canyon	12.02	–	–	✓	✓	–	–

**Table 3.4-1
Right-of-Way Miles and Proposed Construction Methods for the
Ontario to San Diego Longhaul Route**

Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
Rd.							
Lake St.	1.81	–	–	✓	✓	–	–
Grand Ave.	11.89	–	–	✓	✓	–	–
McVicar St.	0.47	–	–	✓	✓	–	–
Palomar St.	1.71	–	–	✓	✓	–	–
Washington Ave.	1.09	–	–	✓	✓	–	–
Magnolia St.	0.26	–	–	✓	–	–	–
Adams Ave.	4.25	–	–	✓	✓	–	–
Cherry St.	0.31	–	–	✓	✓	–	–
Diaz Rd.	2.17	–	–	✓	–	–	–
Rancho California Rd.	0.05	–	–	✓	–	–	–
Vincent Moraga Dr.	0.08	–	–	✓	–	–	–
Felix Valdez Rd.	0.33	–	–	✓	–	–	–
6th St.	0.06	–	–	✓	–	–	–
Pujol St.	0.41	–	–	✓	–	–	–
1st St.	0.19	–	–	✓	–	✓	–
Front St.	0.75	–	–	✓	–	✓	–
State Highway 79	–	0.78	–	–	✓	–	–
Pala Road (S16)	–	0.22	–	–	✓	–	–
Rainbow Canyon Rd.	3.13	–	–	✓	✓	–	–
Subtotal	54.36	1.00	0				
<i>SAN DIEGO COUNTY</i>							
Rainbow Valley Blvd.	1.66	–	–	✓	✓	–	–
8th St.	0.13	–	–	✓	–	–	–
Rice Canyon Rd.	5.02	–	–	✓	✓	–	–
Pala Rd. (Highway 76)	–	0.12	–	–	✓	–	–
Couser Canyon Rd.	4.94	–	–	✓	✓	–	–
Lilac Rd.	6.96	–	–	✓	✓	–	–
Valley Center Rd. (Route S6)	–	4.90	–	–	✓	–	–
East Valley Pkwy.	1.92	–	–	✓	–	–	–
Bear Valley Pkwy.	5.07	–	–	✓	✓	–	–
Sunset Dr.	0.33	–	–	✓	✓	–	–
Interstate 15	–	0.68	–	–	✓	–	–
Pomerado Rd.	14.21	–	–	✓	✓	–	–
Miramar Rd.	0.17	–	–	✓	–	–	–

**Table 3.4-1
Right-of-Way Miles and Proposed Construction Methods for the
Ontario to San Diego Longhaul Route**

Route Segment	Right-of-Way Miles			Construction Methods			
	Local Roads	State Highways	Railroad	Plow or Trench	Bore	Bridge Attachment and/or Utility Cell	Pull-Through Existing Conduit
Kearny Villa Rd.	4.71	–	–	✓	✓	✓	–
Topaz Way	0.16	–	–	✓	–	–	–
Complex St.	0.06	–	–	✓	–	–	–
Subtotal	45.34	5.70	0				
Total	106.95	6.70	0				
Grand Total	113.65						

The route begins at the existing terminal at 1590 Milliken Avenue, Suite B, in Ontario and runs south in Milliken Avenue to Riverside Drive (street name changes to Hamner Avenue), thence continuing south in Hamner Avenue to Cotta Street (extended), thence southwest in Cotta Street to Railroad Street, thence west in Railroad Street to North Vicentia Avenue, thence south in North Vicentia Avenue under Highway 91 (street name changes to South Vicentia Avenue) to Crestview Street, thence east in Crestview Street to South Vicentia Avenue, thence south in South Vicentia Avenue to Ontario Avenue, thence east in Ontario Avenue to El Cerrito Road (street name changes to Temescal Canyon Road). From there the route continues southeast in Temescal Canyon Road to Lake Street, thence southeast in Lake Street to Audelo Street/Patrick Court (street name changes to Grand Avenue), thence continuing southeast in Grand Avenue to McVicar Street, thence northeast in McVicar Street to Palomar Street, thence southeast in Palomar Street to the City of Murrieta (street name changes to Washington Avenue).

Once in Murrieta, the route continues southeast in Washington Avenue to Magnolia Street, thence northeast in Magnolia Street to Adams Avenue, thence southeast in Adams Avenue to Cherry Street, thence southwest in Cherry Street to Diaz Road, thence southeast in Diaz Road to Rancho California Road, thence southwest in Rancho California Road to Vincent Moraga Drive, thence south in Vincent Moraga Drive to Felix Valdez Road, thence east and southeast in Felix Valdez Road to 6th Street, thence southwest in 6th Street to Pujol Street, thence southeast in Pujol Street to 1st Street. The route travels east in 1st Street across and within the new 1st Street Bridge to Front Street, thence southeast in Front Street to its intersection with Highway 79, thence east in Highway 79 to Pala Road (Route S16), thence southeast in Pala Road to Rainbow Canyon Road, thence south in Rainbow Canyon Road to Old Highway 395 (street name changes to Rainbow Valley Boulevard).

The route continues southwest in Rainbow Valley Boulevard to 8th Street, thence east in 8th Street to Rice Canyon Road, thence south in Rice Canyon Road to Pala Road (Highway 76), thence east in Pala Road to Couser Canyon Road, thence south in Couser Canyon Road to Lilac Road, thence south in Lilac Road to Valley Center Road (Route S6). From this point the route continues south in Valley Center Road to the City of Escondido (street name changes to East Valley Parkway), thence continuing south in East Valley Parkway to its intersection with Bear Valley Parkway, thence continuing southwest in Bear Valley Parkway to Sunset Drive, thence southwest in Sunset Drive to the easterly Interstate 15 (I-15) right-of-way. The route runs south in I-15 right-of-way under Lake Hodges to Pomerado Road (Route S5), thence southeast in Pomerado Road to the City of Miramar (street name changes to Miramar Road), thence continuing west in Miramar Road to Kearny Villa Road, thence south in Kearny Villa Road to Topaz Way, thence southeast in Topaz Way to Complex Street, thence south in Complex Street to Broadwing's terminal at 5474 Complex Street, Suite 502, in San Diego.