

Chapter 3. Project Route Descriptions

INTRODUCTION

A description of the Williams=Point Arena to Robbins project route and Point Arena to Sacramento project route is provided in this chapter, along with summaries of the construction methods, the types of rights-of-way to be used, and mileage of fiber optic cable for the project routes. More detail on the construction methods is provided in Chapter 2, *Project Description*. Environmental setting information is provided in Chapter 4A, *Environmental Settings for Point Arena to Robbins*, and Chapter 4B, *Environmental Settings for Point Arena to Sacramento*.

The projects are to install, operate, and maintain a fiber optic cable system. From Point Arena to Robbins, the project route passes through several cities including the following:

- # Manchester
- # Boonville
- # Ukiah
- # Calpella
- # Robbins

From Point Arena to Sacramento, the project route passes through several cities including the following:

- | | |
|---------------|-------------------------|
| # Manchester | # Cotati |
| # Point Arena | # Rohnert Park |
| # Yorkville | # Schellville |
| # Cloverdale | # Cordelia |
| # Healdsburg | # Fairfield/Suisun City |
| # Windsor | # Davis |
| # Fulton | # West Sacramento |
| # Santa Rosa | # Sacramento |

The fiber optic cable system from Point Arena to Robbins would be installed in the Counties of:

- # Mendocino
- # Colusa
- # Yolo
- # Sutter

The fiber optic cable system from Point Arena to Sacramento would be installed in the Counties of:

- # Mendocino
- # Sonoma
- # Napa
- # Solano

- # Yolo
- # Sacramento

PROJECT ROUTE DESCRIPTIONS

Point Arena to Robbins

The project route would connect the AT&T Corp. (AT&T) Japan fiber optic cable landing near Point Arena in Mendocino County with the community of Robbins, primarily following state, county, and private road rights-of-way. The central portion of the project route, between Calpella in Mendocino County and Walnut Drive in Colusa County, would use an existing dark fiber (i.e., fiber optic cable that is currently not in use) installed along an existing Pacific Gas and Electric (PG&E) transmission line. Because this aerial portion of the project route is existing, it is not included as part of the project description. The project route and locations of the associated optical amplification (OP-AMP)/regenerator stations are shown in **Figures 3-1** and **3-2**. **Table 3-1** summarizes the right-of-way miles and construction methods.

Table 3-1. Right-of-Way Miles and Construction Methods for the Point Arena to Robbins Project Route

Route Segment	Right-of-Way Miles				Construction Methods		
	Local Roads	State Highways	Railroad	Private Road	Plow or Trench	Bore	Bridge Attach
West Segment							
Kinney Road	0.95				T		
State Route 1		2.11			T		
Mountain View Road	24.96				T		T
State Route 128		1.18			T		
State Route 253		16.93			T		
State Street	0.76				T		
Norgard Street	0.26				T		
NCPR			8.82		T	T	
State Route 20/Frontage Road	0.12				T		
East Road	0.54				T		
PG&E substation access road				0.09	T		
Subtotal	27.58	20.21	8.82	0.09			
East Segment							
Walnut Drive	0.31				T		
East Camp Road	1.23				T		
East Hill Road	0.52				T		
Myers Road	6.95				T		
Lone Star Road	3.04				T		

Table 3-1. Right-of-Way Miles and Construction Methods for the Point Arena to Robbins Project Route

Route Segment	Right-of-Way Miles				Construction Methods		
	Local Roads	State Highways	Railroad	Private Road	Plow or Trench	Bore	Bridge Attach
Hahn Road/Grimes Arbuckle Road	8.30				T		
Lodi Road	0.32				T		
Cecil Road	1.04				T		
Poundstone Road (2nd)	2.74				T		
Tule Road	0.18				T		
Poundstone Road	2.99				T		
White Road	2.00				T		
Browning Road	3.02				T		
Colusa/Yolo County Line Road	1.63				T		
Sacramento River crossing				0.29	T	T	
Subaco Road	3.60				T		
Browning Road (2nd)	3.01				T		
Seymour Road	3.26				T		
Sacramento Valley Boulevard				0.50	T		
Subtotal	44.24			0.79			
GRAND TOTAL		101.73					

The project route would be located predominantly in state highway and county road rights-of-way, with a few short private road segments and roughly 8.8 miles in North Coast Pacific Railroad (NCPR) right-of-way. The project crosses Mendocino, Colusa, Yolo and Sutter Counties and the communities of Manchester, Booneville, Ukiah, Calpella and Robbins.

From the AT&T Japan cable landing, the project route would follow Kinney Road for 0.95 mile to the intersection with State Route (SR) 1 and follow SR 1 south for 2.11 miles to Mountain View Road. At Mountain View Road, the project route would turn east and follow Mountain View Road for 24.96 miles to SR 128, where it would turn south and continue for 1.18 miles before turning on SR 253 for 16.93 miles to State Street, south of Ukiah. At this point, the project route would turn north on State Street for 0.76 mile to Norgard Street, where it would turn west for 0.26 mile before connecting with the NCPR right-of-way. The project route would travel north within the NCPR right-of-way for 8.82 miles, bore under the Russian River, turn east for 0.12 mile on SR 20/Frontage Road, and then turn north on East Road. The project route would continue north on East Road for 0.54 mile, and turn east for 0.09 mile on a private PG&E substation access road until reaching an existing PG&E substation. At this point, the Williams project route would terminate; however the fiber optic signal would continue east across Lake County approximately 80 miles on an existing aerial dark fiber installed along a PG&E transmission line.

The project route would begin again 80 miles east at the end of the PG&E transmission line in Colusa County and proceed west for 0.31 mile on Walnut Drive. At East Camp Road, the project route would turn south and

then east for 1.23 miles, and turn south again for 0.52 mile on East Hill Road. From there, the project route would turn east on Myers Road, continue for 6.95 miles to Lone Star Road, turn south, and continue for 3.04 miles before turning east on Hahn Road. The project route would proceed east on Hahn Road, which becomes Grimes Arbuckle Road, for 8.30 miles, and then turn south on Lodi Road for 0.32 mile. At Cecil Road, the project route would turn east and continue for 1.04 miles to Poundstone Road where it would turn south for 2.74 miles, jog west for 0.18 mile on Tule Road, and then jog south back onto Poundstone Road for 2.99 miles. From Poundstone Road (second segment of this roadway), the project route would turn east on White Road for 2.00 miles, turn south on Browning Road for 3.02 miles, and then turn east on the Colusa/Yolo County Line Road. The project route would continue east for 1.63 miles on the Colusa/Yolo County Road, where it would leave the public road right-of-way, enter a private road, and cross under the Sacramento River (0.29 mile total). On the east side of the Sacramento River, the project route would proceed east for 3.60 miles on Subaco Road. At Browning Road (second segment of this roadway), the project route would turn south for 3.01 miles until reaching Seymour Road, where it would turn east proceed for 3.26 miles, bore under a canal, turn south, and continue for 0.50 mile on Sacramento Valley Boulevard, an unincorporated public right-of-way, before connecting into a regenerator station constructed along a backbone cable between Sacramento and Portland.

The project route would pass through rural coastal forest lands in Mendocino County; blue oak woodland, chamise chaparral, and annual grasslands in western Colusa and western Yolo Counties; and agricultural areas in eastern Yolo and southern Sutter Counties. Although the project route is largely rural, it would pass through commercial areas in Manchester, Booneville, Ukiah, Calpella, and Robbins.

The Russian and Sacramento Rivers are the only major rivers crossed by the project route.

Proposed OP-AMP/Regenerator Station Locations

Three OP-AMP/regenerator stations would be constructed as part of the project (**Figure 3-2**). These stations would be located in Mendocino County in southern Ukiah, adjacent to and northwest of the U.S. Highway 101/NCPR intersection; in Lake County, immediately adjacent to and north of the Highway 20/Highway 53 junction; and in Colusa County, north of Arbuckle approximately 1 mile east of the Interstate 5/Hahn Road interchange. All the OP-AMP/regenerator stations would be located on private property outside existing rights-of-way.

Point Arena to Sacramento

The project route would connect the AT&T Japan fiber optic cable landing near Point Arena in Mendocino County with a point of presence (POP) of Sacramento, primarily following state, county, and private road rights-of-way. The western portion of the project route between Manchester and the intersection of SR 128 and Mountain House Road in Mendocino County was assessed and approved by the California Public Utilities Commission/California Environmental Quality Act in a initial study/mitigated negative declaration (IS/MND); therefore, this portion is not included in this project route's analysis. The new portion of the project route addressed in this subsequent IS/MND is from the SR 128/Mountain House Road junction to the POP in Sacramento. The project route and locations of the associated OP-AMP/regenerator stations are shown in **Figures 3-3** and **3-4**. **Table 3-2** summarizes the right-of-way miles and construction methods.

Table 3-2. Right-of-Way Miles and Construction Methods for the Point Arena to Sacramento Project Route

Route Segment	Right-of-Way Miles				Construction Methods		
	Local Roads	State Highways	Railroad	Private Road	Plow or Trench	Bore	Bridge Attach
*Kinney Road	0.96				T		
*SR 1		6.21			T	T	T
*Riverside-Eureka Hill Road	2.85				T		
*Ten Mile/Cutoff Road	5.91				T		
*Iverson Road	1.85				T		
*Fish Rock Road	25.49				T		T
*SR 128		19.09			T	T	
Cloverdale Boulevard	0.14				T		
McCray Road	0.28				T	T	
North Coast Pacific Railroad			10.89		T		
West Grant Road	0.04				T		
Grove-Vine Road	0.62				T		
Mill Road	0.28				T		
Kinley Road	0.99				T		
U.S. Highway 101 bridge (Russian River crossing)		0.62					T
Old Redwood Highway	10.8				T		
Mendocino Road	1.29				T		
Lewis Road	0.28				T		
Franklin Road	0.41				T		
North-Brookwood Roads	2.37				T		
Allan-Aston Way	0.75				T		
Petaluma Hill Road	6.79				T		
Old Adobe Road	11.87				T		
Petaluma Road	3.21				T		
Highway 116		1.61			T		
Highway 12/121		9.55			T		
Highway 12/29		3.99			T	T	
Highway 12		5.14			T		
North Kelly Road (Highway 12 By-Pass)		1.23			T		
Red Top Road	0.05				T		
Northern California Railroad Association			6.30		T		
Union Pacific Railroad			34.95		T	T	
Yolo By-Pass, private lands				2.98	T	T	
Stillwater Road	0.23				T		
Reed Avenue	0.54				T		

Table 3-2. Right-of-Way Miles and Construction Methods for the Point Arena to Sacramento Project Route

Route Segment	Right-of-Way Miles				Construction Methods		
	Local Roads	State Highways	Railroad	Private Road	Plow or Trench	Bore	Bridge Attach
Sacramento Avenue	1.96				T		
3rd Avenue	0.09				T		
Sacramento River Crossing				0.37		T	
Bercut Street	0.28				T		
Bannon Street	0.45				T		
North B Street	0.47				T		
Subtotal	81.24	47.45	52.13	3.35			
GRAND TOTAL	184.17						

* Route segment approved in the original CPUC IS/MND, October 21, 1999.

The project route would be located predominantly in state highway, county road rights-of-way, and railroad rights-of-way, with a few private land segments. From the AT&T Japan cable landing, the underground fiber optic cable would follow Kinney Road east for 0.96 mile to the intersection of SR 1, follow SR 1 south for 6.21 miles where it would turn onto Riverside Drive/Eureka Hill Road, and continue south for 2.85 miles before becoming Ten Mile Cutoff Road, and continuing south for another 5.91 miles. The project route would turn onto Iverson Road and continue for 1.85 miles, turn onto Fish Rock Road, and continue east for 25.49 miles. At SR 128, the project route would turn southeast and continue for 19.09 miles. At Cloverdale Boulevard, the project route would turn east for 0.14 mile to McCray Road, turn south for 0.28 mile, bore under U.S. Highway 101, and turn south onto the North Coast Pacific Railroad (NCPR) right-of-way. The project route would continue south on the NCPR for 10.89 miles to West Grant Road, where it would leave the railroad right-of-way and continue west for 0.04 mile on West Grant Road, turn south for 0.616 mile on Grove-Vine Road, and turn south again on Mill Road for 0.28 mile and 0.99 mile on Kinley Road. At this point, the project route would join the U.S. Highway 101 right-of-way and travel south for 0.62 mile before crossing the Russian River by bridge attachment.

It then would turn south onto Old Redwood Highway for 10.8 miles and continue through Santa Rosa on Mendocino Road for 1.29 miles, Lewis Road for 0.28 mile, Franklin Road for 0.41 mile, North-Brookwood Road for 2.37 miles, and Allan-Aston Way for 0.75 mile. The project route would continue southeast on Petaluma Hill Road for 6.79 miles and Old Adobe Road for 11.87 miles. At Petaluma Road, the project route would turn east for 3.21 miles to Highway 116 and continue for 1.61 miles, then turn onto Highway 12/121 for 9.55 miles. It would turn south on Highway 12/29 for 3.99 miles, then turn east on Highway 12 for 5.14 miles, with a 1.23 miles segment mid-Highway 12 on North Kelly Road. The project route would then turn south off Highway 12 onto Red Top Road for 0.05 mile, and continue east on the Northern California Railroad Association right-of-way for 6.30 miles and the Union Pacific Railroad (UPRR) right-of-way for 34.95 miles. Near the middle of the Yolo By-Pass, the project route would leave the UPRR right-of way and continue for 2.98 miles on private farmland, paralleling the north side of the existing Pacific Gas and Electric easement. The project route would return onto public road rights-of-way north on Stillwater Road for 0.23 mile, continue east on Reed Avenue for 0.54 mile, and Sacramento Avenue for 1.96 miles. At 3rd Avenue, the project route would turn north for 0.091 mile, turn northeast and bore under the Sacramento River for 0.37 mile, and continue north for 0.28 mile on Bercut Street.

It would then turn east on Bannon Street for 0.45 mile and continue east on North B Street for 0.47 mile to the Sacramento POP.

Proposed OP-AMP/Regenerator Station Locations

Four OP-AMP/regenerator stations would be constructed as part of the project (**Figure 3-4**). These stations would be located in Mendocino County east of Yorkville; east of U.S. Highway 101 near Windsor/Fulton in Sonoma County; north of the Highway 12 east of Schellville in Sonoma County; and north of Elmira in Solano County. All the OP-AMP/regenerator stations would be located on private property outside existing rights-of-way.