

- Improved Interchange at I-80 and Abernathy Road
- New, Expanded Westbound Truck Scale Facility
- Improved/Expanded Interchange at I-80 and SR 12E
- New Overcrossing and Interchange at Beck Avenue and SR 12E
- New Overcrossing and Interchange at Pennsylvania Avenue and SR 12E
- Removal of Highway Access from Jackson Street and Webster Street
- Widened Bridge over Ledge Creek
- UPRR Overcrossing Providing Access to Suisun City
- New Single Span Bridge over Suisun Creek
- Realignment of Pipeline
- Improved Interchange at Suisun Valley Road and I-80
- New Single Span Bridge over Dan Wilson Creek
- Improved Interchange at I-80 and Green Valley Road
- New Single Span Bridge over Green Valley Creek
- New Bike Path Alignment
- New Roadway Connecting I-80/Red Top Road Interchange and Business Center Drive
- Old I-680 Alignment Added to Local Jurisdiction
- New Interchange at I-80/I-680/SR 12W
- Realignment of I-680 to Connect with SR 12W/I-80 Interchange
- New Interchange at Red Top Road and SR 12W
- New Interchange at I-80/I-680/SR 12W
- Jameson Canyon Creek
- Red Top Rd
- Improved Interchange at I-80 and Red Top Road
- New Interchange at I-680 and Red Top Road
- Gold Hill Rd

Legend

- Proposed New or Expanded/Improved Road
- Proposed New or Expanded/Improved Bridge/Overcrossing
- Features Common to both Alternatives
- Creek

0 0.5 1.0
Mile

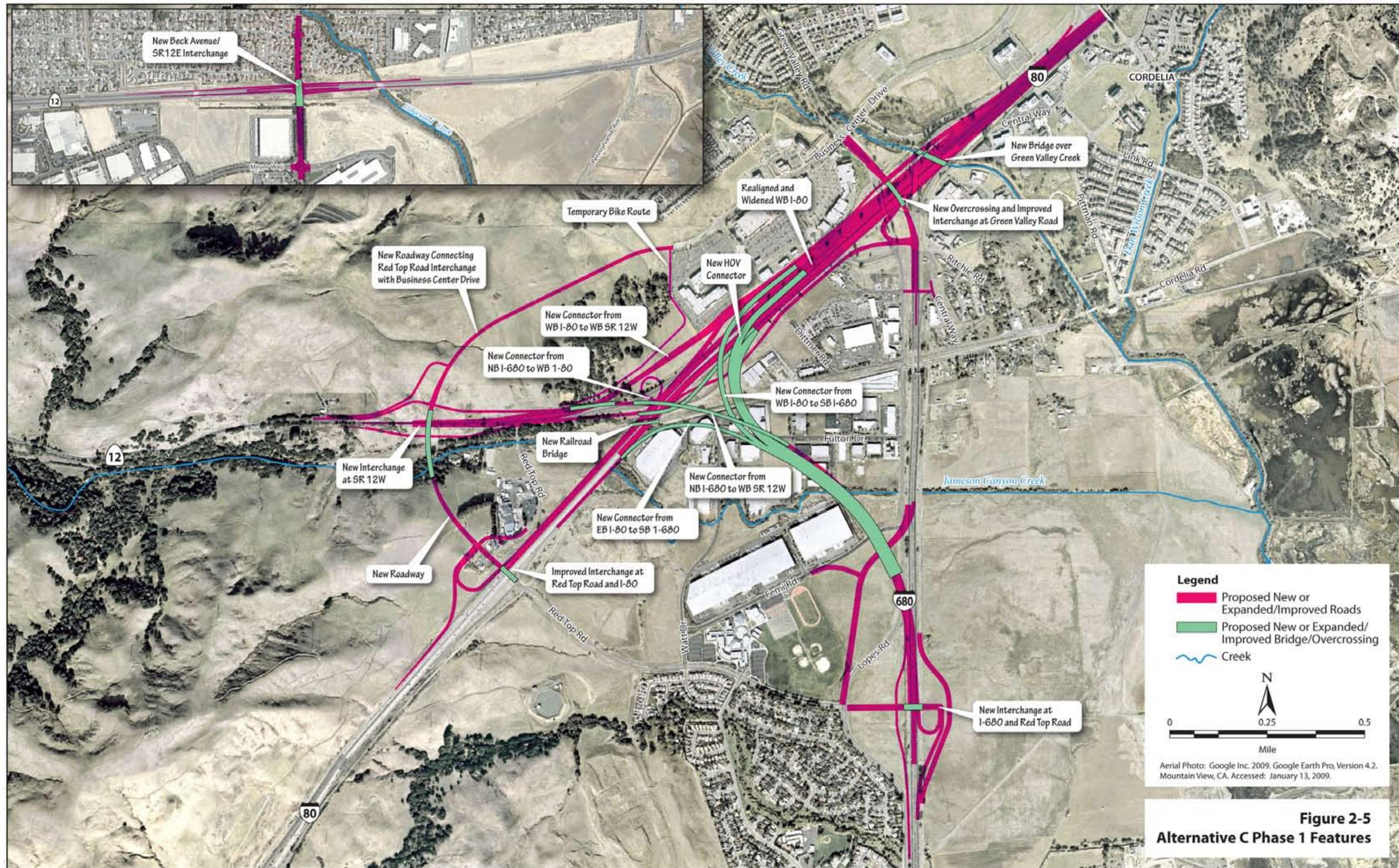
N

Western Segment

Central Segment

Eastern Segment

Figure 2-3
Alternative C Project Features



New Beck Avenue/
SR12E Interchange

Temporary Bike Route

New Roadway Connecting
Red Top Road Interchange
with Business Center Drive

New Connector from
WB I-80 to WB SR 12W

New Connector from
NB I-680 to WB I-80

New Interchange
at SR 12W

New Roadway

Improved Interchange at
Red Top Road and I-80

New Connector from
EB I-80 to SB I-680

New Connector from
NB I-680 to WB SR 12W

New Railroad
Bridge

New HOV
Connector

New Connector from
WB I-80 to SB I-680

Realigned and
Widened WB I-80

New Overcrossing and Improved
Interchange at Green Valley Road

New Bridge over
Green Valley Creek

New Interchange at
I-680 and Red Top Road

CORDELIA

80

12

680

80

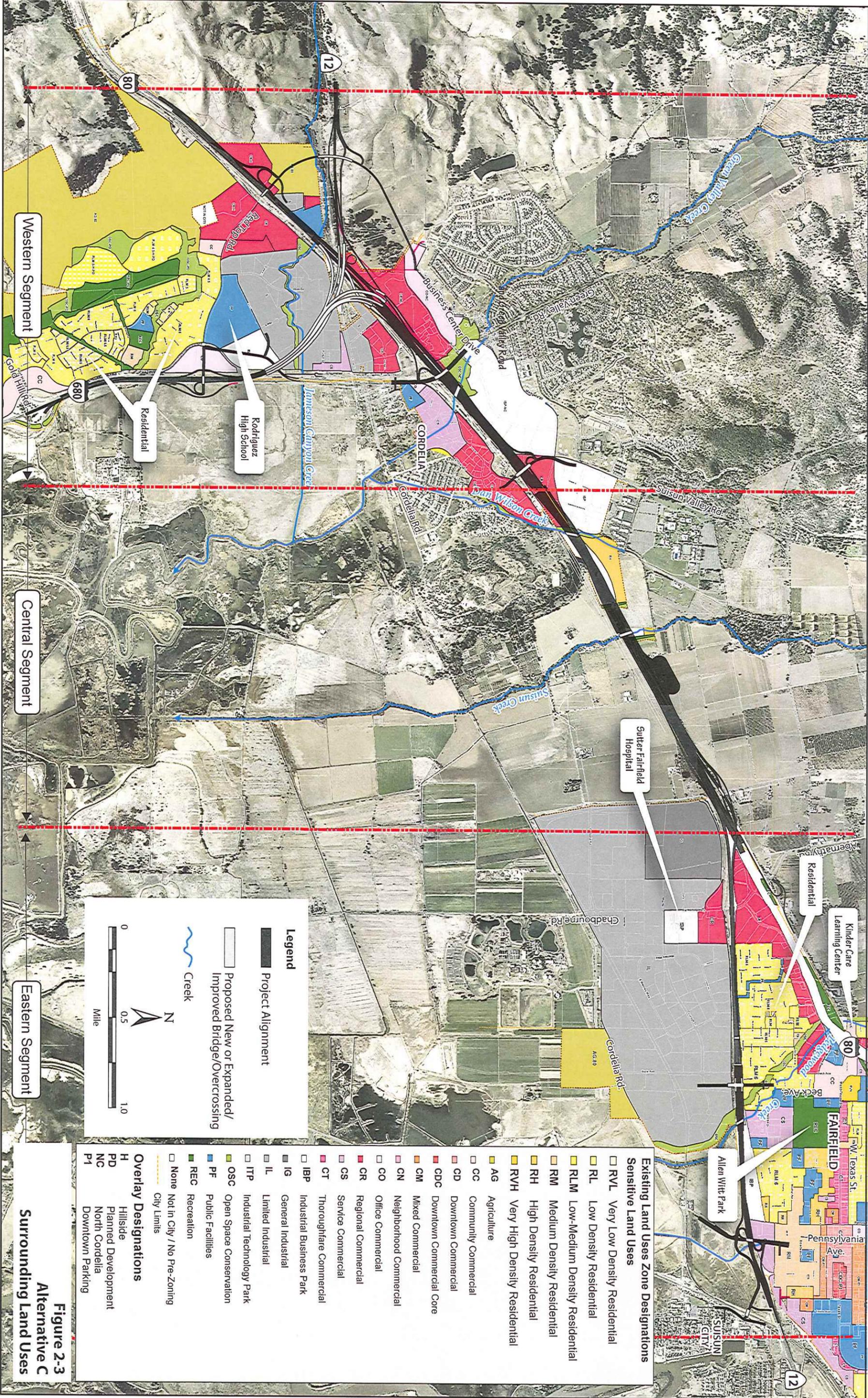
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0 0.25 0.5

Mile

Aerial Photo: Google Inc. 2009. Google Earth Pro, Version 4.2. Mountain View, CA. Accessed: January 13, 2009.

Figure 2-5
Alternative C Phase 1 Features



Legend

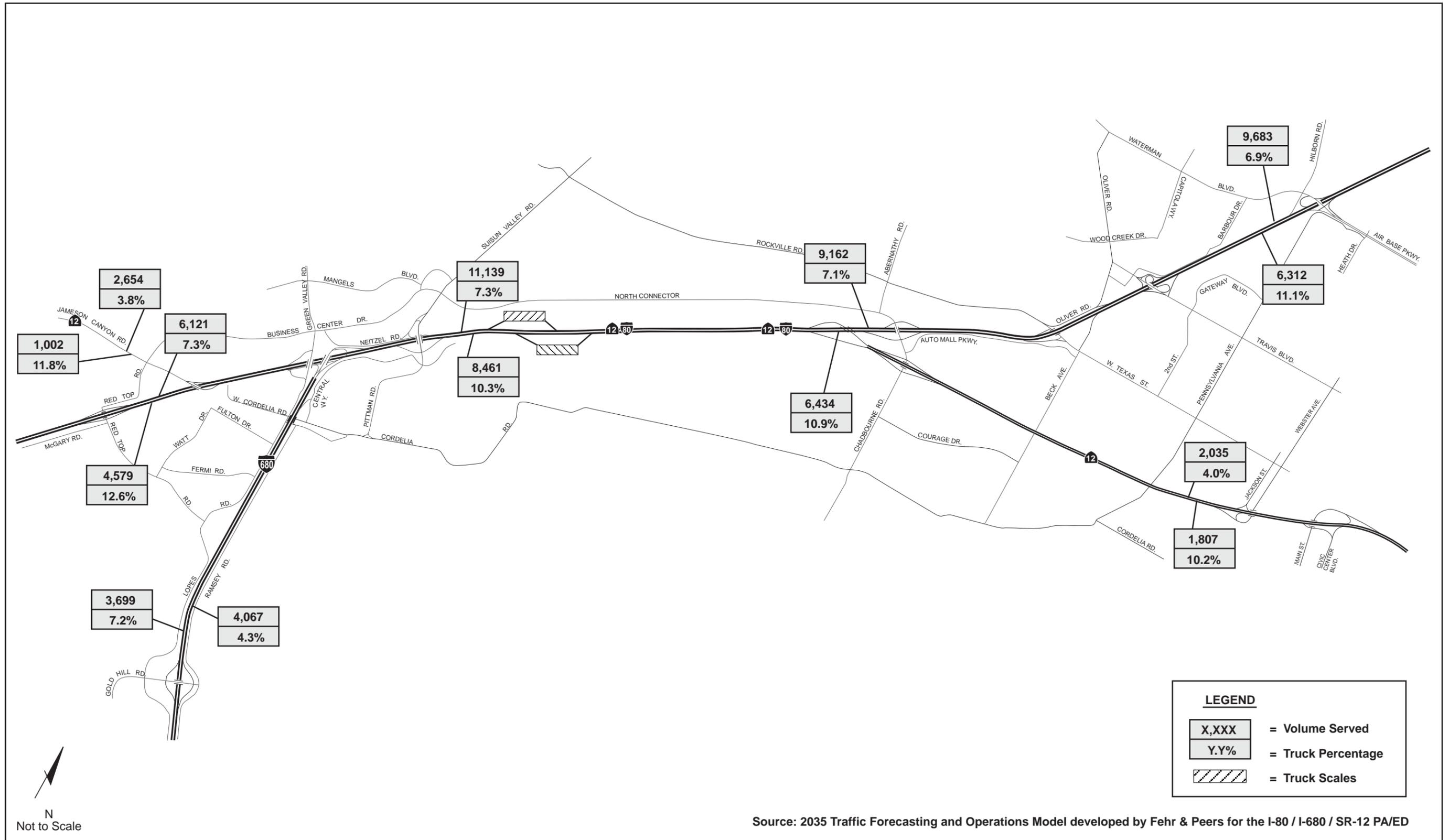
- Project Alignment
- Improved New or Expanded/Improved Bridge/Overcrossing
- Creek

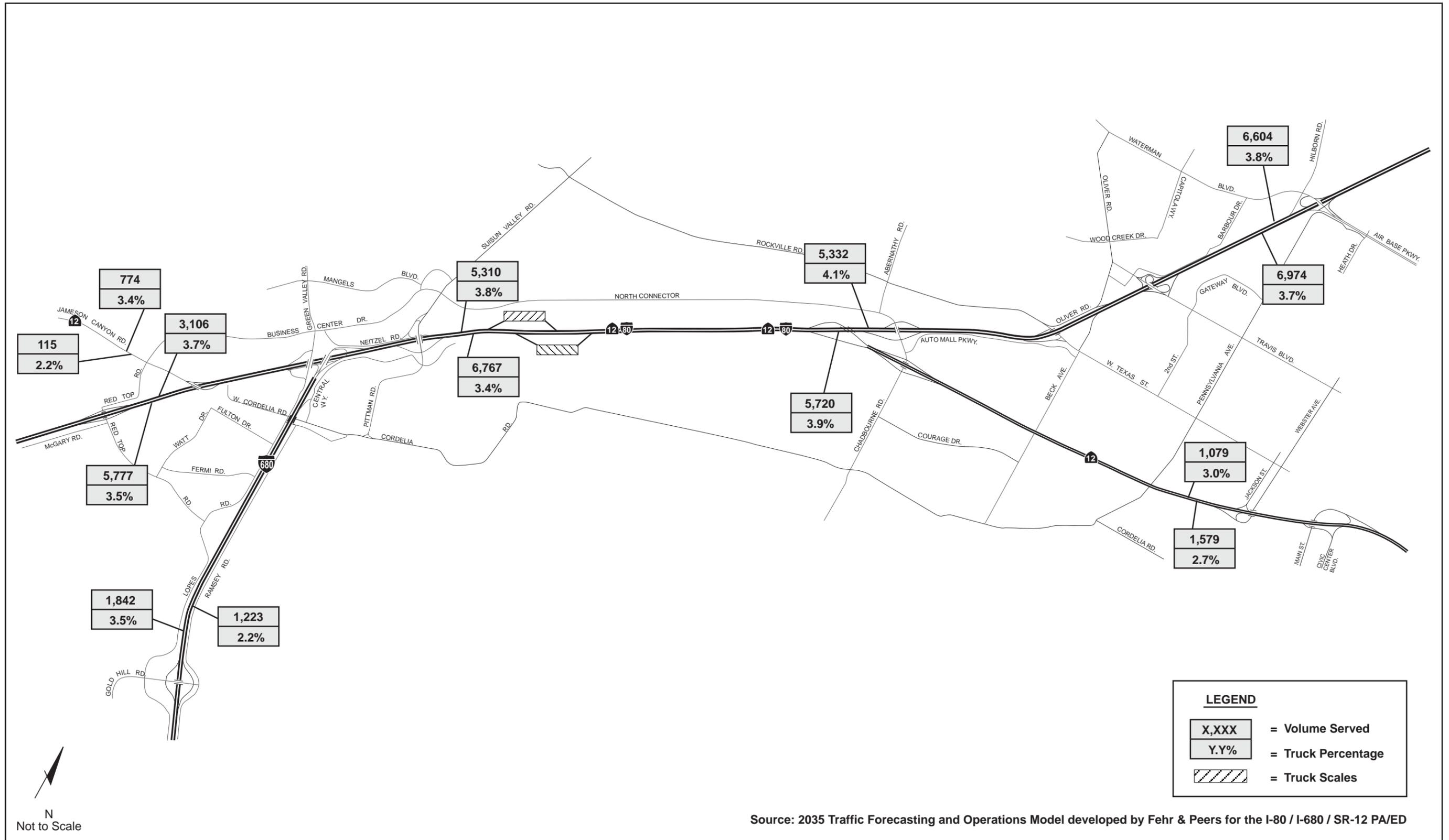
Scale: 0 to 1.0 Mile

North Arrow: N

- Existing Land Uses Zone Designations**
- RVL Very Low Density Residential
 - RL Low Density Residential
 - RLM Low-Medium Density Residential
 - RM Medium Density Residential
 - RH High Density Residential
 - RVH Very High Density Residential
 - AG Agriculture
 - CC Community Commercial
 - CD Downtown Commercial
 - CDC Downtown Commercial Core
 - CM Mixed Commercial
 - CN Neighborhood Commercial
 - CO Office Commercial
 - CR Regional Commercial
 - CS Service Commercial
 - CT Thoroughfare Commercial
 - IBP Industrial Business Park
 - IG General Industrial
 - IL Limited Industrial
 - ITP Industrial Technology Park
 - OSC Open Space Conservation
 - PF Public Facilities
 - REC Recreation
 - None Not in City / No Pre-Zoning
- City Limits**
- Overlay Designations**
- H Hillside
 - PD Planned Development
 - NC North Cordelia
 - P1 Downtown Parking

Figure 2-3
Alternative C
Surrounding Land Uses

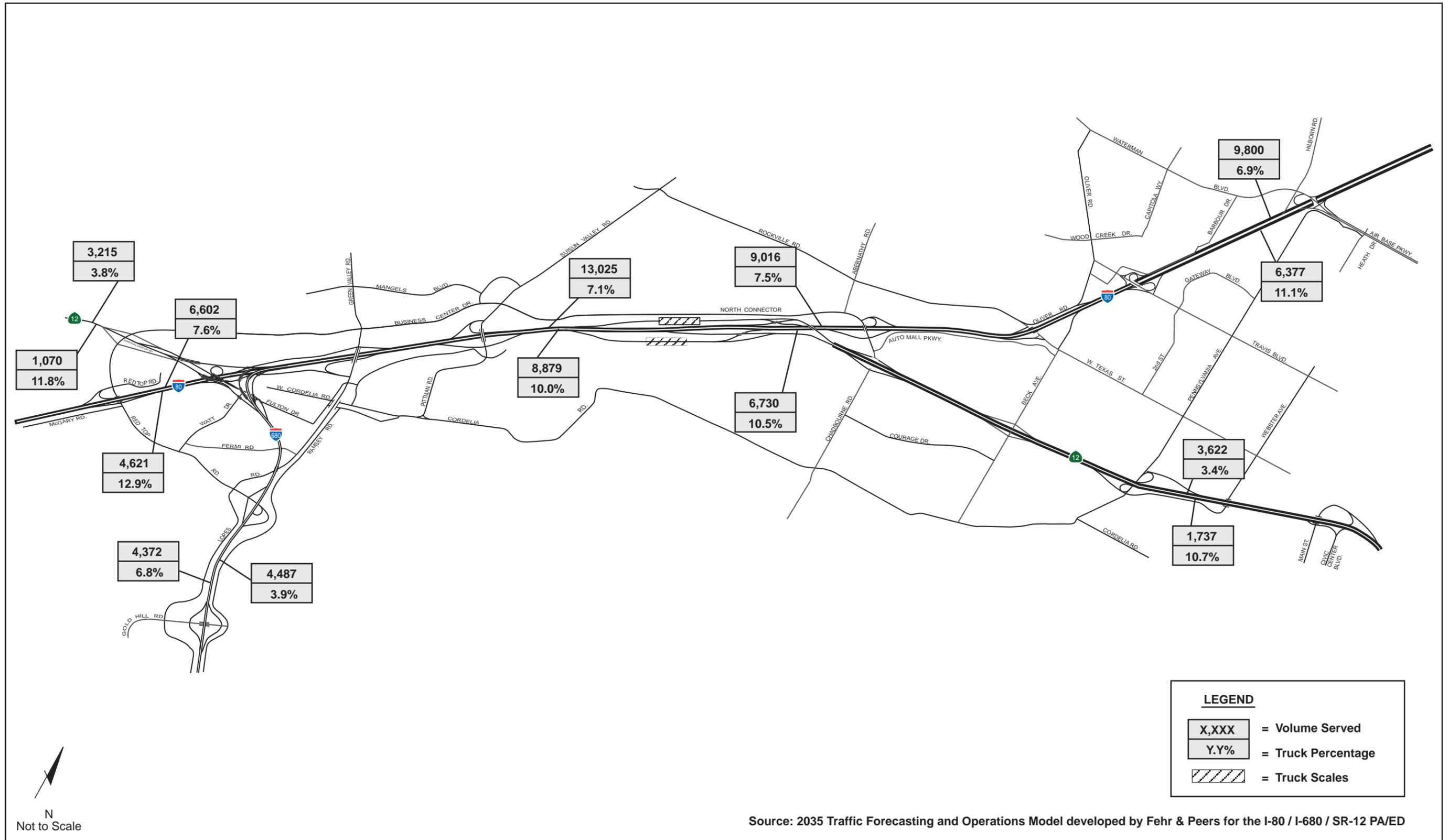




N
Not to Scale

Source: 2035 Traffic Forecasting and Operations Model developed by Fehr & Peers for the I-80 / I-680 / SR-12 PA/ED

I-680 / I-80 / SR 12 PA/ED

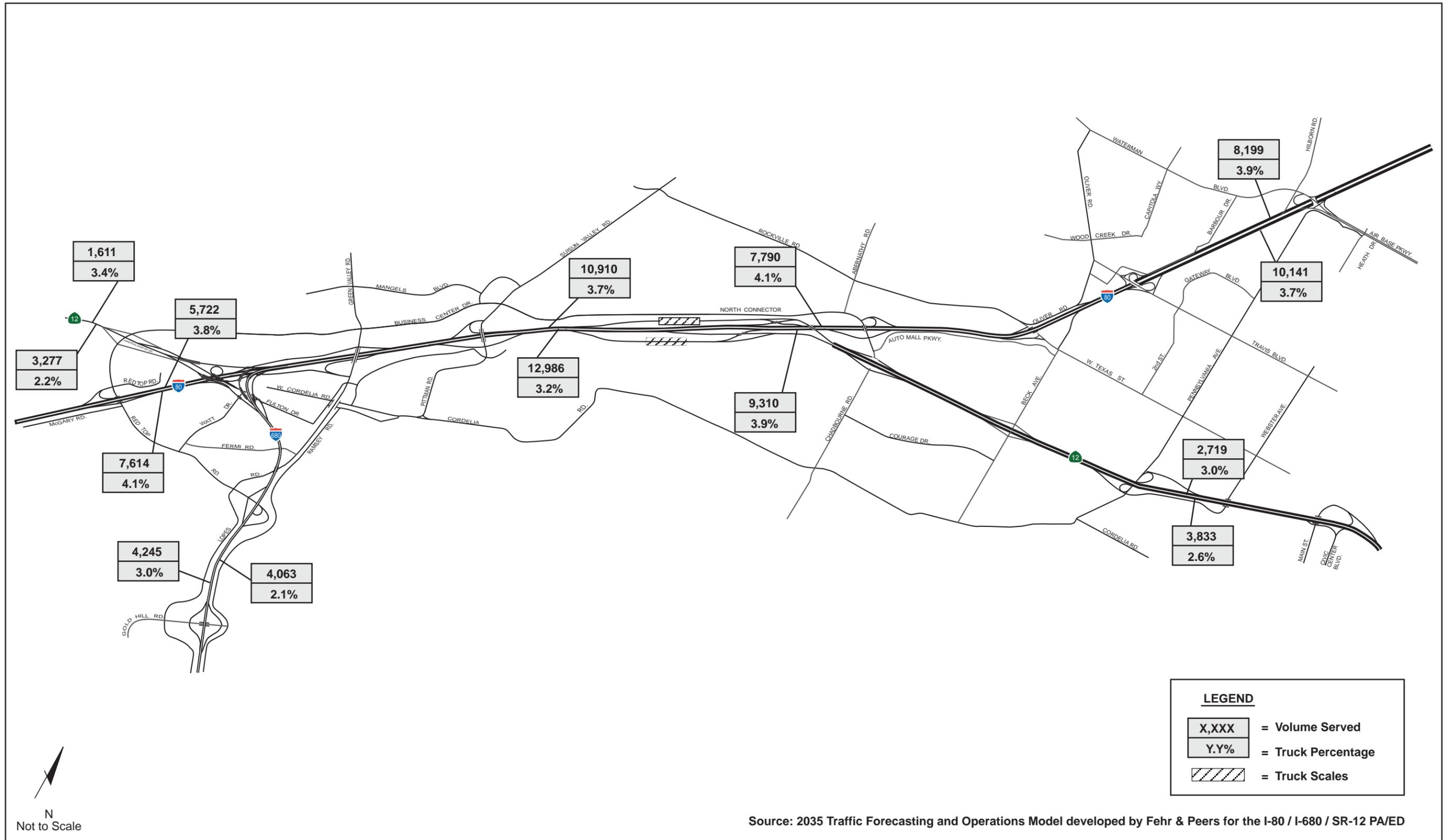


N
Not to Scale

Source: 2035 Traffic Forecasting and Operations Model developed by Fehr & Peers for the I-80 / I-680 / SR-12 PA/ED

I-680 / I-80 / SR 12 PA/ED

YEAR 2035 ALTERNATIVE C AM PEAK HOUR VOLUME SERVED AND TRUCK PERCENTAGES



LEGEND

- X,XXX = Volume Served
- Y.Y% = Truck Percentage
- //// = Truck Scales

N
Not to Scale

Source: 2035 Traffic Forecasting and Operations Model developed by Fehr & Peers for the I-80 / I-680 / SR-12 PA/ED

I-680 / I-80 / SR 12 PA/ED

YEAR 2035 ALTERNATIVE C PM PEAK HOUR VOLUME SERVED AND TRUCK PERCENTAGES

I-80/I-680/SR12 Interchange Project

Summary

Overview of Project Area

The project to improve the Interstate 80 (I-80)/Interstate 680 (I-680)/State Route 12 (SR 12) interchange and relocate the westbound truck scales facility is located in the vicinity of the city of Fairfield, Solano County, California. The project area covers some 13 miles encompassing all three highways. The project involves improvements on an approximate 4.5-mile-long segment of I-80 between Red Top Road and Abernathy Road, an approximate 3.5-mile-long segment of I-680 between Gold Hill Road and I-80, 2.0-mile-long segment of SR 12 West (SR 12W) between 0.5 mile west of Red Top Road and I-80, and an approximate 2.5-mile-long segment of SR 12 East (SR 12E) between I-80 and Main Street in Suisun City. The alternatives analyzed in this document consist of two full build alternatives (Alternative B and Alternative C), each with a corresponding fundable the first phase (Alternative B, Phase 1 and Alternative C, Phase 1).

Purpose and Need

Purpose

The purposes of the project are listed below. The alternatives presented in this document meet all of the purposes listed below. Neither of the fundable first phases include the relocation of the truck scales and therefore, they would not address the purposes specified under numbers 5 and 6 below. However, they would meet the remaining purposes and would partially meet number 5 by providing congestion relief.

1. Reduce congestion through the I-80/I-680/SR12 interchange complex.
2. Reduce the amount of cut-through traffic on local roads.
3. Encourage the use of high-occupancy vehicle lanes and ridesharing.
4. Improve safety conditions.
5. Accommodate current and future truck volumes on highways.
6. Facilitate adequate inspection and enforcement at truck scales.

Need

The current I-80/I-680/SR 12 interchange complex was constructed approximately 40 years ago. Since the 1960s, the San Francisco Bay Area (Bay Area) and Northern California region have experienced rapid population growth, resulting in substantial increases in regional traffic and truck traffic passing through which results in congestion, delays, and unacceptable levels of service (LOS). The project will address these related deficiencies.

- **Traffic Congestion:** Current traffic volumes along segments of I-80 and I-680 in the project area create heavy traffic congestion with an average travel speed of 46 mph during the morning peak period and 33 mph during the afternoon peak period. These average speeds are well below the threshold of 59.7 miles per hour identified by the Highway Capacity Manual as the minimum operating speed associated with acceptable mainline freeway operations.

Table S-1. Continued

There are several bottlenecks and LOS F (as defined in vehicles per hour per lane) locations within the freeway system as a result of this congestion. Chapter 3.1.6 discusses this in detail, and Tables 3.1.6-1 and 3.1.6-2 illustrate the correlations between congestion and LOS.

- **Traffic Diverting to Local Roads:** It is estimated that up to 1,450 vehicles (PM peak hour) currently divert from the northbound I-680 to eastbound I-80 connector to alternate routes to bypass the congestion and re-enter eastbound I-80 or eastbound SR12 at locations east of a bottleneck location. This cut-through traffic creates a series of problems along the local street system such as increase of congestion and delay on local roads; reduction of accessibility for local properties and increase of delay for transit and emergency service vehicles
- **Truck-Related Congestion:** The westbound truck scales are located on the most congested freeway segment in Solano County. Trucks slowing to enter the short (approximately 500 feet) off-ramp to the scales, and accelerating to enter I-80 on the short on-ramp from the scales, exacerbate the congestion problem, as do trucks queuing onto the mainline from the short off-ramp to the facility.
- **Unreliable Freight Transport:** Travel times for truck trips are unpredictable due to queues and congestion.
- **Traffic Safety:** High vehicle volumes, short merge and diverge maneuvers, and short distances between interchanges, all contribute to safety issues in the area. Within the project limits most freeway segments of I-80 (from interchange to interchange) experience a higher total accident rate and a higher fatal and injury rate compared to the statewide averages for similar facilities. Over 60% of the accidents on I-80 were rear-end type collisions. Within the project limits of SR 12 East half of the sections experience higher total accident rates and fatal accident rates than the statewide average for similar facilities. 48% of the accidents on SR 12 East were rear-end type collisions. The majority of accidents on I-80, SR12 West and SR-12 East occurred during commute periods. The combination of high percentages of accidents during commute periods and high percentages of the rear-end type collisions are related to the congestion observed in these sections.

Alternative C

Western Segment

Mainline Improvements

I-680 would be realigned to the west to connect with SR 12W. The former alignment of I-680 would likely be relinquished to the City of Fairfield and become Lopes Road (Figure 2-3). The existing bridges over Green Valley Creek on eastbound and westbound I-80 would be replaced with single-span structures, and a westbound diagonal off-ramp would be constructed (including a bridge crossing Green Valley Creek).

Freeway-to-Freeway Interchange Improvements

The I-80/I-680/SR 12W interchange would be consolidated in the location of the existing I-80/SR 12W interchange. Both I-680/SR 12W movements would be via direct connectors. These direct connectors would cross over I-80, the UPRR tracks, and Fulton Drive before merging/diverging with the connectors between I-680 and the eastern leg of I-80.

Table S-1. Continued

I-80/I-680 movements would be via freeway-to-freeway connectors. Motorist access from northbound I-680 to westbound I-80 would be served by a loop ramp off the I-680 to SR 12W connector. A separate direct connector structure would be provided for HOV traffic between the median of I-680 and the median of the eastern leg of I-80; the two directions would be separate by a barrier. A two-lane mixed-flow connector ramp would cross over the UPRR tracks and local roads, and would allow traffic to transfer from northbound I-680 to eastbound I-80. Traffic from eastbound I-80 to southbound I-680 would use a new two-lane ramp. A connector would carry traffic from westbound I-80 to southbound I-680 over I-80, the UPRR tracks, Fulton Drive, and Lopes Road.

Interchange Improvements

A new diamond interchange would be constructed where the relocated Red Top Road and the extension of Business Center Drive meet at SR 12W. The existing Red Top Road undercrossing at I-80 would be widened to accommodate additional HOV lanes on I-80. The westbound on and off-ramps would be realigned. Under both alternatives, traffic in both directions traveling between I-80 west of Red Top Road and SR 12W (Jameson Canyon Road) would use the realigned portion of Red Top Road.

A new interchange would be constructed at I-680/Red Top Road, consisting of an extension of Red Top Road from Lopes Road to an overcrossing over I-680 connecting to on- and off-ramps. Southbound I-680 on- and off-ramps would be located within the existing curve at Lopes Road. Ramsey Road would be realigned to accommodate the northbound on- and off-ramps, but would not be connected to the interchange. There would be a loop on-ramp to northbound I-680. Access between the interchange and Ramsey Road would not be provided.

Green Valley Road would be realigned and connected with the former location of I-680 south of I-80 to provide access for local residents, as well as a north-south arterial. The I-80/Green Valley Road interchange would be reconstructed with a seven-lane overcrossing. The westbound onramp to I-80 and eastbound off-ramp from I-80 would be braided with the ramps between I-80 and SR 12W and therefore would not provide access to and from SR 12W (this connection is provided by Business Center Drive connecting to the proposed SR 12W/Red Top Road interchange).

The I-80/Suisun Valley Road interchange would be improved, incorporating a loop off-ramp and diagonal on-ramp in the westbound direction. Suisun Valley Road would be realigned, and the overcrossing at I-80 would be reconstructed. The eastbound on- and off-ramps would be reconstructed in a tight diamond configuration.

Local Road Improvements

An undercrossing would be constructed at Lopes Road and I-680. Lopes Road would be realigned to the west between Jameson Creek and Red Top Road. Fermi Drive would be realigned to intersect Lopes Road west of I-680. Between the UPRR overhead and the Green Valley Road overcrossing of I-80, Auto Plaza Court would be extended to provide access to Old Lopes Road/Green Valley Road and Central Way. There would be new at-grade intersections on Auto Plaza Court with Old Green Valley Road, Lopes Road (formerly the I-680 embankment), and Central Way. Old Lopes Road would have a cul-de-sac between Fulton Drive and Jameson

Table S-1. Continued

Creek.

A new road would be constructed to connect the I-80/Red Top Road interchange with Business Center Drive. Between I-80 and SR 12W, Red Top Road would be realigned to cross over the UPRR tracks and SR 12W approximately 0.25 mile west of the existing SR 12W/Red Top Road intersection. From SR 12W to Business Center Drive, the new road would be an extension of Business Center Drive, originally proposed as part of the overall North Connector project. However, improvements to the interchange at SR 12W would necessitate a slight realignment of the extended road. Therefore, this improvement is included as a component in this proposed project. Construction of the new road would necessitate considerable excavation, and the excavated soils would be used as fill in the construction of embankment associated with the proposed project.

Central Segment

Mainline Improvements

I-80 east of Dan Wilson Creek would be 19 lanes dropping to 12 lanes at the I-80/SR 12E interchange. Single-span bridges would replace existing bridges over Dan Wilson and Suisun Creeks. Additionally, a new single-span bridge would be constructed over Suisun Creek to accommodate traffic from the westbound truck scales.

The westbound truck scales would be relocated east of the existing truck scales and east of Suisun Creek, and they would be upgraded and expanded. The truck scales' connectivity from SR 12E would be improved by a new direct connection from westbound SR 12E to the westbound truck scales. The ramp from I-80 to the truck scales would be braided with (pass under) the connector from SR 12E to westbound I-80.

Freeway-to-Freeway Interchange Improvements

The I-80/SR 12E interchange would be improved by grade-separating the I-80/SR 12E connector from the off-ramp from I-80 into the westbound truck scales. Westbound SR 12E would be widened to three lanes, and a separate exit into the westbound truck scales facility would be added. Access from westbound I-80 to eastbound SR 12E and from westbound SR 12E to eastbound I-80 would continue to be provided by the I-80/Abernathy Road (Suisun Parkway) and SR 12E/Chadbourne Road interchanges.

Interchange Improvements

The I-80/Suisun Valley Road overcrossing would be rebuilt with four lanes under each alternative. The ramp configurations are different under each alternative. The I-80/Abernathy Road interchange would be improved. The existing westbound on- and off-ramps would be reconstructed to accommodate a loop on-ramp. This interchange would become the I-80/Suisun Parkway interchange with completion of the eastern segment of STA's North Connector project.

Eastern Segment

Mainline Improvements

Table S-1. Continued

SR 12E would be widened from four to six mixed-flow lanes (three in each direction), and the atgrade intersections of SR 12E with Beck and Pennsylvania Avenues would be replaced with overcrossings. To accommodate additional lanes on SR 12E, two box culverts containing LedgeWood Creek and a drainage canal (Alonzo Drain) west of LedgeWood Creek would be lengthened.

Interchange Improvements

The Chadbourne Road undercrossing at SR 12E would be widened on each side to accommodate additional SR 12E lanes.

Alternative C would construct separate interchanges at Beck and Pennsylvania Avenues. The existing SR 12E ramps between Jackson and Webster Streets (both in Fairfield) would be removed.

A tight diamond interchange, including an overcrossing, would be constructed at Beck Avenue. Elevated two-lane on- and off-ramps would intersect the overcrossing of SR 12E. The LedgeWood Creek box culvert would be lengthened to accommodate the westbound off-ramp, eastbound on-ramp, and additional lanes on SR 12E.

The interchange at Pennsylvania Avenue would include an overcrossing and loop on-ramps in both directions. The westbound off-ramp would provide access to northbound and southbound Pennsylvania Avenue.

Local Road Improvements

Beck Avenue would be reconstructed on a retaining wall-supported embankment between Meyer and Diamond Ways. Beck Avenue (between Meyer Way and SR 12E) would be widened by one through lane northbound.

Pennsylvania Avenue would be reconstructed on fill from 1,000 feet south of SR 12E to Illinois Street. Between Illinois Street and SR 12E, Pennsylvania Avenue would be widened by one through lane southbound. On the south side of SR 12E, Pennsylvania Avenue would be widened from one through lane in each direction to two through lanes in each direction.

A road located south of SR 12E (the southern frontage road—Meyer Way—under Alternative B, and the eastbound off-ramp to Pennsylvania Avenue under Alternative C) would intersect with Pennsylvania Avenue and then cross above the UPRR tracks, connecting to an extended West Street in Suisun City. West Street in Suisun City would be extended from Solano Street north to Spring Street. It would be on an embankment supported by retaining walls to intersect the roadway crossing over the UPRR tracks.

Jackson Street would terminate at Illinois Street. Webster Street would continue south under SR 12E, connecting to the proposed south-side frontage road west of the proposed UPRR crossing. A two-way street would connect to Pennsylvania Avenue at the eastbound ramp terminal, providing access to Suisun City (as under Alternative B) and also to an extension of Webster Street.

Table S-1. Continued

Utilities

In addition to the utility modifications and relocations common to both alternatives, under Alternative C, further modifications would be made to the Vaca-Suisun-Jameson tower line that runs parallel to and southeast of I-80. To accommodate the proposed connectors, one tower would be relocated, two to six existing truss towers would be replaced with steel-tube towers, and the line height would be raised by 90 feet (twice the height of the existing line) between Dittmer Road and the Jameson substation on Watt Court.

The existing power line south of Fulton Drive would be raised by 40 feet to accommodate the height of I-680 as it rises to pass over Fulton Drive. Two existing utility towers will be replaced by four towers.

PG&E gas transmission facilities would need to be relocated in the vicinity of the I-80/I-680 interchange and at Green Valley and Lopes Roads. It may be necessary to acquire a parcel adjacent to I-680, just south of the I-80/I-680 interchange, to house a gas transmission facility. The Vaca-Dixon 115-kV line that crosses I-80 between Fermi and Fulton Drives tower would be relocated and potentially raised by 40 feet.

Alternative C, Phase 1

Alternative C, Phase 1 is the fundable first phase of Alternative C. A fundable first phase was developed to comply with the Departments NEPA regulations for issuance of a Record of Decision.

Western Segment

Mainline Improvements

Westbound I-80 would be realigned between a point west of Suisun Valley Road to just west of the SR 12W/I-680 interchange by constructing a new six-lane highway alignment north of the existing highway alignment. The realignment would create space in the median for direct HOV connector ramps to be built between I-80 and I-680, as well as future widening of the eastbound lanes. The realigned westbound I-80 would have six lanes, including an HOV lane and an auxiliary lane matching the existing cross section at the existing Suisun Valley Road overcrossing. Immediately west of the Suisun Valley Road overcrossing, a seventh lane would be added, as well as an eighth lane with the on-ramp from Suisun Valley Road. A ninth lane would be added immediately west of the Green Valley Road off-ramp. The four right lanes would exit from I-80 to connect to SR 12W and I-680. There would be a left exit from the HOV lane to an HOV connector to I-680. A wider, single-span bridge would replace the existing bridge over Green Valley Creek. The existing loop on-ramp from northbound I-680 to westbound I-80 would be removed. The connector from northbound I-680 to SR 12W would be constructed to replace this movement. The segment of I-680 north of Red Top Road would be realigned.

Freeway-to-Freeway Interchange Improvements

New connector ramps from westbound I-80 to westbound SR 12W and southbound I-680 would be constructed, similar to those described under Alternative C. The proposed westbound I-80 to

Table S-1. Continued

southbound I-680 connector would cross over I-80, the eastbound SR 12W connector to eastbound I-80, the UPRR tracks, Fulton Drive, and the realigned Lopes Road. Access from westbound I-80 to westbound SR 12W would be braided with (cross over) the Green Valley Road on-ramp to westbound I-80. A separate direct connector structure would be built to carry the HOV lanes in both directions between I-680 and I-80 east of the I-80/I-680/SR 12 interchange. Direct connectors between northbound I-680 and westbound I-80 and eastbound I-80 and southbound I-680 would be constructed similar to those described under Alternative C. Motorist access from northbound I-680 to westbound I-80 would be served by a loop ramp off the I-680 to SR 12W connector. Traffic from eastbound I-80 to southbound I-680 would use a new two-lane ramp.

The direct connection from SR 12W to southbound I-680 would not be built as part of Phase 1; traffic would use Red Top Road from the new SR 12W/Red Top Road interchange to the new I-680/Red Top Road interchange. Motorists traveling eastbound on SR 12W who wish to go to southbound I-680 would exit SR 12W at the proposed SR 12W/Red Top Road interchange and continue along Red Top Road to an on-ramp at the new I-680/Red Top Road interchange.

Interchange Improvements

The I-80/Green Valley Road interchange would have a tight diamond configuration westbound and a partial cloverleaf (loop on-ramp) configuration eastbound. The same interchange and 2010 2-17

overcrossing would provide access to the existing alignment of I-680 (which would be relinquished as a local arterial, as described earlier in this chapter).

The connection from eastbound SR 12W and eastbound I-80 to southbound I-680 would be removed, with traffic expected to use Red Top Road from the new SR 12W/Red Top Road interchange to the new I-680/Red Top Road interchange. A new on-ramp at Green Valley Road would provide access to the new westbound I-80 alignment.

The I-80/Red Top Road interchange would be partially reconstructed to have a westbound exit loop. Red Top Road would be realigned to connect this interchange on I-80 with a new SR 12W/Red Top Road interchange, as under Alternative C. The I-680/Red Top Road interchange would be constructed as under Alternative C.

Local Road Improvements

During the initial construction of Phase 1, a bicycle path would be relocated along the western boundary of the business park at the west end of the existing Business Center Drive parking lot, and along the north side of the new connector from westbound I-80 to westbound SR 12W to maintain access between the existing bicycle path along Jameson Canyon Road (SR 12W) and Business Center Drive. This path would be removed when Business Center Drive is extended to the SR 12W/Red Top Road interchange because bicyclists would be able to utilize the extension of Business Center Drive to reach Red Top Road and points west. The existing Green Valley Road overcrossing at I-80 would be removed, and a new one would be constructed on a different alignment. The overcrossing would consist of the western four lanes of the seven-lane structure described in the full build alternative.

Eastern Segment

Table S-1. Continued

Mainline Improvements

A third lane would be added to eastbound SR 12E. This lane would connect (start) at the eastbound SR 12E/Chadbourne Road interchange and would extend east, connecting and ending at the eastbound SR 12E/Webster Street exit.

Utilities

As part of the proposed project, utilities within the project area will be relocated, realigned, or extended as necessary to accommodate project construction and operation. Utilities that will be affected include water, electrical, gas, cable/fiber, and telephone lines. Water lines include those owned by the Cities of Fairfield, Vallejo, and Benicia. Irrigation and non-potable water and agricultural drains owned by the Solano Irrigation District are located within the project area. These water facilities, as well as sewer facilities owned by the Cities of Fairfield and Suisun City and by the Fairfield-Suisun Sewer District, would be realigned or extended, as necessary. PG&E-owned electrical and gas lines within the project area will be affected by construction and operation. One 115-kV electrical transmission line that crosses I-680 between Fermi and Fulton Drives would be realigned, and towers would be relocated. The Vaca-Suisun-Jameson tower line crosses I-680 and Green Valley Road near the eastbound I-80 ramps intersection. The line would be raised by 45 feet to accommodate the project. Additionally, to accommodate the proposed connectors, one tower would be relocated and the line height raised by 90 feet between Dittmer Road and the Jameson substation on Watt Court. Several other overhead distribution or transmission lines would be realigned, as would a 12-kV underground line that crosses I-80 just east of the existing Green Valley Road overcrossing. Additionally, PG&E gas lines, primarily in the vicinity of the I-80/Green Valley Road and SR 12E/Pennsylvania Avenue interchanges, would be modified or realigned, and it may be necessary to acquire new easements.

PG&E gas transmission facilities would need to be relocated in the vicinity of the I-80/I-680 interchange and at Green Valley and Lopes Roads. It may be necessary to acquire a parcel adjacent to I-680, just south of the I-80/I-680 interchange, to house a gas transmission valve lot. Cable lines belonging to Comcast and located within local roads will be relocated where necessary. Qwest Communications has a fiber conduit mounted on the UPRR bridge that will be relocated along the new bridge.

Telephone facilities within the project area include local, long-distance, and local services (i.e., TelNet) lines owned by AT&T. These include both overhead and underground lines and conduit. These facilities will be relocated where they conflict with the proposed project. All relocations of the long distance and TelNet lines will be handled through AT&T California.

Impacts associated with the various utility relocations are addressed in this EIR/EIS pursuant to California Public Utilities Commission (PUC) General Order (GO)-131 D filing requirements. The precise field location of high-risk utilities will be identified during the final design in accordance with the Department's procedures.