

**United States Department of the Interior  
Bureau of Land Management**

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**Categorical Exclusion  
for the  
Grand Valley Power  
Fruita to Glade Park Power Line Upgrade Project**

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McInnis Canyon National Conservation Area  
2815 H Road  
Grand Junction, Colorado 81506

DOI-BLM-CO-134-2010-0048-CX  
C 40202 Right-of-Way Amendment  
C 40202-01 Short-term Right-of-Way

**October 2010**



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## **LEGAL DESCRIPTION**

Sixth PM,

T. 11 S., R. 102 W.,  
section 13, SW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>;  
section 14, lot 6, SE<sup>1</sup>/<sub>4</sub>NE<sup>1</sup>/<sub>4</sub>, and E<sup>1</sup>/<sub>2</sub>SE<sup>1</sup>/<sub>4</sub>;  
section 24, NW<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>, SE<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>, and E<sup>1</sup>/<sub>2</sub>SW<sup>1</sup>/<sub>4</sub>;  
section 25, E<sup>1</sup>/<sub>2</sub>W<sup>1</sup>/<sub>2</sub>;  
section 36, E<sup>1</sup>/<sub>2</sub>NW<sup>1</sup>/<sub>4</sub>, NW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>, and NW<sup>1</sup>/<sub>4</sub> NE<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>;

Ute PM,

T. 1 N., R. 3 W.,  
section 25, SE<sup>1</sup>/<sub>4</sub>SE<sup>1</sup>/<sub>4</sub>;  
section 36, E<sup>1</sup>/<sub>2</sub>E<sup>1</sup>/<sub>2</sub>;

T. 1 N., R. 2 W.,  
section 29, SW<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>;  
section 30, E<sup>1</sup>/<sub>2</sub>NE<sup>1</sup>/<sub>4</sub>, and S<sup>1</sup>/<sub>2</sub>.

Mesa County, Colorado

Battleship Rock, Colorado National Monument, and Fruita Colorado USGS Quadrangles

## **APPLICANT**

Grand Valley Power  
2727 Grand Avenue  
Grand Junction, Colorado 81502

## **INTRODUCTION**

Grand Valley Power proposes to improve power supply to the Glade Park Community by upgrading an existing power line (C 40202) which traverses BLM lands. This Right-of-Way (ROW) is located in a designated ROW corridor on the eastern boundary of McInnis Canyons National Conservation Area (MCNCA), and immediately west of the Colorado National Monument. The ROW corridor was designated in the legislation that established the MCNCA. This power line was originally constructed in the 1950's and was later authorized as a pre-Federal Land Policy and Management Act grant. The ROW was amended in 1993 and analyzed under an Environmental Assessment (CO-076-3-68) to allow for partial relocation and upgrades to deteriorated portions of the line.

## **DESCRIPTION OF PROPOSED ACTION**

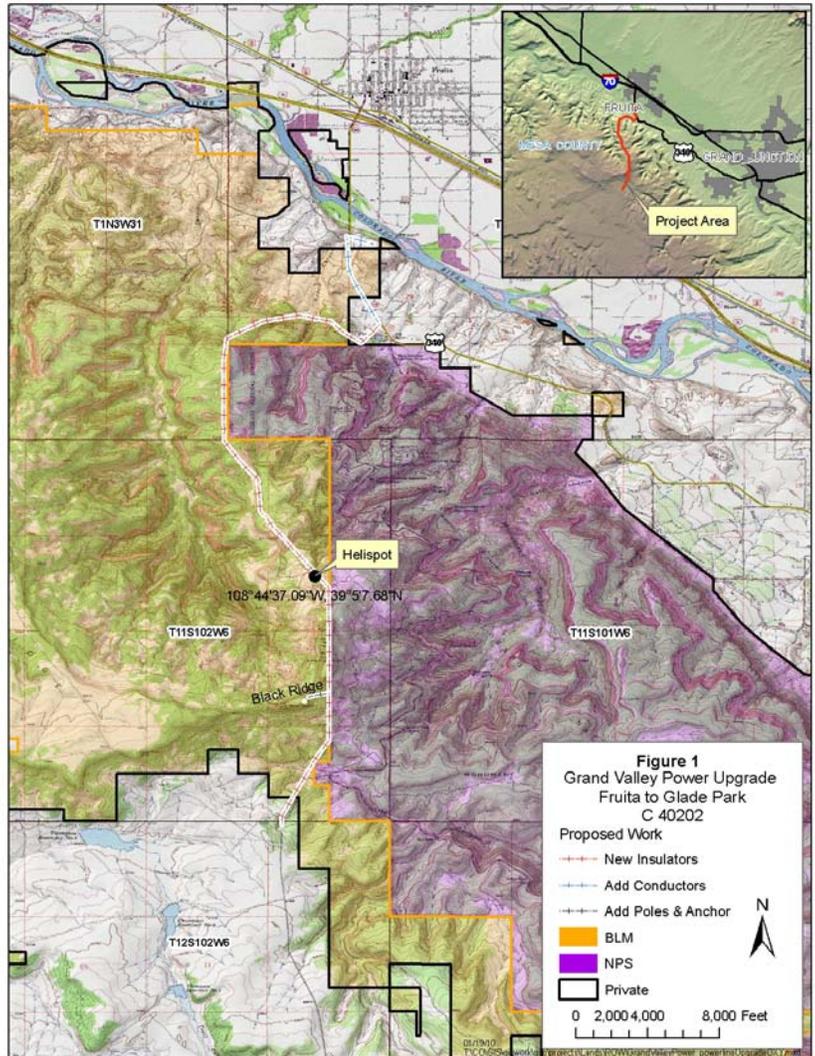
The proposed action is to convert part of an existing three phase 12.47 kV four wire power line to a seven wire 12.47 kV and 25 kV double circuit power line, and to convert the other portion of the existing three phase 12.47 kV power line to a 25kV distribution line. The existing line route is shown on the attached maps. The construction and operation of the project would increase the

power supply to the Glade Park area along with the communication towers on Black Ridge from a new feeder at Xcel Substation located at 917 Highway 340 Fruita Colorado.

The estimated length of the power line conversion is approximately 44,200 ft. The first 7,800 ft of the power line is within the Colorado Department of Transportation (CDOT) ROW on BLM and private property. The total length of power line route on BLM property is approximately 37,195 feet. The last part of the power line project, approximately 2,325 feet is on private property. Approximately 160 pole structures need to be upgraded; 135 out of the 160 poles need to have the insulators replaced.

### SCHEDULE

Grand Valley Power (GVP) proposes to start construction in the fall of 2010 for the portion of the power line along Highway (HWY) 340. Construction along the rest of the route would begin in the summer of 2011 and would extend for approximately a six month construction period to complete the project. Work would occur within the May 1<sup>st</sup> – December 1<sup>st</sup> guideline as established in the existing BLM grant C 40202 stipulations. GVP requests an exception to the above dates for the portion of power line adjacent to Highway 340.



### DESCRIPTION OF UPGRADE TO THE EXISTING POWER LINE

The existing three phase 4 wire 12.47 kV line would be upgraded to 25 kV to accommodate existing power use and anticipated power loads needed on Glade Park and surrounding areas (Figure 1).

The majority of wood pole structures would not change. Some of the poles inside of the CDOT HWY 340 ROW and on the private property near the Xcel sub-station would need to be added and/or replaced. Three additional conductors would be added on to the poles for a total of 7 conductors creating a double circuit structure. No additional conductors would be added to the existing power line beyond the CDOT HWY 340 ROW. GVP has acquired a Utility Permit from CDOT #3090234-U to work in their ROW. GVP has applied for a short-term ROW that would

authorize the use of temporary workspace outside of the existing power line ROW along CDOT HWY 340 and at the helicopter landing location.

On BLM lands no changes to the existing power line route are required, an additional two pole structure and one anchor would need to be added into the existing power line alignment at the Black Ridge Tower Site (Figures 2 – 4). The two pole structure would be placed directly under and into the existing power line at the Black Ridge Tower site which is truck accessible. The anchor installation at this location has no truck access and would be installed by hand directly in line with the existing power line.

<b>TABLE 1 TYPICAL DESIGN CHARACTERISTICS</b>	
Line length	Approximately 33,675 feet would cross BLM land; 43,800 ft. total length of this project
Type of structure	Existing wood poles. New poles to be wood
Structure height	40 to 45 feet
Span length	Ruling span 350' across BLM
Number of structures per mile	Approximately 17 structures per mile
Right-of-way width	50 feet existing BLM permit #C 40202
Land disturbed (approximate): <u>Temporary Structure site</u>	Temporary workspace would include an area between the edge of HWY 340 and the power line in the road right-of-way GVP has acquired utility permit from CDOT to work in HWY 340 ROW and has applied for a BLM short-term ROW.
Wire pulling, splicing sites	Wire pulling would be done adjacent to HWY 340 and Private property only
<u>Removal of existing line</u>	None
Access roads	Truck access is limited except for poles next to existing roads. More specific the poles along HWY 340 and the two pole structure at the Black Ridge tower site are truck accessible. The majority of work sites and most locations would be by foot travel. Access needs to be coordinated with BLM and Colorado National Monument. See attached proposed access map. No new surface disturbance is required for access. GVP would also need to identify with BLM, helicopter landing zones and foot travel from landing zones to work areas as we have done in the past in this area. Materials to be moved in and out by helicopter or by persons.
Voltage	25,000 volts phase to phase
Circuit configuration	Double circuit in the Hwy. 340 ROW with 7 conductors per pole. Single circuit from the Hwy 340 ROW. Existing three phase conductors and a single neutral conductor.
Distribution Conductor size	4/0 ACSR, 6/1 Penguin, 0.1939 square inch diameter 1/0 ACSR 6/1 Raven (neutral), 0.0967 square inch diameter
Ground clearance of conductor	As required by National Electrical Safety Code
Pole depth	Typically between 6 feet and 7.5 feet deep.

Both installations are to be constructed in the existing permitted area. No additional pole replacements or conductor replacement to the existing line would be required. Each structure

would need to be re-insulated to 25kV which consists of replacing insulators and guy wires, while maintaining avian protection measures and legal clearances. This work would be completed on the poles while keeping the power line energized. The majority of the project can only be accessed by foot travel and helicopter.

## **Access**

Existing roads (HWY 340) would provide access for the part of the project adjacent to HWY 340. The two pole structure at the Black Ridge Towers site can be accessed off the existing road to the tower site for construction, operation, and maintenance, for this project. Foot travel to the work sites would be used when existing approved access is not available. Compliance with the mitigation measures and stipulations listed at the end of this section would be incorporated as part of the standard operating procedures. No recreation trails would be closed during construction activities.

Alternative access points for foot crews are described below. An attached map with access points labeled A thru F (Exhibit B) is proposed.

“A” - Foot access on BLM near the intersections of Mesa County road N, or 16.5 Road and the Black Ridge Road (Hunters Access Road)

“B” - Foot access on BLM from the Black Ridge Towers Site.

“C” - Foot access from the Black Ridge Trail located near the Visitors Center on the Colorado National Monument.

“D” - Foot access on private property along an existing GVP utility easement as recorded in Mesa County records Book 1978 Page 734.

“E” - Foot access from BLM trailhead located on the west side of Hwy 340 directly across from the Dinosaur Hill Trailhead.

“F” - Foot access from the BLM Devils Canyon Trailhead.

Material and tools would be transferred and placed in areas along the existing power line route in the existing 50 foot right-of-way by a helicopters load line. Replaced material and tools would be removed by the same method. The helicopter would approach the work area from Fruita and fly above the existing power line. The helicopter would stay within 500 feet of the existing power line and would avoid any air space over the Colorado National Monument. There would be up to 3 trips per day along the flight path. Flights would likely occur in the morning to drop off crews and equipment and in the evening to pick crews up. The maximum number of flights would occur 5 days per work week. Use of the helicopter would likely not be necessary for the full 5 day work week. There would not be any flights on the weekends. The helicopter would be used in the summer of 2011.

A proposed temporary Helicopter landing area (100 feet X 100 feet) in the NW¼ of Section 24, T. 11 S., R. 102 W., 6<sup>th</sup> PM is shown on Exhibit A. The helispot would be located be within 250

feet of the existing power line near pole #102. This would give work crews another option to access the power line and expedite the project.

## **Preconstruction Activities**

Structure locations would be flagged and staked, and the proposed centerline would be flagged and staked where necessary.

Cultural Resource Surveys – Cultural Resource surveys were completed in August 1992, June 1993, and April 2010. Eligible or potentially eligible cultural properties that would be directly or indirectly impacted are subject to mitigation based on Section 106 consultation. Project engineers would follow stipulations to avoid impacts to any known or newly identified cultural resources.

Biological Surveys – If required by the BLM, BLM-permitted contractors would survey the proposed route prior to construction. Any endangered plants or species of animals that would be directly or indirectly impacted would be subject to evaluation. If necessary, additional surveys or Section 7 consultation would be performed by the BLM.

## **Construction Activities**

Construction activities would include digging holes, assembling and erecting structures, wire stringing, re-insulating, cleanup, and site reclamation. The number of workers and type of equipment expected to be used to construct the proposed distribution line are provided in Table 2.

Access Roads – Distribution line construction requires the movement of vehicles along the right-of-way. For this project, existing access roads and overland construction would be utilized. No new access road construction is anticipated.

Structure Sites and Right-of-way – All structure sites are within the existing permitted area. At each structure site along the HWY 340 temporary extra workspace would be necessary to facilitate the safe operation of equipment. The short-term right-of-way is expected to include the area between the pavement edge of Hwy 340 and the west ROW fence to access poles that are in the ROW. The extra workspace is expected to range between 25 and 72 feet in width over approximately 2,755 feet in length. GVP has acquired a utility permit from CDOT to perform work in their ROW. The vegetation in the work area would be trampled or cleared if approved by the BLM. A temporary worksite of 100 feet by 100 feet is also being requested for the helicopter landing area. The total area requested under the short-term ROW is approximately 4.8 acres.

Pole Installation – Excavations for poles would be made with power equipment. Where the soil permits a vehicle-mounted power auger or backhoe would be used. After the hole is augured, poles would be set, backfilled, and tamped using existing spoils. Remaining spoils material would be spread on the ground.

Construction Yards – One temporary construction yard is anticipated. The location of any temporary yards would be suggested by the contractor and would be located on private property.

## Workforce & Equipment

Survey		
Hole digging	4 persons	Equipment: 1 hole digger truck/back-hoe 1 pickup truck
Pole haul	2 persons	Equipment: 1 pole haul truck
Structure erection	4 persons	Equipment: 1 line truck 1 pickup truck
Replacing insulators and guy wires	3 persons	Access by foot and climb poles
Clean-up	4 persons	Equipment: 2 pickup trucks
Rehabilitation	2 persons	Equipment: 1 pickup truck
Total personnel required	8 persons*	
* More personnel may be used in order to meet schedule.		

Structure Assembly and Erection – Poles and associated hardware are shipped to each structure site by truck. Structure assembly and mounting of associated line hardware would take place at each site. The assembled structure would then be raised and placed in the pre-dug holes.

For public protection during wire installation, guard structures are erected over obstacles such as railroads, existing power lines, and other structures. Guard structures consist of H-frame poles placed on either side of the obstacle. These structures prevent ground wire, conductors, or other equipment from falling on an obstacle. Equipment for erecting guard structures includes augers, line trucks, pole trailers, and cranes. Guard structures may not be required on small roads; on such occasions, other safety measures such as barriers, flagmen, or other traffic control are used.

Next, a pilot line is pulled from structure to structure (or strung) by a vehicle and threaded through the stringing sheaves at each tower. Then a larger diameter, stronger line (the pulling line) is attached to the pilot line and strung. This process is repeated until the ground wire or conductor is pulled through all sheaves.

The ground wire and conductor are strung using power pulling equipment at one end and power braking or tensioning equipment at the other end. Sites for tensioning equipment and pulling equipment are approximately 5,000 feet apart.

The tensioning site would be an area of approximately 50 feet by 50 feet depending on type of equipment. The tensioner, line truck, and wire trailer that are needed for stringing and anchoring the ground wire or conductors would be located at this site. The tensioner, along with the puller, maintains tension on the ground wire or conductor. Maintaining tension ensures adequate ground clearance and is necessary to avoid damage to the ground wire, conductor, or any objects below them during the stringing operation.

The pulling site requires two-thirds the area of the tension site. A puller and trucks are needed for the pulling and temporary anchoring of the ground wire and conductor.

Cleanup – Construction sites, material storage yards, and access roads would be kept in an orderly condition throughout the construction period. Refuse and trash, including stakes and flags, would be removed from the sites and disposed of in an approved manner. No construction equipment oil or fuel would be drained on the ground. Oils or chemicals would be hauled to an approved site for disposal. No open burning of construction trash would occur on BLM-administered lands.

Reclamation – Following construction and cleanup, reclamation would be completed. The disturbed surfaces would be restored to the original contour of the land surface to the extent determined by the BLM.

## **DESIGN FEATURES/MITIGATION MEASURES**

As part of standard operating procedures, standard mitigation measures (Exhibit E) would be implemented throughout the project in order to reduce potential adverse environmental impacts. Most of the impacts are short-term and generally occur during the construction period. Project design and implementation of site-specific or selectively recommended mitigation measures (Tables 3 - 5) would minimize the effect of the project where the potential for long-term adverse impacts may occur.

## **PLAN CONFORMANCE REVIEW**

The Proposed Action is subject to and has been reviewed for conformance with (43 CFR 1610.5, BLM 1617.3) the following plan:

Name of Plan: McInnis Canyons National Conservation Area Resource Management Plan

Date Approved: September, 2004

Decision Number/Page: 2-11

Decision Language: Additions or modifications to above ground utilities will only be considered within the existing utility corridors where aboveground facilities presently exist.

CATEGORICAL EXCLUSION REVIEW

The proposed action qualifies as a categorical exclusion under DOI 516 DM 11.9, Number: E. (13) and (19). When no exceptions apply, the following types of Bureau actions normally do not require the preparation of an EA or EIS: “Amendments to existing rights-of-way, such as the upgrading of existing facilities, which entail no additional disturbances outside of the right-of-way boundary” and “Issuance of short-term (3 year or less) rights-of-way or land use authorization for such uses as storage sites, apiary site, and construction sites where the proposal includes rehabilitation to restore the land to its natural or original condition”. None of the following exceptions in 516 DM 11.9, Appendix 2 apply.

Exceptions	YES	NO
1. Have significant adverse effects on public health and safety.	_____	<u>X</u>
2. Have adverse effects on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands, floodplains; national monuments; migratory birds; and other ecologically significant or critical areas.	_____	<u>X</u>
3. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources.	_____	<u>X</u>
4. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.	_____	<u>X</u>
5. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.	_____	<u>X</u>
6. Be directly related to other actions with individually insignificant but cumulatively significant environmental effects.	_____	<u>X</u>
7. Have adverse effects on properties listed, or eligible for listing, in the National Register of Historic Places.	_____	<u>X</u>
8. Have adverse effects on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have adverse effects on designated Critical Habitat for these species.	_____	<u>X</u>
9. Have the potential to violate a Federal law, or a State, local or tribal law or requirement imposed for the protection of the environment.	_____	<u>X</u>
10. Have the potential for a disproportionately high and adverse effect on low income or minority populations.	_____	<u>X</u>
11. Restrict access to and ceremonial use of Indian sacred sites by Indian religious practitioners or adversely affect the physical integrity of such sacred sites.	_____	<u>X</u>

12. Significantly, contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species.

\_\_\_\_\_ X

### AGENCIES CONSULTED

The Colorado National Monument was provided with the project proposal and was informed about the proposed helicopter use, and consulted with on access through the National Monument to the project area. A site visit was held on September 24, 2010 with the BLM, Grand Valley Power, and the Colorado National Monument to discuss access routes to the work area, parking areas, the helicopter landing area, and short-term use areas. Access routes and parking areas located in the Monument were identified and discussed. It was determined CNM that it would be desirable and beneficial for GVP to use the C.C.C trail in addition to the other proposed trails to access the power line. This trail would provide a shorter access route to the power than other proposed routes. Only one vehicle would be allowed to park at the C.C.C trailhead or other small trailheads.

### INTERDISCIPLINARY REVIEW

<u>Name</u>	<u>Title</u>	<u>Area of Responsibility</u>
Aline LaForge	Archaeologist	Cultural Resources, Native American Religious Concerns
Anna Lincoln	Ecologist	Special Status Species
Heidi Plank	Wildlife Biologist	Wildlife, Fisheries, Special Status Species
Matt McGrath	Outdoor Recreation Planner	McInnis Canyon NCA and Recreation

### REMARKS

#### **CULTURAL RESOURCES**

The first Class III inventory of the project area was conducted in 1992 by Grand River Institute (GRI) for a proposed amendment to the existing power line. Consultation on the results was sent to the State Historic Preservation Office (SHPO) in 1992 (BLM CRIR GJFO 1192-09/ME.LM.R91). At that time four sites were recommended eligible by the BLM but were determined Officially Need Data by the SHPO: 5ME6884, 5ME6888, 5ME6890, and 5ME6891. Although recommended by the SHPO, no further work was done at the sites. In 2000 the National Park Service (NPS) Rocky Mountain Region reevaluated cultural resources on BLM lands adjacent to the Colorado National Monument boundary and submitted the results to Office of Archaeology and Historic Preservation (OAHP). A number of cultural resources were

recorded on BLM including two Isolated Finds that were previously recorded by GRI on the power line project in 1992. These isolates, 5ME6895 and 5ME6897, were upgraded by the NPS to sites. The NPS work did not involve an official determination of eligibility and are described in the OAHF database as a Field determination only.

In January 2010 with the current application BLM requested GVP to contract a cultural survey for portions of the project area. Cultural surveys were completed for the two short segments where new power poles would be installed, and evaluative testing was conducted at the four sites that were Need Data, and a reevaluation of 5ME6895 and 5ME6897 for a final determination of eligibility was completed. Evaluative testing was conducted at 5ME6884, 5ME6888 and 5ME6891 and all three sites yielded radiocarbon samples. These sites were determined officially eligible under criterion "d". Evaluative testing at 5ME6890 did not yield any datable samples and the site was determined not eligible under criterion "d". Although additional artifacts were recorded during the reevaluation of 5ME6895 and 5ME6897 neither site has diagnostic materials or subsurface potential for features that would yield additional information and both are therefore determined not eligible under criterion "d". A fifth site within the project area, 5ME16497, was recorded by the BLM in 2008 (CRIR1008-06).

The existing power line and power poles have already impacted cultural sites that are eligible for nomination to the National Register. Further activity within the right-of-way within these site boundaries would cause further impacts. Direct impacts from the proposed action would occur from both activity at the pole site or activity concentrating at the helicopter supply drop locations. The proposed temporary landing area for helicopters is within the site boundary of 5ME6890, determined officially not eligible.

Supply drops would not be allowed within 100 meters of the sites to avoid indirect impacts.

Continued activity along this right-of-way has the potential to impact these sites in the future. Application of similar mitigation for any future projects within the right-of-way should adequately protect the sites.

Special mitigation measures for the project include:

- Work on the power poles that are already located in two of the sites, 5ME6884 and 5ME6888, and proposed new poles and anchor installation is within 5ME6888. Work in these two areas should be monitored by a BLM Colorado permitted archaeologist, and the results of the monitoring provided in a final report. Access to the line from point B goes through 5ME6888 and effort should be made not to create a worn trail through the site. Archaeological monitors could direct foot traffic around the south side of the site.
- New surface disturbing activities without the presence of a monitor, including helicopter supply drops, digging, or vehicle use, should not be authorized in four areas within the existing right-of-way to protect cultural resources determined eligible (OE) or potentially eligible (OND), 5ME6884 (OE), 5ME6891 (OE), 5ME6894 (OND), and 5ME16497 (OE).

- The landing pad should be monitored following project completion and the results provided to the BLM archaeologist in the Monitoring report. No further work is requested at 5ME6890 (helicopter landing pad area) unless additional cultural material is exposed through project activity.

Standard mitigation measures also include:

- Inadvertent Discovery: The NHPA, as amended, requires that if newly discovered historic or archaeological materials or other cultural resources are identified during the Proposed Action implementation, work in that area must stop and the BLM Authorized Officer (AO) must be notified immediately. Within five working days the AO would inform the operator as to the mitigation measures the operator would likely have to undertake before the site can be used (assuming in place preservation is not necessary) (36 CFR 800.13).
- The Native American Graves Protection and Repatriation Act (NAGPRA) requires that if inadvertent discovery of Native American Remains or Objects occurs, any activity must cease in the area of discovery, a reasonable effort made to protect the item(s) discovered, and immediate notice be made to the BLM Authorized Officer, as well as the appropriate Native American group(s) (IV.C.2). Notice may be followed by a 30-day delay (NAGPRA Section 3(d)).
- A standard Education/Discovery stipulation for cultural resource protection should be attached to right-of-way. The operator or its contractor is responsible for informing all persons who are associated with the project operations that they would be subject to prosecution for knowingly disturbing historic or archaeological sites, or for collecting artifacts.
- In order to comply with avoidance shape files that buffer site locations have been given to the applicant. These locations are restricted in their distribution pursuant to 43 CFR 7.18. Strict adherence to the confidentiality of information concerning the nature and location of archeological resources would be required of Grand Valley Power and all of their subcontractors (Archaeological Resource Protection Act, 16 U.S.C. 470hh).

## **NATIVE AMERICAN RELIGIOUS CONCERN**

Cultural resources were located during the initial field inventory but no Native American Consultation is documented in the BLM files. There are sites in the general project area that are important to the Ute but there is no known evidence that suggests that the project area, an existing power line, holds special significance for Native Americans for traditional or religious purposes. There would not be any new alteration or limitation of access for traditional uses that are not known to the agency. Accordingly, no Native American Indian consultation was conducted for the proposed undertaking.

The Ute have a generalized concept of spiritual significance that is not easily transferred to Western models or definitions. As such the BLM recognizes that the Ute have identified sites that are of concern because of their association with Ute occupation of the area as part of their traditional lands. No traditional cultural properties, unique natural resources, or properties of a

type previously identified as being of interest to local tribes, were identified during the cultural resources inventories of the project area.

No special mitigation is required. No additional Native American Indian consultation was conducted for the proposed project.

### **SPECIAL STATUS SPECIES**

#### *Plants:*

Species with potential to exist within the project area are: Dolores River skeleton plant, Osterhout cryptanth, Aromatic Indian breadroot, and Canyonlands biscuitroot.

Impacts to rare plants are expected to be minimal, as access would mainly be limited to foot travel, and records indicate no plants are known to occur within the existing power line alignment. Recent surveys of the Devils Canyon trails recorded Dolores skeletonplant and Osterhout cryptanth adjacent to existing trails. The area identified as the helispot is not known to contain any rare plants. While trampling during the power line upgrade is a possibility, risks of direct impacts are anticipated to be discountable, and not likely to result in the mortality of any known special status plant species. Work space accessed from the side of Hwy, and the Black Ridge tower site are areas of pre-disturbance where no new impacts would be expected.

As described the proposed action would not require any mitigation. If any special status plants are discovered within the project area during construction activities, a biological monitor may be required to ensure that no rare plants are impacted as a result of the proposed action.

#### *Animals:*

The proposed action occurs within Desert Bighorn Sheep range, Peregrine falcons may nest within a quarter mile of the power line and Golden eagles are known to nest within a quarter mile of the power line. Other special status species likely to occur in the project are includes long nosed leopard lizard and midget faded rattlesnake. No Gunnison or Greater Sage grouse habitat occurs along the power line.

Effects to wildlife from the proposed action would be limited to impacts occurring during the construction phase as the power line itself is an existing disturbance. Direct impacts may occur if power lines are constructed in such a manner that electrocution of eagles and peregrine falcons is possible. Indirect effects due to disturbance of wildlife during breeding season may occur. Portions of the power line are within a quarter mile of golden eagle nests, and continual over flights by helicopters at low elevations may cause nest abandonment. In addition if construction occurs during bighorn sheep lambing season (February – March) it may cause additional stress to ewes and lambs during a critical period. Indirect impacts to long-nosed leopard lizards and midget faded rattlesnakes are unlikely.

To avoid potential electrocution of golden eagles, peregrine falcons and other avian species power lines should be constructed in accordance with the Avian Power Line Interaction Committee: Suggested Practices for Avian Protection on Power Lines (available from the GJFO wildlife biologist). To avoid impacts to Desert bighorn sheep, activities, particularly those involving frequent helicopter flights, should be avoided from February to March. If activities

involving the helicopter are to occur during the golden eagle nesting season (January 1 to July 15) surveys to determine the status of nests in the area would need to be conducted and low elevation helicopter flights within a quarter mile of active nests should be avoided (please coordinate height of flights and surveys through the GJFO wildlife biologist, Heidi Plank 970-244-3012). If helicopter flights are conducted between January 1 and July 15 flights over the areas likely to contain nesting golden eagles identified in Exhibit A as “Flight Restriction” should be at or above 1,500 feet above ground level. Impacts to eagles from pedestrian traffic of workers entering the right of way are expected to be minimal because the cliff bands used by eagles as nesting habitat are below the proposed line reconstruction area.

## **RECREATION**

The proposed action is located along the eastern boundary of McInnis Canyons National Conservation Area. The existing power line enters the NCA near Kodels Canyon and climbs up Black Ridge to the Black Ridge communication site. The Kodels Canyon area is a popular hiking and equestrian area. The area of the NCA adjacent to the Colorado National Monument on top of Black Ridge is not easily accessible and is receives little recreation use. Several miles of the existing power line run parallel to Devils Canyon and less than ¼ mile from the Black Ridge Canyons Wilderness.

Impacts to recreation should be minor. The existing power line is not close to heavily used recreation trails so no direct impacts are anticipated. Helicopter flights may disturb recreational visitors but avoiding weekends would reduce these impacts, and working during summer months when recreational use of the area decreases would further reduce indirect impacts to recreation. No special mitigation measures are required for this project.

## **McINNIS CANYONS NATIONAL CONSERVATION AREA**

The proposed action is located in an existing right-of-way along the eastern boundary of McInnis Canyons National Conservation Area. The existing power line enters the NCA near Kodels Canyon and climbs up Black Ridge to the Black Ridge communication site.

No long-term impacts lasting over 5 years are expected. The temporary helicopter landing site may cause temporary impacts to vegetation in the area and repeated use of walking routes by workers could lead to the development of social trails.

Motorized vehicles should remain on designated routes at all times. If foot traffic begins to develop an obvious social trail, that trail should be restored to its natural condition upon completion of the project. The temporary helicopter landing area should not be larger than 100’x100’ and should be rehabilitated upon completion of the project.

## **COMPLIANCE PLAN**

Compliance inspections would be conducted every 5 years at a minimum. Additional inspections would be conducted as necessary following any new authorizations and construction, or non-compliance findings.

**NAME OF PREPARER:** Christina Stark

**NAME OF ENVIRONMENTAL COORDINATOR:** Collin Ewing

**DATE:** 10/18/10

### RECREATION

The proposed action is located along the eastern boundary of Melvin Canyon National Conservation Area. The existing power line enters the NCA near Kabela Canyon and climbs up Black Ridge to the Black Ridge communication site. The Kabela Canyon area is a popular hiking and equestrian area. The area of the NCA adjacent to the Colorado National Monument on top of Black Ridge is not easily accessible and is receiver little recreation use. Several miles of the existing power line run parallel to Devils Canyon and less than 1/2 mile from the Black Ridge Canyon Wilderness.

Impacts to recreation should be minor. The existing power line is not close to heavily used recreation trails so no direct impacts are anticipated. Helicopter flights may disturb recreational visitors and working weekends would reduce these impacts, and working during summer months when recreational use of the area decreases would further reduce indirect impacts to recreation. No special mitigation measures are required for this project.

### MELVIN CANYON NATIONAL CONSERVATION AREA

The proposed action is located in an existing right-of-way along the eastern boundary of Melvin Canyon National Conservation Area. The existing power line enters the NCA near Kabela Canyon and climbs up Black Ridge to the Black Ridge communication site.

No long-term impacts lasting over 5 years are expected. The temporary helicopter landing site may cause temporary impacts to vegetation in the area and repeated use of walking routes by workers could lead to the development of social trails.

MotORIZED vehicles should remain on designated routes at all times. If foot traffic begins to develop an obvious social trail, that trail should be restored to its natural condition upon completion of the project. The temporary helicopter landing area should not be larger than 100'x100' and should be rehabilitated upon completion of the project.

### COMPLIANCE PLAN

Compliance inspections would be conducted every 5 years at a minimum. Additional inspections would be conducted as necessary following any new authorizations and construction or non-compliance findings.

**DECISION RECORD  
FOR  
Grand Valley Power  
Fruita to Glade Park Power Line Upgrade Project  
DOI-BLM-CO-134-2010-0048-CX  
BLM McInnis Canyons National Conservation Area  
2815 H Road  
Grand Junction, Colorado 81506**

DECISION

I have reviewed this CX and have determined that none of the Extraordinary Circumstances listed in the Department of Interior's 516 Department Manual 2, Appendix 2 are present in the proposed right-of-way amendment and short-term Right-of-Way (ROW). The proposed ROW amendment would authorize the upgrade of portions of a 12.47 kV four wire power line to a 12.47 kV seven wire power line and 25 kV power line, as well as the authorization of a short-term ROW for temporary workspace during construction activities. The proposed project is also in conformance with the McInnis Canyons National Conservation Area Resource Management Plan. It is my decision to offer the request to amend ROW grant C 40202 and offer a short-term ROW grant C 40202-01 for the proposed Fruita to Glade Park Power Line Upgrade Project located in:

Sixth Principal Meridian,

T. 11 S., R. 102 W.,

section 13, SW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>;

section 14, lot 6, SE<sup>1</sup>/<sub>4</sub>NE<sup>1</sup>/<sub>4</sub>, and E<sup>1</sup>/<sub>2</sub>SE<sup>1</sup>/<sub>4</sub>;

section 24, NW<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>, SE<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>, and E<sup>1</sup>/<sub>2</sub>SW<sup>1</sup>/<sub>4</sub>;

section 25, E<sup>1</sup>/<sub>2</sub>W<sup>1</sup>/<sub>2</sub>;

section 36, E<sup>1</sup>/<sub>2</sub>NW<sup>1</sup>/<sub>4</sub>, NW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>, and NW<sup>1</sup>/<sub>4</sub> NE<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>;

Ute Principal Meridian,

T. 1 N., R. 3 W.,

section 25, SE<sup>1</sup>/<sub>4</sub>SE<sup>1</sup>/<sub>4</sub>;

section 36, E<sup>1</sup>/<sub>2</sub>E<sup>1</sup>/<sub>2</sub>;

T. 1 N., R. 2 W.,

section 29, SW<sup>1</sup>/<sub>4</sub>NW<sup>1</sup>/<sub>4</sub>;

section 30, E<sup>1</sup>/<sub>2</sub>NE<sup>1</sup>/<sub>4</sub>, and S<sup>1</sup>/<sub>2</sub>.

as analyzed under the proposed action, with additional conditions included in the attached Special and Standard Stipulations.

## RATIONALE

The proposed actions are listed in the Department of Interior's Department Manual, part 516, chapter 11 as actions that may be categorically excluded. I have evaluated the actions relative to the 12 extraordinary circumstances listed in the BLM Department Manual and have determined that they do not represent an exception and are, therefore, categorically excluded from further environmental analysis. The proposed ROW amendment is located entirely within a Right-of-Way corridor that was approved in the McInnis Canyons National Conservation Area Resource Management Plan.

Approving the proposed power line upgrade and short-term ROW will allow Grand Valley Power to increase the voltage in their existing power line and meet the needs of their customers. Improvements to the power line will allow Grand Valley Power to provide a more reliable power supply to Glade Park. Approval of the upgrade will eliminate the need to construct a new power line to Glade Park and disturb previously undisturbed lands. Operator-committed design features and additional BLM stipulations designed in DOI-BLM-CO-130-2010-0048-CX will reduce the potential for negative impacts to surrounding resources. The entire proposed project under the application for the ROW amendment will be located in an area that was previously disturbed. Approval of the proposed project will have negligible impacts on public lands and natural resources in the immediate and surrounding project area.

Consultation with the Colorado National Monument was conducted to evaluate potential impacts to park visitors. No existing trails on lands managed by the National Park Service or BLM would be closed to the public during construction activities. Helicopter use would not be allowed within the National Monument. All helicopter flights would remain within 500 feet of the existing power line. The helicopter would not be allowed to fly below 1,500 feet during golden eagle nesting season to protect known nests within the National Monument and the McInnis Canyon National Conservation Area.

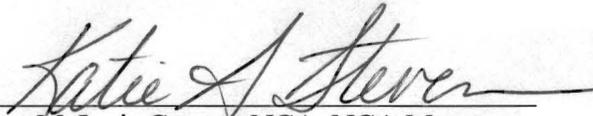
A cultural resource inventory was previously conducted in the project area. Six cultural resource sites were identified during surveys. Monitoring by a BLM approved third party Archaeologist is required during work activities near or on these identified sites. Helicopter drop points for equipment are not allowed within 100 meters of any known cultural resource sites. Post construction monitoring is also required at the helicopter landing area. Negative impacts on any unidentified or known cultural resources will be mitigated through the standard stipulations for this project.

No sensitive plants were identified within the area of the proposed project. Sensitive wildlife species that may be present in the project area include big horn sheep and golden eagles. Construction activities would be restricted during critical wildlife breeding periods and lambing seasons. Flight restrictions have also been designed to protect golden eagles that may be present in the project area during nesting season.

Required special and standard stipulations along with operator committed design features will protect sensitive resources and reduce the potential for any long-term (greater than 5 years)

negative impacts to resources located in the project area. No long-term impacts are expected to result from approval of the proposed power line amendment.

SIGNATURE OF AUTHORIZED OFFICIAL:

  
McInnis Canyon NCA, NCA Manager

DATE SIGNED:

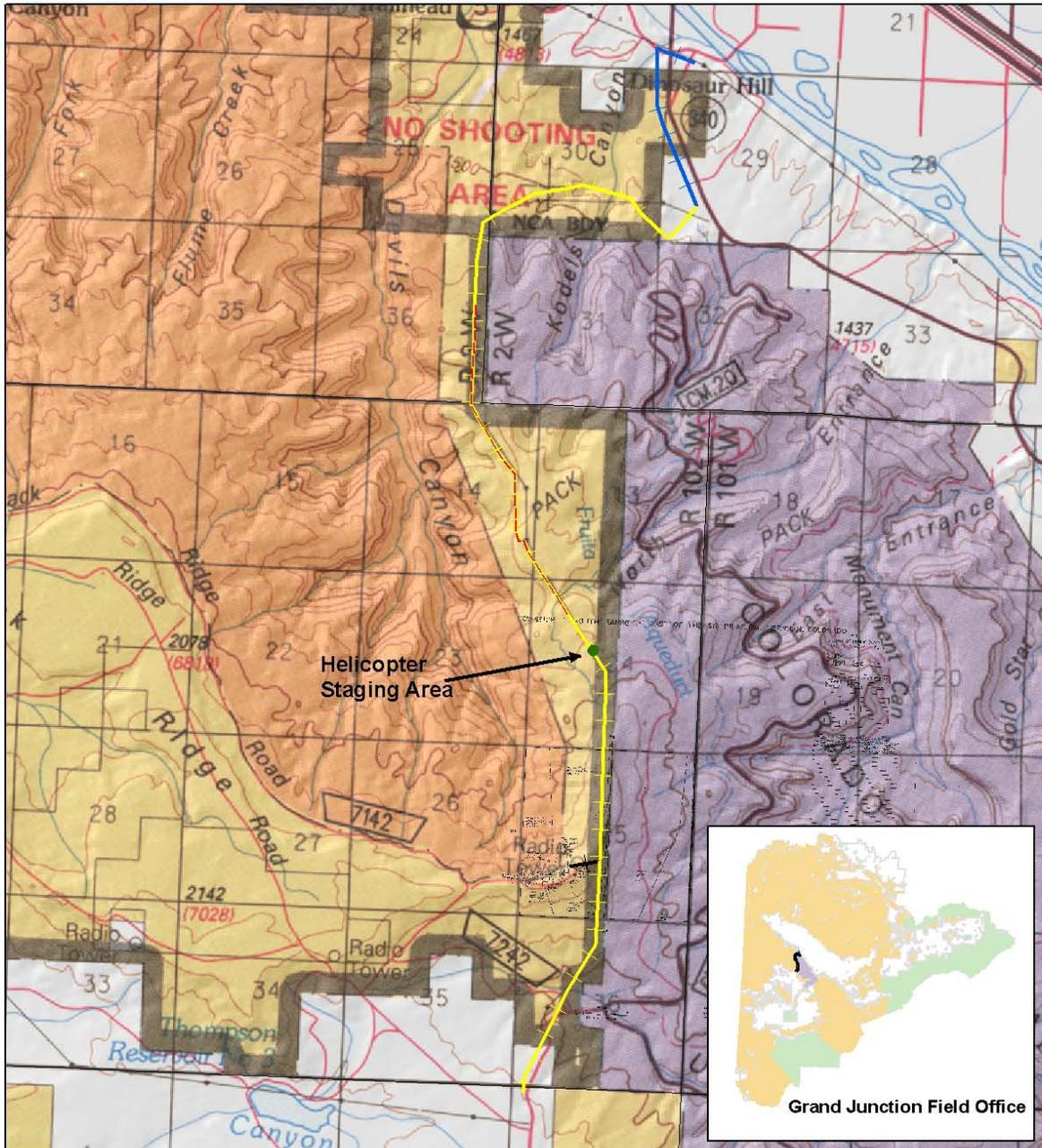
10/26/10

ATTACHMENTS:

- Exhibit A: Project map
- Exhibit B: Access Routes
- Exhibit D: Special and Standard Stipulations
- Exhibit E: Proponent Mitigation Measures
- Exhibit F: Structure Diagrams
- Figures 2 – 4: Power Pole and Structure Diagrams

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EXHIBIT A



6th PM,  
T. 11 S., R. 102 W.,  
Ute PM,  
T. 1 N., R. 3 W.,  
T. 1 N., R. 2 W.

Mesa County, Colorado

Battleship Rock, Colorado National  
Monument, Fruita, Colorado USGS  
Quadrangles

**Grand Valley Power  
Fruita to Glade Park Project  
DOI-BLM-CO-134-2010-0048-CX  
C 40202 Amendment  
C 40202-01 STROW**

October 18, 2010

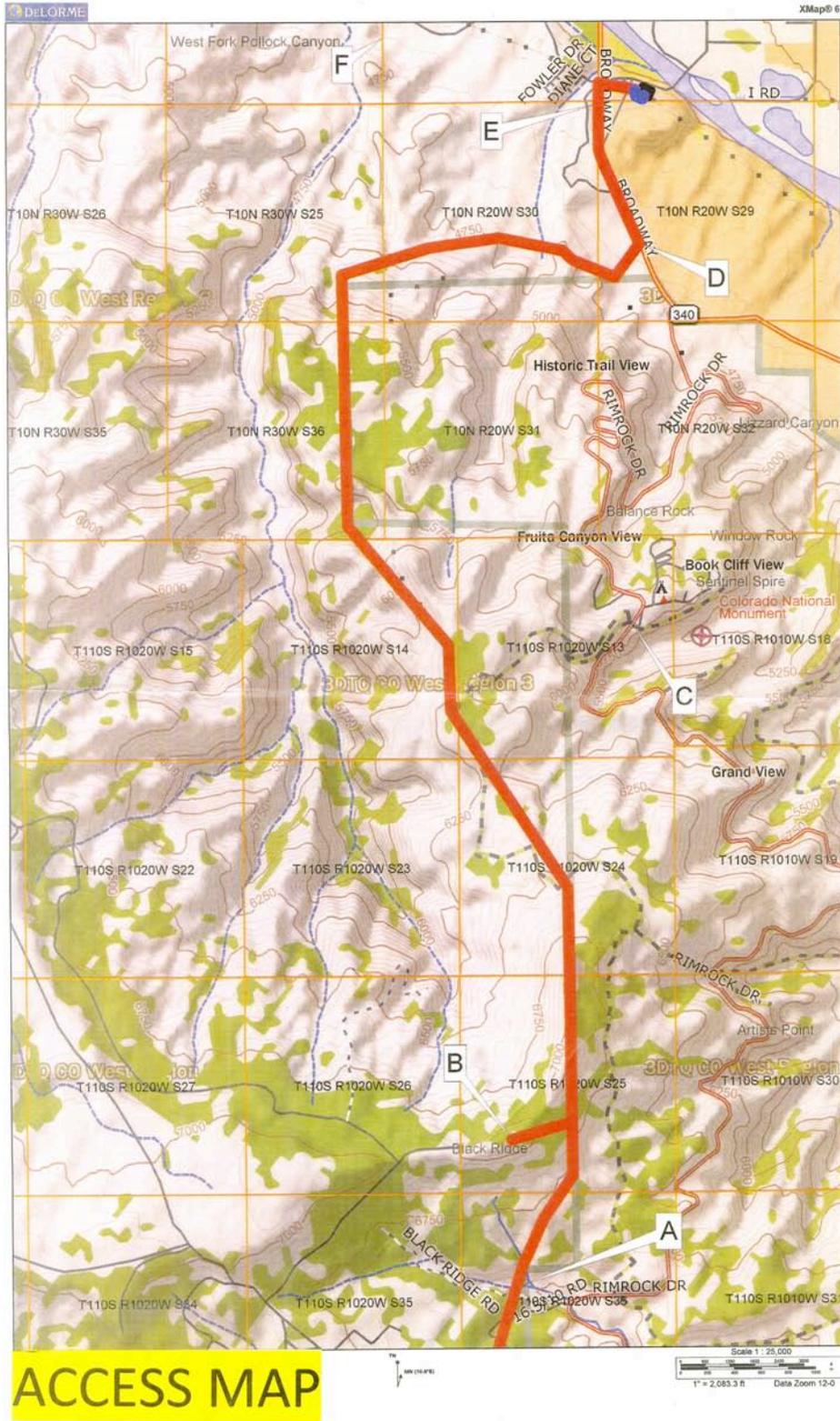


- HelicopterPad
- - - Flight Restriction
- Add Insulators
- Add Conductors
- Add Pole Anchors
- BLM
- BOR
- Private



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EXHIBIT B: Access Routes



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### **SPECIAL STIPULATIONS**

1. The holder shall notify the BLM authorized officer at least 48 hours prior to the commencement of any surface disturbing activities under this grant. The BLM contact person is Christina Stark, Grand Junction Field Office, 2815 H Road, Grand Junction, CO 81506, phone (970) 244-3022.
2. The holder shall not initiate any construction or other surface disturbing activities on the Right-of-Way/Short-term Right-of-Way areas, except for along Highway 340, without prior written authorization of the authorized officer. Such authorization shall be a written Notice to Proceed issued by the Authorized Officer. Any Notice to Proceed shall authorize construction or use only as therein expressly stated and only for the particular location or use therein described.
3. All terms, conditions, and stipulations of the original right-of-way grant dated April 11, 1986, and subsequent amendments, remain in full force and effect. The stipulations included in this grant apply to all portions of the ROW including those areas in the original grant.
4. Copies of the right-of-way grant with the stipulations shall be kept on site during construction and maintenance activities. All construction personnel shall review the grant and stipulations before working on the right-of-way.
5. Strict adherence to the confidentiality of information concerning the nature and location of archeological resources is required by the holder and all of their subcontractors (Archaeological Resource Protection Act, 16 U.S.C. 470hh). These locations are restricted in their distribution pursuant to 43 CFR 7.18.
6. A Colorado BLM permitted archaeological consultant must be present during construction of the pole and anchor at the Black Ridge Tower facility site (5ME6888), and during any surface disturbing activities including helicopter supply drops, digging, and vehicle use at determined eligible (OE) or potentially eligible (OND) sites including: 5ME6884 (OE), 5ME6891 (OE), 5ME6894 (OND), and 5ME16497 (OE) to monitor and ensure the avoidance and protection of archeological resources.
7. A Colorado BLM permitted archeological consultant must conduct post construction monitoring of the helicopter landing pad to evaluate and document any impacts on archeological features in this area. If additional cultural resources are identified during monitoring activities then further work may be required by the BLM Authorized Office.
8. A monitoring report shall be submitted to the BLM for review and approval by the BLM Archaeologist for construction monitoring activities at the 5 identified sites and for post construction monitoring at the helicopter landing area.
9. Access to the power line from Point B shall be conducted in such a manner that cultural resource site 5ME6888 is not impacted by foot traffic through the site and a visible route

is not created. A BLM approved archaeological consultant shall monitor the site for development of a visible foot path, and shall direct access to the south side of the site if determined necessary by the BLM Authorized Officer.

10. No helicopter supply drops shall occur within 100 meters of known cultural resource protection areas identified or other areas determined by the BLM Authorized Officer.
11. Helicopter flights conducted between January 1 and July 15 over the flight restriction area shall be at least 1,500 feet above ground level.
12. The holder shall notify all existing rights-of-way holders in the project area prior to beginning any surface disturbance or construction activities. The holder shall obtain an agreement with any existing ROW holders or other parties with authorized facilities that cross or are adjacent to those of the holder to assure that no damage to an existing ROW or authorized facility will occur. The agreement(s) shall be obtained prior to any use of the ROW or existing facility.
13. Construction shall be halted if the BLM determines that saturated soil conditions exist on or along the right-of-way, until the authorized officer determines that soils have dried out sufficiently for construction to proceed without undue damage and erosion. All construction and travel on the road and ROW shall stop until soils dry if ruts greater than 3 inches are formed by vehicles and equipment, or if determined necessary by the BLM Authorized Officer.
14. The holder shall be required to reclaim access routes to and along the power line as directed by the BLM if determined necessary by the BLM Authorized Office if monitoring.
15. Fueling of vehicles and equipment within 100 feet of any live water or dry wash is prohibited.
16. Motorized vehicles shall remain on designated routes at all times. All existing authorized roads used for construction shall be maintained in as good as, or in better than existing condition. This may include, but is not limited to, roadway surface repairs (blading the roadway), cleaning ditches and drainage facilities, and dust abatement. After construction, existing roads shall be restored to meet or exceed conditions existing prior to construction. All road maintenance activities must be approved by the authorized officer.
17. As part of the required reclamation, all disturbed areas shall be seeded with a seed mixture suitable to specific site conditions. This mixture shall be approved prior to reclamation by the authorized officer. All seed mixtures must be certified to be weed-free. Application rates are for pure, live seed (PLS). Certification and seed tags must be

submitted to the Field Manager within 30 days of seeding. The following seed mix is an example of the of the species and application rate that may be required for reclamation:

Species Common Name	Application Rate Pounds/Acre PLS
Indian Ricegrass	1.0
Western Wheatgrass	1.5
Bottlebrush Squirreltail	2.0
Rincon 4-wing Saltbush	2.0
Scarlet Globemallow	0.5
Blue Flax	<u>0.5</u>
TOTAL	7.5

Prepare seedbed by ripping the soil surface to a depth of 2 feet and then spreading the topsoil back on the surface. Scatter removed vegetation and shredded wood back on the surface and broadcast seed with an approved seed mix. Seed shall be applied within 24 hours of surface roughening and top soil redistribution. Broadcast application shall be at one and a half to two times the recommended application rate. Surface rock that was removed during surface scrubbing and clearing shall be scattered back across the ROW to mimic natural conditions. Disturbed portions of the right-of-way surface shall be left rough and not smoothed to help facilitated seed germination and seedling survival.

Seeding shall be completed after September 15 and prior to December 1 or in the early spring once soils have thawed.

18. Reclamation shall be considered successful when basal cover of seeded species or other naturally recruited native species is at least 80% of basal cover on adjacent or nearby undisturbed areas where vegetation is in a healthy condition. Reclamation efforts shall be monitored and additional reclamation efforts shall be required until this objective is met.
19. Sixty days prior to termination of the right-of-way, the holder shall contact the authorized officer to arrange a joint inspection of the right-of-way. This inspection will be held to agree to an acceptable termination and rehabilitation plan. This plan shall include removal of facilities, recontouring and seeding at the discretion of the authorized officer. The authorized officer must approve the plan in writing prior to the holder's commencement of any termination activities.
20. Applicant shall comply with all County regulations and permit requirements.

### STANDARD STIPULATIONS

1. Any cultural and/or paleontological resource (historic or prehistoric site or object) discovered by the holder, or any person working on his behalf, on public or Federal land

- shall be immediately reported to the authorized officer. Holder shall suspend all operations in the immediate area of such discovery until written authorization to proceed is issued by the authorized officer. An evaluation of the discovery will be made by the authorized officer to determine appropriate actions to prevent the loss of significant cultural or scientific values. The holder will be responsible for the cost of evaluation and any decision as to proper mitigation measures will be made by the authorized officer after consulting with the holder.
2. Pursuant to 43 CFR 10.4(g) the holder of this authorization must notify the authorized officer, by telephone, with written confirmation, immediately upon the discovery of human remains, funerary items, sacred objects, or objects of cultural patrimony. Further, pursuant to 43 CFR 10.4(c) and (d), you must stop activities in the vicinity of the discovery and protect it for 30 days or until notified to proceed by the authorized officer.
  3. The operator or its contractor is responsible for informing all persons who are associated with the project operations that they will be subject to prosecution for knowingly disturbing historic or archaeological sites or for collecting artifacts. If historic or archaeological materials are uncovered during any project or construction activity, the operator must stop work in the area of the discovery that might further disturb such materials and immediately contact the Administrative Officer. Within five working days, the AO will inform the operator as to the mitigation measures the operator will likely have to undertake before the site can be used (assuming in-place preservation is not necessary).
  4. The holder shall notify the AO at least 60 days prior to non-emergency activities that would cause surface disturbance in the ROW or TUP. BLM will determine whether any special resource (cultural, plants, animal, etc.) inventories, treatments, or mitigation are required. The authorized officer may require the completion of a special status species surveys by a third party contractor at the expense of the holder, or the BLM may choose to complete the survey. The BLM may take actions or make recommendations to protect any special status plant populations identified near or on the right-of-way.
  5. A "Notice to Proceed" stipulation shall be required for any non-emergency activities as defined above that would cause surface disturbance on the ROW or TUP. Any request for a "Notice to Proceed" shall be made to the AO, who shall review the proposed action for consistency with resource management concerns such as wildlife, big game winter range, paleontology, threatened and endangered species, and cultural resource protection. Additional measures may be required to protect these resources.
  6. On the Right-of-Way, the holder shall monitor and control those noxious weeds that may occur or be found, as listed in the booklet, Noxious Weeds of Mesa County. If chemical control is necessary, use of pesticides shall comply with the applicable Federal and State laws. Pesticides shall be used only in accordance with their registered uses and within limitations imposed by the Secretary of the Interior. Prior to the use of pesticides, the

holder shall obtain from the authorized officer written approval of a plan showing the type and quantity of material to be used, the pest(s) to be controlled, method of application, location of storage and disposal of containers, and any other information deemed necessary by the authorized officer. Emergency use of pesticides shall be approved in writing by the authorized officer prior to such use.

7. The holder shall comply with all applicable Federal laws and regulations existing or hereafter enacted or promulgated. In any event, the holder shall comply with the Toxic Substances Control Act of 1976, as amended (15 U.S.C. 2601 et seq.) with regard to any toxic substances that are used, generated by or stored on the right-of-way or on facilities authorized under this right-of-way grant (see 40 CFR, Part 702-799 and especially, provisions on polychlorinated biphenyls, 40 CFR 761.1-761.193). Additionally, any release of toxic substances (leaks, spills, etc.) in excess of the reportable quantity established by 40 CFR, Part 117 shall be reported as required by the Comprehensive Environmental Response, Compensation and Liability Act of 1980, Section 102b. A copy of any report required or requested by any Federal agency or State government as a result of a reportable release or spill of any toxic substances shall be furnished to the authorized officer concurrent with the filing of the reports to the involved Federal agency or State government.
8. The holder shall comply with applicable State standards for public health and safety, environmental protection and siting, construction, operation and maintenance, if these State standards are more stringent than Federal standards for similar projects.

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**TABLE 3  
 STANDARD MITIGATION MEASURES**

1. All construction vehicle movement outside of the right-of-way will be restricted to pre-designated access, contractor acquired access, or public roads.
2. The limits of construction activities will be predetermined, with activity restricted to and confined within those limits. No paint or permanent discoloring agents will be applied to rocks or vegetation to indicate survey or construction activity limits. The right-of-way boundary will be flagged in environmentally sensitive areas described in the plan of development to alert construction personnel that those areas will be avoided.
3. In construction areas where re-contouring is not required, vegetation will be left in place wherever possible to avoid excessive root damage and allow for re-sprouting.
4. In construction areas where ground disturbance is significant or where re-contouring is required, surface restoration will occur as required by the BLM. The method of restoration typically will consist of returning disturbed areas to their natural contour (to the extent practical), reseeding or re-vegetating with native plants (if required), installing cross drains for erosion control, placing water bars in the road, and filling ditches. Seed will be tested and certified to contain no noxious weeds as defined by the State of Colorado Agricultural Department. Seed viability also will be tested at a certified lab approved by the authorized officer.
5. Watering facilities (e.g., tanks, developed springs, water lines, wells, etc.) will be repaired or replaced to their pre-disturbed conditions as required by the land management agency if they are damaged or destroyed by construction activities.
6. Prior to construction, all construction personnel will be instructed on the protection of cultural, paleontological, and ecological resources. To assist in this effort, the construction contract will address (a) federal and state laws regarding antiquities, fossils, and plants and wildlife, including collection and removal; and (b) the importance of these resources and the purpose and necessity of protecting them.
7. If required, an initial intensive cultural resource inventory survey will be conducted prior to construction. Impact avoidance and mitigation measures developed in consultation with appropriate land management and regulatory agencies and other interested parties will be implemented. In addition, supplemental surveys of appurtenant impact zones beyond the corridor will be undertaken as needed.
8. Any cultural and/or paleontological resource discovered during construction by GVP or any person working on GVP's behalf on public or federal land will be reported immediately to the authorized officer. GVP will suspend operations in the area until an evaluation is completed to prevent the loss of cultural or scientific values.
9. All construction and maintenance activities will be conducted in a manner that would minimize disturbance to vegetation, drainage channels, and intermittent and perennial stream banks. All existing roads will be left in a condition equal to or better than their condition prior to the construction of the transmission line.
10. All requirements of those entities having jurisdiction over air quality matters will be adhered to and any necessary permits for construction activities would be obtained. Open burning of construction trash (cleared trees, etc.) will not be allowed on BLM-administered lands.
11. Fences and gates, if damaged or destroyed by construction activities, will be repaired or replaced to their original pre-disturbed condition as required by the land management agency. Temporary gates will be installed only with the permission of the land management agency.
12. During operation of the distribution line, the right-of-way will be maintained free of construction related non-biodegradable debris.
13. Totally enclosed containment will be provided for all hazardous materials (if needed) and trash. All construction waste including trash, litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials will be removed to a disposal facility authorized to accept such

<b>TABLE 3 STANDARD MITIGATION MEASURES</b>	
	materials.
14.	Structures will be constructed to conform to Suggested Practices for Raptor Protection on Power Lines: <i>State of the Art in 2006</i> (Raptor Research Foundation, Inc. 2006).
15.	If required, third-party environmental contractors will be used throughout the construction effort, from clearing through rehabilitation.
16.	GVP will trim trees in preference to cutting trees, and will cut trees in preference to bulldozing them. No tree clearing is anticipated at the time of application.
17.	Construction holes left open overnight will be covered to prevent damage to livestock or wildlife.
18.	GVP will respond to complaints of line-generated radio or television interference by investigating the complaints and implementing appropriate mitigation measures. The distribution line will be patrolled on a regular basis so that damaged insulators or other line materials that could cause interference are repaired or replaced.
19.	GVP will apply necessary mitigation to minimize problems of induced currents and voltages onto conductive objects sharing a right-of-way, to the mutual satisfaction of the parties involved.
20.	The proposed hardware and conductor will limit the audible noise, radio interference (RI), and television interference (TVI), due to corona. Tension will be maintained on all insulator assemblies to assure positive contact between insulators, thereby avoiding sparking. Caution will be exercised during construction to avoid scratching or nicking the conductor surface, which may provide points for corona to occur.

<b>TABLE 4 SELECTIVELY RECOMMENDED MITIGATION MEASURES</b>	
Note: These selective mitigation measures apply only to specific locations that are identified or during field investigations and recorded in the plan of development.	
1.	No widening or upgrading of existing access roads will be undertaken in the area of construction and operation, except for repairs necessary to make roads passable, where soils or vegetation are very sensitive to disturbance.
2.	No blading of new access roads in the area of construction and operation is anticipated. Should the need for new access roads be determined, GVP will document these corridors and will comply with all aspects of the BLM right-of-way grant prior to any access road construction. Existing crossings will be utilized at washes. These access routes must be flagged with an easily seen marker and the route must be approved by the authorized officer in advance of use.
3.	Modified structure design will be utilized as necessary to minimize ground disturbance, operational conflicts, visual contrast, or avian conflicts.
4.	In designated areas, structures will be placed or rerouted so as to avoid sensitive features such as, but not limited to, riparian areas, water courses, and cultural sites, or to allow conductors to clearly span the features, within limits of standard tower design. This will minimize the amount of disturbance to the sensitive features or reduce visual contrast.
5.	With the exception of emergency repair situations, right-of-way construction, restoration, maintenance, and termination, activities in designated areas will be modified or discontinued during sensitive periods (e.g., nesting and breeding periods) for candidate, proposed threatened and endangered, or other sensitive animal species. This list will be approved in advance by the authorized officer of the BLM.

**TABLE 4  
 SELECTIVELY RECOMMENDED MITIGATION MEASURES**

Note: These selective mitigation measures apply only to specific locations that are identified or during field investigations and recorded in the plan of development.

- |  |
|--|
| 6. Existing roads and trails that will be blocked as a result of construction will be rerouted as directed by the authorizing officer. |
| 7. The design of the poles will be determined to achieve the minimum practicable visual impacts.                                       |

**ADDITIONAL STIPULATIONS**

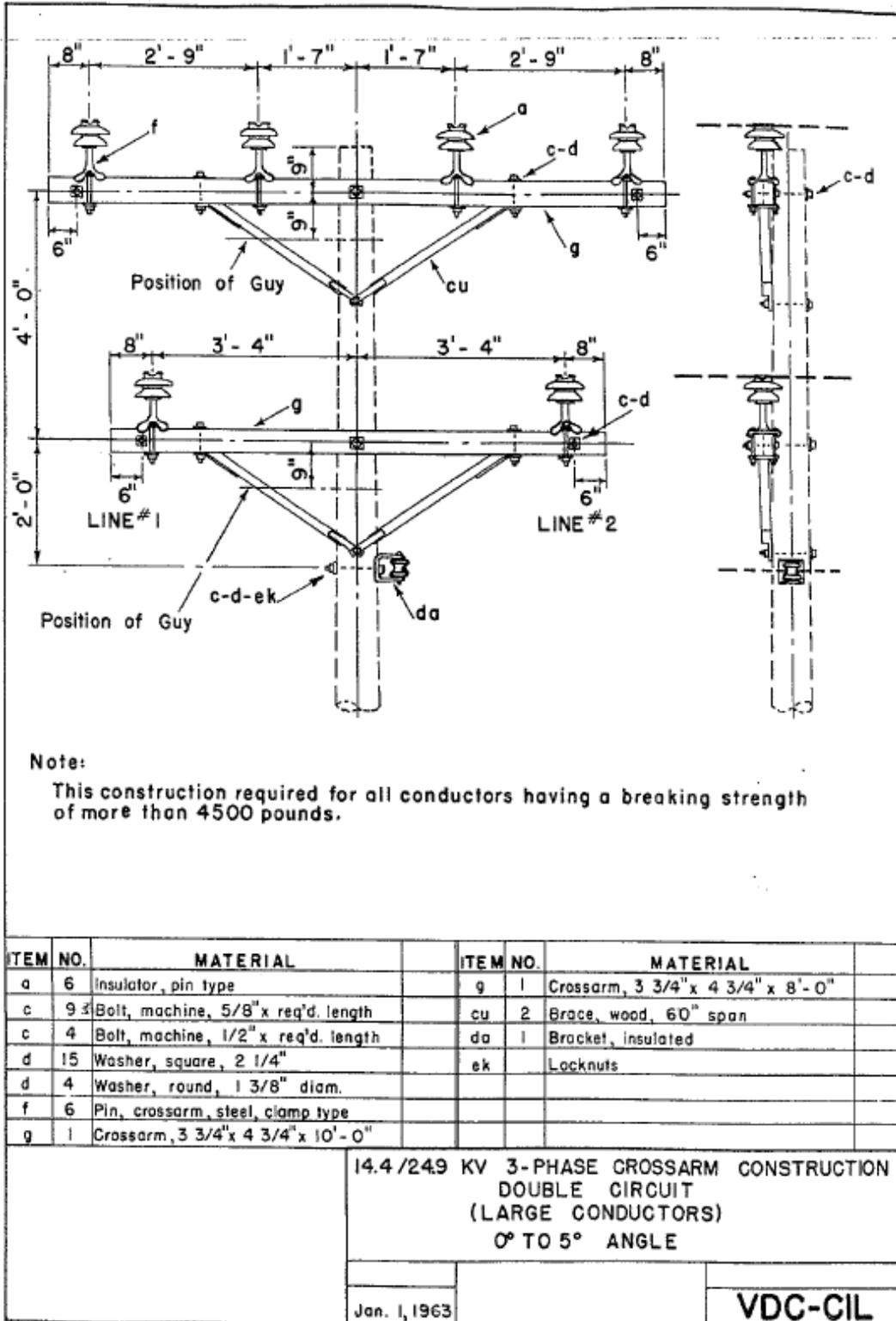
The following additional stipulations in Table 5 will be implemented throughout the construction and operation of the project and will be included as part of the standard operating procedures.

**TABLE 5  
 STIPULATIONS – STANDARD OPERATING PROCEDURES**

- |   |
|---|
| 1. GVP will construct, operate, and maintain the facilities, improvements, and structures within this right-of-way in strict conformity with the plan of development as it is approved and made part of the right-of-way grant. Any relocation, additional construction, or use that is not in accord with the approved plan(s) of development will not be initiated without the prior written approval of the authorized officer. A copy of the complete right-of-way grant, including all stipulations and approved plan(s) of development, will be made available on the right-of-way area during construction, operation, and termination to the authorized officer. Noncompliance with the above shall be grounds for an immediate temporary suspension of activities if it constitutes a threat to public health and safety or the environment. |
| 2. GVP will submit a plan or plans of development that describe in detail the construction, operation, maintenance, and termination of the right-of-way and its associated improvements and/or facilities. The degree and scope of these plans will vary depending on (1) the complexity of the right-of-way or its associated improvements and/or facilities, (2) the anticipated conflicts that require mitigation, and (3) additional technical information required by the authorizing officer. An approved plan of development will be made a part of the right-of-way grant.  |
| 3. GVP will contact the authorized officer at least 10 days prior to the anticipated start of construction and/or any surface-disturbing activities. The authorized officer may require and schedule a preconstruction conference with GVP prior to commencement of construction and/or surface-disturbing activities on the right-of-way. GVP, GVP's contractor(s), or agents involved with the construction and/or surface-disturbing activities on the right-of-way should attend this conference to review the stipulations of the grant including the plan(s) of development.  |
| 4. GVP will designate a representative(s) who will have the authority to act upon and implement instructions from the authorized officer within a reasonable time when construction or other surface-disturbing activities are underway.  |
| 5. The authorized officer may suspend or terminate in whole or in part, any notice to proceed which has been issued when, in his/her judgment, unforeseen conditions arise which result in the approved terms and conditions being inadequate to protect the public health and safety or to protect the environment.  |
| 6. The design and location of all facilities shall be approved by the authorized officer prior to construction.   |

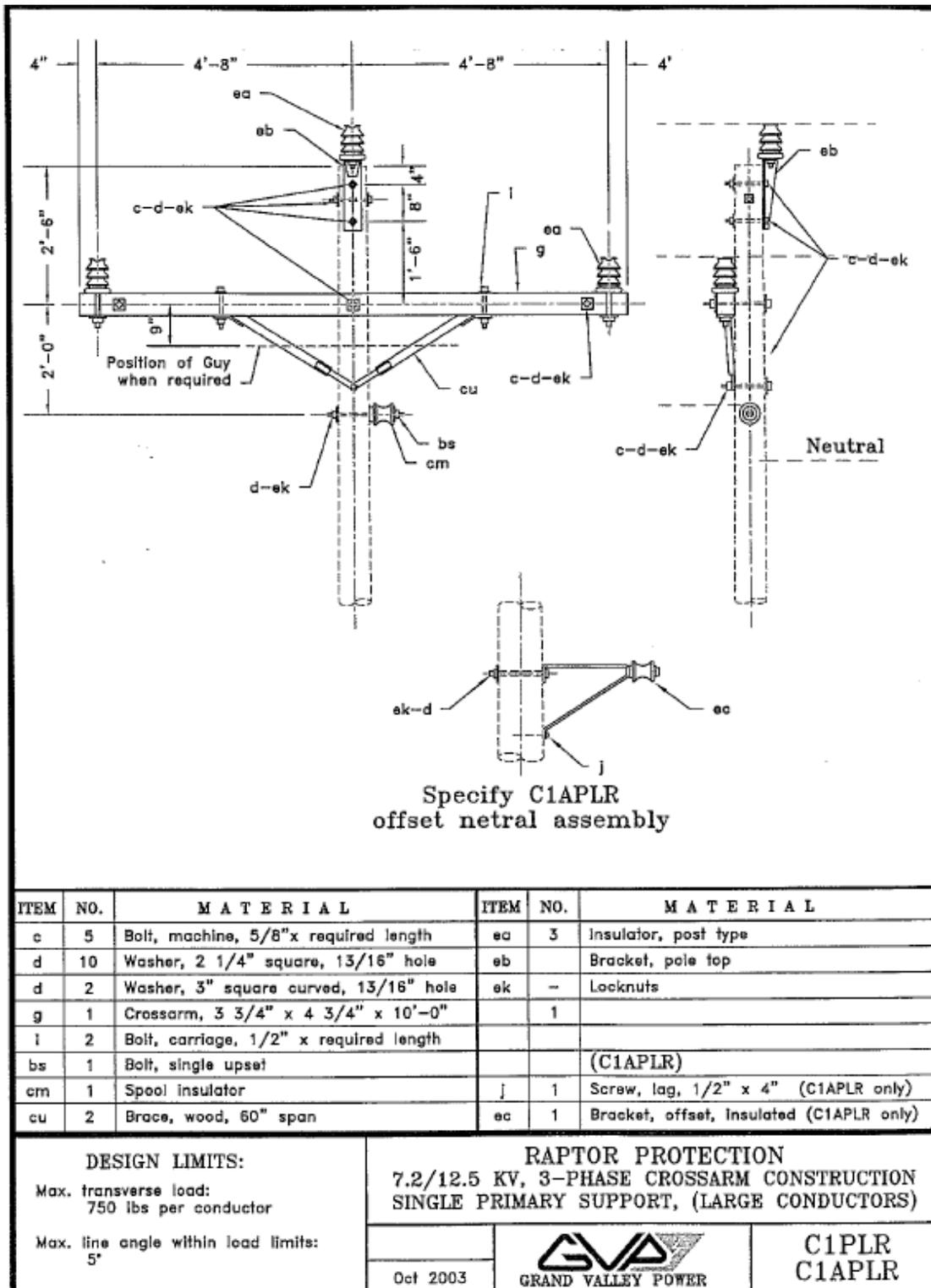
**TABLE 5**  
**STIPULATIONS – STANDARD OPERATING PROCEDURES**

<p>7. The holder will protect all survey monuments found within the right-of-way. Survey monuments include but are not limited to General Land Office and BLM Cadastral Survey Corners, reference corners, witness points, U.S. Coastal and Geodetic benchmarks and triangulation stations, military control monuments, and recognizable civil (both public and private) survey monuments. In the event of obliteration or disturbance of any of the above, GVP will immediately report the incident, in writing, to the authorized officer and the respective installing authority, if known. Where General Land Office or BLM right-of-way monuments or references are obliterated during operations, GVP shall secure the services of a registered land surveyor or a BLM cadastral surveyor to restore the disturbed monuments and references using surveying procedures found in the <i>Manual of Surveying Instructions for the Survey of the Public Lands of the United States</i>, latest edition. GVP shall record such survey in the appropriate county and send a copy to the authorized officer. If the BLM cadastral surveyors or other federal surveyors are used to restore the disturbed survey monument, GVP will be responsible for the survey cost.</p>
<p>8. The holder of this right-of-way grant or the holder’s successor in interest shall comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et. seq.) and the regulations of the Secretary of Interior issued pursuant hereto.</p>
<p>9. GVP will conduct all activities associated with the construction, operation, and termination of the right-of-way within the authorized limits of the right-of-way.</p>
<p>10. GVP will survey and clearly mark the centerline and/or exterior limits of the right-of-way if requested, and as determined by the authorized officer.</p>
<p>11. All design; material; and construction, operation, maintenance, and termination practices will be in accordance with safe and proven engineering practices.</p>
<p>12. GVP will inform the authorized officer within 48 hours of any accidents on federal lands that require reporting to the Department of Transportation as required by 49 CFR Part 195.</p>
<p>13. During conditions of extreme fire danger, operations may be suspended or limited in certain areas.</p>
<p>14. The holder will be liable for damage or injury to the United States to the extent provided by 43 CFR Sec. 2803.1-4. The holder will be held to a standard of strict liability for damage or injury to the United States resulting from fire or soil movement (including landslides and slumps as well as wind and water-caused movement of particles) caused or substantially aggravated by any of the following within the right-of-way or permit area:</p> <p>Activities of the holder including but not limited to construction, operation, maintenance, and termination of the facility.</p> <p>Activities of other parties including but not limited to:</p> <ul style="list-style-type: none"> <li>- land clearing</li> <li>- earth-disturbing and earth-moving work</li> <li>- blasting</li> <li>- vandalism and sabotage</li> </ul>
<p>15. If required within 60 days of completion at the request of BLM, GVP will submit to the authorized BLM officer, as-built drawings and a certification of construction verifying that the facility has been constructed (and tested) in accordance with the design, plans, specifications, and applicable laws and regulations.</p>
<p>16. Construction sites will be maintained in a sanitary condition at all times; waste materials at those sites will be disposed of promptly at an appropriate waste disposal site. “Waste” means all discarded matter including but not limited to human waste, debris, garbage, refuse, oil drums, petroleum products, ashes, and equipment.</p>



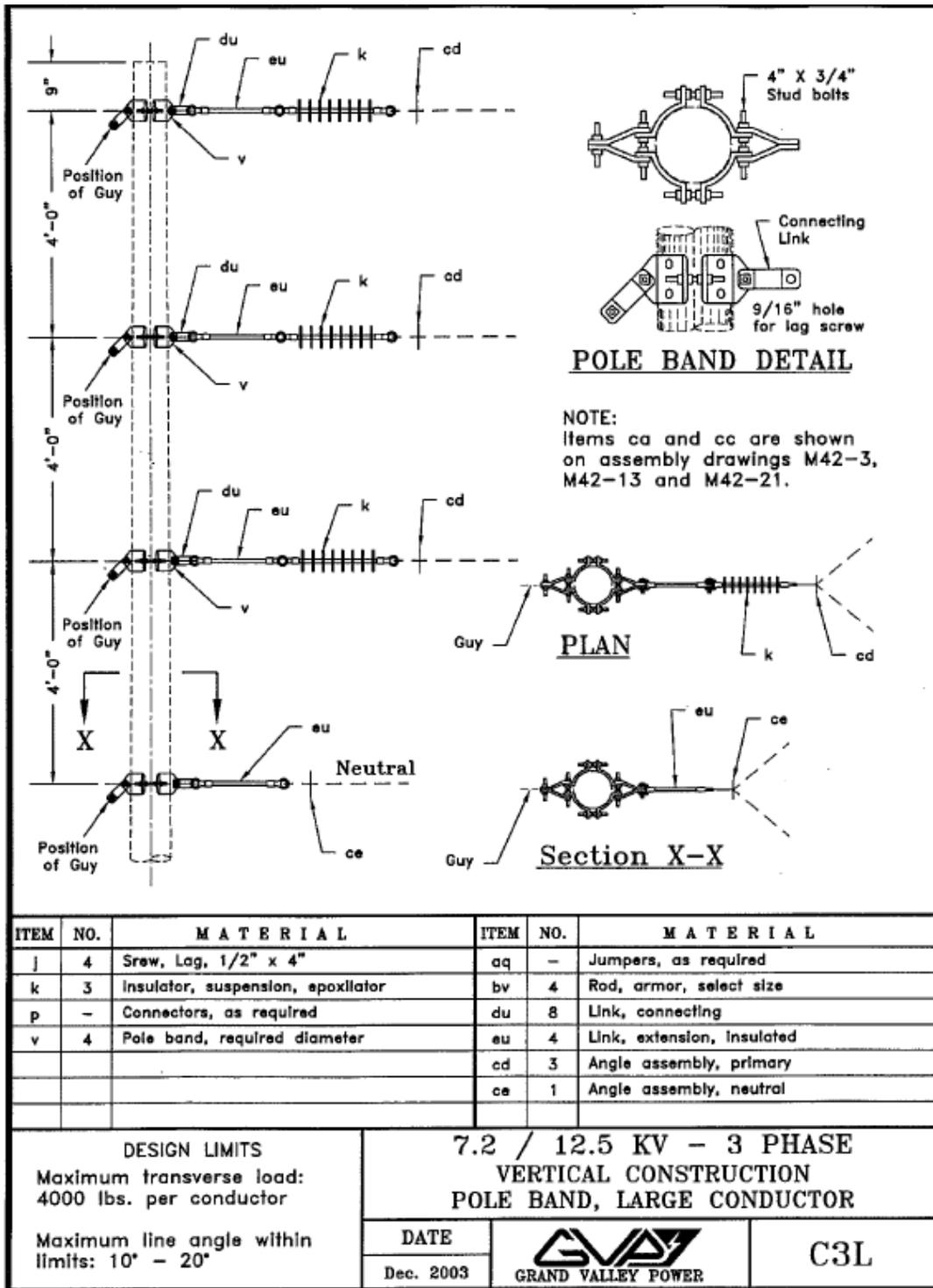
**Figure 2:** Typical Double Circuit structure to be built in the CDOT ROW of Hwy 340 reconfiguring existing structures to facilitate three additional conductors.

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**Figure 3:** Typical structure on the Black Ridge Line where the insulators (item ea) to be replaced from 7 in. high insulators to 10" insulators.

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**Figure 4:** Typical structure on the Black Ridge Line where the insulators (item k) to be replaced from 14 in. insulators to 20 in. insulators.