

PLAN OF DEVELOPMENT

WESTERN EXPANSION PROJECT III ENTERPRISE MID-AMERICA PIPELINE

**BLM Farmington Field Office
BLM Rio Puerco Field Office
BLM Roswell Field Office**

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List of Abbreviations and Acronyms

| | |
|------------|--------------------------------------|
| AO | Authorized Officer |
| BIA | Bureau of Indian Affairs |
| BLM | Bureau of Land Management |
| BMPs | Best Management Practices |
| bpd | barrels per day |
| COE | U.S. Army Corps of Engineers |
| Enterprise | Enterprise Gas Processing, LLC |
| MAPL | Mid-America Pipeline |
| MP | milepost |
| PI | point of intersection |
| POD | Plan of Development |
| SWPPP | Stormwater Pollution Prevention Plan |
| TEWS | temporary extra workspace |
| TUP | Temporary Use Permit |
| WEP III | Western Expansion Project III |

PLAN OF DEVELOPMENT

1.0 INTRODUCTION

Enterprise Mid-America Pipeline (Enterprise MAPL) proposes to obtain a Right-of-Way Grant and Temporary Use Permit (TUP) from the Bureau of Land Management (BLM) to construct, operate, maintain, and abandon a 255.40-mile, 16-inch natural gas liquids pipeline, comprised of 7 loop segments (portions of segments 1 and 3 will be 20-inch diameter), in San Juan, Rio Arriba, Sandoval, McKinley, Bernalillo, Santa Fe, Tarrant, Guadalupe, Lincoln, De Baca, Chaves, and Lea counties, New Mexico. The Western Expansion III (WEP III) Project will cross lands administered by the BLM Farmington, Rio Puerco, and Roswell field offices as well as lands administered by the Bureau of Indian Affairs (BIA). This Plan of Development (POD) describes specific construction activities that will be undertaken by Enterprise MAPL during construction of the WEP III Project on BLM-administered lands. The location of the proposed pipeline loop segments are shown on maps provided in Appendix A. The proposed pipeline loop segments will transport increased natural gas liquids production in New Mexico to Hobbs, New Mexico and ultimately to markets in Mont Belvieu, Texas.

The following appendices, which provide the project location and describe measures that will be taken to protect resources, will be forthcoming as surveys and reports are completed:

| | |
|------------|--|
| Appendix A | Location Maps |
| Appendix B | Tables |
| Appendix C | Transportation Plan (forthcoming) |
| Appendix D | Reclamation and Monitoring Plan (forthcoming) |
| Appendix E | Storm Water Pollution Prevention Plan (forthcoming) |
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2.0 LAND REQUIREMENTS

The WEP III Project will cross BLM-administered lands for 76.73 miles or 30 percent of the total length (Table 1) and BIA-administered lands for 26.02 miles or 10 percent. The remainder of the lands crossed by the proposed pipeline loop segments are state lands (27.68 miles) and private lands (124.96 miles). On BLM-administered lands, construction of the proposed pipeline will require a 125-foot wide construction right-of-way which includes a 50-foot wide permanent right-of-way and a 75-foot wide temporary use area. The permanent right-of-way will consist of 1,547.88 acres, of which 465.03 acres will be on BLM-administered lands and 157.70 acres will be on BIA-administered lands. The temporary use area will consist of 2,321.81 acres of which 697.55 acres will be on BLM-administered lands and 236.55 acres will be on BIA-administered lands (see Tables 2 and 3). On private lands, the construction right-of-way will be similar to that on BLM- and BIA-administered lands but will vary according to landowner agreements. In addition to the permanent right-of-way and temporary use area, temporary extra workspace (TEWS) will be required in certain areas such as in areas with rugged terrain, waterbody crossings, road crossings, and at pipeline point of intersection (PI) locations. A total of 85.67 acres will be required for TEWS of which 31.60 acres will be on BLM-administered lands and 8.55 acres will be on BIA-administered lands (Tables 2 and 3).

**Table 1
Landownership Crossed by the WEP III Project**

| Segment | Total Length (miles) | BLM Length (miles) | BIA Length (miles) | Private Length (miles) | State (miles) |
|-------------------------------------|-----------------------------|---------------------------|---------------------------|-------------------------------|----------------------|
| Segment 1 | 45.64 | 28.88 | 9.59 | 6.48 | 0.69 |
| Segment 2 | 50.81 | 27.71 | 16.43 | 2.89 | 3.78 |
| Segment 3 | 46.68 | 0.48 | 0.00 | 40.49 | 5.71 |
| Segment 4 | 9.42 | 0.00 | 0.00 | 9.42 | 0.00 |
| Segment 5 | 30.21 | 5.23 | 0.00 | 17.75 | 7.23 |
| Segment 6 | 39.78 | 14.43 | 0.00 | 21.19 | 4.16 |
| Segment 7 | 32.85 | 0.00 | 0.00 | 26.74 | 6.11 |
| Total | 255.39 | 76.73 | 26.02 | 124.96 | 27.68 |
| Segments by BLM Field Office | | | | | |
| Segment 1/Farmington | 45.64 | 28.88 | 9.59 | 6.48 | 0.69 |
| Segment 2/Farmington | 7.38 | 3.64 | 3.74 | 0.00 | 0.00 |
| Segment 2/Rio Puerco | 43.43 | 24.07 | 12.69 | 2.89 | 3.78 |
| Segment 3/Rio Puerco | 29.76 | 0.48 | 0.00 | 24.07 | 5.21 |
| Segment 3/Taos | 16.92 | 0.00 | 0.00 | 16.42 | 0.50 |
| Segment 4/Rio Puerco | 7.95 | 0.00 | 0.00 | 7.95 | 0.00 |
| Segment 4/Roswell | 1.47 | 0.00 | 0.00 | 1.47 | 0.00 |
| Segment 5/Roswell | 30.21 | 5.23 | 0.00 | 17.75 | 7.23 |
| Segment 6/Roswell | 39.78 | 14.43 | 0.00 | 21.19 | 4.16 |
| Segment 7/Carlsbad | 32.85 | 0.00 | 0.00 | 26.74 | 6.11 |
| Total | 255.39 | 76.73 | 26.02 | 124.96 | 27.68 |
| Segments by County | | | | | |
| Segment 1/San Juan | 40.41 | 27.74 | 6.66 | 5.32 | 0.69 |
| Segment 1/Rio Arriba | 5.23 | 1.14 | 2.93 | 1.16 | 0.00 |
| Segment 2/Sandoval | 43.43 | 24.07 | 12.69 | 2.89 | 3.78 |
| Segment 2/McKinley | 7.38 | 3.64 | 3.74 | 0.00 | 0.00 |
| Segment 3/Santa Fe | 16.92 | 0.00 | 0.00 | 16.42 | 0.50 |
| Segment 3/Bernalillo | 4.59 | 0.00 | 0.00 | 4.59 | 0.00 |
| Segment 3/Sandoval | 8.95 | 0.48 | 0.00 | 7.79 | 0.68 |
| Segment 3/Torrance | 16.22 | 0.00 | 0.00 | 11.69 | 4.53 |
| Segment 4/Torrance | 7.95 | 0.00 | 0.00 | 7.95 | 0.00 |
| Segment 4/Guadalupe | 1.47 | 0.00 | 0.00 | 1.47 | 0.00 |
| Segment 5/Guadalupe | 8.21 | 5.01 | 0.00 | 3.20 | 0.00 |
| Segment 5/Lincoln | 16.95 | 0.22 | 0.00 | 9.65 | 7.08 |
| Segment 5/De Baca | 5.05 | 0.00 | 0.00 | 4.90 | 0.15 |
| Segment 6/Chaves | 39.78 | 14.43 | 0.00 | 21.19 | 4.16 |
| Segment 7/Lea | 32.85 | 0.00 | 0.00 | 26.74 | 6.11 |
| Total | 255.39 | 76.73 | 26.02 | 124.96 | 27.68 |

**Table 2
Estimated Surface Disturbance for Construction
and Operation of the WEP III Project on All Lands**

| Component | Length or Number of Sites | Total Surface Disturbance (acres) |
|--|----------------------------------|--|
| Permanent Easement/Right-of-Way | 255.40 miles | 1,547.88 |
| Temporary Use Area/ Construction Easement Area | 255.40 miles | 2,321.81 |
| Temporary Extra Workspace Sites | 218 | 85.67 |
| Total | | 3,955.36 |

**Table 3
Estimated Surface Disturbance for Construction and Operation
of the WEP III Project on BLM- and BIA-Administered Lands**

| Component | Jurisdiction | Length or Number of Sites | Total Surface Disturbance (acres) |
|---------------------------------|---------------------|----------------------------------|--|
| Permanent Right-of-Way | BLM | 76.73 miles | 465.03 |
| | BIA | 26.02 miles | 157.70 |
| Temporary Use Area | BLM | 76.73 miles | 697.55 |
| | BIA | 26.02 miles | 236.55 |
| Temporary Extra Workspace Sites | BLM | 65 | 31.60 |
| | BIA | 24 | 8.55 |
| Total | | | 1,596.98 |

3.0 LOCATION AND DESCRIPTION OF FACILITIES

3.1.1 Pipeline Facilities

The WEP III Project will be constructed in New Mexico in 12 counties (San Juan, Rio Arriba, Sandoval, McKinley, Bernalillo, Santa Fe, Torrance, Guadalupe, Lincoln, De Baca, Chaves, and Lea) (see maps in Appendix A) and consists of 7 loop segments of 16-inch diameter natural gas liquids pipeline totaling 255.40 miles in length and requiring new pipeline right-of-way that will parallel existing pipelines or existing rights-of-way for the entire length. A portion of Segment 1 (MPs 415.39 to 400.30) and a portion of Segment 3 (MPs 269.92 to 251.87) will be 20-inch diameter. The location of the pipeline loop segments was determined based on hydraulic modeling. The beginning and ending mileposts and legal location of each pipeline loop segment are provided in Table B-1 in Appendix B and landownership by milepost is provided in Table B-2 in Appendix B.

3.1.2 Aboveground Facilities

There are no new aboveground facilities associated with the WEP III Project. Existing pump stations will be upgraded as necessary. Modifications will occur within existing footprints. Enterprise MAPL will install block valves adjacent to existing block valves. Block valves will be installed within the permanent right-of-way.

3.1.3 Access Roads

Existing roads will be used to access the construction right-of-way. Upgrading of the existing roads is not anticipated; however, any upgrading requiring new disturbance would not occur until all environmental surveys have been completed (biological, wetland, cultural, paleontological). Table B-3 in Appendix B provides a list of existing roads that would be crossed and indicates which roads may be used for access. Access roads are further discussed in the Transportation Plan (Appendix C).

3.1.4 Temporary Extra Workspace

On private, BLM-, and BIA-administered lands, TEWS will be required for construction in areas of rugged terrain, waterbody crossings, road crossings, and PI locations. TEWS associated with the WEP III Project are listed in Table B-4 in Appendix B. There are a total of 218 TEWS sites (85.67 acres); however, only 65 TEWS sites (31.60 acres) will be on BLM-administered lands and 24 TEWS sites (8.55 acres) will be on BIA-administered lands.

3.1.5 Pipe Storage and Contractor Yards and Staging Areas

Forthcoming.

3.2 PROJECT SCHEDULE AND WORKFORCE

3.2.1 Construction Schedule

Construction of the WEP III Project is scheduled to begin on or about April 1, 2013 and will take approximately 9 months to complete.

3.2.2 Project Workforce

Enterprise MAPL estimates that construction activities would require the employment of approximately 550 to 600 workers consisting of Enterprise MAPL employees, contractor employees, construction inspection staff, and environmental inspection staff. A peak workforce of 600 workers would be required with an average workforce of 200 workers during construction. While final staffing plans are not yet complete, no additional staffing is expected at this time to maintain the facilities after construction.

3.2.3 Traffic

The majority of the workers will commute to the construction right-of-way early in the morning (between 7:00 a.m. and 8:00 a.m.) and will return in the evening during non-peak traffic hours (between 5:30 p.m. and 6:30 p.m.). Heavy equipment vehicles will be transported to the site and left on the right-of-way until construction is complete.

Enterprise MAPL has prepared and will follow a Transportation Plan (Appendix C). The plan provides anticipated traffic levels associated with construction, describes functional classification and anticipated use of existing roads, identifies proposed high and low traffic volume roads, and assesses the need for road improvement, construction, and maintenance.

4.0 GENERAL PIPELINE CONSTRUCTION PROCEDURE

4.1 PIPELINE CONSTRUCTION

Standard pipeline construction techniques will be used along the pipeline route, which typically involve the following sequential operations: preconstruction survey, mobilization, clearing, grading, installation of Best Management Practices (BMPs) for erosion control, topsoiling, trenching, pipe stringing, welding and coating pipe, lowering in and padding, backfilling, strength testing, and cleanup and restoration. The construction techniques described below will be used unless site-specific conditions warrant special methods. Construction of the pipeline will begin after all required federal, state, and local approvals have been obtained. Company personnel and construction contractors would discuss procedures and permit approvals prior to construction. Enterprise MAPL will prepare and will follow a Reclamation and Monitoring Plan (Appendix D) and a Storm Water Pollution Prevention Plan (Appendix E).

4.1.1 Pre-construction Survey

Construction staking is required to designate the centerline and outside right-of-way boundaries. The limits of disturbance will be clearly marked/staked prior to construction including the permanent easement/permanent right-of-way, temporary use areas, and access roads. Utility lines will be located and marked to prevent accidental damage during pipeline construction. Sensitive areas to be protected from disturbance or that require monitoring will be marked. The location of access road entry points will be properly marked. Flagging, signs, and other

markings identifying the limits of disturbance will be maintained through all phases of construction. A survey crew will be available during construction activities to refresh any damaged stakes.

4.1.2 Mobilization

Construction equipment will be transported to the construction right-of-way via tractor trailer and unloaded within a designated staging area. Transportation equipment will be removed from the site or parked within a staging area once off loading is completed.

4.1.3 Clearing and Grading

Vegetation will be cleared and the construction right-of-way will be graded to provide for safe and efficient operation of construction equipment and vehicles and to provide space for the storage of subsoil and topsoil. Construction activity and ground disturbance will be limited to approved, staked areas.

Trees will be cut with a chain saw and/or mechanical shears and brush will generally be cut with a hydro-axe or similar equipment. Trees and brush will be cut as close to the ground as possible. Vegetative material will typically be shredded and scattered back across the surface to increase roughness, facilitate seeding establishment, and protect the construction right-of-way. Stumps that are not shredded or chipped and that are incorporated into the topsoil would be removed and disposed of at an approved disposal facility. Vegetation may also be brush-hogged to preserve habitat.

4.1.4 Topsoiling

Topsoil will be salvaged and segregated from trench spoil materials to prevent mixing along the entire alignment in all non-forested areas on BLM- and BIA-administered lands to facilitate revegetation of the construction right-of-way after construction is complete. If topographic constraints prevent topsoil salvaging, those areas will be identified prior to construction for BLM approval. On BLM- and BIA-administered lands, all available topsoil up to a depth of 6 inches will be removed from the trenchline and working side of the right-of-way and will be stored on the non-working side of the right-of-way and segregated from the trench spoil. Segregated topsoil will not be used for padding the pipe.

Topsoil will be stockpiled separately from subsoil and will not be used to pad the trench or construct trench breakers. In areas where the construction right-of-way crosses ephemeral drainages, the drainages will not be blocked with topsoil or subsoil piles. Topsoil and subsoil will be placed on the banks of the drainages. Gaps will be left periodically in the topsoil and subsoil piles to avoid ponding and excess diversion of natural runoff during storm events.

4.1.5 Pipe Stringing and Welding

Pipe Stringing. After trenching is complete, individual joints of pipe will be strung along the construction right-of-way adjacent to the excavated trench and arranged so they are accessible to construction personnel. A mechanical pipe-bending machine will bend individual joints of pipe to the desired angle at locations where there are substantial changes in the natural ground contours or where the pipeline route changes direction.

Welding and Coating Pipe. After stringing and bending are complete, the sections will be aligned, welded together, and placed on temporary supports along the edge of the trench. All welds will be visually inspected by a qualified inspector. Non-destructive radiographic inspection methods will be conducted in accordance with current requirements. A specialized

contractor will be employed to perform this work. Any weld defects will be repaired or cut out as required under the specified regulations and standards.

To prevent corrosion, the pipe will be externally coated with fusion bonded epoxy coating prior to delivery. After welding, field joints will be coated with a tape wrap, shrinkable sleeve wrap, or field-applied fusion bond epoxy. Before the pipe is lowered into the trench, the pipeline coating will be visually inspected and tested with an electronic detector and any faults or scratches will be repaired.

4.1.6 Trenching

Trenching activities will be completed using track hoes. The trench will be to one side of the construction right-of-way to allow for spoil to be placed opposite of the wider working side. Enterprise MAPL does not anticipate that blasting will be required during pipeline construction.

Access will be provided for landowners and grazing permittees to move vehicles, equipment, and livestock across the trench where necessary. Livestock operators will be contacted and adequate crossing facilities will be provided as needed to ensure livestock are not prevented from reaching water sources because of the open trench.

The contractor will keep wildlife and livestock trails open and passable by adding soft plugs (areas where the trench is excavated and replaced with minimal compaction) during the construction phase. Soft plugs with ramps on either side will be left at all well-defined livestock and wildlife trails and at no more than 0.5-mile intervals along the open trench to allow passage across the trench and provide a means of escape for livestock and wildlife that may fall into the trench.

Trench breakers will be installed to impede shallow groundwater from flowing down the trench and will generally be spaced according to the following, unless directed otherwise by an authorized company representative:

| Slope Percent | Spacing (feet) |
|----------------------|-----------------------|
| 10-15 | 500 |
| 15-20 | 300 |
| 20-30 | 150 |
| >30 | 100 |

4.1.7 Lowering-in and Padding

Before the pipe section is lowered into the trench, an inspection will be conducted to verify that the pipe is properly fitted and installed in the trench, minimum cover is provided, and the trench bottom is free of rocks and other debris that could damage the external pipe coating. The pipe sections will be simultaneously lifted in position over the trench and lowered in place. Sifted soil fines from the excavated subsoils will provide rock-free pipeline padding and bedding. Sandbags may be used to pad the bottom of the trench instead of, or in combination with, padding with soil fines. In rocky areas, padding material or a rock shield will be used to protect the pipe. Topsoil will not be used to pad the pipe.

4.1.8 Backfilling Pipeline

Backfilling will begin after a section of pipe has been successfully placed in the trench. Backfill will be conducted using a bulldozer or other suitable equipment. Subsoil excavated from the trench would generally be used to backfill the trench, except in rocky areas where imported

select fill material may be needed. Backfill will be graded and compacted, where necessary, for ground stability, by tamping or walking with a wheeled or tracked vehicle. Compaction will be performed to the extent that there would be no voids in the trench. Any excavated materials or materials unfit for backfill will either be utilized elsewhere or properly disposed of in accordance with applicable laws and regulations.

4.1.9 Hydrostatic Testing

Once the pipeline is in place, the pipeline will be pressure tested with water to ensure that the system is capable of operating at the design pressure. Enterprise MAPL will prepare and will follow a Hydrostatic Best Management Practices Management Plan (Appendix F) which addresses pressure testing, source water, and discharge. Enterprise MAPL will provide the volume of water that will be required for hydrostatic testing (Appendix F) as well as the water source(s).

4.1.10 Cleanup and Restoration

Cleanup and restoration will occur after the pipeline loops are installed and backfill activities are completed. Cleanup of the surface along the construction right-of-way will include removal of construction debris and final grading to the finished contours. Permanent erosion control measures will be installed and seeding will occur in accordance with landowner requirements. Restoration details are provided in the Reclamation and Monitoring Plan (Appendix D) and in the storm water plan (Appendix E).

4.2 SPECIAL CONSTRUCTION TECHNIQUES

4.2.1 Foreign Pipeline, Road and Railroad Crossings

The pipeline will meet or exceed the minimum depth of cover over the pipeline as required by code. Crossings of foreign pipelines will generally require the pipeline to be buried at greater depths. Where practicable, 12 inches of clearance will be maintained when crossing foreign pipelines, utilities, drain tiles, or any other existing underground utility. Table B-3 in Appendix B lists the roads and railroads crossed proposed pipeline route and the proposed crossing method for each road. The construction contractor will be responsible for preparing and implementing a Traffic Control Plan in coordination with local county road and bridge departments which will outline procedures for road closings and traffic control during open-cut crossings of roads. Enterprise MAPL anticipates that roads would be closed at crossing point for a few hours followed by having one lane open with a plate cover over the road cut.

4.2.2 Waterbody and Wetland Crossings

Ecosphere Environmental Services (Ecosphere) conducted a wetland evaluation and delineation of the project area from July 2011 through August 2012 (ongoing) and identified potential jurisdictional wetlands and Waters of the U.S. (WoUS) within 125 feet on the north side and 75 feet on the south side of the proposed loop segments for a total buffer of 200 feet. Potentially jurisdictional wetlands were identified based on vegetation, soils, and hydrologic characteristics present at the site. WoUS were delineated using characteristics of the Ordinary High Water Mark (OHWM). Table B-5 in Appendix B lists the streams/drainages and the wetlands crossed by the proposed loop segments. Enterprise MAPL would implement all general and special conditions in the U.S. Army Corps of Engineers Nationwide 12 Permit. After construction, Enterprise would implement measures in their Reclamation and Monitoring Plan (Appendix D) to ensure appropriate habitat restoration and appropriate revegetation measures for wetlands.

4.2.3 Horizontal Directional Drilling

Horizontal directional drills (HDDs) are planned for the locations indicated in Table 4. Appendix K provides plan and profile drawings for each HDD.

Table 4
Horizontal Directional Drills for Construction of the WEP III Project

| HDD Location | Milepost | Length (feet) | Purpose |
|-------------------------|----------|---------------|--|
| Kutz Canyon | 412.50 | TBD | Avoid topographic issues |
| Navajo Irrigation Canal | 411.10 | TBD | Avoid elevated canal |
| Landfarm Environmental | 404.40 | TBD | Avoid landuse |
| Rio Puerco River | 320.20 | TBD | Avoid river |
| Arroyo Cucho | 308.00 | TBD | Avoid topographic issues associated with streambed |
| Hogsback Ridge | 305.30 | TBD | Avoid topographic issues |
| Interstate 40 | 236.20 | TBD | Avoid interstate |
| Pecos River | 105.80 | TBD | Avoid river |

Directional drills are typically set up on the surface and drilled on an angle below a feature, then curved or angled back up to the surface on the other side of the feature. An HDD involves setup of a boring machine from the pipe trench and boring horizontally under the feature. A small pilot hole is drilled, enlarged, and then reamed to the proper diameter. The HDD rig then pulls the drill and prefabricated pipe section back out in the opposing direction from which the pilot bore entered (pullback). Temporary use areas parallel to the pipeline for the length of the directional drill are needed for stringing and welding the pipe section prior to its pullback.

4.2.4 Fueling and Hazardous Materials

Fuels and hazardous materials will not be stored along the construction right-of-way. The Storm Water Pollution Prevention Plan (Appendix E) includes measures to minimize occurrence of contaminants from construction equipment, welding, and refueling entering surface water. The storm water plans were prepared in accordance with state permitting requirements.

4.2.5 Fire Control

Enterprise MAPL will notify the BLM Authorized Officer (AO) of any fires during construction and would comply with all rules and regulations administered by the BLM AO concerning the use, prevention, and suppression of fires on federal lands.

In the event of a fire, Enterprise MAPL or their contractors will initiate fire suppression actions in the work area. Suppression will continue until the fire is out or until the crew is relieved by an authorized representative of the agency on whose land the fire occurred. Heavy equipment will not be used for fire suppression outside the construction right-of-way without prior approval of the BLM AO unless there is imminent danger to life or property. Enterprise MAPL or their contractors will be responsible for all costs associated with the suppression of fires and the rehabilitation of fire damage resulting from their operations, employees, or contractors.

Enterprise MAPL will designate a representative to be in charge of fire control during pipeline construction. The fire representative will ensure that each construction crew has fire fighting tools and equipment, such as extinguishers, shovels, and axes, available at all times. The number of tools needed will depend on the number of persons working in the area. Enterprise MAPL will, at all times during construction, maintenance, and operations, require that satisfactory spark arresters be maintained on internal combustion engines.

4.2.6 Dust Control

Dust suppression techniques may be used in construction zones to mitigate the impacts of fugitive dust emissions. Enterprise MAPL will provide the volume of water that will be required for dust control during construction. The source of water for dust control is provided in the Hydrostatic Best Management Practices Management Plan (Appendix F). Magnesium chloride will not be used for dust control.

To minimize dust, vehicles travelling along the construction right-of-way will not exceed speeds of 15 mph. On access roads, posted speed limits will be followed. Where there is no posted speed limit, speeds on access roads will not exceed 30 mph. Enterprise MAPL will not conduct clearing along the construction right-of-way when winds are in excess of 35 mph.

4.2.7 Weed Control

Biological surveys conducted by Ecosphere included documenting the presence of noxious weeds as part of general vegetation communities and species lists. Enterprise MAPL has prepared and will follow the Integrated Noxious and Invasive Weed Management Plan (Appendix G). All equipment will be thoroughly cleaned prior to being brought to the construction right-of-way to avoid contamination from noxious weeds. If working in sites with weed-seed contaminated soil, equipment will be cleaned prior to moving to uncontaminated terrain. Enterprise MAPL will avoid driving vehicles through areas where weed infestations exist.

4.2.8 Cathodic Protection

An impressed current cathodic protection (CP) system will be used to effectively limit corrosion for the buried pipeline. At locations where additional protection may be required, sacrificial anodes will be installed at valve sites, road crossings, and other pipeline crossings.

4.2.9 Line Markers/Aerial Markers

Line markers will be installed within line-of-sight, at road and rail crossings to identify the pipeline locations and provide emergency contact information. The markers will be placed in line with existing markers in order to minimize new visual impacts.

4.2.10 Survey Monuments

All survey monuments, witness corners, reference monuments, and bearing trees within the construction right-of-way will be protected against disturbance during construction, operation, maintenance, and restoration. If any monument, corner, or accessory is destroyed, obliterated, or damaged, a registered land surveyor will restore the disturbed monument, corner, or accessory. The survey will be recorded in the appropriate county and a copy will be sent to the appropriate BLM field office.

4.2.11 Erosion Control

Temporary erosion controls will be installed immediately after initial disturbance (clearing) and will be properly maintained throughout construction and reinstalled as necessary until replaced by permanent erosion controls or restoration is complete. These measures may include but are not limited to sediment barriers, slope breakers, mulch, and erosion control fabric as described in Enterprise MAPL's storm water plan (Appendix E) and Reclamation and Monitoring Plan (Appendix D).

4.2.12 Waste Disposal

Various waste materials will be generated during construction. Wastes will typically include trash and debris from construction materials and workers as well as sanitary sewage from temporary sanitary waste facilities. Trash and discarded materials will be cleaned up at the end of each work day. Cleanup will consist of patrolling work areas to pick up trash, scrap debris, other discarded materials, and contaminated soil. Wastes will be managed so as to not contribute to storm water pollution. Construction trash and debris will be collected in appropriate containers and hauled off-site for disposal in suitable landfills. Sanitary waste will be contained in portable toilets or other storage tanks located on trailers or properly secured to the ground. Sanitary waste materials will be regularly pumped and transported off-site for proper disposal at approved facilities.

4.2.13 Human Health and Safety

The project will be constructed in accordance with Enterprise MAPL construction specifications. The pipeline and facilities will be operated and maintained according to accepted industry practices. During construction, operation, and maintenance, the applicable requirements of the Occupational Safety and Health Act will be followed. The guidelines will be provided to all Enterprise MAPL employees, contractors, and environmental monitors engaged in the planning construction, operation, and maintenance of the WEP II Project. Employees and contractors will be instructed to follow these guidelines, where applicable, when planning, installing, and operating the proposed pipeline and facilities.

4.2.14 Biological Resources

Biological resources surveys are currently being conducted by Ecosphere Environmental Services. Details of surveys, observations, and recommendations will be provided in the Biological Survey Report. Enterprise MAPL will prepare and implement a Biological Resources Protection Plan (Appendix H), which will set forth the procedures to be followed to protect wildlife including timing restrictions, where applicable, as well as measures to protect special status plant species known or potentially with the project area.

4.2.15 Cultural Resources

Cultural resources surveys are being conducted by the University of New Mexico. The reports will be submitted to the BLM field offices.

The Unanticipated Discovery Plan for Cultural Resources (Appendix I) provides measures to be followed during construction if there are unanticipated discoveries. Enterprise MAPL's employees and contractors will be informed about relevant federal regulations protecting cultural resources. If any cultural remains, monument sites, objects, or antiquities subject to the *Antiquities Act of June 8, 1906* or the *Archaeological Resources Protection Act of 1979* are discovered during construction, activities would immediately cease and the responsible BLM AO will be notified.

4.2.16 Paleontological Resources

Paleontological resource pre-construction surveys will be conducted. All recommendations included in the report will be followed including recommendations for monitoring during construction.

The Unanticipated Discovery Plan for Paleontological Resources (Appendix J) will be followed during construction. If paleontological resources are uncovered during construction activities, all

operations will be suspended to prevent further disturbance of such materials and the BLM AO will be immediately contacted who will arrange for a determination of significance and, if necessary, recommend a recovery or avoidance plan. Mitigation of paleontological resources will occur on a case-by-case basis, and Enterprise MAPL would be responsible for the costs.

5.0 POST-CONSTRUCTION/RECLAMATION

After construction, all disturbed areas will be returned as closely as possible to pre-construction contours and a stable vegetative cover will be maintained on the right-of-way. The construction right-of-way will be restored and revegetated according to the measures outlined in the Reclamation and Monitoring Plan (Appendix D).

6.0 PIPELINE OPERATION AND MAINTENANCE

Enterprise MAPL operates and maintains its system in a manner that provides its customers with a safe, dependable supply of natural gas liquids. Industry-proven practices are implemented in accordance with the requirements of the U.S. Department of Transportation (DOT) Office of Pipeline Safety and the EPA. All pipeline facilities are under 24-hour, state-wide, one-call systems which will be incorporated into the WEP III Project.

Until vegetation is re-established following construction, Enterprise MAPL will conduct annual inspections of the pipeline route as required by storm water discharge permit requirements. After construction, periodic aerial patrols (26 times per year, not to exceed three week intervals) will be conducted to visually inspect for evidence of pipeline damage, nearby construction activities of landowners or other parties, erosion and wash-out areas, areas of sparse vegetation, damage to permanent erosion control devices, exposed pipe, and other potential problems that may affect the safety and operation of the pipeline. Pipeline markers and signs will be maintained or replaced as necessary to ensure the pipeline location is visible from the air and ground. Patrols will be followed up with site-specific inspections to better identify potential problems and make repairs as needed.

Impressed current cathodic protection will be maintained along the pipeline to prevent or minimize corrosion of the pipeline in accordance with federal regulations. The cathodic protection system will be monitored annually, at a minimum, depending on specific equipment and circumstances.

Enterprise MAPL maintains a supply of pipe, leak-repair clamps, sleeves, etc. for emergency repairs and takes all measures necessary to protect the health and safety of all persons affected by activities performed in connection with the operation and maintenance of the pipeline. Emergency response procedures to be followed in case of leak, spill, or explosion are summarized below in Section 7.0 and are detailed in Appendix L.

The permanent right-of-way will be maintained in a manner consistent with pre-construction conditions. Herbicides, if needed on federal lands, will not be used without prior written approval of the BLM. Herbicides will be applied in compliance with BLM and other applicable laws and regulations. Herbicides will not be applied within 100 feet of wetlands or floodplains.

BLM lessees will be allowed to continue pre-construction land uses. Vegetation management practices may be modified in some localities in order to comply with applicable federal, state, and county requirements. At waterbodies, a 25-foot-wide riparian strip (measured from the mean high water mark) will be allowed to revert to native vegetation. In riparian areas, as well

as in wetlands, a 10-foot-wide strip centered over the pipeline may be maintained in a treeless, herbaceous state to facilitate inspection and maintenance.

7.0 EMERGENCY RESPONSE

Enterprise MAPL has prepared and will follow an Emergency Response Plan - ERP (Appendix L). The ERP will assist in planning and responding to a suspected or actual emergency involving WEP III pipeline. The ERP is also the Emergency Action Plan. The safety of employees, contractors, visitors, responding personnel and the surrounding population is critical in every emergency response, as generally the products contained in the pipeline or facility are highly volatile when released. With this in mind, it is critical for emergency responders to train their personnel on the proper response to a suspected or actual emergency.

In the event of an emergency, Pipeline Control will close any automated valves and local personnel will close manual valves as needed to mitigate a release. Enterprise MAPL employees are required to be trained on the ERP. Each employee will be familiar with the plan and their duties under the plan. Enterprise will provide a copy of the ERP to applicable agencies including 911 Call Centers, Fire Departments, Police Departments, Sheriff Departments, Office of Emergency Management and State Police.

8.0 PIPELINE SAFETY

Enterprise MAPL utilizes numerous safety measures to ensure that the pipeline will operate in a manner that is protective of human health and the environment. The measures include hydrostatic testing, radiographic inspection, supervisory control and data acquisition (SCADA), cathodic protection system, smart pigs, depth of cover, valve spacing, right-of-way marking, right-of-way monitoring, one-call system, public education and damage prevention programs, and safe operating and maintenance procedures. Enterprise MAPL's safety measures are described in detail in Appendix M.

9.0 ABANDONMENT

At the end of the pipeline's useful life, the necessary authorizations will be obtained from the BLM AO to abandon the facilities in-place. The BLM AO will be contacted to arrange a pre-termination conference and joint inspection of the right-of-way to agree on an acceptable abandonment plan. Pipeline abandonment will be in accordance with the policies and standards employed by BLM at the time of abandonment. The pipeline will be purged of all combustible materials and retired in place. Unsalvageable materials will be disposed of at authorized sites. Regrading and revegetation of disturbed areas, as applicable, will be completed according to BLM or landowner standards, and the abandoned right-of-way will revert to the control of the landowners.

10.0 REFERENCES

Forthcoming.

Appendix A
Location Maps

Appendix B

Tables

| | |
|------------------|---|
| Table B-1 | Location and Mileposts for the WEP III Project |
| Table B-2 | Landownership by Milepost for the WEP III Project |
| Table B-3 | Access Roads and Roads and Railroads Crossed by the WEP III Project |
| Table B-4 | Temporary Extra Workspaces Required for the WEP III Project |
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**Table B-1
Location and Mileposts for the WEP III Project
(New Mexico Principal Meridian)**

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location | |
|--|--------|-----------------------|---------------------|-------------------------------|--|
| Segment 1 | 45.64 | 415.69 | 370.39 | BLM-Administered Lands | |
| | | | | T. 28 N., R. 11 W. | Sec. 13, SW1/4 NW1/4, SE1/4 NW1/4, E1/2 SW1/4 |
| | | | | | Sec 24, E1/2 W1/2 |
| | | | | | Sec 25, E1/2 NW1/4, NE1/4 SW1/4, W1/2 SW1/4 |
| | | | | | Sec 36, E1/2 NW1/4 |
| | | | | T. 27 N., R. 11 W. | Sec 35, SE1/4 NE1/4, NE1/4 SE1/4, S1/2 SE1/4 |
| | | | | | Sec 2, E1/2 W1/2, SW1/4 SW1/4 |
| | | | | | Sec 11, E1/2 NW1/4, NW1/4 SW1/4 |
| | | | | | Sec 10, E1/2 SE1/4 |
| | | | | | Sec 15, E1/2 E1/2 |
| | | | | | Sec 35, NW1/4 NE1/4 |
| | | | | T. 26 N., R. 11 W. | Sec 36, SW1/4 NW1/4, E1/2 SW1/4, SW1/4 SE1/4 |
| | | | | | Sec 1, NW1/4 NE1/4, E1/2 NE1/4 |
| | | | | T. 26 N., R. 10 W. | Sec 7, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 SE1/4 |
| | | | | | Sec 8, NW1/4 NW1/4 |
| | | | | | Sec 17, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4 |
| | | | | | Sec 20, W1/2 NE1/4, E1/2 NE1/4 |
| | | | | | Sec 21, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | | Sec 28, NE1/4 NW1/4, W1/2 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | | Sec 27, SW1/4 SW1/4 |
| | | | | | Sec 34, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4 |
| | | | | T. 25 N., R. 10 W. | Sec 3, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | | Sec 14, NE1/4 NE1/4 |
| | | | | | Sec 25, E1/2 NE1/4, NE1/4 SE1/4 |
| | | | | T. 25 N., R. 9 W. | Sec 30, W1/2 SW1/4 |
| | | | | | Sec 31, N1/2 NW1/4, SE1/4 NW1/4, E1/2 SW1/4, SW1/4 SE1/4 |
| | | | | T. 24 N., R. 9 W. | Sec 6, W1/2 NE1/4, E1/2 SE1/4 |
| | | | | | Sec 7, E1/2 NE1/4, NE1/4 SE1/4 |
| Sec 17, W1/2 NW1/4, N1/2 SW1/4, SE1/4 SW1/4 | | | | | |
| Sec 20, E1/2 NW1/4, SW1/4 NE1/4, W1/2 SE1/4 | | | | | |
| Sec 29, W1/2 NE1/4, SE1/4 NE1/4 | | | | | |
| Sec 28, S1/2 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | | |
| Sec 27, S1/2 SW1/4, SW1/4 SE1/4 | | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|---------|--------|-----------------------|---------------------|--|
| | | | | Sec 35, N1/2 SW1/4, W1/2 SE1/4 SE1/4 SE1/4 |
| | | | T. 24 N., R. 8 W. | Sec 33, SW1/4, SW1/4 Sec 34, S1/2 S1/2 |
| | | | T. 23 N., R. 8 W. | Sec 4, NE1/4 NW1/4, N1/2 NE1/4 Sec 3, NW1/4 NW1/4 Sec 1, N1/2 NW1/4 |
| | | | T. 23 N., R. 7 W. | Sec 9, W1/2 SW1/4, SE1/4 SW1/4 Sec 11, S1/2 SW1/4 |
| | | | | BIA/Tribal |
| | | | T. 25 N., R. 10 W. | Sec 2, SW1/4 NW1/4, W1/2 SW1/4, SE1/4 SW1/4 Sec 11, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, E1/2 SE1/4 Sec 24, NE1/4 NW1/4, W1/2 NE1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | T. 24 N., R. 9 W. | Sec 34, N1/2 NE1/4, SE1/4 NE1/4 Sec 35, SW1/4 NW1/4 |
| | | | T. 24 N., R. 8 W. | Sec 35, S1/2 S1/2 |
| | | | T. 23 N., R. 8 W. | N1/2 NE1/4 |
| | | | T. 23 N., R. 7 W. | Sec 6, W1/2 NW1/4, SE1/4 NW1/4, N1/2 SE1/4, SE1/4 SE1/4 Sec 8, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4 Sec 15, N1/2 NW1/4 |
| | | | | State Lands |
| | | | T. 24 N., R. 9 W. | Sec 36, S1/2 S1/2 |
| | | | T. 24 N., R. 8 W. | Sec 31, S1/2 S1/2 Sec 32, S1/2 S1/2 Sec 36, SW1/4 SW1/4 |
| | | | | Private Lands |
| | | | T. 27 N., R. 11 W. | Sec 2, NW1/4 NW1/4 Sec 22, E1/2 NE1/4 Sec 23, SW1/4 NW1/4, W1/2 SW1/4, SE1/4 SW1/4 Sec 26, E1/2 NW1/4, SW1/4 NE1/4, NW1/4 SE1/4, E1/2 SE1/4 Sec 36, NW1/4 NW1/4, SE1/4 NW1/4 |
| | | | T. 27 N., R. 10 W. | Sec 6, W1/2 SE1/4, SE1/4 SW1/4 |
| | | | T. 26 N., R. 10 W. | Sec 7, N1/2 SE1/4 |
| | | | T. 25 N., R. 10 W. | Sec 13, W1/2 W1/2, SE1/4 SW1/4 |
| | | | T. 24 N., R. 9 W. | Sec 8, W1/2 SW1/4 |
| | | | T. 23 N., R. 7 W. | Sec 16, NE1/4 NW1/4, N1/2 NE1/4 Sec 15, NW1/4 NE1/4 |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|-----------|--------|-----------------------|---------------------|--|
| | | | | Sec 10, S1/2 SE1/4 |
| | | | | Sec 14, NE1/4 NW1/4 |
| | | | | BLM-Administered Lands |
| | | | | Sec 5, E1/2 NE1/4 |
| | | | | Sec 4, SW1/4 NW1/4, SW1/4 SE1/4 |
| | | | | Sec 10, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 15, NE1/4 SW1/4, E1/2 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 14, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 36, E1/2 NE1/4 |
| | | | | T. 20 N., R. 4 W. |
| | | | | Sec 31, SW1/4 NW1/4, NW1/4 SW1/4, E1/2 SW1/4 |
| | | | | Sec 6, NE1/4 NW1/4, NE1/4 SE1/4 |
| | | | | Sec 5, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 8, E1/2 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 9, SW1/4 SW1/4 |
| | | | | Sec 21, NE1/4 NE1/4 |
| | | | | Sec 22, W1/2 NW1/4, SE1/4 NW1/4, E1/2 SW1/4, SW1/4 SE1/4 |
| | | | | Sec 27, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 26, N1/2 SW1/4, SE1/4 SW1/4, S1/2 SE1/4 |
| | | | | Sec 35, NE1/4 NE1/4 |
| | | | | Sec 36, W1/2 NW1/4, SE1/4 NW1/4, E1/2 SW1/4, SW1/4 SE1/4 |
| | | | | T. 18 N., R. 4 W. |
| | | | | Sec 1, N1/2 NE1/4 |
| | | | | T. 18 N., R. 3 W. |
| | | | | Sec 6, W1/2 NW1/4, SE1/4 SE1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 20, NE1/4 SE1/4 |
| | | | | Sec 28, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 33, NE1/4 NE1/4 |
| | | | | T. 17 N., R. 3 W. |
| | | | | Sec 3, N1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 2, S1/2 SW1/4 |
| | | | | Sec 11, E1/2 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 14, NE1/4 NE1/4 |
| | | | | Sec 13, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4 |
| | | | | Sec 24, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 19, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4 |
| | | | | PLS GAP |
| | | | | T. 15 N., R. 1 E. |
| | | | | Sec 17, N1/2 NE1/4 |
| | | | | Sec 11, N1/2 S1/2 |
| | | | | BIA/Tribal |
| Segment 2 | 50.81 | 350.21 | 299.4 | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location | | | |
|-------------------|---|-----------------------|---------------------|--------------------------------|---|--|--|
| | | | | Sec 4, N1/2 SW1/4, NE1/4 SW1/4 | | | |
| | | | | Sec 9, N1/2 NE1/4, SE1/4 NE1/4 | | | |
| | | | | T. 20 N., R. 5 W. | Sec 23, E1/2 NW1/4, SW1/4 NE1/4, N1/2, SE1/4, SE1/4 SE1/4 | | |
| | | | | | Sec 24, SW1/4 SW1/4 | | |
| | | | | | Sec 25, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | |
| | | | | T. 19 N., R. 4 W. | Sec 6, W1/2 NE1/4, SE1/4 NE1/4 | | |
| | | | | | Sec 26, SW1/4 NW1/4 | | |
| | | | | T. 18 N., R. 3 W. | Sec 7, E1/2 NE1/4 | | |
| | | | | | Sec 8, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4 | | |
| | | | | | Sec 17, NE1/4 NW1/4, W1/2 NE1/4, W1/2 SE1/4 | | |
| | | | | | Sec 20, N1/2 NE1/4, SE1/4 NE1/4 | | |
| | | | | | Sec 21, W1/2 SW1/4, SE1/4 SW1/4 | | |
| | | | | T. 16 N., R. 1 W. | Sec 28, E1/2 NW1/4 | | |
| | | | | | Sec 20, S1/2 SW1/4 | | |
| | | | | PLS GAP | Sec 29, NE1/4 NW1/4, N1/2 NE1/4 | | |
| | | | | T. 15 N., R. 1 E. | | | |
| | | | | | Sec 13, N1/2 NW1/4, N1/2 SE1/4, SE1/4 SE1/4 | | |
| | | | | | Sec 24, NE1/4 NE1/4 | | |
| | | | | | Sec 19, W1/2 NW1/4, SE1/4 NW1/4 | | |
| | | | | State Lands | | | |
| | | | | T. 19 N., R. 4 W. | Sec 16, N1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | |
| | | | | T. 17 N., R. 3 W. | Sec 2, NW1/4 SW1/4 | | |
| | | | | T. 15 N., R. 1 E. | Sec 16, N1/2 N1/2 | | |
| | | | | | Sec 15, N1/2 NW1/4 | | |
| | | | | | Sec 10, SE1/4 SW1/4, W1/2 SE1/4, NE1/4 SE1/4 | | |
| | | | | Private Lands | | | |
| | | | | T. 18 N., R. 3 W. | Sec 34, W1/2 NW1/4, SE1/4 NW1/4, E1/2 SW1/4, SW1/4 SE1/4 | | |
| T. 15 N., R. 1 E. | Sec 8, SW1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4 | | | | | | |
| | Sec 12, W1/2 SW1/4 | | | | | | |
| | Sec 13, W1/2 NE1/4 | | | | | | |
| Segment 3 | 46.69 | 270.06 | 223.48 | BLM-Administered Lands | | | |
| | | | | T. 12 N., R. 6 E. | Sec 22, NW1/4 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, W1/2 SE1/4 | | |
| | | | | State Lands | | | |
| | | | | T. 12 N., R. 6 E. | Sec 16, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 | | |
| | | T. 9 N., R. 9 E. | Sec 21, S1/2 SW1/4 | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|---------|--------|-----------------------|---------------------|---|
| | | | | Sec 28, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 35, W1/4 SW1/4, SE1/4 SW1/4 |
| | | | T. 8 N., R. 9 E. | Sec 1, N1/2 NW1/4, N1/2 SE1/4 NW1/4 |
| | | | T. 8 N., R. 10 E. | Sec 7, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 27, N1/2 NW1/4, SE1/4 NW1/4, S1/2 NE1/4, NE1/4 SE1/4 |
| | | | | Private Lands |
| | | | T. 12 N., R. 6 E. | Sec 8, W1/2 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 9, SW1/4 SW1/4 |
| | | | | Sec 16, N1/2 NW1/4, SE1/4 NW1/4 |
| | | | | Sec 15, SW1/4 SW1/4 |
| | | | | Sec 22, NE1/4 NW1/4 |
| | | | PLS GAP | |
| | | | T. 11 N., R. 7 E. | Sec 19, N1/2 N1/2, E1/2 E1/2 |
| | | | | Sec 20, SW1/4 SW1/4 |
| | | | | Sec 29, W1/2 W1/2 |
| | | | | Sec 32, W1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 33, S1/2 SW1/4 |
| | | | T. 10 N., R. 7 E. | Sec 4, NE1/4 NW1/4, N1/2 NE1/4 |
| | | | | Sec 3, N1/2 N1/2 |
| | | | | Sec 2, N1/2 N1/2 |
| | | | | Sec 1, N1/2 N1/2 |
| | | | T. 10 N., R. 8 E. | Sec 6, N1/2 NW1/4, W1/2 E1/2 |
| | | | | Sec 7, W1/2 E1/2 |
| | | | | Sec 18, W1/2 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 19, NE1/4 NE1/4 |
| | | | | Sec 20, W1/2 W1/2 |
| | | | | Sec 29, W1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 28, S1/2 S1/2 |
| | | | | Sec 27, S1/2 S1/2 |
| | | | | Sec 26, SW1/4 SW1/4 |
| | | | | Sec 35, N1/2 NW1/4, SE1/4 NW1/4, S1/2 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 36, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | T. 9 N., R. 8 E. | NE1/4 NW1/4, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | T. 9 N., R. 9 E. | Sec 6, SW1/4 NW1/4, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 7, E1/2 NW1/4, SW1/4 NE1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 18, E1/2 NE1/4, NE1/4 SE1/4 |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location | | | | |
|---|--|-----------------------|---------------------|--|---|--------|--------|-------------------------------|
| | | | | Sec 17, N1/2 SW1/4, W1/2 SE1/4 | | | | |
| | | | | Sec 20, W1/2 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | Sec 27, W1/2 SW1/4, SE1/4 SW1/4 | | | | |
| | | | | Sec 34, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | | |
| | | | | T. 8 N., R. 9 E. Sec 1, S1/2 SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | T. 8 N., R. 10 E. Sec 6, SW1/4 SW1/4 | | | | |
| | | | | Sec 7, W1/2 NW1/4 | | | | |
| | | | | Sec 18, NE1/4 NE1/4 | | | | |
| | | | | Sec 17, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | Sec 16, SW1/4 SW1/4 | | | | |
| | | | | Sec 21, N1/2 NW1/4, SE1/4 NW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| Sec 22, SW1/4 SW1/4 | | | | | | | | |
| Segment 4 | 9.42 | 188.76 | 179.33 | Private Lands | | | | |
| | | | | T. 4 N., R. 15 E. | Sec 19, SW1/4 SE1/4 | | | |
| | | | | | Sec 30, N1/2 NE1/4, SE1/4 NE1/4 | | | |
| | | | | | Sec 29, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 | | | |
| | | | | | Sec 32, N1/2 NE1/4, SE1/4 NE1/4 | | | |
| | | | | | Sec 33, SW1/4 NW1/4, N1/2 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | |
| | | | | T. 3 N., R. 15 E. | Sec 4, NE1/4 NE1/4 | | | |
| | | | | | Sec 3, N1/2 NW1/4, SE1/4 NW1/4, SW1/4, NE1/4, N1/2 SE1/4 | | | |
| | | | | | Sec 2, W1/2 SW1/4, SE1/4 SW1/4 | | | |
| | | | | | Sec 11, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | |
| | | | | | Sec 12, W1/2 SW1/4, SE1/4 SW1/4 | | | |
| | | | | | Sec 13, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 | | | |
| | | | | | Sec 18, SW1/4 NW1/4, N1/2 SW1/4, SW1/4 SE1/4 | | | |
| | | | | | Sec 19, N1/2 NE1/4, SE1/4 NE1/4 | | | |
| | | | | Sec 20, SW1/4 NW1/4, N1/2 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | Segment 5 | 30.21 | 144.72 | 144.72 | BLM-Administered Lands |
| | | | | | | | | T. 2 N., R. 16 E. |
| Sec 12, N1/2 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 | | | | | | | | |
| T. 2 N., R. 17 E. | Sec 7, SW1/4 SE1/4 | | | | | | | |
| | Sec 18, N1/2 NE1/4, SE1/4 NE1/4 | | | | | | | |
| | Sec 17, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, S1/2 SE1/4 | | | | | | | |
| | Sec 20, NE1/4 NE1/4 | | | | | | | |
| | Sec 21, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, N1/2 SE1/4 SE1/4 SE1/4 | | | | | | | |
| | Sec 22, SW1/4 SW1/4 | | | | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|---------|--------|-----------------------|---------------------|---|
| | | | | Sec 26, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | T. 1 S., R. 19 E. | Sec 15, NE1/4 NE1/4 |
| | | | T. 1 S., R. 20 E. | Sec 30, W1/2 SW1/4 NW1/4 |
| | | | | State Lands |
| | | | T. 2 N., R. 16 E. | Sec 12, NE1/4 SE1/4 |
| | | | T. 2 N., R. 17 E. | Sec 7, N1/2 SW1/4, SE1/4 SW1/4 |
| | | | T. 1 N., R. 18 E. | Sec 6, W1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 5, SW1/4 SW1/4 |
| | | | | Sec 8, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 9, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 |
| | | | | Sec 15, SW1/4 NW1/4, N1/2 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 22, NE1/4 NE1/4 |
| | | | | Sec 23, W1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 24, SW1/4 SW1/4 |
| | | | | Sec 25, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4 |
| | | | T. 1 S., R. 20 E. | Sec 31, NE1/4 NE1/4 |
| | | | | Private Lands |
| | | | T. 2 N., R. 17 E. | Sec 27, N1/2 NW1/4, SE1/4 NW1/4, N1/2 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 35, NE1/4 NW1/4, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 36, SW1/4, NW1/4, N1/2 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | T. 1 N., R. 17 E. | Sec 1, NE1/4 NE1/4 |
| | | | T. 1 N., R. 18 E. | Sec 5, SE1/4 SW1/4 |
| | | | | Sec 16, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | T. 1 N., R. 19 E. | Sec 30, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 31, NE1/4 NW1/4, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 32, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, S1/2 SE1/4 |
| | | | T. 1 S., R. 19 E. | Sec 5, NE1/4 NE1/4 |
| | | | | Sec 4, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 9, NE1/4 NE1/4 |
| | | | | Sec 10, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 14, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 23, NE1/4 NE1/4 |
| | | | | Sec 24, W1/2 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 |
| | | | | Sec 25, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | T. 1 S., R. 20 E. | Sec 30, E1/2 SW1/4 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 32, W1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location | | | | | |
|---|---|-----------------------|---------------------|-------------------------------|---|--|--|--|--|
| Segment 6 | 39.78 | 107.96 | 68.14 | T. 2 S., R. 20 E. | Sec 33, SW1/4 SW1/4 | | | | |
| | | | | | Sec 4, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | | Sec 3, SW1/4 SW1/4 | | | | |
| | | | | | Sec 10, N1/2 NW1/4, SW1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | | Sec 11, SW1/4 SW1/4 | | | | |
| | | | | BLM-Administered Lands | | | | | |
| | | | | T. 6 S., R. 26 E. | Sec 18, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | | Sec 19, NE1/4 NE1/4 | | | | |
| | | | | | Sec 20, SE1/4 NW1/4, E1/2 SE1/4 | | | | |
| | | | | | Sec 28, SE1/4 NW1/4, NE1/4 SW1/4 | | | | |
| | | | | T. 7 S., R. 26 E. | Sec 12, E1/2 SW1/4, W1/2 SE1/4 | | | | |
| | | | | T. 7 S., R. 27 E. | Sec 18, NE1/4 SW1/4, S1/2 SE1/4 | | | | |
| | | | | | Sec 19, NE1/4 NE1/4 | | | | |
| | | | | | Sec 20, N1/2 NW1/4 | | | | |
| | | | | T. 9 S., R. 29 E. | Sec 22, N1/2 NE1/4 | | | | |
| | | | | | Sec 23, S1/2 SE1/4 | | | | |
| | | | | | Sec 26, NE1/4 NE1/4 | | | | |
| | | | | | Sec 25, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | T. 9 S., R. 30 E. | Sec 36, NE1/4 NE1/4 | | | | |
| | | | | | Sec 31, N1/2 NW1/4, SE1/4 NW1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | T. 10 S., R. 30 E. | Sec 5, N1/2 NW1/4, SE1/4 NW1/4, SE1/4 NE1/4, N1/2 SE1/4 SE1/4 SE1/4 | | | | |
| Sec 4, SW1/4 SW1/4 | | | | | | | | | |
| Sec 9, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4 SE1/4 SE1/4 | | | | | | | | | |
| Sec 10, SW1/4 SW1/4 | | | | | | | | | |
| Sec 15, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | | | | | | | |
| Sec 14, W1/2 SW1/4, SE1/4 SW1/4 | | | | | | | | | |
| Sec 23, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | | | | | | | |
| Sec 24, W1/2 SW1/4, SE1/4 SW1/4 | | | | | | | | | |
| Sec 25, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 | | | | | | | | | |
| State Lands | | | | | | | | | |
| T. 7 S., R. 26 E. | Sec 2, N1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | | | | | |
| T. 8 S., R. 28 E. | Sec 16, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4 | | | | | | | | |
| | Sec 36, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | | | | | |
| T. 9 S., R. 29 E. | Sec 16, N1/2 NE1/4, SE1/4 NE1/4 | | | | | | | | |
| T. 9 S., R. 30 E. | Sec 32, SW1/4 SW1/4 | | | | | | | | |
| Private Lands | | | | | | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|---|--------|-----------------------|---------------------|---|
| | | | | T. 6 S., R. 26 E. |
| | | | | Sec 18, S1/2 NW1/4, NE1/4 SW1/4 |
| | | | | Sec 20, N1/2 NW1/4, SW1/4 NE1/4, NW1/4 SE1/4 |
| | | | | Sec 21, SW1/4 SW1/4 |
| | | | | Sec 28, W1/2 NW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 27, SW1/4 SW1/4 |
| | | | | Sec 34, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4 SE1/4 SE1/4 |
| | | | | T. 7 S., R. 26 E. |
| | | | | Sec 11, NE1/4 NE1/4 |
| | | | | Sec 12, W1/2 NW1/4, SE1/4 NW1/4 |
| | | | | T. 7 S., R. 27 E. |
| | | | | Sec 18, SW1/4 NW1/4, N1/2 SW1/4 |
| | | | | Sec 20, W1/2 NE1/4, SE1/4 NE1/4, NE1/e SE1/4 |
| | | | | Sec 21, W1/2 SW1/4, SE1/4 SE1/4 |
| | | | | Sec 28, NE1/4 NW1/4, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 27, SW1/4 NW1/4, N1/2 SW1/4, SW1/4 SE1/4 |
| | | | | Sec 34, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 35, S1/2 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | T. 8 S., R. 27 E. |
| | | | | Sec 2, NE1/4 NE1/4 |
| | | | | Sec 1, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, N1/2 SE1/4 SE1/4 SE1/4 |
| | | | | T. 8 S., R. 28 E. |
| | | | | Sec 6, SW1/4 SW1/4 |
| | | | | Sec 7, N1/2 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 8, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 17, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 21, N1/2 NE1/4 |
| | | | | Sec 22, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 23, SW1/4 SW1/4 |
| | | | | Sec 26, N1/2 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 25, W1/2 SW1/4 |
| | | | | T. 8 S., R. 29 E. |
| | | | | SW1/4 SW1/4 |
| T. 9 S., R. 29 E. | | | | |
| Sec 6, N1/2 NW1/4, W1/2 NE1/4, SE1/4 SE1/4, NE1/4 SE1/4 | | | | |
| Sec 5, W1/2 SW1/4, SE1/4 SW1/4 | | | | |
| Sec 8, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | | |
| Sec 9, N1/2 SW1/4, SE1/4 SW1/4 | | | | |
| Sec 15, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 | | | | |
| Sec 22, SE1/4 NE1/4 | | | | |
| Sec 23, SW1/4 NW1/4, N1/2 SW1/4, NW1/4 SE1/4 | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location | | | | | |
|--------------------|---|-----------------------|---------------------|---|--|--------------------|--|---|---|
| Segment 7 | 32.85 | 16.91 | 14.33 | State Lands | | | | | |
| | | | | T. 13 S., R. 34 E. | Sec 16, W1/2 SW1/4, SE1/4 SW1/4 | | | | |
| | | | | T. 14 S., R. 35 E. | Sec 8, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | | Sec 17, NE1/4 NE1/4 | | | | |
| | | | | | Sec 16, NW1/4 NW1/4, SE1/4 NW1/4, W1/2 SE1/4, SE1/4 SE1/4 | | | | |
| | | | | T. 15 S., R. 37 E. | Sec 26, N1/2 NW1/4, SE1/4 NW1/4 | | | | |
| | | | | | Sec 32, SW1/4 NW1/4, W1/2 SW1/4, SE1/4 SW1/4 | | | | |
| | | | | | T. 16 S., R. 38 E. | Sec 6, SW1/4 SW1/4 | | | |
| | | | | Sec 7, NE1/4 SE1/4 | | | | | |
| | | | | Sec 8, NW1/4 SW1/4, SE1/4 SW1/4 | | | | | |
| | | | | Sec 17, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 | | | | | |
| | | | | Private Lands | | | | T. 13 S., R. 34 E. | Sec 16, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | | | | | | Sec 6, SW1/4 SW1/4 |
| | | | | | | | | | Sec 7, NE1/4 SE1/4 |
| | | | | | | | | | Sec 8, NW1/4 SW1/4, SE1/4 SW1/4 |
| | | | | | | | | | Sec 17, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | | | | | | Sec 21, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | | | | | | Sec 22, W1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 |
| | | | | | | | | | Sec 27, N1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | | | | | | Sec 26, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 |
| | | | | | | | | | Sec 35, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | | | | | Sec 36, SW1/4 NW1/4, N1/2 SW1/4, SE1/4 SW1/4, SW1/4 SE1/4 | |
| | | | | | | | | T. 14 S., R. 34 E. | Sec 1, NE1/4 NE1/4 |
| | | | | | | | | T. 14 S., R. 35 E. | Sec 6, W1/2 NW1/4, NE1/4 SW1/4, W1/2 SE1/4 SE1/4 SE1/4 |
| | | | | | | | | | Sec 7, NE1/4 NE1/4 |
| | | | | | | | | | Sec 16, SW1/4 NW1/4, NE1/4 SW1/4 |
| | | | | | | | | | Sec 21, NE1/4 NE1/4 |
| | | | | | | | | | Sec 22, W1/2 NW1/4, SE1/4 NW1/4, NE1/4 SW1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | | | | | | Sec 23 SW1/4 SW1/4 |
| | | | | | | | | | Sec 26, SW1/4 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | | | | | Sec 25, W1/2 SW1/4, SE1/4 SW1/4 | |
| | | | | | | | | Sec 36, NE1/4 NW1/4, W1/2 NE1/4 SE1/4 NE1/4, NE1/4 SE1/4 | |
| T. 14 S., R. 36 E. | Sec 31, N1/2 SW1/4, SE1/4 SW1/4 | | | | | | | | |
| T. 15 S., R. 36 E. | Sec 6, N1/2 NE1/4, SE1/4 NE1/4 | | | | | | | | |
| | Sec 5, S1/2 NW1/4, NE1/4 SW1/4, N1/2 SE1/4, SE1/4 SE1/4 | | | | | | | | |

| Segment | Length | Begin MP ¹ | End MP ¹ | Legal Location |
|---|--------|-----------------------|---------------------|--|
| | | | | Sec 4, S1/2 SW1/4, SW1/4 SE1/4 |
| | | | | Sec 9, W1/2 NE1/4, N1/2 SE1/4, SE1/4 SE1/4 |
| | | | | Sec 10, SW1/4 SW1/4 |
| | | | | Sec 15, N1/2 NW1/4, SE1/4 NW1/4, SW1/4 NE1/4, N1/2 SE1/4 SE1/4 SE1/4 |
| | | | | Sec 14, SW1/4 SW1/4 |
| | | | | Sec 23, N1/2 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 24, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 25, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 30, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | T. 15 S., R. 37 E. | Sec 31, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 32, SW1/4 SE1/4 |
| | | | T. 16 S., R. 37 E. | Sec 2, NE1/4 NW1/4, N1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 1, S1/2 NW1/4, NE1/4 SW1/4, N1/2 SE1/4 SE1/4 SE1/4 |
| | | | T. 16 S., R. 38 E. | Sec 7, N1/2 SW1/4, W1/2 NE1/4, SE1/4 NE1/4 |
| | | | | Sec 8, SW1/4 SW1/4 |
| | | | | Sec 21, NE1/4 NW1/4, W1/2 NE1/4, SE1/4 NE1/4, NE1/4 SE1/4 |
| | | | | Sec 22, W1/2 SW1/4, SE1/4 SW1/4 |
| | | | | Sec 27, NE1/4 NW1/4 |
| ¹ Beginning and ending mileposts of the loop segments are associated with Enterprise MAPL's existing mainline system (comprised of the 695 and 701 pipelines). | | | | |

**Table B-2
Landownership by Milepost for the WEP III Project**

| From MP | To MP | County | Ownership |
|------------------|--------------|---------------|------------------|
| Segment 1 | | | |
| 415.69 | 411.87 | San Juan | BLM Farmington |
| 411.87 | 411.63 | San Juan | Private |
| 411.63 | 408.64 | San Juan | BLM Farmington |
| 408.64 | 406.35 | San Juan | Private |
| 406.35 | 406.24 | San Juan | BLM Farmington |
| 406.24 | 406.03 | San Juan | Private |
| 406.03 | 405.82 | San Juan | BLM Farmington |
| 405.82 | 405.71 | San Juan | Private |
| 405.71 | 404.54 | San Juan | BLM Farmington |
| 404.54 | 404.00 | San Juan | Private |
| 404.00 | 403.39 | San Juan | BLM Farmington |
| 403.39 | 403.09 | San Juan | Private |
| 403.09 | 397.56 | San Juan | BLM Farmington |
| 397.56 | 395.56 | San Juan | BIA/Tribal |
| 395.56 | 395.52 | San Juan | BLM Farmington |
| 395.52 | 394.40 | San Juan | Private |
| 394.40 | 393.30 | San Juan | BIA/Tribal |
| 393.30 | 389.56 | San Juan | BLM Farmington |
| 389.56 | 389.07 | San Juan | Private |
| 389.07 | 384.68 | San Juan | BLM Farmington |
| 384.68 | 383.83 | San Juan | BIA/Tribal |
| 383.83 | 382.87 | San Juan | BLM Farmington |
| 382.87 | 382.31 | San Juan | State |
| 382.31 | 380.81 | San Juan | BLM Farmington |
| 380.81 | 379.81 | San Juan | BIA/Tribal |
| 379.81 | 377.76 | San Juan | BLM Farmington |
| 377.76 | 376.66 | San Juan | BIA/Tribal |
| 376.66 | 376.51 | San Juan | State |
| 376.51 | 376.11 | San Juan | BLM Farmington |
| 376.11 | 375.54 | San Juan | BIA/Tribal |
| 375.54 | 374.28 | Rio Arriba | BIA/Tribal |
| 374.28 | 374.17 | Rio Arriba | BLM Farmington |
| 374.17 | 373.06 | Rio Arriba | BIA/Tribal |
| 373.06 | 372.46 | Rio Arriba | BLM Farmington |
| 372.46 | 371.85 | Rio Arriba | Private |
| 371.85 | 371.33 | Rio Arriba | BIA/Tribal |
| 371.33 | 370.86 | Rio Arriba | Private |
| 370.86 | 370.42 | Rio Arriba | BLM Farmington |
| 370.42 | 370.39 | Rio Arriba | Private |
| Segment 2 | | | |
| 350.21 | 349.77 | McKinley | BLM Farmington |
| 349.77 | 349.24 | McKinley | BIA/Tribal |

| From MP | To MP | County | Ownership |
|------------------|--------------|---------------|------------------|
| 349.24 | 349.09 | McKinley | BLM Farmington |
| 349.09 | 348.41 | McKinley | BIA/Tribal |
| 348.41 | 346.50 | McKinley | BLM Farmington |
| 346.50 | 343.95 | McKinley | BIA/Tribal |
| 343.95 | 342.84 | McKinley | BLM Farmington |
| 342.84 | 342.83 | Sandoval | BLM Farmington |
| 342.83 | 342.72 | Sandoval | BLM Rio Puerco |
| 342.72 | 342.17 | Sandoval | BIA/Tribal |
| 342.17 | 340.22 | Sandoval | BLM Rio Puerco |
| 340.22 | 338.93 | Sandoval | State |
| 338.93 | 337.01 | Sandoval | BLM Rio Puerco |
| 337.01 | 336.85 | Sandoval | BIA/Tribal |
| 336.85 | 333.23 | Sandoval | BLM Rio Puerco |
| 333.23 | 330.42 | Sandoval | BIA/Tribal |
| 330.42 | 330.36 | Sandoval | BLM Rio Puerco |
| 330.36 | 329.43 | Sandoval | BIA/Tribal |
| 329.43 | 328.52 | Sandoval | BLM Rio Puerco |
| 328.52 | 327.46 | Sandoval | Private |
| 327.46 | 326.75 | Sandoval | BLM Rio Puerco |
| 326.75 | 326.50 | Sandoval | State |
| 326.50 | 313.11 | Sandoval | BLM Rio Puerco |
| 313.11 | 306.40 | Sandoval | BIA/Tribal |
| 306.40 | 305.37 | Sandoval | Private |
| 305.37 | 305.04 | Sandoval | BLM Rio Puerco |
| 305.04 | 302.77 | Sandoval | State |
| 302.77 | 301.76 | Sandoval | BLM Rio Puerco |
| 301.76 | 301.38 | Sandoval | Private |
| 301.38 | 301.07 | Sandoval | BIA/Tribal |
| 301.07 | 300.63 | Sandoval | Private |
| 300.63 | 299.40 | Sandoval | BIA/Tribal |
| Segment 3 | | | |
| 270.06 | 266.70 | Sandoval | Private |
| 266.70 | 266.68 | Sandoval | State |
| 266.68 | 266.15 | Sandoval | Private |
| 266.15 | 265.48 | Sandoval | State |
| 265.48 | 265.11 | Sandoval | Private |
| 265.11 | 265.10 | Sandoval | BLM Rio Puerco |
| 265.10 | 264.71 | Sandoval | Private |
| 264.71 | 264.21 | Sandoval | BLM Rio Puerco |
| 264.21 | 261.11 | Sandoval | Private |
| 261.11 | 256.60 | Bernalillo | Private |
| 256.60 | 241.29 | Santa Fe | Private |
| 241.29 | 240.78 | Santa Fe | State |
| 240.78 | 239.66 | Santa Fe | Private |
| 239.66 | 233.87 | Torrance | Private |

| From MP | To MP | County | Ownership |
|------------------|--------------|---------------|------------------|
| 233.87 | 232.65 | Torrance | State |
| 232.65 | 231.20 | Torrance | Private |
| 231.20 | 229.95 | Torrance | State |
| 229.95 | 228.90 | Torrance | Private |
| 228.90 | 227.66 | Torrance | State |
| 227.66 | 224.48 | Torrance | Private |
| 224.48 | 223.48 | Torrance | State |
| Segment 4 | | | |
| 188.76 | 180.81 | Torrance | Private |
| 180.81 | 179.33 | Guadalupe | Private |
| Segment 5 | | | |
| 175.00 | 173.79 | Guadalupe | BLM Roswell |
| 173.79 | 173.07 | Guadalupe | Private |
| 173.07 | 169.77 | Guadalupe | BLM Roswell |
| 169.77 | 168.67 | Guadalupe | Private |
| 168.67 | 168.09 | Guadalupe | BLM Roswell |
| 168.09 | 166.72 | Guadalupe | Private |
| 166.72 | 166.22 | Lincoln | Private |
| 166.22 | 164.66 | Lincoln | State |
| 164.66 | 164.60 | Lincoln | Private |
| 164.60 | 162.95 | Lincoln | State |
| 162.95 | 162.44 | Lincoln | Private |
| 162.44 | 158.53 | Lincoln | State |
| 158.53 | 153.49 | Lincoln | Private |
| 153.49 | 153.40 | Lincoln | BLM Roswell |
| 153.40 | 150.36 | Lincoln | Private |
| 150.36 | 150.24 | Lincoln | BLM Roswell |
| 150.24 | 149.75 | Lincoln | Private |
| 149.75 | 149.05 | De Baca | Private |
| 149.05 | 148.89 | De Baca | State |
| 148.89 | 144.72 | De Baca | Private |
| Segment 6 | | | |
| 107.96 | 107.59 | Chaves | Private |
| 107.59 | 106.95 | Chaves | BLM Roswell |
| 106.95 | 106.62 | Chaves | Private |
| 106.62 | 106.34 | Chaves | BLM Roswell |
| 106.34 | 106.01 | Chaves | Private |
| 106.01 | 105.55 | Chaves | BLM Roswell |
| 105.55 | 105.13 | Chaves | Private |
| 105.13 | 104.72 | Chaves | BLM Roswell |
| 104.72 | 102.69 | Chaves | Private |
| 102.69 | 102.61 | Chaves | BLM Roswell |
| 102.61 | 101.34 | Chaves | State |
| 101.34 | 100.69 | Chaves | Private |
| 100.69 | 99.54 | Chaves | BLM Roswell |

| From MP | To MP | County | Ownership |
|------------------|--------------|---------------|------------------|
| 99.54 | 98.97 | Chaves | Private |
| 98.97 | 97.73 | Chaves | BLM Roswell |
| 97.73 | 89.32 | Chaves | Private |
| 89.32 | 88.55 | Chaves | State |
| 88.55 | 85.29 | Chaves | Private |
| 85.29 | 84.03 | Chaves | State |
| 84.03 | 80.71 | Chaves | Private |
| 80.71 | 80.07 | Chaves | State |
| 80.07 | 79.23 | Chaves | Private |
| 79.23 | 78.86 | Chaves | BLM Roswell |
| 78.86 | 78.12 | Chaves | Private |
| 78.12 | 74.83 | Chaves | BLM Roswell |
| 74.83 | 74.67 | Chaves | State |
| 74.67 | 68.14 | Chaves | BLM Roswell |
| Segment 7 | | | |
| 46.91 | 44.53 | Lea | Private |
| 44.53 | 43.93 | Lea | State |
| 43.93 | 37.78 | Lea | Private |
| 37.78 | 36.27 | Lea | State |
| 36.27 | 35.98 | Lea | Private |
| 35.98 | 35.92 | Lea | State |
| 35.92 | 35.63 | Lea | Private |
| 35.63 | 35.16 | Lea | State |
| 35.16 | 33.55 | Lea | Private |
| 33.55 | 33.04 | Lea | State |
| 33.04 | 21.85 | Lea | Private |
| 21.85 | 21.11 | Lea | State |
| 21.11 | 18.96 | Lea | Private |
| 18.96 | 18.67 | Lea | State |
| 18.67 | 17.86 | Lea | Private |
| 17.86 | 17.52 | Lea | State |
| 17.52 | 17.32 | Lea | Private |
| 17.32 | 15.78 | Lea | State |
| 15.78 | 14.33 | Lea | Private |

**Table B-3
Access Roads and Roads and Railroads Crossed by the WEP III Project**

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|--------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 415.69 | CR-4980 | Gravel | N/A | Yes | S1-CA-415.69 | San Juan | BLM Farmington |
| 415.55 | Road 4980 | Dirt | Open Cut | Yes | S1-CA-415.55 | San Juan | BLM Farmington |
| 415.35 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-415.35 | San Juan | BLM Farmington |
| 415.29 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 415.22 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-415.22 | San Juan | BLM Farmington |
| 415.00 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 414.76 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-414.76 | San Juan | BLM Farmington |
| 414.45 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-414.45 | San Juan | BLM Farmington |
| 414.36 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 414.30 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-414.30 | San Juan | BLM Farmington |
| 413.46 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-413.46 | San Juan | BLM Farmington |
| 413.08 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-413.08 | San Juan | BLM Farmington |
| 412.89 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.89 | San Juan | BLM Farmington |
| 412.76 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.76 | San Juan | BLM Farmington |
| 412.58 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.58 | San Juan | BLM Farmington |
| 412.47 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.47 | San Juan | BLM Farmington |
| 412.46 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.46 | San Juan | BLM Farmington |
| 412.32 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.32 | San Juan | BLM Farmington |
| 412.30 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.30 | San Juan | BLM Farmington |
| 412.26 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.26 | San Juan | BLM Farmington |
| 412.08 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-412.08 | San Juan | BLM Farmington |
| 411.51 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 411.32 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-411.32 | San Juan | BLM Farmington |
| 411.03 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-411.03 | San Juan | BLM Farmington |
| 410.71 | CR-7020 | Dirt | Bore | Yes | S1-CA-410.71 | San Juan | BLM Farmington |
| 410.52 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 410.31 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 409.58 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 409.10 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 408.80 | Unknown Road | Gravel | Open Cut | Yes | S1-CA-408.80 | San Juan | BLM Farmington |
| 408.44 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-408.44 | San Juan | Private |
| 408.39 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-408.39 | San Juan | Private |
| 408.14 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 407.82 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-------------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 407.44 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 407.20 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 406.89 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-406.89 | San Juan | Private |
| 406.35 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 406.22 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 406.13 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 405.96 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-405.96 | San Juan | BLM Farmington |
| 405.92 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 404.50 | CR-7175 | Gravel | HDD | Yes | S1-CA-404.50 | San Juan | Private |
| 403.61 | CR-7225 | Gravel | Bore | Yes | S1-CA-403.61 | San Juan | BLM Farmington |
| 402.40 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-402.40 | San Juan | BLM Farmington |
| 401.70 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-401.70 | San Juan | BLM Farmington |
| 400.83 | Unknown Road | Dirt | Bore | Yes | S1-CA-400.83 | San Juan | BLM Farmington |
| 398.58 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-398.58 | San Juan | BLM Farmington |
| 397.59 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-397.59 | San Juan | BLM Farmington |
| 397.18 | CR-7425 | Gravel | Bore | Yes | S1-CA-397.18 | San Juan | BIA/Tribal |
| 396.69 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 396.55 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-396.55 | San Juan | BIA/Tribal |
| 396.52 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-396.52 | San Juan | BIA/Tribal |
| 396.05 | Unknown Road | Dirt | N/A | Yes | S1-CA-396.05 | San Juan | BIA/Tribal |
| 395.73 | US-550 | Paved | Bore | No | | San Juan | BIA/Tribal |
| 395.04 | CR-7500 (Indian Service Route 7023) | Gravel | Open Cut | Yes | S1-CA-395.04 | San Juan | Private |
| 394.33 | Private Driveway | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 394.23 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 394.08 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 393.94 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 393.55 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 393.51 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 393.45 | CR-7592 | Chip & Seal | Open Cut | Yes | S1-CA-393.45 | San Juan | BIA/Tribal |
| 393.32 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 393.01 | CR-7595 | Dirt | Bore | Yes | S1-CA-393.01 | San Juan | BLM Farmington |
| 392.41 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 391.32 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 391.24 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 390.76 | SR-57 | Gravel | Bore | Yes | S1-CA-390.76 | San Juan | BLM Farmington |
| 390.53 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-----------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 390.21 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 389.39 | Unknown Road | Dirt | Open Cut | No | | San Juan | Private |
| 389.01 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 388.96 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 385.05 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 384.80 | Unknown Road | Dirt | Open Cut | No | | San Juan | BLM Farmington |
| 384.29 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 384.20 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 384.10 | Unknown Road | Dirt | Open Cut | No | | San Juan | BIA/Tribal |
| 383.76 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-383.76 | San Juan | BLM Farmington |
| 383.60 | CR-7786 | Gravel | Open Cut | Yes | S1-CA-383.60 | San Juan | BLM Farmington |
| 382.56 | CR-7800 (Indian Service Route 45) | Paved | Bore | Yes | S1-CA-382.56 | San Juan | State |
| 382.36 | US-550 | Paved | Bore | Yes | S1-CA-382.36 | San Juan | State |
| 382.21 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-382.21 | San Juan | BLM Farmington |
| 380.20 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-380.20 | San Juan | BIA/Tribal |
| 376.83 | CR-7997 | Gravel | Open Cut | Yes | S1-CA-376.83 | San Juan | BIA/Tribal |
| 376.15 | CR-7998 | Gravel | Open Cut | Yes | S1-CA-376.15 | San Juan | BLM Farmington |
| 375.84 | Unknown Road | Dirt | N/A | Yes | S1-CA-375.84 | San Juan | BIA/Tribal |
| 374.93 | Unknown Road | Gravel | Open Cut | Yes | S1-CA-374.93 | Rio Arriba | BIA/Tribal |
| 374.52 | Unknown Road | Dirt | N/A | Yes | S1-CA-374.52 | Rio Arriba | BIA/Tribal |
| 374.16 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-374.16 | Rio Arriba | BIA/Tribal |
| 373.74 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-373.74 | Rio Arriba | BIA/Tribal |
| 372.74 | CR-377 | Dirt | Open Cut | Yes | S1-CA-372.74 | Rio Arriba | BLM Farmington |
| 372.66 | Unknown Road | Gravel | Open Cut | Yes | S1-CA-372.66 | Rio Arriba | BLM Farmington |
| 371.95 | Unknown Road | Gravel | Open Cut | Yes | S1-CA-371.95 | Rio Arriba | Private |
| 371.58 | Unknown Road | Dirt | Open Cut | Yes | S1-CA-371.58 | Rio Arriba | BIA/Tribal |
| 371.28 | Unknown Road | Gravel | Open Cut | Yes | S1-CA-371.28 | Rio Arriba | Private |
| 370.40 | CR-378 | Gravel | N/A | Yes | S1-CA-370.40 | Rio Arriba | Private |
| 350.19 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-350.19 | McKinley | BLM Farmington |
| 347.62 | Unknown Road | Dirt | Open Cut | No | | McKinley | BLM Farmington |
| 346.60 | Ojo Encino Road | Paved | Bore | Yes | S2-CA-346.60 | McKinley | BLM Farmington |
| 346.05 | Indian Service Route 475 | Dirt | Open Cut | Yes | S2-CA-346.05 | McKinley | BIA/Tribal |
| 345.06 | Eagle Nest Road | Dirt | Open Cut | Yes | S2-CA-345.06 | McKinley | BIA/Tribal |
| 342.37 | Unknown Road | Dirt | Open Cut | No | | Sandoval | BIA/Tribal |
| 341.90 | Unknown Road | Dirt | Open Cut | No | | Sandoval | BLM Rio Puerco |
| 341.52 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-341.52 | Sandoval | BLM Rio Puerco |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-------------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 341.47 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-341.47 | Sandoval | BLM Rio Puerco |
| 340.52 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-340.52 | Sandoval | BLM Rio Puerco |
| 339.95 | Unknown Road | Dirt | Open Cut | No | | Sandoval | State |
| 336.65 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-336.65 | Sandoval | BLM Rio Puerco |
| 334.58 | SR-197 | Paved | Bore | Yes | S2-CA-334.58 | Sandoval | BLM Rio Puerco |
| 333.63 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-333.63 | Sandoval | BLM Rio Puerco |
| 332.93 | Torreon Mission Road | Paved | Bore | Yes | S2-CA-332.93 | Sandoval | BIA/Tribal |
| 332.40 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-332.40 | Sandoval | BIA/Tribal |
| 331.76 | San Louis to Torreon Cut-Off | Paved | Bore | Yes | S2-CA-331.76 | Sandoval | BIA/Tribal |
| 331.74 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-331.74 | Sandoval | BIA/Tribal |
| 331.42 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-331.42 | Sandoval | BIA/Tribal |
| 331.21 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-331.21 | Sandoval | BIA/Tribal |
| 330.00 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-330.00 | Sandoval | BIA/Tribal |
| 329.98 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-329.98 | Sandoval | BIA/Tribal |
| 329.02 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-329.02 | Sandoval | BLM Rio Puerco |
| 328.86 | Unknown Road | Dirt | N/A | Yes | S2-CA-328.86 | Sandoval | BLM Rio Puerco |
| 328.70 | Unknown Road | Dirt | N/A | Yes | S2-CA-328.70 | Sandoval | BLM Rio Puerco |
| 328.51 | Unknown Road | Dirt | N/A | Yes | S2-CA-328.51 | Sandoval | Private |
| 328.46 | Unknown Road | Dirt | Open Cut | No | | Sandoval | Private |
| 327.28 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-327.28 | Sandoval | BLM Rio Puerco |
| 326.03 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-326.03 | Sandoval | BLM Rio Puerco |
| 324.64 | BLM 1102 Road | Dirt | Open Cut | Yes | S2-CA-324.64 | Sandoval | BLM Rio Puerco |
| 324.53 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-324.53 | Sandoval | BLM Rio Puerco |
| 324.50 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-324.50 | Sandoval | BLM Rio Puerco |
| 324.34 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-324.34 | Sandoval | BLM Rio Puerco |
| 323.36 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-323.36 | Sandoval | BLM Rio Puerco |
| 322.46 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-322.46 | Sandoval | BLM Rio Puerco |
| 320.96 | Unknown Road | Dirt | N/A | Yes | S2-CA-320.96 | Sandoval | BLM Rio Puerco |
| 320.65 | SR-279 | Gravel | Bore | Yes | S2-CA-320.65 | Sandoval | BLM Rio Puerco |
| 319.30 | West Ridge Road | Dirt | Open Cut | Yes | S2-CA-319.30 | Sandoval | BLM Rio Puerco |
| 312.83 | Ridge Road (Indian Service Route 3) | Dirt | Open Cut | Yes | S2-CA-312.83 | Sandoval | BIA/Tribal |
| 309.22 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-309.22 | Sandoval | BIA/Tribal |
| 308.06 | Unknown Road | Dirt | HDD | Yes | S2-CA-308.06 | Sandoval | BIA/Tribal |
| 306.57 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-306.57 | Sandoval | BIA/Tribal |
| 306.48 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-306.48 | Sandoval | BIA/Tribal |
| 306.28 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-306.28 | Sandoval | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|--------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 305.39 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-305.39 | Sandoval | Private |
| 305.04 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-305.04 | Sandoval | BLM Rio Puerco |
| 301.80 | Unknown Road | Dirt | N/A | Yes | S2-CA-301.80 | Sandoval | BLM Rio Puerco |
| 301.06 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-301.06 | Sandoval | Private |
| 300.97 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-300.97 | Sandoval | Private |
| 300.76 | Unknown Road | Dirt | Open Cut | Yes | S2-CA-300.76 | Sandoval | Private |
| 300.07 | Cabazon Road (White Mesa Road) | Gravel | Bore | Yes | S2-CA-300.07 | Sandoval | BIA/Tribal |
| 299.81 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-299.81 | Sandoval | BIA/Tribal |
| 299.65 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-299.65 | Sandoval | BIA/Tribal |
| 299.43 | Unknown Road | Gravel | Open Cut | Yes | S2-CA-299.43 | Sandoval | BIA/Tribal |
| 267.32 | La Madera Road | Gravel | Open Cut | Yes | S3-CA-267.32 | Sandoval | Private |
| 266.71 | Unknown Road | Dirt | Open Cut | Yes | S3-CA-266.71 | Sandoval | Private |
| 265.34 | Dementrio Road | Dirt | Open Cut | Yes | S3-CA-265.34 | Sandoval | Private |
| 262.97 | Unknown Road | Gravel | Open Cut | Yes | S3-CA-262.97 | Sandoval | Private |
| 261.93 | Unknown Road | Dirt | Open Cut | Yes | S3-CA-261.93 | Sandoval | Private |
| 261.75 | Unknown Road | Gravel | Open Cut | Yes | S3-CA-261.75 | Sandoval | Private |
| 261.69 | SR-14 | Paved | Bore | Yes | S3-CA-261.69 | Sandoval | Private |
| 260.42 | Unknown Road | Dirt | Open Cut | No | | Bernalillo | Private |
| 258.81 | Unknown Road | Dirt | Open Cut | No | | Bernalillo | Private |
| 257.84 | Unknown Road | Dirt | N/A | Yes | S3-CA-257.84 | Bernalillo | Private |
| 257.02 | Entranosa Loop Road | Dirt | Open Cut | No | | Bernalillo | Private |
| 256.16 | Broken Arrow Road (CR-3A) | Gravel | N/A | Yes | S3-CA-256.16 | Santa Fe | Private |
| 255.50 | Broken Arrow Road (CR-3A) | Gravel | Bore | Yes | S3-CA-255.50 | Santa Fe | Private |
| 255.43 | Entranosa Road (CR-18) | | Open Cut | Yes | S3-CA-255.43 | Santa Fe | Private |
| 254.42 | Frost Road East (SR-472) | Paved | Bore | Yes | S3-CA-254.42 | Santa Fe | Private |
| 253.10 | Horton Road (CR-5) | Dirt | Open Cut | Yes | S3-CA-253.10 | Santa Fe | Private |
| 252.95 | Field Road | Gravel | Open Cut | Yes | S3-CA-252.95 | Santa Fe | Private |
| 252.79 | Nugent Road (CR-14) | Gravel | Bore | Yes | S3-CA-252.79 | Santa Fe | Private |
| 252.62 | Field Road | Gravel | Open Cut | Yes | S3-CA-252.62 | Santa Fe | Private |
| 252.17 | SR-344 | Paved | Bore | Yes | S3-CA-252.17 | Santa Fe | Private |
| 251.22 | Ranch Road | Dirt | N/A | Yes | S3-CA-251.22 | Santa Fe | Private |
| 246.48 | Field Road | Dirt | Open Cut | Yes | S3-CA-246.48 | Santa Fe | Private |
| 245.25 | Dinkle Road (CR-8) | Paved | Bore | Yes | S3-CA-245.25 | Santa Fe | Private |
| 245.11 | Field Road | Dirt | Open Cut | No | | Santa Fe | Private |
| 242.79 | Martin Road (CR-17) | Paved | Bore | Yes | S3-CA-242.79 | Santa Fe | Private |
| 241.91 | Snow Moon Estates Road | Gravel | Bore | Yes | S3-CA-241.91 | Santa Fe | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-----------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 240.78 | King Farm Road (CR-21) | Gravel | Bore | Yes | S3-CA-240.78 | Santa Fe | State |
| 239.57 | Valley Irrigation Road (CR-23) | Gravel | Open Cut | Yes | S3-CA-239.57 | Torrance | Private |
| 239.03 | Field Road | Dirt | Open Cut | Yes | S3-CA-239.03 | Torrance | Private |
| 238.54 | Field Road | Dirt | Open Cut | Yes | S3-CA-238.54 | Torrance | Private |
| 238.41 | SR-41 | Paved | Bore | Yes | S3-CA-238.41 | Torrance | Private |
| 236.16 | Pinto Road | Gravel | N/A | Yes | S3-CA-236.16 | Torrance | Private |
| 236.07 | Frontage Road | Paved | HDD | No | | Torrance | Private |
| 236.04 | Central Avenue (RT-66) | Paved | HDD | No | | Torrance | Private |
| 235.95 | I-40 West | Paved | HDD | No | | Torrance | Private |
| 235.93 | I-40 East | Paved | HDD | No | | Torrance | Private |
| 235.92 | Central Avenue (RT-66) | Paved | HDD | No | | Torrance | Private |
| 234.95 | East Martinez Road | Paved | Bore | Yes | S3-CA-234.95 | Torrance | Private |
| 232.88 | CR-A112 | Dirt | Open Cut | No | | Torrance | State |
| 232.62 | Stagecoach Road (CR-A-160) | Gravel | Bore | Yes | S3-CA-232.62 | Torrance | Private |
| 229.26 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 226.81 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 225.49 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 223.51 | CR-A-80 | Dirt | Open Cut | Yes | S3-CA-223.51 | Torrance | State |
| 187.16 | CR-C-71 | Gravel | Bore | Yes | S4-CA-187.16 | Torrance | Private |
| 186.98 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 186.17 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 184.20 | US-54 | Paved | Bore | No | | Torrance | Private |
| 184.05 | Unknown Road | Dirt | Open Cut | Yes | S4-CA-184.05 | Torrance | Private |
| 183.87 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 182.84 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 181.98 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 181.92 | Unknown Road | Dirt | Open Cut | No | | Torrance | Private |
| 180.71 | Unknown Road | Dirt | Open Cut | No | | Guadalupe | Private |
| 174.99 | Access Road - Duran Meter Station | Dirt | N/A | Yes | S5-CA-174.99 | Guadalupe | BLM Roswell |
| 171.82 | Unknown Road | Dirt | Open Cut | No | | Guadalupe | BLM Roswell |
| 171.00 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-171.00 | Guadalupe | BLM Roswell |
| 168.17 | Jackalope Road (CR-3KA) | Gravel | Open Cut | Yes | S5-CA-168.17 | Guadalupe | BLM Roswell |
| 165.30 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-165.30 | Lincoln | State |
| 164.76 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-164.76 | Lincoln | State |
| 163.03 | CR-3L | Gravel/Dirt | Open Cut | Yes | S5-CA-163.03 | Lincoln | State |
| 157.72 | Fo34 | Dirt | Open Cut | Yes | S5-CA-157.72 | Lincoln | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-------------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 156.10 | Unknown Road | Dirt | Open Cut | No | | Lincoln | Private |
| 155.77 | Unknown Road | Dirt | Open Cut | No | | Lincoln | Private |
| 153.33 | Red Cliff Road (B048) | Gravel | Bore | Yes | S5-CA-153.33 | Lincoln | Private |
| 152.84 | Unknown Road | Dirt | Open Cut | No | | Lincoln | Private |
| 150.88 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-150.88 | Lincoln | Private |
| 149.70 | US-285 | Paved | Bore | No | | De Baca | Private |
| 149.67 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-149.67 | De Baca | Private |
| 149.12 | Unknown Road | Dirt | Open Cut | Yes | S5-CA-149.12 | De Baca | Private |
| 146.87 | CR-1-51 | Gravel | Open Cut | Yes | S5-CA-146.87 | De Baca | Private |
| 146.04 | Unknown Road | Dirt | Open Cut | No | | De Baca | Private |
| 144.74 | Yeso Creek Road (CR-1-42) | Gravel | Open Cut | Yes | S5-CA-144.74 | De Baca | Private |
| 107.91 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 106.25 | Unknown Road | Dirt | Open Cut | Yes | S6-CA-106.25 | Chaves | Private |
| 105.96 | Unknown Road | Dirt | Open Cut | Yes | S6-CA-105.96 | Chaves | BLM Roswell |
| 104.55 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 102.95 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-102.95 | Chaves | Private |
| 102.69 | Cloudcraft Road (CR-1) | Gravel/Dirt | Open Cut | Yes | S6-CA-102.69 | Chaves | BLM Roswell |
| 101.80 | Unknown Road | Dirt | Open Cut | No | | Chaves | State |
| 101.77 | Aztec Road (CR-1) | Gravel/Dirt | Open Cut | Yes | S6-CA-101.77 | Chaves | State |
| 101.32 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 100.22 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-100.22 | Chaves | BLM Roswell |
| 99.48 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-99.48 | Chaves | Private |
| 97.73 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 97.28 | Unknown Road | Dirt | Open Cut | Yes | S6-CA-97.28 | Chaves | Private |
| 93.23 | Olive Road (CR-C2) | Gravel | Bore | Yes | S6-CA-93.23 | Chaves | Private |
| 92.96 | US-70 | Paved | Bore | No | | Chaves | Private |
| 92.67 | Unknown Road | Dirt | Open Cut | Yes | S6-CA-92.67 | Chaves | Private |
| 91.55 | Santa Fe RR | RR | Bore | No | | Chaves | Private |
| 87.99 | Unknown Road | Dirt | Open Cut | Yes | S6-CA-87.99 | Chaves | Private |
| 86.30 | White Lake Ranch Road (CR-50) | Gravel/Dirt | Open Cut | Yes | S6-CA-86.30 | Chaves | Private |
| 85.85 | White Lake Ranch Road (CR-49) | Gravel/Dirt | Open Cut | Yes | S6-CA-85.85 | Chaves | Private |
| 85.00 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-85.00 | Chaves | State |
| 84.34 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-84.34 | Chaves | State |
| 84.17 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-84.17 | Chaves | State |
| 83.65 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-83.65 | Chaves | Private |
| 83.03 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-83.03 | Chaves | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|--|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 82.99 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-82.99 | Chaves | Private |
| 82.57 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-82.57 | Chaves | Private |
| 80.57 | Access Road - White Lake Meter Station | Gravel/Dirt | N/A | Yes | S6-CA-80.57 | Chaves | State |
| 80.39 | Unknown Road | Dirt | Open Cut | No | | Chaves | State |
| 80.11 | Unknown Road | Dirt | Open Cut | No | | Chaves | State |
| 78.44 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 78.14 | Unknown Road | Dirt | Open Cut | No | | Chaves | Private |
| 76.67 | Unknown Road | Dirt | Open Cut | No | | Chaves | BLM Roswell |
| 76.64 | Unknown Road | Dirt | Open Cut | No | | Chaves | BLM Roswell |
| 76.48 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-76.48 | Chaves | BLM Roswell |
| 76.16 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-76.16 | Chaves | BLM Roswell |
| 75.62 | Unknown Road | Gravel/Dirt | Open Cut | Yes | S6-CA-75.62 | Chaves | BLM Roswell |
| 75.30 | Unknown Road | Dirt | Open Cut | No | | Chaves | BLM Roswell |
| 73.06 | Cato Road | Gravel/Dirt | Open Cut | Yes | S6-CA-73.06 | Chaves | BLM Roswell |
| 69.75 | Field Road | Dirt | Open Cut | No | | Chaves | BLM Roswell |
| 46.89 | Frier Road (CR-152) | Gravel | Open Cut | Yes | S7-CA-46.89 | Lea | Private |
| 43.92 | Field Road | Gravel | Open Cut | Yes | S7-CA-43.92 | Lea | Private |
| 43.18 | Sartin Road (CR-149) | Gravel | Bore | Yes | S7-CA-43.18 | Lea | Private |
| 42.47 | Sanders Road | Gravel | Open Cut | Yes | S7-CA-42.47 | Lea | Private |
| 40.98 | CR-147 | Gravel | Bore | Yes | S7-CA-40.98 | Lea | Private |
| 39.14 | CR-147 | Paved | Bore | Yes | S7-CA-39.14 | Lea | Private |
| 36.34 | Field Road | Dirt | Open Cut | Yes | S7-CA-36.34 | Lea | State |
| 36.01 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 33.71 | Kidd Road (CR-109) | Gravel | Open Cut | Yes | S7-CA-33.71 | Lea | Private |
| 33.55 | Hillburn Road (CR-108) | Paved | Bore | Yes | S7-CA-33.55 | Lea | State |
| 31.93 | Hester Road (CR-107) | Gravel | Bore | Yes | S7-CA-31.93 | Lea | Private |
| 31.10 | Reed Road (CR-103) | Paved | Bore | Yes | S7-CA-31.10 | Lea | Private |
| 30.33 | Dickens Road (CR-106) | Gravel | Bore | Yes | S7-CA-30.33 | Lea | Private |
| 29.84 | Six Shooter Road (CR-110) | Paved | Bore | Yes | S7-CA-29.84 | Lea | Private |
| 28.74 | CR-206 | Paved | Bore | Yes | S7-CA-28.74 | Lea | Private |
| 28.64 | Field Road | Gravel | Open Cut | Yes | S7-CA-28.64 | Lea | Private |
| 28.26 | E Crockett Road (CR-114) | Paved | Bore | Yes | S7-CA-28.26 | Lea | Private |
| 27.76 | Oil Field Road | Gravel | Open Cut | Yes | S7-CA-27.76 | Lea | Private |
| 26.05 | E. Leman Road (CR-113) | Gravel | Open Cut | Yes | S7-CA-26.05 | Lea | Private |
| 25.55 | Unknown Road | Gravel | Open Cut | Yes | S7-CA-25.55 | Lea | Private |

| MP | Name | Surface | Crossing Method | Ingress | Construction Access Name | County | Landownership |
|-----------|-------------------------|----------------|------------------------|----------------|---------------------------------|---------------|----------------------|
| 24.64 | US-82 | Paved | Bore | Yes | S7-CA-24.64 | Lea | Private |
| 23.17 | Ownes Road (CR-115) | Gravel | Bore | Yes | S7-CA-23.17 | Lea | Private |
| 22.54 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 22.16 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 21.79 | Field Road | Dirt | Open Cut | No | | Lea | State |
| 21.09 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 20.95 | Field Road (CR-87) | Gravel | Open Cut | No | | Lea | Private |
| 20.31 | Marlee Road (CR-87) | Paved | Bore | Yes | S7-CA-20.31 | Lea | Private |
| 19.65 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 19.46 | Field Road | Dirt | Open Cut | No | | Lea | Private |
| 18.97 | Praireview Road (CR-89) | Paved | Bore | Yes | S7-CA-18.97 | Lea | Private |
| 18.67 | SR-83 | Paved | Bore | Yes | S7-CA-18.67 | Lea | State |
| 14.85 | Knowles Road | Gravel | Open Cut | Yes | S7-CA-14.85 | Lea | Private |
| 14.35 | Thornhill Road (SR-133) | Paved | Bore | Yes | S7-CA-14.35 | Lea | Private |

**Table B-4
Temporary Extra Workspaces for the WEP III Project**

| No.¹ | Milepost | Acres | Dimension² | Purpose | Right-of-Way Side | County | Landownership |
|------------------------|-----------------|--------------|------------------------------|--|--------------------------|---------------|----------------------|
| Segment 1 | | | | | | | |
| 101 | 415.61 | 1.52 | 50 x 1057 | Tie-In | Working | San Juan | BLM Farmington |
| 102 | 415.54 | 1.33 | 50 x 540 | PI | Non-Working | San Juan | BLM Farmington |
| 103 | 413.92 | 4.23 | 100 x 1986 | HDD Pullback | Working | San Juan | BLM Farmington |
| 104 | 413.46 | 0.63 | 75 x 393 | HDD, Wetland/Waterbody Crossing | Working | San Juan | BLM Farmington |
| 105 | 413.14 | 1.07 | 65 x 706 | HDD, Wetland/Waterbody Crossing | Working | San Juan | BLM Farmington |
| 106 | 412.89 | 0.07 | 25 x 125 | Turn Around | Working | San Juan | BLM Farmington |
| 107 | 412.12 | 0.12 | 25 x 230 | PI, Cross-Over | Working | San Juan | BLM Farmington |
| 108 | 411.95 | 0.36 | 50 x 310 | Canal Crossing | Working | San Juan | BLM Farmington |
| 109 | 408.44 | 0.12 | 50 x 100 | | Non-Working | San Juan | Private |
| 110 | 404.60 | 0.34 | 75 x 200 | Staging | Working | San Juan | BLM Farmington |
| 111 | 400.77 | 1.36 | 150 x 941 | Facility | Working | San Juan | BLM Farmington |
| 112 | 397.21 | 0.23 | 25 x 400 | Road Crossing (CR 7425) | Working | San Juan | BIA/Tribal |
| 113 | 395.79 | 0.13 | 25 x 200 | PI, Cross-Over, Road Crossing (US-550) | Working | San Juan | BLM Farmington |
| 114 | 395.68 | 0.14 | 25 x 225 | PI, Road Crossing (US-550) | Non-Working | San Juan | BIA/Tribal |
| 115 | 395.06 | 0.11 | 25 x 200 | Road Crossing (Indian Service) | Working | San Juan | Private |
| 116 | 395.00 | 0.11 | 25 x 200 | Road Crossing (Indian Service) | Working | San Juan | Private |
| 117 | 390.81 | 0.57 | 65 x 400 | Road Crossing (SH-57) | Working | San Juan | BLM Farmington |
| 118 | 390.73 | 0.62 | 65 x 400 | Road Crossing (SH-57) | Working | San Juan | BLM Farmington |
| 119 | 388.43 | 0.30 | 65 x 200 | Staging | Working | San Juan | BLM Farmington |
| 120 | 386.19 | 0.30 | 65 x 200 | Staging | Working | San Juan | BLM Farmington |
| 121 | 382.56 | 0.08 | 25 x 125 | Road Crossing (Indian Service) | Working | San Juan | State |
| 122 | 382.52 | 0.06 | 25 x 125 | Road Crossing (Indian Service) | Working | San Juan | State |
| 123 | 382.39 | 0.23 | 50 x 200 | Road Crossing (US-550) | Working | San Juan | State |
| 124 | 382.34 | 0.25 | 50 x 200 | Road Crossing (US-550) | Working | San Juan | State |
| 125 | 379.29 | 0.60 | 65 x 400 | Staging | Working | San Juan | BLM Farmington |
| 126 | 378.27 | 0.30 | 65 x 200 | Staging | Working | San Juan | BLM Farmington |
| 127 | 376.26 | 0.60 | 65 x 400 | Staging | Working | San Juan | BLM Farmington |
| 128 | 375.84 | 0.08 | 50 x 70 | | Non-Working | San Juan | BIA/Tribal |
| 129 | 375.05 | 0.09 | 25 x 150 | PI, Cross-Over | Non-Working | Rio Arriba | BIA/Tribal |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|---|-------------------|------------|----------------|
| 130 | 370.42 | 0.96 | 440 x 536 | Tie-In | Working | Rio Arriba | Private |
| 130 | 370.42 | 0.26 | 440 x 536 | Tie-In | Working | Rio Arriba | BIA/Tribal |
| 130 | 370.42 | 0.89 | 440 x 536 | Tie-In | Working | Rio Arriba | BLM Farmington |
| Segment 2 | | | | | | | |
| 201 | 350.21 | 1.39 | 290 x 314 | Tie-In | Working | McKinley | BLM Farmington |
| 202 | 346.60 | 0.25 | 50 x 200 | Road Crossing | Working | McKinley | BLM Farmington |
| 203 | 346.56 | 0.21 | 50 x 200 | Road Crossing | Working | McKinley | BLM Farmington |
| 204 | 346.41 | 0.34 | 50 x 240 | PI, Cross-Over | Working | McKinley | BIA/Tribal |
| 205 | 346.39 | 0.30 | 50 x 220 | PI, Cross-Over | Non-Working | McKinley | BIA/Tribal |
| 206 | 341.50 | 0.41 | 50 x 350 | Ingress / Egress, Facility | Working | Sandoval | BLM Rio Puerco |
| 207 | 340.50 | 0.23 | 50 x 200 | Ingress / Egress, Road Crossing | Working | Sandoval | BLM Rio Puerco |
| 208 | 340.22 | 0.25 | 50 x 200 | | Working | Sandoval | BLM Rio Puerco |
| 209 | 336.65 | 0.19 | 50 x 150 | Ingress / Egress, Road Crossing | Working | Sandoval | BLM Rio Puerco |
| 210 | 334.59 | 0.18 | 50 x 150 | Ingress / Egress, Road Crossing (SR-197) | Working | Sandoval | BLM Rio Puerco |
| 211 | 334.55 | 0.16 | 50 x 150 | Ingress / Egress, Road Crossing (SR-197) | Working | Sandoval | BLM Rio Puerco |
| 212 | 332.97 | 0.15 | 50 x 150 | Ingress / Egress, Road Crossing (Torreon Mission) | Working | Sandoval | BIA/Tribal |
| 213 | 332.93 | 0.19 | 50 x 150 | Ingress / Egress, Road Crossing (Torreon Mission) | Working | Sandoval | BIA/Tribal |
| 214 | 331.76 | 0.25 | 50 x 200 | Ingress / Egress, Road Crossing (CR-85) | Working | Sandoval | BIA/Tribal |
| 215 | 331.72 | 0.21 | 50 x 200 | Ingress / Egress, Road Crossing (CR-85) | Working | Sandoval | BIA/Tribal |
| 216 | 328.90 | 0.08 | 25 x 125 | PI, Cross-Over | Working | Sandoval | BLM Rio Puerco |
| 217 | 328.86 | 0.08 | 25 x 125 | PI, Cross-Over | Working | Sandoval | BLM Rio Puerco |
| 218 | 327.82 | 0.11 | 50 x 100 | Ingress / Egress, Staging | Working | Sandoval | Private |
| 219 | 327.57 | 0.37 | 50 x 200 | Ingress / Egress, Parking | Working | Sandoval | Private |
| 220 | 327.32 | 0.05 | 25 x 100 | PI | Working | Sandoval | BLM Rio Puerco |
| 221 | 327.25 | 0.07 | 25 x 100 | PI | Working | Sandoval | BLM Rio Puerco |
| 222 | 324.32 | 0.13 | 137 x 110 | PI, Facility | Non-Working | Sandoval | BLM Rio Puerco |
| 223 | 324.22 | 0.46 | 69 x 289 | Facility | Non-Working | Sandoval | BLM Rio Puerco |
| 224 | 321.17 | 0.44 | 50 x 350 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 225 | 321.20 | 0.54 | 50 x 400 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 226 | 320.54 | 1.64 | 50 x 1430 | Wetland/Waterbody Crossing | Working | Sandoval | BLM Rio Puerco |
| 227 | 320.12 | 0.45 | 65 x 300 | Wetland/Waterbody Crossing | Working | Sandoval | BLM Rio Puerco |
| 228 | 316.74 | 0.36 | 50 x 300 | | Working | Sandoval | BLM Rio Puerco |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|---|-------------------|----------|----------------|
| 229 | 313.89 | 0.53 | 50 x 416 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 230 | 313.92 | 0.54 | 50 x 416 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 231 | 313.61 | 0.55 | 50 x 425 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 232 | 313.58 | 0.54 | 50 x 425 | PI, Cross-Over | Non-Working | Sandoval | BLM Rio Puerco |
| 233 | 312.78 | 0.56 | 50 x 438 | PI, Cross-Over | Non-Working | Sandoval | BIA/Tribal |
| 234 | 312.76 | 0.45 | 50 x 325 | PI, Cross-Over | Non-Working | Sandoval | BIA/Tribal |
| 235 | 311.47 | 0.31 | 70 x 200 | Wetland/Waterbody Crossing | Non-Working | Sandoval | BIA/Tribal |
| 236 | 310.07 | 0.18 | 50 x 150 | Staging | Working | Sandoval | BIA/Tribal |
| 237 | 309.45 | 0.53 | 125 x 200 | PI, Steep Slope | Working | Sandoval | BIA/Tribal |
| 238 | 308.39 | 0.15 | 50 x 130 | Staging | Non-Working | Sandoval | BIA/Tribal |
| 239 | 307.14 | 0.50 | 50 x 382 | PI, Cross-Over | Non-Working | Sandoval | BIA/Tribal |
| 240 | 307.17 | 0.50 | 50 x 382 | PI, Cross-Over | Non-Working | Sandoval | BIA/Tribal |
| 241 | 305.37 | 0.21 | 50 x 165 | PI, Steep Slope | Working | Sandoval | Private |
| 241 | 305.37 | 0.02 | 50 x 165 | PI, Steep Slope | Working | Sandoval | BLM Rio Puerco |
| 242 | 305.33 | 0.22 | 70 x 181 | PI, Steep Slope | Non-Working | Sandoval | BLM Rio Puerco |
| 243 | 305.17 | 0.28 | 70 x 200 | Wetland/Waterbody Crossing | Non-Working | Sandoval | BLM Rio Puerco |
| 244 | 305.04 | 0.20 | 100 x 178 | PI, Change Direction | Non-Working | Sandoval | State |
| 244 | 305.04 | 0.21 | 100 x 178 | PI, Change Direction | Non-Working | Sandoval | BLM Rio Puerco |
| 245 | 301.78 | 0.15 | 50 x 260 | Staging | Non-Working | Sandoval | Private |
| 245 | 301.78 | 0.17 | 50 x 260 | Staging | Non-Working | Sandoval | BLM Rio Puerco |
| 246 | 301.12 | 0.11 | 100 x 615 | HDD Pullback (Alternate Option) | Non-Working | Sandoval | Private |
| 246 | 301.12 | 1.39 | 100 x 615 | HDD Pullback (Alternate Option) | Non-Working | Sandoval | BIA/Tribal |
| 247 | 300.92 | 0.65 | 50 x 500 | HDD (Alternate Option) | Working | Sandoval | Private |
| 248 | 300.05 | 0.23 | 50 x 200 | Ingress / Egress, Road Crossing (Cabezon) | Working | Sandoval | BIA/Tribal |
| 249 | 299.41 | 0.33 | 50 x 200 | Tie-In | Working | Sandoval | BIA/Tribal |
| 250 | 299.42 | 0.18 | 81 x 122 | Tie-In | Non-Working | Sandoval | BIA/Tribal |
| 251 | 299.41 | 1.01 | 171 x 301 | Staging | Non-Working | Sandoval | BIA/Tribal |
| Segment 3 | | | | | | | |
| 301 | 270.04 | 0.23 | 50 x 200 | Tie-In | Working | Sandoval | Private |
| 302 | 267.31 | 0.46 | 50 x 400 | Ingress / Egress, Road Crossing (La Madera) | Working | Sandoval | Private |
| 303 | 266.32 | 0.12 | 25 x 200 | Steep Slope | Working | Sandoval | Private |
| 304 | 265.93 | 0.11 | 25 x 200 | PI | Working | Sandoval | State |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|---|-------------------|------------|----------------|
| 305 | 265.33 | 0.44 | 50 x 335 | PI, Cross-Over | Non-Working | Sandoval | Private |
| 306 | 265.31 | 0.44 | 50 x 335 | PI, Cross-Over | Non-Working | Sandoval | Private |
| 307 | 264.85 | 0.23 | 50 x 200 | Staging | Working | Sandoval | Private |
| 308 | 264.36 | 0.10 | 25 x 180 | | Working | Sandoval | BLM Rio Puerco |
| 309 | 262.98 | 0.13 | 60 x 100 | Parking | Non-Working | Sandoval | Private |
| 310 | 261.69 | 0.25 | 25 x 615 | Road Crossing (SR-14) | Non-Working | Sandoval | Private |
| 311 | 260.59 | 0.23 | 50 x 200 | Staging | Working | Bernalillo | Private |
| 312 | 258.90 | 0.47 | 50 x 350 | PI, Cross-Over | Non-Working | Bernalillo | Private |
| 313 | 258.93 | 0.40 | 50 x 320 | PI, Cross-Over | Non-Working | Bernalillo | Private |
| 314 | 258.32 | 0.44 | 50 x 344 | PI, Cross-Over | Non-Working | Bernalillo | Private |
| 315 | 258.30 | 0.45 | 50 x 345 | PI, Cross-Over | Non-Working | Bernalillo | Private |
| 316 | 257.84 | 0.11 | 50 x 100 | Ingress / Egress, Parking | Non-Working | Bernalillo | Private |
| 317 | 256.16 | 0.52 | 50 x 400 | PI, Cross-Over | Non-Working | Santa Fe | Private |
| 318 | 255.52 | 0.23 | 50 x 200 | PI, Cross-Over | Working | Santa Fe | Private |
| 319 | 255.48 | 0.65 | 50 x 468 | PI, Cross-Over, Road Crossing (Entranosa) | Non-Working | Santa Fe | Private |
| 320 | 255.42 | 0.17 | 50 x 150 | Road Crossing (Entranosa) | Working | Santa Fe | Private |
| 321 | 254.44 | 0.09 | 25 x 150 | Road Crossing (Frost) | Working | Santa Fe | Private |
| 322 | 254.40 | 0.09 | 25 x 170 | Road Crossing (Frost) | Working | Santa Fe | Private |
| 323 | 252.82 | 0.23 | 50 x 200 | PI, Cross-Over, Road Crossing (Nugent) | Working | Santa Fe | Private |
| 324 | 252.78 | 0.26 | 50 x 175 | PI, Cross-Over, Road Crossing (Nugent) | Working | Santa Fe | Private |
| 325 | 252.19 | 0.23 | 50 x 200 | Road Crossing (SR-344) | Working | Santa Fe | Private |
| 326 | 252.11 | 0.93 | 50 x 628 | Facility | Working | Santa Fe | Private |
| 327 | 248.46 | 0.22 | 50 x 230 | PI, Cross-Over | Non-Working | Santa Fe | Private |
| 328 | 246.48 | 0.17 | 50 x 150 | Road Crossing (Venus) | Working | Santa Fe | Private |
| 329 | 245.27 | 0.09 | 25 x 150 | Road Crossing (Dinkle) | Working | Santa Fe | Private |
| 330 | 245.23 | 0.09 | 25 x 150 | Road Crossing (Dinkle) | Working | Santa Fe | Private |
| 331 | 245.10 | 0.40 | 50 x 295 | PI, Cross-Over | Non-Working | Santa Fe | Private |
| 332 | 245.12 | 0.40 | 50 x 295 | PI, Cross-Over | Non-Working | Santa Fe | Private |
| 333 | 242.83 | 0.09 | 25 x 168 | Road Crossing (Martin) | Working | Santa Fe | Private |
| 334 | 242.79 | 0.09 | 25 x 153 | Road Crossing (Martin) | Working | Santa Fe | Private |
| 335 | 238.44 | 0.08 | 25 x 150 | Road Crossing (SR-41) | Working | Torrance | Private |
| 336 | 238.39 | 0.17 | 50 x 150 | Road Crossing (SR-41) | Working | Torrance | Private |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|---|-------------------|-----------|---------------|
| 337 | 236.17 | 0.79 | 50 x 670 | HDD (I-40) | Non-Working | Torrance | Private |
| 338 | 236.18 | 2.73 | 192 x 750 | HDD (I-40), Staging | Non-Working | Torrance | Private |
| 339 | 235.88 | 3.54 | 100 x 1300 | HDD (I-40) Pullback | Working | Torrance | Private |
| 340 | 235.35 | 0.11 | 50 x 100 | PI, Cross-Over | Non-Working | Torrance | Private |
| 341 | 235.36 | 0.11 | 25 x 200 | PI, Cross-Over | Working | Torrance | Private |
| 342 | 234.96 | 0.06 | 25 x 100 | Road Crossing (Martinez) | Working | Torrance | Private |
| 343 | 234.93 | 0.11 | 50 x 100 | Road Crossing (Martinez) | Working | Torrance | Private |
| 344 | 233.41 | 0.45 | 50 x 343 | PI, Cross-Over | Non-Working | Torrance | State |
| 345 | 233.44 | 0.45 | 50 x 344 | PI, Cross-Over | Non-Working | Torrance | State |
| 346 | 232.62 | 0.27 | 65 x 150 | Road Crossing (Stagecoach) | Working | Torrance | Private |
| 347 | 232.58 | 0.09 | 25 x 174 | Road Crossing (Stagecoach) | Working | Torrance | Private |
| 348 | 232.10 | 0.18 | 50 x 150 | Foreign Line Crossing | Working | Torrance | Private |
| 349 | 229.06 | 0.17 | 50 x 150 | Ingress / Egress, Road Crossing (Unknown) | Working | Torrance | Private |
| 350 | 225.48 | 0.17 | 50 x 150 | Road Crossing (Unknown) | Working | Torrance | Private |
| 351 | 223.55 | 0.31 | 65 x 230 | Road Crossing (CR-A080) | Working | Torrance | State |
| Segment 4 | | | | | | | |
| 401 | 188.75 | 0.85 | 218 x 228 | Tie-In | Working | Torrance | Private |
| 402 | 187.19 | 0.18 | 50 x 167 | Road Crossing (CR-Co71) | Working | Torrance | Private |
| 403 | 187.15 | 0.18 | 50 x 169 | Road Crossing (CR-Co71) | Working | Torrance | Private |
| 404 | 185.10 | 0.23 | 50 x 200 | RR Crossing (So. Pac.) | Working | Torrance | Private |
| 405 | 184.93 | 0.23 | 50 x 200 | RR Crossing (So. Pac.) | Working | Torrance | Private |
| 406 | 184.24 | 0.23 | 50 x 200 | Road Crossing (US-54) | Working | Torrance | Private |
| 407 | 184.19 | 0.24 | 50 x 200 | Road Crossing (US-54) | Working | Torrance | Private |
| 408 | 184.04 | 0.18 | 100 x 110 | Facility | Non-Working | Torrance | Private |
| 409 | 182.33 | 0.34 | 50 x 300 | Staging | Working | Torrance | Private |
| 410 | 179.38 | 0.49 | 65 x 364 | Tie-In | Working | Guadalupe | Private |
| Segment 5 | | | | | | | |
| 501 | 175.00 | 1.49 | 276 x 530 | Tie-In | Working | Guadalupe | BLM Roswell |
| 501 | 175.00 | 0.14 | 276 x 530 | Tie-In | Working | Guadalupe | Private |
| 502 | 170.97 | 0.34 | 50 x 300 | Road Crossing (Unknown) | Working | Guadalupe | BLM Roswell |
| 503 | 168.16 | 0.46 | 50 x 400 | Road Crossings (CR-3Ka & Unknown) | Working | Guadalupe | BLM Roswell |
| 504 | 165.31 | 0.34 | 50 x 300 | Staging | Working | Lincoln | State |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|--|-------------------|---------|---------------|
| 505 | 163.02 | 0.00 | 50 x 400 | Road Crossing (Fo27) | Working | Lincoln | Private |
| 505 | 163.02 | 0.46 | 50 x 400 | Road Crossing (Fo27) | Working | Lincoln | State |
| 506 | 161.42 | 0.34 | 50 x 400 | Staging | Working | Lincoln | State |
| 507 | 158.57 | 0.34 | 50 x 300 | Staging | Working | Lincoln | State |
| 508 | 157.75 | 0.23 | 50 x 200 | Road Crossing (Fo34) | Working | Lincoln | Private |
| 509 | 156.11 | 0.34 | 65 x 230 | Road Crossing (Unknown) | Working | Lincoln | Private |
| 510 | 153.33 | 0.26 | 50 x 200 | Road Crossing (Fo36) | Working | Lincoln | Private |
| 511 | 150.87 | 0.23 | 50 x 200 | Staging | Working | Lincoln | Private |
| 512 | 149.75 | 0.24 | 50 x 450 | Road Crossing (US-285) | Working | De Baca | Private |
| 512 | 149.75 | 0.29 | 50 x 450 | Road Crossing (US-285) | Working | Lincoln | Private |
| 513 | 149.62 | 0.69 | 195 x 285 | Road Crossing (US-285) | Working | De Baca | Private |
| 514 | 146.91 | 0.21 | 50 x 205 | Road Crossing (CR-1-51) | Working | De Baca | Private |
| 515 | 146.88 | 0.20 | 50 x 150 | Road Crossing (CR-1-51) | Working | De Baca | Private |
| 516 | 144.76 | 0.24 | 50 x 200 | Road Crossing (CR-1-42) | Working | De Baca | Private |
| 517 | 144.72 | 0.54 | 83 x 203 | Tie-In, Road Crossing (CR-1-42) | Working | De Baca | Private |
| Segment 6 | | | | | | | |
| 601 | 107.96 | 1.27 | 300 x 365 | Tie-In | Working | Chaves | Private |
| 602 | 105.84 | 0.47 | 65 x 425 | Wetland/Waterbody Crossing (Pecos River) | Working | Chaves | BLM Roswell |
| 603 | 105.29 | 0.92 | 25 x 1644 | Wetland/Waterbody Crossing (Pecos River) | Working | Chaves | Private |
| 604 | 102.70 | 0.17 | 50 x 148 | Road Crossing (CR-1) | Working | Chaves | Private |
| 604 | 102.70 | 0.01 | 50 x 148 | Road Crossing (CR-1) | Working | Chaves | BLM Roswell |
| 605 | 102.65 | 0.02 | 50 x 228 | Road Crossing (CR-1) | Working | Chaves | State |
| 605 | 102.65 | 0.22 | 50 x 228 | Road Crossing (CR-1) | Working | Chaves | BLM Roswell |
| 606 | 101.81 | 0.19 | 50 x 190 | Road Crossing (CR-1) | Working | Chaves | State |
| 607 | 100.48 | 0.17 | 50 x 150 | Wetland/Waterbody Crossing | Working | Chaves | BLM Roswell |
| 608 | 100.25 | 0.52 | 50 x 450 | Wetland/Waterbody Crossing | Working | Chaves | BLM Roswell |
| 609 | 98.09 | 0.17 | 50 x 150 | Staging | Working | Chaves | BLM Roswell |
| 610 | 97.84 | 0.19 | 50 x 150 | PI | Working | Chaves | BLM Roswell |
| 611 | 97.27 | 0.46 | 50 x 400 | Foreign Line Crossing | Working | Chaves | Private |
| 612 | 95.55 | 0.17 | 50 x 150 | Foreign Line Crossing | Working | Chaves | Private |
| 613 | 93.24 | 0.18 | 50 x 150 | Road Crossing (CR-2) | Working | Chaves | Private |
| 614 | 93.20 | 0.18 | 50 x 170 | Road Crossing (CR-2) | Working | Chaves | Private |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|-------|------------------------|--------------------------|-------------------|--------|---------------|
| 615 | 93.01 | 0.21 | 50 x 168 | Road Crossing (US-70) | Working | Chaves | Private |
| 616 | 92.93 | 0.38 | 50 x 304 | Road Crossing (US-70) | Working | Chaves | Private |
| 617 | 91.65 | 0.34 | 50 x 300 | RR Crossing | Working | Chaves | Private |
| 618 | 91.46 | 0.34 | 50 x 300 | RR Crossing | Working | Chaves | Private |
| 619 | 89.54 | 0.34 | 50 x 300 | Road Crossing (Unknown) | Working | Chaves | Private |
| 620 | 86.31 | 0.24 | 50 x 200 | Road Crossing (CR-50) | Working | Chaves | Private |
| 621 | 86.27 | 0.19 | 50 x 185 | Road Crossing (CR-50) | Working | Chaves | Private |
| 622 | 82.57 | 0.20 | 50 x 150 | Foreign Line Crossing | Working | Chaves | Private |
| 623 | 81.51 | 0.03 | 30 x 50 | Ingress / Egress | Non-Working | Chaves | Private |
| 624 | 80.59 | 0.30 | 65 x 200 | | Working | Chaves | State |
| 625 | 80.54 | 0.91 | 50 x 690 | Facility | Non-Working | Chaves | State |
| 626 | 75.62 | 0.17 | 50 x 150 | Foreign Line Crossing | Working | Chaves | BLM Roswell |
| 627 | 73.06 | 0.46 | 50 x 400 | Road Crossing (Unknown) | Working | Chaves | BLM Roswell |
| 628 | 71.53 | 0.23 | 50 x 200 | Staging | Working | Chaves | BLM Roswell |
| 629 | 70.04 | 0.23 | 50 x 200 | Foreign Line Crossing | Working | Chaves | BLM Roswell |
| 630 | 68.21 | 0.41 | 65 x 336 | Tie-In | Working | Chaves | BLM Roswell |
| Segment 7 | | | | | | | |
| 701 | 46.90 | 1.31 | 65 x 545 | Tie-In | Working | Lea | Private |
| 702 | 43.22 | 0.20 | 50 x 192 | Road Crossing (CR-149) | Working | Lea | Private |
| 703 | 43.18 | 0.20 | 50 x 150 | Road Crossing (CR-149) | Working | Lea | Private |
| 704 | 40.97 | 0.20 | 50 x 150 | Road Crossing (CR-147) | Working | Lea | Private |
| 705 | 40.93 | 0.20 | 50 x 200 | Road Crossing (CR-147) | Working | Lea | Private |
| 706 | 39.18 | 0.20 | 50 x 194 | Road Crossing (CR-147) | Working | Lea | Private |
| 707 | 39.14 | 0.20 | 50 x 150 | Road Crossing (CR-147) | Working | Lea | Private |
| 708 | 33.75 | 0.19 | 50 x 188 | Road Crossing (CR-109) | Working | Lea | Private |
| 709 | 33.70 | 0.20 | 50 x 150 | Road Crossing (CR-109) | Working | Lea | Private |
| 710 | 33.49 | 0.26 | 50 x 260 | Road Crossing (Hillburn) | Working | Lea | State |
| 711 | 31.92 | 0.21 | 50 x 150 | Road Crossing (CR-107) | Working | Lea | Private |
| 712 | 31.87 | 0.21 | 50 x 208 | Road Crossing (CR-107) | Working | Lea | Private |
| 713 | 31.09 | 0.19 | 50 x 150 | Road Crossing (Reed) | Working | Lea | Private |
| 714 | 30.33 | 0.21 | 50 x 150 | Road Crossing (CR-106) | Working | Lea | Private |
| 715 | 30.28 | 0.21 | 50 x 208 | Road Crossing (CR-106) | Working | Lea | Private |

| No. ¹ | Milepost | Acres | Dimension ² | Purpose | Right-of-Way Side | County | Landownership |
|------------------|----------|--------------|------------------------|--|-------------------|--------|---------------|
| 716 | 29.87 | 0.19 | 50 x 175 | Road Crossing (Six Shooter) | Working | Lea | Private |
| 717 | 28.72 | 0.25 | 50 x 200 | PI, Road Crossing (SH-18) | Working | Lea | Private |
| 718 | 28.27 | 0.19 | 65 x 128 | PI, Road Crossing (E. Crockett / CR-114) | Working | Lea | Private |
| 719 | 26.08 | 0.23 | 50 x 200 | Road Crossing (CR-113) | Working | Lea | Private |
| 720 | 24.66 | 0.18 | 50 x 150 | Road Crossing (US-82) | Working | Lea | Private |
| 721 | 24.61 | 0.23 | 50 x 212 | Road Crossing (US-82) | Working | Lea | Private |
| 722 | 23.21 | 0.20 | 50 x 194 | Road Crossing (CR-115) | Working | Lea | Private |
| 723 | 23.17 | 0.20 | 50 x 150 | Road Crossing (CR-115) | Working | Lea | Private |
| 724 | 20.35 | 0.20 | 50 x 192 | Road Crossing (Wilkes) | Working | Lea | Private |
| 725 | 20.32 | 0.20 | 50 x 150 | Road Crossing (Wilkes) | Working | Lea | Private |
| 726 | 18.97 | 0.17 | 50 x 150 | Road Crossing (SH-133) | Working | Lea | State |
| 726 | 18.97 | 0.02 | 50 x 150 | Road Crossing (SH-133) | Working | Lea | Private |
| 727 | 18.70 | 0.38 | 50 x 295 | Road Crossing (SR-83) | Working | Lea | State |
| 728 | 18.62 | 0.18 | 113 x 120 | Road Crossing (SR-83) | Working | Lea | Private |
| 729 | 14.33 | 0.24 | 50 x 156 | Tie-In | Working | Lea | Private |
| Total | | 85.67 | | | | | |

¹ TEWSs are listed multiple times if they involve multiple landowners or counties.

² Dimensions are approximate as some TEWSs are irregularly shaped.

Appendix C

Transportation Plan (forthcoming)

Appendix D

Reclamation and Monitoring Plan (forthcoming)

Appendix E

Storm Water Pollution Prevention Plan (forthcoming)

Appendix F

Hydrostatic Best Management Practices Management Plan (forthcoming)

Appendix G

Integrated Noxious and Invasive Weed Management Plan (forthcoming)

Appendix H

Biological Resources Protection Plan (forthcoming)

Appendix I

Unanticipated Discovery Plan for Cultural Resources (forthcoming)

Appendix J

Unanticipated Discovery Plan for Paleontological Resources (forthcoming)

Appendix K

**HDD Drawings
(forthcoming)**

Appendix L

Emergency Response Plan (forthcoming)

Appendix M

Safety Procedures (forthcoming)