

PLAN OF DEVELOPMENT
FOR THE
SADDLE MOUNTAIN TO HYDER
69kV SUBTRANSMISSION LINE PROJECT

Submitted to:

Bureau of Land Management
Yuma Field Office

Submitted by:

APS

November 2001

SADDLE MOUNTAIN TO HYDER 69kV SUBTRANSMISSION LINE PROJECT PLAN OF DEVELOPMENT

APS has proposed the construction of a 69 kilovolt (kV) subtransmission line to alleviate reliability problems in western Maricopa County and eastern Yuma County, Arizona. This plan of development includes descriptions of and guidelines for the design, construction, operation, reclamation, and maintenance of the Saddle Mountain to Hyder 69kV Subtransmission Line Project. APS will construct and operate the project in conformity with the approved plan of development that shall be included as part of the right-of-way grant. These guidelines have been developed jointly by APS and the Bureau of Land Management (BLM), and will apply to the proposed route under consideration. The design, construction, operation, and maintenance of the project will meet or exceed the requirements of the National Electrical Safety Code and U.S. Department of Labor Occupational Safety and Health Standards, as well as APS' requirements for the safety and protection of landowners and their property.

PROPOSED ACTION

The proposed action is to construct a 69kV subtransmission line originating at the Saddle Mountain Substation at the intersection of Harquahala Valley and Baseline Roads in T1S, R9W, Section 3 and terminating at the Hyder Substation, located along the Southern Pacific Railroad tracks in T5S, R11W, Section 6 (Figure 1). The construction and operation of the project provides a second source of power into western Maricopa County and eastern Yuma County communities, including Hyder, Dateland, Sentinel, and Aztec. This will increase the reliability of power in the area.

The estimated length of the route is approximately 32 miles, of which approximately 15 miles will cross BLM land. The proposed route generally follows an existing gas pipeline route through federal lands. The permanent right-of-way requested for the project is 20 feet. The temporary use areas will be specifically designated on a map prior to issuance of the temporary use permit. A survey map will be provided showing the location of each structure and any temporary use areas.

SUBTRANSMISSION LINE DESCRIPTION

The proposed subtransmission line would be designed for one 69kV three-phase (three conductors) circuit and one static wire. Single-pole, galvanized steel structures are proposed for the project. An illustration of a typical 69kV single-pole structure is provided in Figure 2. The span length between structures will range between 300 feet and 700 feet. Typical design characteristics are listed in Table 1. Final design characteristics will be determined in the detailed design phase of the project.

(MAP)

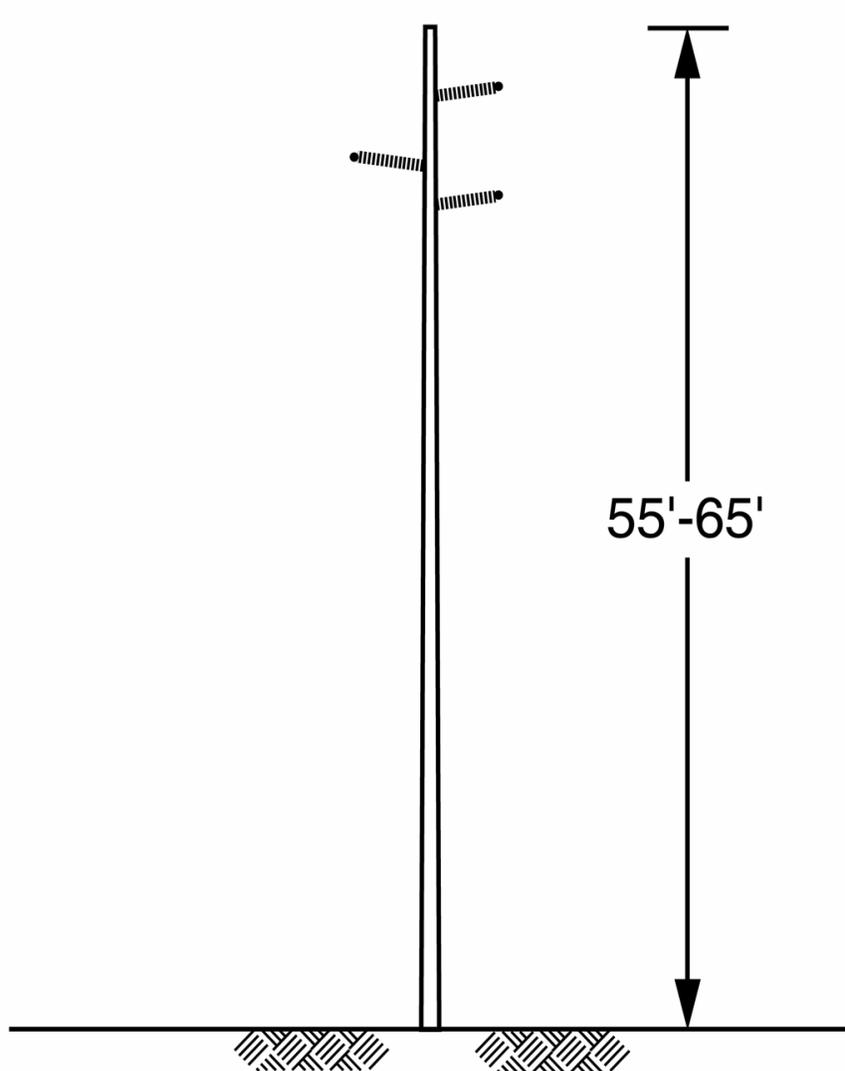


FIGURE 2
TYPICAL STRUCTURE

TABLE 1 TYPICAL DESIGN CHARACTERISTICS	
Line length	Approximately 32 miles
Type of structure	Single-pole dilled steel
Structure height	55 to 65 feet
Span length	Approximately 300 to 700 feet
Number of structures per mile	8 to 10 without 12kV underbuild, 14 to 16 with 12kV underbuild
Right-of-way width	Approximately 20 feet
Land disturbed (approximate): <u>Temporary</u> Structure site	Temporary workspace would include an area between the existing access road to 10 feet beyond the permanent right-of-way; this width would vary between 40 and 60 feet. An area of approximately 30 by 40 feet per structure site is required for line construction equipment.
Wire pulling, splicing sites	An all-terrain vehicle would be used for wire pulling along the permanent right-of-way. Sites for tensioning equipment are located approximately 10,000 feet apart and the necessary area is approximately 100 feet by 60 feet.
Construction yards (on private land) <u>Permanent</u> Structure	Maximum of 3 to 4 acres total Approximately 4 square feet; additional space may be needed in the locations where the pole is guyed
Access roads	Use existing access road
Voltage	69,000
Circuit configuration	Single circuit 69kV
Conductor size	1.1-inch
Ground clearance of conductor	23 feet minimum
Pole foundation depth	7 to 14 feet

RIGHT-OF-WAY ACQUISITION

New land rights will be required for the subtransmission line to be obtained in the name of APS. A grant for up to a 20-foot right-of-way for the portion of the subtransmission line that will cross federal lands administered by BLM has been requested. BLM receives right-of-way rental payments for those portions of the subtransmission line located on federal lands. No additional permanent access road requirements are anticipated. In addition, a grant for a 20-foot right-of-way has been requested from the Arizona State Land Department for the portion of the subtransmission line that would cross state trust land. Private lands necessary for subtransmission line right-of-way generally would be obtained as easements or fee purchases. APS would try to purchase land rights on private lands through reasonable negotiations with the

present owners. Property owners would be reimbursed according to the fair market value of their properties.

PROJECT CONSTRUCTION, OPERATION, AND MAINTENANCE

The following section generally describes the activities that are anticipated to occur before and during project construction and throughout operation and maintenance of the project. Existing roads will provide access for project construction, operation, and maintenance. Overland construction methods will be used when existing access is not available. Compliance with the mitigation measures and stipulations listed at the end of this section will be incorporated as part of the standard operating procedures.

Preconstruction Activities

Engineering Surveys – After a preferred alternative is selected through the National Environmental Policy Act (NEPA) process, on-ground investigations will be completed to accurately locate the centerline of the right-of-way within the selected alternative. The exact centerline will be chosen to best implement design criteria and to satisfy the mitigation measures in the NEPA compliance document. Before construction surveying begins, required permits to survey on federal and state lands or right-of-entry for privately owned land will be obtained. Construction survey work will consist of centerline location and right-of-way boundaries where necessary.

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

Cultural Resource Surveys – BLM-permitted contractors will survey the proposed route prior to construction. Any cultural property that will be directly or indirectly impacted will be subject to evaluation and determination through BLM Section 106 consultation. Project engineers will work with BLM archaeologists to avoid or minimize impacts to any identified cultural resources.

Biological Surveys – Desert tortoise and Gila monster are possible species that will require special consideration in consultation with BLM, Arizona Game & Fish Department, and U.S. Fish and Wildlife Service. Specific mitigation measures for biological resource areas will be developed as part of the environmental assessment. If necessary, additional surveys or Section 7 consultation will be performed by the BLM.

APS will adhere to the Arizona Native Plant Law. As requested by the BLM, disturbance of native plants (any cacti, mesquite, paloverde, ironwood, and ocotillo) will be avoided during construction, to the extent possible. Prior to construction, native plants requiring consideration by the BLM will be flagged in areas of potential surface disturbance. Currently, APS is conducting a native plant survey based on pole placement staked in the field. APS will consult

with the BLM regarding transplanting and salvage. Plants that must be removed prior to construction would be transplanted to areas of similar microhabitat within the project right-of-way, maintaining the approximate orientation of the plants. Based on the use of existing access and overland access, coupled with the native plant survey and salvage plan, it is anticipated that minimal clearing and loss of native vegetation would occur.

Construction Activities

Following preconstruction activities, construction activities will include digging holes, assembling and erecting structures, wire stringing, cleanup, and site reclamation. The number of workers and type of equipment expected to be used to construct the proposed subtransmission line are provided in Table 2.

TABLE 2 TYPICAL TRANSMISSION LINE CONSTRUCTION ESTIMATED PERSONNEL AND EQUIPMENT REQUIRED		
Survey	3 people	Equipment: 2 pickup trucks
Hole digging	2 people	Equipment: 1 hole digger 1 pickup truck
Pole haul	2 people	Equipment: 1 pole haul truck
Structure erection	4 people	Equipment: 1 line truck 1 pickup truck
Conductoring	12 people	Equipment: 1 drum puller 1 splicing truck 1 double-wheeled tensioner 1 wire reel trailer 1 line truck 1 sagging equipment 2 pickup trucks
Clean-up	4 people	Equipment: 2 pickup trucks
Rehabilitation	2 people	Equipment: 1 pickup truck
Total personnel required	31 people*	
* More personnel may be used in order to meet schedule.		

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

Structure Sites and Right-of-way – Overland construction methods will be used. The clearing of some natural vegetation might be required; however, selective clearing will be performed only

when necessary to provide for surveying, electrical clearance, line reliability, and construction and maintenance operations. Rights-of-way will not be chemically treated unless necessary to comply with requirements of a permitting agency.

At each structure site, areas will be needed to facilitate the safe operation of equipment. The temporary construction right-of-way is expected to include the area between the existing access road to a point 10 feet beyond the permanent right-of-way; this is expected to range between 40 and 60 feet in width. In locations where downguys would be required (i.e., locations of sharp turns along the route), an additional 100 feet of temporary workspace would be required in two directions from the structure site to accommodate the structural supports. The vegetation in the work area will be trampled, not cleared, unless approved by the BLM.

Foundation Installation – Excavations for poles are made with power equipment. Where the soil permits, a vehicle-mounted power auger or backhoe is used. In rocky areas, the foundation holes may be excavated by drilling and blasting, or special rock anchors may be installed. Blasting would require drilling holes in the area to be excavated. Conventional or plastic explosives would be used. Safeguards such as blasting mats may be used as necessary to protect adjacent property. After the hole is augered, poles will be set, backfilled, and tamped using existing spoils. Remaining spoils material will be spread on the ground.

Construction Yards – Two temporary construction yards will be located adjacent to the Saddle Mountain and Hyder substations. Facilities will be fenced and the gates locked.

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

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

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

The ground wire and conductor are strung using power pulling equipment at one end and power braking or tensioning equipment at the other end. Sites for tensioning equipment and pulling equipment are approximately 10,000 feet apart. Prior to request for the temporary use permit all tensioning and pulling sites will be specifically located on a map and provided to the BLM.

The tensioning site is an area approximately 150 feet by 60 feet. The tensioner, line truck, and wire trailer that are needed for stringing and anchoring the ground wire or conductors are located at this site. The tensioner, along with the puller, maintains tension on the ground wire or conductor. Maintaining tension ensures adequate ground clearance and is necessary to avoid damage to the ground wire, conductor, or any objects below them during the stringing operation.

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

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

Reclamation – Following construction and cleanup, reclamation will be completed. The disturbed surfaces will be restored to the original contour of the land surface to the extent determined by the BLM. Appropriate site-specific seed mixes will be used where conditions vary. Salvaged native plants will be used for revegetation, if appropriate, along with seeding using BLM-recommended seed mixes.

Preferably, seed will be planted between the months of November and January following subtransmission line construction. Seed will be planted using drilling, straw mulching, or hydromulching as directed by the BLM.

Operation and Maintenance

Ground maintenance patrols will review the line periodically. Routine maintenance will include replacing damaged insulators as needed and tightening nuts and bolts.

MITIGATION MEASURES

As part of standard operating procedures, standard mitigation measures (Table 3) will be implemented throughout the project in order to reduce potential adverse environmental impacts. Most of the impacts are short term and generally occur during the construction period. Project design and implementation of site-specific or selectively recommended mitigation measures (Table 4) will minimize the effect of the project where the potential for long-term adverse impacts may occur.

**TABLE 3
STANDARD MITIGATION MEASURES**

1. All construction vehicle movement outside of the right-of-way will be restricted to predesignated access, contractor acquired access, or public roads.
2. The limits of construction activities will be predetermined, with activity restricted to and confined within those limits. No paint or permanent discoloring agents will be applied to rocks or vegetation to indicate survey or construction activity limits. The right-of-way boundary will be flagged in environmentally sensitive areas described in the plan of development to alert construction personnel that those areas will be avoided.
3. In construction areas where recontouring is not required, vegetation will be left in place wherever possible to avoid excessive root damage and allow for resprouting.
4. In construction areas where ground disturbance is significant or where recontouring is required, surface restoration will occur as required by the landowner or land management agency. The method of restoration typically will consist of returning disturbed areas to their natural contour (to the extent practical), reseeding or revegetating with native plants (if required), installing cross drains for erosion control, placing water bars in the road, and filling ditches. Seed will be tested and certified to contain no noxious weeds by the State of Arizona Agricultural Department. Seed viability also will be tested at a certified lab approved by the authorized officer.
5. Watering facilities (e.g., tanks, developed springs, water lines, wells, etc.) will be repaired or replaced to their predisturbed conditions as required by the landowner or land management agency if they are damaged or destroyed by construction activities.
6. Prior to construction, all construction personnel will be instructed on the protection of cultural, paleontological, and ecological resources. To assist in this effort, the construction contract will address (a) federal and state laws regarding antiquities, fossils, and plants and wildlife, including collection and removal; and (b) the importance of these resources and the purpose and necessity of protecting them.
7. An initial intensive cultural resource inventory survey will be conducted prior to construction. Impact avoidance and mitigation measures developed in consultation with appropriate land management and regulatory agencies and other interested parties will be implemented subsequent to the completion of the NEPA compliance document. In addition, supplemental surveys of appurtenant impact zones beyond the corridor will be undertaken as needed.
8. Any cultural and/or paleontological resource discovered during construction by APS or any person working on APS' behalf on public or federal land will be reported immediately to the authorized officer. APS will suspend operations in the area until an evaluation is completed to prevent the loss of cultural or scientific values.
9. All construction and maintenance activities will be conducted in a manner that would minimize disturbance to vegetation, drainage channels, and intermittent and perennial streambanks. In addition, dust-control measures will be utilized as necessary during construction in sensitive areas. All existing roads will be left in a condition equal to or better than their condition prior to the construction of the transmission line.
10. All requirements of those entities having jurisdiction over air quality matters will be adhered to and any necessary permits for construction activities would be obtained. Open burning of construction trash (cleared trees, etc.) will not be allowed on BLM-administered lands.
11. Fences and gates, if damaged or destroyed by construction activities, will be repaired or replaced to their original predisturbed condition as required by the landowner or the land management agency. Temporary gates will be installed only with the permission of the landowner or the land management agency.
12. During operation of the transmission line, the right-of-way will be maintained free of construction related non-biodegradable debris.
13. Totally enclosed containment will be provided for all hazardous materials (if needed) and trash. All construction waste including trash, litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials will be removed to a disposal facility authorized to accept such materials.
14. Structures will be constructed to conform to Suggested Practices for Raptor Protection on Power Lines: <i>State of the Art in 1996</i> (Raptor Research Foundation, Inc. 1996).

TABLE 3
STANDARD MITIGATION MEASURES

15. Third-party environmental contractors will be used throughout the construction effort, from clearing through rehabilitation.
16. Species protected by the Arizona Native Plant Law will be salvaged. A salvage plan approved by the BLM will be included in the plan of development. Generally, salvage may include: <ul style="list-style-type: none"> ■ removal and stockpiling for replanting on site ■ removal and transplanting out of surface disturbance area ■ removal and salvage by private individuals ■ removal and salvage by commercial dealers ■ any combination of the above
17. APS will trim trees in preference to cutting trees, and will cut trees in preference to bulldozing them.
18. Construction holes left open overnight will be covered to prevent livestock or wildlife from damage.
19. APS will clean off-road equipment (power or high-pressure cleaning) of all mud, dirt, and plant parts prior to moving equipment onto public land.
20. APS will respond to complaints of line-generated radio or television interference by investigating the complaints and implementing appropriate mitigation measures. The subtransmission line will be patrolled on a regular basis so that damaged insulators or other line materials that could cause interference are repaired or replaced.
21. APS will apply necessary mitigation to minimize problems of induced currents and voltages onto conductive objects sharing a right-of-way, to the mutual satisfaction of the parties involved.
22. The proposed hardware and conductor will limit the audible noise, radio interference (RI), and television interference (TVI), due to corona. Tension will be maintained on all insulator assemblies to assure positive contact between insulators, thereby avoiding sparking. Caution will be exercised during construction to avoid scratching or nicking the conductor surface, which may provide points for corona to occur.

TABLE 4
SELECTIVELY RECOMMENDED MITIGATION MEASURES

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

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| 1. No widening or upgrading of existing access roads will be undertaken in the area of construction and operation, except for repairs necessary to make roads passable, where soils or vegetation are very sensitive to disturbance. |
| 2. There will be no blading of new access roads in the area of construction and operation. Existing crossings will be utilized at washes and irrigation channels. These access routes must be flagged with an easily seen marker and the route must be approved by the authorized officer in advance of use. |
| 3. Modified structure design will be utilized as necessary to minimize ground disturbance, operational conflicts, visual contrast, or avian conflicts. |
| 4. In designated areas, structures will be placed or rerouted so as to avoid sensitive features such as, but not limited to, riparian areas, water courses, and cultural sites, or to allow conductors to clearly span the features, within limits of standard tower design. This will minimize the amount of disturbance to the sensitive features or reduce visual contrast. |
| 5. Standard structure design will be modified to correspond with spacing of existing transmission line structures where feasible. This list will reduce visual contrast or potential operational conflicts. |
| 6. Non-specular conductors will be utilized to reduce visual impacts. |
| 7. With the exception of emergency repair situations, right-of-way construction, restoration, maintenance, and termination, activities in designated areas will be modified or discontinued during sensitive periods (e.g., nesting and breeding periods) for candidate, proposed threatened and endangered, or other sensitive animal species. This list will be approved in advance by the authorized officer of the BLM. |
| 8. Existing roads and trails that will be blocked as a result of construction will be rerouted as directed by the authorizing officer. |
| 9. The design and color of the poles will be determined to achieve the minimum practicable visual impacts (i.e., dulled steel or self-weathering poles). |
| 10. Guidelines for handling Sonoran Desert Tortoises Encountered on Development Projects (Arizona Game and Fish Department 1997) will be followed. |
| 11. Prior to preconstruction activities, APS will identify all noxious weeds present on the land to be included in the right-of-way grant and provide a list to the BLM. A determination will be made by the authorized officer of any noxious weeds that require flagging for treatment. |

ADDITIONAL STIPULATIONS

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

TABLE 5 STIPULATIONS – STANDARD OPERATING PROCEDURES	
1.	APS will construct, operate, and maintain the facilities, improvements, and structures within this right-of-way in strict conformity with the plan of development as it is approved and made part of the right-of-way grant. Any relocation, additional construction, or use that is not in accord with the approved plan(s) of development will not be initiated without the prior written approval of the authorized officer. A copy of the complete right-of-way grant, including all stipulations and approved plan(s) of development, will be made available on the right-of-way area during construction, operation, and termination to the authorized officer. Noncompliance with the above shall be grounds for an immediate temporary suspension of activities if it constitutes a threat to public health and safety or the environment.
2.	APS will submit a plan or plans of development that describe in detail the construction, operation, maintenance, and termination of the right-of-way and its associated improvements and/or facilities. The degree and scope of these plans will vary depending on (1) the complexity of the right-of-way or its associated improvements and/or facilities, (2) the anticipated conflicts that require mitigation, and (3) additional technical information required by the authorizing officer. An approved plan of development will be made a part of the right-of-way grant.
3.	APS will contact the authorized officer at least 10 days prior to the anticipated start of construction and/or any surface-disturbing activities. The authorized officer may require and schedule a preconstruction conference with APS prior to commencement of construction and/or surface-disturbing activities on the right-of-way. APS, APS' contractor(s), or agents involved with the construction and/or surface-disturbing activities on the right-of-way should attend this conference to review the stipulations of the grant including the plan(s) of development.
4.	APS will designate a representative(s) who will have the authority to act upon and implement instructions from the authorized officer within a reasonable time when construction or other surface-disturbing activities are underway.
5.	The authorized officer may suspend or terminate in whole or in part, any notice to proceed which has been issued when, in his/her judgment, unforeseen conditions arise which result in the approved terms and conditions being inadequate to protect the public health and safety or to protect the environment.
6.	The design and location of all facilities shall be approved by the authorized officer prior to construction.
7.	The holder will protect all survey monuments found within the right-of-way. Survey monuments include but are not limited to General Land Office and BLM Cadastral Survey Corners, reference corners, witness points, U.S. Coastal and Geodetic benchmarks and triangulation stations, military control monuments, and recognizable civil (both public and private) survey monuments. In the event of obliteration or disturbance of any of the above, APS will immediately report the incident, in writing, to the authorized officer and the respective installing authority, if known. Where General Land Office or BLM right-of-way monuments or references are obliterated during operations, APS shall secure the services of a registered land surveyor or a BLM cadastral surveyor to restore the disturbed monuments and references using surveying procedures found in the <i>Manual of Surveying Instructions for the Survey of the Public Lands of the United States</i> , latest edition. APS shall record such survey in the appropriate county and send a copy to the authorized officer. If the BLM cadastral surveyors or other federal surveyors are used to restore the disturbed survey monument, APS will be responsible for the survey cost.
8.	The holder of this right-of-way grant or the holder's successor in interest shall comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et. seq.) and the regulations of the Secretary of Interior issued pursuant hereto.

TABLE 5
STIPULATIONS – STANDARD OPERATING PROCEDURES

9. APS will mark the exterior boundaries of the right-of-way with a stake and/or lath. The intervals may be varied at the time of staking at the discretion of the authorized officer. The tops of the stakes and/or laths will be painted and the laths flagged in a distinctive color as determined by the holder. The survey station numbers will be marked on the boundary stakes and/or laths at the entrance to and exit from public land. Holder will maintain all boundary stakes and/or laths in place until final cleanup and restoration are completed and approved by the authorized officer. The stakes and/or laths will then be removed at the direction of the authorized officer.
10. The holder will conduct all activities associated with the construction, operation, and termination of the right-of-way within the authorized limits of the right-of-way.
11. The holder will survey and clearly mark the centerline and/or exterior limits of the right-of-way, as determined by the authorized officer.
12. All design; material; and construction, operation, maintenance, and termination practices will be in accordance with safe and proven engineering practices.
13. The holder will inform the authorized officer within 48 hours of any accidents on federal lands that require reporting to the Department of Transportation as required by 49 CFR Part 195.
14. During conditions of extreme fire danger, operations may be suspended or limited in certain areas.
15. The holder will be liable for damage or injury to the United States to the extent provided by 43 CFR Sec. 2803.1-4. The holder will be held to a standard of strict liability for damage or injury to the United States resulting from fire or soil movement (including landslides and slumps as well as wind and water-caused movement of particles) caused or substantially aggravated by any of the following within the right-of-way or permit area: <ul style="list-style-type: none"> ■ Activities of the holder including but not limited to construction, operation, maintenance, and termination of the facility. ■ Activities of other parties including but not limited to: <ul style="list-style-type: none"> - land clearing - earth-disturbing and earth-moving work - blasting - vandalism and sabotage
16. Within 30 days of completion, the holder will submit to the authorized BLM officer, as-built drawings and a certification of construction verifying that the facility has been constructed (and tested) in accordance with the design, plans, specifications, and applicable laws and regulations.
17. Construction sites will be maintained in a sanitary condition at all times; waste materials at those sites will be disposed of promptly at an appropriate waste disposal site. "Waste" means all discarded matter including but not limited to human waste, debris, garbage, refuse, oil drums, petroleum products, ashes, and equipment.
18. Prior to preconstruction activities on the subject parcel, the lessee will identify all noxious weeds present. A list of the weeds will be provided to the authorized officer. A determination will be made by the authorized officer of any noxious weeds that may require flagging for treatment. The lessee shall treat the noxious weeds as required by the authorized officer.
19. The lessee will clean off-road equipment (power or high-pressure cleaning) of all mud, dirt, and plant parts prior to moving equipment onto public land authorized under this lease.
20. Gravel and/or fill material to be placed in relatively weed-free areas must come from weed-free sources. Prior to obtaining gravel and/or fill material, the authorized officer will inspect the source for weeds and determine adequacy of site.
21. The lessee will identify a road maintenance program, which will include monitoring for noxious weeds. If lessee identifies any noxious weeds, the lessee will notify the authorized officer immediately. A treatment program would be identified and the lessee will be responsible for weed abatement.