TETRA TECH

August 23, 2008

RE: WYW-174598 and IDI-35849, Gateway West Transmission Line Project

Dear BLM Interdisciplinary Team Member:

At the request of Walter George, BLM National Project Manager, we are pleased to enclose a revised Application for Transportation and Utility Systems and Facilities on Federal Land (SF-299) and a revised Plan of Development for the Gateway West Transmission Line Project, which the applicants have submitted to BLM. The Revised POD, in two volumes, is intended to provide the detail necessary to evaluate the impacts of the proposed action through a National Environmental Policy Act (NEPA) analysis. The applicants consider the POD a living document and intend to revise it from time to time. A final POD will be issued at the conclusion of the NEPA process, will include additional detail for the proposed action after the BLM and cooperating agencies have selected a preferred alternative, and will include mitigation measures in addition to the Environmental Protection Measures proposed by the applicants as appropriate.

The first volume of the POD includes a detailed applicants' purpose and need, and a detailed project description, including tables, figures, and a map of each segment. It also includes the list of aliquot parts for both Wyoming and Idaho (Appendix A) and the Environmental Protection Measures proposed by the applicants (Appendix B).

Appendix C is contained in Volume 2 and includes maps at a scale of 1:24,000 for the entire route proposed by the applicants. Each segment is presented separately in Appendix C, which means there is some repetition of maps that cover the transition from one segment to another so each segment section is complete. There is an index map at the beginning of Appendix C that indicates the location of each of the 168 map sheets that cover the proposed route.

Tetra Tech
3380 Americana Terr., Suite 201, Boise, ID 83706
Tel 208.389.1030 Fax 208.389.1183 www.tetratech.com

As required by the Federal Energy Regulatory Commission (FERC) Standards of Conduct, to which the applicants are legally bound, the following reminder applies to all of Appendix C: "This communication includes non-public Transmission Information. FERC Standards of Conduct 18 CFR 358.5(b)(1) prohibit the disclosure of this protected information. In receiving this information, you are accepting the responsibility to ensure that it is not disclosed."

If you have any questions please feel free to call me at 425.241.0415.

Sincerely yours,

Penny Jennings Eckert, Ph.D.
NEPA Project Lead, Third Party Contractor to BLM

Enclosures: SF-299, revised
POD, revised (Volumes 1 and 2)

STANDARD FORM 299 (1/99)
Prescribed dy DOI/USDA/DOT
P.L. 96-487 and Federal
Register Notice 5-22-95

APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS AND FACILITIES ON FEDERAL LANDS

FORM APPROVED
OMB NO. 1004-0060
Expires: December 31, 2001

FOR AGENCY USE ONLY

NOTE: Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

Application Number
WYW-174598 and **IDI-35849**

Date Filed August 25,2008

1. Name and address of applicant *(include zip code)*
Idaho Power Company
Attn; Stacey Baczkowski
1221 West Idaho Street
Boise, Idaho 83702

PacifiCorp
Attn: Pam Anderson
1407 W.North Temple
Salt Lake City, Utah 84116

2. Name, title and address of authorized agent if different from item 1 *(include zip code)*
Jim Nickerson
Tetra Tech
3380 Americana Terrace, Suite 201
Boise , ID 83707

3. TELEPHONE *(area code)*
Applicant:
(208) 388-5093 (SB)
(801) 220-2481 (PA)

Authorized Agent:
(712) 898-9320

4. As applicant are you? *(check one)*
- a. [ ] Individual
- b. [X] Corporation*
- c. [ ] Partnership/Association*
- d. [ ] State Government/State Agency
- e. [ ] Local Government
- f. [ ] Federal Agency

** If checked, complete supplemental page*

5. Specify what application is for: *(check one)*
- a. [] New authorization
- b. [ ] Renew existing authorization No.
- c. [X] Amend existing authorization Nos. WYW-174598 and IDI-35849
- d. [ ] Assign existing authorization No.
- e. [ ] Existing use for which no authorization has been received*
- f. [ ] Other*

** If checked, provide details under item 7*

6. If an individual or partnership, are you also a citizen(s) of the United States?
[ ] Yes [ ] No Not Applicable.

7. Project description (describe in detail): (a) Type of system or facility, (e.g., canal, pipeline, road); (b) related structures and facilities; (c) physical specifications (length, width, grading, etc.); (d) term of years needed; (e) time of year of use or operation; (f) volume or amount of product to be transported; (g) duration and timing of construction; (h) temporary work areas needed for construction (Attach additional sheets, if additional space is needed.)

Idaho Power Company and PacifiCorp, collectively known as the Companies, applied to the Bureau of Land Management (BLM) for a Right-of-Way (ROW) Grant to use public lands for portions of the Gateway West Transmission Line Project (Gateway West or Project) on May 7, 2007 and amended on October 7, 2007. As described in that application, Idaho Power and PacifiCorp executed a Memorandum of Understanding to jointly permit, design and construct the Gateway West Transmission Line Project (Gateway West or Project). The Companies are proposing to construct and operate a new electric transmission system consisting of 11 segments totaling about 1,148 miles of new construction of 230 kilovolt (kV), 345kV, and 500kV transmission line to supplement existing transmission lines from the new Windstar Substation at Glenrock, Wyoming, to the new Hemingway Substation near Melba, Idaho. Table 1.1-1 in the revised Plan of Development (POD) accompanying this amended application describes land ownership by major land managing agency and owner. The Project will relieve existing congestion, capacity, and reliability constraints and will allow for the delivery of up to 3,000 megawatts (MW) of additional energy to service areas principally in Utah and Idaho, but also addressing the larger service areas of the Companies. The required Project in-service date is 2014, but each segment will have its own construction schedule starting with the completion of the NEPA process.

The Companies propose to amend the previsouly filed application to modify the proposed transmission line facilities as follows:

Segment #1 between the proposed Windstar and Aeolus Substations:

- Eliminate proposed double-circuit 230kV transmission line.
- Add single-circuit 230kV transmission line approximately 88 miles long on new ROW along an easterly alignnment.
- Add single-circuit 230kV transmission line approximately 72 miles long on new ROW along a westerly alignment.
- Add single-circuit 500kV transmission line approximately 73 miles long on new ROW along a westerly alignment.
- Add reconductoring of an exisitng 230 kV transmission line 71 miles long along a westerly alignment.
- Modify equipment in substations to accomodate changes.

Segment #2 between Aeolus and Creston:

- Add that the Creston Substaion will be located on BLM managed lands.

Segments #3/4:

- Add approximastely 4 miles of 345kV transmission line to interconnect new facilities in the vicinity of the Jim Bridger Power plant.

Segment #6 between Borah and Midpoint Substations:

- Eliminate potential new 500kV transmission line between stations
- Change operating voltage of exisitng 345kV circuit between stations to 500kV

Add 12 regeneration stations to amplify communications signal. None will be located on federal lands.

These project changes result from more detailed system and engineering studies undertaken to determine the precise facilities needed to meet the capacity and reliability requirements of Gateway West.

The Revised POD that accompanies this amended application provides detailed information on project facilities and construction and operations practices as follows:

- Section 2 Purpose and Need;
- Section 3 Project Description including Township/Range/Section/Aliquot descriptions of federal lands crossed;
- Section 4 Operation, Maintenance and Abandonment;
- Section 5 Alternative Conductor Support Structures; and
- Section 6 Environmental Protection Measures and Plans.

8. Attach map covering area and show location of project proposal

See the Revised POD, Figures 3.2-1 through 3.2-20 and detailed route maps in Appendix C

9. State or Local government approval: See Attachment 1..

[ ]	Attached	[X]	Applied for/In Progress	[ ]	Not Required

10. Nonreturnable application fee:

[ ]		[X]	Submitted

11. Does the project cross international boundary or affect international waterways? *(If "yes," indicate on map)*

[]	Yes – see Fig. 1	[x]	No

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate the system for which authorization is being requested.

See May 7, 2007 and amended October 7, 2007 applications – no change

13a. Describe other reasonable alternative routes and modes considered.

The companies have undertaken a comprehensive analysis of alternatives. The results will be reported in a separate submittal to BLM

13b. Why were these alternatives not selected?

The companies have undertaken a comprehensive analysis of alternatives. The results will be reported in a separate submittal to BLM

13c. Give explanation as to why it is necessary to cross Federal Lands

See May 7, 2007 and amended October 7, 2007 applications – no change

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. *(Specify number, date, code, or name)*

Applications may have been submitted for the Sunstone Pipeline and the Ruby Pipeline. Portions of these projects may be in proximity to Gateway West.

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

See May 7, 2007 and amended October 7, 2007 applications – no change

16. Describe probable effects on the population in the area, including social and economic aspects, and rural lifestyles.

See May 7, 2007 and amended October 7, 2007 applications – no changes are expected as a result of the proposed amended facilities.

17. Describe likely environmental effects that the proposed use will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; (f) the surface of the land, including vegetation, permafrost, soil and soil stability.

See May 7, 2007 and amended October 7, 2007 applications – no changes are expected as a result of the proposed amended facilities.

18. Describe likely environmental effects that the proposed use will have on: (a) populations of fish, plant, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

See May 7, 2007 and amended October 7, 2007 applications – no substantially different effects are expected as a result of the proposed amended facilities.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant, or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 6901 et seq., and its regulations. The term hazardous materials also includes any nuclear byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601 (14), nor does it include natural gas.

See May 7, 2007 and amended October 7, 2007 applications – no substantially different effects are expected as a result of the proposed amended facilities.

20. Name all Department(s)/Agency(ies) where this application is being filed.

See May 7, 2007 and amended October 7, 2007 applications – no changes are expected as a result of the proposed amended facilities.

I HEREBY CERTIFY, that I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and that this information is correct to the best of my knowledge.

Signature of Applicant 

Date August 23, 2008

Title 18, U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

SUPPLEMENTAL			
NOTE: The responsible agency(ies) will provide instructions.		CHECK APPROPRIATE BOX	
	I--PRIVATE CORPORATIONS	ATTACHED	FILED*
a.	Articles of Incorporation	[ ]	[ ]
b.	Corporation Bylaws	[ ]	[ ]
c.	A certification from the State showing the corporation is in good standing and is entitled to operate within the State.	[ ]	[ ]
d.	Copy of resolution authorizing filing	[ ]	[ ]
e.	The name and address of each shareholder owning 3 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.	[ ]	[ ]
f	If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications	[]	[]
g.	If proposed land use involves other Federal lands identify each agency impacted by proposal	[ ]	[ ]
	II – PUBLIC CORPORATIONS (NA)		
a.	Copy of law forming corporation **Previously submitted**	[ ]	[X]
b.	Proof of organization **Previously submitted**	[ ]	[X]
c.	Copy of Bylaws **Previously submitted**	[ ]	[x]
d.	Copy of resolution authorizing filing **Previously submitted**	[ ]	[x]
e.	If application is for an oil or gas pipeline, provide information required by Item "l-f" and "l-g" above.	[ ]	[ ]
	III—PARTNERSHIP OR OTHER UNINCORPORATED ENTITY (NA)		
a.	Articles of association, if any.	[ ]	[ ]
b.	If one partner is authorized to sign, resolution authorizing action is	[ ]	[ ]
c.	Name and address of each participant, partner, association or other	[ ]	[ ]
d.	If application is for an oil or gas pipeline, provide information required by Item "l-f" and "l-g" above.	[ ]	[ ]

***** If the required information is already filed with the agency processing this application and is current, check box titled "Filed." Provide the file identification information (e.g., number, date, code, name). If not on file or current, attach requested information.

DATA COLLECTION STATEMENT

The Federal agencies collect this information from applicants requesting right-of-way, permit, license, lease, or certifications for the use of Federal lands.

Federal agencies use this information to evaluate your proposal.

No Federal agency may request or sponsor, and you are not required to respond to a request for information which does not contain a currently valid OMB Approval Number.

BURDEN HOURS STATEMENT

The public burden for this form is estimated to vary from 30 minutes to 25 hours per response, with an average of 2 hours per response, including the time for reviewing instructions, gathering and mainatining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any other aspect of this form to: U.S. Department of the Interior, Bureau of Land Management, Information Clearance Officer (WO-630), 1849 C Street, Mail Stop 401LS, Washington, D.C. 20240

A reproducible copy of this form may be obtained from the Bureau of Land Management, Division of Lands, 1620 L Street, Rm. 1000LS, Washington, D.C. 20036

NOTICE

NOTE: This applies to the Department of the Interior/Bureau of Land Management (BLM).

The Privacy Act of 1974 provides that you be furnished with the following information in connection with the information provided by this application for an authorization.

AUTHORITY: 16 U.S.C. 310 and 5 U.S.C. 301.

PRINCIPAL PURPOSE: The primary uses of the records are to facilitate the (1) processing of claims or applications; (2) recordation of adjudicative actions; and (3) indexing of documentation in cases files supporting administrative actions.

ROUTINE USES: BLM nad the Department of the Interior (DOI) may disclose your information on this form: (1) to appropriate Federal agencies when concurrence or supporting information is required prior to granting or acquiring a right or interest in lands or resources; (2) to members of the public who have a need for the information that is maintained by BLM for public record; (3) to the U.S. Department of Justice, court, or other adjudicative body when DOI determines the information is necessary and relevant to litigation; (4) to appropriate Federal, State, local, or foreign agencies responsible for investigating, persecuting violation, enforcing, or implementing this statute, regulation, or order; and (5) to a congressional office when you request the assistance of the Member of Congress in writing.

EFFECT OF NOT PROVIDING THE INFORMATION: Disclosing this information is necessary to receive or maintain a benefit. Not disclosing it may result in rejecting the application.

Revised Plan of Development

Gateway West Transmission Line Project

Prepared By

Idaho Power Company
1221 West Idaho Street
Boise, ID 83702

and

PacifiCorp
1407 W. North Temple
Salt Lake City, UT 84116

August 2008

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Acronyms and Abbreviations

AC	alternating current
ACSR	aluminum conductor steel reinforced
aMW	average megawatts
ANSI	American National Standards Institute
BLM	U.S. Bureau of Land Management
BMP	best management practice
CFR	Code of Federal Regulations
Companies	Idaho Power Company and PacifiCorp
DC	direct current
DOE	U.S. Department of Energy
EHS	extra high strength
EPAct	Energy Policy Act of 2005
EPM	Environmental Protection Measure
EPP	Environmental Protection Plan
FAA	Federal Aviation Administration
Gateway West	Gateway West Transmission Line Project
IPUC	Idaho Public Utility Commission
IRP	Integrated Resource Plan
kV	kilovolt
MW	megawatt
NEPA	National Environmental Policy Act
NERC	North American Electrical Reliability Corporation
NESC	National Electrical Safety Code
NTTG	Northern Tier Transmission Group
NWR	National Wildlife Refuge
OATT	Open Access Transmission Tariff
OPGW	optical overhead ground wire
POD	Plan of Development
Project	Gateway West 500kV Transmission Line Project
regen	regeneration station for fiber optic
RMATS	Rocky Mountain Area Transmission Study
ROW	right-of-way
SR	State Route
USFWS	U.S. Fish and Wildlife Service
WECC	Western Electricity Coordinating Council
WWE	West-wide Energy

1 INTRODUCTION

Idaho Power Company and PacifiCorp, collectively known as the Companies, applied to the Bureau of Land Management (BLM) for a Right-of-Way (ROW) Grant to use public lands for portions of the Gateway West Transmission Line Project (Gateway West or Project) on May 7th, 2007. The original application was amended in October 16, 2007 and August 25, 2008 to reflect changes in Project facilities. BLM is the lead federal agency under the National Environmental Policy Act (NEPA) and will coordinate the preparation of the environmental analysis and related environmental laws with cooperating agencies. The BLM will consider these applications in accordance with Title 43 Code of Federal Regulations (CFR) 2800, and decide whether to issue the ROW Grant.

The Companies' original application filing included a preliminary Plan of Development (POD). The POD described herein provides detailed information on the currently proposed Project facilities and the steps that the Companies will follow during construction, operation, and maintenance of the Project. During the course of Project development, further changes are anticipated to the POD. Revisions will be submitted as they become available. The final POD will be appended to the BLM ROW Grant.

This revised POD provides detailed information on:

- Section 2 Purpose and Need;
- Section 3 Project Description including Township/Range/Section/Aliquot descriptions of federal lands crossed;
- Section 4 Operation, Maintenance and Abandonment;
- Section 5 Alternative Conductor Support Structures; and
- Section 6 Environmental Protection Measures.

1.1 Background

The Companies executed a Memorandum of Understanding to jointly permit, design and construct Gateway West. The Companies are proposing to construct, operate, and maintain approximately 1,148 miles a new 230 kilovolt (kV) and 500kV electric transmission system consisting of 11 segments between the planned Windstar Substation at Glenrock, Wyoming, to the planned Hemingway Substation near Melba, Idaho to supplement existing transmission lines. Table 1.1-1 describes land ownership by major land managing agency and owner. The transmission Project will relieve existing congestion, capacity, and reliability constraints and will allow for the delivery of up to 3,000 megawatts (MW) of additional energy to service areas principally in Utah and Idaho, but also addressing the larger service areas of the Companies. The required Project in-service date is 2014, but each segment will have its own construction schedule starting with the completion of the NEPA process. A description of the Project and maps of its location are presented in Chapter 3.

Idaho Power forecasts the need for 800 MW of power over its present delivery to serve load growth in its service territory by 2017. PacifiCorp forecasts that its load growth in Utah alone will increase 1,000 MW by 2017 and 2,000 MW by 2027. These forecasts are based on the integrated resource plans (IRP) prepared by each company as required to fulfill the regulatory requirements and guidelines established by the public utilities commissions of the states served by the two Companies (Idaho Power 2008a; PacifiCorp 2007a). Each IRP addresses the obligations of each company pursuant to its Open Access Transmission Tariff (OATT; Idaho Power 2008b; PacifiCorp 2008) to plan for and expand their respective transmission systems in a non-discriminatory manner based on the needs of their native load

customers, network customers, and all eligible customers that agree to expand their transmission systems. This includes entities that generate or plan to generate electricity, including coal-fired, natural gas-fired, and renewable energy sources (wind and geothermal).

Gateway West is independent of, and will be built regardless of, any particular new generation project. It will become part of a transmission grid that can be thought of in terms of hubs, spokes, and a backbone connecting the hubs. Each substation is a hub and receives or sends electricity along the spokes. For this system to work, a backbone high-capacity series of transmission lines is needed to connect the hubs and transport the electricity from where it is or can be generated, to where it is needed through a system of spokes that are not part of Gateway West.

2 PURPOSE AND NEED

This section provides basic information about why the proponents are proposing this Project and a description of the electrical transmission system needs that will be met by the construction of this Project.

2.1 Proponents of the Project

2.1.1 Idaho Power

Idaho Power is a wholly owned subsidiary of IDA-CORP, a holding company with one regulated and two unregulated divisions. Idaho Power is a regulated public utility under the laws of the State of Idaho whose mission is to provide reliable, responsible, fair-priced energy services, today and tomorrow. Idaho Power is responsible for providing electrical service to its service area, which includes most of southern Idaho and a portion of eastern Oregon. In 1990, Idaho Power had over 290,000 general business customers. Today, Idaho Power serves more than 480,000 general business customers. Firm peak-hour load (the peak hourly load that the system must supply when demand is at is highest) has increased from less than 2,100 MW in 1990 to nearly 3,200 MW in the summer of 2007. In June 2008, the peak-hour load reached 3,214 MW, a new system peak-hour record. Average firm load (the average annual demand from customers) has increased from 1,200 average megawatts (aMW) in 1990 to 1,800 aMW at the end of 2007 (Idaho Power 2008a).

Idaho Power is a public utility under the jurisdiction of the Federal Energy Regulatory Commission (FERC). As provided in Idaho Power's OATT under Sections 15.4 and 28.3, Idaho Power is obligated to expand its transmission system to provide requested firm transmission service, and to construct and place in service sufficient capacity to reliably deliver resources to network and native load customers. Idaho Power's Attachment K of the OATT requires planning for the expansion of the system to ensure that its transmission system meets industry, regulatory, and reliability standards.

Idaho Power also operates under the oversight and regulatory controls of the Idaho Public Utility Commission (IPUC). Under Title 61 of the IPUC, Idaho Power "shall furnish, provide and maintain such service, instrumentalities, equipment and facilities as shall promote the safety, health, comfort and convenience of its patrons, employees and the public, and as shall be in all respects adequate, efficient, just and reasonable."

2.1.2 PacifiCorp

Rocky Mountain Power is the trade name under which PacifiCorp delivers electricity to more than 955,000 customers in the Rocky Mountain Power service area, which includes Utah, Wyoming, and Idaho. The Rocky Mountain Power division of PacifiCorp operates under oversight and regulatory controls of the public utility commissions of the states of Wyoming, Utah, and Idaho.

PacifiCorp's primary goal is to provide safe, reliable electricity to its customers at a reasonable cost. It transmits electricity via a grid of transmission lines throughout a six-state region. PacifiCorp serves 1.7 million retail customers through its distribution system. The company sells electricity primarily in the retail market, with sales to residential, commercial, industrial, and other customers. It also sells electricity in the wholesale market to benefit the region when excess electricity generation exists or when required for other system balancing activities.

PacifiCorp is a public utility under the jurisdiction of the Federal Energy Regulatory Commission (FERC). As provided in PacifiCorp's OATT under Sections 15.4, 28.2, and 28.3, PacifiCorp is obligated

to expand its transmission system to provide requested firm transmission service, and to construct and place in service sufficient capacity to reliably deliver resources to network and native load customers. PacifiCorp's Attachment K of the OATT also requires planning for the expansion of the system to ensure that its transmission system meets industry, regulatory, and reliability standards.

PacifiCorp's forecasts of loads show growth at an average rate of 2.4 percent annually from fiscal year 2007 to 2016. This is slightly faster than the average annual growth rate experienced from 1995 to 2005. During this past period the total load for these states increased at an average annual rate of 1.6 percent (PacifiCorp 2007).

2.2 Existing Transmission System Constraints

2.2.1 General Studies

Since 2001, several regional initiatives have evaluated the cost and benefits of the transmission additions from Wyoming to load centers in the west. Two specific studies are the Rocky Mountain Area Transmission Study (RMATS) of 2004 and Western Electricity Coordinating Council (WECC) Seams Steering Group-Western Interconnection (SSG-WI) of 2005. The results of the 2005 SSG-WI study were included in the 2006 U.S. Department of Energy (DOE) National Electric Transmission Congestion Study. All of these studies show that the existing transmission system from Wyoming is fully utilized with existing generation, and further development of generation resources in Wyoming will require significant incremental transmission investment. These studies also show that the combined cost of generation and transmission investments in Wyoming is typically much less than the cost of providing energy from other locations.

The 2006 DOE study states:

> *"Concerns about energy security and the need for greater diversification in electricity supplies are leading to increased emphasis on development of domestic energy resources."*

This study also identifies the region from Wyoming to the west as a conditional constrained area, meaning that any generation developed in Wyoming will require additional transmission. The DOE study also supports the Gateway West "hub and spoke" concept, by stating:

> *"This area is rich in coal and wind resources that, if developed, could provide important sources of low-cost energy and fuel diversity while improving domestic energy self-sufficiency and enhancing the economic development in the resource areas. This resource development scenario has been thoroughly explored in analyses sponsored by the Western Governors Association."*

Additional planning studies were performed in 2007 through the Northern Tier Transmission Group (NTTG) Fast Track Project Process. The NTTG is a group of transmission providers and customers that are actively involved in the sale and purchase of transmission capacity of the power grid that delivers electricity to customers in the northwest and mountain states. This coordinated regional planning effort indicates a strong need for a series of independent transmission segments, each of which addresses an independent purpose, though all are part of the larger grid. Gateway West is proposed as a result of that planning effort as one of the components of the needed grid expansion.

2.2.2 Capacity

Capacity refers to the amount of power a transmission line can reliably deliver from its sending to its receiving end. Capacity is measured in MW and is limited by the current (in amperes) that the wire can carry or the minimum voltage levels delivered to the substations served by the transmission line. Voltages below minimum levels may cause damage to customer equipment or result in improper

operation. Voltage limits used by the Companies for system planning studies follow industry design standards for transmission lines. Under these standards, the rated voltage of the transmission lines must be maintained within standards established by both Companies and WECC.

The capacity ratings of the paths are based on meeting established reliability criteria (see Section 2.2.3 for further information). The existing capacity "bottlenecks" and how the path rating will increase with the Gateway West segments in place are shown in Table 2.2-1.

2.2.3 Reliability

Transmission systems in the United States must be planned, operated, and maintained under North American Electrical Reliability Corporation (NERC)[1] reliability standards. Additionally, the Companies are governed by the WECC[2] standards that may be additional or more stringent than those required by NERC. In compliance with these standards, transmission systems must be built with sufficient levels of redundancy to enable the transmission system to reliably operate in the event of the loss of any single element (i.e., transmission line segment or substation element). In the simplest application of these standards, a bulk transmission system plan consisting of one line and one station will have to be constructed with an additional (duplicate) line and station capable of providing backup in the event of a loss of an element due to forced outage or outage required for maintenance.

As a transmission line or transmission path reaches its full rated capacity, it approaches the simple scenario discussed above where the fully utilized line or path operated to standard has capacity to withstand outage but it has no capacity to back up additional lines or paths that may be added to incrementally increase capacity in the event of their failure. As a result, when new lines or paths are added to gain incremental capacity to an existing system that is fully utilized, the new lines or paths added must have the capacity of nearly twice the incremental increase desired in order to maintain reliability. This is a key driver in the planning and "integrated segment" Gateway West design and the resulting need for multiple corridors and multiple high-capacity lines.

In order to achieve the capacity needed to serve present and future loads within the Companies' service area, the WECC requires a minimum separation from existing transmission lines that serve substantially the same load as that served by each of the new Gateway West transmission segments. That minimum separation depends on the purpose of the existing line, the load it now serves, and the remaining capacity of the rest of the grid to absorb the load if the several co-located lines fail at once. The WECC Board of Directors approved a regional transmission planning criterion (TPL (001-004)-WECC-1-CR) on April 18, 2008, which specifies that, in order to avoid rating as adjacent transmission circuits, (assumed likely to fail together if a failure event affects one of them), those circuits must be separated by at least "the longest span length of the two transmission circuits at the point of separation or 500 feet, whichever is greater, between the transmission circuits" (WECC 2008b). For the purposes of the initial siting study, the

1 NERC's mission is to improve the reliability and security of the bulk power system in North America. To achieve that, NERC develops and enforces reliability standards; monitors the bulk power system; assesses future adequacy; audits owners, operators, and users for preparedness; and educates and trains industry personnel. NERC is a self-regulatory organization that relies on the diverse and collective expertise of industry participants. As the Electric Reliability Organization, NERC is subject to audit by the FERC and governmental authorities in Canada (NERC 2008).

2 WECC and the nine other regional reliability councils were formed due to national concern regarding the reliability of the interconnected bulk power systems, the ability to operate these systems without widespread failures in electric service, and the need to foster the preservation of reliability through a formal organization. The WECC region encompasses a vast area of nearly 1.8 million square miles. It is the largest and most diverse of the eight regional councils of the NERC. WECC's service territory extends from Canada to Mexico. It includes the provinces of Alberta and British Columbia, the northern portion of Baja California, Mexico, and all or portions of the 14 western states in between (WECC 2008a).

longest span was assumed to be 1,500 feet, thereby dictating the minimum distance between existing and proposed transmission lines serving the same load. This assumption is also incorporated into the proposed Project description (Chapter 3). This criterion in itself does not guarantee transmission system reliability or future performance. Utilities may elect to provide wider separation or select an alternate transmission line route to reduce the risk of multiple line outages along common routes.

2.3 Gateway West Substation Purposes

This Project proposes to connect nine substations. Two are in service now, four are being planned and will be built independently of this Project, and three will be built as part of this Project. All substations are or will be located on private lands with the exception of the Creston Substation, which will be located on BLM lands. Table 2.3-1 describes the purpose for each.

2.4 Gateway West Transmission Line Segment Purposes

Table 2.4-1 summarizes the purpose for each of the segments of the Gateway West backbone. Each segment's project description is presented in detail in Section 3.

3 Project Description

3.1 Introduction

This chapter describes the proposed Project, factors considered in selecting the proposed structures, and lists environmental protection measures proposed by the Companies to reduce impacts from the construction, operation, and maintenance of the proposed Project. As explained in the Purpose and Need section of Chapter 2, the Project will relieve existing congestion, capacity, and reliability constraints and will allow for the delivery of up to 3,000 MW of additional energy to target service areas principally in Utah and Idaho, but also addresses the larger service areas of the Companies.

In developing the Project, the Companies reviewed a number of options, collected data, identified major features on the ground, coordinated with land management agencies and tried to minimize issues and effects related to construction and operation of the proposed facilities. In selecting a route, the Companies identified existing transmission, easements or ROWs, and other utility corridors including the West-Wide Energy (WWE) Corridor[3] and considered them as opportunities for routing. However, the Companies also must meet the WECC minimum separation distance between transmission lines to prevent loss of multiple circuits from a single event such as a wildland fire. All segments must obtain new ROWs through a combination of ROW Grants and easements between the Companies and federal, state, and local governments; other companies (e.g., utilities and railroads); and private landowners.

The process used in identifying and evaluating routes for the proposed Project is documented in the Gateway West Transmission Line Project Siting Study (Idaho Power Company and Rocky Mountain Power 2008).

3.2 Proposed Facilities

As proposed by the Companies, Gateway West will be composed of 11 segments of high-voltage alternating current (AC) transmission lines that will run between planned, proposed, or expanded existing substations. These segments start in the east at the planned Windstar Substation close to the Dave Johnston Power Plant near Glenrock, Wyoming, and continue west until reaching the planned Hemingway Substation approximately 40 miles southwest of Boise, Idaho. An overview map of the Project location and facilities is provided in Figure 3.2-1. Maps of each segment are shown on Figures 3.2-2 through 3.2-11. Layouts of the proposed or expanded substations are shown on Figures 3.2-12 through 3.2-20. The proposed Project route across federal lands is described by Township/Range/Section/Aliquot location in Appendix A. Detailed route maps are included in Appendix C. The total length of all segments requiring new transmission line construction is approximately 1,148 miles. Associated facilities include:

- Permanent access roads, staging areas, and other temporary construction ground disturbances (see Section 3.4);

[3] Details of proposed WWE Corridors can be found at http://corridoreis.anl.gov/eis/dmap/index.cfm (PDEIS West Wide Energy Corridor, Draft PDEIS Maps in DOE and BLM 2008

- Three proposed substations and expansions at six existing and planned substations (see Sections 3.2.1 and 3.6) ; and
- Communication systems optical fiber regeneration stations[4] (regen stations or regen sites) and substation distribution supply lines (see Section 3.2.3).

3.2.1 Transmission Lines, Substation Facilities and Regeneration Stations

This section describes the proposed transmission lines and substations for each segment. A segment includes a substation and the transmission line to the west of the substation. Segment 8, Midpoint to Hemingway, describes both the Midpoint and Hemingway Substations. The transmission, substation and associated facilities proposed for the Project are summarized in Table 3.2-1.

3.2.1.1 Segments 1E and 1W – Windstar to Aeolus

Segment 1E is comprised of 1 single-circuit 230kV transmission line. Segment 1W is comprised of 1 single-circuit 230kV transmission line (1W(a)), one single-circuit 500kV transmission line (1W(b) and reconductoring of an existing 230kV transmission line (1W(c))[5]. Segments 1E, 1W(a) and 1W(b) are proposed between the proposed Windstar Substation near the Dave Johnston Power Plant at Glenrock, Wyoming and the new Aeolus Substation near Hanna, Wyoming. Each single-circuit line will be constructed in a separate ROW to meet distinct purposes. Segment 1E will be 87.6 miles heading east following a new corridor and Segments 1W(a) and 1W(b) are approximately 72 miles long heading west and generally following a proposed WWE Corridor. The 230kV lines will be carried on steel H-frame structures between 60 and 90 feet tall (Figure 3.2-21). The 500kV line will be carried on single-circuit lattice steel structures between 145 and 180 feet tall (Figure 3.2-22). Figure 3.2-2 is a map of the Segment 1E route between Windstar and the Aeolus substations and Figure 3.2-3 is a map of the Segment 1W route. Figure 3.2-12 shows the Windstar Substation and modifications.

The existing Dave Johnston – Difficulty 230kV line comprises Segment 1W(c). This line is of H Frame wood pole construction with structure heights varying between 60 and 90 feet above ground, of which up to ten percent may need to be replaced. This existing transmission line will be reconductored with a higher capacity conductor to increase the load carrying capacity of this existing line segment. The reconductored line segment will be approximately 70.6 miles long and will extend from the existing terminus in the Dave Johnston Substation to a new line termination bay in the planned Aeolus Substation. Additional information on structure types is included in Section 3.2.2 – Transmission Structures.

An optical ground wire (OPGW) regen site will be installed approximately mid-way along the 500kV Segment 1W(b) route (see Table 3.2-2 and Figure 3.2-24).

[4] As a data signal is passed through an optical fiber cable, the signal degrades with distance. Consequently, signal regeneration stations (regen stations/sites) are required to amplify the signal if the distance between substations or regen sites exceeds 55 miles.

[5] A single-circuit transmission line (whether 230kV or 500kV) is composed of three electrical phases and two lightning protection shield wires. One of the lighting protection shield wires is a steel overhead ground wire (OHGW), and the other is typically an optical ground wire (OPGW). The OPGW contains glass fibers used for communication along the fiber path for data transfer between the Companies' facilities. The data transferred is required for system control and monitoring.

Windstar Substation

The planned Windstar Substation is located on private lands approximately 3.5 miles east of Glenrock, Wyoming, and approximately 1 mile north of the Dave Johnston Power Plant. For the Gateway West Project, two new 230kV line bays will be added to the Windstar Substation to electrically terminate the two new transmission lines from the Aeolus Substation (Segments 1E and 1W(a)). The substation fenced area will be expanded by about 180 acres to accommodate a new 500kV yard to provide for a 500/230kV autotransformer interconnection between the 500kV and 230kV yards, and a termination line bay for the new 500kV line from Windstar to Aeolus, Segment 1W(b).

A substation "bay" is the physical location within the substation fenced area where the high voltage circuit breakers and associated steel transmission line termination structures, high voltage switches, bus supports, controls and other equipment are installed. 500kV and 230kV circuit breakers, high voltage switches, bus supports, and transmission line termination structures will be installed for each transmission line. The 500kV transmission line termination structures are approximately 125-135 feet tall. Additional equipment including 500/230kV transformers and 500kV shunt reactors (which resemble a transformer in appearance), and 230kV shunt capacitor banks will be installed. The control house will be expanded and/or a new control house added to accommodate the necessary system communications and control equipment. The existing access road will be used to reach the site.

Segments 1E and 1W Transmission Line Route Description

Segment 1E

The proposed 87.4 mile transmission line route begins at the Windstar Substation located about 3.5 miles east of the community of Glenrock in Converse County and just north of the Dave Johnston Power Plant. Segment 1E extends from the proposed Windstar Substation approximately 87.6 miles to the proposed Aeolus Substation. Beginning at the Windstar Substation, the line will proceed southwest from the proposed substation, crossing the Burlington Northern Railroad, then the North Platte River, the Chicago and North Western railroad, and US Route 25. Southeast of this highway at mile 7.6, the line crosses into the uplands, in the vicinity of Brighton Canyon and east of Little Box Elder Creek.

The transmission line route continues south parallel to Windy Ridge to mile 27 where this segment crosses into the Laramie Mountains, which it traverses for approximately 15 miles, to mile 42.0. This segment continues south, running parallel to the Old Fort Fetterman Road, which is approximately 4 miles to the east. The proposed 230kV line continues south to the vicinity of the confluence of Sheep Creek and Mule Creek.

At mile 54.0 near Twenty-two Mile Draw, the line turns southwest for about 12.9 miles before turning westward, and then crossing from Albany County into Carbon County at mile 71.1. From the county line the route continues westward across Greasewood Flats crossing SR 487 at mile 76.5. It then proceeds west, south of the Freezeout Mountain and north of the Medicine Bow River to the proposed Aeolus Substation.

Segment 1W (a), (b), and (c)

The proposed 230kV (Line 1W(a)) and 500kV (Line 1W(b)) lines begin at the Windstar Substation. They will be separated from each other by 1,500 feet and the 500kV line will be located to the west of the proposed 230kV. The proposed lines proceed parallel to and separated by 1,500 feet from the existing Dave Johnston – Difficulty 230kV transmission line, Segment 1W(c), for approximately 72.1 miles to the proposed Aeolus Substation in Natrona County (Figure 3.2-13).

Segment 1W(c) is involves reconductoring of the existing Dave Johnston – Difficulty 230kV transmission line and replacement of up to ten percent of the structures. The line leaves the existing Dave Johnston Substation and proceeds south and west to the vicinity of the Aeolus Substation, a distance of approximately 70.6 miles. Upon reaching the Aeolus Substation, the 230kV line will be looped in and back out of the Aeolus substation continuing as it now exists on to the next substation.

From the vicinity of the Windstar and Dave Johnston Substations the two new lines and the existing line to be reconductored proceed southwest across the North Platte River, the Burlington Northern and Chicago and Northwestern railroads, and U.S. Routes 20/26/87 and 25, and then continue for another 16 miles to the vicinity of Barner Mountain. At this location, the lines turn more southerly across the west side of this mountain crossing into Natrona County at mile 22.

After crossing the Natrona/Converse County line at mile 39.6, the lines proceed parallel to the existing 230kV line across the West Fork of Duck Creek and over the Deer Creek Range. The lines then proceed generally south passing east of Bates Creek Reservoir before crossing SR 487. The proposed lines will parallel the west side of SR 487 for about 14 miles to mile 59.5 where the lines turn southwest and proceed along the northwest side of the Freezeout Mountains before terminating at the proposed Aeolus Substation at mile 72.1 (mile 70.6 for the Dave Johnson – Difficulty line).

3.2.1.2 Segment 2 – Aeolus to Creston

Segment 2 consists of one double-circuit transmission [6]line between the Aeolus Substation and the Creston Substation near Wamsutter, Wyoming. The line will be constructed with double-circuit 500kV architecture but will be energized at 230kV on one side and 500kV on the other. Segment 2 will generally use 500kV double-circuit lattice towers between 160 and 190 feet tall (Figure 3.2-23). This segment generally follows a proposed WWE Corridor. Figure 3.2-4 is a map of the Segment 2 route between the Aeolus and Creston Substations. Figure 3.2-13 shows the Aeolus Substation and modifications.

An optical ground wire (OPGW) regen site will be installed approximately mid-way along Segment 2 (see Table 3.2-2 and Figure 3.2-24).

Aeolus Substation

The planned Aeolus Substation site is located in Natrona County approximately 10 miles west of Medicine Bow, Wyoming. Figure 3.2-13 shows the proposed Aeolus Substation modifications. The Aeolus Substation will be expanded to electrically terminate the two new 230kV lines, the reconductored Dave Johnston – Difficulty 230kV line, and one 500kV line from the Windstar Substation (Segments 1E and 1W) and the two new transmission lines that will extend west to the Creston and Bridger Substations (Segment 2). One of the new westerly lines to Creston and Bridger will be energized at 230kV and the other line will be energized at 500kV. The addition of these new facilities will increase the size of the Aeolus Substation fenced area by about 120 acres.

500kV and 230kV circuit breakers, high voltage switches, bus supports, transmission line termination structures and other equipment will be installed for each transmission line. The 500kV transmission line

[6] A double-circuit 500kV transmission line is composed of six electrical phases (two independent circuits of three phases each) and two lightning protection shield wires. One of the lighting protection shield wires is a steel overhead ground wire (OHGW), and the other is an (OPGW). The OPGW contains glass fibers used for communication along the fiber path for data transfer between the Companies' facilities. The data transferred is required for system control and monitoring.

termination structures are approximately 125-135 feet tall. Additional equipment including 500/230kV transformers and 500kV shunt reactors (which resemble a transformer in appearance) will be installed. The control house will be expanded and/or a new control house added to accommodate the necessary system communications and control equipment. The existing access road will be used to reach the site.

Segment 2 Transmission Line Route Description

The proposed 94-mile long 500kV/230kVdouble-circuit line will exit the planned Aeolus Substation directly west crossing County Route 121 and the Medicine Bow River paralleling the north side of a proposed wind farm. About 4.3 miles west of the substation, this route turns south following the western boundary of the wind farm for about 8.1 miles to the north side of US 30/287 about 3.5 miles east of community of Elmo, Wyoming.

On the south side of US 30/287, the route turns southwest and generally parallels the highway for about 21.2 miles, crossing SR 72, Sand Hills, and Dana Ridge. Approximately 3.0 miles northeast of US 80, the proposed 230kV/500kV line route angles west across US 30/287 (mile 32.5). The route continues for 9.7 miles before crossing US 80 about 6.6 miles east of the community of Sinclair.

Proceeding west, the proposed route passes south of Graniteville Dome and the State Penitentiary and north of Jefferson Flats before crossing SR 71 about 2.4 miles south of Rawlins. Just west of SR 71, the route traverses Coal Creek and Coal Mine Ridge south and parallel to an existing 230kV line. The route continues at varying distances from the existing line to the proposed Creston Substation. In this last 40-mile segment, the route crosses Hogback Ridge, Red Rim, and SR 789 before reaching the proposed Creston Substation south of Wamsutter. The proposed 230kV circuit will enter and exit this proposed substation and the 500kV circuit will bypass the substation on double-circuit steel lattice structures.

3.2.1.3 Segment 3 – Creston to Bridger

A -mile-long, double-circuit 230/500kV line is proposed from the proposed Creston Substation south of Wamsutter, Wyoming, to the proposed Bridger Substation near the Jim Bridger Power Plant. Figure 3.2-5 is a map for Segment 3. The line will be designed and constructed to double-circuit 500kV standards and will be energized at 230kV on one side and 500kV on the other. Segment 3 will use 500kV double-circuit lattice steel towers between 160 and 190 feet tall (Figure 3.2-23). Figure 3.2-14 shows the Creston Substation general arrangement plan.

Creston Substation

The proposed Creston Substation will be located approximately 4 miles south of Wamsutter, Wyoming. The new Gateway West 230kV transmission lines from Aeolus Substation and to the Jim Bridger Substation (Segments 2 and 3) will be terminated within the new substation fenced area. Line terminals for additional 230kV line bays will be added to terminate additional 230kV lines as required to serve PacifiCorp's electrical load in the Creston area. Approximately 13 acres will be developed within the fenced area of the Creston Substation site to accommodate the required line terminations and associated equipment.

230kV circuit breakers, high voltage switches, bus supports, and transmission line termination structures will be installed for each transmission line. The 230kV transmission line termination structures are approximately 70 feet tall. A control house will be constructed within the fenced area to accommodate the necessary system communications and control equipment. A new gravel access road will be constructed to the site from the existing road.

Segment 3 Transmission Line Route Description

This 55-mile long segment begins at the Creston Substation and proceeds west for 17 miles, at which point it turns northwest and crosses US 80 at mile 19.1. This 17-mile segment parallels US 80 approximately 2 to 3 miles to the south and then to the north of the Delaney Rim.

Once north of US 80, the route for the proposed transmission line stays north of this highway until it reaches the east side of the Jim Bridger Power Plant access road. In this segment, oil and gas pipelines and wells are significant routing considerations. About one-half mile east of the plant access road, this route angles to the north and then northwest on the east side of Deadman Wash. Approximately 2.5 miles north of the turn, the 230kV circuit will leave the 500kV line and continue for about 3.5 miles into the northeast corner of the existing Jim Bridger Substation. Just north of the power plant the route of the 500kV circuit turns west and proceeds for about 2.6 miles before entering the proposed new Bridger Substation.

3.2.1.4 Segment 4 – Bridger to Populus

One double-circuit 500kV line is proposed between the Bridger Substation and the Populus Substation near Interstate 15 in southern Bannock County. This segment generally follows an existing transmission line corridor. The line will be constructed to double-circuit 500kV design standards and both circuits will be energized at 500kV. Segment 4 will use 500kV double-circuit lattice steel towers between 160 and 190 feet tall (Figure 3.2-23). Figure 3.2-6 shows the proposed route for Segment 4. Figure 3.2-15 shows the Bridger Substation modifications.

At three locations spaced approximately equidistant along the route, OPGW regen sites will be installed (see Table 3.2-2 and Figure 3.2-24).

Jim Bridger Substation and Bridger 500kV Substation

The Jim Bridger Substation is an existing 345kV/230kV substation located near the Jim Bridger Power Plant and the Black Butte Coal mining operations, approximately 30 miles east of Rock Springs, Wyoming. The new 230kV transmission line from Creston Substation (Segment 3) will terminate at the Jim Bridger Substation in the 230kV yard, which will be expanded to accommodate the new 230kV transmission line facilities. The proposed Bridger 500kV Substation will consist of a new 500kV yard constructed southeast of the power plant and will occupy a fenced area of about 150 acres. Equipment to be installed within the fenced areas at these two locations will include 500kV, 345kV and 230kV circuit breaker bays and associated equipment, bus supports, high voltage switches, transmission line termination structures, 500/345kV transformers, a 345kV phase shifting transformer, 500kV reactors, 500kV series capacitors, 345/230kV transformers, and a new control building to house the communications and control equipment.

The new 500kV line from Creston (Segment 3) and the two new 500kV lines from Populus Substation (Segment 4) will connect into the new 500kV substation yard. The existing 345kV and new 500kV yards

will be interconnected via the new 500/345kV transformers and a four-mile interconnecting 345kVtransmission line[7] between the two yards.

To access the new 500kV yard, an existing dirt road about a mile long will be improved with construction of an all-weather surface.

Segment 4 Transmission Line Route Description

The proposed double-circuit 500kV segment is approximately 203.6 miles long, extending from the proposed new 500kV Bridger Substation southeast of the Jim Bridger Power Plant and partially along the existing 345kV corridor in Sweetwater County, Wyoming, to the new Populus Substation west of the community of Downey in Bannock County, Idaho. The proposed line will exit the proposed new substation to the west and continue parallel to the south side of the existing 345kV corridor for about 41.0 miles. In this 41.0 mile segment, the proposed route crosses North Baxter Basin, Killpecker Creek, and US 191. The route continues west for approximately 15 miles to mile 43.1, where the proposed 500kV route turns southwest around the southern extent of the Seedskadee National Wildlife Refuge (NWR). On the east side of the Green River, the proposed route angles to the northwest to rejoin the existing 345kV corridor at mile 54, about 0.3 miles east of SR 312.

The alignment from SR 312 follows south of the existing 345kV corridor crossing Oyster Ridge at mile 96.2 and proceeds to the vicinity of Westfall Hollow where the proposed double-circuit 500kV line crosses to the north side of the 345kV corridor at mile 100.7. From that point , it passes just south of the Kemmerer Reservoir dam at mile 106.5 and turns north at mile 107.7 to avoid high quality Oregon Trail segments and a BLM designated Special Management Area. The alignment between mile 107.7 and Dempsey Basin (mile 114) was established to avoid historic trail segments and a planned reservoir expansion and to minimize crossing of unstable soils. From Dempsey Basin the proposed route crosses north of Coke Mountain (mile 119), proceeds across Sublette Flat (miles 112-126) and north of Rocky Point. Continuing west the proposed route crosses the Bear River and its valley about 2 miles north of Cokeville and rejoins the existing 345kV corridor at mile 131.7 , crossing Boundary Ridge and proceeding from Lincoln County, Wyoming into Bear Lake County, Idaho at mile 133.0. From the county line, the route of the proposed line parallels the route on the east side of the existing 345kV corridor across Bear River to mile 137.2. The proposed route then continues west to cross US 30 about 2.8 miles south of the community of Montpelier.

The proposed route remains parallel and offset about 1,500 feet northeast of the existing 345kV corridor crossing Bear Lake Valley, Bear River, and US 89 before proceeding to the eastern boundary of the Cache National Forest at mile 160. The proposed route crosses about 9.7 miles of the National Forest on a new ROW north of the two existing 345kV lines, rejoining the existing corridor on the west side of SR 34 crossing Mound Valley and the Bear River again.

At mile 173, the proposed route leaves the existing 345kV corridor and proceeds west passing along the north side of Dry Hollow Mountain and angling northwest toward the community of Downey. About 2

[7] The 4 mile interconnecting 345kV transmission line between the new Bridger 500kV Substation yard and the existing Bridger Substation 345kV yards is required to electrically connect the two substations. The interconnecting line will be built in the vicinity of the Jim Bridger Power Plant and will serve as a local electrical "bus" between the two substation yards. The structure types to be used for this short interconnecting 345kV line will be determined during final design and will be either single-circuit steel lattice tower types or H Frame weathering steel similar in appearance to the single-circuit 230kV and 500kV structures proposed for other Gateway West line segments, sized to accommodate a 345kV circuit.

miles south of Downey, the proposed route crosses US 91 and the Marsh Valley. It then continues northwest to the Populus Substation located about 1.3 miles west of Downey

3.2.1.5 Segment 5 – Populus to Borah

One single-circuit 500kV line is proposed between the Populus Substation and the existing Borah Substation in Power County. This line will be constructed to 500kV design standards utilizing 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23) and will be energized at 500kV. Figure 3.2-7 shows the proposed route for Segment 5. Figure 3.2-16 shows the Populus Substation modifications.

Populus Substation

The planned Populus Substation, located near the town of Downey, Idaho, will be expanded by about 60 acres to accommodate the addition of the Gateway 500kV transmission lines. Figure 3.2-16 shows the proposed Populus Substation modifications. A new 500kV yard will be constructed in the expansion area and interconnected to the then existing 345kV station equipment through a new 500/345kV transformer bank. 500kV transmission line bays will be installed for connection to the transformer bank and the termination of the four 500kV line positions for lines to Bridger (Segment 4) Substation, Borah Substation (Segment 5), and Cedar Hill Substation (Segment 7).

Each of the transformer and line bays will contain high voltage circuit breakers and switches, bus supports, and control equipment. A new 500/345kV transformer bank, 500kV reactors, and 500kV series capacitors will be installed within the fenced area. Transmission line termination structures, approximately 125-135 feet tall, will be installed to physically terminate the 500kV conductors. A new control building will be constructed to house the 500kV communications and control equipment. The existing access road will be used to reach the site.

Segment 5 Transmission Line Route Description

The proposed single-circuit 500kV segment is approximately 53 miles long. This first part of Segment 5 crosses US 15 about 1.6 miles northwest of the Populus Substation. At mile 14.7, the proposed route turns west crossing the existing 345kV corridor and then the Bannock County/Power County line. The route continues west parallel to the proposed Populus-Cedar Hill line (Segment 7) crossing Arbon Valley and the Deep Creek Mountains south of the Fort Hall Reservation. At the west side of these mountains, the proposed route turns northerly between the Deep Creek Mountains and SR 37. At mile 47.5, the proposed route turns north and then west crossing Interstate-84 (I-84), SR 37 and US 30 before crossing the Snake River and entering the Borah Substation.

3.2.1.6 Segment 6 – Borah to Midpoint

In Segment 6, from the existing Borah Substation to the existing Midpoint Substation located approximately 9 miles south of Shoshone, Idaho, the voltage will be increased to 500kV on the existing Midpoint to Kinport 345kV transmission line. The line will be routed into the proposed 500kV yard at Borah Substation. The remaining line from Borah to Kinpoint will be terminated in the existing 345kV yard at the Borah Substation and will remain in operation at 345kV. The structures utilized for the reroutes on each end of this line segment will be 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23). This existing line is in a proposed WWE Corridor. Figure 3.2-8 shows the locations of the Borah and Midpoint Substations. Figure 3.2-17 shows the Borah Substation and modifications.

Approximately mid-way along the route, a regen site will be installed (see Table 3.2-2 and Figure 3.2-24.

Borah Substation

The existing Borah Substation is located near American Falls, Idaho. Expansion of the existing substation will require expansion of the fenced area by approximately 35 acres to accommodate the new 500kV facilities. The existing Midpoint to Kinport 345kV line, which currently bypasses the Borah Substation, will be reconnected into an existing 345kV line bay at Borah Substation and the remaining line segment to Midpoint Substation (Segment 6 – Uprated to 500kV) and the 500kV line from Populus Substation (Segment 5) will terminate in the new expansion area. The new 500kV facilities will be connected to the existing station by the addition of a 1000MVA 500/345kV transformer bank.

Each of the transformer and line bays will contain high voltage circuit breakers and switches, bus supports, and control equipment. The new 500/345kV transformer bank, 500kV reactors, and 500kV series capacitors will be installed within the fenced area. Transmission line termination structures, approximately 125 to 135 feet tall, will be installed to physically terminate the 500kV conductors. The existing control building will be enlarged and/or a new control building will be added to house the new 500kV communications and control equipment. The existing access road will be used to reach the site.

Segment 6 Transmission Line Route Description

The line segment between the Borah and Midpoint Substations, Segment 6, is composed of a portion of the existing Midpoint to Kinport 345kV line. When originally constructed, the line segment between Borah and Midpoint was constructed to 500kV design standards and so no new transmission line construction will be required along Segment 6 to upgrade this line segment to 500kV, except in the vicinity of the Borah and Midpoint Substations. At the Borah and Midpoint Substations, the line will be rerouted and re-terminated from the existing 345kV line bays into the new 500kV line bays at each substation. Several new structures and conductor will be needed at Midpoint Substation to reroute the existing 345kV line from its termination on the north side of the existing station to the proposed 500kV yard expansion on the south side. Several new structures and conductor will also be needed at Borah Substation to reroute the line from the northeast side of the existing station to the proposed 500-kV yard addition on the south side. A new structure will be needed to route the remaining 345kV line from Kinport into the existing 345kV yard on the east side. The line between Borah and Midpoint will then be re-energized from 345kV to 500kV.

3.2.1.7 Segment 7 – Populus to Cedar Hill

One 500kV transmission line is proposed between the Populus Substation and the proposed Cedar Hill Substation near the county line between Cassia and Twin Falls Counties in Idaho. The line will be constructed to 500kV design standards utilizing 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23) and will be energized at 500kV. The Populus Substation is described under Segment 5. Figure 3.2-8 shows the proposed route for Segment 7. At two locations spaced approximately equidistant along the route, OPGW regen sites will-be installed (see Table 3.2-2 and Figure 3.2-24).

Segment 7 Transmission Line Route Description

This segment is approximately 117 miles long. From the expanded Populus Substation, the route proceeds about 12.7 miles along the east side of the existing 345kV lines before turning west and crossing these existing lines south of Cedar Mountain. The proposed route generally parallels the south side of the

existing 345kV corridor around Hawkins Reservoir before turning west and leaving the existing transmission corridor and passing along the south side of Bradley Mountain.

Next, the route continues west across the Arbon Valley and the Deep Creek Mountains before crossing SR 37 less than 1 mile south of Rockland at mile 40.7. At mile 47.6, it crosses into Cassia County before crossing the north side of the Sublette Range. This route then proceeds across the Raft River Valley, where it turns southwest along the western toe of the Albion Mountains before angling west for about 22 miles. Between mile 73 and 88 the route crosses steep terrain north of the Sawtooth National Forest before crossing irrigated cropland between miles 88 and 107.

3.2.1.8 Segment 8 – Midpoint to Hemingway

One 500kV transmission line is proposed between the Midpoint Substation and the Hemingway Substation, located approximately 40 miles southwest of Boise, Idaho. The line will be constructed to 500kV design standards utilizing 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23) and will be energized at 500kV. Figure 3.2-9 shows the proposed Segment 8 route between Midpoint and Hemingway. Figure 3.2-19 shows the Midpoint Substation and modifications. Figure 3.2-20 shows the Hemingway Substation and modifications.

At two locations approximately equidistant along the route, regen sites will be installed (see Table 3.2-2 and Figure 3.2-24).

Midpoint Substation

The existing Midpoint Substation is approximately 9 miles south of Shoshone, Idaho on Highway 93. The Midpoint Substation will be expanded on the southwest side to accommodate the new Gateway West 500kV lines. The three 500kV transmission lines from Hemingway Substation (Segment 8), Cedar Hill Substation (Segment 10), and Borah Substation (Segment 6) will terminate in the expansion area.

The addition of the 500kV line termination structures, line bays, and bus work will require an additional 40 acres to be graded and fenced at the Midpoint Substation site.

Each of the transmission line bays will contain high voltage circuit breakers and switches, bus supports, and control equipment. New 500kV reactors and 500kV series capacitors will be installed within the fenced area. Transmission line termination structures, approximately 125 to135 feet tall, will be installed to physically terminate the 500kV conductors. The existing control building will be enlarged and/or a new control building will be added to house the 500kV communications and control equipment for the new Gateway 500kV transmission lines. The existing access road will be used to reach the site.

Segment 8 Transmission Line Route Description

The 131-mile long Midpoint-Hemingway route proceeds west-northwest, passing just north of the juncture of the Jerome, Lincoln, and Gooding County lines near mile 9. This route continues in the same direction, passing between Gooding and Wendell and south of the Gooding Municipal Airport before crossing the Malad River at mile 9.3. The route passes along the north and east sides of US 80 N, then US 80/84 for about 12 miles. South of Pioneer Reservoir, the route angles northwest crossing the Gooding County/Elmore County line at mile 36.1. The proposed single-circuit 500kV line then continues 5 miles along the existing route of the 230kV line, passing about 4.5 miles east of Mountain Home on the east side of US 80/84. It crosses US 20 at mile 67.5, turns west, crossing PacifiCorps existing 500kV line at mile 88.9 and the Elmore-Ada county line at mile 90.2. East of the Union Pacific Railroad it turns northwest along another existing transmission line for about 6 miles, where at mile 102 it turns west

across the railroad along the north side of Kuna Butte before turning generally southwest passing south of Power Butte and McElroy Butte and north of the community of Melba. At mile 125.1 it crosses SR 45 and the Snake River before entering the expanded Hemingway Substation at mile 131

Hemingway Substation

The planned Hemingway Substation is located approximately 10 miles southwest of Melba just off of Highway 78 near Wilson Creek Cemetery.

The Hemingway Substation has sufficient space planned within the existing fenced area to accommodate the two new 500kV transmission line bays for Gateway West.

Two 500kV transmission line bays will be added to the Hemingway Substation; one for the 500kV line from the Midpoint Substation (Segment 8) and one for the 500kV line from the Cedar Hill Substation (Segment 9).

Each of the transmission line bays will contain high voltage circuit breakers and switches, bus supports, and control equipment. New 500kV reactors and 500kV series capacitors will be installed within the fenced area. Transmission line termination structures, approximately 125-135 feet tall, will be installed to physically terminate the 500kV conductors. The 500kV communications and control equipment for the new Gateway 500kV transmission lines will be housed within the existing control building. The existing access road will be used to reach the site.

3.2.1.9 Segment 9 – Cedar Hill to Hemingway

One 500kV transmission line is proposed between the proposed Cedar Hill and planned Hemingway Substations. The line will be constructed to 500kV design standards utilizing 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23) and will be energized at 500kV. Figure 3.2-10 provides details on the transmission line route between the Cedar Hill and Hemingway Substations. Figure 3.2-18 shows the new Cedar Hill Substation facilities.

At two locations approximately equidistant along the route, OPGW regen sites will be installed (see Table 3.2-2 and Figure 3.2-24).

Cedar Hill Substation

The proposed Cedar Hill Substation will be located approximately 20 miles southeast of Twin Falls, Idaho. The Cedar Hill Substation will be the interconnection point for three new Gateway 500kV transmission lines. The three lines include the 500kV line from the Populus Substation (Segment 7), the 500kV line from the Hemingway Substation (Segment 9), and the 500kV line from the Midpoint Substation (Segment 10).

Approximately 45 acres will be developed and fenced. Each of the transmission line bays will contain high voltage circuit breakers and switches, bus supports, and control equipment. New 500kV reactors and 500kV series capacitors will be installed within the fenced area. Transmission line termination structures, approximately 125 to 135 feet tall, will be installed to terminate the 500kV conductors. A new control building will be constructed to house the 500kV communications and control equipment for the new Gateway 500kV transmission lines.

Approximately 1,000 feet of new access road will be required between the existing county line road and the substation.

Segment 9 Transmission Line Route Description

The proposed route for the single-circuit 500kV line proceeds generally west adjacent to agricultural land. The route continues west about 2.2 miles south of Twin Falls military reservation, crosses US 93 at mile 17.5. The route then turns northwest to parallel the east side of Salmon Falls Creek for about 13.4 miles before turning more westward and crossing this creek. Approximately 5.2 miles west of Salmon Falls Creek, the route crosses into Owyhee County.

Traversing Owyhee County for about 20 miles, the route parallels the Blue Ridge and into Elmore County at mile 67.4. In Elmore County the line continues northwest east of Saylor Creek Air Force Range. Upon crossing back into Owyhee County at mile 77.6, the route turns due west and then southwest staying north of the northern boundary of Saylor Creek Air Force Range and east of Bruneau Dunes State Park. From this point the transmission line turns due south around the park and then proceeds generally southwest across the Bruneau River and Bruneau Valley.

On the west side of this valley the route turns northwest, crosses SR 51, and then continues northwesterly on the southwest side of the Snake River and SR 78. At mile 136.1 this route crosses SR 78 and stays east of this highway for about 7.5 miles before crossing again to the west side of this highway and traversing a 6.5 mile segment of the Snake River Birds of Prey National Conservation Area and then entering the expanded Hemingway Substation at mile158.

3.2.1.10 Segment 10 – Midpoint to Cedar Hill

One 500kV transmission line is proposed between the Midpoint and Cedar Hill Substations. The line will be constructed to 500kV design standards utilizing 500kV single-circuit lattice steel towers between 145 and 180 feet tall (Figure 3.2-23) and will be energized at 500kV. Figure 3.2-11 shows the proposed Segment 10 route between Midpoint and Cedar Hill. The Midpoint Substation is described under the Segment 8 description and the Cedar Hill Substation is described under the Segment 9 description.

Segment 10 Transmission Line Route Description

The 33-mile long route of the proposed Midpoint-Cedar Hill single-circuit 500kV carried on steel lattice structures exits the Midpoint Substation in a southeast direction for approximately 10.1 miles. At mile 11.1, the route turns south crossing the north side main canal, and angles southeast again before turning south again at mile 15.9. The route continues south across Goose Lake west of the community of Eden and then crosses I-84, the Snake River, the Jerome County/Twin Falls County line, and US 30 before entering the proposed Cedar Hill Substation at mile 33.

3.2.2 Transmission Structures

3.2.2.1 Transmission Line Support Structures

The proposed transmission line circuits will typically be supported by three types of structures: steel H-frame 230kV structures, and self-supporting single- and double-circuit 500kV steel lattice towers. Figures 3.2-21 through 3.2-23 illustrate the typical tangent tower configurations, which will be the predominant tower types used for the Project. The two proposed 230kV single-circuit lines between Windstar and Aeolus (Segments 1E and 1W(a)) will use steel H-frame structures. The structures that will be replaced when reconductoring the existing 230kV line between Dave Johnston and Aeolus (Segment 1W(c)) will also use steel H-frame structures. All other transmission lines will be supported by 500kV single- and double-circuit steel lattice structures. The 230kV and 500kV circuits between Aeolus and Bridger will be supported by 500kV double-circuit steel lattice structures.

The 230kV steel H-frames will utilize self weathering steel poles. Weathering steel is manufactured from a group of steel alloys that were developed to eliminate the need for painting. This type of steel alloy forms a stable rust-like appearance if exposed to the weather for several years (see also Section 5.2 Structure Finish and Surface Treatment). The average distance between H-frame structures will be approximately 700 feet. Lattice steel towers will be fabricated with galvanized steel members treated to produce a dulled galvanized finish. The average distance between 500kV towers will be 1,200 to 1,300 feet. Structure heights will vary depending on terrain and the requirement to maintain minimum conductor clearances from ground. Typically, the 230kV single-circuit H-frame structures will have pole lengths ranging between 70 and 100 feet. Embedment depths are typically 10 percent of the pole length plus 2 feet, in the case of this Project, ranging from 9 to 12 feet. The structure heights above ground vary from 60 to 90 feet. The 500kV single-circuit towers will vary in height from 145 to 180 feet and the double-circuit towers will vary in height from 160 to 190 feet. Table 3.2-3, describes the number and type of structures by segments, typical height, typical distances between structures and temporary and permanent disturbance areas by structure.

At certain points along a line segment, it may be desirable to install a transposition structure. A transposition structure is used to "transpose" each of the three phases in the transmission circuit so that each phase occupies the same physical position on the structure for approximately equal distances along the line segment between substations. The need to install a transposition structure in a particular line segment is dependent on the electrical characteristics and length of the line and the need to balance the electrical impedance of the transmission line between substations. Typically, for line segments less than 50 miles long, transpositions will be accommodated at the substation locations. For line segments over 50 miles, there will be two transpositions installed at intermediate points along the segment. The need for transposition structures in a particular line segment will be determined during final design. The transposition structures will have the same access and ground disturbance requirements as a tangent structure (typical structure in a straight line of structures), and will be similar in appearance.

3.2.2.2 Tower and Conductor Clearances

Conductor phase to phase and phase to ground clearance parameters are determined in accordance with the National Electrical Safety Code (NESC), ANSI C2, produced by the American National Standards Institute (ANSI). This code provides for minimum distances between the conductors and ground, crossing points of other lines and the transmission support structure, and other conductors, and minimum working clearances for personnel during energized operation and maintenance activities (IEEE 2007). Typically, the clearance of conductors above ground or vegetation is 35 feet for 500kV, and 28 feet for 230kV. During detailed design, clearances may be increased to account for special situations that may arise in site specific locations.

3.2.2.3 Structure Foundations

The 500kV single- and double-circuit lattice steel structures each require four foundations with one on each of the four corners of the lattice towers. The foundation diameter and depth will be determined during final design and are dependent on the type of soil or rock present at each specific site. Typically, the foundations for the single-circuit tangent lattice towers will be composed of steel-reinforced concrete drilled piers with a typical diameter of 4 feet and a depth of approximately 15 feet. For the double-circuit tangent lattice towers, typical foundation dimensions will be 6 feet in diameter and 20 feet in depth. Typical foundation diameters and depths for the single- and double-circuit structure families are shown in Table 3.2-5.

The 230kV single-circuit H-frame structures are directly embedded into the ground and do not require concrete foundations. The embedment depth is typically 10% of the pole length plus two feet expected to be between 9 and 12 feet based on the structure heights proposed for the Project. The diameter of the

hole excavated for embedment is typically the pole diameter plus 18 inches. When a pole is placed in a hole, native or select backfill will be used to fill the voids around the perimeter of the hole

3.2.2.4 Transmission Line Hardware

Conductors

The proposed conductor for the 500kV lines is 1949.6kcmil 42/7 ACSR/TWD, "Athabaska/TW". Each phase of a 500kV three-phase circuit[8] will be composed of three subconductors in a triple bundle configuration. The individual 1,949.6 kcmil[9] conductors will be bundled in a triangular configuration with spacing of 18 and 24 inches between subconductors. The triple-bundled configuration is proposed to provide adequate current carrying capacity and to provide for a reduction in audible noise and radio interference as compared to a single large-diameter conductor. Each 500kV subconductor will have a 42/7 aluminum/steel stranding[10], with an overall conductor diameter of 1.504 inches and a weight of 2.199 pounds per foot and a non-specular finish.

The proposed conductor for the new 230kV lines is 954 kcmil 54/7 ACSR "Cardinal". Each phase of a 230kV three-phase circuit will be composed of two subconductors in a double bundle configuration. The individual 954 kcmil conductors will be bundled in a vertical configuration with spacing of 18 inches. The double-bundle configuration is proposed to provide adequate current carrying capacity and to provide for a reduction in audible noise and radio interference when compared to a single large-diameter conductor. Each 230kV conductor will have 54/7 aluminum/steel stranding, with an overall conductor diameter of 1.196 inches and a weight of 1.227 pounds per foot and a non-specular finish.

The proposed conductor for reconductoring the existing Dave Johnston – Difficulty 230kV line is a single1272 kcmil ACCC. The conductor consists of aluminum strands over a composite inner core and has a non-specular finish.

Where multiple conductors are utilized in a bundle for each phase, the bundle spacing will be maintained through the use of conductor spacers at intermediate points along the conductor bundle between each structure. The spacers serve a dual purpose in that in addition to maintaining the correct bundle configuration and spacing, the spacers are also designed to damp out wind-induced vibration in the conductors. The number of spacers required in each span between towers will be determined during the final design of the transmission line.

Insulators

As shown in Figure 3.2-21, insulator assemblies for 230kV H-frame tangent structures will consist of one insulator string hung vertically from the cross arm in the form of an "I". As shown in Figures 3.2-22 and 3.2-23, insulator assemblies for 500kV tangent structures will consist of two strings of insulators normally in the form of a "V." These strings are used to suspend each conductor bundle (phase) from the structure, maintaining the appropriate electrical clearance between the conductors, the ground, and the

[8] For transmission lines, a circuit consists of three phases. A phase may consist of one conductor or multiple conductors (i.e. subconductors) bundled together.

[9] Kcmil (1000 cmils) is a quantity of measure for the size of a conductor; kcmil wire size is the equivalent cross-sectional area in thousands of circular mils. A circular mil (cmil) is the area of a circle with a diameter of one thousandth (0.001) of an inch.

[10] Aluminum/steel refers to the conductor material composition. The preceding numbers indicate the number of strands of each material type present in the conductor (i.e., 42/7 aluminum/steel stranding has 42 aluminum strands wound around 7 steel strands). The proposed conductor is 1949.6kcmil 42/7 ACSR/TWD, "Athabaska/TW".

structure. The V-shaped configuration of the 500kV insulators also restrains the conductor so that it will not swing into the structure in high winds. Dead-end insulator assemblies for both 230 and 500kV will use an I-shaped configuration, which consists of insulators hung from either a tower dead-end arm or a dead-end pole in the form of an "I". Insulators will be composed of grey porcelain or green tinted toughened glass.

Overhead Shield Wires

Each structure will have two lightning protection shield wires installed on the peaks of each of the 500kV single- or double-circuit lattice steel structures. On the 230kV H-frame structures these lightning protection shield wires will be installed near the top of each pole. On the 500kV lines, one of the shield wires will be composed of extra high strength (EHS) steel wire with a diameter of 0.495 inches and a weight of 0.517 pounds per foot. The second shield wire will be an OPGW constructed of aluminum and steel which carries 48 glass fibers within its core. The OPGWs will have a diameter of 0.637 inches and a weight of 0.375 pounds per foot. The glass fibers inside the OPGW shield wire will facilitate data transfer between the Companies' facilities along the fiber path. The data transferred is required for system control and monitoring. On the 230kV lines, both of the shield wires will be composed of EHS steel wires with a diameter of 0.495 inches and a weight of 0.517 pounds per foot.

3.2.3 Other System Facilities

3.2.3.1 Communication Systems

Reliable and secure communications for system control and monitoring of Gateway West is very important to maintain the operational integrity of the Gateway Project and of the overall interconnected system. Primary communications for relaying and control will be provided via the OPGW that will be installed on the transmission lines. For the 500kV transmission lines, a secondary communications path will be provided for the 500kV transmission lines via the Companies' existing microwave system, which is currently installed from the Central Wyoming area near the Windstar Substation west to existing substations near Boise or utilizing power line carrier. No new microwave sites are anticipated for the Project. Updated microwave equipment may be installed at existing sites and at the substations.

Fiber Optic Regen Sites

As the data signal is passed through the optical fiber cable, the signal degrades with distance. Consequently, signal regen sites are required to amplify the signals if the distance between substations or regen sites exceeds 55 miles. As summarized in Table 3.2-2 and in the preceding line segment descriptions, a total of twelve regen sites will be required.

A regen site may be housed in substation control houses where an existing substation is on the final transmission route; otherwise, land must be obtained. Where a new site is required, the typical site will be 100 feet by 100 feet, with a fenced area of 75 feet by 75 feet. A 12-foot by 32-foot by 9-foot tall building or equipment shelter (metal or concrete) will be placed on the site, and access roads to the site and power from the local electric distribution circuits will be required. An emergency generator with a liquid petroleum gas fuel tank will be installed at the site inside the fenced area. Two diverse cable routes (aerial and/or buried) from the transmission ROW to the equipment shelter will be required. Figure 3.2-24 illustrates the plan arrangement of a typical regen site.

3.2.3.2 Substation Distribution Supply Lines

Station service power will be required at each substation or regen site. Typically, station service power is provided from a local electric distribution line, located in proximity to the substation or regen site. The voltage of the distribution supply line is typically 34.5kV or lower and carried on wood poles. For all new sites, it will be necessary to extend the electric distribution line from a take off point on the existing distribution line to the new site. The location and routing of the existing distribution lines to the new sites will be determined during the final design process. For the Gateway West Project, new distribution line extensions to provide station service power are anticipated for the Creston, Bridger 500kV, and Cedar Hill Substations. The remaining substation locations will exist at the time of the construction of the Gateway West Project and new distribution line extensions to provide station service power will not be required.

3.2.4 Induced Currents on Adjacent Facilities

AC transmission lines such as the Gateway West transmission lines have the potential to induce currents on adjacent metallic structures such as transmission lines, railroads, pipelines, fences, or structures that are parallel to, cross, or are adjacent to the transmission line. Induced currents on these facilities occur to some degree during steady-state operating conditions and during a fault condition on the powerline. For example, during a lighting strike on the line, the insulators may flash over, causing a fault condition on the line and current will flow down the structure through the grounding system (i.e. ground rod or counterpoise) and into the ground. The magnitude of the effects of the AC induced currents on adjacent facilities is highly dependent on the magnitude of the current flows in the transmission line, the proximity of the adjacent facility to the line, and the distance (length) for which the two facilities parallel one another in proximity.

The methods and equipment needed to mitigate these conditions will be determined through electrical studies of the specific situation. As standard practice and as part of the design of the Project, electrical equipment and fencing at the substation will be grounded. All fences, metal gates, pipelines, metal buildings adjacent to the ROW, etc. that cross or are within the transmission line ROW will be grounded. If applicable, grounding of metallic objects outside of the ROW may also occur, depending on the distance from the transmission line as determined through the electrical studies. These actions take care of the majority of induced current effects on metallic facilities adjacent to the line by shunting the induced currents to ground through ground rods, ground mats, and other grounding systems, thus reducing the step and touch potential that a person may experience when touching a metallic object near the line (i.e. reduce electric shock potential).

In the case of a longer parallel facility, such as a pipeline parallel to the Project over many miles, additional electrical studies will be undertaken to identify any additional mitigation measures (more than the standard grounding practices) that will need to be implemented to prevent damaging currents from flowing onto the parallel facility, and to prevent electrical shock to a person that may come in contact with the parallel facility. Some of the typical mitigation measures that could be considered for implementation, depending on the degree of mitigation needed can include (NACE International 2003):

- Fault Shields – shallow grounding conductors connected to the affected structure adjacent to overhead electrical transmission towers, poles, substations,etc. They are intended to provide localized protection to the structure and pipeline coating during a fault event from a nearby electric transmission power system.
- Lumped Grounding – localized conductor or conductors connected to the affected structure at strategic locations (e.g., at discontinuities). They are intended to protect the structure from both steady-state and fault AC conditions.

- Gradient Control Wires – a continuous and long grounding conductor or conductors installed horizontally and parallel to a structure (e.g., pipeline section) at strategic lengths and connected at regular intervals. These are intended to provide protection to the structure and pipeline coating during steady-state and fault AC conditions from nearby electric transmission power systems.
- Gradient Control Mats – typically used for aboveground components of a pipeline system, these are buried ground mats bonded to the structure, and are used to reduce electrical step and touch voltages in areas where people may come in contact with a structure subject to hazardous potentials. Permanent mats bonded to the structure may be used at valves, metallic vents, cathodic protection test stations, and other aboveground metallic and nonmetallic appurtenances where electrical contact with the affected structure is possible.In these cases there is no "standard" solution that will solve these issues every time. Instead, each case must be studied to determine the magnitude of the induced currents and the most appropriate mitigation given the ground resistivity, distance paralleled, steady-state and fault currents, and fault clearing times expected on the transmission line, and distance between the line and the pipeline, to name a few of the parameters. In the instance that the electrical studies indicate a need to install cathodic protection devices on a parallel pipeline facility, a distribution supply line interconnection may be needed to provide power to the cathodic protection equipment.

During final design of the transmission line segments, appropriate electrical studies will be conducted to identify the issues associated with paralleling other facilities, and the types of equipment that will need to be installed (if any) to mitigate the effects of the induced currents.

3.2.5 Other Electrical Hardware

In addition to the conductors, insulators, and overhead shield wires, other associated hardware will be installed on the tower as part of the insulator assembly to support the conductors and shield wires. This hardware will include clamps, shackles, links, plates, and various other pieces composed of galvanized steel and aluminum.

A grounding system will be installed at the base of each transmission structure that will consist of copper ground rods embedded into the ground in immediate proximity to the structure foundation and connected to the structure by a buried copper lead. When the resistance to ground for each transmission structure will be greater than 25 ohms with the use of ground rods, counterpoise will be installed to lower the resistance to 25 ohms or less. Counterpoise consists of a bare copper-clad or galvanized-steel cable buried a minimum of 12 inches deep, extending from structures (from one or more legs of structure) for approximately 200 feet within the ROW.

3.2.6 Other Non-Electrical Hardware

Other hardware that is not associated with the transmission of electricity may be installed as part of the Project. This hardware may include aerial marker spheres or aircraft warning lighting as required for the conductors or structures per Federal Aviation Administration (FAA) regulations.[11] Structure proximity to airports and structure height are the determinants of whether FAA regulations will apply based on an assessment of wire/tower strike risk. The Companies do not anticipate that structure lighting will be

[11] US Department of Transportation, Federal Aviation Administration, Advisory Circular AC 70/7460-1K Obstruction Marking and Lighting, August 1, 2000; and Advisory Circular AC 70/7460-2K Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace, March 1, 2000.

required because proposed structures are less than 200 feet tall and are not near airports that require structure lighting.

3.3 Land Requirements and Construction Disturbance

The Companies propose to acquire a permanent 300-foot-wide ROW for construction and operation of the double-circuit sections of the Project, a 250-foot-wide ROW for the 500kV single-circuit sections of the Project and a 125-foot-wide ROW for the 230kV single-circuit sections of the Project. The determination of these widths is based on two criteria: 1) sufficient clearance must be maintained during a high wind event when the conductors are blown towards the ROW edge, and 2) sufficient room must be provided within the ROW to perform transmission line maintenance. The second criterion is described in more detail in Section 4.1.1.1. In addition, temporary permission from land owners and land managing agencies will be required during construction for off-ROW access, staging areas, helicopter fly yards and material storage.

Table 3.3-1 provides a breakdown of ROW requirements during construction and operation by landowner type. Estimated maximum land disturbance associated with the proposed modifications by Project feature is shown in Table 3.3-2 by segment. As further details of the final Project design are engineered, the amount of land required or disturbed may change. Final land requirements will be included in the POD for federal lands and will be provided as needed for any easement transaction with state or private entities.

3.3.1 Right-of-Way Acquisition

In selecting a route for the proposed Project, the Companies identified existing transmission lines, easements, or ROWs and other utility corridors including the WWE Corridor. However, the Companies also must meet the WECC minimum separation distance between transmission lines to prevent loss of multiple circuits from a single event such as a wildfire. All segments must obtain new ROWs through a combination of ROW Grants and easements between the Companies and various federal, state, and local governments; other companies (e.g., utilities and railroads); and private landowners.

Close coordination with all property owners and land agencies during initial surveys and the construction phase of the Project is essential for successful completion of the Project. In the early stages of the Project, landowners will be contacted to obtain right of entry for surveys and for geotechnical drilling at selected locations. Each landowner along the final centerline route will be contacted to explain the Project and to secure right of entry and access to the ROW.

All negotiations with landowners will be conducted in good faith, and the Project's effect on the parcel or any other concerns the landowner may have will be addressed. ROWs for transmission line facilities on private lands will be obtained as perpetual easements. Land for substation or regen sites will be obtained in fee simple where located on private land. Every effort will be made to purchase the land and/or obtain easements on private lands through reasonable negotiations with the landowners.

Section 2.2-3 describes NERC and WECC reliability standards and capacity needs for Gateway West. In order to achieve the capacity needed to serve present and future loads within the Companies' service area, the WECC requires a minimum separation from existing transmission lines that serve substantially the same load as that served by each of the new Gateway West transmission segments. The Gateway West transmission lines must be located at least 1,500 feet from the nearest existing 230kV or higher voltage transmission lines. Land between rights-of-way that are separated to meet reliability criteria would not be encumbered in any way.

3.3.2 Land Disturbance during Construction

Estimates for construction disturbances were based on best professional judgment and experience with this type of project. Estimates were then made of disturbance areas needed for each construction activity involving structure placement, access roads, contractor and material staging areas, and new and expanded substations. Sections 3.5 and 3.6 describe typical disturbance areas for each construction activity.

3.4 Staging Areas and Access Roads

3.4.1 Staging Areas

Construction of Gateway West will begin with the establishment of staging areas. The staging areas will serve as field offices; reporting locations for workers; parking space for vehicles and equipment; and sites for material storage, fabrication assembly, concrete batch plants and stations for equipment maintenance. Staging areas will be located near each end of the transmission line ROW, and approximately every 25 miles along the route and occupy approximately 20 acres. Additionally, fly yards for helicopter operations will be located approximately every five miles along the route where helicopter construction is planned, and will occupy approximately 10 to15 acres. Staging areas and helicopter fly yards will be fenced and their gates locked. Security guards will be stationed where needed. Staging area locations will be finalized following discussion with the land-managing agency or negotiations with landowners. In some areas, the staging area may need to be scraped by a bulldozer and a temporary layer of rock laid to provide an all-weather surface. Unless otherwise directed by the landowner, the rock will be removed from the staging area upon completion of construction and the area will be restored.

Table 3.4-1, lists the frequency and estimated acreage disturbance for staging areas and helicopter fly yards by segment. In locating yards, the preference is for relatively flat areas with easy existing access to minimize site grading and new road construction. The staging areas will be located in previously disturbed sites or in areas of minimal vegetative cover where possible.

Table 3.4-1 and the detailed maps in Appendix C will be revised to show proposed locations of staging areas once they are identified during the design phase.

3.4.2 Access Roads

Construction of the new 230kV and 500kV transmission lines will require vehicle, truck, and crane access to each new structure site for construction crews, materials, and equipment. Similarly, construction of other Project components such as staging areas and substation sites will require vehicle access.

Transmission line ROW access will be a combination of new access roads, improvements to existing roads, and use of existing roads as is. New access roads or improvements to existing access roads will be constructed using a bulldozer or grader, followed by a roller to compact and smooth the ground. Front-end loaders will be used to move the soil locally or offsite. Typically, access to the transmission line ROW and tower sites requires 14-foot-wide straight sections of road and 16- to 20-foot-wide sections at corners will be required to facilitate safe movement of equipment and vehicles. Wherever possible, new access roads will be constructed within the proposed transmission line ROW, or existing roads will be used. In other cases access roads will be required between the proposed transmission line and existing roads. Erosion control and sedimentation measures such as water bars, culverts, sediment basins, or perimeter control will be installed as required to minimize erosion during and subsequent to construction of the Project.

After Project construction, existing and new permanent access roads will be used by maintenance crews and vehicles for inspection and maintenance activities. Temporary construction roads not required for

future maintenance access will be restored after Project construction is complete. For example, access roads to staging areas will not be required once the staging area is regraded and vegetated. Gates will be installed as required to restrict unauthorized vehicular access to the ROW. Roads retained for operations will be seeded with a grass mix and allowed to revegetate. For normal maintenance activities an eight foot portion of the road will be used and vehicles will drive over the vegetation. For non-routine maintenance requiring access by larger vehicles the full with of the access road may be used. Access roads will be repaired, as necessary, but not be routinely graded. Vegetation (e.g. taller shrubs and trees) that may interfere with the safe operation of equipment will be managed on a cyclical basis.

Table 3.4-2 lists the estimated miles of proposed access roads by segment. Table 3 4-2 and the detailed maps in Appendix C will be revised to show proposed locations of access roads once they are identified during the design phase.

3.5 Transmission Line Construction

The following sections detail the transmission line construction activities and procedures for Gateway West. Construction equipment and work force requirements are described in Section 3.8. Figure 3.5-1 illustrates the transmission line construction sequence. Substation construction is described in Section 3.6. Various construction activities will occur during the construction process, with several construction crews operating simultaneously at different locations. The proposed construction schedule is described in Section 3.10.

A total of 1,148 miles of transmission lines and associated support structures will be constructed along with 71 miles to be reconductored.. Of this total, 918 miles will be constructed using 500kV structures, although the segment between Aeolus and Bridger will be initially energized at 230kV[12]. Two hundred thirty miles will be constructed using 230kV steel H-frame structures.

3.5.1 Site Access and Preparation

Construction of the transmission lines will begin with clearing and grading of unpaved access roads t to allow entry to individual structure locations. Section 3.4.2 provides further details regarding the construction of access roads. After the access roads are graded, individual structure sites will be cleared to install the transmission line support structures and facilitate access for future transmission line and structure maintenance. Clearing of individual structure sites will be required to install the structures. Clearing individual structure sites will be done using a bulldozer to blade the required area. At each single-circuit 500kV structure location, an area approximately 205 feet by 300 feet will be needed for construction laydown, tower assembly, and erection at each tower site. An area of approximately 300 feet by 300 will be needed for each 500kV double-circuit tower site. An area approximately 150 feet by 125 feet will be required for 230kV structure locations. This area will provide a safe working space for placing equipment, vehicles, and materials. The work area will be cleared of vegetation only to the extent necessary. After line construction, all areas not needed for normal transmission line maintenance, including fire and personnel safety clearance areas, will be graded to blend as near as possible with the natural contours, and revegetated as required.

Additional equipment may be required if solid rock is encountered at a structure location. Rock-hauling, hammering, or blasting may be required to remove the rock. Excess rock that is too large in size or

[12] The total miles of 500kV construction includes the 4 mile interconnecting 345kV transmission line between the new Bridger 500kV Substation yard and the existing Bridger Substation 345kV yards required to electrically connect the two substations.

volume to be spread at the sites will be hauled away and disposed of at approved landfills or at a location specified by the landowner.

3.5.2 Install Structure Foundations

As described in Section 3.2.2, the transmission lines will require the construction of an estimated 3,893 500kV support structures and 1,265 230kV support structures.

Each 500kV support structure will require the installation of foundations, which are typically drilled concrete piers. First, four holes will be excavated for each structure. The holes will be drilled using truck- or track-mounted augers of various sizes depending on the diameter and depth requirements of the hole to be drilled. Table 3.2-4 provides the dimensions of each of the foundation holes required for each structure. See Section 3.2.2 for a description of each structure type and Figures 3.2-21 through 3.2-23 for structure illustrations. Each foundation will extend approximately two feet above the ground level.

Where solid rock is encountered, blasting (see Section 3.7.1), rock hauling, or the use of a rock anchoring or micro-pile system may be required. Micro-piles are high capacity, small diameter (5-inch to 12-inch) drilled and grouted in-place piles designed with steel reinforcement to primarily resist structural loading. The rock anchoring or micro-pile system will be used in areas where site access is limited or adjacent structures could be damaged as a result of blasting or rock hauling activities.

In environmentally sensitive areas with very soft soils, a HydroVac, which uses water pressure and a vacuum, may be used to excavate material into a storage tank. Alternatively, a temporary casing may be used during drilling to hold the excavation open, and then the casing is withdrawn as the concrete is placed in the hole. In areas where it is not possible to operate large drilling equipment due to access or environmental constraints, hand digging may be required.

Reinforced-steel anchor bolt cages will be installed after excavation and prior to structure installation. These cages are designed to strengthen the structural integrity of the foundations and will be assembled at the nearest Project laydown yard and delivered to the structure site via flatbed truck or helicopter. These cages will be inserted in the holes prior to pouring concrete. The excavated holes containing the reinforcing anchor bolt cages will be filled with concrete (Table 3.2-4).

Typically, and because of the remote location of much of the transmission line route, concrete will be provided from portable batch plants set up approximately every 25 miles along the line route in one of the staging areas. Concrete will be delivered directly to the site in concrete trucks with a capacity of up to 10 cubic yards. In the more developed areas along the route and in proximity to the substations, the construction contractor may use local concrete providers to deliver concrete to the site when economically feasible. When revised, Appendix C will show the approximate location of staging areas planned for the Project.

Each 230kV H-frame will require the poles to be directly embedded in the ground. Holes will be drilled in the ground using a truck- or track-mounted auger. The diameter of the hole excavated for embedment is typically the pole diameter plus 18 inches. The depth is typically 10 percent of the pole length plus two feet, in the case of this Project, between 9 and 12 feet. When the pole is placed in the hole, native or select backfill will be used to fill the voids around the perimeter of the hole. When backfill is required to be imported, material will be obtained from commercial sources or from areas free of noxious weed species. See Section 3.2.2 for a description an H-frame structure and Figures 3.2-2 for an illustration. Similarly, where solid rock is encountered blasting (see Section 3.7.1) may be required.

3.5.3 Erect Support Structures

500kV Lattice steel support structures will be assembled on site, except where helicopter delivery is employed, as described in Section 3.7.2. Steel members for each structure will be delivered to the site by flatbed truck. Assembly will be facilitated on site by a truck-mounted crane. Subsequent to assembly, the structures will be lifted onto foundations using a large crane designed for erecting towers. The crane will move along the ROW from structure to structure site erecting the towers.

230kV H-frame support structures will be framed on site. Two methods of assembly can be used to accomplish this, the first of which is to assemble the poles, braces, cross arms, hardware, and insulators on the ground. A crane is then used to set the fully framed structure by placing the poles in the excavated holes. Alternatively, aerial framing can be used by setting the poles in the ground first and assembling the braces, cross arms, hardware, and insulators in the air. The crane will move along the ROW from structure to structure site setting the structures.

3.5.4 String Conductors, Shield Wire, and Fiber Optic Ground Wire

Conductor, shield wire, and fiber optic ground wire will be placed on the transmission line support structures by a process called stringing. The first step to wire stringing will be to install insulators (if not already installed on the structures during ground assembly) and stringing sheaves. Stringing sheaves are rollers that are temporarily attached to the lower portion of the insulators at each transmission line support structure to allow conductors to be pulled along the line. Figure 3.5-2 illustrates the sequence of steps in installing conductors. Additionally, temporary clearance structures (also called guard structures) will be erected where required prior to stringing any transmission lines. The temporary clearance structures are typically vertical wood poles with cross arms and are erected at road crossings or crossings with other energized electric and communication lines to prevent contact during stringing activities. Bucket trucks may also be used to provide temporary clearance. Bucket trucks are trucks fitted with a hinged arm ending in an enclosed platform called a bucket, which can be raised to let the worker in the bucket service portions of the transmission structure as well as the insulators and conductors without climbing the structure.

Once the stringing sheaves and temporary clearance structures are in place, the initial stringing operation will commence with the pulling of a lighter weight sock line through the sheaves along the same path the transmission line will follow. Typically the sock line is pulled in via helicopter. The sock line is attached to the hard line, which follows the sock line as it is pulled through the sheaves. The hard line will then be attached to the conductor, shield wire or OPGW to pull them through the sheaves into their final location. Pulling the lines may be accomplished by attaching them to a specialized wire stringing vehicle. Following the initial stringing operation, pulling and tensioning the line will be required to achieve the correct sagging of the transmission lines between support structures.

Pulling and tensioning sites for 500kV construction will be required approximately every three miles along the ROW and will encompass approximately five acres each to accommodate required equipment. Pulling and tensioning sites for 230kV construction will be required approximately every two miles along the ROW and will encompass approximately 1.2 acres each to accommodate required equipment. Equipment at sites required for pulling and tensioning activities will include tractors and trailers with spooled reels that hold the conductors and trucks with the tensioning equipment. To the extent practicable, pulling and tensioning sites will be located within the ROW. Depending on topography, minor grading may be required at some sites to create level pads for equipment. Finally, the tension and sag of conductors and wires will be fine-tuned, stringing sheaves will be removed, and the conductors will be permanently attached to the insulators at the support structures.

At the tangent and small angle structures, the conductors will be attached to the insulators using clamps to "suspend" the conductors from the bottom of the insulators. At the larger angle dead-end structures, the conductors cannot be pulled through and so are cut and attached to the insulator assemblies at the structure "dead ending" the conductors. There are two primary methods to attach the conductor to the insulator assembly at the dead end structure. The first method, hydraulic compression fittings, uses a large press and pump that closes a metal clamp or sleeve onto the conductor. This method requires heavy equipment and is time consuming. The second method, implosive fittings, uses explosives to compress the metal together. Implosive fittings do not require heavy equipment, but do create noise similar to a loud explosion when the primer is struck. The implosive type sleeve is faster to install and results in a very secure connection between the conductor and the sleeve. Implosive sleeves are planned for the Project.

The 500kV single- and double-circuit lines use a three conductor bundle for each phase. At each single-circuit 500kV dead-end structure, 18 implosive dead-end sleeves (six per phase, one for each of the three subconductors on each of the three phases, and on each side of the structure) will be required. Additionally, 18 compression or implosive sleeves will be required to fabricate and install the jumpers that connect the conductors from one side of the dead-end structure to the other, for a total of 36 sleeves for each single-circuit dead-end structure. Each double-circuit 500kV dead-end structure would require twice as many sleeves as for the single-circuit structure because there are twice as many conductors to dead-end and jumpers to be fabricated, for a total of 72 sleeves for each double-circuit dead-end structure.

The 230kV single-circuit lines use a two conductor bundle for each phase. Each 230kV dead-end structure will require 12 implosive or compression type sleeves to dead-end the conductors and 12 sleeves to fabricate the jumpers, for a total of 24 sleeves at each dead-end structure.

3.5.5 Cleanup and Site Reclamation

Construction sites, staging areas, material storage yards, and access roads will be kept in an orderly condition throughout the construction period. Approved enclosed refuse containers will be used throughout the Project. Refuse and trash will be removed from the sites and disposed of in an approved manner. Oils or chemicals will be hauled to a disposal facility authorized to accept such materials. Open burning of construction trash will not be allowed.

Disturbed areas not required for access roads and maintenance areas around structures will be restored and revegetated, as required by the property owner or land management agency. All practical means will be made to restore the land to its original contour and to restore natural drainage patterns along the ROW.

3.6 Substation Construction

There will be substation construction activities at nine locations for the Project. A summary of the locations and major equipment to be installed at each substation is included in Section 3.2.1. The proposed Creston, Bridger and Cedar Hill Substations will be needed to electrically connect the new transmission line segments. In addition, expansion of the substation yards at Aeolus, Windstar, Populus, Borah, Midpoint, and Hemingway Substations will be required.

The appearance of the new and expanded substations will be similar to the appearance of the existing substations. The tallest structures in the substations will be the 500kV and 230kV dead-end structures, which are approximately125 to 135 feet tall (500kV) and 70 feet tall (230kV), and/or the microwave antenna tower, which will be in the range of 100 feet or more, depending on the height needed to maintain line of sight to the nearest microwave relay site. Figure 3.6-1 is a perspective sketch illustrating the appearance of a typical 500kV substation with multiple line connections. The appearance of a typical

230kV substation is similar to a 500kV substation, although the structure heights and equipment sizes are slightly smaller.

The following discussion is an overview of the types of construction activities that will take place at the substations.

3.6.1 Access Roads

Permanent all weather access roads are required at substation site locations to provide access for personnel, material deliveries, vehicles, trucks, heavy equipment, low-boy tractor trailer rigs (used for moving large transformers), and ongoing maintenance activities at the site. Substation access roads are normally well compacted, graded gravel roads approximately 20 feet in width with a minimum 110-foot turning radius to accommodate the delivery of large transformers to the site. With the exception of the Bridger, Creston, and Cedar Hill substation sites, access roads will exist at the time of Gateway West construction for all substation locations. The Bridger, Creston, and Cedar Hill Substation sites will require construction of new permanent access roads.

3.6.2 Soil Boring

Typically, soil borings will be made at three to four locations in the substation, particularly at the approximate location of large structures and equipment such as transmission line dead ends and transformers, to determine the engineering properties of the soil. Borings will be made with truck- or track-mounted equipment. The borings will be approximately 4 inches in diameter, range from 30 to 60 feet deep, and be backfilled with the excavated material upon completion of soil sampling.

3.6.3 Clearing and Grading

Clearing of all vegetation will be required for the entire substation area, including a distance of about 10 feet outside the fence. This is required for personnel safety due to grounding concerns and because of lower clearances to energized conductors within the substations as compared to transmission lines. These lower clearances are allowed, by the NESC, because the entire substation is fenced.

An insulating layer on the surface of the substation is required to protect personnel from high currents and voltages during fault conditions. Typically, vegetation is removed and a 4- to 6-inch layer of crushed rock is applied to the finished surface of the substation. Then the substation is usually treated with a soil sterilizer to prevent vegetation growth because the vegetation will degrade the insulating qualities of the crushed rock. The entire substation area will be graded essentially flat, with just enough slope to provide for runoff of precipitation. The substation will be graded to use existing drainage patterns to the extent possible. In some cases, drainage structures, such as ditches, culverts, and sumps may be required. Clearing and grading material will be disposed of in compliance with local ordinances. Material from offsite will be obtained at existing borrow or commercial sites and will be trucked to the substation using existing roads and the substation access road.

3.6.4 Grounding

A grounding system is required in each substation for detection of faults and for personnel safety. The grounding system typically consists of buried copper conductor arranged in a grid system and driven ground rods, typically 8 to 10 feet long. The ground rods and any equipment and structures are connected to the grounding conductor. The amount of conductor and length and number of ground rods required is calculated based on fault current and soil characteristics.

3.6.5 Fencing

Security fencing is installed around the entire perimeter of each new or expanded substation to protect sensitive equipment and prevent accidental contact with energized conductors by third parties. This 7-foot-high fence will be constructed of chain link with steel posts. One foot of barbed wire or other similar material is installed on top of the chain link yielding a total fence height of 8 feet. Locked gates are installed at appropriate locations for authorized vehicle and personnel access.

3.6.6 Foundation Installation

Foundations for supporting structures are of two types—spread footings or drilled piers. Spread footings are placed by excavating the foundation area, placing forms and reinforced-steel and anchor bolts, and pouring concrete into the forms. After the foundation has been poured, the forms will be removed, and the surface of the foundation dressed. Pier foundations are placed in a hole generally made by a truck-mounted auger. Reinforced-steel and anchor bolts are placed into the hole using a truck-mounted crane. The portion of the foundation above ground will be formed. The portion below ground uses the undisturbed earth of the augered hole as the form. After the foundation has been poured, the forms will be removed, the excavation will be backfilled, and the surface of the foundation dressed. Equipment foundations for circuit breakers and transformers will be slab-on-grade type. These foundations are placed by excavating the foundation area; placing forms, reinforced-steel and anchor bolts (if required), and placing concrete into the forms. After the foundations have been poured, the forms will be removed, and the surface of the foundation dressed. Where necessary, provision will be made in the design of the foundations to mitigate potential problems due to frost. Reinforced-steel and anchor bolts will be transported to each site by truck, either as a prefabricated cage or loose pieces, which will then be fabricated into cages on the site. Concrete will be hauled to the site in concrete trucks. Excavated material will be spread at the site or disposed of in accordance with local ordinances. Structures and equipment will be attached to the foundations by means of threaded anchor bolts embedded in the concrete. Some equipment such as transformers and reactors may not require anchor bolts. Table 3.2-4 provides an estimate of concrete requirements for substation construction.

3.6.7 Oil Containment

Some types of electrical equipment, such as transformers and some types of reactors and circuit breakers, are filled with an insulating mineral oil. Containment structures are required to prevent oil from this equipment from getting into the ground or water bodies in the event of a rupture or leak. These structures take many forms depending on site requirements, environmental conditions, and regulatory restrictions. The simplest type of oil containment is a pit, of a calculated capacity, under the oil filled equipment that has an oil impervious liner. The pit is filled with rock to grade level. In case of an oil leak or rupture, the oil captured in the containment pit is pumped into tanks or barrels and transported to a disposal facility. If required, more elaborate oil containment systems can be installed. This may take the form of an on- or off-site storage tank and/or oil-water separator equipment depending on site requirements.

3.6.8 Structure and Equipment Erection/Installation

Supporting steel structures are erected on concrete foundations as noted above. These are set with a truck-mounted crane and attached to the foundation anchor bolts by means of a steel base plate. These structures will be used to support the energized conductors and certain types of equipment. This equipment is lifted onto the structure by means of a truck-mounted crane and bolted to the structures; electrical connections are then made. Some equipment, such as transformers, reactors, and circuit breakers, are mounted directly to the foundations without supporting structures. These are set in place by means of a truck-mounted crane. Some of this equipment requires assembly and testing on the pad. Electrical connections to the equipment are then made.

3.6.9 Control Building Erection

One or more control buildings are required at each substation to house protective relays, control devices, battery banks for primary control power, and remote monitoring equipment. The size and construction of the building depends on individual substation requirements. Typically, the control building will be constructed of concrete block. Once the control house is erected, equipment is mounted and wired inside.

3.6.10 Conductor Installation

Two main types of high voltage conductors used in substations are tubular aluminum for rigid bus sections and/or stranded aluminum conductor for strain bus and connections to equipment. Rigid bus will be a minimum of 4 inches in diameter for this Project and will be supported on porcelain or polymer insulators on steel supports. The bus sections will be welded together and attached to special fittings for connection to equipment. Stranded aluminum conductors will be used as flexible connectors between the rigid bus and the station equipment.

3.6.11 Conduit and Control Cable Installation

Most substation equipment requires low-voltage connections to protect relaying and control circuits. These circuits allow metering, protective functions and control (both remote and local) of the power system. Connections are made from the control building to the equipment through multi-conductor control cables installed in conduits and/or pre-cast concrete cable trench system.

3.6.12 Landscaping and Construction Cleanup

The cleanup operation will be performed after construction activities are completed. All waste and scrap material will be removed from the site and deposited in local permitted landfills in accordance with local ordinances. Ruts and holes outside the substation fence due to construction activities will be regraded. Revegetation and restoration will be conducted as required. If landscaping is required by the permitting agency, drought-tolerant plant materials will be used for landscaping. A permanent access road will be constructed to the new substation.

3.6.13 Storage and Staging Yards

Construction material storage yards may be located outside the substation-fenced area near the substation. These storage yards may be part of the substation property or leased by the contractor. After construction is completed, all debris and unused materials will be removed and the staging/storage yards returned to preconstruction conditions by the construction contractor.

3.7 Special Construction Techniques

3.7.1 Blasting

As described in Section 3.5.2, 500kV lattice tower foundations will normally be installed using drilled shafts or piers and 230kV H-frame structures will be directly embedded. If hard rock is encountered within the planned drilling depth, blasting may be required to loosen or fracture the rock in order to reach the required depth to install the structure foundations. Areas where blasting will likely occur have been identified based on the geologic setting of the proposed alignment. Table 3.7-1 summarizes the hard rock conditions within each segment. More precise locations where blasting is expected will be identified based on a site-specific geotechnical study carried out during detailed design.

The construction contractor will be required to prepare an overall Blasting Plan for the Project, subject to the approval of the Companies. The Blasting Plan will detail the contractor's proposals for compliance with the Companies' blasting specifications and will detail the general concepts proposed to achieve the desired excavations using individual shot plans. In addition, the plan will address proposed methods for controlling fly rock, for blasting warnings, and for use of non-electrical blasting systems. The contractor will be required to provide data to support the adequacy of the proposed efforts regarding the safety of structures and slopes and to ensure that an adequate foundation is obtained. When utilized, blasting will take place between sunrise and sunset.

The shot plans will detail, including sketches, the drilling and blasting procedures; the number, location, diameter, and inclination of drill holes; the amount, type, and distribution of explosive per hole and delay; and pounds of explosive per square foot for presplitting and smooth blasting. The contractor will be required to maintain explosive logs.

Blasting near buildings, structures, and other facilities susceptible to vibration or air blast damage will be carefully planned by the contractor and the Companies and controlled to eliminate possibility of damage to such facilities and structures. The Blasting Plan will include provisions for control to eliminate vibration, fly rock, and air blast damage.

Blasting will be very brief in duration (milliseconds), and the noise will dissipate with distance. Blasting produces less noise and vibration than comparable non-blasting methods to remove hard rock. Non-blasting methods include track rig drills, rock breakers, jack hammers, rotary percussion drills, core barrels, and rotary rock drills with rock bits, which all require much longer time duration to excavate approximately the same amount of rock as blasting.

3.7.2 Helicopter Construction

Access roads are required to each tower site for construction and for operation and maintenance activities. Helicopters may be used to support these activities. Project construction activities potentially facilitated by helicopters may include delivery of construction laborers, equipment, and materials to structure sites; structure placement; hardware installation; and wire stringing operations. Helicopters may also be used to support the administration and management of the Project by the Companies. The use of helicopter construction methods for this Project will not change the length of the access road system required for operating the Project because vehicle access is required to each tower site regardless of the construction method employed.

The size and weight of the 500kV double-circuit lattice steel structures preclude the use of helicopter erection methods[13]. These structures will be erected on site using appropriately sized cranes to assemble and erect the tower. The single-circuit 500kV towers weigh less and in some cases it may be desirable to employ heavy lift helicopters in the tower erection process. To allow the construction contractor flexibility in terms of construction methods that can be used, the construction specification will be written to allow the contractor the option of using ground-based or helicopter construction methods, or a combination thereof. Use of a helicopter for structure erection may be driven by various factors, including access to the structure locations, construction schedule, and/or construction economics.

When helicopter construction methods are employed, helicopter construction activities will be based at a fly yard, which is a Project-material staging area (see Table 3.4-1). The fly yards will be approximately

[13] For the Gateway West Project, a typical 500kV double-circuit tangent tower will weigh approximately 106,000 pounds. A typical 500kV single-circuit tangent tower will weigh approximately 35,000 pounds.

10 to 15 acres and will be sited at locations to permit a maximum fly time of 4 to 8 minutes to reach structure locations, typically at about 5-mile intervals. Fly yards will be used for material storage and erection of structure sections prior to transport to the final structure locations for installation. Additionally, fueling trucks, maintenance trucks, and operations crews will be based in the fly yards.

Prior to installation, each tower structure will be assembled in multiple sections at the fly yard. Tower sections or components will be assembled by weight based on the lifting capacity of the helicopter in use. The lift capacity of helicopters is very dependent on the elevation of the fly yard, the tower site, and the intervening terrain. The heavy lift helicopters that could be used to erect the 500kV tower sections will be able to lift a maximum of 15,000 to 20,000 pounds per flight, depending on elevation.

After assembly at the fly yard, the tower sections will be attached by cables from the helicopter crane to the top four corners of the structure section and airlifted to the structure location. Upon arrival at the structure location, the section will be placed directly on to the foundation or atop the previous structure section. Guide brackets attached on top of each section will assist in aligning the stacked sections. Once aligned correctly, line crews will climb the structures to bolt the sections together permanently.

It should be noted that the fly yard locations provided are considered approximate and subject to change, additions, or deletions upon acquisition of an installation contractor prior to the beginning of construction. Upon completion of field review, a final determination will be made on the necessity of certain fly yards and the respective locations that provide the most efficient, economic, safest, and least impact use of the fly yards that are needed. The locations of the fly yards provided were based on only general assumptions and guidelines of helicopter use. Appropriate dust control measures will be implemented at these fly yard locations as well as the locations along the route on which they are utilized.

3.7.3 Temporary Water Use during Construction

Construction of the transmission lines and substations will require water. Major water uses are for transmission line structure and substation foundations, and dust control during ROW and substation grading and site work. A minor use of water during construction will include substation landscaping where required. Tables 3.7-2 and 3.7-3 list the amount of water required for each transmission line segment and the substation to the east except for the Midpoint to Hemingway segment, which includes water use for both the Midpoint and Hemingway Substations.

For transmission lines, water is used for two primary purposes: foundation construction and ROW dust control. The required water will be procured from municipal sources and/or from landowners. No new water right will be required. In the construction of foundations, water is transported to the batch plant site where it is used to mix wet concrete. From the batch plant the wet concrete is transported to the structure site in concrete trucks for use in foundation installation (refer to Section 3.5.2 for more details on foundation installation). Construction of the transmission lines and related facilities will generate a temporary increase in fugitive dust. If the level of fugitive dust is too high in specific Project areas, as determined in cooperation with the landowner or agency, water will be applied to disturbed areas to minimize dust.

Water usage for substation construction is primarily for dust control during site preparation work. During this period, construction equipment will be cutting, moving and compacting the subgrade surface. As a result, water trucks patrolling the site to control dust will make as many as one pass over the station site per hour. Once site preparation work is complete, concrete for the placement of foundations becomes the largest user of water and dust control becomes minimal.

Once site grading is complete, the balance of the substation construction work will be performed on bare subgrade soil or subgrade with a thin layer of rock. Fire risk will be minimal due to the bare ground or rock surface and will be contained within the confines of station fenced area.

3.8 Construction Workforce

The proposed Project will be constructed primarily by contract personnel with the companies responsible for Project administration and inspection. The construction workforce will consist of laborers, craftsmen, supervisory personnel, support personnel, and construction management personnel who will perform the construction tasks. It is anticipated that multiple contractors will be working concurrently on the separate line segments and substations of Gateway West in order to meet the planned in-services dates ranging from 2012 to 2014. Construction will commence as early as the third quarter of 2011 and is anticipated to conclude in 2014.

Project-wide, the average workforce over the 30 month construction period is estimated at 580 workers reaching a peak of 1,579 workers in February of 2012. For the 500kV transmission line construction, the estimated number of individuals required for construction labor is estimated to be approximately 160 for each single-circuit segment and approximately 190 to 220 for each double-circuit segment. For the 230kV transmission construction, the estimated number of individuals required for construction labor is estimated to be approximately 47 for each 230kV line segment. The construction personnel peak on-site in any line segment will be when the wire stringing operations begin while several other operations are occurring at the same time which will likely include excavating holes, installing foundations (500kV), hauling materials, assembling structures, and erecting/setting structures.

With respect to each substation, installation of the ground gird, installation of the conduit and cable trench system, assembly and erection of steel structures, construction of the control building, and installation of major equipment will start when the foundations are 50 percent complete and will overlap with each other, resulting in the highest concentration of the work force on site. Table 3.8-1 describes the number and duration of workers on site for each transmission line segment and for each substation.

Figure 3.8-1 provides an analysis of the workforce by grouping segments within similar geographic regions with similar infrastructure characteristics. These are:

- Lightly developed far eastern portion of the Project including Segments 1through 3 and Windstar, Aeolus, and Creston Substations;
- More developed but still lightly developed mountainous and higher-elevation middle portion of the Project including Segment 4 and the Bridger Substation; and
- Western portion, which includes extensive infrastructure to support construction of Segments 5 through 10 and the Populus, Borah, Midpoint, Cedar Hill and Hemingway Substations.

The substation work is estimated to take between 40 and 60 personnel at each site. Site grading requires a small number of people including a surveyor, heavy equipment operators, foreman, and construction management personnel. Each station will require numerous concrete crews in order to complete the below grade construction and concrete placement on schedule. Concrete will be provided by a batch plant producing approximately 160 cubic yards per day delivered in 8 cubic yard trucks. Other below grade crews will be needed to install conduit, cable trench, and ground mat material. The below grade crews will be on site overlapping the schedule of the concrete crew. Several three-man crews working with boom trucks and bucket trucks will erect the steel and install the physical equipment in the yard. Considering the size of the substation expansions, this will require approximately three fully equipped

crews per station. Electrical installation will be handled by 20 men arranged into two-man teams alternating between indoor and outdoor activity.

Construction will generally occur between 7 a.m. and 7 p.m., Monday through Saturday. Additional hours may be necessary to make up schedule deficiencies or to complete critical construction activities.

3.8.1 Construction Equipment and Traffic

Equipment required for construction of the Gateway West transmission lines and substations will include, but are not limited to, those listed in Tables 3.8-2 and 3.8-3. These tables also include the anticipated daily duration of equipment use for each segment for each type. Table 3.8-4 provides an estimate of the average and peak construction traffic during the construction period.

Construction access will occur at several locations along the transmission line route resulting in dispersed construction traffic. Truck deliveries will normally be on weekdays between 7:00 a.m. and 7:00 p.m.

The equipment required for transmission line construction is similar for both the 500kV and 230kV lines, although the equipment needed for 230kV line construction is generally smaller than for 500kV construction. The following is a summary of anticipated equipment to be used for each construction activity. Survey work only requires the use of pickup trucks or ATVs. Road construction will utilize pickups, bulldozers, motor graders, and water trucks. To dig holes and directly embed the 230kV H-frame poles or install 500kV foundations it is anticipated that pickup trucks, 2-ton trucks, hole diggers, bulldozers, concrete trucks, water trucks, carry alls, cranes, hydro crane, wagon drill, dump trucks, and front-end loaders will be used. Hauling steel, or poles, braces and hardware for the 230kV lines, to the structure sites will require the use of steel haul trucks, carry alls, cranes, and forklifts. For assembly and erection of structures it is anticipated that pickup trucks, 2-ton trucks, carry alls, cranes, and a heavy lift helicopter may be used. Wire installation requires the most equipment including pickups, wire reel trailers, diesel tractors, cranes, 5-ton boom trucks, splicing trucks, three drum pullers, single drum pullers, tensioner, sagging dozers, carry alls, static wire reel trailers, and a light helicopter. Final cleanup, reclamation, and restoration will utilize pickups, 2-ton trucks, bulldozers, motor graders, dump trucks, front-end loaders, and water trucks. The highest level of traffic will be when the wire stringing operations begin while several other operations are occurring at the same time which will likely include excavating holes, installing foundations, hauling steel, assembling structures, and erecting structures.

For the substation work, the highest level of traffic will be during site grading and foundation installation. It is estimated that 2,000 to 4,000 cubic yards of topsoil will not be suitable for re-use on each site and will have to be disposed of off site at a remote location. Dump trucks will be leaving and returning to the site on a constant basis each day for the duration of the site grading. Each site will require between 4,000 and 7,000 cubic yards of concrete. Delivering, placing, and finishing concrete is manpower intensive. Once concrete placement is complete, traffic on the surrounding roads will subside. Workers will arrive in the morning and leave at the end of the day. The balance of daily traffic will be material deliveries from storerooms, which will probably be one or two trips per day. Each substation will require the delivery of permitted loads such as transformers and/or reactors. Each reactor or transformer bank required will require four large multiple-wheel lowboy trucks. Delivery will be scheduled to match the completion of their respective foundations.

3.9 Removal of Facilities and Waste Disposal

Substation and ROW construction will generate a variety of solid wastes including concrete, hardware, and wood debris. The solid wastes generated during construction will be recycled or hauled away for disposal. Excavation along the ROW and at substations will generate solid wastes that could potentially

be used as fill; however, some of the excavated material will be removed for disposal. Excavated material that is clean and dry will be spread along the ROW. The volumes shown in Table 3.9-1 reflect the waste that will be hauled away and not disposed of in the ROW for each segment during construction of Gateway West.

The majority of waste associated with substation construction results from spoils created during site grading. The values shown in Table 3.9-1 reflect the amount of vegetation and rock larger than 6-inches in diameter that cannot be processed and converted into backfill for compaction. Very little of the soil excavated during foundation installation is waste product. Above-grade waste will be packing material such as crates, pallets, and paper wrapping to protect equipment during shipping. We have assumed a 12-yard dumpster will be filled once a week with waste material for the duration of each substation project.

3.10 Construction Schedule

The Companies intend to continue to refine the design of the Gateway West during the BLM approval process in order to immediately commence construction when the Project is approved. Final engineering surveys will determine the exact locations of towers, access roads, etc. prior to the start of construction and will be included in the POD. Due to the broad scope of construction, the varied nature of construction activities, and the geographic diversity of the Project area, the Companies intend to hire multiple contractors to complete Project work within the projected timeframe and in accordance with industry performance standards. In-services dates range from 2012 to 2014. Multiple segments will be under construction at the same time. The Companies developed a Project construction schedule based on this strategy; refer to Figure 3.10-1. Table 3.8-1 describes the duration of major construction activities by segment. The greatest construction activity will occur in the first three quarters of calendar year 2012.

Although the construction rate of progress will be reduced in the winter, the Companies have planned an aggressive schedule and it is anticipated that construction will continue through the winter months in the lower elevation areas of the Project, except during winter storms. In the higher elevation areas of the Project, winter storms and snow will limit access to the ROW, for example in Segment 4 in Western Wyoming and Eastern Idaho. In these areas it is expected that construction will be suspended on some portions of the ROW during the peak winter months and construction resources will either be demobilized or shifted to other segments of the Project.

Transmission line construction commences with contractor mobilization. The contractor will mobilize equipment and personnel to the construction site at various stages in the Project schedule depending on operational requirements. This will cumulatively require approximately 6 weeks throughout the schedule for each segment. Construction management, engineering support, inspection, materials handling, and administration are required throughout the Project. See Sections 3.5 and 3.7 for more detailed discussion of these activities. First, surveyors will start at one end of the segment and stake the locations of access roads. Road construction can start 1 to 2 weeks after the surveyors begin, which may require clearing in higher elevations where tree removal is required prior to road construction. After a couple weeks of road construction another survey crew can begin staking the structure locations. A week or two after the survey crew starts staking structure locations, excavation of holes for foundations for 500kV towers, or for directly embedded poles for 230kV structures, can begin. For 500kV construction, the installation of the concrete pier foundations will begin within the next couple of weeks. The foundations need time to cure and develop to full structural strength (i.e. compression capacity) before lattice towers can be installed. Five to six weeks after foundation installation has begun, lattice tower assembly and erection can begin. For 230kV, structure assembly and setting can begin immediately after the excavation of holes has begun. For 230kV and 500kV construction, the wire installation crews will start approximately 8 to 12 weeks after assembly and erection/setting begins. This is followed by final clean up, reclamation, and restoration.

Substation construction includes five activities: (1) site grading (grading and access road development), (2) below-grade construction (primarily the installation of foundations, (3) above-grade construction (steel erection and building construction), (4) electrical (installation and termination of control wiring), and (5) testing (functional testing of control and monitoring schemes). Typically, these activities overlap and complement each other, allowing the construction of a substation to proceed more quickly than line construction. Table 3.8-1 shows the duration of these major construction activities. It is estimated that the site grading activity and access road work for Gateway West substations will take 4 to 8 weeks to complete, depending on the size of the site. .

Below-grade construction can be completed in 3 months or less for all substations that are expansions of existing substations. In these cases the basic infrastructure is already in place, having been installed with the initial substation and designed for the future expansion requirements. Only the new substations will take longer to complete.

Above-grade construction duration is highly dependent on the level of construction force the contractor chooses. Due to the size of each station, many crews can work on steel erection and equipment assembly without interfering with each other. The greatest amount of schedule recovery or acceleration in a station's construction schedule can be achieved during this timeframe. We have estimated the majority of the substations can complete the erection of steel, bus assembly, and major equipment assembly between 4 months for the smaller substations and 6 months for the larger substations.

Electrical construction is a long and labor-intensive task. Although multiple crews can work in a yard at any given time, the space in a control building is very limited and will determine the length of this task. In the case of each of these stations, given the size and type of equipment to be installed, there will be miles of cable to be pulled into conduit and duct banks and thousands of connections to be made and double checked prior to the start of testing. New substations will take longer than existing substations that already have the basic infrastructure in place.

Prior to starting construction, the Companies may be required to conduct onsite surveys in accordance with applicable protocols or mitigation measures adopted by BLM and other agencies as Project conditions. Accordingly, adjustments might occur to the Project schedule as necessary to avoid sensitive resources. Pre-construction activities, including pre-construction environmental surveys, materials procurement, design, contracting, ROW acquisition, and permitting efforts are not shown in the summary schedule.

The schedule is predicated upon the Companies' ability to complete the following tasks in a timely manner:

- Secure all necessary permit approvals;
- Secure agency support;
- Complete biological and cultural survey work;
- Construct within environmental time constraints;
- Order and receive equipment;
- Secure construction contractor resources and associated construction equipment; and
- Maintain continuous construction activity with no delay due to environmental, administrative, or legal issues.

4 Operation, Maintenance, and Abandonment

The goal of the Companies is to provide their customers with a reliable supply of electricity while maintaining the overall integrity of the regional electrical grid. The Companies' obligation to maintain reliable operation of the electrical system is documented in the Companies' agreements with the various states through the public service commissions and is directed through compliance with industry standard codes and practices such as the National Electrical Safety Code (ANSI C2), which governs the design and operation of high-voltage electric utility systems.

In 2005, Congress passed the Energy Policy Act of 2005 (Act), which provided a regulatory basis for the implementation of specific incentives (and penalties) for maintaining reliable service, among other issues. As a result of the passage of the Act, the FERC selected the NERC to act as the enforcement agency for compliance with electric utility reliability and operating standards, among other issues. The Companies are required to be in compliance with the various reliability standards promulgated through the implementation of the NERC policies and procedures. Additionally, PacifiCorp and Idaho Power are governed by the WECC standards that may be additional or more stringent than those currently required by NERC. In response, the Companies have prepared internal operation and maintenance policies and procedures designed to meet the requirements of the NERC, WECC and the state public utility commissions, while remaining in compliance with the applicable codes and standards with respect to maintaining the reliability of the electrical system.

Operation and maintenance activities will include transmission line patrols, climbing inspections, tower and wire maintenance, insulator washing in selected areas as needed, and access roads repairs. The Companies will keep necessary work areas around all structures clear of vegetation and will limit the height of vegetation along the ROW. Periodic inspection and maintenance of each of the substations and communications facilities is also a key part of operating and maintaining the electrical system. The following sections provide details on the anticipated operation and maintenance activities for Gateway West.

After the transmission line has been energized, land uses that are compatible with safety regulations will be permitted in and adjacent to the ROW. Existing land uses such as agriculture and grazing are generally permitted within the ROW. Incompatible land uses within the ROW include construction and maintenance of inhabited dwellings, and any use requiring changes in surface elevation that will affect electrical clearances of existing or planned facilities.

Land uses that comply with local regulations will be permitted adjacent to the ROW. Compatible uses of the ROW on public lands will have to be approved by the appropriate agency. Permission to use the ROW on private lands will have to be obtained from the utility owning the transmission line.

4.1 Routine System Inspection, Maintenance, and Repair

Regular inspection of transmission lines, substations, and support systems is critical for safe, efficient, and economical operation of the Project.

4.1.1 Transmission Line Maintenance

Regular ground and aerial inspections will be performed in accordance with the Companies' established policies and procedures for transmission line inspection and maintenance. The Companies transmission lines and substations will be inspected for corrosion, equipment misalignment, loose fittings, vandalism,

and other mechanical problems. The need for vegetation management will also be determined during inspection patrols.

Inspection of the entire transmission line system will be conducted semi-annually. Aerial inspection will be conducted by helicopter semi-annually and will require two or three crewmembers, including the pilot. Detailed ground inspections will take place on an annual basis using 4x4 trucks or 4x4 ATVs. The inspector will assess the condition of the transmission line and hardware to determine if any components need to be repaired or replaced, or if other conditions exist that require maintenance or modification activities. The inspector will also note any unauthorized encroachments and trash dumping on the ROW that could constitute a safety hazard. The inspector will access locations along each line and use binoculars and spotting scopes to perform this inspection.

4.1.1.1 Hardware Maintenance and Repairs

Routine maintenance activities are ordinary maintenance tasks that have historically been performed and are regularly carried out on a routine basis. The work performed is typically repair or replacement of individual components (no new ground disturbance), performed by relatively small crews using a minimum of equipment, and usually is conducted within a period from a few hours up to a few days. Work requires access to the damaged portion of the line to allow for a safe and efficient repair of the facility. Equipment required for this work may include 4-wheel drive trucks, material (flatbed) trucks, bucket trucks (low reach), boom trucks (high reach), or man lifts. This work is scheduled and is typically required due to issues found during inspections. Typical items that may require periodic replacement on a 500kV tower include insulators, hardware or tower members. It is expected that these replacements will be required infrequently.

The Companies plan to conduct maintenance on the critical 500kV and 230kV system using live line maintenance techniques. Maintenance on the transmission lines can be completed safely using live line techniques thereby avoiding an outage to the critical transmission line infrastructure. High reach bucket trucks along with other equipment are used to conduct these activities. For the 500kV lattice tower structures, this requires that adequate space be available at each structure site so that the high reach bucket truck can be positioned to one side or the other of the structure and reach up and over the lower phases to access the upper center phase for live-line maintenance procedures. For the 230kV H-frame structures, this requires that adequate space be available at each structure site so that a bucket truck can be positioned to access the outside phases. To allow room at each structure for these activities, in low slope areas a pad area is required with the structure in the center of 300 feet (ROW width) by 100 feet longitudinal for the double-circuit 500kV structure, 250 feet by 100 feet for the single-circuit 500kV structure, and 125 feet by 150 feet for the 230kV H-frame structure. Figures 4.1-1 through 4.1-3 depict the space requirements for live line maintenance. The size and location of these required pads near the structures may vary depending on the side slope and access road routes at each site. The work areas and pads will be cleared to the extent needed to safely complete the work. These pads will remain in place after construction, but will be revegetated after the initial construction is completed.

Wood poles are treated to retard rotting and structural degradation. Personnel access structures by pickup or ATV or by foot; inspect and test (including the subsurface) the poles; and then treat them by injecting preservatives into the poles. Wood pole inspections and treatments occur on a 10-year cycle.

4.1.1.2 Right-of-Way Repair

ROW repairs include grading or repair of existing maintenance access roads and work areas, and spot repair of sites subject to flooding or scouring. Required equipment may include a grader, backhoe, four-wheel drive pickup truck, and a cat-loader or bulldozer. The cat-loader has steel tracks whereas the

grader, backhoe, and truck typically have rubber tires. Repairs to the ROW will be scheduled as a result of line inspections, or will occur in response to an emergency situation.

4.1.1.3 Vegetation Management

The Companies must maintain work areas adjacent to electrical transmission structures and along the ROW for vehicle and equipment access necessary for operations, maintenance, and repair, including for live-line maintenance activities as described above under Hardware Maintenance and Repairs. Shrubs and other obstructions will be regularly removed near structures to facilitate inspection and maintenance of equipment and to ensure system reliability. At a minimum, trees and brush will be cleared within a 25-foot radius of the base or foundation of all electrical transmission structures, and to accommodate equipment pads to conduct live line maintenance operations as noted.

Vegetation management practices along the ROW will be in accordance with the Idaho Power and PacifiCorp clearing specifications and vegetation management plans (Idaho Power 2008c; PacifiCorp 2007b). Much of the transmission line route traverses arid country characterized by low-growing vegetation, while higher elevations receive more precipitation and exhibit more vegetation. The wire-border zone method to controlling vegetation is an approach used by PacifiCorp (2007b). This method results in two zones of clearing and revegetation. The wire zone is the linear area along the ROW under the wires and extending 10 feet outside of the outermost phase conductor. After initial clearing, vegetation in the wire zone will be maintained to consist of native grasses, legumes, herbs, ferns and other low-growing shrubs that remain under 5 feet tall at maturity. The border zone is the linear area along each side of the ROW extending from the wire zone to the edge of the ROW. Vegetation in the border zone will be maintained to consist of tall shrubs or short trees, up to 25 feet high at maturity, grasses, and forbs. These cover plants benefit the ROW by competing with and excluding undesirable plants. The width of the wire and border zones is depicted in Figures 4.1-1 to 4.1-3 for the 230kV H-frame, and single- and double-circuit tower line segments. During operations, vegetation growth will be monitored and managed to maintain the wire-border zone objectives. Idaho Power's approach is to remove all tree species within the ROW where the conductor ground clearance is less than 50 feet, leaving grasses, legumes, herbs, ferns, and low growing shrubs within the ROW. For both Companies, when conductor ground clearance is greater than 50 feet, for example a canyon or ravine crossing with high ground clearance at mid-span, trees and shrubs will be left in place as long as the conductor clearance to the vegetation tops is 50 feet or more (see Figure 4.1-4).

Vegetation will be removed using mechanical equipment such as chain saws, weed trimmers, rakes, shovels, mowers and brush hooks. Clearing efforts in heavy growth areas will use equipment such as a Hydro-Ax or similar. The duration of activities and the size of crew and equipment required will be dependent on the amount and size of the vegetation to be trimmed or removed.

In selected areas, herbicides may be used to control noxious weeds and to meet vegetation management objectives. All herbicide applications will be performed in accordance with federal, state, and local regulations, and in compliance with managing land agency requirements.

4.1.2 Substation and Regen Site Maintenance

Substation and regen site monitoring and control functions are performed remotely from the Companies' central operations facilities located at PacifiCorp's operation center in Portland, Oregon, and by Idaho Power from their operation center in Boise, Idaho. Unauthorized entry into substations or regen sites is prevented with the provision of fencing and locked gates. Warning signs will be posted and entry to the operating facilities will be restricted to authorized personnel. Gateway West substations and regen sites will not be manned; however, a remotely monitored security system will be installed. Several forms of security are planned for each of the locations, although the security arrangements at each of the

substations or regen sites may differ somewhat. Security measures may include fire detection in the control building via the remote monitoring system and alarming for forced entry; and a perimeter security system coupled with remote sensing infrared camera equipment in the fenced area of the station to provide visual observation/confirmation to the system operator of disturbances at the fence line.

Maintenance activities include equipment testing, equipment monitoring and repair, and emergency and routine procedures for service continuity and preventive maintenance. It is anticipated that maintenance at each substation will require approximately six trips per year by a 2 to 4 person crew. Routine operations will require one or two workers in a light utility truck to visit the substations monthly. Typically, once per year a major maintenance inspection will take place requiring up to 15 personnel for 1 to 3 weeks. Regen sites would be visited every 2 to 3 months by one individual in a light truck to inspect the facilities. Annual maintenance would be performed by a two man crew in a light truck over a 2 to 5 day period. If substation landscaping is required by the permitting agency, drought-tolerant plant materials will be used to minimize watering requirements after plant establishment.

Safety lighting at the substations will be provided inside the substation fence for the purpose of emergency repair work. Because night activities are not expected to occur more than once per year, the safety lighting inside the substation fence will normally be turned off. One floodlight, mounted near the entry gate to safely illuminate the substation entry gate, may be left on during nighttime hours.

4.2 Emergency Response

The operation of the system is remotely managed and monitored from control rooms at PacifiCorp's operation center in Portland, and by Idaho Power from their operation center in Boise. Electrical outages or variations from normal operating protocols will be sensed and reported at these operation centers. As well, the substations are equipped with remote monitoring, proximity alarms, and in some cases video surveillance.

The implementation of routine operation and maintenance activities on powerlines will minimize the need for most emergency repairs. Emergency maintenance activities are often those activities necessary to repair natural hazard, fire, or man-caused damages to a line. Such work is required to eliminate a safety hazard, prevent imminent damage to the powerline, or to restore service in the event of an outage. In the event of an emergency the Companies must respond as quickly as possible to restore power.

The equipment necessary to carry out emergency repairs is similar to that necessary to conduct routine maintenance, in most cases. Emergency response to outages may require additional equipment to complete the repairs. For example, where the site of the outage is remote, helicopters may be used to respond quickly to emergencies.

In practice, as soon as an incident is detected, the control room dispatchers will notify the responsible operations staff in the area(s) affected and crews and equipment will be organized and dispatched to respond to the incident.

4.2.1 Fire Protection

All federal, state, and county laws, ordinances, rules, and regulations pertaining to fire prevention and suppression will be strictly adhered to. All personnel will be advised of their responsibilities under the applicable fire laws and regulations.

When working on BLM and Forest Service lands, the Companies' employees and contractors will be equipped with approved suppression tools and equipment. The Companies or their construction

contractor will notify local fire authorities and the BLM or Forest Service (as appropriate) if a Project-related fire occurs within or adjacent to a construction area.

If either PacifiCorp or Idaho Power becomes aware of an emergency situation that is caused by a fire on or threatening BLM or Forest Service lands and that could damage the transmission lines or their operation, it will notify the appropriate agency contact**.** Specific construction-related activities and safety measures will be implemented during construction of the transmission line in order to prevent fires and to ensure quick response and suppression in the event a fire occurs. Typical practices to prevent fires during construction and maintenance/repair activities include brush clearing prior to work, stationing a water truck at the job site to keep the ground and vegetation moist in extreme fire conditions, enforcing red flag warnings, providing "fire behavior" training to all pertinent personnel, keeping vehicles on or within designated roads or work areas, and providing fire suppression equipment and emergency notification numbers at each construction site.

4.3 Abandonment

The proposed transmission line will have a projected operational life of at least 50 years or longer. At the end of the useful life of the Project, if the facility were no longer required, the transmission line would be removed from service. At such time, conductors, insulators, and hardware will be dismantled and removed from the ROW. Structures will be removed and foundations removed to below ground surface.

Following abandonment and removal of the transmission line structures and equipment from the ROW, any areas disturbed during line dismantle will be restored and rehabilitated. In the same way if a substation is no longer required, the substation structures and equipment will be dismantled and removed from the site. The station structures will be disassembled and either re-used at another station or sold for scrap. Major equipment such as breakers, transformers, and reactors will be removed, refurbished, and stored for use at another facility. Foundations will be either abandoned in-place or cut off below ground level and buried.

5 Alternative Transmission Structures Considered

5.1 Proposed and Alternative Structures

During the initial study phase of the Project, the Companies considered a number of different steel structure types for Gateway West. The structure types to be considered for the Project were selected based on the Companies experience to date with their existing 230kV, 345kV and 500kV transmission systems; industry experience; and the Companies' current design standards. The Companies selected an H-frame steel structure for the 230kV segments of the Project (Figure 3.3-21), consistent with the Companies' design standards and practice. The 500kV structure types selected for consideration included the following:

500kV Structure Types Selected for the Project:

- Single-Circuit Lattice Steel – Figure 3.3-22
- Double-Circuit Lattice Steel, Delta Configuration – Figure 3.3-23

Alternative 500kV Structure Types Considered (Figure 5.1-1):

- Single-Circuit Single Steel Pole, Delta Configuration
- Single-Circuit H-Frame Steel Pole, Horizontal Configuration
- Double-Circuit Steel Lattice, Vertical Configuration
- Double-Circuit Steele Pole H-Frame, Horizontal Configuration
- Double-Circuit Steele Pole H-Frame, Delta Configuration

Each of these alternative structure types was compared based on the tower material and finish, conductor configuration, average tower heights, ROW width, foundations, construction methods and relative cost. The resulting tower comparison matrix is shown in Table 5.1-1. As a result of the comparison of alternative structure types, the single-circuit lattice steel tower and the Delta configuration double-circuit lattice steel tower were selected because they meet the design requirements for the Project at the lowest relative cost.

While a guyed, lattice steel 500kV tower type is used by some utilities, the Companies' design standards preclude the use of guyed towers in favor of self-supporting four-legged steel lattice towers primarily based on reliability considerations.

5.2 Structure Finish and Surface Treatment

The proposed surface finish for the 500kV steel lattice tower single- and double-circuit towers is a galvanized finish, treated after the initial galvanizing process to produce a dulled finish to reduce surface reflectivity. This process results in an installed tower with more visual absorption and thus allows the towers to blend in better with the terrain, while at the same time preserving the corrosion-resistant properties of the galvanized coating on the steel. All of the 500kV transmission line tower steel will be specified to have a dull galvanized finish. There are two other steel finishes that are used in the industry on transmission line structures, including painting and the use of weathering steel as a material for tower fabrication.

Painting of the 500kV lattice tower structures is not proposed, and is considered operationally and economical infeasible by the Companies for several reasons:

- Unlike a galvanized surface, which would provide corrosion protection and preserve the surface appearance of the steel for decades, a painted surface will require re-painting several times during the life of the Project to maintain the painted surface and the desired appearance. The need to keep up with the painting of the structures would create a significant added expense during operation and maintenance of the transmission lines.
- The 500kV transmission line circuit would have to be de-energized in order to repaint each of the structures. Given the importance of the Gateway West 500kV transmission lines to the reliable operation of the western United States transmission grid, taking the circuits out of service for painting will not be feasible from either a transmission operations or economic perspective.
- While the need to paint the structures would add cost, the need to de-energize the circuits during painting will result in much greater added costs for replacement transmission or energy if a circuit were taken out of service. Operational experience over the last several decades has shown that because of the importance of these 500kV bulk powerlines to the system, an outage of a circuit is very difficult to schedule, and even then there are only very short windows (days) in the spring and fall when an outage is possible.

Weathering steel poles, which have or develop a rusted appearance, will be used for the 230 kV structures to reduce visual contrasts. However, weathering steel is impractical for lattice towers is not practical and will not be used. Lattice towers are composed of many members of various sizes of steel angles, bolted together in a latticework to form the tower. The bolts holding the members together are torqued to a specific tightness during construction. The tightness of each of the bolted connections on the tower is essential to maintain the rigidity and strength of the tower. With a galvanized steel surface, the surface does not degrade, the bolts stay tight, and the integrity of the tower is maintained. On the other hand, attempts to use weathering steel on lattice towers have demonstrated a phenomenon called “pack-out.” Pack-out occurs when the weathering steel under the bolt head or washer rusts and expands to form the protective layer during the weather cycles. Pack-out has the effect of loosening or breaking the bolted connections on the tower, thus compromising the tower’s rigidity and structural integrity, which is why weathering steel is not used for lattice transmission structures.

6 Environmental Protection Measures

Appendix B contains eight attachments. Each attachment presents the Environmental Protection Measures (EPMs) that the Companies have incorporated as their BMPs and as part of the Project description. The objective of the EPMs is to provide for Project-specific environmental protection that:

- Is as consistent as practical across jurisdictions;
- Complies with current BLM and Forest Service management guidance for federal lands; and
- Balances cost and practicality with avoiding or minimizing environmental impacts.

Each of these attachments contains the measures that the Companies will follow during construction, operation, and maintenance of the lines. The construction POD will contain a series of plans, corresponding to each attachment that will provide the site-specific means of complying with the listed measures. The environmental protection plans (EPPs) will be prepared and submitted for review and approval prior to construction. The approved plans will be included in the final POD.

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Table 1.1-1. Route Mileage by Land Manager/Owner

State	Type	Segment	BLM-Bruneau	BLM-Burley	BLM-Casper	BLM-Four Rivers	BLM-Jarbidge	BLM-Kemmerer	BLM-Owyhee	BLM-Pocatello	BLM-Rawlins	BLM-Rock Springs	BLM-Shoshone	BOR	USFS	WATER	Total Length Federal	STATE	PRIVATE	Total Of Length
WY	Proposed	Seg 1E			2.16						10.99					0.04	**13.19**	8.14	66.31	**87.64**
WY	Proposed	Seg 1Wa			4.99						21.56				1.94	0.08	**28.58**	14.23	29.34	**72.14**
WY	Proposed	Seg 1Wb			4.30						19.19				1.30	0.08	**24.87**	15.66	32.16	**72.69**
WY	Proposed	Seg 1Wc			4.28						19.17				1.71	0.05	**25.22**	14.48	30.93	**70.62**
WY	Proposed	Seg 2									34.55					0.17	**34.72**	6.97	51.88	**93.57**
WY	Proposed	Seg 3									11.59	16.77					**28.37**	1.00	25.79	**55.16**
ID, WY	Proposed	Seg 4						44.35		6.17		26.42		3.33	9.35	0.23	**89.85**	11.20	102.57	**203.62**
ID	Proposed	Seg 5								10.54							**10.54**	3.71	38.44	**52.70**
ID	Energize	Seg 6*															**0.00**			**0.00**
ID	Proposed	Seg 7		19.85						8.20							**28.05**	4.27	85.14	**117.46**
ID	Proposed	Seg 8				31.51			0.19				23.99	2.24			**57.92**	11.26	61.80	**130.98**
ID	Proposed	Seg 9	18.46	29.88		14.96	37.80		13.94					2.15			**117.19**	2.80	38.07	**158.06**
ID	Proposed	Seg 10											12.80				**12.80**		20.14	**32.94**
		Total	**18.46**	**49.73**	**15.74**	**46.47**	**37.80**	**44.35**	**14.13**	**24.91**	**117.05**	**43.19**	**36.79**	**7.72**	**14.30**	**0.65**	**471.28**	**93.72**	**582.57**	**1147.57**

BLM managed lands crossed total 448.61

* Exiisting 345kV transmission line to be energixed at 500kV. No new construction except in vicinity of substations

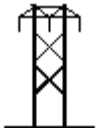
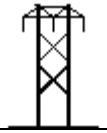
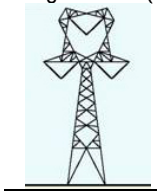
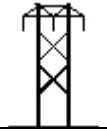
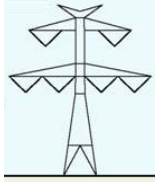
Table 2.2-1. Rating and Capacity of Paths with and without the Gateway West Project					
Path Name	Path Capacity Rating (Present Operational Maxima) (MW)	Existing Available Transmission Capacity (MW)	Proposed Gateway West Parallel Segments	Planned Capacity Contribution from Gateway West (MW)	Proposed Path Rating with Gateway West (MW)
TOT 4A (WY East to WY Southwest)	600	0	Windstar–Aeolus	2,400	3,000
Bridger West	2,200	0	Bridger–Populus	3,000	5,200
Borah West	2,557	0	Populus–Borah, Borah–Midpoint, and Populus–Cedar Hill	3,000	5,557
Midpoint West	2,287	0	Midpoint-Hemingway and Cedar Hill–Hemingway	3,000	5,287

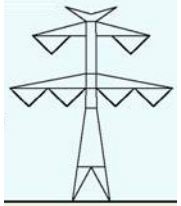
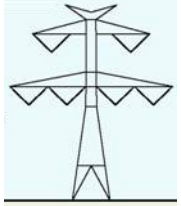
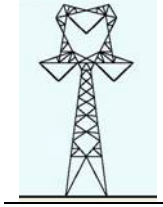
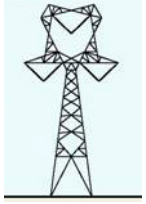
Table 2.3-1. Substations to be Connected by Gateway West	
Substation	Purpose
Windstar—Planned, independent of Gateway West, generation-driven	The purpose of this substation is to integrate future wind and coal resources. This substation will be developed in 2008/2009 ahead of Gateway West for the purpose of integrating new wind resources with the Wyoming transmission system by looping two existing 230kV transmission lines into the substation. Gateway West starts here because of the recent large development of nearby energy sources needing transmission to points west.
Aeolus—Planned, independent of Gateway West, generation-driven	This substation is to serve high wind areas identified in portions of Wyoming and will interconnect new wind-driven sourced energy. The Aeolus Substation will be built in the 2010 timeframe ahead of Gateway West..
Creston—Proposed, independent of Gateway West, load-driven.	This substation will be used to serve load (oil and gas) south of Wamsutter, Wyoming and will utilize the proposed Aeolus – Creston – Bridger 230kV and 500kV lines constructed as part of Gateway West .
Bridger 500kV—Proposed, part of Gateway West,, generation-driven	The new transmission lines will interconnect to the existing transmission system in the vicinity of the Jim Bridger Power Plant by constructing a new substation nearby. The purpose of the new substation is to support the existing thermal generation hub as well as an expanded hub for new wind resources expected to be sited in the area.
Populus—Planned, independent of Gateway West, load-driven	The purpose of this substation is to interconnect the proposed Gateway West 500kV transmission lines, the existing Jim Bridger West 345kV system, and 345kV transmission lines running north-south. The north-south 345kV transmission lines will begin at Populus Substation (near Downey, Idaho), will run south to the Wasatch Front (1), and will serve to transport new resources south to the Wasatch Front demand centers. The Populus Substation will be built in the 2010 timeframe ahead of Gateway West
Borah—Existing, interconnection and load-driven	The substation expansion will allow interconnection of new transmission line to the existing transmission system and allow for the existing 345kV transmission line to between Borah and Midpoint substations to be energized at 500kV, thereby creating a continuous 500kV system expansion.
Midpoint—Existing, interconnection and load-driven	The substation expansion will allow interconnection of new transmission lines from Cedar Hill and Hemingway and allow for the existing 345kV transmission line between Borah and Midpoint substations to be energized at 500kV, thereby creating a continuous 500kV system expansion and reliability tie with the Cedar Hill Substation.
Cedar Hill—Proposed, part of Gateway West, load-driven	The station will serve two purposes:
	1) a reliability tie between the Gateway West north and south transmission lines, and
	2) a 500 to 230kV transformation station for serving the Magic Valley load. This will complement the existing service from Midpoint to the north of the Magic Valley. The Magic Valley Electrical Plan is under development, with this station being considered as a future source to the valley.
Hemingway—Planned, independent of Gateway West, load-driven	The station will serve two purposes: 1) an interconnection point for the Gateway West, Summer Lake, Boardman and Captain Jack transmission lines; and 2) a facility to serve the Treasure Valley load. The station will be the southwestern 500 to 230kV transformation point in the Treasure Valley 500kV loop, as defined in the Treasure Valley Electrical Plan. The Hemingway Substation will be built in the 2010 timeframe ahead of Gateway West.
	This is the western terminus of the Gateway West Project because it is the major load point for the generation resources brought in from the east, primarily Wyoming.
(1) About 75 to 80 percent of all of the electricity use in the State of Utah is in the area known as the Wasatch Front. This area includes the entire electrical load served out of the Spanish Fork Substation in the south up to the electrical load served out of the Ben Lomond substation in the north. This includes parts of Juab and Sanpete Counties, and all of Utah, Salt Lake, Summit, Tooele, Wasatch, Davis, Morgan, and Weber Counties.	

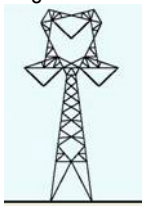
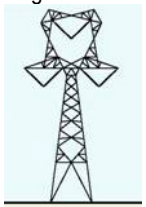
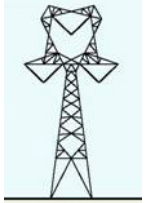
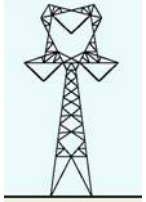
Table 2.4-1. Gateway West Transmission Line Segments	
Transmission Line Segment	Purpose
Segment 1E—Windstar to Aeolus, single-circuit 230kV,	Collect wind energy resources between Windstar and Aeolus and transport new generation resources to load centers farther west.
Segment 1W— Windstar to Aeolus, single-circuit-230kV, single-circuit 500kV, re-conductored 230kV line	Transport new resources to load centers farther west.
Segment 2— Aeolus to Creston, double-circuit--230/500kV	Serve oil and gas field load demand centers south of Wamsutter, Wyoming by means of a new 230kV circuit and transport new resources to load demand centers farther west by means of a 500kV circuit.
Segment 3— Creston to Jim Bridger, double-circuit--230/500kV	Serve oil and gas field load demand centers south of Wamsutter, Wyoming by means of a new 230kV circuit and transport new resources to load demand centers farther west by means of a 500kV circuit.
Segment 4—Jim Bridger to Populus, one double-circuit 500kV line	Transport new resources to load demand centers farther west into Idaho where it will interconnect with existing systems.
Segment 5—Populus to Borah, single-circuit 500kV	Transport Wyoming energy resources from Populus to loads in southern Idaho and the Pacific Northwest. Additionally, this line will transport Pacific Northwest sourced energy to Populus to serve load in the Salt Lake City metropolitan area.
Segment 7—Populus to Cedar Hill, single-circuit 500kV	Transport Wyoming energy resources to load demand centers in southern Idaho and the Pacific Northwest. Additionally, this line will transport Pacific Northwest energy resources to serve load demand centers in the Wasatch Front.
Segment 6—Borah to Midpoint, no new facilities; energize existing line to 500kV	Increase the capacity of the existing line to transport Wyoming energy resources to load demand centers in southern Idaho, the Wasatch Front, and the Pacific Northwest.
Segment 8--Midpoint to Hemingway, single-circuit 500kV	Transport Wyoming energy resources to load demand centers in southern Idaho and the Pacific Northwest. Additionally, this line will transport Pacific Northwest energy resources to serve load in the Wasatch Front. A northern 500kV route (Populus - Borah – Midpoint - Hemingway) and a southern 500kV route (Populus-
	There are two physical conditions requiring separation into a north and south route. The first is the transmission line congestion already present along the north route. Crossings of the existing lines are likely inevitable along the north route. The line crossings increase the possibilities of credible incidents where both the existing and the newly constructed line are disabled during a severe event. Each line crossing will require an extended outage on the existing transmission lines, which are already heavily constrained.
	The second physical condition is exposure to wildland fires. The prevailing winds typically carry the fires from the southwest to the northeast, while Gateway West lines travel east to west. The fires typically spread across many miles and have caused, and may continue to cause, outages to multiple lines at any one time. The Snake River provides a natural fire break, protecting a new line to the south of the river.
Segment 10—Midpoint to Cedar Hill, single-circuit 500kV	Provide a midway tie between the northern and southern routes, which is required when the Gateway West lines across southern Idaho are transporting greater than 2,500 MW of power.
Segment 9—Cedar Hill to Hemingway, single-circuit 500kV	Transport Wyoming energy resources to load demand centers in southern Idaho and the Pacific Northwest. Additionally, this line will transport Pacific Northwest energy resources to serve load demand centers in the Wasatch Front.

Table 3.2-1 Summary of Project Facilities

PROJECT FACILITY	DESCRIPTION
TRANSMISSION LINE SEGMENTS	
TRANSMISSION LINE FEATURES COMMON TO ALL PROPOSED 500kV SEGMENTS	• Three phase 500kV construction for all tower designs, conductor spacing and clearances • Conductors: Bundled 1949.6 kcmil 42/7 ACSR/TWD "Athabaska/TW", with three subconductors per phase. Non-specular finish. • Estimated subconductor diameter: 1.504 inches • Bundle spacing: Distance between subconductors is 18 inches & 24 inches • One overhead fiber optic shield wire (OPGW) containing 48 fibers. • OPGW wire diameter: 0.637 inches • One EHS Steel Overhead Ground Wire • Estimated shield wire diameter: approx. 0.495 inches • Typical ground clearance: 35 feet • Structure types: lattice steel single and double circuit structures. Dulled galvanized steel finish. • Structure heights: Single Circuit varies between 145 and 180 feet • Structure heights: Double Circuit varies between 160 and 190 feet • Approximate distance between structures: 1,200 to 1,300 feet • Right of Way Width for double-circuit: 300 feet • Right of Way Width for single-circuit: 250 feet • The exact quantity, distance between and placement of the structures would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease the quantity, location, and height of structures
TRANSMISSION LINE FEATURES COMMON TO ALL PROPOSED 230kV SEGMENTS (EXCEPT RE-CONDUCTOR SEGMENT 1W(c))	• Three phase 230kV construction for all structure designs, conductor spacing and clearances • Conductors: Bundled 954 kcmil 54/7 ACSR "Cardinal", with two subconductors per phase. Non-specular finish. • Estimated subconductor diameter: 1.196 inches • Bundle spacing: 18 inches vertical • Two EHS Steel Overhead Ground Wire • Estimated shield wire diameter: approx. 0.495 inches • Typical ground clearance: 28 feet • Structure types: H-frame structures • Above Ground Structure Heights: varies between 60 and 90 feet • Approximate distance between structures: 700 feet • Right of Way Width: 125 feet • The exact quantity, distance between and placement of the structures would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease the quantity, location, and height of structures

PROJECT FACILITY	DESCRIPTION
Segment 1E - Windstar to Aeolus 	• Single circuit 230kV transmission line in one ROW • Single circuit H-frame structures • Approximate number of structures: 662 • Line length: Approximately 87.6 miles • No OPGW regen sites
Segment 1W(a) – Windstar to Aeolus 	• Single circuit 230kV transmission line in one ROW • Single circuit H-frame structures • Approximate number of structures: 545 • Line length: Approximately 72.1 miles • No OPGW regen sites
Segment 1W(b) - Windstar to Aeolus 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 311 • Line length: Approximately 72.7 miles • One OPGW regen site
Segment 1W(c) – Dave Johnston to Aeolus 	• Existing single circuit 230kV transmission line to be re-conductored • Single circuit H-frame structures • Approximate number of structures to be replaced: 58 • Line length: Approximately 70.6 miles • No OPGW regen sites
Segment 2 - Aeolus to Creston 	• Double-circuit 500kV transmission line in one ROW initially energized to 230kV on one side and 500kV on the other side • Double circuit lattice steel structures • Approximate number of structures: 401 • Line length: Approximately 93.6 miles • One OPGW regen site
Segment 3 - Creston to Bridger	• Double-circuit 500kV transmission line in one ROW initially energized to 230kV on one side and 500kV on the other side • Double circuit lattice steel structures • Approximate number of structures: 236 • Line length: Approximately 55.2.1 miles

PROJECT FACILITY	DESCRIPTION
	• No OPGW regen sites
Segment 4 - Bridger to Populus 	• Double-circuit 500kV transmission line in one ROW with both circuits energized at 500kV • Double circuit lattice steel structures • Approximate number of structures: 871 • Line length: Approximately 203.6 miles • Three OPGW regen sites
Segment 5 –Populus to Borah 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 226 • Line length: Approximately 52.7 miles • No OPGW regen sites
Segment 6 - Borah to Midpoint 	• Re-energize existing 345kV system to 500kV (this line segment was previously constructed to 500kV standards with one OPGW shield wire) • Single circuit lattice steel structures • Transmission line construction only required at segment ends to reroute from the existing 345kV substation bays to the proposed 500kV substation bays. • Structure type illustration is only for the new structures required. • Approximate number of structures: 10 • One OPGW regen site

PROJECT FACILITY	DESCRIPTION
Segment 7 –Populus to Cedar Hill 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 503 • Line length: Approximately 117.5 miles • Two OPGW regen sites
Segment 8 - Midpoint to Hemingway 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 56 • Line length: Approximately 131.0 miles • Two OPGW regen sites
Segment 9 – Cedar hill to Hemingway 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 676 • Line length: Approximately 158.1 miles • Two OPGW regen sites
Segment 10 – Midpoint to Cedar Hill 	• Single circuit 500kV transmission line in one ROW • Single circuit lattice steel structures • Approximate number of structures: 141 • Line length: Approximately 32.9 miles • No OPGW regen sites

PROJECT FACILITY	DESCRIPTION
SUBSTATION FACILITIES	
Windstar Substation	• Expansion of planned substation • Developed acreage: increase the fenced area by approximately 180 acres. • Planned access road is gravel and would not need extension for Gateway. • 500/230kV auto-transformers • 500kV and 230kV circuit breakers and related switching equipment. • Bus and support structures. • 500kV line termination structures approx. 135 feet in height. • 230kV line termination structures approx. 70 feet in height. • Control, protection and communications equipment. • Potential and current transformers • Addition of new control building • 500kV shunt reactor banks • 230kV shunt capacitor banks
Aeolus Substation	• Expansion of planned substation. • Developed acreage: increase the fenced area by approximately 120 acres. • Planned access road is gravel and would not need extension for Gateway. • 500kV and 230kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 135 feet in height. • 230kV line termination structures approx. 70 feet in height. • 500/230kV transformer bank. • 500kV shunt reactor bank on bus and on Bridger line • Potential and current transformers • Control, protection and communications equipment • New control building.

PROJECT FACILITY	DESCRIPTION
Creston Substation	• Proposed new substation. • Developed acreage: Approximately 13 acres fenced with access road. • Access road would be gravel. Access road length is to be determined based on final property location and proximity to existing road. • 230kV circuit breakers and related switching equipment. • Bus and support structures. • Potential and current transformers • 230kV line termination structures approx. 70 feet in height. • Control, protection and communications equipment .
Jim Bridger Substation and Bridger 500kV Substation	• Expansion of existing Jim Bridger Substation. Proposed Bridger 500kV yard near existing Jim Bridger Substation. • Access Roads: Jim Bridger Substation has existing access road. Bridger 500kV Substation - To access the new 500kV yard, an existing dirt road about a mile long will be improved with construction of an all-weather surface. Proposed New Bridger 500kV Substation • Developed acreage: Approximately 150 acres fenced with access road 500kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 135 feet in height. • 500/345kV transformer bank. • 345kV phase shifting transformer • 500kV shunt reactor bank on bus and on the Aeolus and Populus lines. • 500kV series capacitor bank added to Aeolus line. • Control, protection and communications equipmentNew control building. Jim Bridger Substation • Additions to existing Jim Bridger 345/230kV Substation within existing fenced area, including 345kV and 230kV breakers, bus equipment and line termination structures.
Populus Substation	• Expansion of planned substation. • Developed acreage: increase the fenced area by approximately 60 acres. • 500/345kV transformer bank. • 500kV and 345kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 125 feet in height • Control, protection and communications equipment. • New control building

PROJECT FACILITY	DESCRIPTION
	• 500kV series capacitor bank added to Bridger line • 500kV Shunt reactor banks added to the Bridger, Cedar Hills and Borah lines.
Borah Substation	• Expansion of existing substation. • Developed acreage: increase the fenced area by approximately 35 acres. • Existing access road is gravel and does not need extension. • 500kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 125 feet in height • Control, protection and communications equipment added to existing control building • 500kV series capacitor bank added to Populus line • 500kV Shunt reactor bank added to the Midpoint line • 1000MVA 500/230kV transformer bank
Cedar Hill Substation	• Proposed substation. • Developed acreage: approximately 45 acres fenced with access road. • 500kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 125 feet in height • Control, protection and communications equipment in new control building • 500kV shunt reactors added to Populus and Hemingway lines • 500kV series capacitor bank added to the Populus line • Control, protection and communications equipment added to new control building
Midpoint Substation	• Expansion of existing substation. • Developed acreage: increase the fenced area by approximately 40 acres. • Existing access roads are paved and do not need extension • 500kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 125 feet in height • Control, protection and communications equipment added to existing control building • 500kV series capacitor bank and shunt reactor bank added to Bora line • 500kV shunt reactor bank added to the Hemingway No. line

PROJECT FACILITY	DESCRIPTION
Hemingway Substation	• Expansion of planned substation. • Expansion of existing station to add a 500kV line bay for termination of the Hemingway – Midpoint 2 transmission line and the termination of the Hemingway – Cedar Hill transmission line • All construction will be inside the existing fence line • Access roads will be in-place and not impacted by this project • 500kV circuit breakers and related switching equipment • Bus and support structures • 500kV line termination structures approx. 135 feet in height • Potential and current transformers • Control, protection and communications equipment added to the existing control building • 500kV shunt reactors added to each line • 500kV series capacitor bank added to each line
ANCILLARY FACILITIES	
Communications and Control Facilities – Fiber Optic Cable Regen Sites	• Regenerator (Regen) sites are required to amplify the system control and monitoring signals carried over the fiber optic cable attached to the transmission towers • A total of 12 Regen Sites will be needed for the Gateway West project. Segments requiring regen sites are noted in the transmission line section of this summary table • Regen sites will be located either within a substation or at another location along the route remote from a substation • Regen sites remote from a substation are 100 X 100 feet with a 75 X 75 foot fenced area. • Typical building dimensions within the fenced area are 12 feet wide X 32 feet long X 9 feet tall • The fiber OPGW cable supported on the transmission structures would be routed in and out of the regen site building from the nearest transmission structure either underground or overhead along two independent diverse paths • Electronic equipment, required to support the fiber optic cable installation would be located inside the building • At sites not within a substation, an LP fueled emergency generator would be installed to provide backup power during an outage of the local electric distribution system supply • Maximum regen site spacing is 55 miles or less depending on access and proximity to local electric distribution lines • The primary siting criteria for a regen site located outside of a substation would be: adjacent to the Gateway West transmission line right of way, proximity to existing low voltage electric distribution lines to provide power to the facility, and the ability to easily access the site by vehicle.

PROJECT FACILITY	DESCRIPTION

Distribution Supply Lines	• Distribution line extensions are required to provide operational power and station service power at:
	  o 12 Regen Sites
	  o Creston Substation
	  o Bridger 500kV Substation
	  o Cedar Hill Substation
	• Typically provided from an existing distribution line located in proximity to the site
	• Not required for expansions at Windstar, Populus, Borah, Midpoint and Hemingway Substations since these substations are currently planned and will exist at the time of the Gateway West construction.

Table 3.2-2. Proposed OPGW Regeneration Site Locations		
Segment	**Milepost**	**Acres**
Segment 1W(b) - Windstar to Aeolus	TBD	< 0.5
Segment 2 - Aeolus to Creston	TBD	< 0.5
Segment 4 - Bridger to Populus	TBD	< 0.5
Segment 4 - Bridger to Populus	TBD	< 0.5
Segment 4 - Bridger to Populus	TBD	< 0.5
Segment 6 - Borah to Midpoint	TBD	< 0.5
Segment 7 - Populus to Cedar Hill	TBD	< 0.5
Segment 7 - Populus to Cedar Hill	TBD	< 0.5
Segment 8 - Midpoint to Hemingway	TBD	< 0.5
Segment 8 - Midpoint to Hemingway	TBD	< 0.5
Segment 9 - Cedar Hill to Hemingway	TBD	< 0.5
Segment 9 - Cedar Hill to Hemingway	TBD	< 0.5

Table 3.2-3. Proposed Structure Configuration

Segment	Transmission Line Length (miles)	Structure Type	Typical Height (ft)	No. of Structures**	Average Distance Between Structures** (ft)	Temporary Disturbance Area per structure (sq. ft.)	Permanent Disturbance Area per structure (sq. ft.)
Segment 1E	87.6	230kV H-Frame Structure	60 - 90 ft	662	700	ROW Width (125ft) x 150ft = 18,7500 sq ft	ROW Width (125ft) x 50ft = 6,250 sq ft
Segment 1W(a)	72.1	230kV H-Frame Structure	60 - 90 ft	545	700	ROW Width (125ft) x 150ft = 18,7500 sq ft	ROW Width (125ft) x 50ft = 6,250 sq ft
Segment 1W(b)	72.7	500kV Single-Circuit Lattice Tower	145 - 180 ft	311	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 1W(c)	70.6	230kV H-Frame Structure	60 - 90 ft	58	existing span lengths unknown	ROW Width (125ft) x 150ft = 18,7500 sq ft	ROW Width (125ft) x 50ft = 6,250 sq ft
Segment 2	93.6	500kV Double-Circuit Lattice Tower	160 - 190 ft	401	1235	ROW Width (300ft) x 250ft = 75,000 sq ft	ROW Width (300ft) x 100ft = 30,000 sq ft
Segment 3	55.2	500kV Double-Circuit Lattice Tower	160 - 190 ft	236	1235	ROW Width (300ft) x 250ft = 75,000 sq ft	ROW Width (300ft) x 100ft = 30,000 sq ft
Segment 4	203.6	500kV Double-Circuit Lattice Tower	160 - 190 ft	871	1235	ROW Width (300ft) x 250ft = 75,000 sq ft	ROW Width (300ft) x 100ft = 30,000 sq ft
Segment 5	52.7	500kV Single-Circuit Lattice Tower	145 - 180 ft	226	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 6	-	500kV Single-Circuit Lattice Tower	145 - 180 ft	10	varies	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 7	117.5	500kV Single-Circuit Lattice Tower	145 - 180 ft	503	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 8	131.0	500kV Single-Circuit Lattice Tower	145 - 180 ft	560	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 9	158.1	500kV Single-Circuit Lattice Tower	145 - 180 ft	676	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft
Segment 10	32.9	500kV Single-Circuit Lattice Tower	145 - 180 ft	141	1235	ROW Width (250ft) x 250ft = 62,500 sq ft	ROW Width (250ft) x 100ft = 25,000 sq ft

**The exact quantity and placement of the structures would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease the quantity, location, and height of structures.

Date: 08/18/08

Assumptions/Notes:

1. Average distance between lattice structures (i.e. span length) assumed to be 95% of typical tangent towers' maximum design wind span.
2. Approximate number of new structures is based on the segment length divided by the average span. No spotting has been performed to arrive at these values.
3. Certain segments may utilize alternative structure types for mitigation measures. This will be determined in further analyses and will be indicated for particular milepost ranges.
4. Segment 6 will be re-energized from 345kV to 500kV (previously constructed to 500kV standards). Transmission line construction only required at segment ends to reroute to the proposed 500kV substation bays. The quantity of structures required to accomplish this is an estimation. No spotting has been performed.
5. Segment 1W(c) consists of reconductoring an existing H-frame line. It is currently assumed that 10% of the structures would be replaced for clearance or structural reasons. The actual quantity of structure replacements will not be known until final design is complete.

Table 3.2-4. Foundation Excavation Dimensions

Structure	No. of Holes	Depth (ft)	Diameter (ft)	Concrete (cu yd)
500kV Sgl Ckt - Tangent Lattice Tower (S5A)	4	15.0	4	28
500kV Sgl Ckt - Small Angle Lattice Tower (S5B)	4	17.5	4	33
500kV Sgl Ckt - Medium Angle Lattice Tower (S5C)	4	20.0	4	38
500kV Sgl Ckt - Medium Dead-End Lattice Tower (S5D)	4	22.5	5	66
500kV Sgl Ckt - Heavy Dead-End Lattice Tower (S5E)	4	25.0	5	73
500kV Dbl Ckt - Tangent Lattice Tower (D5A)	4	20.0	6	84
500kV Dbl Ckt - Small Angle Lattice Tower (D5B)	4	22.5	6	95
500kV Dbl Ckt - Medium Angle Lattice Tower (D5C)	4	25.0	6	105
500kV Dbl Ckt - Medium Dead-End Lattice Tower (D5D)	4	27.5	7	157
500kV Dbl Ckt - Heavy Dead-End Lattice Tower (D5E)	4	30.0	7	172

Date: 08/18/08

Assumptions/Notes:

1. Foundation dimensions based on experience. No calculations were performed to arrive at these approximate numbers.
2. Foundations for mitigation/alternative structures will be added at a later date.
3. All 230kV structures will be directly embedded. Concrete foundations are not required.

Table 3.3-1. Summary of Land Requirements

Segment	Land Required for Construction** (acres)						Land Required for Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 1E - Windstar to Aeolus	87.6 mi	13.2 mi	0.0 mi	0.0 mi	8.1 mi	66.3 mi	87.6 mi	13.2 mi	0.0 mi	0.0 mi	8.1 mi	66.3 mi
T-Line ROW	1,327.9	199.8	0.0	0.0	123.4	1,004.7	1,327.9	199.8	0.0	0.0	123.4	1,004.7
Off-ROW Staging Areas	50.0	10.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	225.0	37.5	0.0	0.0	25.0	162.5	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	14.9	2.3	0.0	0.0	1.1	11.5	-	-	-	-	-	-
Off-ROW Access Roads	24.8	3.7	0.0	0.0	2.3	18.8	24.8	3.7	0.0	0.0	2.3	18.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*1,647.2*	*253.4*	*0.0*	*0.0*	*151.9*	*1,242.0*	*1,356.3*	*203.6*	*0.0*	*0.0*	*125.7*	*1,027.0*
Segment 1W (a)- Windstar to Aeolus (230 kV Line)	72.1 mi	26.6 mi	0.0 mi	1.9 mi	14.2 mi	29.3 mi	72.1 mi	26.6 mi	0.0 mi	1.9 mi	14.2 mi	29.3 mi
T-Line ROW	1,093.0	403.5	0.0	29.4	215.5	444.5	1,093.0	403.5	0.0	29.4	215.5	444.5
Off-ROW Staging Area	Will utilize the same staging areas estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Fly Yards	Will utilize the same fly yards estimated for Segment 1W(b).						-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	12.6	4.6	0.0	0.0	2.3	5.7	-	-	-	-	-	-
Off-ROW Access Roads	20.4	7.5	0.0	0.5	4.0	8.3	20.4	7.5	0.0	0.5	4.0	8.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*1,130.7*	*415.7*	*0.0*	*30.0*	*221.9*	*463.1*	*1,117.0*	*411.1*	*0.0*	*30.0*	*219.6*	*456.4*
Segment 1W (b)- Windstar to Aeolus (500kV Line)	72.7 mi	23.6 mi	0.0 mi	1.3 mi	15.7 mi	32.2 mi	72.7 mi	23.6 mi	0.0 mi	1.3 mi	15.7 mi	32.2 mi
T-Line ROW	2,202.6	714.2	0.0	39.3	474.6	974.6	2,202.6	714.2	0.0	39.3	474.6	974.6
Off-ROW Staging Area	80.0	20.0	0.0	0.0	20.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	187.5	62.5	0.0	0.0	37.5	87.5	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	24.1	6.9	0.0	0.0	6.9	10.3	-	-	-	-	-	-
Off-ROW Access Roads	20.6	6.7	0.0	0.4	4.4	9.1	20.6	6.7	0.0	0.4	4.4	9.1
OPGW Regeneration Station(s)	0.4	TBD	TBD	TBD	TBD	TBD	0.2	TBD	TBD	TBD	TBD	TBD
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*2,519.8*	*810.2*	*0.0*	*39.7*	*543.4*	*1,126.1*	*2,227.0*	*720.8*	*0.0*	*39.7*	*479.0*	*987.3*

Table 3.3-1. Summary of Land Requirements

Segment	Land Required for Construction** (acres)						Land Required for Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 1W (c)- Windstar to Aeolus (230kV Reconductoring)	70.6 mi	23.5 mi	0.0 mi	1.7 mi	14.5 mi	30.9 mi	70.6 mi	23.5 mi	0.0 mi	1.7 mi	14.5 mi	30.9 mi
T-Line ROW	No new ROW required for reconductoring.											
Off-ROW Staging Area	Will utilize the same staging areas estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Fly Yards	Will utilize the same fly yards estimated for Segment 1W(b).						-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	12.6	4.6	0.0	0.0	2.3	5.7	-	-	-	-	-	-
Off-ROW Access Roads	20.0	6.7	0.0	0.5	4.1	8.8	20.0	6.7	0.0	0.5	4.1	8.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Segment Subtotal	*103.2*	*34.8*	*0.0*	*2.2*	*20.9*	*45.4*	*90.6*	*30.2*	*0.0*	*2.2*	*18.6*	*39.7*
Segment 2 - Aeolus to Creston	93.6 mi	34.7 mi	0.0 mi	0.0 mi	7.0 mi	51.9 mi	93.6 mi	34.7 mi	0.0 mi	0.0 mi	7.0 mi	51.9 mi
T-Line ROW	3,402.5	1,262.5	0.0	0.0	253.5	1,886.5	3,402.5	1,262.5	0.0	0.0	253.5	1,886.5
Off-ROW Staging Area	100.0	40.0	0.0	0.0	0.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	33.1	12.4	0.0	0.0	4.1	16.5	-	-	-	-	-	-
Off-ROW Access Roads	25.6	9.5	0.0	0.0	1.9	14.2	25.6	9.5	0.0	0.0	1.9	14.2
OPGW Regeneration Station(s)	0.4	TBD	TBD	TBD	TBD	TBD	0.2	TBD	TBD	TBD	TBD	TBD
Portion of Aeolus Substation	128.0	0.0	0.0	0.0	0.0	128.0	118.0	0.0	0.0	0.0	0.0	118.0
Segment Subtotal	*3,689.5*	*1,324.4*	*0.0*	*0.0*	*259.5*	*2,105.2*	*3,546.3*	*1,272.0*	*0.0*	*0.0*	*255.4*	*2,018.7*
Segment 3 - Creston to Bridger	55.2 mi	28.4 mi	0.0 mi	0.0 mi	1.0 mi	25.8 mi	55.2 mi	28.4 mi	0.0 mi	0.0 mi	1.0 mi	25.8 mi
T-Line ROW	2,005.9	1,031.5	0.0	0.0	36.4	937.9	2,005.9	1,031.5	0.0	0.0	36.4	937.9
Off-ROW Staging Area	80.0	40.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	20.7	12.4	0.0	0.0	0.0	8.3	-	-	-	-	-	-
Off-ROW Access Roads	14.6	7.5	0.0	0.0	0.3	6.8	14.6	7.5	0.0	0.0	0.3	6.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Creston Substation	17.0	17.0	0.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	0.0
Segment Subtotal	*2,138.1*	*1,108.4*	*0.0*	*0.0*	*36.7*	*993.0*	*2,033.4*	*1,052.0*	*0.0*	*0.0*	*36.7*	*944.7*

Table 3.3-1. Summary of Land Requirements

Segment	Land Required for Construction** (acres)						Land Required for Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 4 - Bridger to Populus	203.6 mi	77.2 mi	3.3 mi	9.3 mi	11.2 mi	102.6 mi	203.6 mi	77.2 mi	3.3 mi	9.3 mi	11.2 mi	102.6 mi
T-Line ROW	7,404.3	2,806.0	121.3	339.8	407.2	3,730.0	7,404.3	2,806.0	121.3	339.8	407.2	3,730.0
Off-ROW Staging Area	200.0	80.0	0.0	0.0	20.0	100.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	70.2	24.8	0.0	4.1	4.1	37.2	-	-	-	-	-	-
Off-ROW Access Roads	61.9	23.5	1.0	2.8	3.4	31.2	61.9	23.5	1.0	2.8	3.4	31.2
OPGW Regeneration Station(s)	1.2	TBD	TBD	TBD	TBD	TBD	0.7	TBD	TBD	TBD	TBD	TBD
Bridger 500kV Substation	153.8	0.0	0.0	0.0	0.0	153.8	143.8	0.0	0.0	0.0	0.0	143.8
Segment Subtotal	*7,891.4*	*2,934.3*	*122.3*	*346.8*	*434.7*	*4,052.2*	*7,610.7*	*2,829.5*	*122.3*	*342.7*	*410.6*	*3,905.0*
Segment 5 - Populus to Borah	52.7 mi	10.5 mi	0.0 mi	0.0 mi	3.7 mi	38.4 mi	52.7 mi	10.5 mi	0.0 mi	0.0 mi	3.7 mi	38.4 mi
T-Line ROW	1,596.8	319.3	0.0	0.0	112.6	1,165.0	1,596.8	319.3	0.0	0.0	112.6	1,165.0
Off-ROW Staging Area	80.0	20.0	0.0	0.0	0.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	137.5	25.0	0.0	0.0	12.5	100.0	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	17.2	3.4	0.0	0.0	0.0	13.8	-	-	-	-	-	-
Off-ROW Access Roads	16.9	3.4	0.0	0.0	1.2	12.3	16.9	3.4	0.0	0.0	1.2	12.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Populus Substation	19.8	0.0	0.0	0.0	0.0	19.8	16.5	0.0	0.0	0.0	0.0	16.5
Segment Subtotal	*1,868.2*	*371.1*	*0.0*	*0.0*	*126.3*	*1,370.8*	*1,630.2*	*322.7*	*0.0*	*0.0*	*113.8*	*1,193.8*
Segment 6 - Borah to Midpoint	-	-	-	-	-	-	-	-	-	-	-	-
T-Line ROW	-	-	-	-	-	-	-	-	-	-	-	-
Off-ROW Staging Area	Staging areas from adjacent segments will be used.						-	-	-	-	-	-
Off-ROW Fly Yards	Fly yards from adjacent segments will be used.						-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	6.9	0.0	0.0	0.0	0.0	6.9	-	-	-	-	-	-
Off-ROW Access Roads	Minimal roads will be required around substations for req'd work.											
OPGW Regeneration Station(s)	0.4	TBD	TBD	TBD	TBD	TBD	0.2	TBD	TBD	TBD	TBD	TBD
Portion of Borah Substation	35.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	35.0
Segment Subtotal	*42.3*	*0.0*	*0.0*	*0.0*	*0.0*	*41.9*	*35.2*	*0.0*	*0.0*	*0.0*	*0.0*	*35.0*

Table 3.3-1. Summary of Land Requirements

Segment	Land Required for Construction** (acres)						Land Required for Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 7 - Populus to Cedar Hill	117.5 mi	28.1 mi	0.0 mi	0.0 mi	4.3 mi	85.1 mi	117.5 mi	28.1 mi	0.0 mi	0.0 mi	4.3 mi	85.1 mi
T-Line ROW	3,559.4	850.0	0.0	0.0	129.5	2,579.9	3,559.4	850.0	0.0	0.0	129.5	2,579.9
Off-ROW Staging Area	120.0	20.0	0.0	0.0	0.0	100.0	-	-	-	-	-	-
Off-ROW Fly Yards	300.0	75.0	0.0	0.0	12.5	212.5	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	34.4	6.9	0.0	0.0	0.0	27.5	-	-	-	-	-	-
Off-ROW Access Roads	35.6	8.5	0.0	0.0	1.3	25.8	35.6	8.5	0.0	0.0	1.3	25.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Populus Substation	19.8	0.0	0.0	0.0	0.0	19.8	16.5	0.0	0.0	0.0	0.0	16.5
Segment Subtotal	*4,069.2*	*960.4*	*0.0*	*0.0*	*143.3*	*2,965.5*	*3,611.5*	*858.5*	*0.0*	*0.0*	*130.8*	*2,622.2*
Segment 8 - Midpoint to Hemingway	131.0 mi	55.7 mi	2.2 mi	0.0 mi	11.3 mi	61.8 mi	131.0 mi	55.7 mi	2.2 mi	0.0 mi	11.3 mi	61.8 mi
T-Line ROW	3,969.0	1,687.3	68.0	0.0	341.1	1,872.8	3,969.0	1,687.3	68.0	0.0	341.1	1,872.8
Off-ROW Staging Area	140.0	60.0	0.0	0.0	20.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	337.5	137.5	0.0	0.0	25.0	175.0	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	37.9	17.2	0.0	0.0	3.4	17.2	-	-	-	-	-	-
Off-ROW Access Roads	34.5	14.7	0.6	0.0	3.0	16.3	34.5	14.7	0.6	0.0	3.0	16.3
OPGW Regeneration Station(s)	0.8	TBD	TBD	TBD	TBD	TBD	0.5	TBD	TBD	TBD	TBD	TBD
Portion of Midpoint Substation	40.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	40.0
Portion of Hemingway Substation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Segment Subtotal	*4,559.7*	*1,916.6*	*68.5*	*0.0*	*392.5*	*2,181.2*	*4,044.0*	*1,701.9*	*68.5*	*0.0*	*344.0*	*1,929.0*
Segment 9 - Cedar Hill to Hemingway	158.1 mi	115.0 mi	2.1 mi	0.0 mi	2.8 mi	38.1 mi	158.1 mi	115.0 mi	2.1 mi	0.0 mi	2.8 mi	38.1 mi
T-Line ROW	4,789.9	3,486.3	65.1	0.0	84.8	1,153.8	4,789.9	3,486.3	65.1	0.0	84.8	1,153.8
Off-ROW Staging Area	160.0	120.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	400.0	287.5	0.0	0.0	12.5	100.0	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	48.2	34.4	0.0	0.0	0.0	13.8	-	-	-	-	-	-
Off-ROW Access Roads	42.6	31.0	0.6	0.0	0.8	10.3	42.6	31.0	0.6	0.0	0.8	10.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Cedar Hill Substation	45.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	45.0
Portion of Hemingway Substation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Segment Subtotal	*5,485.6*	*3,959.2*	*65.6*	*0.0*	*98.0*	*1,362.8*	*4,877.4*	*3,517.3*	*65.6*	*0.0*	*85.5*	*1,209.0*

Table 3.3-1. Summary of Land Requirements

Segment	Land Required for Construction** (acres)						Land Required for Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 10 - Midpoint to Cedar Hill	32.9 mi	12.8 mi	0.0 mi	0.0 mi	0.0 mi	20.1 mi	32.9 mi	12.8 mi	0.0 mi	0.0 mi	0.0 mi	20.1 mi
T-Line ROW	998.3	387.9	0.0	0.0	0.0	610.4	998.3	387.9	0.0	0.0	0.0	610.4
Off-ROW Staging Area	60.0	20.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	87.5	37.5	0.0	0.0	0.0	50.0	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	10.3	3.4	0.0	0.0	0.0	6.9	-	-	-	-	-	-
Off-ROW Access Roads	8.5	3.3	0.0	0.0	0.0	5.2	8.5	3.3	0.0	0.0	0.0	5.2
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Midpoint Substation	40.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	40.0
Segment Subtotal	*1,204.6*	*452.2*	*0.0*	*0.0*	*0.0*	*752.4*	*1,046.8*	*391.2*	*0.0*	*0.0*	*0.0*	*655.6*
Total Project	1147.6 mi	449.3 mi	7.7 mi	14.3 mi	93.7 mi	582.6 mi	1147.6 mi	449.3 mi	7.7 mi	14.3 mi	93.7 mi	582.6 mi
T-Line ROW	32,349.6	13,148.5	254.3	408.6	2,178.4	16,359.8	32,349.6	13,148.5	254.3	408.6	2,178.4	16,359.8
Off-ROW Staging Area	1,070.0	430.0	0.0	0.0	60.0	580.0	-	-	-	-	-	-
Off-ROW Fly Yards	1,675.0	662.5	0.0	0.0	125.0	887.5	-	-	-	-	-	-
Off ROW Wire Pulling/Splicing Sites	343.2	133.4	0.0	4.1	24.3	181.4	-	-	-	-	-	-
Off-ROW Access Roads	325.8	125.8	2.2	4.2	26.6	166.9	325.8	125.8	2.2	4.2	26.6	166.9
OPGW Regeneration Station(s)	3.2	TBD	TBD	TBD	TBD	TBD	1.8	TBD	TBD	TBD	TBD	TBD
Substations	512.2	17.0	0.0	0.0	0.0	495.2	478.6	13.0	0.0	0.0	0.0	465.6
Total Project	***36,279.0***	***14,517.2***	***256.5***	***417.0***	***2,414.4***	***18,670.8***	***33,155.9***	***13,287.3***	***256.5***	***412.8***	***2,205.1***	***16,992.3***

**The exact disturbances/land requirements would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease these values.

Date: 08/18/08

Assumptions/Notes:

1. Right of way widths for 500kV double circuit and 500kV single circuit segments are 300ft and 250ft, respectively. The right of way width for 230kV H-frame segments is 125ft.

2. The staging areas will serve as field offices, reporting locations for workers, parking space for vehicles and equipment, sites for material storage, fabrication assembly and stations for equipment maintenance, and concrete batch plants.

3. Staging/material storage yards/batch plants will be approximately 20 acres for 500kV and 10 acres for 230kV. They will be located at each end of a segment, and every 20-30 miles along the line.

4. Fly yards will be 10 to 15 acres located every 5 miles. Values in table assume helicopter construction throughout all single-circuit 500kV and 230kV segments (the double-circuit 500kV tower is too heavy to utilize helicopter construction). The construction contractor may choose to construct using ground based techniques, therefore, not utilizing fly yards.

5. For 500kV, wiring pulling/splicing sites will be the ROW width x 600ft located every 3 miles. For 230kV, ROW width x 400ft located every 9,300ft. Typically, only sites that would be off of the ROW would be at large angle dead-ends. It is estimated that one in four sites will be off of the ROW.

6. Permanent access is required at each structure location for operation and maintenance. At this time all access roads are assumed to be permanent. Refer to Table 3.4-2 for access road mileages for each segment.

Table 3.3-2. Summary of Land Disturbances During Construction

Segment	Land Affected During Construction** (acres)						Land Affected During Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 1E - Windstar to Aeolus	87.6 mi	13.2 mi	0.0 mi	0.0 mi	8.1 mi	66.3 mi	87.6 mi	13.2 mi	0.0 mi	0.0 mi	8.1 mi	66.3 mi
On-ROW Work Areas at Structure Sites	285.0	42.9	0.0	0.0	26.5	215.6	95.0	14.3	0.0	0.0	8.8	71.9
On-ROW Wire Pulling/Splicing Sites	43.6	6.9	0.0	0.0	4.6	32.1	-	-	-	-	-	-
On-ROW Access Roads	165.4	24.9	0.0	0.0	15.4	125.1	165.4	24.9	0.0	0.0	15.4	125.1
Off-ROW Staging Areas	50.0	10.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	225.0	37.5	0.0	0.0	25.0	162.5	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	14.9	2.3	0.0	0.0	1.1	11.5	-	-	-	-	-	-
Off-ROW Access Roads	24.8	3.7	0.0	0.0	2.3	18.8	24.8	3.7	0.0	0.0	2.3	18.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*813.3*	*128.2*	*0.0*	*0.0*	*74.9*	*610.2*	*288.8*	*42.9*	*0.0*	*0.0*	*26.5*	*219.4*
Segment 1W(a) - Windstar to Aeolus (230kV Line)	72.1 mi	26.6 mi	0.0 mi	1.9 mi	14.2 mi	29.3 mi	72.1 mi	26.6 mi	0.0 mi	1.9 mi	14.2 mi	29.3 mi
On-ROW Work Areas at Structure Sites	234.6	86.6	0.0	6.3	46.3	95.4	78.2	28.9	0.0	2.1	15.4	31.8
On-ROW Wire Pulling/Splicing Sites	35.6	12.6	0.0	1.1	6.9	14.9	-	-	-	-	-	-
On-ROW Access Roads	136.1	50.3	0.0	3.7	26.8	55.4	136.1	50.3	0.0	3.7	26.8	55.4
Off-ROW Staging Areas	Will utilize the same staging areas estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Fly Yards	Will utilize the same fly yards estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	12.6	4.6	0.0	0.0	2.3	5.7	-	-	-	-	-	-
Off-ROW Access Roads	20.4	7.5	0.0	0.5	4.0	8.3	20.4	7.5	0.0	0.5	4.0	8.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*443.9*	*161.6*	*0.0*	*11.7*	*86.3*	*184.3*	*238.3*	*86.7*	*0.0*	*6.3*	*46.3*	*99.1*
Segment 1W(b) - Windstar to Aeolus (500kV Line)	72.7 mi	23.6 mi	0.0 mi	1.3 mi	15.7 mi	32.2 mi	72.7 mi	23.6 mi	0.0 mi	1.3 mi	15.7 mi	32.2 mi
On-ROW Work Areas at Structure Sites	446.2	144.7	0.0	8.0	96.1	197.4	178.5	57.9	0.0	3.2	38.5	79.0
On-ROW Wire Pulling/Splicing Sites	113.6	37.9	0.0	3.4	24.1	48.2	-	-	-	-	-	-
On-ROW Access Roads	137.2	44.5	0.0	2.4	29.6	60.7	137.2	44.5	0.0	2.4	29.6	60.7
Off-ROW Staging Areas	80.0	20.0	0.0	0.0	20.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	187.5	62.5	0.0	0.0	37.5	87.5	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	24.1	6.9	0.0	0.0	6.9	10.3	-	-	-	-	-	-
Off-ROW Access Roads	20.6	6.7	0.0	0.4	4.4	9.1	20.6	6.7	0.0	0.4	4.4	9.1
OPGW Regeneration Station(s)	0.40	TBD	TBD	TBD	TBD	TBD	0.23	TBD	TBD	TBD	TBD	TBD
Portion of Windstar Substation	4.6	0.0	0.0	0.0	0.0	4.6	3.6	0.0	0.0	0.0	0.0	3.6
Segment Subtotal	*1,014.2*	*323.1*	*0.0*	*14.2*	*218.6*	*457.9*	*340.1*	*109.0*	*0.0*	*6.0*	*72.4*	*152.4*

Table 3.3-2. Summary of Land Disturbances During Construction

Segment	Land Affected During Construction** (acres)						Land Affected During Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 1W(c) - Windstar to Aeolus (230kV Reconductor)	70.6 mi	23.5 mi	0.0 mi	1.7 mi	14.5 mi	30.9 mi	70.6 mi	23.5 mi	0.0 mi	1.7 mi	14.5 mi	30.9 mi
On-ROW Work Areas at Structure Sites	25.0	8.3	0.0	0.6	5.1	10.9	8.3	2.8	0.0	0.2	1.7	3.6
On-ROW Wire Pulling/Splicing Sites	35.6	11.5	0.0	1.1	6.9	16.1	-	-	-	-	-	-
On-ROW Access Roads	133.3	44.4	0.0	3.2	27.3	58.4	133.3	44.4	0.0	3.2	27.3	58.4
Off-ROW Staging Areas	Will utilize the same staging areas estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Fly Yards	Will utilize the same fly yards estimated for Segment 1W(b).						-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	12.6	4.6	0.0	0.0	2.3	5.7	-	-	-	-	-	-
Off-ROW Access Roads	20.0	6.7	0.0	0.5	4.1	8.8	20.0	6.7	0.0	0.5	4.1	8.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Segment Subtotal	*226.4*	*75.4*	*0.0*	*5.5*	*45.7*	*99.9*	*161.6*	*53.8*	*0.0*	*3.9*	*33.1*	*70.8*
Segment 2 - Aeolus to Creston	93.6 mi	34.7 mi	0.0 mi	0.0 mi	7.0 mi	51.9 mi	93.6 mi	34.7 mi	0.0 mi	0.0 mi	7.0 mi	51.9 mi
On-ROW Work Areas at Structure Sites	690.4	256.2	0.0	0.0	51.4	382.8	276.2	102.5	0.0	0.0	20.6	153.1
On-ROW Wire Pulling/Splicing Sites	99.2	37.2	0.0	0.0	8.3	53.7	-	-	-	-	-	-
On-ROW Access Roads	170.5	63.3	0.0	0.0	12.7	94.6	170.5	63.3	0.0	0.0	12.7	94.6
Off-ROW Staging Areas	100.0	40.0	0.0	0.0	0.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	33.1	12.4	0.0	0.0	4.1	16.5	-	-	-	-	-	-
Off-ROW Access Roads	25.6	9.5	0.0	0.0	1.9	14.2	25.6	9.5	0.0	0.0	1.9	14.2
OPGW Regeneration Station(s)	0.40	TBD	TBD	TBD	TBD	TBD	0.23	TBD	TBD	TBD	TBD	TBD
Portion of Aeolus Substation	128.0	0.0	0.0	0.0	0.0	128.0	118.0	0.0	0.0	0.0	0.0	118.0
Segment Subtotal	*1,247.2*	*418.6*	*0.0*	*0.0*	*78.4*	*749.8*	*590.5*	*175.2*	*0.0*	*0.0*	*35.2*	*379.9*
Segment 3 - Creston to Bridger	55.2 mi	28.4 mi	0.0 mi	0.0 mi	1.0 mi	25.8 mi	55.2 mi	28.4 mi	0.0 mi	0.0 mi	1.0 mi	25.8 mi
On-ROW Work Areas at Structure Sites	406.3	209.0	0.0	0.0	7.4	190.0	162.5	83.6	0.0	0.0	3.0	76.0
On-ROW Wire Pulling/Splicing Sites	57.9	28.9	0.0	0.0	0.0	28.9	-	-	-	-	-	-
On-ROW Access Roads	97.1	49.9	0.0	0.0	1.8	45.4	97.1	49.9	0.0	0.0	1.8	45.4
Off-ROW Staging Areas	80.0	40.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	20.7	12.4	0.0	0.0	0.0	8.3	-	-	-	-	-	-
Off-ROW Access Roads	14.6	7.5	0.0	0.0	0.3	6.8	14.6	7.5	0.0	0.0	0.3	6.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Creston Substation	17.0	17.0	0.0	0.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	0.0
Segment Subtotal	*693.5*	*364.7*	*0.0*	*0.0*	*9.4*	*319.4*	*287.2*	*154.0*	*0.0*	*0.0*	*5.0*	*128.2*

Table 3.3-2. Summary of Land Disturbances During Construction

Segment	Land Affected During Construction** (acres)						Land Affected During Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 4 - Bridger to Populus	203.6 mi	77.2 mi	3.3 mi	9.3 mi	11.2 mi	102.6 mi	203.6 mi	77.2 mi	3.3 mi	9.3 mi	11.2 mi	102.6 mi
On-ROW Work Areas at Structure Sites	1,499.7	568.3	24.6	68.8	82.5	755.5	599.9	227.3	9.8	27.5	33.0	302.2
On-ROW Wire Pulling/Splicing Sites	210.7	78.5	4.1	8.3	12.4	107.4	-	-	-	-	-	-
On-ROW Access Roads	412.6	156.4	6.8	18.9	22.7	207.8	412.6	156.4	6.8	18.9	22.7	207.8
Off-ROW Staging Areas	200.0	80.0	0.0	0.0	20.0	100.0	-	-	-	-	-	-
Off-ROW Fly Yards	-	-	-	-	-	-	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	70.2	24.8	0.0	4.1	4.1	37.2	-	-	-	-	-	-
Off-ROW Access Roads	61.9	23.5	1.0	2.8	3.4	31.2	61.9	23.5	1.0	2.8	3.4	31.2
OPGW Regeneration Station(s)	1.20	TBD	TBD	TBD	TBD	TBD	0.69	TBD	TBD	TBD	TBD	TBD
Bridger Substation	153.8	0.0	0.0	0.0	0.0	153.8	143.8	0.0	0.0	0.0	0.0	143.8
Segment Subtotal	*2,610.1*	*931.4*	*36.5*	*103.0*	*145.1*	*1,392.9*	*1,218.8*	*407.1*	*17.6*	*49.3*	*59.1*	*685.0*
Segment 5 - Populus to Borah	52.7 mi	10.5 mi	0.0 mi	0.0 mi	3.7 mi	38.4 mi	52.7 mi	10.5 mi	0.0 mi	0.0 mi	3.7 mi	38.4 mi
On-ROW Work Areas at Structure Sites	324.3	64.8	0.0	0.0	22.9	236.6	129.7	25.9	0.0	0.0	9.1	94.6
On-ROW Wire Pulling/Splicing Sites	48.2	10.3	0.0	0.0	3.4	34.4	-	-	-	-	-	-
On-ROW Access Roads	112.4	22.5	0.0	0.0	7.9	82.0	112.4	22.5	0.0	0.0	7.9	82.0
Off-ROW Staging Areas	80.0	20.0	0.0	0.0	0.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	137.5	25.0	0.0	0.0	12.5	100.0	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	17.2	3.4	0.0	0.0	0.0	13.8	-	-	-	-	-	-
Off-ROW Access Roads	16.9	3.4	0.0	0.0	1.2	12.3	16.9	3.4	0.0	0.0	1.2	12.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Populus Substation	19.8	0.0	0.0	0.0	0.0	19.8	16.5	0.0	0.0	0.0	0.0	16.5
Segment Subtotal	*756.3*	*149.5*	*0.0*	*0.0*	*47.9*	*558.9*	*275.5*	*51.8*	*0.0*	*0.0*	*18.3*	*205.4*
Segment 6 - Borah to Midpoint	-	-	-	-	-	-	-	-	-	-	-	-
On-ROW Work Areas at Structure Sites	14.3	0.0	0.0	0.0	0.0	14.3	5.7	0.0	0.0	0.0	0.0	5.7
On-ROW Wire Pulling/Splicing Sites	13.8	0.0	0.0	0.0	0.0	13.8	-	-	-	-	-	-
On-ROW Access Roads	Minimal roads will be required around substations for req'd work.											
Off-ROW Staging Areas	Staging areas from adjacent segments will be used.						-	-	-	-	-	-
Off-ROW Fly Yards	Fly yards from adjacent segments will be used.						-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	6.9	0.0	0.0	0.0	0.0	6.9	-	-	-	-	-	-
Off-ROW Access Roads	Minimal roads will be required around substations for req'd work.											
OPGW Regeneration Station(s)	0.40	TBD	TBD	TBD	TBD	TBD	0.23	TBD	TBD	TBD	TBD	TBD
Portion of Borah Substation	35.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	35.0
Segment Subtotal	*70.4*	*0.0*	*0.0*	*0.0*	*0.0*	*70.0*	*41.0*	*0.0*	*0.0*	*0.0*	*0.0*	*40.7*

Table 3.3-2. Summary of Land Disturbances During Construction

Segment	Land Affected During Construction** (acres)						Land Affected During Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 7 - Populus to Cedar Hill	117.5 mi	28.1 mi	0.0 mi	0.0 mi	4.3 mi	85.1 mi	117.5 mi	28.1 mi	0.0 mi	0.0 mi	4.3 mi	85.1 mi
On-ROW Work Areas at Structure Sites	721.7	172.4	0.0	0.0	26.3	523.1	288.7	68.9	0.0	0.0	10.5	209.2
On-ROW Wire Pulling/Splicing Sites	103.3	24.1	0.0	0.0	3.4	75.8	-	-	-	-	-	-
On-ROW Access Roads	237.2	56.6	0.0	0.0	8.6	171.9	237.2	56.6	0.0	0.0	8.6	171.9
Off-ROW Staging Areas	120.0	20.0	0.0	0.0	0.0	100.0	-	-	-	-	-	-
Off-ROW Fly Yards	300.0	75.0	0.0	0.0	12.5	212.5	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	34.4	6.9	0.0	0.0	0.0	27.5	-	-	-	-	-	-
Off-ROW Access Roads	35.6	8.5	0.0	0.0	1.3	25.8	35.6	8.5	0.0	0.0	1.3	25.8
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Populus Substation	19.8	0.0	0.0	0.0	0.0	19.8	16.5	0.0	0.0	0.0	0.0	16.5
Segment Subtotal	*1,572.0*	*363.5*	*0.0*	*0.0*	*52.1*	*1,156.4*	*578.0*	*134.1*	*0.0*	*0.0*	*20.4*	*423.5*
Segment 8 - Midpoint to Hemingway	131.0 mi	55.7 mi	2.2 mi	0.0 mi	11.3 mi	61.8 mi	131.0 mi	55.7 mi	2.2 mi	0.0 mi	11.3 mi	61.8 mi
On-ROW Work Areas at Structure Sites	803.5	341.6	13.8	0.0	69.0	379.1	321.4	136.6	5.5	0.0	27.6	151.6
On-ROW Wire Pulling/Splicing Sites	113.6	48.2	3.4	0.0	10.3	51.7	-	-	-	-	-	-
On-ROW Access Roads	229.8	97.7	3.9	0.0	19.7	108.4	229.8	97.7	3.9	0.0	19.7	108.4
Off-ROW Staging Areas	140.0	60.0	0.0	0.0	20.0	60.0	-	-	-	-	-	-
Off-ROW Fly Yards	337.5	137.5	0.0	0.0	25.0	175.0	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	37.9	17.2	0.0	0.0	3.4	17.2	-	-	-	-	-	-
Off-ROW Access Roads	34.5	14.7	0.6	0.0	3.0	16.3	34.5	14.7	0.6	0.0	3.0	16.3
OPGW Regeneration Station(s)	0.80	TBD	TBD	TBD	TBD	TBD	0.46	TBD	TBD	TBD	TBD	TBD
Portion of Midpoint Substation	40.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	40.0
Portion of Hemingway Substation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Segment Subtotal	*1,737.6*	*716.9*	*21.7*	*0.0*	*150.5*	*847.7*	*626.2*	*249.0*	*10.0*	*0.0*	*50.3*	*316.4*
Segment 9 - Cedar Hill to Hemingway	158.1 mi	115.0 mi	2.1 mi	0.0 mi	2.8 mi	38.1 mi	158.1 mi	115.0 mi	2.1 mi	0.0 mi	2.8 mi	38.1 mi
On-ROW Work Areas at Structure Sites	969.9	706.0	13.2	0.0	17.2	233.6	388.0	282.4	5.3	0.0	6.9	93.5
On-ROW Wire Pulling/Splicing Sites	137.7	99.9	3.4	0.0	3.4	31.0	-	-	-	-	-	-
On-ROW Access Roads	283.8	206.6	3.9	0.0	5.0	68.4	283.8	206.6	3.9	0.0	5.0	68.4
Off-ROW Staging Areas	160.0	120.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	400.0	287.5	0.0	0.0	12.5	100.0	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	48.2	34.4	0.0	0.0	0.0	13.8	-	-	-	-	-	-
Off-ROW Access Roads	42.6	31.0	0.6	0.0	0.8	10.3	42.6	31.0	0.6	0.0	0.8	10.3
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Cedar Hill Substation	45.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	45.0
Portion of Hemingway Substation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Segment Subtotal	*2,087.2*	*1,485.3*	*21.1*	*0.0*	*38.9*	*542.0*	*759.3*	*519.9*	*9.7*	*0.0*	*12.6*	*217.1*

Table 3.3-2. Summary of Land Disturbances During Construction

Segment	Land Affected During Construction** (acres)						Land Affected During Operation** (acres)					
	Total	Federal			Other		Total	Federal			Other	
		BLM	BOR	USFS	State	Private		BLM	BOR	USFS	State	Private
Segment 10 - Midpoint to Cedar Hill	32.9 mi	12.8 mi	0.0 mi	0.0 mi	0.0 mi	20.1 mi	32.9 mi	12.8 mi	0.0 mi	0.0 mi	0.0 mi	20.1 mi
On-ROW Work Areas at Structure Sites	202.3	78.6	0.0	0.0	0.0	123.7	80.9	31.4	0.0	0.0	0.0	49.5
On-ROW Wire Pulling/Splicing Sites	31.0	10.3	0.0	0.0	0.0	20.7	-	-	-	-	-	-
On-ROW Access Roads	56.8	22.1	0.0	0.0	0.0	34.7	56.8	22.1	0.0	0.0	0.0	34.7
Off-ROW Staging Areas	60.0	20.0	0.0	0.0	0.0	40.0	-	-	-	-	-	-
Off-ROW Fly Yards	87.5	37.5	0.0	0.0	0.0	50.0	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	10.3	3.4	0.0	0.0	0.0	6.9	-	-	-	-	-	-
Off-ROW Access Roads	8.5	3.3	0.0	0.0	0.0	5.2	8.5	3.3	0.0	0.0	0.0	5.2
OPGW Regeneration Station(s)	-	-	-	-	-	-	-	-	-	-	-	-
Portion of Midpoint Substation	40.0	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	40.0
Segment Subtotal	*496.4*	*175.3*	*0.0*	*0.0*	*0.0*	*321.2*	*186.2*	*56.8*	*0.0*	*0.0*	*0.0*	*129.4*
Total Project	1147.6 mi	449.3 mi	7.7 mi	14.3 mi	93.7 mi	582.6 mi	1147.6 mi	449.3 mi	7.7 mi	14.3 mi	93.7 mi	582.6 mi
On-ROW Work Areas at Structure Sites	6,623.2	2,679.3	51.5	83.7	450.6	3,358.1	2,613.0	1,062.5	20.6	33.0	175.0	1,321.8
On-ROW Wire Pulling/Splicing Sites	1,043.9	406.3	11.0	14.0	83.8	528.7	-	-	-	-	-	-
On-ROW Access Roads	2,172.1	839.0	14.5	28.3	177.6	1,112.8	2,172.1	839.0	14.5	28.3	177.6	1,112.8
Off-ROW Staging Areas	1,070.0	430.0	0.0	0.0	60.0	580.0	-	-	-	-	-	-
Off-ROW Fly Yards	1,675.0	662.5	0.0	0.0	125.0	887.5	-	-	-	-	-	-
Off-ROW Wire Pulling/Splicing Sites	343.2	133.4	0.0	4.1	24.3	181.4	-	-	-	-	-	-
Off-ROW Access Roads	325.8	125.8	2.2	4.2	26.6	166.9	325.8	125.8	2.2	4.2	26.6	166.9
OPGW Regeneration Station(s)	3.2	TBD	TBD	TBD	TBD	TBD	1.8	TBD	TBD	TBD	TBD	TBD
Substations	512.2	17.0	0.0	0.0	0.0	495.2	478.6	13.0	0.0	0.0	0.0	465.6
Total Project	***13,768.7***	***5,293.4***	***79.2***	***134.4***	***947.9***	***7,310.5***	***5,591.4***	***2,040.4***	***37.3***	***65.5***	***379.3***	***3,067.1***

**The exact disturbances/land requirements would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease these values.

Date: 08/18/08

Assumptions/Notes:

1. Right of way widths for 500kV double circuit and 500kV single circuit segments are 300ft and 250ft, respectively. The right of way width for 230kV H-frame segments is 125ft.
2. Temporary and permanent work areas at structure locations are based on disturbances and structure quantities from Table 3.2-3.
3. The staging areas will serve as field offices, reporting locations for workers, parking space for vehicles and equipment, sites for material storage, fabrication assembly and stations for equipment maintenance, and concrete batch plants.
4. Staging/material storage yards/batch plants will be approximately 20 acres for 500kV and 10 acres for 230kV. They will be located at each end of a segment, and every 20-30 miles along the line.
5. Fly yards will be 10 to 15 acres located every 5 miles. Values in table assume helicopter construction throughout all single-circuit 500kV and 230kV segments (the double-circuit 500kV tower is too heavy to utilize helicopter construction). The construction contractor may choose to construct using ground based techniques, therefore, not utilizing fly yards.
6. For 500kV, wiring pulling/splicing sites will be the ROW width x 600ft located every 3 miles. For 230kV, ROW width x 400ft located every 9,300ft. Typically, only sites that would be off of the ROW would be at large angle dead-ends. It is estimated that one in four sites will be off of the ROW.
7. Permanent access is required at each structure location for operation and maintenance. At this time all access roads are assumed to be permanent. Refer to Table 3.4-2 for access road mileages for each segment.

Table 3.4-1 Construction Staging Areas and Helicopter Fly Yards

Segment	Staging/Material Storage/Batch Plant			Fly Yards		
	Quantity	Approximate Acreage		Quantity	Approximate Acreage	
		Per Location	Total		Per Location	Total
Segment 1E	5	10	50.0	18	12.5	225.0
Segment 1W(a)	Will utilize the same staging areas and fly yards of Segment 1W(b).					
Segment 1W(b)	4	20	80.0	15	12.5	187.5
Segment 1W(c)	Will utilize the same staging areas and fly yards of Segment 1W(b).					
Segment 2	5	20	100.0	-	-	-
Segment 3	4	20	80.0	-	-	-
Segment 4	10	20	200.0	-	-	-
Segment 5	4	20	80.0	11	12.5	137.5
Segment 6	-	-	-	-	-	-
Segment 7	6	20	120.0	24	12.5	300.0
Segment 8	7	20	140.0	27	12.5	337.5
Segment 9	8	20	160.0	32	12.5	400.0
Segment 10	3	20	60.0	7	12.5	87.5

Date: 08/18/08

Assumptions/Notes:

1. Staging/material storage yards/batch plants will be approximately 20 acres, located at each end of a segment, and every 20-30 miles along the line.

2. Fly yards will be 10 to 15 acres located every 5 miles. Values in table assume helicopter construction throughout all single-circuit 500kV and 230kV segments (the double-circuit 500kV tower is too heavy to utilize helicopter construction). The construction contractor may choose to construct using ground based techniques, therefore, not utilizing fly yards.

3. Segment 6 will be re-energized from 345kV to 500kV (previously constructed to 500kV standards). Transmission line construction only required at segment ends to reroute to the proposed 500kV substation bays. It is assumed that staging areas and fly yards of adjacent segments will be utilized.

Table 3.4-2. Miles of New and Improved Access Roads

Segment	Proposed New Access Roads (miles)	Proposed Existing Access Roads to be Improved (miles)	Total New and Improved Access Roads (miles)
1E	97.5	0	97.5
1W(a)	80.2	0	80.2
1W(b)	80.8	0	80.8
1W(c)	0	78.5	78.5
2	100.5	0	100.5
3	57.2	0	57.2
4	243.1	0	243.1
5	66.2	0	66.2
6	-	-	-
7	139.8	0	139.8
8	135.4	0	135.4
9	167.2	0	167.2
10	33.5	0	33.5
Total	1201.5	78.5	1280.0

Date: 08/18/08

Assumptions/Notes:

1. No existing access roads are assumed to be used for new lines due to 1500ft separation from all other existing transmission lines. This will be evaluated further when a specific access road plan is detailed.

2. Segment 6 will be re-energized from 345kV to 500kV (previously constructed to 500kV standards). Transmission line construction only required at segment ends to reroute to the proposed 500kV substation bays. Minimal new roads or existing roads to be improved will be required for this segment.

3. Based on slope analysis of the proposed alignment the following values were used for assumed miles of new access road per mile of transmission line:

-Segment 1E = 1.112
-Segment 1W(a), (b), & (c) = 1.112
-Segment 2 = 1.074
-Segment 3 = 1.037
-Segment 4 = 1.194
-Segment 5 = 1.257
-Segment 7 = 1.19
-Segment 8 = 1.034
-Segment 9 = 1.058
-Segment 10 = 1.016

Table 3.7-1. Summary of Hard Rock Conditions

Depth to Bedrock (feet)	*Segment 1E*	*Segments 1W(a),(b) and (c)*	*Segment 3*	*Segment 4*	*Segment 5*	*Segment 7*	*Segment 8*	*Segment 9*	*Segment 10*
	Mileposts	**Mileposts**	**Mileposts**	**Mileposts**	**Mileposts**	**Mileposts**	**Mileposts**	**Mileposts**	**Mileposts**
1.0 - 4.0	7.6 - 9.9	9.6 - 10.0	7.4 - 25.5	0.0 - .10	31.2 - 33.5	31.4 - 33.7	0.0 - 1.6	10.8 - 14.7	0.0 - 1.8
	17.8 - 35.3	13.5 - 16.9	27.8 - 40.6	7.9 - 9.7		59.8 - 73.9	4.4 - 14.9	42.8 - 55.9	8.0 - 12.9
	39.3 - 43.4	18.2 - 19.7	41.3 - 43.2	11.2 - 12.9		102.6 - 103.0	129.6 - 131.1	93.8 - 95.0	
			44.5 - 49.0	17.4 - 21.7			131.17	97.0 - 102.0	
			49.08	26.1 - 40.8				103.5 - 113.3	
				44.2 - 48.3				115.2 - 129.2	
				87.7 - 93.5				130.5 - 131.4	
				94.4 - 97.2				133.2 - 142.2	
				99.9 - 116.2				143.6 - 145.4	
				125.0 - 132.1				150.3 - 159.5	
								159.54	
5.0 - 8.0	35.4 - 39.2		2.4 - 5.4	183.4 - 184.9	14.9 - 20.0	14.8 - 20.4	18.9 - 36.3	0.0 - 0.5	32.5 - 32.6
	44.4 - 56.1			186.9 - 188.1	28.1 - 31.1	28.3 - 31.3	47.2 109.8	1.8 - 2.0	32.67
					33.6 - 35.0	33.8 - 35.1		18.7 - 19.3	
					51.2 - 52.7	48.1 - 51.7		39.8 - 41.5	
						86.0 - 89.1		56.0 - 60.4	
						92.5 - 92.7		61.6 - 67.6	
						108.1 - 109.6		68.7 - 72.6	
						110.2 - 110.6		76.1 - 80.7	
						114.2 - 114.6			
						115.0 - 115.2			
						116.8 - 117.4			
						117.46			
9.0 - 12.0	10.0 - 17.7	19.8 - 34.0		159.7 - 167.3		77.2 - 85.9	15.0 - 18.8	0.6 - 1.7	19.4 - 19.6
				169.4 - 172.2			46.4 - 47.1	2.1 - 3.7	32.2 - 32.4
							118.5 - 126.9	5.6 - 6.5	
								8.6 - 10.7	
								14.8 - 18.6	
								19.4 - 30.5	
								32.3 - 32.9	
								34.3 - 38.3	
								142.3 - 143.5	
								145.5 - 150.2	

Table 3.7-2. Estimated Water Usage for Construction

Transmission Structure Foundations

Activity	Gallon/Yard^3	Gallon/Foundation	Gallon/Structure
500kV Sgl Ckt - Tangent Lattice Tower (S5A)	36	252	1008
500kV Sgl Ckt - Small Angle Lattice Tower (S5B)	36	297	1188
500kV Sgl Ckt - Medium Angle Lattice Tower (S5C)	36	342	1368
500kV Sgl Ckt - Medium Dead-End Lattice Tower (S5D)	36	594	2376
500kV Sgl Ckt - Heavy Dead-End Lattice Tower (S5E)	36	657	2628
500kV Dbl Ckt - Tangent Lattice Tower (D5A)	36	756	3024
500kV Dbl Ckt - Small Angle Lattice Tower (D5B)	36	855	3420
500kV Dbl Ckt - Medium Angle Lattice Tower (D5C)	36	945	3780
500kV Dbl Ckt - Medium Dead-End Lattice Tower (D5D)	36	1413	5652
500kV Dbl Ckt - Heavy Dead-End Lattice Tower (D5E)	36	1548	6192

Substations

Activity	Gallon/Day
Substation Grading/Site Work (dust control)	40,000
Regeneration Station	600
Substation Landscaping	200
Concrete for Substation from Batch Plant	6,500
Substation Construction (Below Grade)	Included in batch plant

Date: 08/18/08

Assumptions/Notes:

1. Water usage per structure is used to make concrete at the batch plant site.
2. Gallons of water per foundation is based on foundation volumes in Table 3.2-5.
3. Substation water usage is based on an average 40 acre site.
4. All 230kV structures will be directly embedded. A concrete foundations are not required, therefore, no water required.

Table 3.7-3 Water Usage by Segment during Construction

Transmission Line Activity	Segment 1E (gallons)	Segment 1W(a) (gallons)	Segment 1W(b) (gallons)	Segment 1W(c) (gallons)	Segment 2 (gallons)	Segment 3 (gallons)	Segment 4 (gallons)	Segment 5 (gallons)	Segment 6 (gallons)	Segment 7 (gallons)	Segment 8 (gallons)	Segment 9 (gallons)	Segment 10 (gallons)
500kV Sgl Ckt - Tangent Lattice Tower (S5A)	-	-	219,442	-	-	-	-	159,466	7,056	354,917	395,136	476,986	99,490
500kV Sgl Ckt - Small Angle Lattice Tower (S5B)	-	-	36,947	-	-	-	-	26,849	1,188	59,756	66,528	80,309	16,751
500kV Sgl Ckt - Medium Angle Lattice Tower (S5C)	-	-	21,272	-	-	-	-	15,458	684	34,405	38,304	46,238	9,644
500kV Sgl Ckt - Medium Dead-End Lattice Tower (S5D)	-	-	73,894	-	-	-	-	53,698	2,376	119,513	133,056	160,618	33,502
500kV Sgl Ckt - Heavy Dead-End Lattice Tower (S5E)	-	-	40,865	-	-	-	-	29,696	1,314	66,094	73,584	88,826	18,527
500kV Dbl Ckt - Tangent Lattice Tower (D5A)	-	-	-	-	848,837	499,565	1,843,733	-	-	-	-	-	-
500kV Dbl Ckt - Small Angle Lattice Tower (D5B)	-	-	-	-	137,142	80,712	297,882	-	-	-	-	-	-
500kV Dbl Ckt - Medium Angle Lattice Tower (D5C)	-	-	-	-	75,789	44,604	164,619	-	-	-	-	-	-
500kV Dbl Ckt - Medium Dead-End Lattice Tower (D5D)	-	-	-	-	226,645	133,387	492,289	-	-	-	-	-	-
500kV Dbl Ckt - Heavy Dead-End Lattice Tower (D5E)	-	-	-	-	124,150	73,066	269,662	-	-	-	-	-	-
ROW Dust Control (if required)	5,400,000	4,950,000	5,400,000	4,387,500	5,400,000	5,400,000	10,800,000	5,400,000	3,262,500	7,200,000	6,525,000	7,425,000	4,275,000
Regeneration Station Activity	4,000						12,000		4,000	8,000	8,000	8,000	

Substation Activity	Windstar Substation (gallons)	Aeolus Substation (gallons)	Creston Substation (gallons)	Bridger Substation (gallons)	Populus Substation (gallons)	Borah Substation (gallons)	Cedar Hill Substation (gallons)	Midpoint Substation (gallons)	Hemingway Substation (gallons)
Substation Grad-in/Site Work	168,000	2,832,000	24,000	3,456,000	792,000	840,000	1,620,000	960,000	-
Substation Landscape	2,520	13,200	960	11,520	5,520	6,660	10,580	7,200	-
Concrete for Substation from Batch Plant	1,298	4,738	365	8,478	6,013	2,966	7,169	4,863	4,583

**The actual water usage would depend on the final detailed design of the transmission line, which is influenced by the terrain, land use, and economics. Alignment options may also slightly increase or decrease these values.

Date: 08/18/08

Assumptions/Notes:

1. Total water usage values for each structure type are based on gallons of water per structure from Table 3.7-2 and total quantity of structures from Table 3.2-3 which are proportioned out by type per the following percentages:
   - -70% Tangent Lattice Towers
   - -10% Small Angle Lattice Towers
   - -5% Medium Angle Lattice Towers
   - -10% Medium Dead-End Lattice Towers
   - -5% Heavy Dead-End Lattice Towers
2. If required due to unacceptable levels of fugitive dust, ROW dust control will utilize approximately three water trucks a day at 5,000 gals each (15,000 gals/day total). Durations to arrive at total values are based on Table 3.8-1. Values shown are considered maximum.
3. Station Assumptions:
   - -Assume site grading is 4 weeks duration for all sites.
   - -Landscape watering will not be necessary for Hemingway. Currently has irrigation system in place.
   - -Assume a 6-day work week

Table 3.8-1. Construction Duration and Workforce per Segment

Transmission Line Construction Element	Segment 1E		Segment 1W(a)		Segment 1W(b)		Segment 1W(c)		Segment 2	
	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)
Construction Management/Engineer Support/Admin	4	12.00	4	11.00	4	12.00	4.00	9.75	4	12.00
Inspection	2	11.50	2	10.50	6	11.50	2.00	9.25	6	11.50
Mobilize Contractor	2	1.50	2	1.50	6	1.50	2.00	1.50	6	1.50
Receive / Handle Materials	4	11.50	4	10.50	8	11.50	4.00	9.25	8	11.50
Survey / Stake Access Roads and Str Pads	2	6.00	2	5.00	2	3.50	-	-	2	3.75
Construct Access Roads and/or Str Pads	2	6.00	2	5.00	8	3.50	2.00	2.75	8	3.75
Survey / Stake New Structure Locations	2	6.00	2	5.00	2	4.50	2.00	1.50	2	5.25
Excavate Holes	2	8.25	2	7.00	8	4.50	2.00	1.75	8	6.75
Install Foundations	-	-	-	-	12	4.50	-	-	12	6.75
Haul Steel and Materials	-	-	-	-	6	4.00	-	-	6	6.75
Assemble Towers	-	-	-	-	56	5.00	-	-	80	7.75
Erect Towers	-	-	-	-	12	4.75	-	-	18	7.00
Haul, Assemble, Set H-frame Structures	12	8.25	12	7	-	-	12	1.75	-	-
Wire Installation	12	7.00	12	6.00	24	5.25	12.00	6.00	48	6.50
Final Clean Up/Relcamation/Restoration	3	6.50	3	5.50	6	5.25	3.00	5.50	9	5.25
Total Construction	47	12.00	47	11.00	160	12.00	45	9.75	217	12.00
Substation Construction Element	**Windstar**		**Aeolus**		**Creston**		**Bridger**		**Populus**	
	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)
Road Construction	TBD	-	TBD	-	TBD	-	TBD	0.50	TBD	-
Site Grading	TBD	0.50	TBD	1.00	TBD	0.50	TBD	1.50	TBD	1.00
Below Grade Construction	TBD	2.00	TBD	3.00	TBD	1.50	TBD	4.00	TBD	3.00
Above grade Construction	TBD	2.50	TBD	4.00	TBD	2.00	TBD	6.00	TBD	4.00
Wiring	TBD	2.00	TBD	2.00	TBD	2.00	TBD	4.00	TBD	2.00
Test and energize	TBD	2.00	TBD	2.00	TBD	2.00	TBD	2.00	TBD	2.00
Total Construction	20	3.00	50	8.00	12	2.00	60	9.00	50	6.00

Date: 08/18/08

Assumptions/Notes:

1. Seasonal constraints are unknown at this time. Total construction durations will likely increase for those segments that have seasonal constraints that will not allow any construction.

Transmission Line Construction Element	Segment 3		Segment 4		Segment 5		Segment 6		Segment 7		Segment 8	
	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)
Construction Management/Engineer Support/Admin	4	12.00	4	24.00	4	12.00	4	7.25	4	16.00	4	14.50
Inspection	6	11.50	6	23.50	6	11.50	6	7.00	6	15.50	6	14.00
Mobilize Contractor	6	1.50	6	1.50	6	1.50	6	1.50	6	1.50	6	1.50
Receive / Handle Materials	8	11.50	8	23.50	8	11.50	8	7.00	8	15.50	8	14.00
Survey / Stake Access Roads and Str Pads	2	2.75	2	7.75	2	3.00	2	1.25	2	5.00	2	5.00
Construct Access Roads and/or Str Pads	8	2.75	8	7.75	8	3.00	4	1.25	8	5.00	8	5.00
Survey / Stake New Structure Locations	2	3.50	2	11.00	2	3.75	2	1.25	2	7.00	2	7.00
Excavate Holes	8	4.00	8	14.25	8	3.75	4	1.25	8	7.00	8	7.00
Install Foundations	12	4.00	12	14.25	12	3.75	6	1.25	12	7.00	12	7.00
Haul Steel and Materials	6	4.00	6	14.25	6	3.50	3	1.25	6	6.50	6	6.25
Assemble Towers	80	4.50	80	17.00	56	4.25	16	1.50	56	7.75	56	7.50
Erect Towers	15	4.75	15	18.00	12	4.00	12	1.25	12	7.25	12	7.00
Haul, Assemble, Set H-frame Structures	-	-	-	-	-	-	-	-	-	-	-	-
Wire Installation	30	5.50	36	17.50	24	4.50	24	1.25	24	8.50	24	8.25
Final Clean Up/Relcamation/Restoration	6	5.25	6	17.25	6	5.25	6	1.25	6	9.25	6	7.75
Total Construction	193	12.00	199	24.00	160	12.00	103	7.25	160	16.00	160	14.50

Substation Construction Element	Borah		Cedar Hill		Midpoint		Hemingway	
	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)	Personnel	Duration (months)
Road Construction	TBD	-	TBD	0.50	TBD	-	TBD	-
Site Grading	TBD	1.00	TBD	1.50	TBD	1.00	TBD	-
Below Grade Construction	TBD	3.00	TBD	4.00	TBD	3.00	TBD	2.00
Above grade Construction	TBD	4.00	TBD	6.00	TBD	4.00	TBD	4.00
Wiring	TBD	2.00	TBD	4.00	TBD	2.00	TBD	2.00
Test and energize	TBD	2.00	TBD	2.00	TBD	2.00	TBD	2.00
Total Construction	40	4.00	60	9.00	40	4.00	40	4.00

Date: 08/18/08

Assumptions/Notes:

1. Seasonal constraints are unknown at this time. Total constr

Transmission Line Construction Element	Segment 9		Segment 10	
	Personnel	Duration (months)	Personnel	Duration (months)
Construction Management/Engineer Support/Admin	4	16.50	4	9.50
Inspection	6	16.00	6	9.00
Mobilize Contractor	6	1.50	6	1.50
Receive / Handle Materials	8	16.00	8	9.00
Survey / Stake Access Roads and Str Pads	2	6.00	2	2.00
Construct Access Roads and/or Str Pads	8	6.00	8	2.00
Survey / Stake New Structure Locations	2	8.25	2	2.50
Excavate Holes	8	8.25	8	2.50
Install Foundations	12	8.25	12	2.50
Haul Steel and Materials	6	7.25	6	2.50
Assemble Towers	56	9.25	56	2.75
Erect Towers	12	8.75	12	2.75
Haul, Assemble, Set H-frame Structures	-	-	-	-
Wire Installation	24	10.00	24	3.00
Final Clean Up/Relcamation/Restoration	6	9.75	6	2.75
Total Construction	160	16.50	160	9.50

Substation Construction Element
Road Construction
Site Grading
Below Grade Construction
Above grade Construction
Wiring
Test and energize
Total Construction

Date: 08/18/08

Assumptions/Notes:

1. Seasonal constraints are unknown at this time. Total constr

Table 3.8-2. Transmission Line Construction Equipment Requirements

Equipment	Segment 1E			Segment 1W(a)			Segment 1W(b)			Segment 1W(c)			Segment 2		
	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk
Pickups	10	8	6	10	8	6	30	8	6	10	8	6	37	8	6
Bulldozer	3	4	6	3	4	6	6	4	6	3	4	6	6	4	6
Motor Graders	2	4	6	2	4	6	4	4	6	2	4	6	4	4	6
Water Trucks	2	6	6	2	6	6	3	6	6	2	6	6	5	6	6
Hole Diggers	2	8	6	2	8	6	3	8	6	2	8	6	3	8	6
Truck (2-ton)	3	5	6	3	5	6	4	5	6	3	5	6	5	5	6
Concrete Truck	0	6	6	0	6	6	6	6	6	0	6	6	6	6	6
Carry All	12	6	6	12	6	6	17	6	6	12	6	6	26	6	6
Hydro Crane	0	7	6	0	7	6	1	7	6	0	7	6	1	7	6
Crane	7	7	6	7	7	6	16	7	6	7	7	6	22	7	6
Wagon Drill	0	5	6	0	5	6	1	5	6	0	5	6	1	5	6
Steel Haul Truck	2	7	6	2	7	6	4	7	6	2	7	6	4	7	6
Fork Lift	3	6	6	3	6	6	5	6	6	3	6	6	5	6	6
Wire Reel Trailer	6	7	6	6	7	6	6	7	6	6	7	6	12	7	6
Diesel Tractor	5	5	6	5	5	6	6	5	6	5	5	6	12	5	6
Boom Truck (5-ton)	3	6	6	3	6	6	3	6	6	3	6	6	6	6	6
Splicing Truck	1	3	6	1	3	6	2	3	6	1	3	6	4	3	6
3-Drum Puller	2	4	6	2	4	6	2	4	6	2	4	6	4	4	6
Single Drum Puller	1	3	6	1	3	6	1	3	6	1	3	6	2	3	6
Tensioner	1	4	6	1	4	6	2	4	6	1	4	6	4	4	6
Sagging Dozer	2	3	6	2	3	6	2	3	6	2	3	6	4	3	6
Static Wire Reel Trailer	2	5	6	2	5	6	2	5	6	2	5	6	4	5	6
Dump Truck	2	4	6	2	4	6	3	4	6	2	4	6	3	4	6
Loader	3	4	6	3	4	6	3	4	6	3	4	6	3	4	6
Light Helicopter	1	6	6	1	6	6	1	6	6	1	6	6	2	6	6
Heavy Helicopter	0	6	6	0	6	6	1	6	6	0	6	6	2	6	6

Date: 08/18/08

Assumptions/Notes:

1. Equipment requirements are a function of the manpower and schedule asas indicated in Figure 3.8-1.

Table 3.8-2. Transmission

Equipment	Segment 3			Segment 4			Segment 5			Segment 6			Segment 7		
	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk
Pickups	37	8	6	37	8	6	30	8	6	30	8	6	30	8	6
Bulldozer	6	4	6	6	4	6	6	4	6	6	4	6	6	4	6
Motor Graders	4	4	6	4	4	6	4	4	6	4	4	6	4	4	6
Water Trucks	5	6	6	5	6	6	3	6	6	3	6	6	3	6	6
Hole Diggers	3	8	6	3	8	6	3	8	6	3	8	6	3	8	6
Truck (2-ton)	5	5	6	5	5	6	4	5	6	4	5	6	4	5	6
Concrete Truck	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Carry All	26	6	6	26	6	6	17	6	6	17	6	6	17	6	6
Hydro Crane	1	7	6	1	7	6	1	7	6	1	7	6	1	7	6
Crane	22	7	6	22	7	6	16	7	6	16	7	6	16	7	6
Wagon Drill	1	5	6	1	5	6	1	5	6	1	5	6	1	5	6
Steel Haul Truck	4	7	6	4	7	6	4	7	6	4	7	6	4	7	6
Fork Lift	5	6	6	5	6	6	5	6	6	5	6	6	5	6	6
Wire Reel Trailer	12	7	6	12	7	6	6	7	6	6	7	6	6	7	6
Diesel Tractor	12	5	6	12	5	6	6	5	6	6	5	6	6	5	6
Boom Truck (5-ton)	6	6	6	6	6	6	3	6	6	3	6	6	3	6	6
Splicing Truck	4	3	6	4	3	6	2	3	6	2	3	6	2	3	6
3-Drum Puller	4	4	6	4	4	6	2	4	6	2	4	6	2	4	6
Single Drum Puller	2	3	6	2	3	6	1	3	6	1	3	6	1	3	6
Tensioner	4	4	6	4	4	6	2	4	6	2	4	6	2	4	6
Sagging Dozer	4	3	6	4	3	6	2	3	6	2	3	6	2	3	6
Static Wire Reel Trailer	4	5	6	4	5	6	2	5	6	2	5	6	2	5	6
Dump Truck	3	4	6	3	4	6	3	4	6	3	4	6	3	4	6
Loader	3	4	6	3	4	6	3	4	6	3	4	6	3	4	6
Light Helicopter	2	6	6	2	6	6	1	6	6	1	6	6	1	6	6
Heavy Helicopter	2	6	6	2	6	6	1	6	6	1	6	6	1	6	6

Date: 08/18/08

Assumptions/Notes:

1. Equipment requirements are a functi

Table 3.8-2. Transmission

Equipment	Segment 8			Segment 9			Segment 10		
	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk
Pickups	30	8	6	30	8	6	30	8	6
Bulldozer	6	4	6	6	4	6	6	4	6
Motor Graders	4	4	6	4	4	6	4	4	6
Water Trucks	3	6	6	3	6	6	3	6	6
Hole Diggers	3	8	6	3	8	6	3	8	6
Truck (2-ton)	4	5	6	4	5	6	4	5	6
Concrete Truck	6	6	6	6	6	6	6	6	6
Carry All	17	6	6	17	6	6	17	6	6
Hydro Crane	1	7	6	1	7	6	1	7	6
Crane	16	7	6	16	7	6	16	7	6
Wagon Drill	1	5	6	1	5	6	1	5	6
Steel Haul Truck	4	7	6	4	7	6	4	7	6
Fork Lift	5	6	6	5	6	6	5	6	6
Wire Reel Trailer	6	7	6	6	7	6	6	7	6
Diesel Tractor	6	5	6	6	5	6	6	5	6
Boom Truck (5-ton)	3	6	6	3	6	6	3	6	6
Splicing Truck	2	3	6	2	3	6	2	3	6
3-Drum Puller	2	4	6	2	4	6	2	4	6
Single Drum Puller	1	3	6	1	3	6	1	3	6
Tensioner	2	4	6	2	4	6	2	4	6
Sagging Dozer	2	3	6	2	3	6	2	3	6
Static Wire Reel Trailer	2	5	6	2	5	6	2	5	6
Dump Truck	3	4	6	3	4	6	3	4	6
Loader	3	4	6	3	4	6	3	4	6
Light Helicopter	1	6	6	1	6	6	1	6	6
Heavy Helicopter	1	6	6	1	6	6	1	6	6

Date: 08/18/08

Assumptions/Notes:

1. Equipment requirements are a functi

Table 3.8-3. Substation Equipment Requirements

Equipment	Windstar			Aeolus			Creston			Bridger 500kV			Populus			Borah			Cedar Hill			Midpoint			Hemingway		
	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk	Qty.	hrs/day	days/wk
Below Grade																											
auger	2	10	6	10	10	6	2	10	6	20	10	6	10	10	6	10	10	6	20	10	6	10	10	6	10	10	6
backhoe	1	10	6	2	10	6	1	10	6	4	10	6	2	10	6	2	10	6	4	10	6	2	10	6	2	10	6
front loader	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6
ditch witch	1	10	6	2	10	6	1	10	6	4	10	6	2	10	6	2	10	6	4	10	6	2	10	6	2	10	6
concrete truck	2	10	6	10	10	6	2	10	6	20	10	6	10	10	6	10	10	6	20	10	6	10	10	6	10	10	6
water truck	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6
dump truck	1	10	6	1	10	6	1	10	6	4	10	6	1	10	6	1	10	6	4	10	6	1	10	6	1	10	6
trailer	2	10	6	2	10	6	2	10	6	2	10	6	2	10	6	2	10	6	2	10	6	2	10	6	2	10	6
crew truck/car1	2	10	6	4	10	6	2	10	6	8	10	6	4	10	6	4	10	6	8	10	6	4	10	6	4	10	6
hauler	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6
skid steer loader	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6		10	6
batch plant	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6
drill rig	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6
truck w/trailer	2	10	6	4	10	6	2	10	6	4	10	6	4	10	6	4	10	6	4	10	6	4	10	6	4	10	6
compressor	1	10	6	2	10	6	1	10	6	4	10	6	2	10	6	2	10	6	4	10	6	2	10	6	2	10	6
construction fork	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6
980 loader	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6		10	6
vibrating roller	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6		10	6
QA/QC truck	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6
Above Grade																											
crane	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6	1	10	6
bucket truck	2	10	6	2	10	6	2	10	6	4	10	6	2	10	6	2	10	6	4	10	6	2	10	6	2	10	6
boom truck	2	10	6	2	10	6	2	10	6	3	10	6	2	10	6	2	10	6	3	10	6	2	10	6	2	10	6
trailer		10	6		10	6		10	6		10	6		10	6		10	6		10	6		10	6		10	6
fork lift	1	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6	2	10	6	1	10	6	1	10	6
overhead line rig		10	6		10	6		10	6		10	6		10	6		10	6		10	6		10	6		10	6

Table 3.8-4 Average and Peak Construction Traffic		
Vehicle Type	**Average Daily Round Trips**	**Peak Daily Round Trips**
Segment 1E		
Construction Workers	18	28
Delivery	2	4
Heavy Trucks	10	15
Water Trucks	2	4
Total	32	51
Segment 1W(a)		
Construction Workers	13	20
Delivery	2	4
Heavy Trucks	7	11
Water Trucks	2	4
Total	24	39
Segment 1W(b)		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Segment 1W(c)		
Construction Workers	13	20
Delivery	2	4
Heavy Trucks	7	11
Water Trucks	2	4
Total	24	39
Segment 2		
Construction Workers	35	50
Delivery	5	8
Heavy Trucks	18	27
Water Trucks	5	8
Total	63	93
Segment 3		
Construction Workers	35	50
Delivery	5	8
Heavy Trucks	18	27
Water Trucks	5	8
Total	63	93

Table 3.8-4 Average and Peak Construction Traffic		
Vehicle Type	**Average Daily Round Trips**	**Peak Daily Round Trips**
Segment 4		
Construction Workers	35	50
Delivery	5	8
Heavy Trucks	18	27
Water Trucks	5	8
Total	63	93
Segment 5		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Segment 6		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Segment 7		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Segment 8		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Segment 9		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73

Table 3.8-4 Average and Peak Construction Traffic		
Vehicle Type	**Average Daily Round Trips**	**Peak Daily Round Trips**
Segment 10		
Construction Workers	25	40
Delivery	3	6
Heavy Trucks	13	21
Water Trucks	3	6
Total	44	73
Windstar Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Aeolus Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Creston Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Bridger Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Populus Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30

Table 3.8-4 Average and Peak Construction Traffic		
Vehicle Type	**Average Daily Round Trips**	**Peak Daily Round Trips**
Borah Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Cedar Hill Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Midpoint Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30
Hemingway Substation		
Construction Workers	2	4
Delivery	2	4
Heavy Trucks	8	12
Water Trucks	8	10
Total	20	30

Date: 08/18/08

Assumptions/Notes:

None

Table 3.9-1. Solid Waste Generation from Construction Activities by Segment and Substation

Activity	Excavation ($yard^3$/day)	Segment 1E		Segment 1W(a)		Segment 1W(b)		Segment 1W(c)		Segment 2		Segment 3		Segment 4	
		Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)	Excavation Removal Total ($yard^3$)	Other Solid Waste Total ($yard^3$)
230 kV Structure Installation															
230kV Sgl Ckt - H-frame Family (includes angle & dead-ends)	TBD	0	198,600	0	163,500	-	-	0	17,400	-	-	-	-	-	-
500 kV Structure Installation															
500kV Sgl Ckt - Tangent Lattice Tower (S5A)	TBD	-	-	-	-	0	91,216	-	-	-	-	-	-	-	-
500kV Sgl Ckt - Small Angle Lattice Tower (S5B)	TBD	-	-	-	-	0	13,031	-	-	-	-	-	-	-	-
500kV Sgl Ckt - Medium Angle Lattice Tower (S5C)	TBD	-	-	-	-	0	6,515	-	-	-	-	-	-	-	-
500kV Sgl Ckt - Medium Dead-End Lattice Tower (S5D)	TBD	-	-	-	-	0	13,031	-	-	-	-	-	-	-	-
500kV Sgl Ckt - Heavy Dead-End Lattice Tower (S5E)	TBD	-	-	-	-	0	6,515	-	-	-	-	-	-	-	-
500kV Dbl Ckt - Tangent Lattice Tower (D5A)	TBD	-	-	-	-	-	-	-	-	0	302,595	0	178,086	0	657,257
500kV Dbl Ckt - Small Angle Lattice Tower (D5B)	TBD	-	-	-	-	-	-	-	-	0	43,228	0	25,441	0	93,894
500kV Dbl Ckt - Medium Angle Lattice Tower (D5C)	TBD	-	-	-	-	-	-	-	-	0	21,614	0	12,720	0	46,947
500kV Dbl Ckt - Medium Dead-End Lattice Tower (D5D)	TBD	-	-	-	-	-	-	-	-	0	43,228	0	25,441	0	93,894
500kV Dbl Ckt - Heavy Dead-End Lattice Tower (D5E)	TBD	-	-	-	-	-	-	-	-	0	21,614	0	12,720	0	46,947

Substations	Excavation ($yard^3$/day)	Windstar Substation	Aeolus Substation	Creston Substation	Bridger Substation	Populus Substation	Borah Substation	Cedar Hill Substation	Midpoint Substation	Hemingway Substation
		Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)	Solid Waste Total ($yard^3$)
Substation Grading/Site Work	TBD	250	8700	50	16200	2500	1400	5400	4800	-
Substation Construction (Below Grade)	TBD	65	474	18	1272	601	148	1075	729	229
Substation Construction (Above Grade)	TBD	144	192	120	432	192	192	432	192	192

Date: 08/18/08

Assumptions/Notes:

1. All spoils from foundation excavation will be spread along the ROW or used in construction pads.
2. Total solid waste generation values for each structure type are based on the following percentages:
   - -70% Tangent Lattice Towers
   - -10% Small Angle Lattice Towers
   - -5% Medium Angle Lattice Towers
   - -10% Medium Dead-End Lattice Towers
   - -5% Heavy Dead-End Lattice Towers
3. Total excavation per day for whole project is TBD. This will depend on how many segments are being constructed at one time along with durations.

Table 3.9-1. Solid Waste Generation from Cons

Activity	Segment 5		Segment 6		Segment 7		Segment 8		Segment 9		Segment 10	
	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)	Excavation Removal Total (yard³)	Other Solid Waste Total (yard³)
230 kV Structure Installation												
230kV Sgl Ckt - H-frame Family (includes angle & dead-ends)	-	-	-	-	-	-	-	-	-	-	-	-
500 kV Structure Installation												
500kV Sgl Ckt - Tangent Lattice Tower (S5A)	0	66,286	0	2,933	0	147,530	0	164,248	0	198,271	0	41,355
500kV Sgl Ckt - Small Angle Lattice Tower (S5B)	0	9,469	0	419	0	21,076	0	23,464	0	28,324	0	5,908
500kV Sgl Ckt - Medium Angle Lattice Tower (S5C)	0	4,735	0	210	0	10,538	0	11,732	0	14,162	0	2,954
500kV Sgl Ckt - Medium Dead-End Lattice Tower (S5D)	0	9,469	0	419	0	21,076	0	23,464	0	28,324	0	5,908
500kV Sgl Ckt - Heavy Dead-End Lattice Tower (S5E)	0	4,735	0	210	0	10,538	0	11,732	0	14,162	0	2,954
500kV Dbl Ckt - Tangent Lattice Tower (D5A)	-	-	-	-	-	-	-	-	-	-	-	-
500kV Dbl Ckt - Small Angle Lattice Tower (D5B)	-	-	-	-	-	-	-	-	-	-	-	-
500kV Dbl Ckt - Medium Angle Lattice Tower (D5C)	-	-	-	-	-	-	-	-	-	-	-	-
500kV Dbl Ckt - Medium Dead-End Lattice Tower (D5D)	-	-	-	-	-	-	-	-	-	-	-	-
500kV Dbl Ckt - Heavy Dead-End Lattice Tower (D5E)	-	-	-	-	-	-	-	-	-	-	-	-
Substations												
Substation Grading/Site Work												
Substation Construction (Below Grade)												
Substation Construction (Above Grade)												

Table 5.1-1
Alternative 500 kV Conductor Support Structure Comparison

Single or Double Circuit Design	Single Circuit Towers			Double Circuit Towers			
Tower Material	Lattice Steel	Tubular Steel	Tubular Steel	Lattice Steel	Lattice Steel	Tublular Steel	Tubular Steel
Tower Finish	Dulled Galvanized	Weathering Steel	Weathering Steel	Dulled Galvanized	Dulled Galvanized	Weathering Steel	Weathering Steel
Tower Type - Tangent	Four-legged	H-Frame	Single Pole	Four-legged	Four-legged	H-Frame	H-Frame
Conductor Configuration	Delta	Horizontal	Delta	Vertical	Delta	Delta	Horizontal
Average Tower Height - Feet	156	125	160	205	175	165	165
Proposed Right of Way Width - Feet	300	300	300	300	300	300	300
Average Span - Feet	1,300	1,300	1,300	1,300	1,300	1,300	1,300
Approximate Tangent Tower Weight - Lbs.	35,000	50,000	55,000	55,000	106,000	118,000	127,000
Foundation Type	Drilled Pier	Drilled Pier	Drilled Pier	Drilled Pier	Drilled Pier	Drilled Pier	Drilled Pier
Typical Foundation Diameter - Feet	4	7	8	6	6	9	9
Typcial Foundation Depth - Feet	15	25	35	25	20	24	25
Number of Foundations	4	2	1	4	4	2	2
Construction Methods	Crane Helicopter	Crane Helicopter	Crane	Crane	Crane	Crane	Crane
Cost	Low	High	Highest	Low	Mid-Range	High	Highest
Comments	Delta is preferred electrical configuration. Smaller foundations can be dug with smaller drill rig	Large Foundation sizes require larger drilling rig	Large Foundation sizes require larger drilling rig	Average Height over 200 feet requires lighting on the majority of towers. Would require shortening spans and additional towers to reduce average tower height.	Lower height eliminates need to light towers & negates need to shorten span lengths	Very large foundations and weight increase construction costs	Tower configuration makes live line work difficult to the upper center phase
Conclusions	Preferred Single Circuit Structure	Rejected. Lower average height, but more costly	Rejected. Smallest footprint, but highest cost	Rejected, tower height over 200 feet	Preferred Double Circuit Structure	Rejected due to high cost	Rejected due to high cost and limiting geometry (live line issues)

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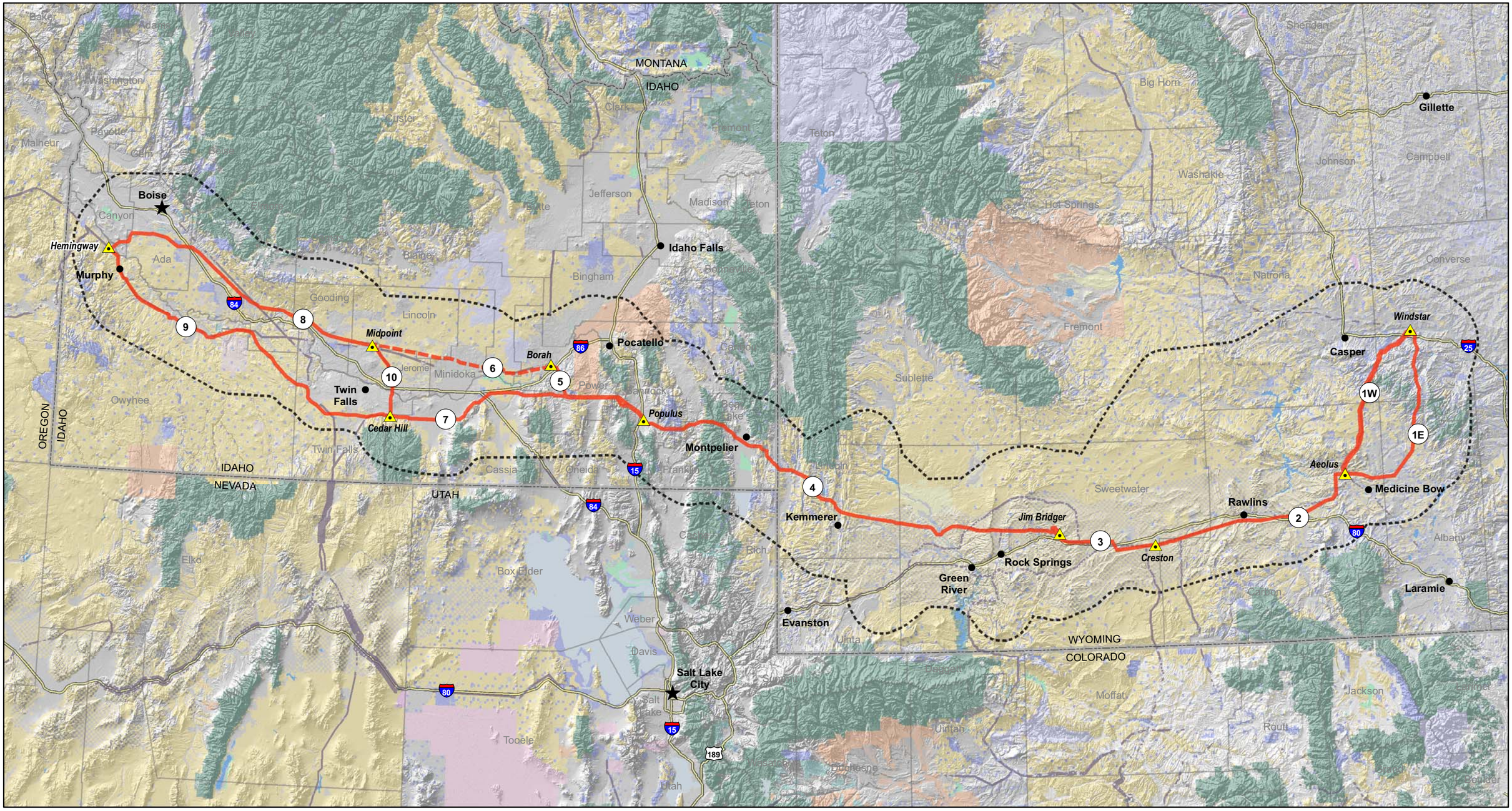


0 20 40 Miles

Revised 08-14-08

ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

Enlarged Area
This Sheet

Project Features
- Approximate Substation Location
- Segment Designation
- Proposed Route
- No New Transmission Facilities Required
- Study Area Boundary
- Potential West Wide Energy Corridor

Administrative
- City
- County Boundary
- State Boundary

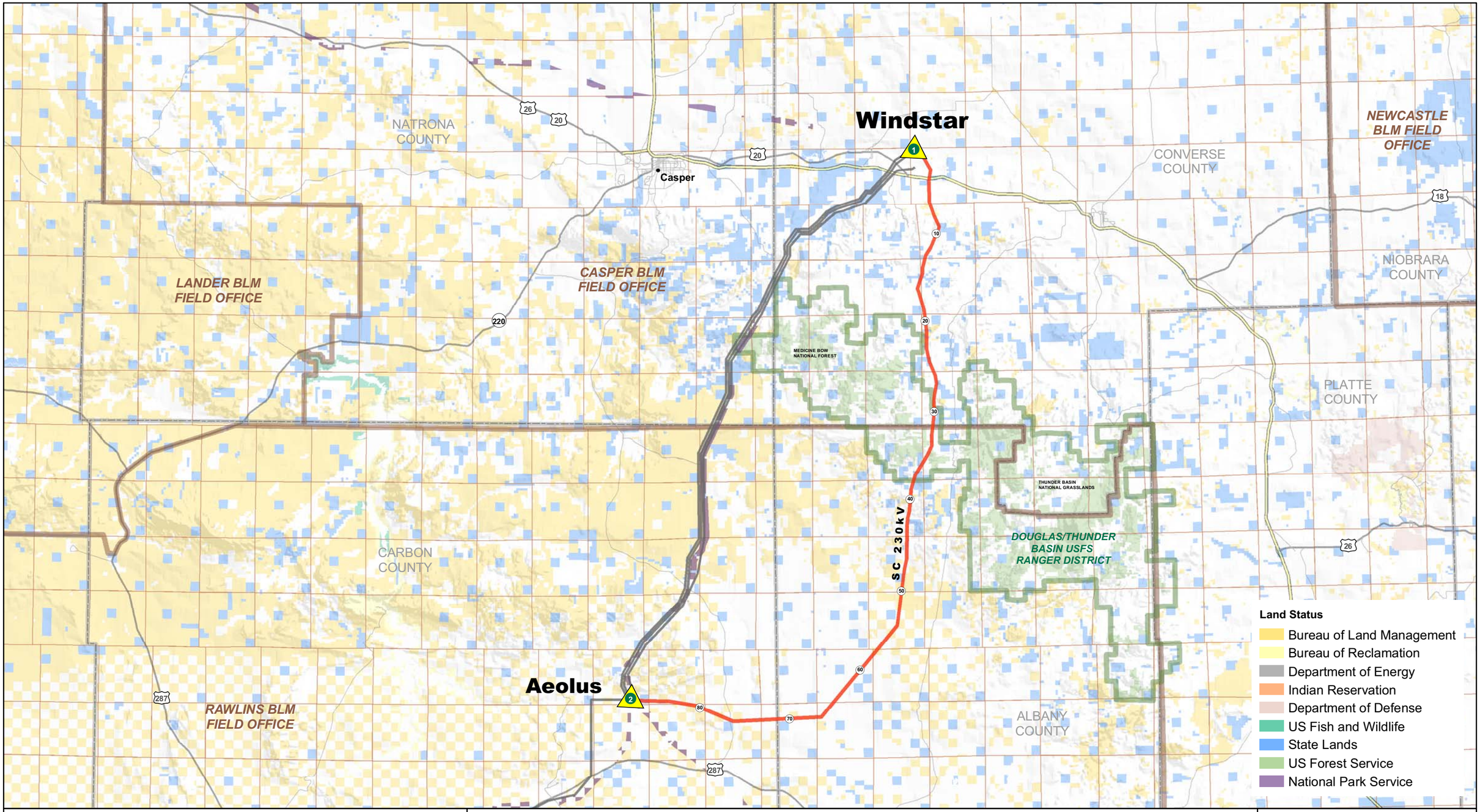
Transportation
- Limited Access Highway

Land Status
- Bureau of Land Management
- Bureau of Recreation
- US Fish & Wildlife Service
- US Forest Service
- Indian Reservation
- Department of Defense
- National Park Service
- State Land
- Water
- Private

Gateway West
Transmission Line Project
Idaho, Wyoming

Project Overview

FIGURE 3.2-1



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features
- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

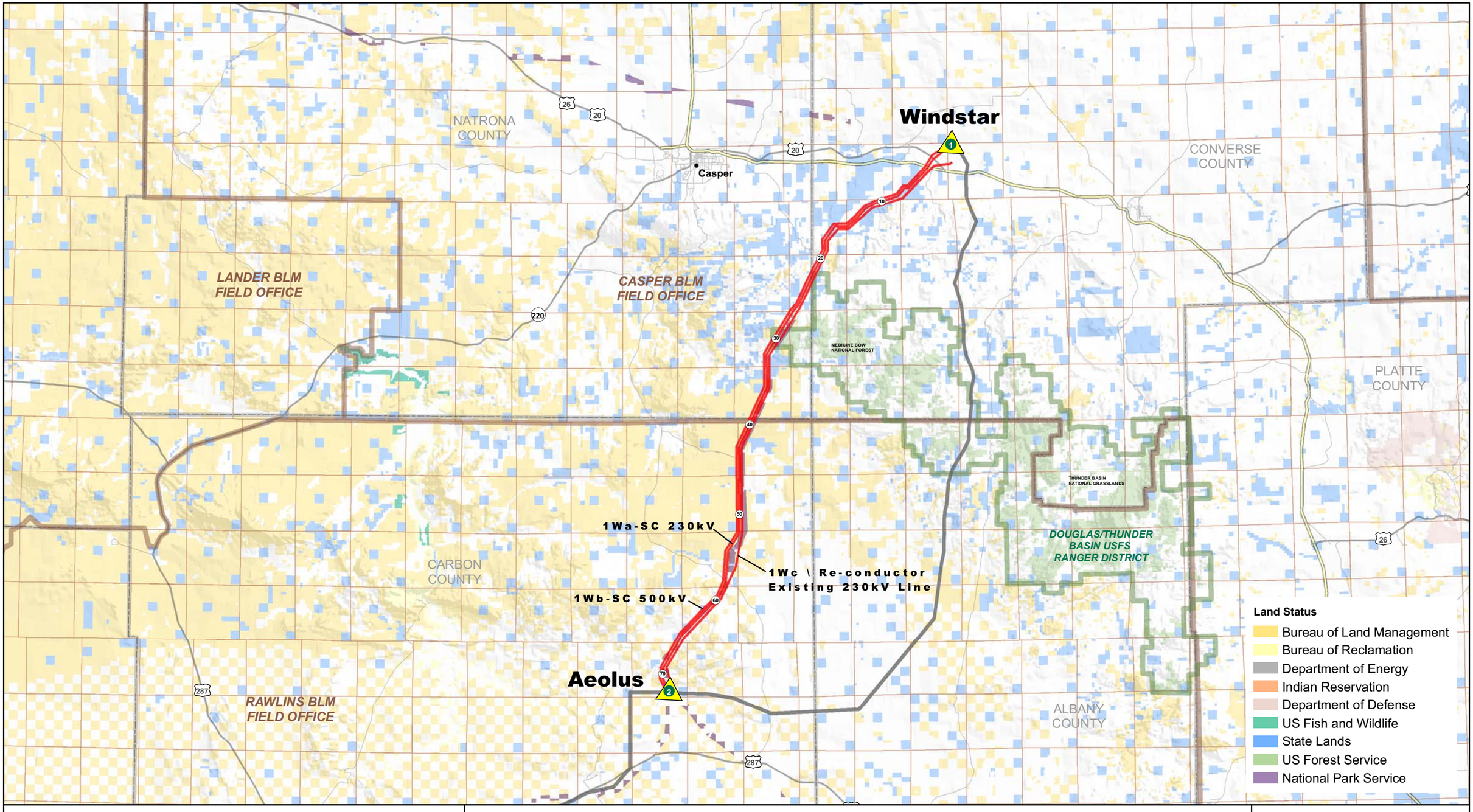
Project Routes
- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative
- City Town
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation
- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 1E
Figure 3.2-2



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features
- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

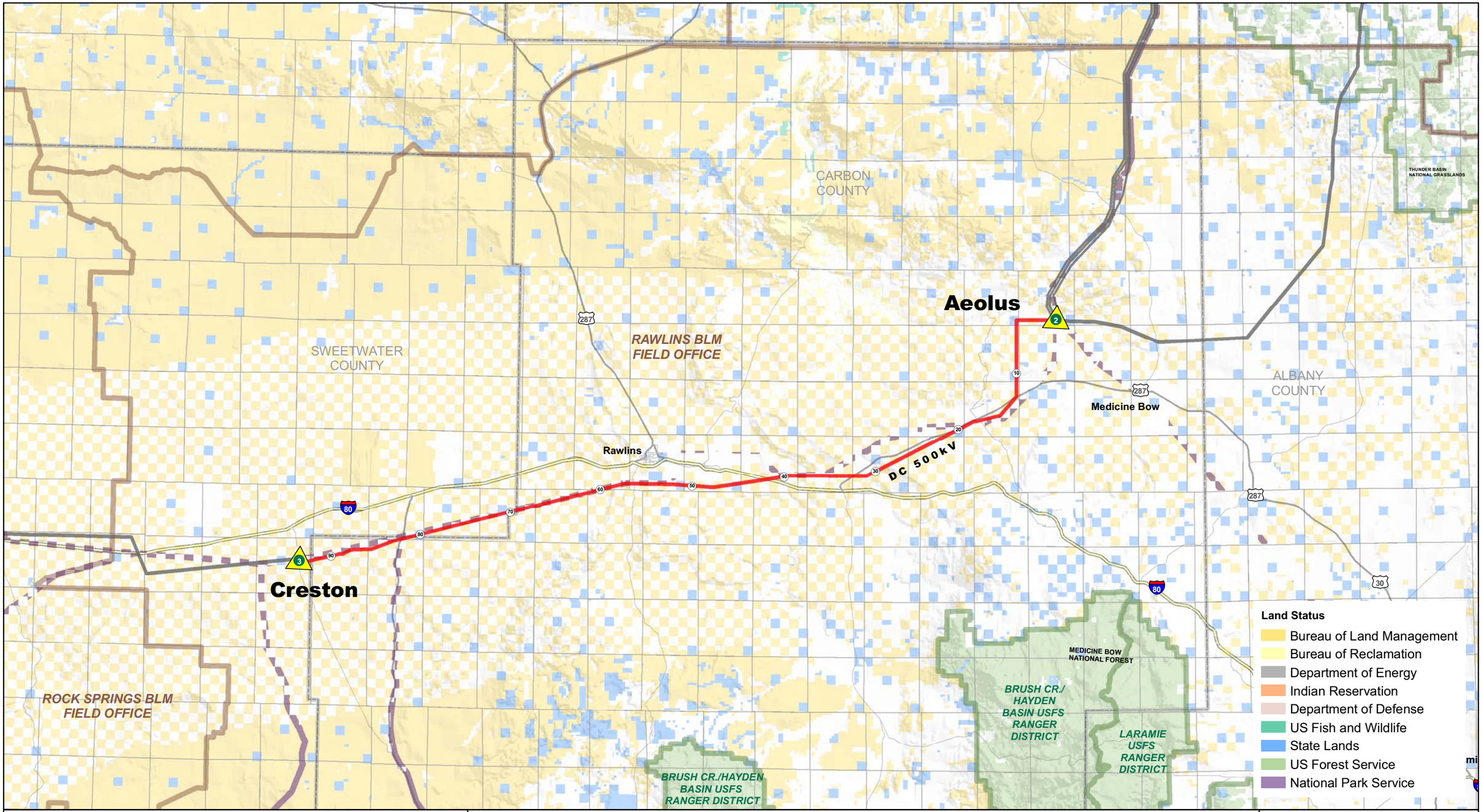
Project Routes
- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative
- City, Town
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation
- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 1W
Figure 3.2-3



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features

- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- ⑳ Mile Marker

Project Routes

- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative

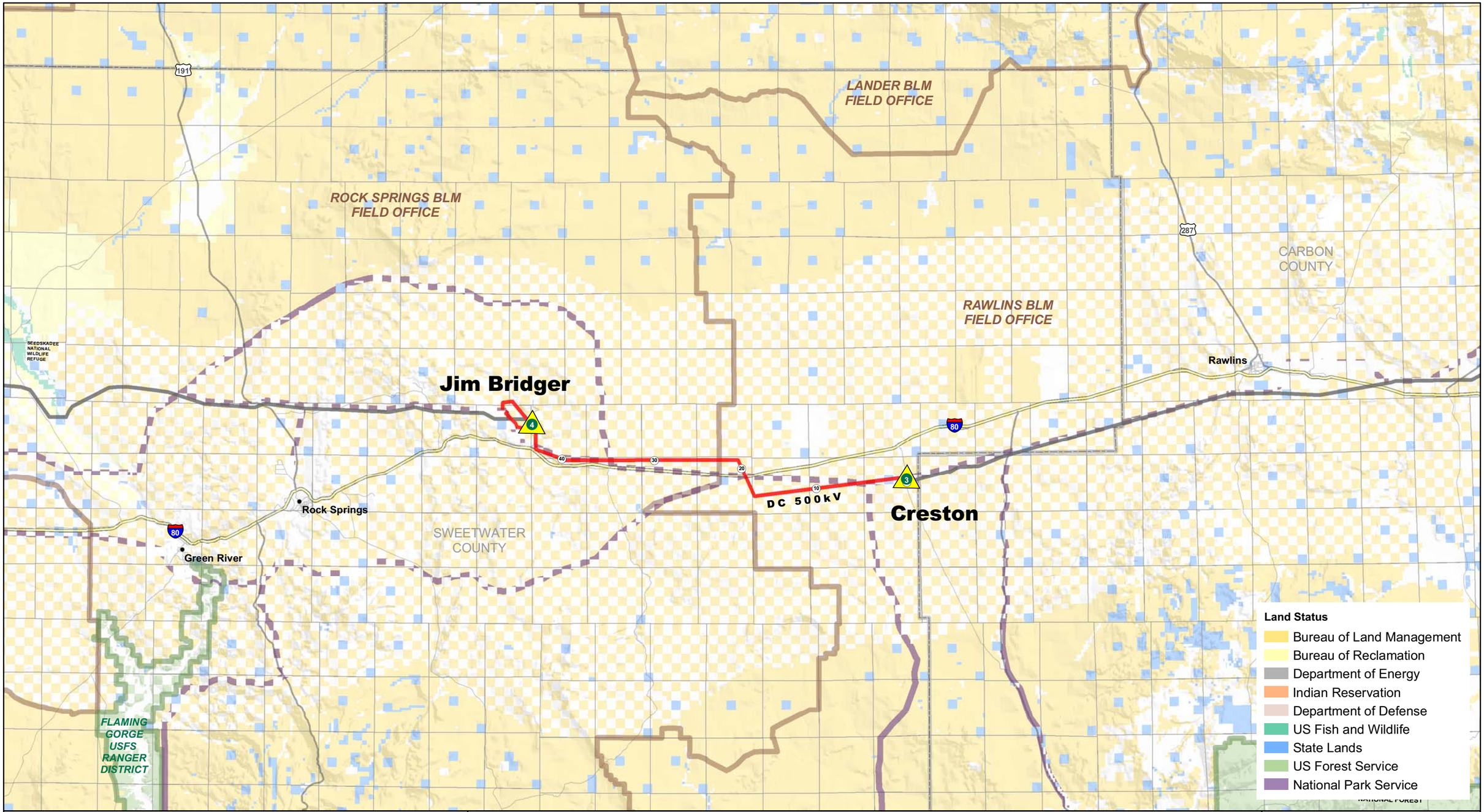
- Cities, Towns
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation

- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 2
Figure 3.2-4



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features

- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

Project Routes

- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative

- City, Town
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation

- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 3
Figure 3.2-5

CARIBOU NATIONAL FOREST

Wyoming

BRIDGER NATIONAL FOREST

KEMMERER USFS RANGER DISTRICT

PINEDALE BLM FIELD OFFICE

ROCK SPRINGS BLM FIELD OFFICE

BEAR LAKE NATIONAL WILDLIFE REFUGE

BEAR LAKE COUNTY

Idaho

Utah

LINCOLN COUNTY

COKEVILLE MEADOWS NATIONAL WILDLIFE REFUGE

FOSSIL BUTTE NATIONAL MONUMENT

SEEDSKADEE NATIONAL WILDLIFE REFUGE

Jim Bridger

DC 500kV

RICH COUNTY

KEMMERER BLM FIELD OFFICE

Rock Springs

Green River

SWEETWATER COUNTY

FLAMING GORGE USFS RANGER DISTRICT

Evanston

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Department of Energy
- Indian Reservation
- Department of Defense
- US Fish and Wildlife
- State Lands
- US Forest Service
- National Park Service

0 10 Miles

ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
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Revised 08-15-08

Project Features

- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

Project Routes

- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative

- City, Town
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

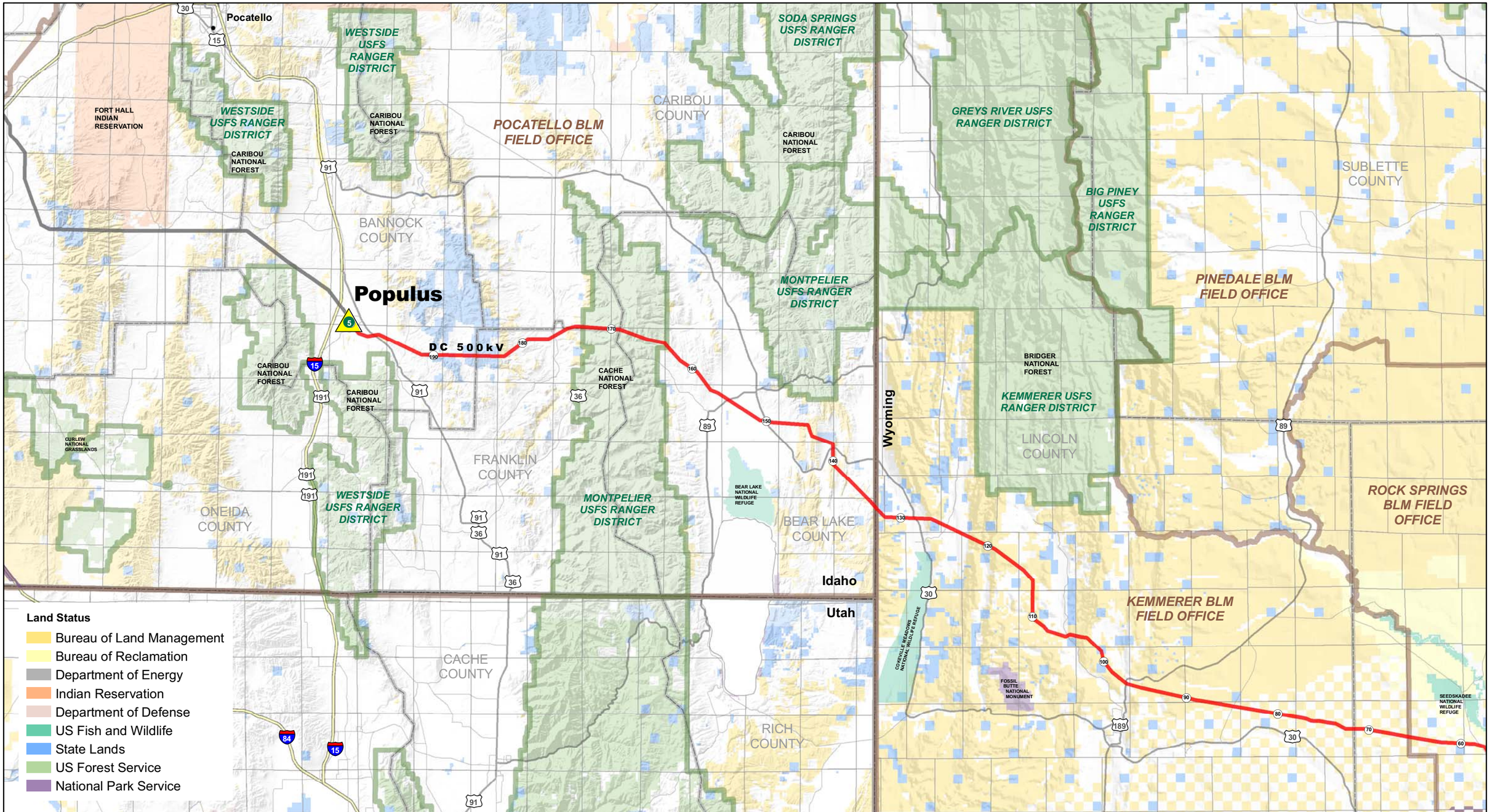
Transportation

- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 4 - WY

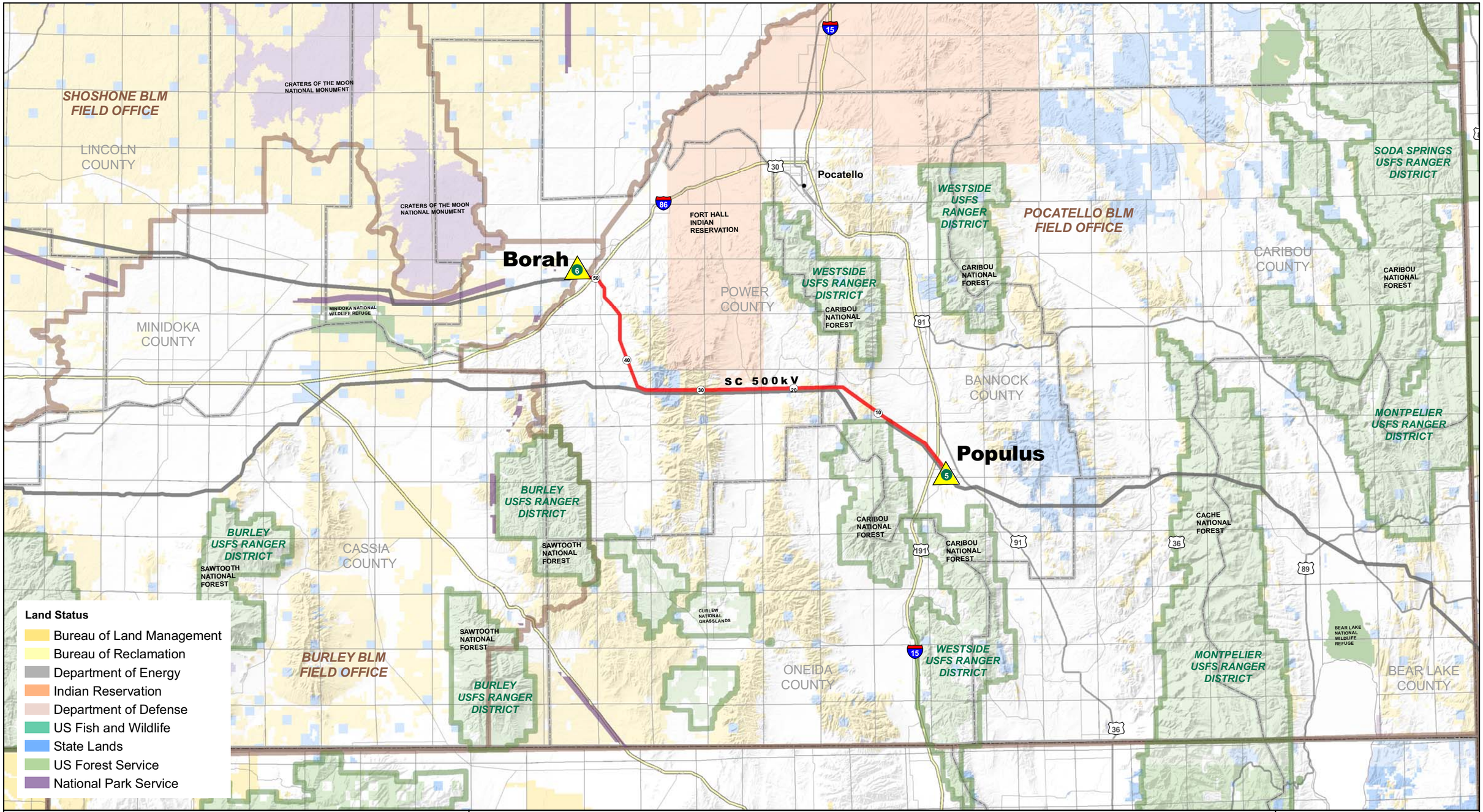
Figure 3.2-6a

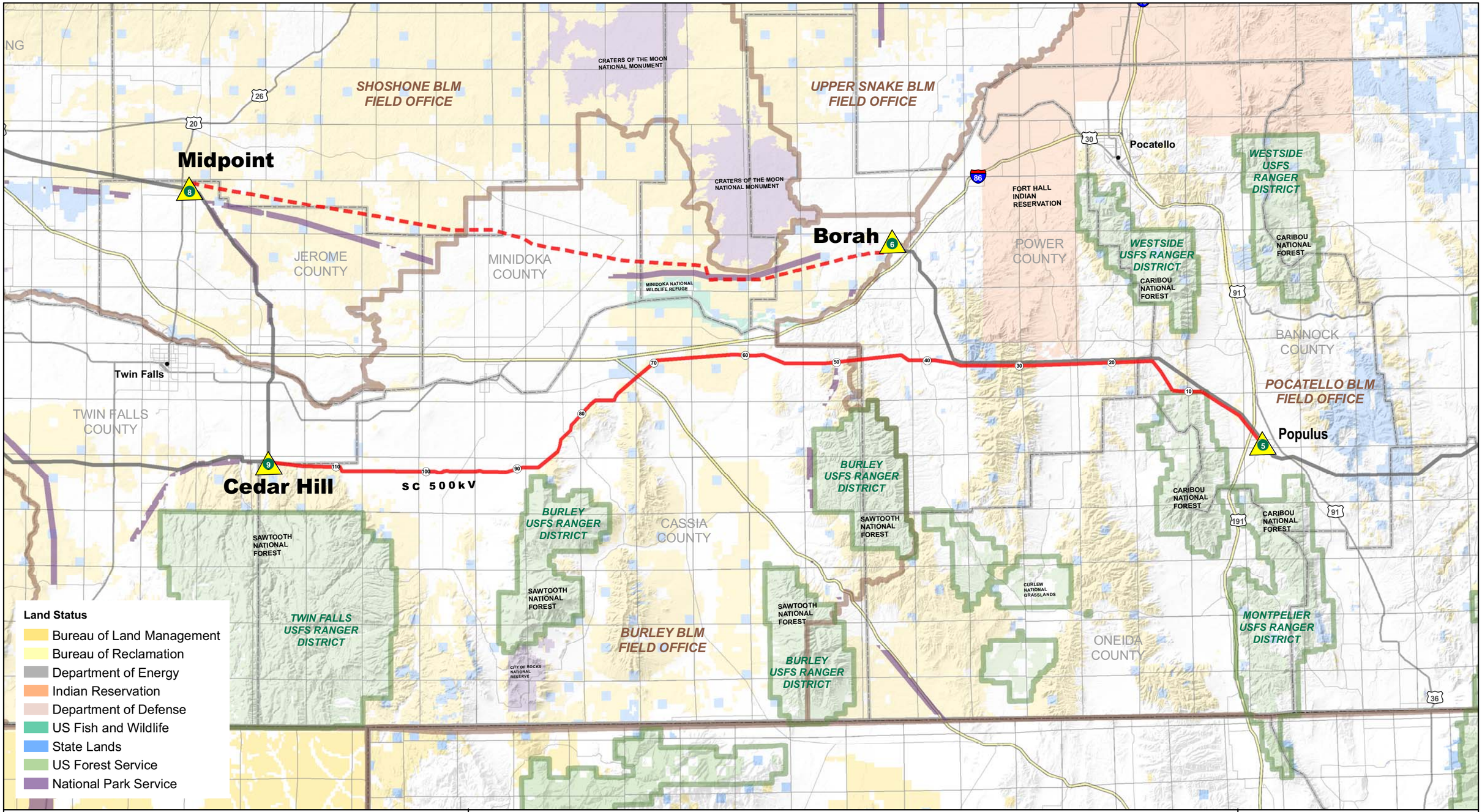


Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 4 - ID

Figure 3.2-6b


SHOSHONE BLM FIELD OFFICE
LINCOLN COUNTY
CRATERS OF THE MOON NATIONAL MONUMENT
CRATERS OF THE MOON NATIONAL MONUMENT
MINIDOKA NATIONAL WILDLIFE REFUGE
MINIDOKA COUNTY
Borah
FORT HALL INDIAN RESERVATION
Pocatello
WESTSIDE USFS RANGER DISTRICT
POCATELLO BLM FIELD OFFICE
SODA SPRINGS USFS RANGER DISTRICT
CARIBOU NATIONAL FOREST
POWER COUNTY
WESTSIDE USFS RANGER DISTRICT
CARIBOU NATIONAL FOREST
CARIBOU COUNTY
CARIBOU NATIONAL FOREST
SC 500kV
BANNOCK COUNTY
MONTPELIER USFS RANGER DISTRICT
Populus
BURLEY USFS RANGER DISTRICT
BURLEY USFS RANGER DISTRICT
SAWTOOTH NATIONAL FOREST
CASSIA COUNTY
CARIBOU NATIONAL FOREST
CARIBOU NATIONAL FOREST
CACHE NATIONAL FOREST
SAWTOOTH NATIONAL FOREST
CURLEW NATIONAL GRASSLANDS
SAWTOOTH NATIONAL FOREST
BURLEY BLM FIELD OFFICE
BURLEY USFS RANGER DISTRICT
ONEIDA COUNTY
WESTSIDE USFS RANGER DISTRICT
MONTPELIER USFS RANGER DISTRICT
BEAR LAKE NATIONAL WILDLIFE REFUGE
BEAR LAKE COUNTY
Land Status
Bureau of Land Management
Bureau of Reclamation
Department of Energy
Indian Reservation
Department of Defense
US Fish and Wildlife
State Lands
US Forest Service
National Park Service
0 10 Miles
ROCKY MOUNTAIN POWER A DIVISION OF PACIFICORP
IDAHO POWER An IDACORP Company
Revised 08-15-08
Project Features
Approximate Substation Location
Draft West-Wide Energy Corridor
NAME Corridor Subsegment
Mile Marker
Project Routes
Proposed
Other Segment
DC Double-Circuit
SC Single-Circuit
Administrative
Cities, Towns
County Boundary
Public Land Survey System
BLM Field Office Boundary
USFS District Boundary
Transportation
Interstate
Highway
Major Road
Minor Road
Gateway West
Transmission Line Project
Idaho, Wyoming
Segment 5
Figure 3.2-7



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features
- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

Project Routes
- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

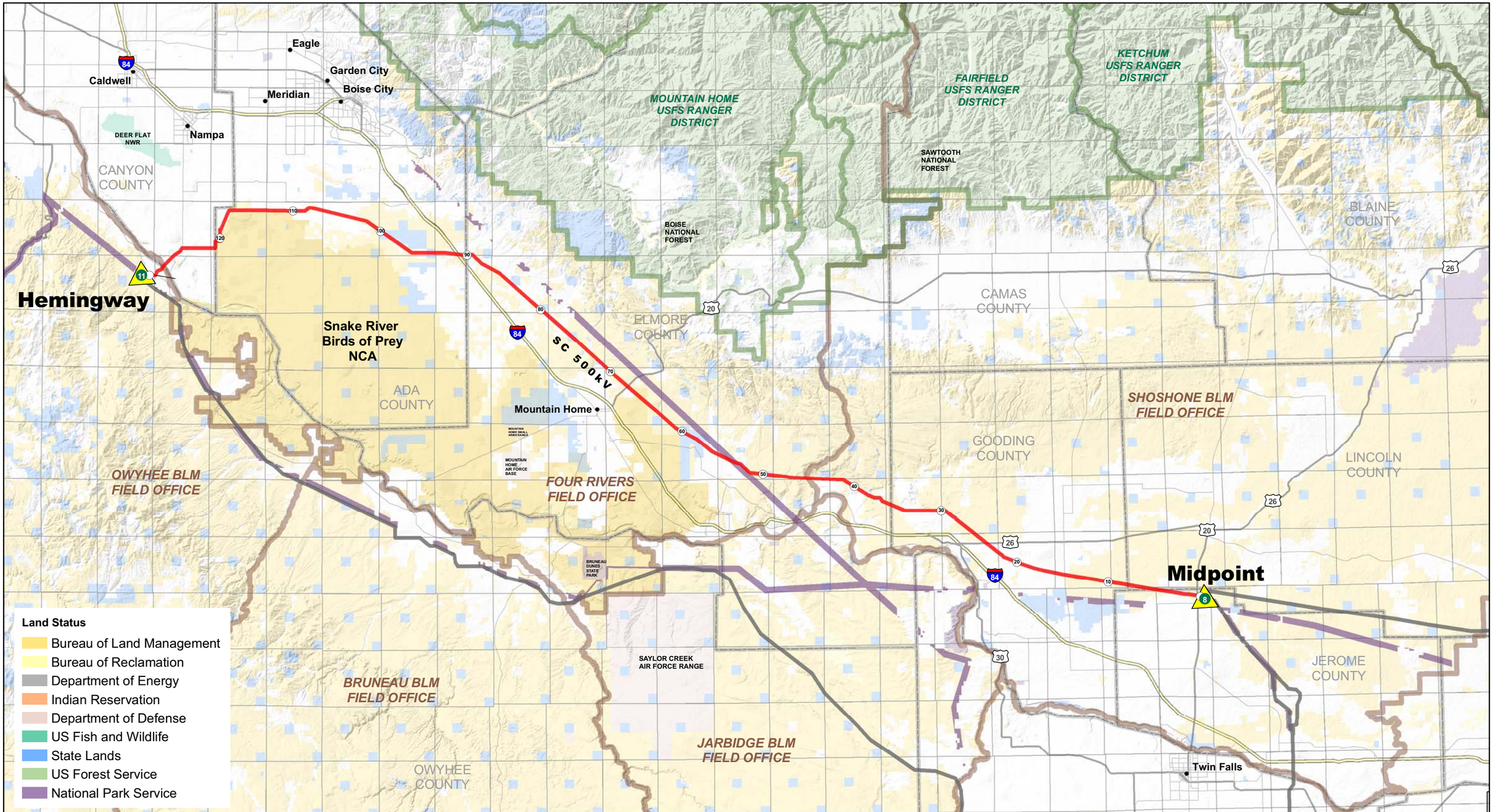
Administrative
- Cities, Towns
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation
- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segments 6 and 7

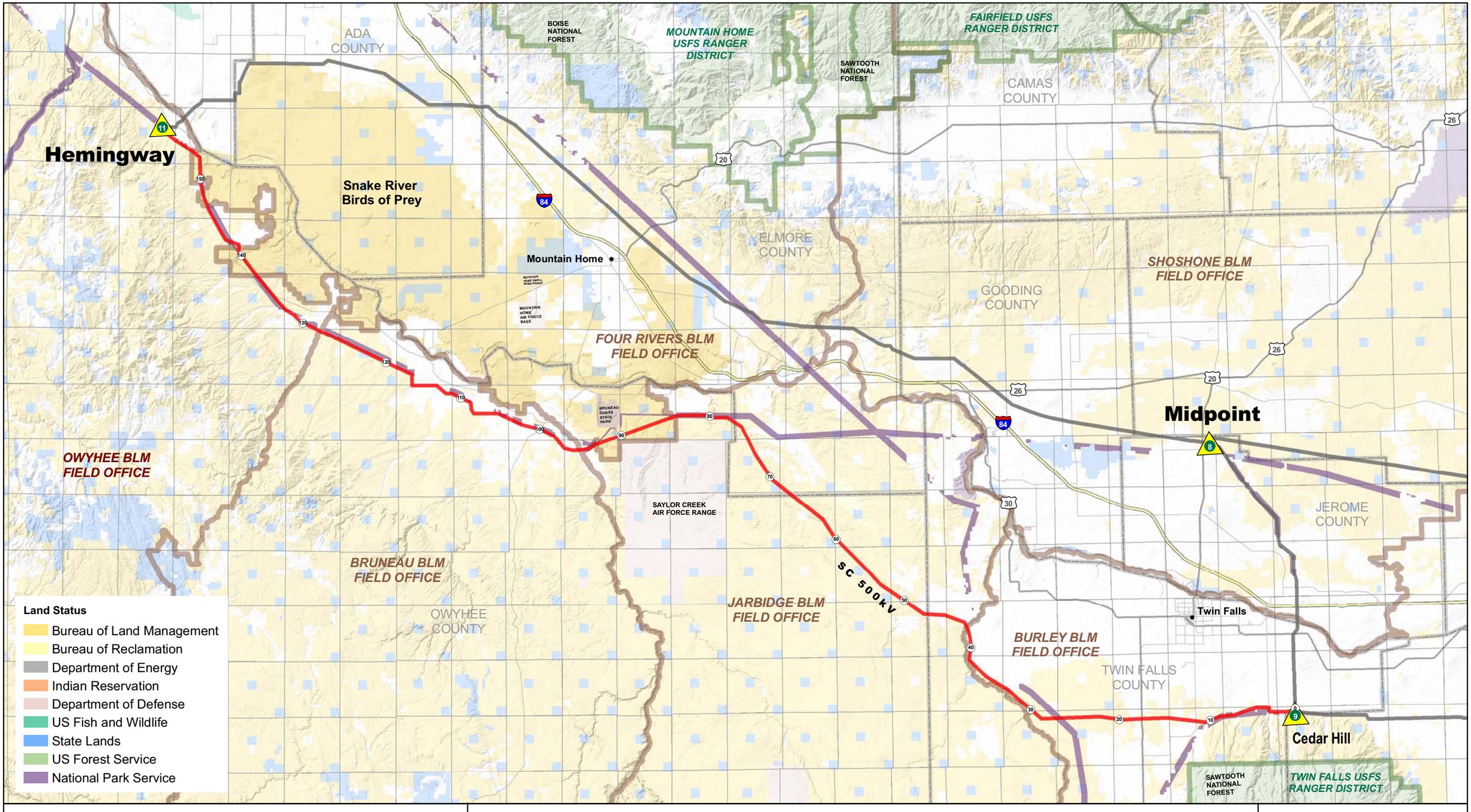
Figure 3.2-8



Revised 08-15-08

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 8
Figure 3.2-9



ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

0 10
Miles

Revised 08-15-08

Project Features

- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- 20 Mile Marker

Project Routes

- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative

- City, Town
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation

- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 9
Figure 3.2-10

Mountain Home

MOUNTAIN HOME SMALL ARMS RANGE

MOUNTAIN HOME AIR FORCE BASE

FOUR RIVERS BLM FIELD OFFICE

BRUNEAU DUNES STATE PARK

SAYLOR CREEK AIR FORCE RANGE

GOODING COUNTY

JARBIDGE BLM FIELD OFFICE

TWIN FALLS COUNTY

SHOSHONE BLM FIELD OFFICE

CRATERS OF THE MOON NATIONAL MONUMENT

Midpoint

Twin Falls

JEROME

MINIDOKA COUNTY

MINIDOKA NATIONAL WILDLIFE REFUGE

UPPER SNAKE BLM FIELD OFFICE

Borah

SC 500kV

Cedar Hill

BURLEY BLM FIELD OFFICE

BURLEY USFS RANGER DISTRICT

CASSIA COUNTY

SAWTOOTH NATIONAL FOREST

TWIN FALLS USFS RANGER DISTRICT

CITY OF ROCKS NATIONAL RESERVE

POCATELLO BLM FIELD OFFICE

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Department of Energy
- Indian Reservation
- Department of Defense
- US Fish and Wildlife
- State Lands
- US Forest Service
- National Park Service

0 10 Miles

ROCKY MOUNTAIN POWER
A DIVISION OF PACIFICORP

IDAHO POWER
An IDACORP Company

Revised 08-15-08

Project Features

- Approximate Substation Location
- Draft West-Wide Energy Corridor
- NAME Corridor Subsegment
- (20) Mile Marker

Project Routes

- Proposed
- Other Segment
- DC Double-Circuit
- SC Single-Circuit

Administrative

- Cities, Towns
- County Boundary
- Public Land Survey System
- BLM Field Office Boundary
- USFS District Boundary

Transportation

- Interstate
- Highway
- Major Road
- Minor Road

Gateway West
Transmission Line Project
Idaho, Wyoming

Segment 10

Figure 3.2-11

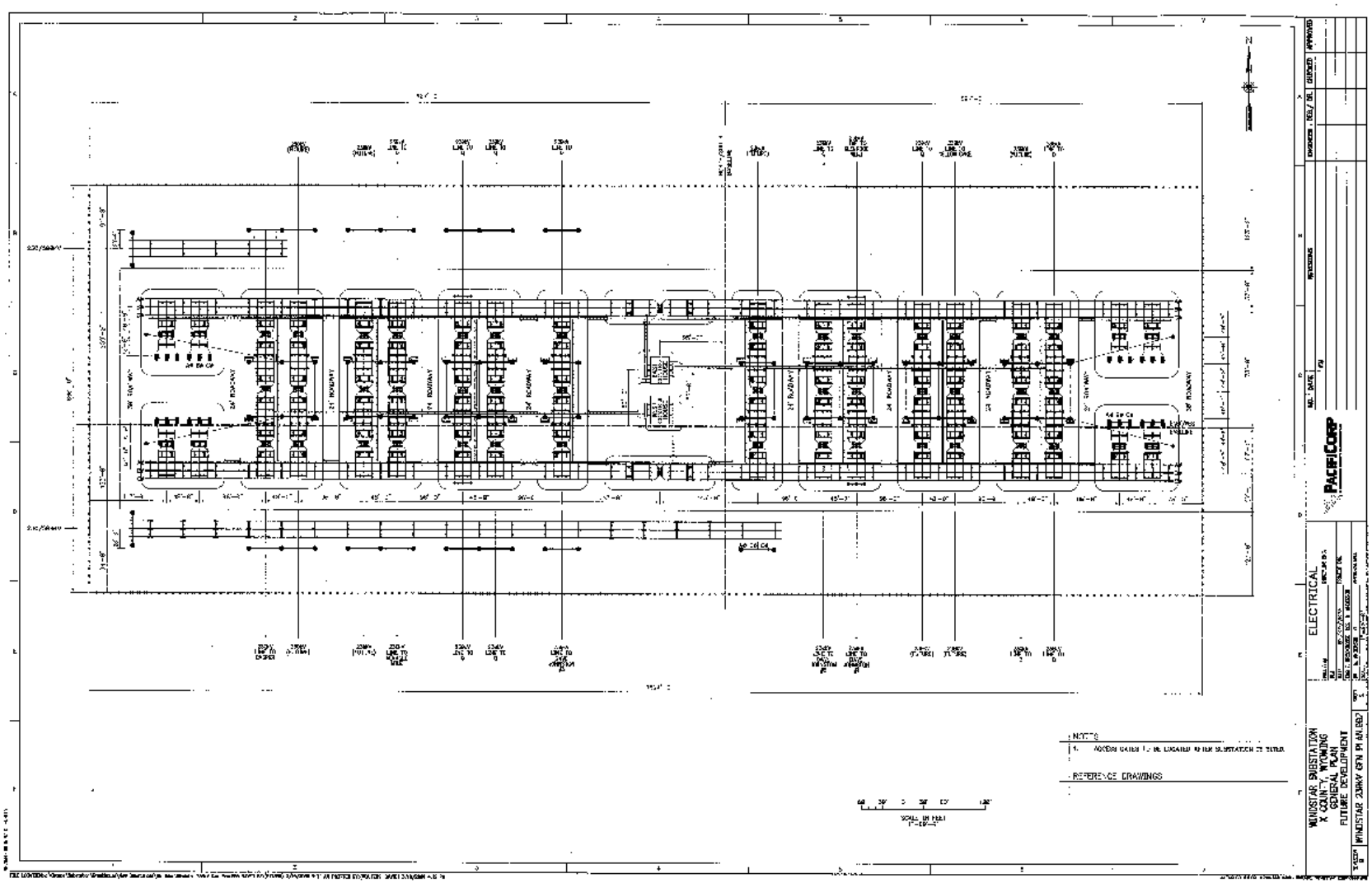


Figure 3.2-12

Windstar Substation

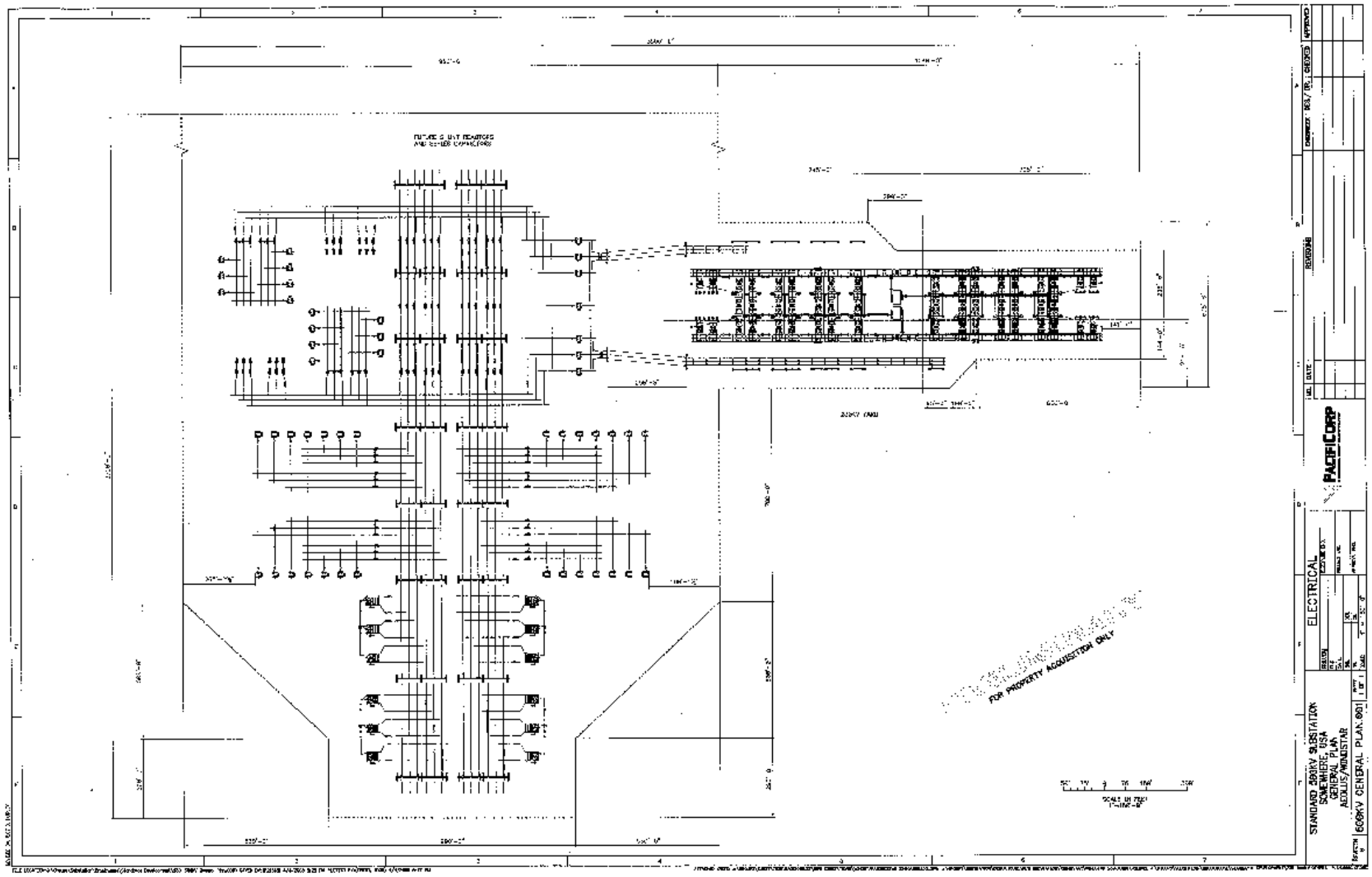


Figure 3.2-13

Aeolus Substation

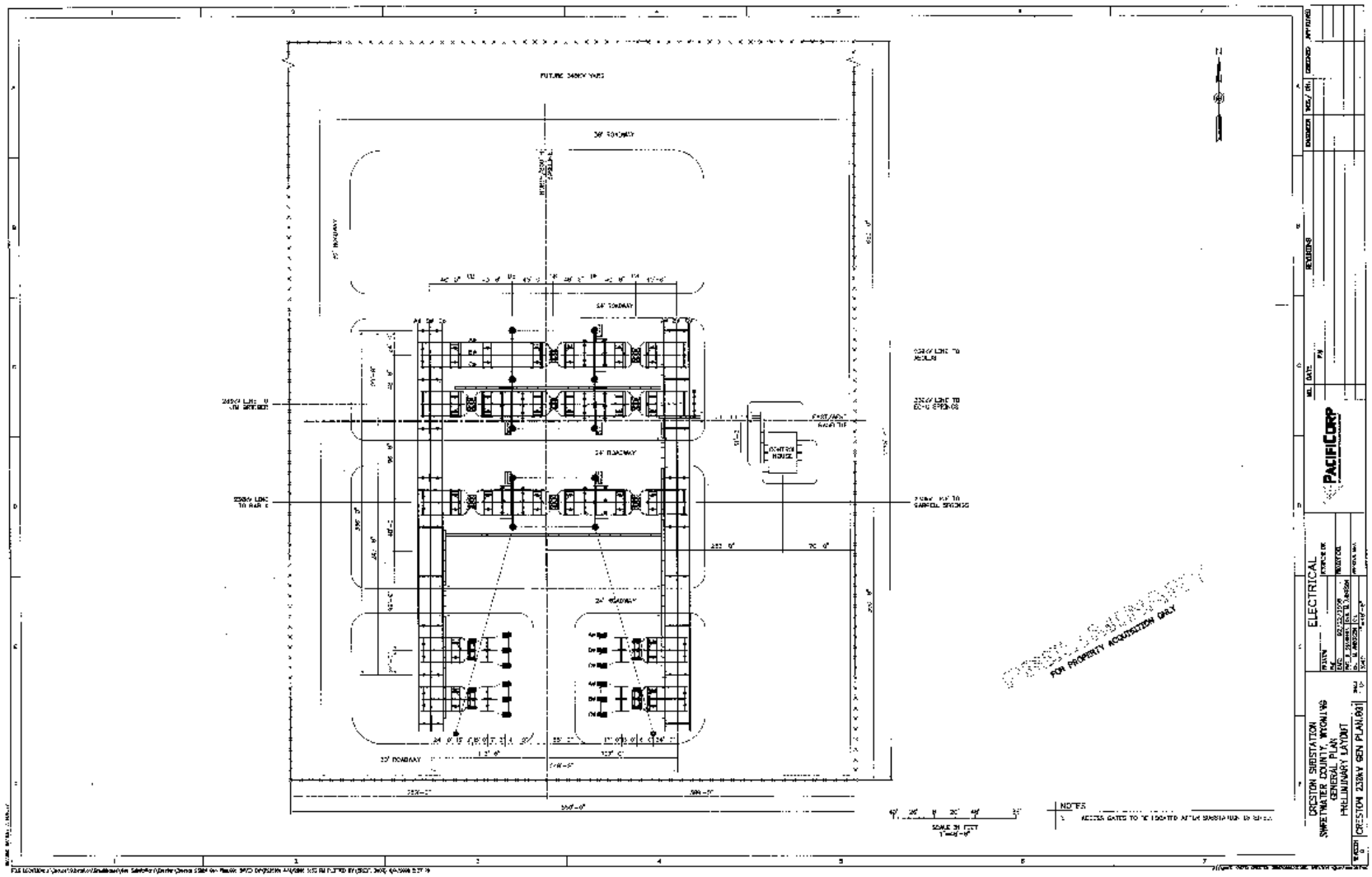


Figure 3.2-14

Creston Substation

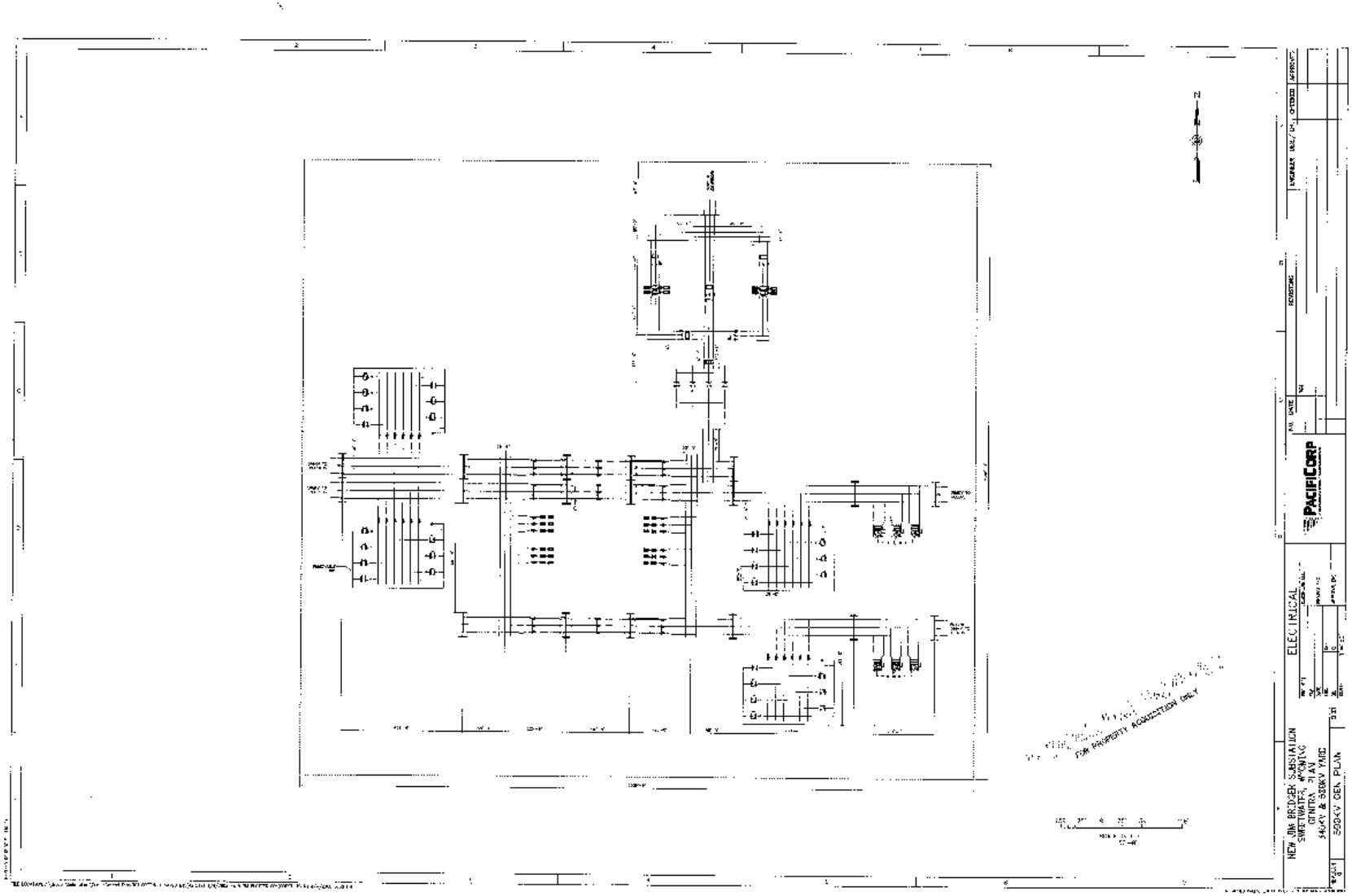


Figure 3.2-15

Bridger 500kV Substation

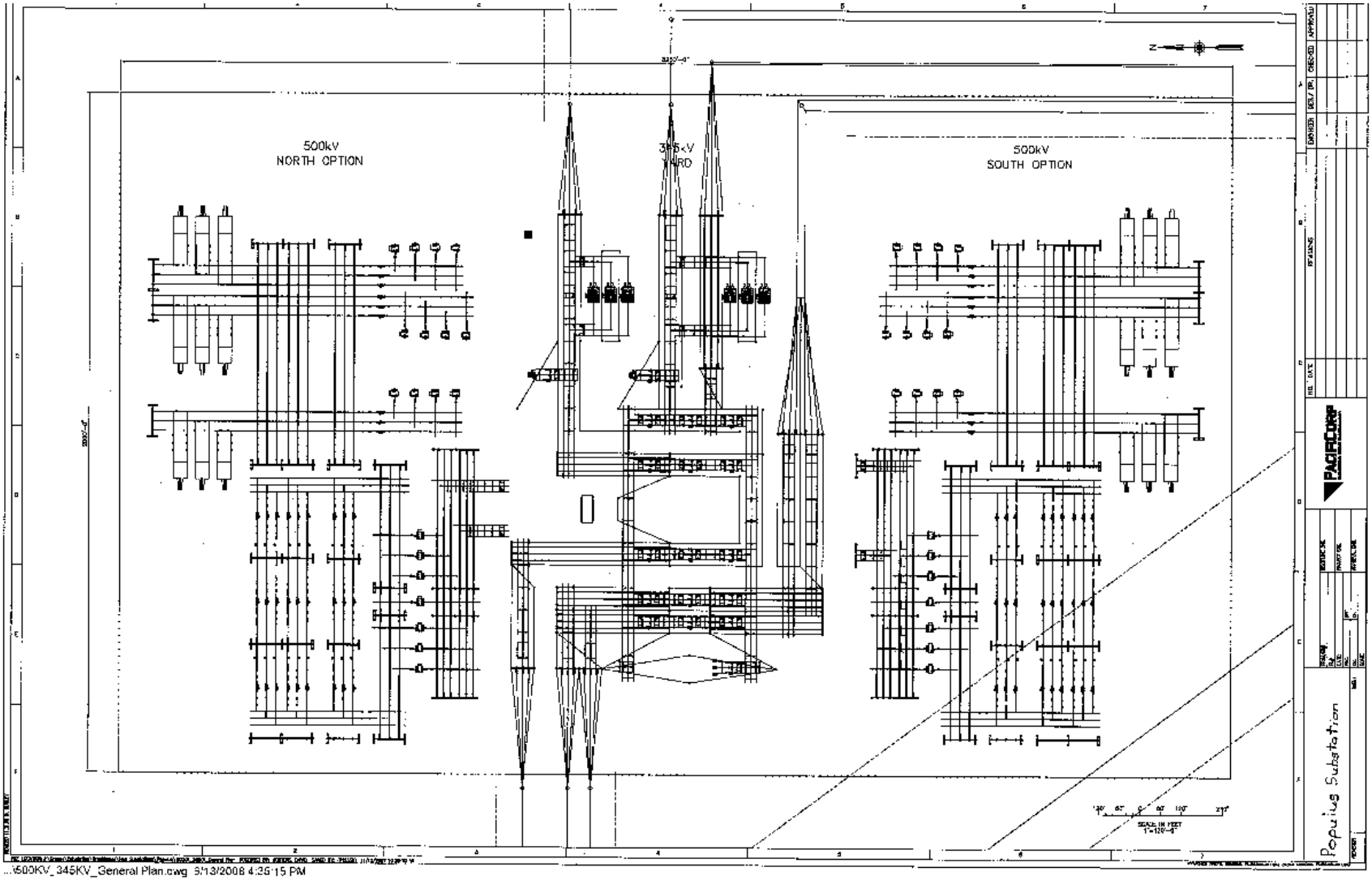


Figure 3.2-16

Populus Substation

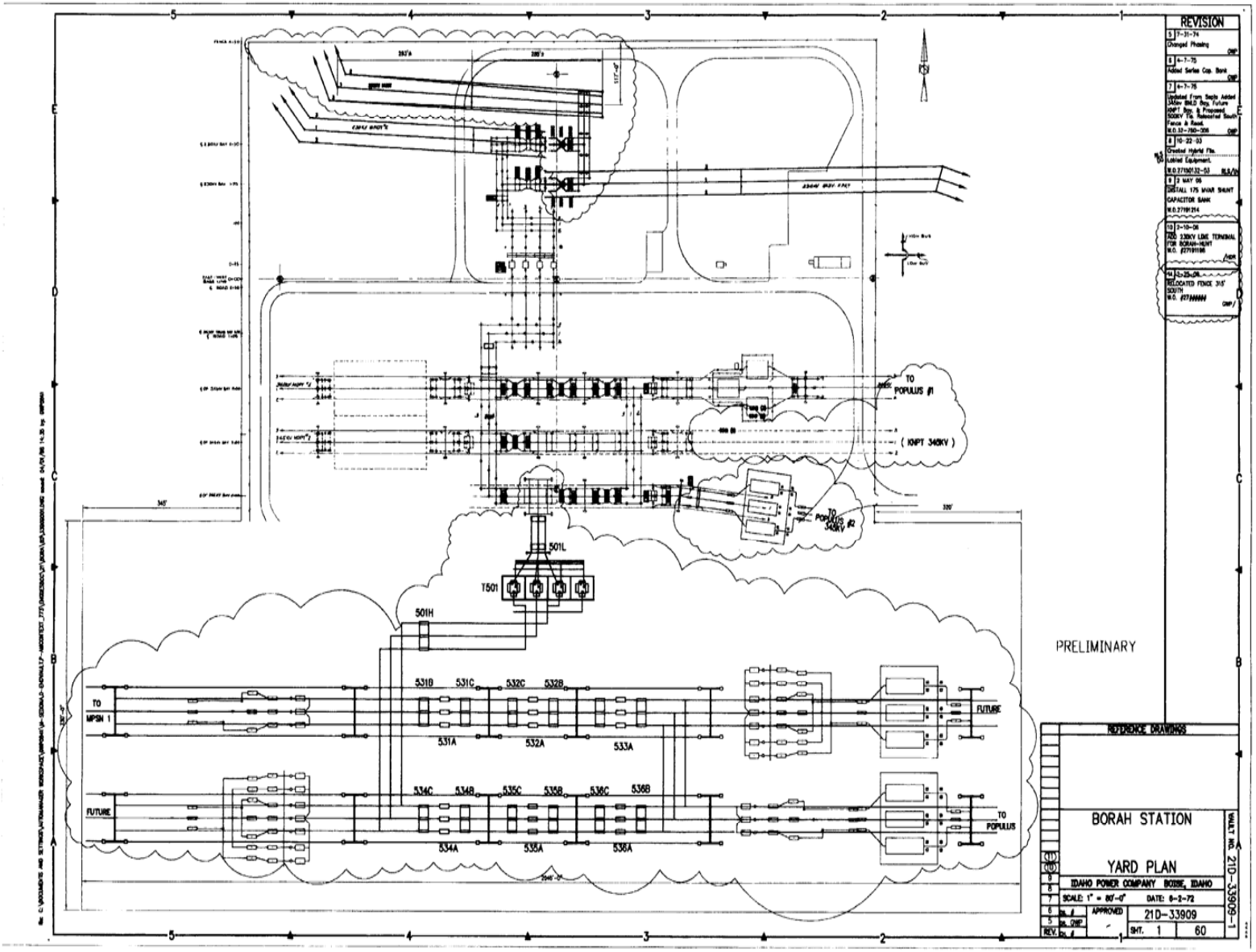


Figure 3.2-17
Borah Substation

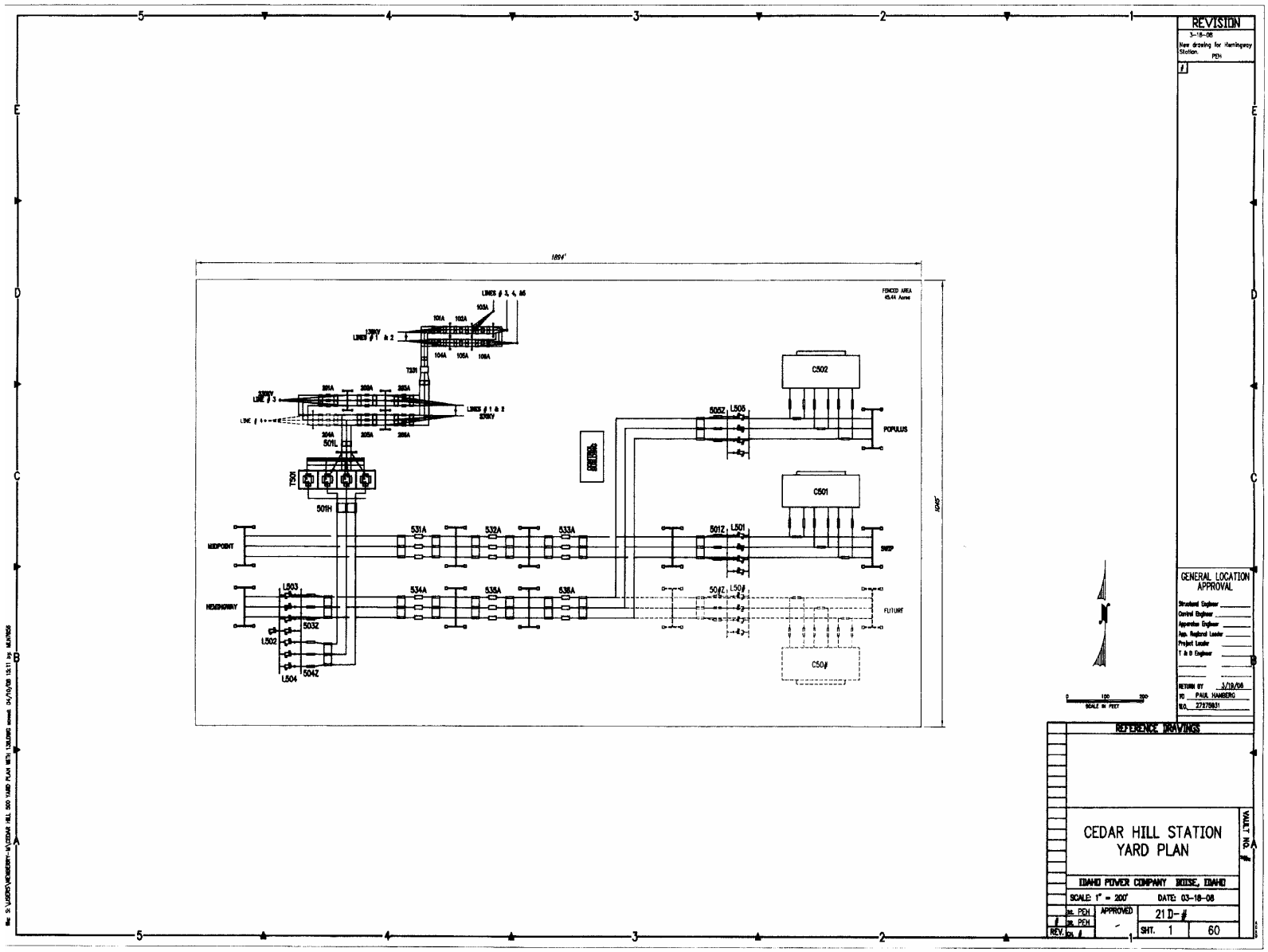


Figure 3.2-18
Cedar Hill Substation

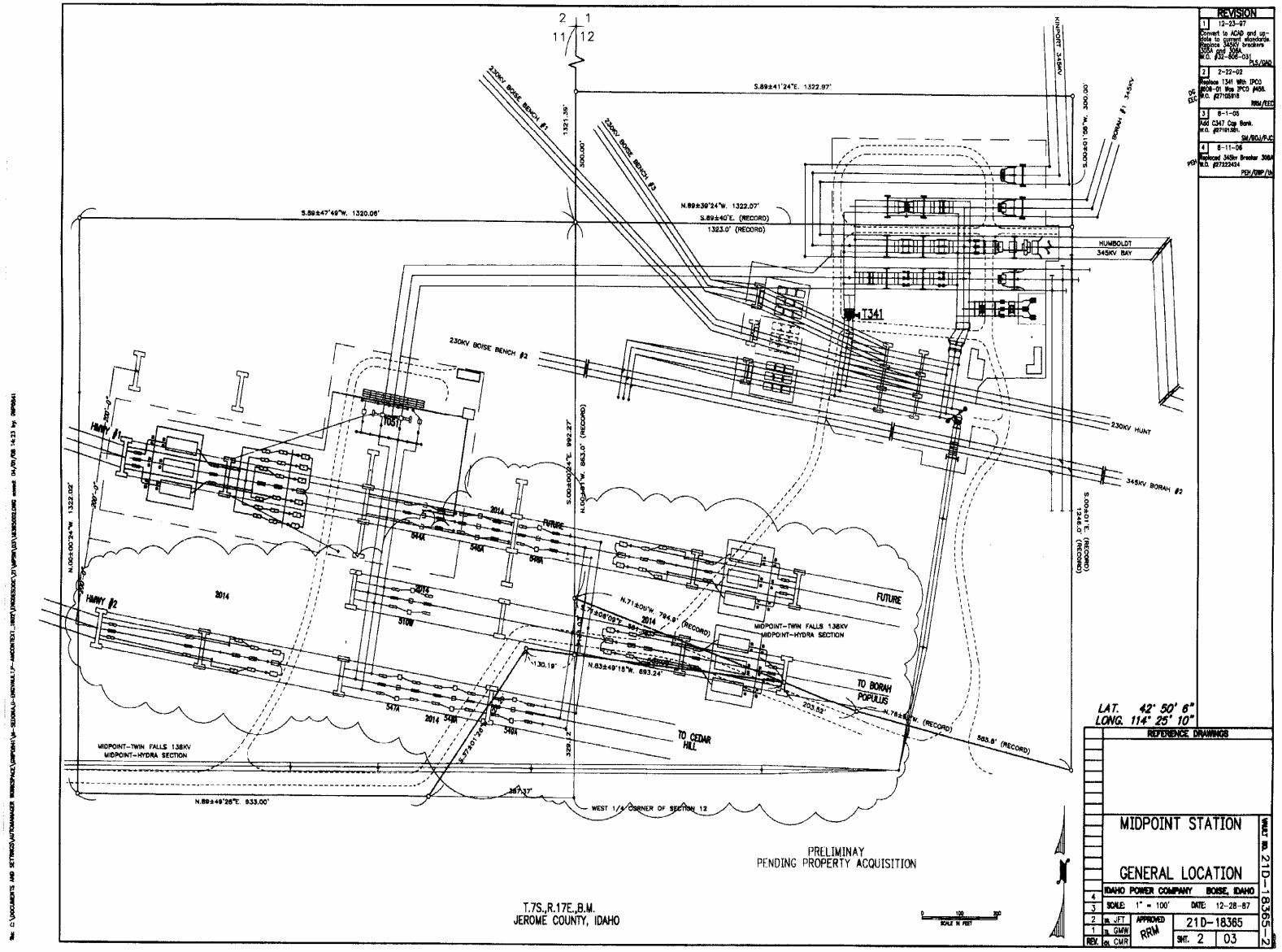


Figure 3.2-19
Midpoint Substation

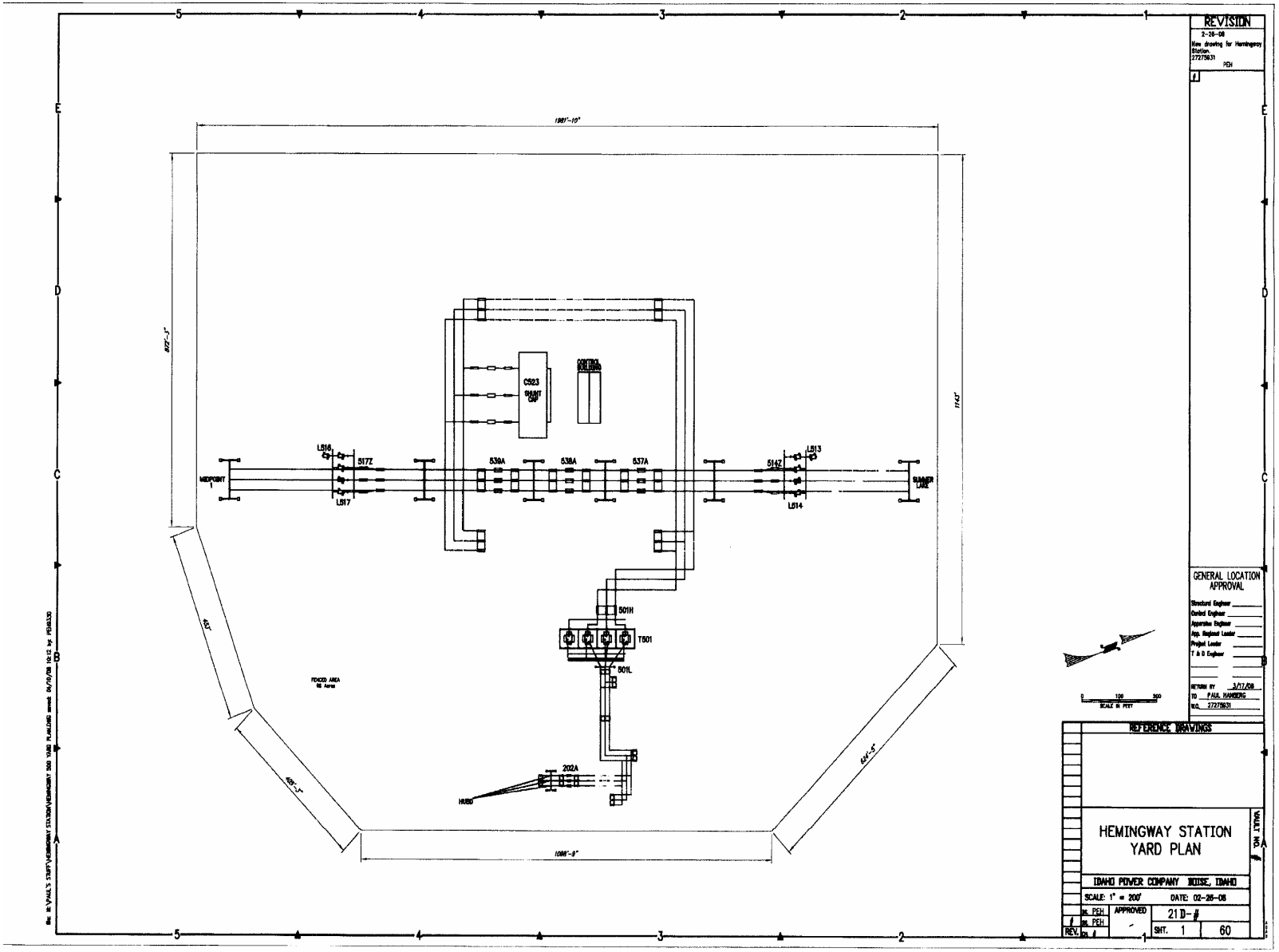


Figure 3.2-20
Hemingway Substation

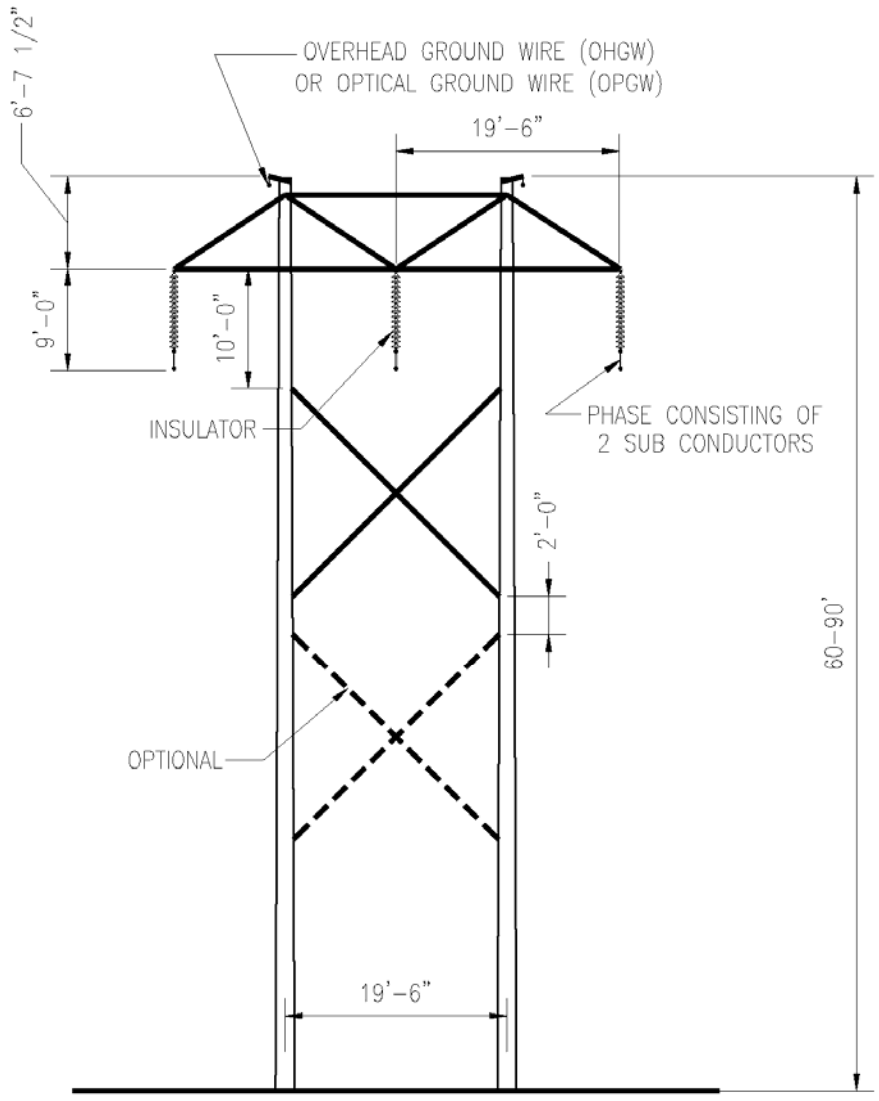


Figure 3.2-21
Single-Circuit 230kV H-Frame Tangent Structure

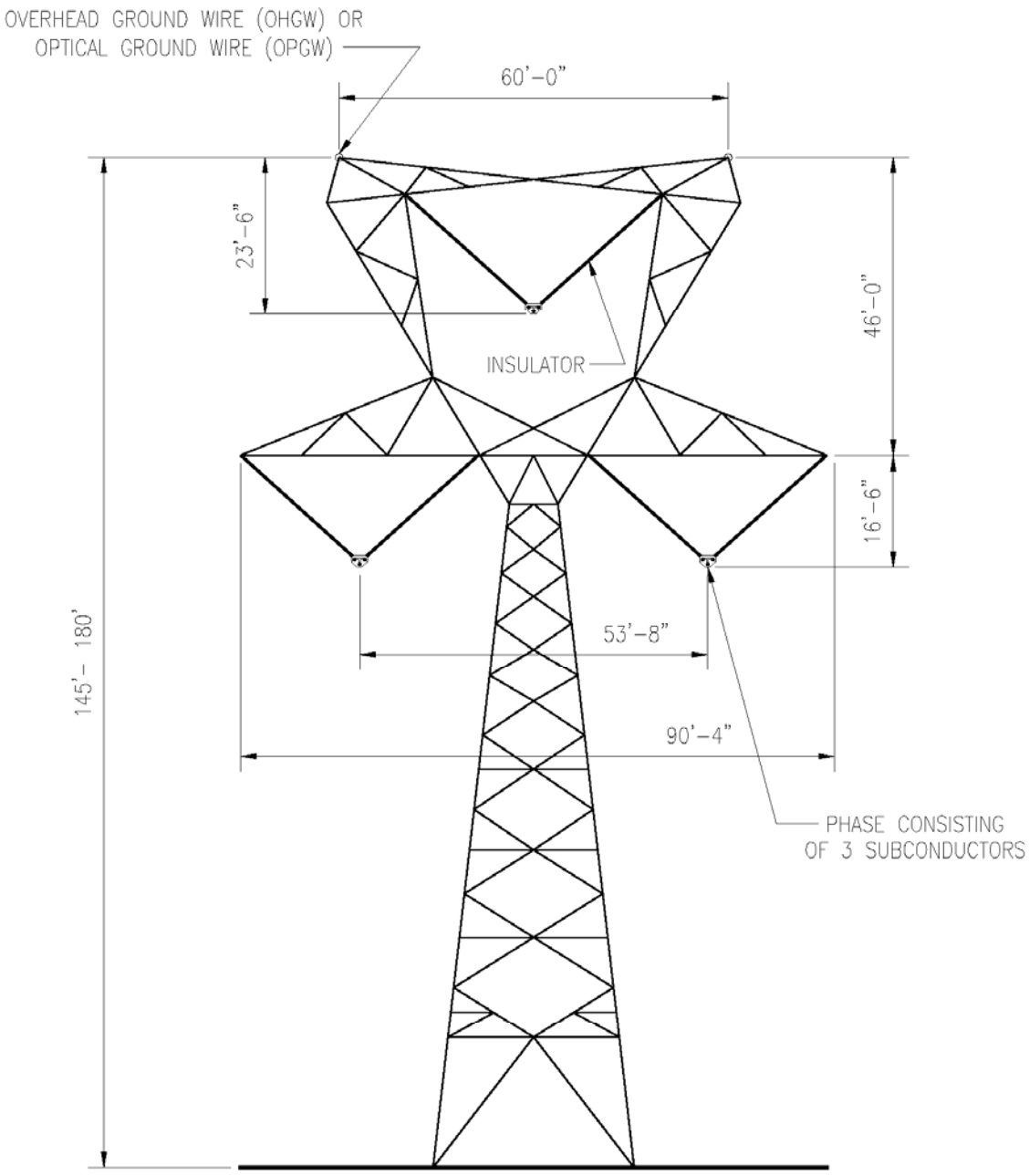


Figure 3.2-22
Single-Circuit 500kV Steel Lattice Tangent Structure

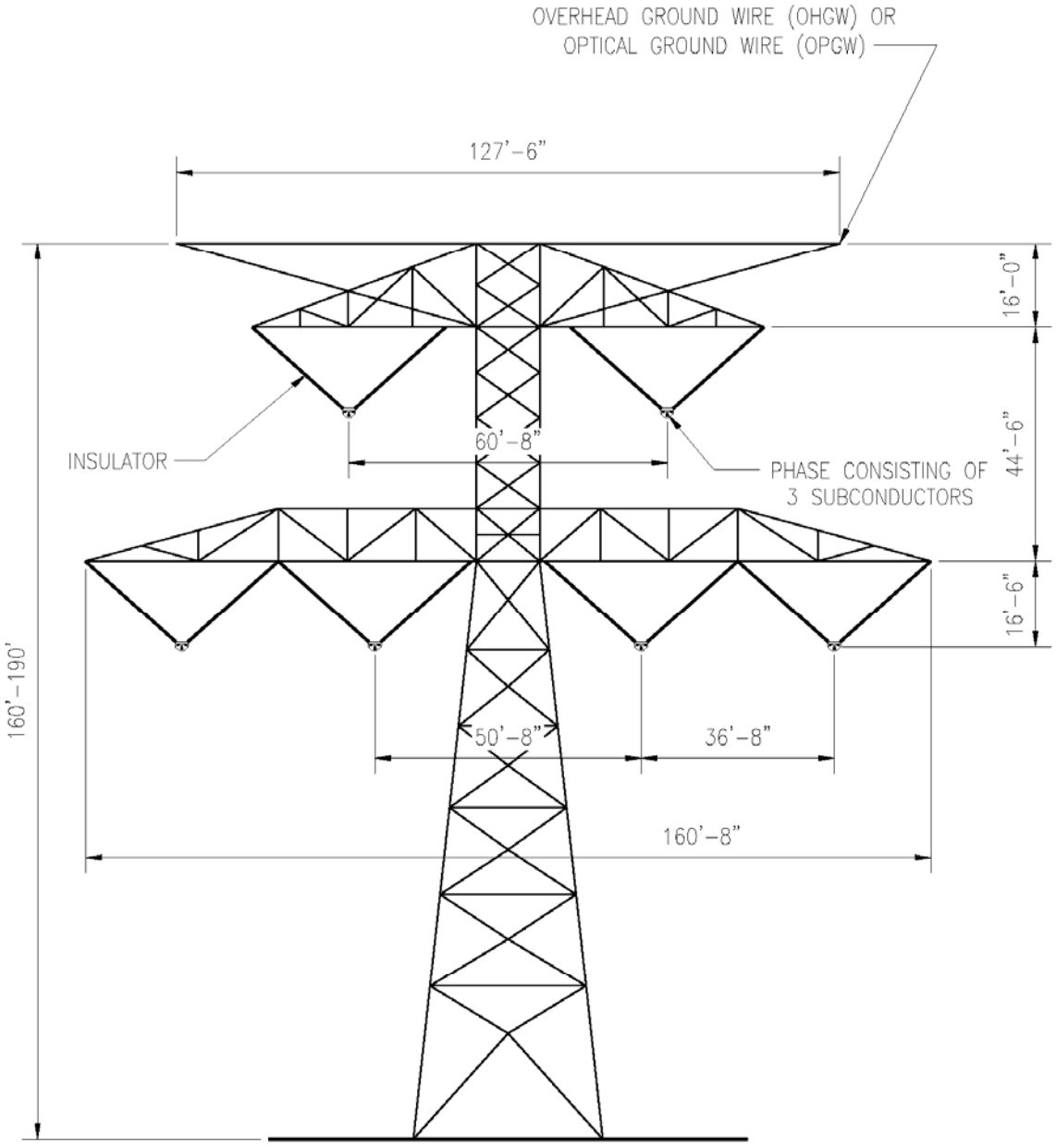


Figure 3.2-23
Double-Circuit 500kV Steel Lattice Tangent Structure

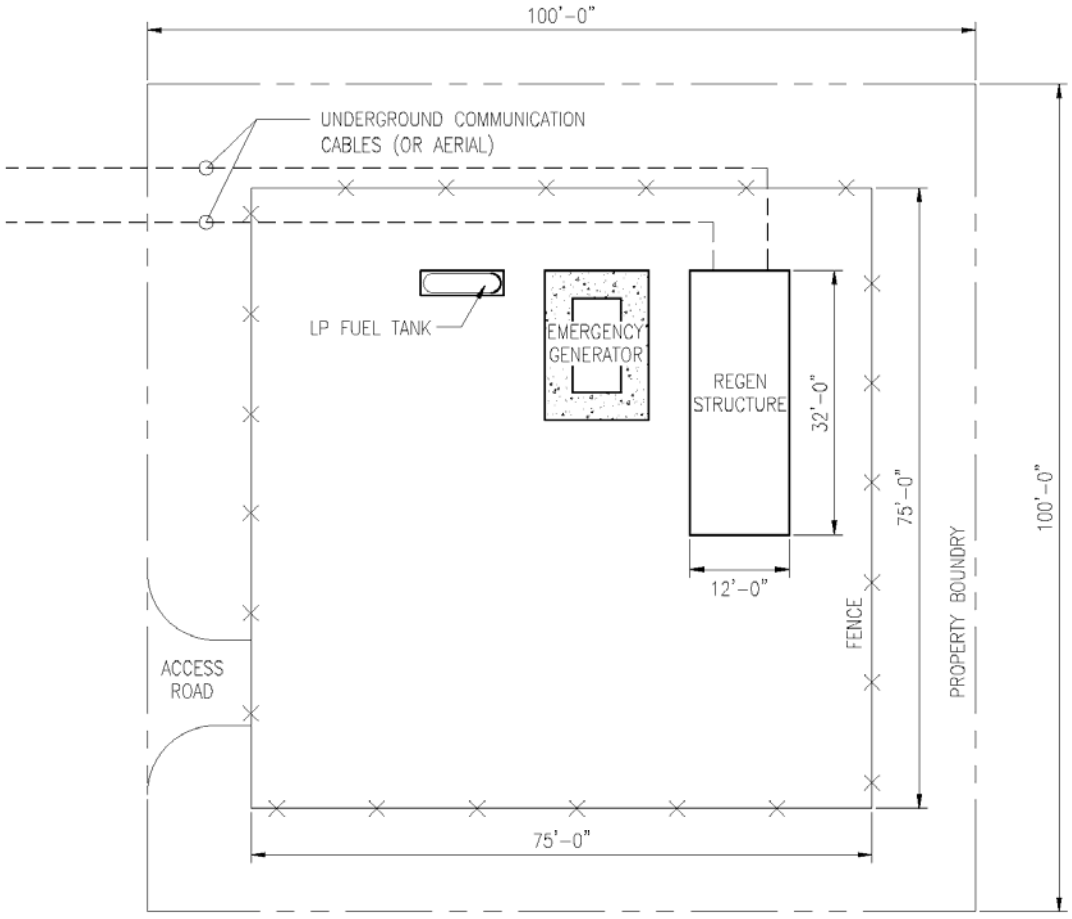


Figure 3.2-24
Typical Optical Fiber (OPGW) Regeneration Site Plan

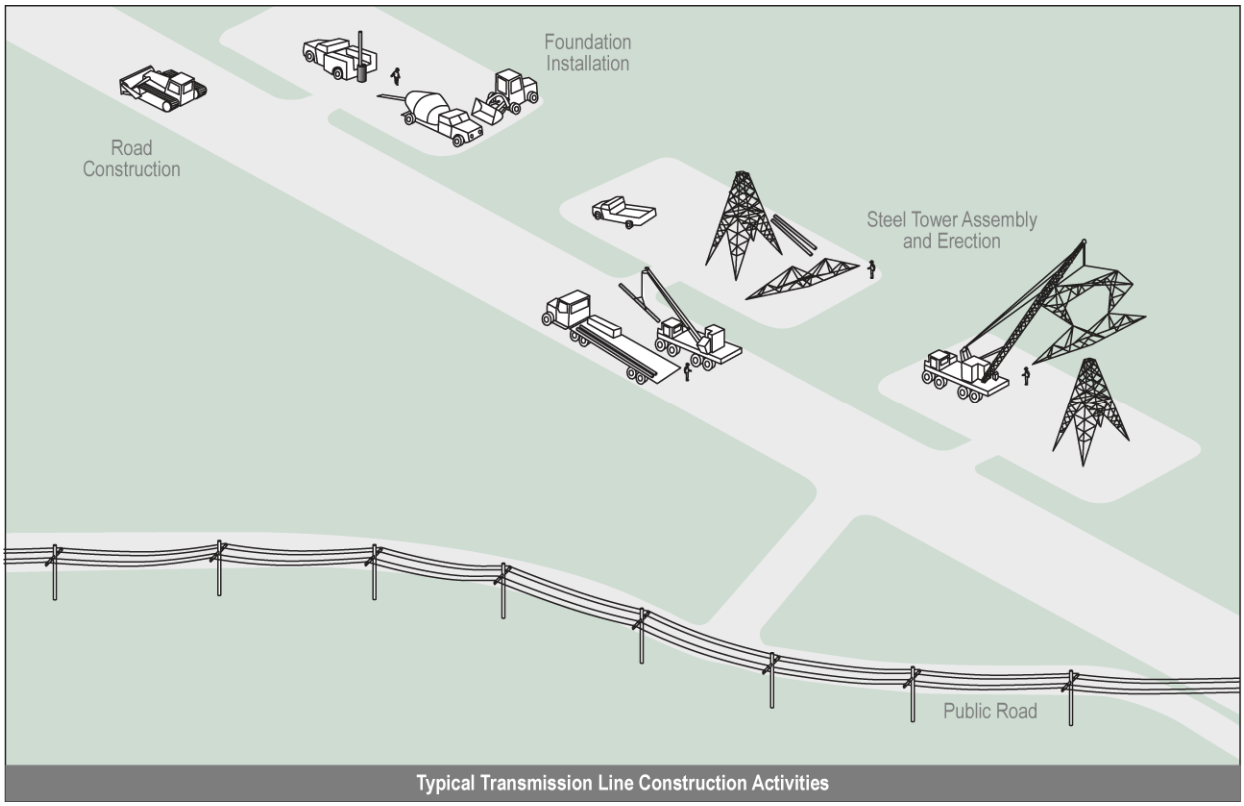


Figure 3.5-1.
Typical Transmission Line Construction Activities

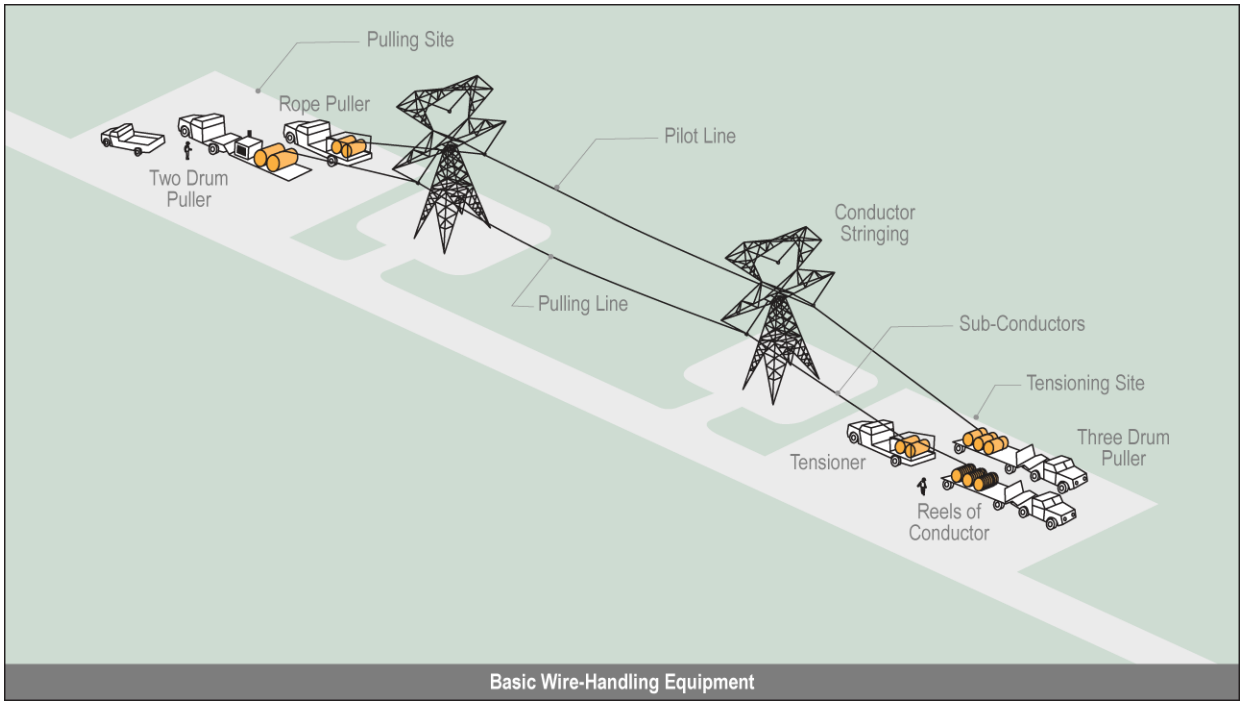


Figure 3.5-2.
Basic Wire Handling Equipment

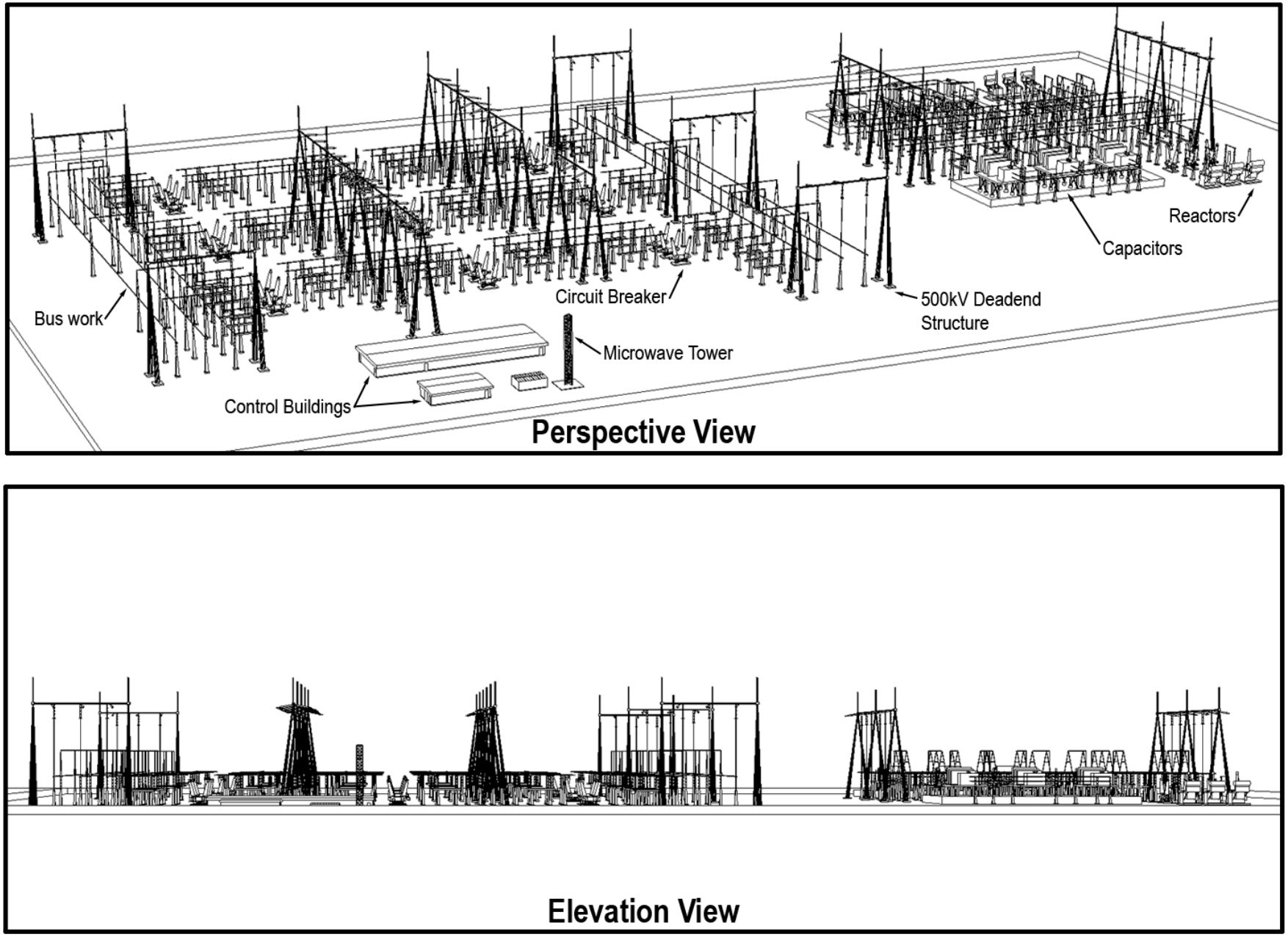


Figure 3.6-1. Typical Substation Perspective

Figure 3.8-1 Manpower Loading for each Infrastrucure Region

Segment	2011																		
	08/27/11	09/03/11	09/10/11	09/17/11	09/24/11	10/01/11	10/08/11	10/15/11	10/22/11	10/29/11	11/05/11	11/12/11	11/19/11	11/26/11	12/03/11	12/10/11	12/17/11	12/24/11	12/31/11
	Wk 1	Wk 2	Wk 3	Wk 4	Wk 5	Wk 6	Wk 7	Wk 8	Wk 9	Wk 10	Wk 11	Wk 12	Wk 13	Wk 14	Wk 15	Wk 16	Wk 17	Wk 18	Wk 19
1E	0	0	0	0	0	14	14	16	18	20	20	18	18	30	30	30	30	30	30
1W(a)	0	0	0	0	0	14	14	16	18	20	20	18	18	30	30	30	30	30	30
1W(b)	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	112	112	112
1W(c)	0	0	0	0	0	12	12	14	14	14	14	12	12	14	16	28	28	40	38
2	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	136	136	136
3	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	134	126	126
4	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	136	136	136
5	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	112	110	102
6	0	0	0	0	0	26	30	32	36	42	40	30	28	24	21	37	37	37	49
7	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	112	112	112
8	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	112	112	112
9	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	112	112	112
10	0	0	0	0	0	26	34	34	36	44	56	50	50	48	40	46	102	102	100
Substation	2011																		
	08/27/11	09/03/11	09/10/11	09/17/11	09/24/11	10/01/11	10/08/11	10/15/11	10/22/11	10/29/11	11/05/11	11/12/11	11/19/11	11/26/11	12/03/11	12/10/11	12/17/11	12/24/11	12/31/11
	Wk 1	Wk 2	Wk 3	Wk 4	Wk 5	Wk 6	Wk 7	Wk 8	Wk 9	Wk 10	Wk 11	Wk 12	Wk 13	Wk 14	Wk 15	Wk 16	Wk 17	Wk 18	Wk 19
Windstar Substation	0	5	12	12	20	20	20	20	12	12	12	5	5	5	0				
Aeolus Substation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Creston Substation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridger Substation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Populus Substation	0	13	13	30	30	30	30	50	50	50	50	50	50	50	50	30	30	30	30
Borah Substation	0	10	24	24	24	40	40	40	40	40	24	24	24	24	24	10	10	10	10
Cedar Hill Substation	0	15	15	15	36	36	36	36	36	36	60	60	60	60	60	60	60	60	60
Midpoint Substation	0	10	24	24	24	40	40	40	40	40	24	24	24	24	24	10	10	10	10
Hemingway Substation	0	10	24	24	24	40	40	40	40	40	24	24	24	24	24	10	10	10	10

Socioeconomic Region	2011																		
	08/27/11	09/03/11	09/10/11	09/17/11	09/24/11	10/01/11	10/08/11	10/15/11	10/22/11	10/29/11	11/05/11	11/12/11	11/19/11	11/26/11	12/03/11	12/10/11	12/17/11	12/24/11	12/31/11
	Wk 1	Wk 2	Wk 3	Wk 4	Wk 5	Wk 6	Wk 7	Wk 8	Wk 9	Wk 10	Wk 11	Wk 12	Wk 13	Wk 14	Wk 15	Wk 16	Wk 17	Wk 18	Wk 19
Segment 1-3	0	5	12	12	20	138	162	168	170	198	234	203	203	229	226	256	470	474	472
Segment 4	0	0	0	0	0	26	34	34	36	44	56	50	50	50	50	56	136	136	136
Segments 5-10	0	58	100	117	138	342	386	408	422	468	502	462	460	454	443	427	707	705	707

01/07/12	01/14/12	01/21/12	01/28/12	02/04/12	02/11/12	02/18/12	02/25/12	03/03/12	03/10/12	03/17/12	03/24/12	03/31/12	04/07/12	04/14/12	04/21/12	04/28/12	05/05/12	05/12/12	05/19/12	05/26/12	06/02/12
Wk 20	Wk 21	Wk 22	Wk 23	Wk 24	Wk 25	Wk 26	Wk 27	Wk 28	Wk 29	Wk 30	Wk 31	Wk 32	Wk 33	Wk 34	Wk 35	Wk 36	Wk 37	Wk 38	Wk 39	Wk 40	Wk 41
30	30	42	42	42	42	42	45	45	45	45	43	43	41	39	39	39	39	39	39	39	39
30	30	42	42	42	42	42	43	43	41	39	39	39	39	39	39	39	39	39	39	37	37
122	114	114	114	114	114	114	138	136	128	116	116	122	116	116	116	116	116	60	60	48	48
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151	151	151	151	151	151	151	187	187	187	187	187	192	192	192	192	192	192	192	190	182	182
114	114	114	114	114	112	104	116	116	116	116	110	115	115	115	59	59	47	47	47	47	47
46	46	30	30	42	42	42	42	42	24	24	24	24	24	18	4	4	-	-	-	-	-
124	124	124	124	124	124	124	146	138	138	138	138	143	143	143	143	143	143	141	133	121	121
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124	124	124	124	124	124	124	148	148	148	148	146	144	144	144	144	144	144	144	144	144	144
104	92	92	92	92	92	86	110	54	54	54	42	48	48	48	48	48	48	48	24	24	24

01/07/12	01/14/12	01/21/12	01/28/12	02/04/12	02/11/12	02/18/12	02/25/12	03/03/12	03/10/12	03/17/12	03/24/12	03/31/12	04/07/12	04/14/12	04/21/12	04/28/12	05/05/12	05/12/12	05/19/12	05/26/12	06/02/12
Wk 20	Wk 21	Wk 22	Wk 23	Wk 24	Wk 25	Wk 26	Wk 27	Wk 28	Wk 29	Wk 30	Wk 31	Wk 32	Wk 33	Wk 34	Wk 35	Wk 36	Wk 37	Wk 38	Wk 39	Wk 40	Wk 41
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30	30	13	13	13	13	13	13	0													
0																					
60	60	60	36	36	36	36	36	36	36	36	36	36	15	15	15	15	15	15	15	15	0
0																					
0																					

01/07/12	01/14/12	01/21/12	01/28/12	02/04/12	02/11/12	02/18/12	02/25/12	03/03/12	03/10/12	03/17/12	03/24/12	03/31/12	04/07/12	04/14/12	04/21/12	04/28/12	05/05/12	05/12/12	05/19/12	05/26/12	06/02/12
Wk 20	Wk 21	Wk 22	Wk 23	Wk 24	Wk 25	Wk 26	Wk 27	Wk 28	Wk 29	Wk 30	Wk 31	Wk 32	Wk 33	Wk 34	Wk 35	Wk 36	Wk 37	Wk 38	Wk 39	Wk 40	Wk 41
526	521	541	536	536	536	536	634	640	630	616	612	632	618	616	616	536	536	472	440	411	411
151	151	151	151	151	151	151	187	187	187	187	187	192	192	192	192	192	192	192	190	182	182
726	714	681	657	669	667	653	757	672	654	654	634	654	633	627	557	557	541	537	497	473	458

2012

06/09/12	06/16/12	06/23/12	06/30/12	07/07/12	07/14/12	07/21/12	07/28/12	08/04/12	08/11/12	08/18/12	08/25/12	09/01/12	09/08/12	09/15/12	09/22/12	09/29/12	10/06/12	10/13/12	10/20/12	10/27/12	11/03/12
Wk 42	Wk 43	Wk 44	Wk 45	Wk 46	Wk 47	Wk 48	Wk 49	Wk 50	Wk 51	Wk 52	Wk 53	Wk 54	Wk 55	Wk 56	Wk 57	Wk 58	Wk 59	Wk 60	Wk 61	Wk 62	Wk 63
39	39	39	37	37	37	37	25	25	13	13	13	10	4	4	-	-	-	-	-	-	-
37	37	25	25	25	13	13	13	10	4	4	-	-	-	-	-	-	-	-	-	-	-
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47	47	47	47	23	23	23	23	23	23	23	23	18	4	4	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
121	115	115	115	115	115	115	115	59	47	47	47	47	47	47	47	47	47	47	47	47	23
116	116	116	116	116	116	116	60	48	48	48	48	48	48	48	48	48	48	48	48	24	24
144	144	142	134	122	116	116	116	116	116	116	116	116	116	60	48	48	48	48	48	48	48
24	18	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2012

06/09/12	06/16/12	06/23/12	06/30/12	07/07/12	07/14/12	07/21/12	07/28/12	08/04/12	08/11/12	08/18/12	08/25/12	09/01/12	09/08/12	09/15/12	09/22/12	09/29/12	10/06/12	10/13/12	10/20/12	10/27/12	11/03/12
Wk 42	Wk 43	Wk 44	Wk 45	Wk 46	Wk 47	Wk 48	Wk 49	Wk 50	Wk 51	Wk 52	Wk 53	Wk 54	Wk 55	Wk 56	Wk 57	Wk 58	Wk 59	Wk 60	Wk 61	Wk 62	Wk 63
30	30	30	30	30	30	13	13	13	13	13	13	13	0								
0	0	0	0	8	8	12	12	8	8	8	3	3	0								
0	0	0	0	15	15	15	36	36	36	36	36	36	60	60	60	60	60	60	60	60	60

2012

06/09/12	06/16/12	06/23/12	06/30/12	07/07/12	07/14/12	07/21/12	07/28/12	08/04/12	08/11/12	08/18/12	08/25/12	09/01/12	09/08/12	09/15/12	09/22/12	09/29/12	10/06/12	10/13/12	10/20/12	10/27/12	11/03/12
Wk 42	Wk 43	Wk 44	Wk 45	Wk 46	Wk 47	Wk 48	Wk 49	Wk 50	Wk 51	Wk 52	Wk 53	Wk 54	Wk 55	Wk 56	Wk 57	Wk 58	Wk 59	Wk 60	Wk 61	Wk 62	Wk 63
411	399	378	370	378	362	349	313	178	160	160	151	80	16	16	0	0	0	0	0	0	0
182	182	182	182	197	197	197	218	218	218	218	218	218	242	240	240	240	240	240	240	240	240
452	440	424	416	376	370	370	314	246	234	234	234	229	215	159	143	143	143	143	143	119	95

11/10/12	11/17/12	11/24/12	12/01/12	12/08/12	12/15/12	12/22/12	12/29/12	01/05/13	01/12/13	01/19/13	01/26/13	02/02/13	02/09/13	02/16/13	02/23/13	03/02/13	03/09/13	03/16/13	03/23/13	03/30/13	04/06/13
Wk 64	Wk 65	Wk 66	Wk 67	Wk 68	Wk 69	Wk 70	Wk 71	Wk 72	Wk 73	Wk 74	Wk 75	Wk 76	Wk 77	Wk 78	Wk 79	Wk 80	Wk 81	Wk 82	Wk 83	Wk 84	Wk 85
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
180	180	180	180	180	180	180	172	160	160	160	160	160	154	154	154	154	154	154	154	154	154
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	23	23	23	23	23	23	18	4	4	-	-	-	-	-	-	-	-	-	-	-	-
24	18	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	48	48	48	48	24	24	24	24	18	4	4	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

11/10/12	11/17/12	11/24/12	12/01/12	12/08/12	12/15/12	12/22/12	12/29/12	01/05/13	01/12/13	01/19/13	01/26/13	02/02/13	02/09/13	02/16/13	02/23/13	03/02/13	03/09/13	03/16/13	03/23/13	03/30/13	04/06/13
Wk 64	Wk 65	Wk 66	Wk 67	Wk 68	Wk 69	Wk 70	Wk 71	Wk 72	Wk 73	Wk 74	Wk 75	Wk 76	Wk 77	Wk 78	Wk 79	Wk 80	Wk 81	Wk 82	Wk 83	Wk 84	Wk 85
60	60	60	36	36	36	36	36	36	36	36	36	36	15	15	15	15	15	15	15	15	0

11/10/12	11/17/12	11/24/12	12/01/12	12/08/12	12/15/12	12/22/12	12/29/12	01/05/13	01/12/13	01/19/13	01/26/13	02/02/13	02/09/13	02/16/13	02/23/13	03/02/13	03/09/13	03/16/13	03/23/13	03/30/13	04/06/13
Wk 64	Wk 65	Wk 66	Wk 67	Wk 68	Wk 69	Wk 70	Wk 71	Wk 72	Wk 73	Wk 74	Wk 75	Wk 76	Wk 77	Wk 78	Wk 79	Wk 80	Wk 81	Wk 82	Wk 83	Wk 84	Wk 85
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	240	240	216	216	216	216	208	196	196	196	196	196	169	169	169	169	169	169	169	169	154
95	89	75	75	71	47	47	42	28	22	4	4	0	0	0	0	0	0	0	0	0	0

2013																						
04/13/13	04/20/13	04/27/13	05/04/13	05/11/13	05/18/13	05/25/13	06/01/13	06/08/13	06/15/13	06/22/13	06/29/13	07/06/13	07/13/13	07/20/13	07/27/13	08/03/13	08/10/13	08/17/13	08/24/13	08/31/13	09/07/13
Wk 86	Wk 87	Wk 88	Wk 89	Wk 90	Wk 91	Wk 92	Wk 93	Wk 94	Wk 95	Wk 96	Wk 97	Wk 98	Wk 99	Wk 100	Wk 101	Wk 102	Wk 103	Wk 104	Wk 105	Wk 106	Wk 107
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2013																					
04/13/13	04/20/13	04/27/13	05/04/13	05/11/13	05/18/13	05/25/13	06/01/13	06/08/13	06/15/13	06/22/13	06/29/13	07/06/13	07/13/13	07/20/13	07/27/13	08/03/13	08/10/13	08/17/13	08/24/13	08/31/13	09/07/13
Wk 86	Wk 87	Wk 88	Wk 89	Wk 90	Wk 91	Wk 92	Wk 93	Wk 94	Wk 95	Wk 96	Wk 97	Wk 98	Wk 99	Wk 100	Wk 101	Wk 102	Wk 103	Wk 104	Wk 105	Wk 106	Wk 107

2013																					
04/13/13	04/20/13	04/27/13	05/04/13	05/11/13	05/18/13	05/25/13	06/01/13	06/08/13	06/15/13	06/22/13	06/29/13	07/06/13	07/13/13	07/20/13	07/27/13	08/03/13	08/10/13	08/17/13	08/24/13	08/31/13	09/07/13
Wk 86	Wk 87	Wk 88	Wk 89	Wk 90	Wk 91	Wk 92	Wk 93	Wk 94	Wk 95	Wk 96	Wk 97	Wk 98	Wk 99	Wk 100	Wk 101	Wk 102	Wk 103	Wk 104	Wk 105	Wk 106	Wk 107
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154	154	154	74	74	74	74	74	74	74	74	59	59	59	59	59	23	23	23	18	4	4
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

09/14/13	09/21/13	09/28/13	10/05/13	10/12/13	10/19/13	10/26/13	11/02/13	11/09/13	11/16/13	11/23/13	11/30/13	12/07/13	12/14/13	12/21/13	12/28/13
Wk 108	Wk 109	Wk 110	Wk 111	Wk 112	Wk 113	Wk 114	Wk 115	Wk 116	Wk 117	Wk 118	Wk 119	Wk 120	Wk 121	Wk 122	Wk 123
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

09/14/13	09/21/13	09/28/13	10/05/13	10/12/13	10/19/13	10/26/13	11/02/13	11/09/13	11/16/13	11/23/13	11/30/13	12/07/13	12/14/13	12/21/13	12/28/13
Wk 108	Wk 109	Wk 110	Wk 111	Wk 112	Wk 113	Wk 114	Wk 115	Wk 116	Wk 117	Wk 118	Wk 119	Wk 120	Wk 121	Wk 122	Wk 123

09/14/13	09/21/13	09/28/13	10/05/13	10/12/13	10/19/13	10/26/13	11/02/13	11/09/13	11/16/13	11/23/13	11/30/13	12/07/13	12/14/13	12/21/13	12/28/13
Wk 108	Wk 109	Wk 110	Wk 111	Wk 112	Wk 113	Wk 114	Wk 115	Wk 116	Wk 117	Wk 118	Wk 119	Wk 120	Wk 121	Wk 122	Wk 123
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

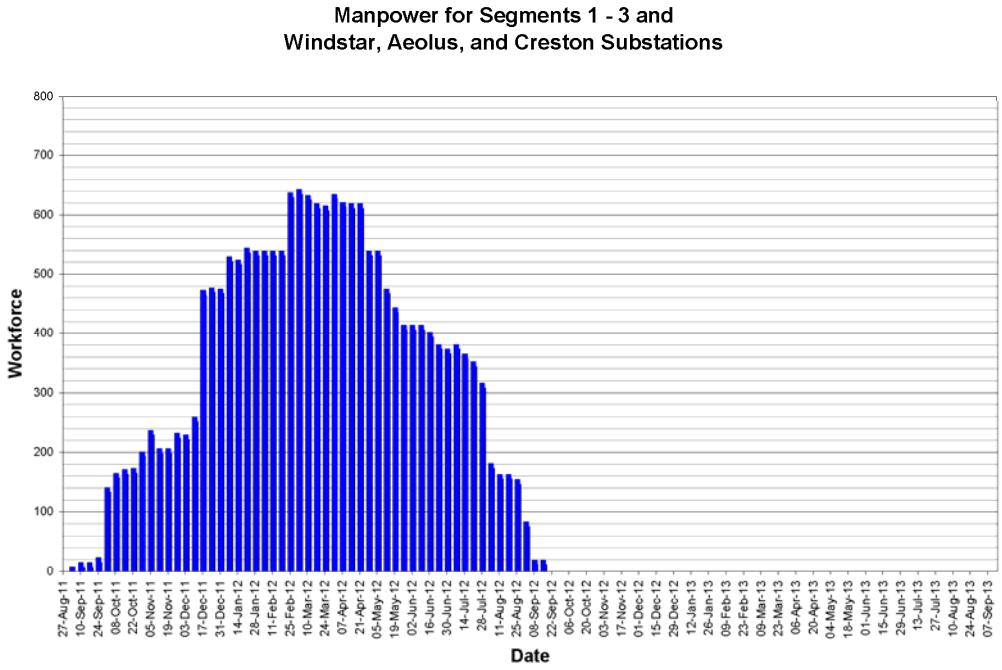


Figure 3.8-1(a)
Manpower for Segments 1-3 and Windstar, Aeolus and Creston Substations Infrastructure Region

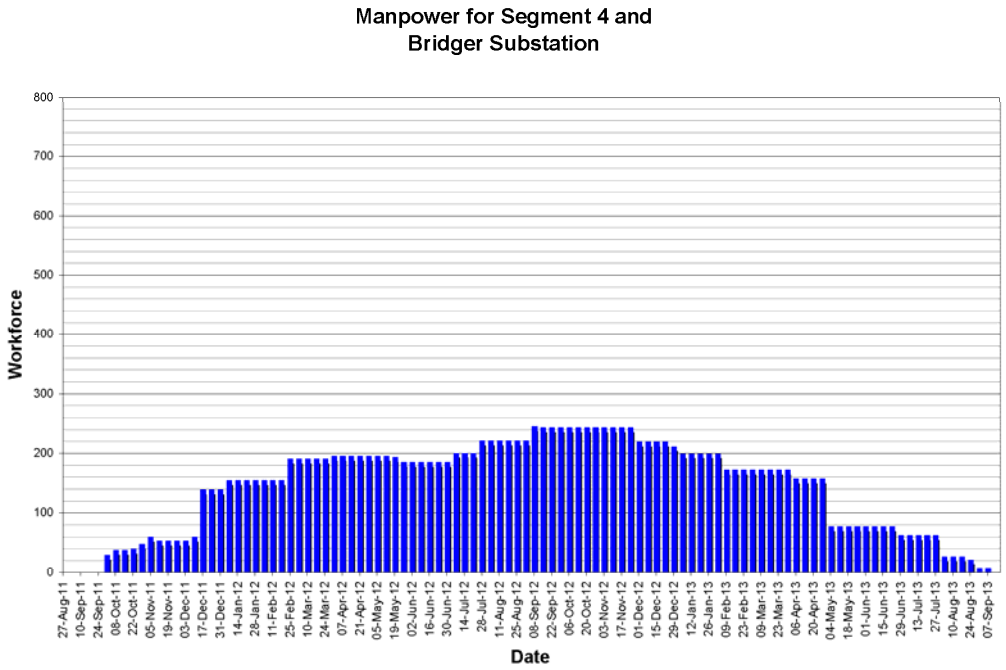


Figure 3.8-1(b)
Manpower for Segment 4 and Bridger Substation Infrastructure Region

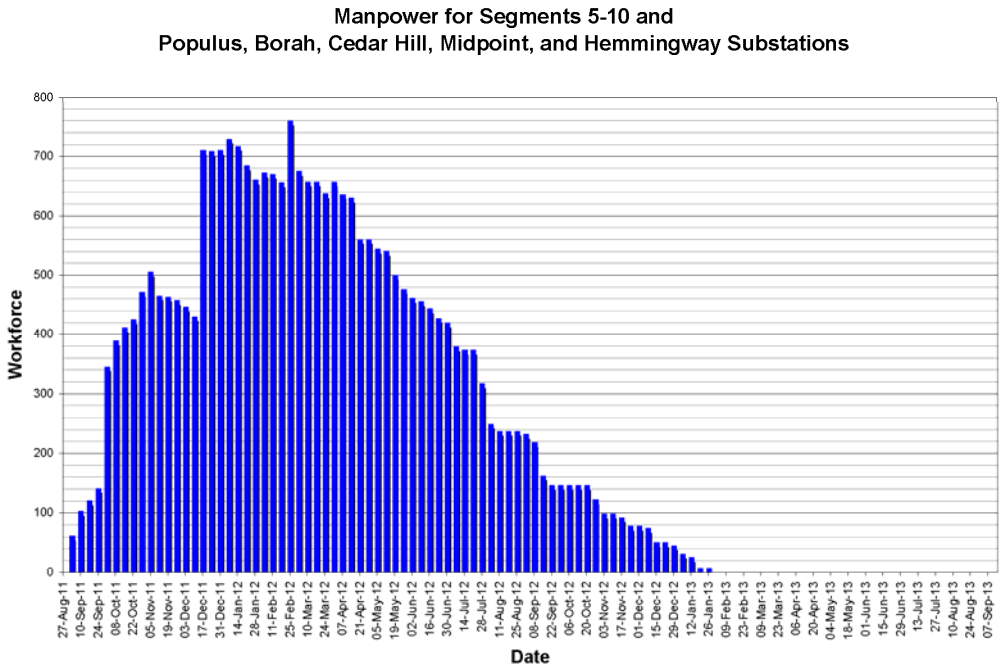
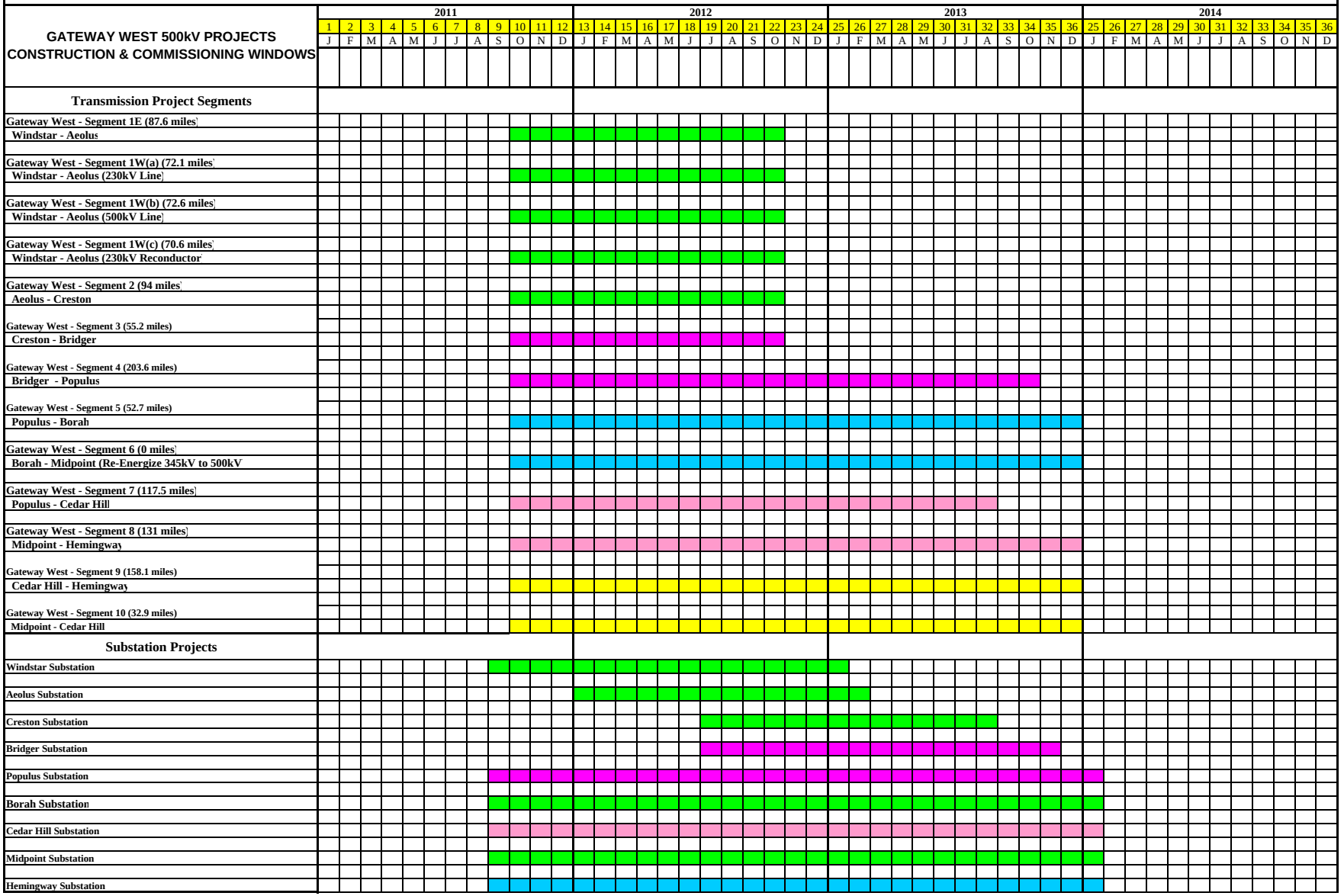


Figure 3.8-1(c)

Manpower for Segments 5-10 and Populus, Borah, Cedar hill, Midpoint and Hemingway Substations Infrastructure Region

Figure 3.10-1
Gateway West - Construction Schedule



Notes:
1. Construction windows are from the Gateway West Master Schedule dated May 1, 2008, received from the Companies by PEI on May 28, 2008. At this time no attempt has been made to stagger or reprioritize the construction windows. The construction windows in this schedule are shown as full months, where as the Master Schedule is for discreet dates.
2. Substation bars include the duration of the construction and commissioning activities. Transmission bars include the duration to when the line is ready to be energized from the substations.

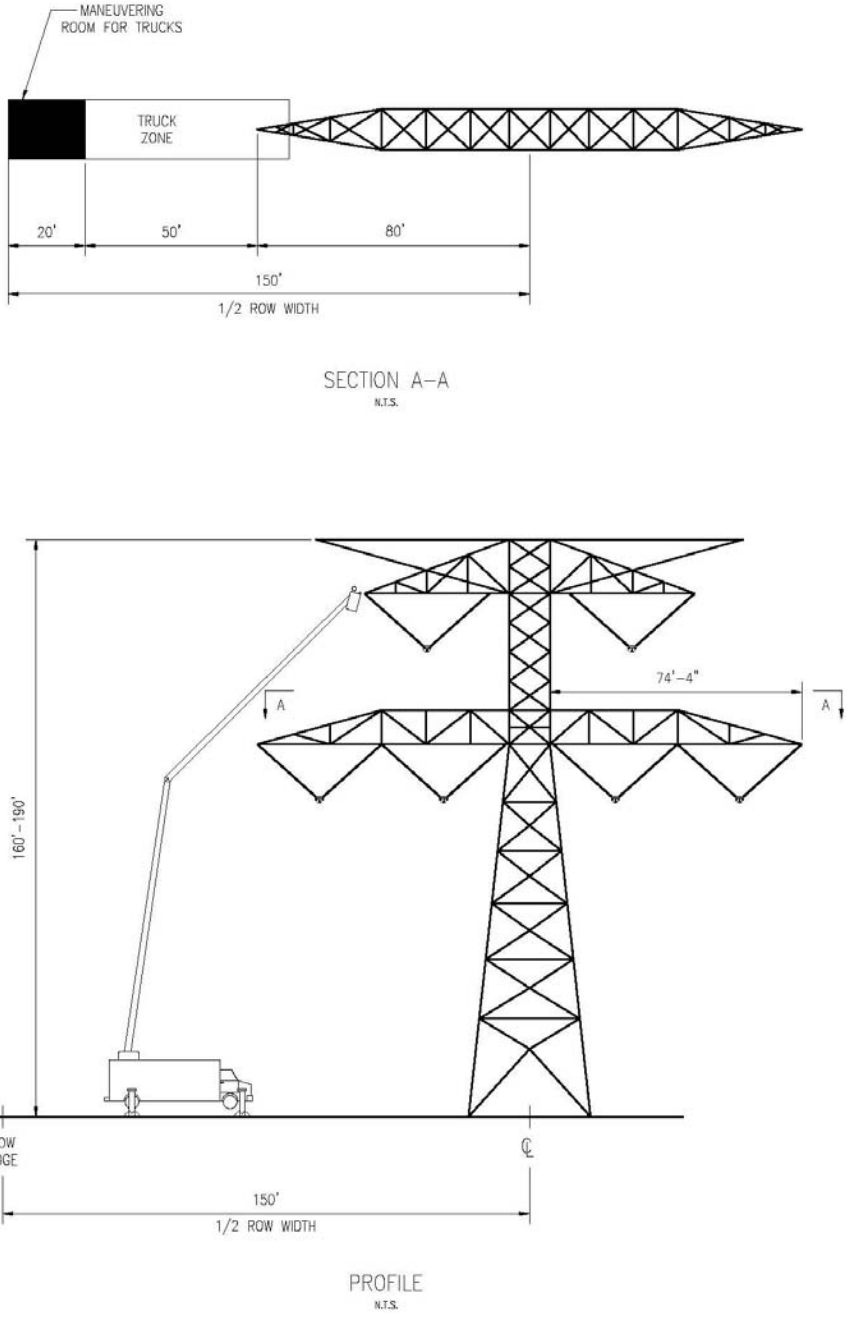
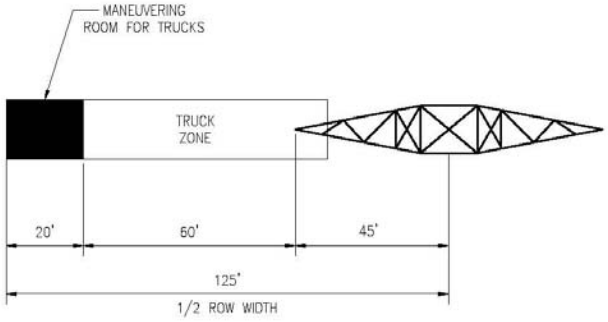
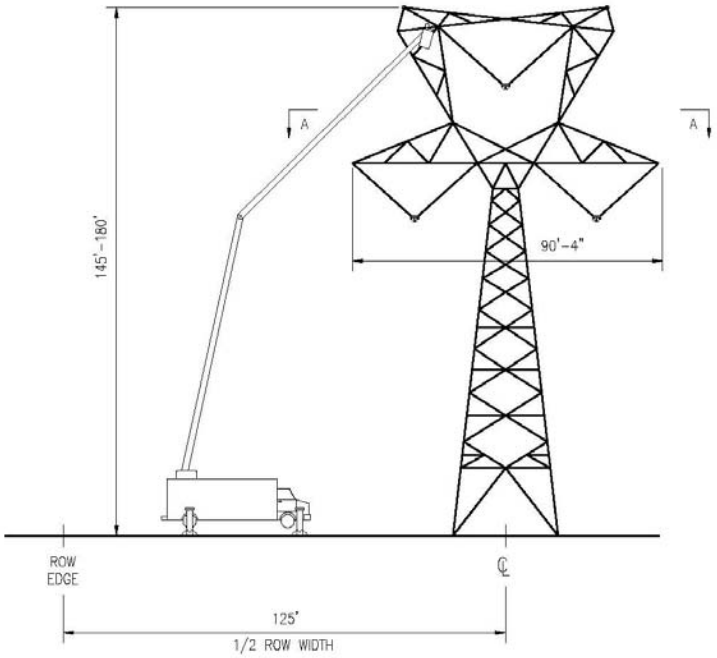


Figure 4.1-1
Transmission Line Maintenance Right of Way Space Requirements for Double Circuit Tower



SECTION A–A
N.T.S.



PROFILE
N.T.S.

Figure 4.1-2
Transmission Line Maintenance Right of Way Space Requirements for Single Circuit Tower

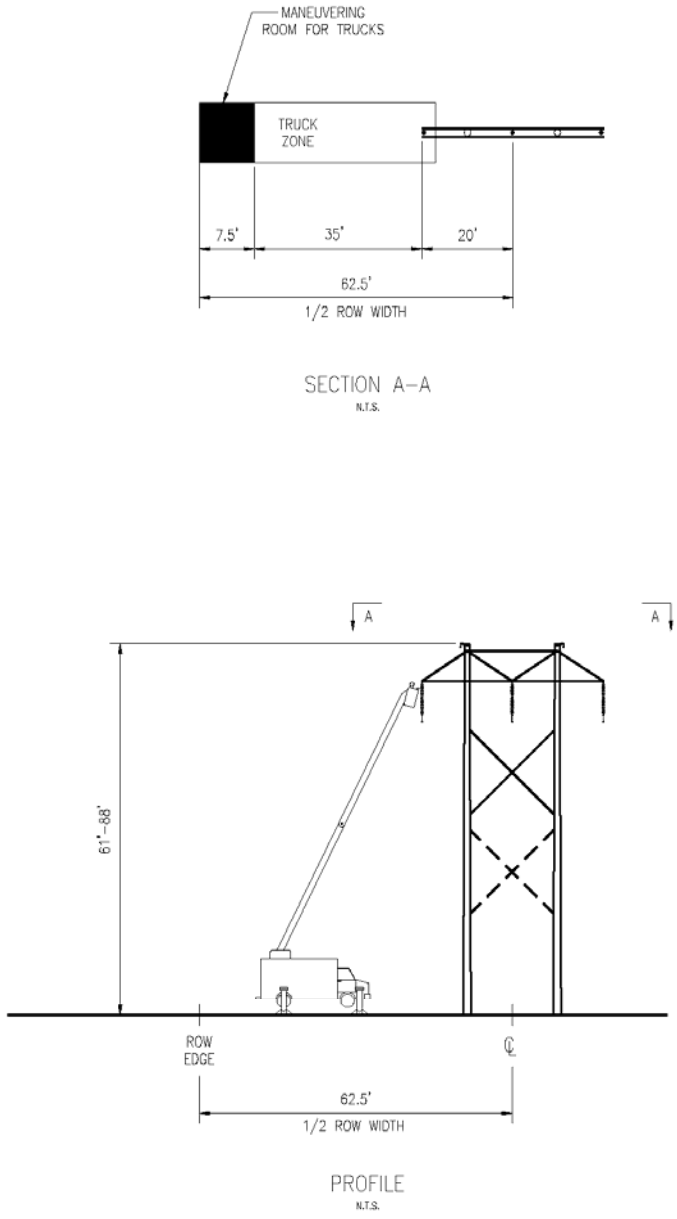


Figure 4.1-3
Transmission Line Maintenance ROW Space Requirements for 230kV H-Frame

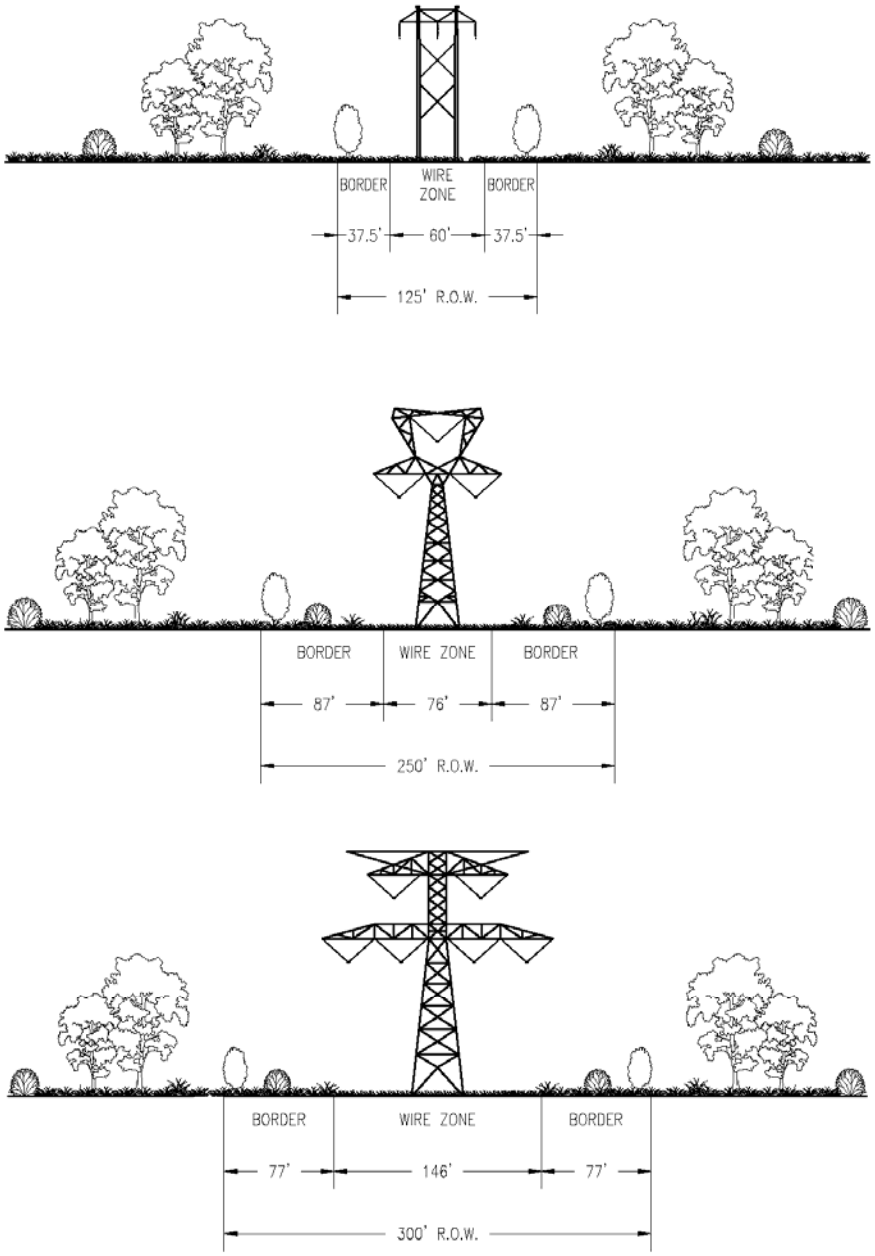


Figure 4.1-4
Vegetation Management Right of Way Clearing Profile

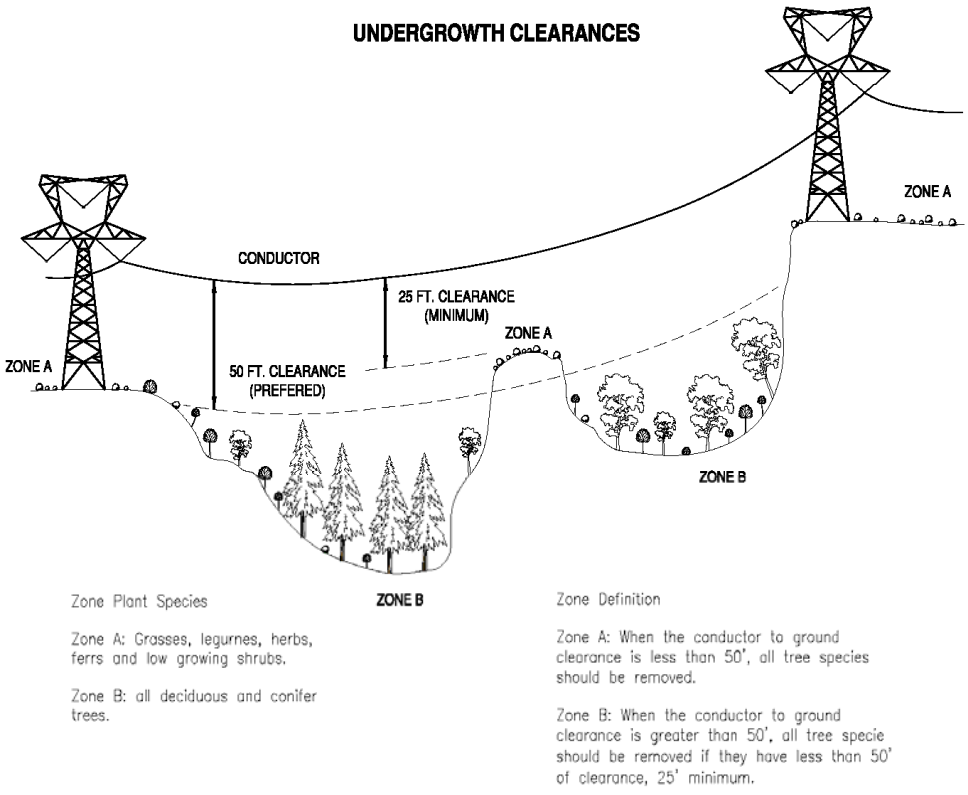
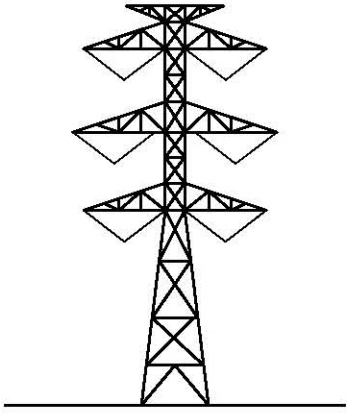
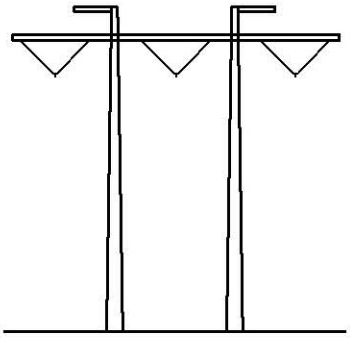


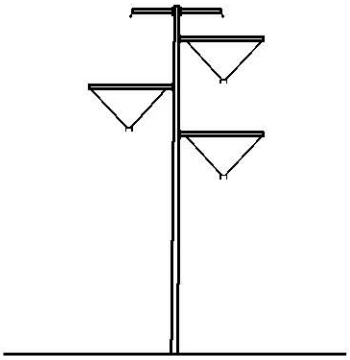
Figure 4.1-5
Vegetation Management Undergrowth Clearances



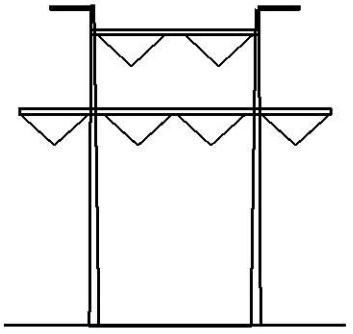
DOUBLE CIRCUIT LATTICE VERTICAL



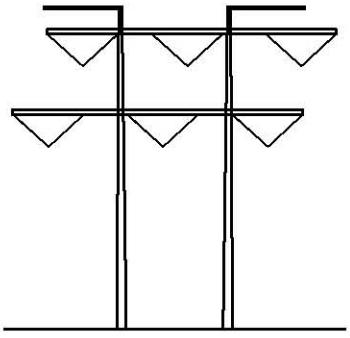
SINGLE CIRCUIT H-FRAME STEEL POLE



SINGLE CIRCUIT STEEL POLE



DOUBLE CIRCUIT H-FRAME DELTA STEEL POLE



DOUBLE CIRCUIT H-FRAME HORIZONTAL STEEL POLE

Figure 5.1-1
Alternative Structure Types Considered

APPENDIX A
Aliquot Parts of Public Land for
WYW–174598
IDI–35849

Revised Plan of Development - Appendix A
Aliquot Parts of Pubic Land for
WYW–174598
IDI–35849

Gateway West Transmission Line Project

Prepared by

Idaho Power Company
1221 West Idaho Street
Boise, ID 83702

and

PacifiCorp
1407 W North Temple
Salt Lake City, UT 84116

August 2008

Gateway West Transmission Line Project
Aliquot Parts, Wyoming, for WYW-174598
Sixth Principal Base and Meridian

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1E	T028N	R074W	5	NW	L 4
Casper	1E	T029N	R074W	5	NW	L 3
Casper	1E	T029N	R074W	5	NW	L 4
Casper	1E	T029N	R074W	5	NW	SENW
Casper	1E	T029N	R074W	5	SW	NESW
Casper	1E	T029N	R074W	5	SW	SESW
Casper	1E	T029N	R074W	8	NE	NWNE
Casper	1E	T029N	R074W	8	NE	SWNE
Casper	1E	T029N	R074W	8	NW	NENW
Casper	1E	T029N	R074W	8	SE	NWSE
Casper	1E	T029N	R074W	8	SW	NESW
Casper	1E	T029N	R074W	8	SW	SESW
Casper	1E	T029N	R074W	17	NW	NENW
Casper	1E	T029N	R074W	17	NW	SENW
Casper	1E	T029N	R074W	17	SW	NESW
Casper	1E	T029N	R074W	17	SW	SESW
Casper	1E	T029N	R074W	17	SW	SWSW
Casper	1E	T029N	R074W	20	NW	NWNW
Casper	1E	T029N	R074W	20	NW	SWNW
Casper	1E	T029N	R074W	20	SW	NWSW
Casper	1E	T029N	R074W	20	SW	SWSW
Casper	1E	T029N	R074W	29	NW	NWNW
Casper	1E	T029N	R074W	29	NW	SENW
Casper	1E	T029N	R074W	29	NW	SWNW
Casper	1E	T029N	R074W	29	SW	NWSW
Casper	1E	T029N	R074W	29	SW	SWSW
Casper	1E	T029N	R074W	32	NW	NWNW
Casper	1E	T029N	R074W	32	NW	SWNW
Casper	1E	T029N	R074W	32	SW	NWSW
Casper	1E	T029N	R074W	32	SW	SWSW
Casper	1E	T030N	R074W	6	NW	L 3
Casper	1E	T030N	R074W	6	NW	SENW
Casper	1E	T030N	R074W	6	SW	NESW
Casper	1E	T030N	R074W	6	SW	SESW
Casper	1E	T030N	R074W	7	NW	NENW
Casper	1E	T030N	R074W	7	NW	SENW
Casper	1E	T030N	R074W	7	SE	NWSE
Casper	1E	T030N	R074W	7	SE	SWSE
Casper	1E	T030N	R074W	7	SW	NESW
Casper	1E	T030N	R074W	18	NE	NWNE
Casper	1E	T030N	R074W	18	NE	SWNE
Casper	1E	T030N	R074W	18	NW	SENW
Casper	1E	T030N	R074W	18	SW	NESW
Casper	1E	T030N	R074W	18	SW	SESW
Casper	1E	T030N	R074W	19	NE	NWNE
Casper	1E	T030N	R074W	19	NE	SWNE
Casper	1E	T030N	R074W	19	NW	NENW
Casper	1E	T030N	R074W	19	SE	NWSE
Casper	1E	T030N	R074W	19	SE	SWSE
Casper	1E	T030N	R074W	30	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1E	T030N	R074W	30	NE	SWNE
Casper	1E	T030N	R074W	30	SE	NWSE
Casper	1E	T030N	R074W	30	SE	SESE
Casper	1E	T030N	R074W	30	SE	SWSE
Casper	1E	T030N	R074W	31	NE	NENE
Casper	1E	T030N	R074W	31	NE	SENE
Casper	1E	T030N	R074W	31	SE	NESE
Casper	1E	T030N	R074W	32	SW	NWSW
Casper	1E	T030N	R074W	32	SW	SWSW
Casper	1E	T031N	R074W	6	NE	L 2
Casper	1E	T031N	R074W	6	NE	SWNE
Casper	1E	T031N	R074W	6	NW	SENW
Casper	1E	T031N	R074W	6	SW	NESW
Casper	1E	T031N	R074W	6	SW	SESW
Casper	1E	T031N	R074W	7	NW	NENW
Casper	1E	T031N	R074W	7	NW	SENW
Casper	1E	T031N	R074W	7	SW	L 3
Casper	1E	T031N	R074W	7	SW	L 4
Casper	1E	T031N	R074W	7	SW	NESW
Casper	1E	T031N	R074W	18	NW	L 1
Casper	1E	T031N	R074W	30	NW	L 2
Casper	1E	T031N	R074W	30	SW	L 3
Casper	1E	T031N	R074W	30	SW	L 4
Casper	1E	T031N	R074W	31	NW	L 1
Casper	1E	T031N	R074W	31	NW	L 2
Casper	1E	T031N	R074W	31	NW	SENW
Casper	1E	T031N	R074W	31	SW	NESW
Casper	1E	T031N	R074W	31	SW	SESW
Casper	1E	T031N	R075W	13	NE	NENE
Casper	1E	T031N	R075W	13	NE	SENE
Casper	1E	T031N	R075W	13	SE	NESE
Casper	1E	T031N	R075W	13	SE	NWSE
Casper	1E	T031N	R075W	13	SE	SWSE
Casper	1E	T031N	R075W	24	NE	NWNE
Casper	1E	T031N	R075W	24	NE	SENE
Casper	1E	T031N	R075W	24	NE	SWNE
Casper	1E	T031N	R075W	24	SE	NESE
Casper	1E	T031N	R075W	24	SE	SESE
Casper	1E	T031N	R075W	25	NE	NENE
Casper	1E	T031N	R075W	25	NE	SENE
Casper	1E	T032N	R074W	5	NW	L 6
Casper	1E	T032N	R074W	5	NW	L 8
Casper	1E	T032N	R074W	5	SW	L 10
Casper	1E	T032N	R074W	8	NE	NWNE
Casper	1E	T032N	R074W	8	NE	SENE
Casper	1E	T032N	R074W	8	NE	SWNE
Casper	1E	T032N	R074W	8	SE	NESE
Casper	1E	T032N	R074W	8	SE	SESE
Casper	1E	T032N	R074W	9	SW	SWSW
Casper	1E	T032N	R074W	16	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1E	T032N	R074W	16	NW	SWNW
Casper	1E	T032N	R074W	16	SW	NWSW
Casper	1E	T032N	R074W	16	SW	SWSW
Casper	1E	T032N	R074W	20	NE	L 1
Casper	1E	T032N	R074W	20	NE	L 5
Casper	1E	T032N	R074W	20	SE	L 14
Casper	1E	T032N	R074W	20	SE	L 6
Casper	1E	T032N	R074W	20	SE	L 7
Casper	1E	T032N	R074W	20	SE	L 8
Casper	1E	T032N	R074W	21	NW	NWNW
Casper	1E	T032N	R074W	29	NE	L 7
Casper	1E	T032N	R074W	29	NW	L 5
Casper	1E	T032N	R074W	29	NW	L 8
Casper	1E	T032N	R074W	29	SW	NESW
Casper	1E	T032N	R074W	29	SW	NWSW
Casper	1E	T032N	R074W	29	SW	SWSW
Casper	1E	T032N	R074W	31	NE	NENE
Casper	1E	T032N	R074W	31	NE	SENE
Casper	1E	T032N	R074W	31	NE	SWNE
Casper	1E	T032N	R074W	31	SE	NWSE
Casper	1E	T032N	R074W	31	SE	SWSE
Casper	1E	T032N	R074W	32	NW	NWNW
Casper	1E	T033N	R074W	5	SE	SWSE
Casper	1E	T033N	R074W	5	SW	NESW
Casper	1E	T033N	R074W	5	SW	NWSW
Casper	1E	T033N	R074W	5	SW	SESW
Casper	1E	T033N	R074W	6	NE	SENE
Casper	1E	T033N	R074W	6	NE	SWNE
Casper	1E	T033N	R074W	6	NW	L 3
Casper	1E	T033N	R074W	6	NW	SENW
Casper	1E	T033N	R074W	6	SE	NESE
Casper	1E	T033N	R074W	8	NE	NWNE
Casper	1E	T033N	R074W	8	NE	SENE
Casper	1E	T033N	R074W	8	NE	SWNE
Casper	1E	T033N	R074W	8	SE	NESE
Casper	1E	T033N	R074W	8	SE	SESE
Casper	1E	T033N	R074W	9	SW	SWSW
Casper	1E	T033N	R074W	16	NW	NWNW
Casper	1E	T033N	R074W	16	NW	SWNW
Casper	1E	T033N	R074W	16	SW	NWSW
Casper	1E	T033N	R074W	16	SW	SWSW
Casper	1E	T033N	R074W	21	NW	NWNW
Casper	1E	T033N	R074W	21	NW	SWNW
Casper	1E	T033N	R074W	21	SW	NWSW
Casper	1E	T033N	R074W	21	SW	SWSW
Casper	1E	T033N	R074W	28	NW	NWNW
Casper	1E	T033N	R074W	28	NW	SWNW
Casper	1E	T033N	R074W	28	SW	NWSW
Casper	1E	T033N	R074W	28	SW	SWSW
Casper	1E	T033N	R074W	33	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1E	T033N	R074W	33	NW	SWNW
Casper	1E	T033N	R074W	33	SW	NWSW
Casper	1E	T033N	R074W	33	SW	SWSW
Casper	1W	T028N	R078W	5	NE	L 5
Casper	1W	T028N	R078W	5	NE	L 6
Casper	1W	T028N	R078W	5	NW	L 7
Casper	1W	T028N	R078W	5	NW	L 8
Casper	1W	T029N	R078W	3	NE	L 2
Casper	1W	T029N	R078W	3	NE	SWNE
Casper	1W	T029N	R078W	3	NW	L 3
Casper	1W	T029N	R078W	3	NW	L 4
Casper	1W	T029N	R078W	3	NW	SENW
Casper	1W	T029N	R078W	3	NW	SWNW
Casper	1W	T029N	R078W	3	SE	NWSE
Casper	1W	T029N	R078W	3	SE	SWSE
Casper	1W	T029N	R078W	3	SW	NESW
Casper	1W	T029N	R078W	3	SW	NWSW
Casper	1W	T029N	R078W	3	SW	SESW
Casper	1W	T029N	R078W	3	SW	SWSW
Casper	1W	T029N	R078W	10	NE	NWNE
Casper	1W	T029N	R078W	10	NE	SWNE
Casper	1W	T029N	R078W	10	NW	NENW
Casper	1W	T029N	R078W	10	NW	NWNW
Casper	1W	T029N	R078W	10	NW	SENW
Casper	1W	T029N	R078W	10	NW	SWNW
Casper	1W	T029N	R078W	10	SE	NWSE
Casper	1W	T029N	R078W	10	SE	SWSE
Casper	1W	T029N	R078W	10	SW	NESW
Casper	1W	T029N	R078W	10	SW	NWSW
Casper	1W	T029N	R078W	10	SW	SESW
Casper	1W	T029N	R078W	10	SW	SWSW
Casper	1W	T029N	R078W	15	NE	L 2
Casper	1W	T029N	R078W	15	NE	L 3
Casper	1W	T029N	R078W	15	NW	NENW
Casper	1W	T029N	R078W	15	NW	NWNW
Casper	1W	T029N	R078W	15	NW	SENW
Casper	1W	T029N	R078W	15	NW	SWNW
Casper	1W	T029N	R078W	15	SE	L 6
Casper	1W	T029N	R078W	15	SE	SWSE
Casper	1W	T029N	R078W	15	SW	NESW
Casper	1W	T029N	R078W	15	SW	NWSW
Casper	1W	T029N	R078W	15	SW	SESW
Casper	1W	T029N	R078W	15	SW	SWSW
Casper	1W	T029N	R078W	16	SE	NESE
Casper	1W	T029N	R078W	16	SE	SESE
Casper	1W	T029N	R078W	21	NE	NENE
Casper	1W	T029N	R078W	21	NE	NWNE
Casper	1W	T029N	R078W	21	NE	SENE
Casper	1W	T029N	R078W	21	NE	SWNE
Casper	1W	T029N	R078W	21	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T029N	R078W	21	SE	NWSE
Casper	1W	T029N	R078W	21	SE	SESE
Casper	1W	T029N	R078W	21	SE	SWSE
Casper	1W	T029N	R078W	21	SW	NESW
Casper	1W	T029N	R078W	21	SW	SESW
Casper	1W	T029N	R078W	22	NW	NENW
Casper	1W	T029N	R078W	22	NW	NWNW
Casper	1W	T029N	R078W	22	NW	SENW
Casper	1W	T029N	R078W	22	NW	SWNW
Casper	1W	T029N	R078W	22	SW	NWSW
Casper	1W	T029N	R078W	22	SW	SWSW
Casper	1W	T029N	R078W	28	NE	NENE
Casper	1W	T029N	R078W	28	NE	NWNE
Casper	1W	T029N	R078W	28	NE	SENE
Casper	1W	T029N	R078W	28	NE	SWNE
Casper	1W	T029N	R078W	28	NW	NENW
Casper	1W	T029N	R078W	28	NW	NWNW
Casper	1W	T029N	R078W	28	NW	SENW
Casper	1W	T029N	R078W	28	NW	SWNW
Casper	1W	T029N	R078W	28	SE	NWSE
Casper	1W	T029N	R078W	28	SE	SWSE
Casper	1W	T029N	R078W	28	SW	NESW
Casper	1W	T029N	R078W	28	SW	NWSW
Casper	1W	T029N	R078W	28	SW	SESW
Casper	1W	T029N	R078W	28	SW	SWSW
Casper	1W	T029N	R078W	29	SE	NESE
Casper	1W	T029N	R078W	29	SE	SESE
Casper	1W	T029N	R078W	32	NE	NENE
Casper	1W	T029N	R078W	32	NE	SENE
Casper	1W	T029N	R078W	32	NE	SWNE
Casper	1W	T029N	R078W	32	SE	NESE
Casper	1W	T029N	R078W	32	SE	NWSE
Casper	1W	T029N	R078W	32	SE	SESE
Casper	1W	T029N	R078W	32	SE	SWSE
Casper	1W	T029N	R078W	32	SW	SESW
Casper	1W	T029N	R078W	33	NW	NENW
Casper	1W	T029N	R078W	33	NW	NWNW
Casper	1W	T029N	R078W	33	NW	SENW
Casper	1W	T029N	R078W	33	NW	SWNW
Casper	1W	T029N	R078W	33	SW	NWSW
Casper	1W	T029N	R078W	33	SW	SWSW
Casper	1W	T030N	R077W	6	NE	L 1
Casper	1W	T030N	R077W	6	NE	L 2
Casper	1W	T030N	R077W	6	NE	SWNE
Casper	1W	T030N	R077W	6	NW	L 3
Casper	1W	T030N	R077W	6	NW	L 4
Casper	1W	T030N	R077W	6	NW	L 5
Casper	1W	T030N	R077W	6	SE	NWSE
Casper	1W	T030N	R077W	6	SW	L 7
Casper	1W	T030N	R077W	6	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T030N	R077W	6	SW	SESW
Casper	1W	T030N	R077W	7	NW	L 1
Casper	1W	T030N	R078W	1	NE	L 1
Casper	1W	T030N	R078W	1	NE	SENE
Casper	1W	T030N	R078W	1	NE	SWNE
Casper	1W	T030N	R078W	1	SE	NESE
Casper	1W	T030N	R078W	1	SE	NWSE
Casper	1W	T030N	R078W	1	SE	SESE
Casper	1W	T030N	R078W	1	SE	SWSE
Casper	1W	T030N	R078W	1	SW	NESW
Casper	1W	T030N	R078W	1	SW	SESW
Casper	1W	T030N	R078W	11	SE	NESE
Casper	1W	T030N	R078W	11	SE	SESE
Casper	1W	T030N	R078W	11	SE	SWSE
Casper	1W	T030N	R078W	12	NE	NENE
Casper	1W	T030N	R078W	12	NE	NWNE
Casper	1W	T030N	R078W	12	NE	SENE
Casper	1W	T030N	R078W	12	NW	NENW
Casper	1W	T030N	R078W	12	NW	NWNW
Casper	1W	T030N	R078W	12	NW	SENW
Casper	1W	T030N	R078W	12	NW	SWNW
Casper	1W	T030N	R078W	12	SE	NESE
Casper	1W	T030N	R078W	12	SE	NWSE
Casper	1W	T030N	R078W	12	SE	SWSE
Casper	1W	T030N	R078W	12	SW	NESW
Casper	1W	T030N	R078W	12	SW	NWSW
Casper	1W	T030N	R078W	12	SW	SWSW
Casper	1W	T030N	R078W	13	NE	NWNE
Casper	1W	T030N	R078W	13	NW	NENW
Casper	1W	T030N	R078W	13	NW	NWNW
Casper	1W	T030N	R078W	13	NW	SENW
Casper	1W	T030N	R078W	13	NW	SWNW
Casper	1W	T030N	R078W	13	SW	NWSW
Casper	1W	T030N	R078W	13	SW	SWSW
Casper	1W	T030N	R078W	14	NE	NENE
Casper	1W	T030N	R078W	14	NE	NWNE
Casper	1W	T030N	R078W	14	NE	SENE
Casper	1W	T030N	R078W	14	NE	SWNE
Casper	1W	T030N	R078W	14	NW	SENW
Casper	1W	T030N	R078W	14	SE	NWSE
Casper	1W	T030N	R078W	14	SE	SESE
Casper	1W	T030N	R078W	14	SE	SWSE
Casper	1W	T030N	R078W	14	SW	NESW
Casper	1W	T030N	R078W	14	SW	NWSW
Casper	1W	T030N	R078W	14	SW	SESW
Casper	1W	T030N	R078W	14	SW	SWSW
Casper	1W	T030N	R078W	22	NE	NENE
Casper	1W	T030N	R078W	22	NE	SENE
Casper	1W	T030N	R078W	22	SE	NESE
Casper	1W	T030N	R078W	22	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T030N	R078W	22	SE	SESE
Casper	1W	T030N	R078W	22	SE	SWSE
Casper	1W	T030N	R078W	23	NE	NENE
Casper	1W	T030N	R078W	23	NE	NWNE
Casper	1W	T030N	R078W	23	NE	SWNE
Casper	1W	T030N	R078W	23	NW	NENW
Casper	1W	T030N	R078W	23	NW	NWNW
Casper	1W	T030N	R078W	23	NW	SENW
Casper	1W	T030N	R078W	23	NW	SWNW
Casper	1W	T030N	R078W	23	SE	NWSE
Casper	1W	T030N	R078W	23	SW	NESW
Casper	1W	T030N	R078W	23	SW	NWSW
Casper	1W	T030N	R078W	23	SW	SESW
Casper	1W	T030N	R078W	23	SW	SWSW
Casper	1W	T030N	R078W	26	NW	NWNW
Casper	1W	T030N	R078W	26	NW	SWNW
Casper	1W	T030N	R078W	27	NE	NENE
Casper	1W	T030N	R078W	27	NE	NWNE
Casper	1W	T030N	R078W	27	NE	SENE
Casper	1W	T030N	R078W	27	NE	SWNE
Casper	1W	T030N	R078W	27	NW	NENW
Casper	1W	T030N	R078W	27	NW	SENW
Casper	1W	T030N	R078W	27	NW	SWNW
Casper	1W	T030N	R078W	27	SE	NESE
Casper	1W	T030N	R078W	27	SE	NWSE
Casper	1W	T030N	R078W	27	SE	SWSE
Casper	1W	T030N	R078W	27	SW	NESW
Casper	1W	T030N	R078W	27	SW	NWSW
Casper	1W	T030N	R078W	27	SW	SESW
Casper	1W	T030N	R078W	27	SW	SWSW
Casper	1W	T030N	R078W	34	NE	NWNE
Casper	1W	T030N	R078W	34	NE	SWNE
Casper	1W	T030N	R078W	34	NW	NENW
Casper	1W	T030N	R078W	34	NW	NWNW
Casper	1W	T030N	R078W	34	NW	SENW
Casper	1W	T030N	R078W	34	NW	SWNW
Casper	1W	T030N	R078W	34	SE	NWSE
Casper	1W	T030N	R078W	34	SE	SWSE
Casper	1W	T030N	R078W	34	SW	NESW
Casper	1W	T030N	R078W	34	SW	NWSW
Casper	1W	T030N	R078W	34	SW	SESW
Casper	1W	T030N	R078W	34	SW	SWSW
Casper	1W	T031N	R077W	3	NE	L 1
Casper	1W	T031N	R077W	3	NE	L 2
Casper	1W	T031N	R077W	3	NE	SWNE
Casper	1W	T031N	R077W	3	NW	L 3
Casper	1W	T031N	R077W	3	NW	L 4
Casper	1W	T031N	R077W	3	NW	SENW
Casper	1W	T031N	R077W	3	NW	SWNW
Casper	1W	T031N	R077W	3	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T031N	R077W	3	SW	NESW
Casper	1W	T031N	R077W	3	SW	NWSW
Casper	1W	T031N	R077W	3	SW	SESW
Casper	1W	T031N	R077W	3	SW	SWSW
Casper	1W	T031N	R077W	4	NE	SENE
Casper	1W	T031N	R077W	4	SE	NESE
Casper	1W	T031N	R077W	4	SE	SESE
Casper	1W	T031N	R077W	4	SE	SWSE
Casper	1W	T031N	R077W	9	NE	NENE
Casper	1W	T031N	R077W	9	NE	NWNE
Casper	1W	T031N	R077W	9	NE	SENE
Casper	1W	T031N	R077W	9	NE	SWNE
Casper	1W	T031N	R077W	9	NW	SENW
Casper	1W	T031N	R077W	9	SE	NESE
Casper	1W	T031N	R077W	9	SE	NWSE
Casper	1W	T031N	R077W	9	SE	SESE
Casper	1W	T031N	R077W	9	SE	SWSE
Casper	1W	T031N	R077W	9	SW	NESW
Casper	1W	T031N	R077W	9	SW	NWSW
Casper	1W	T031N	R077W	9	SW	SESW
Casper	1W	T031N	R077W	9	SW	SWSW
Casper	1W	T031N	R077W	10	NW	NENW
Casper	1W	T031N	R077W	10	NW	NWNW
Casper	1W	T031N	R077W	10	NW	SWNW
Casper	1W	T031N	R077W	10	SW	NWSW
Casper	1W	T031N	R077W	16	NE	NWNE
Casper	1W	T031N	R077W	16	NE	SWNE
Casper	1W	T031N	R077W	16	NW	NENW
Casper	1W	T031N	R077W	16	NW	NWNW
Casper	1W	T031N	R077W	16	NW	SENW
Casper	1W	T031N	R077W	16	NW	SWNW
Casper	1W	T031N	R077W	16	SE	NWSE
Casper	1W	T031N	R077W	16	SW	NESW
Casper	1W	T031N	R077W	16	SW	NWSW
Casper	1W	T031N	R077W	16	SW	SESW
Casper	1W	T031N	R077W	16	SW	SWSW
Casper	1W	T031N	R077W	17	NE	NENE
Casper	1W	T031N	R077W	17	NE	SENE
Casper	1W	T031N	R077W	17	SE	NESE
Casper	1W	T031N	R077W	17	SE	SESE
Casper	1W	T031N	R077W	17	SE	SWSE
Casper	1W	T031N	R077W	20	NE	NENE
Casper	1W	T031N	R077W	20	NE	NWNE
Casper	1W	T031N	R077W	20	NE	SENE
Casper	1W	T031N	R077W	20	NE	SWNE
Casper	1W	T031N	R077W	20	NW	SENW
Casper	1W	T031N	R077W	20	SE	NESE
Casper	1W	T031N	R077W	20	SE	NWSE
Casper	1W	T031N	R077W	20	SE	SESE
Casper	1W	T031N	R077W	20	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T031N	R077W	20	SW	NESW
Casper	1W	T031N	R077W	20	SW	SESW
Casper	1W	T031N	R077W	20	SW	SWSW
Casper	1W	T031N	R077W	21	NW	NENW
Casper	1W	T031N	R077W	21	NW	NWNW
Casper	1W	T031N	R077W	21	NW	SWNW
Casper	1W	T031N	R077W	21	SW	NWSW
Casper	1W	T031N	R077W	29	NE	NENE
Casper	1W	T031N	R077W	29	NE	NWNE
Casper	1W	T031N	R077W	29	NE	SWNE
Casper	1W	T031N	R077W	29	NW	NENW
Casper	1W	T031N	R077W	29	NW	NWNW
Casper	1W	T031N	R077W	29	NW	SENW
Casper	1W	T031N	R077W	29	NW	SWNW
Casper	1W	T031N	R077W	29	SE	NWSE
Casper	1W	T031N	R077W	29	SW	NESW
Casper	1W	T031N	R077W	29	SW	NWSW
Casper	1W	T031N	R077W	29	SW	SESW
Casper	1W	T031N	R077W	29	SW	SWSW
Casper	1W	T031N	R077W	30	NE	SENE
Casper	1W	T031N	R077W	30	SE	NESE
Casper	1W	T031N	R077W	30	SE	SESE
Casper	1W	T031N	R077W	30	SE	SWSE
Casper	1W	T031N	R077W	31	NE	NENE
Casper	1W	T031N	R077W	31	NE	NWNE
Casper	1W	T031N	R077W	31	NE	SENE
Casper	1W	T031N	R077W	31	NE	SWNE
Casper	1W	T031N	R077W	31	NW	SENW
Casper	1W	T031N	R077W	31	SE	NESE
Casper	1W	T031N	R077W	31	SE	NWSE
Casper	1W	T031N	R077W	31	SE	SESE
Casper	1W	T031N	R077W	31	SE	SWSE
Casper	1W	T031N	R077W	31	SW	L 3
Casper	1W	T031N	R077W	31	SW	L 4
Casper	1W	T031N	R077W	31	SW	NESW
Casper	1W	T031N	R077W	31	SW	SESW
Casper	1W	T031N	R077W	32	NW	NENW
Casper	1W	T031N	R077W	32	NW	NWNW
Casper	1W	T031N	R077W	32	NW	SWNW
Casper	1W	T031N	R077W	32	SW	NWSW
Casper	1W	T031N	R078W	36	SE	SESE
Casper	1W	T032N	R076W		2	TR49
Casper	1W	T032N	R076W		2	TR54
Casper	1W	T032N	R076W		3	TR49
Casper	1W	T032N	R076W		3	TR50H
Casper	1W	T032N	R076W		3	TR51N
Casper	1W	T032N	R076W		4	TR65
Casper	1W	T032N	R076W		4	TR70
Casper	1W	T032N	R076W		5	TR73
Casper	1W	T032N	R076W		7	TR76

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T032N	R076W		8	TR77
Casper	1W	T032N	R076W		9	TR78
Casper	1W	T032N	R076W		17	TR79C
Casper	1W	T032N	R076W		18	TR81P
Casper	1W	T032N	R076W		19	TR82
Casper	1W	T032N	R076W	1	NW	L 5
Casper	1W	T032N	R076W	1	NW	L 6
Casper	1W	T032N	R076W	1	NW	SWNW
Casper	1W	T032N	R077W		13	TR105
Casper	1W	T032N	R077W		13	TR42
Casper	1W	T032N	R077W		14	TR106
Casper	1W	T032N	R077W		23	TR107
Casper	1W	T032N	R077W		24	TR108
Casper	1W	T032N	R077W		26	TR109
Casper	1W	T032N	R077W	22	NE	SENE
Casper	1W	T032N	R077W	22	SE	NESE
Casper	1W	T032N	R077W	22	SE	SESE
Casper	1W	T032N	R077W	22	SE	SWSE
Casper	1W	T032N	R077W	23	NW	L 2
Casper	1W	T032N	R077W	23	SW	L 4
Casper	1W	T032N	R077W	26	NW	L 2
Casper	1W	T032N	R077W	27	NE	NENE
Casper	1W	T032N	R077W	27	NE	NWNE
Casper	1W	T032N	R077W	27	NE	SENE
Casper	1W	T032N	R077W	27	NE	SWNE
Casper	1W	T032N	R077W	27	NW	NENW
Casper	1W	T032N	R077W	27	NW	SENW
Casper	1W	T032N	R077W	27	SE	NESE
Casper	1W	T032N	R077W	27	SE	NWSE
Casper	1W	T032N	R077W	27	SE	SESE
Casper	1W	T032N	R077W	27	SE	SWSE
Casper	1W	T032N	R077W	27	SW	NESW
Casper	1W	T032N	R077W	27	SW	SESW
Casper	1W	T032N	R077W	34	NE	NENE
Casper	1W	T032N	R077W	34	NE	NWNE
Casper	1W	T032N	R077W	34	NE	SENE
Casper	1W	T032N	R077W	34	NE	SWNE
Casper	1W	T032N	R077W	34	NW	NENW
Casper	1W	T032N	R077W	34	NW	SENW
Casper	1W	T032N	R077W	34	SE	L 1
Casper	1W	T032N	R077W	34	SE	L 2
Casper	1W	T032N	R077W	34	SE	NESE
Casper	1W	T032N	R077W	34	SE	NWSE
Casper	1W	T032N	R077W	34	SW	L 3
Casper	1W	T032N	R077W	34	SW	L 4
Casper	1W	T032N	R077W	34	SW	NESW
Casper	1W	T032N	R077W	34	SW	NWSW
Casper	1W	T033N	R074W	6	NW	L 3
Casper	1W	T033N	R074W	6	NW	L 4
Casper	1W	T033N	R074W	6	NW	L 5

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T033N	R074W	6	NW	SENW
Casper	1W	T033N	R074W	6	SW	L 6
Casper	1W	T033N	R074W	18	NE	NWNE
Casper	1W	T033N	R074W	18	NW	L 1
Casper	1W	T033N	R074W	18	NW	NENW
Casper	1W	T033N	R075W	1	NE	L 1
Casper	1W	T033N	R075W	1	NE	SENE
Casper	1W	T033N	R075W	1	NE	SWNE
Casper	1W	T033N	R075W	1	SE	NESE
Casper	1W	T033N	R075W	1	SE	NWSE
Casper	1W	T033N	R075W	1	SE	SESE
Casper	1W	T033N	R075W	1	SE	SWSE
Casper	1W	T033N	R075W	1	SW	NESW
Casper	1W	T033N	R075W	1	SW	SESW
Casper	1W	T033N	R075W	1	SW	SWSW
Casper	1W	T033N	R075W	2	SE	SESE
Casper	1W	T033N	R075W	10	SE	SESE
Casper	1W	T033N	R075W	11	NE	NENE
Casper	1W	T033N	R075W	11	NE	NWNE
Casper	1W	T033N	R075W	11	NE	SENE
Casper	1W	T033N	R075W	11	NE	SWNE
Casper	1W	T033N	R075W	11	NW	NENW
Casper	1W	T033N	R075W	11	NW	SENW
Casper	1W	T033N	R075W	11	NW	SWNW
Casper	1W	T033N	R075W	11	SE	NWSE
Casper	1W	T033N	R075W	11	SW	NESW
Casper	1W	T033N	R075W	11	SW	NWSW
Casper	1W	T033N	R075W	11	SW	SESW
Casper	1W	T033N	R075W	11	SW	SWSW
Casper	1W	T033N	R075W	12	NW	NENW
Casper	1W	T033N	R075W	12	NW	NWNW
Casper	1W	T033N	R075W	12	NW	SWNW
Casper	1W	T033N	R075W	13	NE	NENE
Casper	1W	T033N	R075W	13	NE	SENE
Casper	1W	T033N	R075W	13	NE	SWNE
Casper	1W	T033N	R075W	13	NW	SENW
Casper	1W	T033N	R075W	13	NW	SWNW
Casper	1W	T033N	R075W	14	NE	SENE
Casper	1W	T033N	R075W	14	NE	SWNE
Casper	1W	T033N	R075W	14	NW	NENW
Casper	1W	T033N	R075W	14	NW	NWNW
Casper	1W	T033N	R075W	14	NW	SENW
Casper	1W	T033N	R075W	14	NW	SWNW
Casper	1W	T033N	R075W	14	SW	NESW
Casper	1W	T033N	R075W	14	SW	NWSW
Casper	1W	T033N	R075W	14	SW	SWSW
Casper	1W	T033N	R075W	15	NE	NENE
Casper	1W	T033N	R075W	15	NE	SENE
Casper	1W	T033N	R075W	15	NE	SWNE
Casper	1W	T033N	R075W	15	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T033N	R075W	15	SE	NWSE
Casper	1W	T033N	R075W	15	SE	SESE
Casper	1W	T033N	R075W	15	SE	SWSE
Casper	1W	T033N	R075W	15	SW	NESW
Casper	1W	T033N	R075W	15	SW	SESW
Casper	1W	T033N	R075W	15	SW	SWSW
Casper	1W	T033N	R075W	21	NE	NENE
Casper	1W	T033N	R075W	21	NE	SENE
Casper	1W	T033N	R075W	21	NE	SWNE
Casper	1W	T033N	R075W	21	SE	NESE
Casper	1W	T033N	R075W	21	SE	NWSE
Casper	1W	T033N	R075W	21	SE	SESE
Casper	1W	T033N	R075W	21	SE	SWSE
Casper	1W	T033N	R075W	21	SW	NESW
Casper	1W	T033N	R075W	21	SW	SESW
Casper	1W	T033N	R075W	21	SW	SWSW
Casper	1W	T033N	R075W	22	NE	NENE
Casper	1W	T033N	R075W	22	NE	NWNE
Casper	1W	T033N	R075W	22	NE	SWNE
Casper	1W	T033N	R075W	22	NW	NENW
Casper	1W	T033N	R075W	22	NW	NWNW
Casper	1W	T033N	R075W	22	NW	SENW
Casper	1W	T033N	R075W	22	NW	SWNW
Casper	1W	T033N	R075W	22	SW	NESW
Casper	1W	T033N	R075W	22	SW	NWSW
Casper	1W	T033N	R075W	22	SW	SWSW
Casper	1W	T033N	R075W	28	NE	NENE
Casper	1W	T033N	R075W	28	NE	NWNE
Casper	1W	T033N	R075W	28	NE	SWNE
Casper	1W	T033N	R075W	28	NW	NENW
Casper	1W	T033N	R075W	28	NW	NWNW
Casper	1W	T033N	R075W	28	NW	SENW
Casper	1W	T033N	R075W	28	NW	SWNW
Casper	1W	T033N	R075W	28	SW	NESW
Casper	1W	T033N	R075W	28	SW	NWSW
Casper	1W	T033N	R075W	28	SW	SWSW
Casper	1W	T033N	R075W	29	NE	NENE
Casper	1W	T033N	R075W	29	NE	SENE
Casper	1W	T033N	R075W	29	NE	SWNE
Casper	1W	T033N	R075W	29	NW	SENW
Casper	1W	T033N	R075W	29	NW	SWNW
Casper	1W	T033N	R075W	29	SE	NESE
Casper	1W	T033N	R075W	29	SE	SESE
Casper	1W	T033N	R075W	29	SE	SWSE
Casper	1W	T033N	R075W	29	SW	NWSW
Casper	1W	T033N	R075W	29	SW	SESW
Casper	1W	T033N	R075W	29	SW	SWSW
Casper	1W	T033N	R075W	30	SE	NESE
Casper	1W	T033N	R075W	30	SE	SESE
Casper	1W	T033N	R075W	30	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Casper	1W	T033N	R075W	31	NE	NENE
Casper	1W	T033N	R075W	31	NE	NWNE
Casper	1W	T033N	R075W	31	NE	SENE
Casper	1W	T033N	R075W	31	NE	SWNE
Casper	1W	T033N	R075W	31	NW	L 2
Casper	1W	T033N	R075W	31	NW	SENW
Casper	1W	T033N	R075W	31	SE	NWSE
Casper	1W	T033N	R075W	31	SE	SESE
Casper	1W	T033N	R075W	31	SE	SWSE
Casper	1W	T033N	R075W	31	SW	L 3
Casper	1W	T033N	R075W	31	SW	L 4
Casper	1W	T033N	R075W	31	SW	NESW
Casper	1W	T033N	R075W	31	SW	SESW
Casper	1W	T033N	R075W	32	NE	NENE
Casper	1W	T033N	R075W	32	NE	NWNE
Casper	1W	T033N	R075W	32	NE	SWNE
Casper	1W	T033N	R075W	32	NW	NWNW
Casper	1W	T033N	R075W	32	NW	SENW
Casper	1W	T033N	R075W	32	SW	NESW
Casper	1W	T033N	R075W	32	SW	NWSW
Casper	1W	T033N	R075W	32	SW	SWSW
Casper	1W	T033N	R076W	35	SE	SESE
Casper	1W	T033N	R076W	35	SE	SWSE
Casper	1W	T033N	R076W	35	SW	SESW
Casper	1W	T033N	R076W	36	NE	SENE
Casper	1W	T033N	R076W	36	SE	NESE
Casper	1W	T033N	R076W	36	SE	NWSE
Casper	1W	T033N	R076W	36	SE	SESE
Casper	1W	T033N	R076W	36	SE	SWSE
Casper	1W	T033N	R076W	36	SW	NESW
Casper	1W	T033N	R076W	36	SW	NWSW
Casper	1W	T033N	R076W	36	SW	SESW
Casper	1W	T033N	R076W	36	SW	SWSW
Kemmerer	4	T021N	R111W	19	NE	NENE
Kemmerer	4	T021N	R111W	19	NE	NENE
Kemmerer	4	T021N	R111W	19	NE	NWNE
Kemmerer	4	T021N	R111W	19	NE	NWNE
Kemmerer	4	T021N	R111W	19	NW	L 1
Kemmerer	4	T021N	R111W	19	NW	L 1
Kemmerer	4	T021N	R111W	19	NW	NENW
Kemmerer	4	T021N	R111W	19	NW	NENW
Kemmerer	4	T021N	R111W	20	NE	NENE
Kemmerer	4	T021N	R111W	20	NE	NWNE
Kemmerer	4	T021N	R111W	20	NW	NENW
Kemmerer	4	T021N	R111W	20	NW	NWNW
Kemmerer	4	T021N	R111W	20	NW	NWNW
Kemmerer	4	T021N	R111W	21	NE	SENE
Kemmerer	4	T021N	R111W	21	NE	SWNE
Kemmerer	4	T021N	R111W	21	NW	NWNW
Kemmerer	4	T021N	R111W	21	NW	SENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T021N	R111W	21	NW	SWNW
Kemmerer	4	T021N	R111W	22	NE	SWNE
Kemmerer	4	T021N	R111W	22	NW	SENW
Kemmerer	4	T021N	R111W	22	NW	SWNW
Kemmerer	4	T021N	R111W	22	SE	NESE
Kemmerer	4	T021N	R111W	22	SE	NWSE
Kemmerer	4	T021N	R111W	23	SE	NESE
Kemmerer	4	T021N	R111W	23	SE	NWSE
Kemmerer	4	T021N	R111W	23	SE	SESE
Kemmerer	4	T021N	R111W	23	SW	NESW
Kemmerer	4	T021N	R111W	23	SW	NWSW
Kemmerer	4	T021N	R111W	24	SE	SESE
Kemmerer	4	T021N	R111W	24	SE	SWSE
Kemmerer	4	T021N	R111W	24	SW	SESW
Kemmerer	4	T021N	R111W	24	SW	SWSW
Kemmerer	4	T021N	R112W	7	SE	SESE
Kemmerer	4	T021N	R112W	7	SE	SWSE
Kemmerer	4	T021N	R112W	7	SW	L 4
Kemmerer	4	T021N	R112W	7	SW	SESW
Kemmerer	4	T021N	R112W	8	SW	SWSW
Kemmerer	4	T021N	R112W	13	SW	SWSW
Kemmerer	4	T021N	R112W	13	SW	SWSW
Kemmerer	4	T021N	R112W	14	NW	SWNW
Kemmerer	4	T021N	R112W	14	SE	NWSE
Kemmerer	4	T021N	R112W	14	SE	NWSE
Kemmerer	4	T021N	R112W	14	SE	SESE
Kemmerer	4	T021N	R112W	14	SE	SESE
Kemmerer	4	T021N	R112W	14	SE	SWSE
Kemmerer	4	T021N	R112W	14	SE	SWSE
Kemmerer	4	T021N	R112W	14	SW	NESW
Kemmerer	4	T021N	R112W	14	SW	NESW
Kemmerer	4	T021N	R112W	14	SW	NWSW
Kemmerer	4	T021N	R112W	14	SW	NWSW
Kemmerer	4	T021N	R112W	15	NE	SENE
Kemmerer	4	T021N	R112W	15	NE	SWNE
Kemmerer	4	T021N	R112W	15	NW	SENW
Kemmerer	4	T021N	R112W	15	NW	SWNW
Kemmerer	4	T021N	R112W	16	NE	NWNE
Kemmerer	4	T021N	R112W	16	NE	SENE
Kemmerer	4	T021N	R112W	16	NE	SWNE
Kemmerer	4	T021N	R112W	16	NW	NENW
Kemmerer	4	T021N	R112W	16	NW	NWNW
Kemmerer	4	T021N	R112W	17	NE	NENE
Kemmerer	4	T021N	R112W	17	NE	NWNE
Kemmerer	4	T021N	R112W	17	NW	NENW
Kemmerer	4	T021N	R112W	17	NW	NWNW
Kemmerer	4	T021N	R112W	24	NE	NENE
Kemmerer	4	T021N	R112W	24	NE	NENE
Kemmerer	4	T021N	R112W	24	NE	NWNE
Kemmerer	4	T021N	R112W	24	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T021N	R112W	24	NW	NENW
Kemmerer	4	T021N	R112W	24	NW	NENW
Kemmerer	4	T021N	R112W	24	NW	NWNW
Kemmerer	4	T021N	R112W	24	NW	NWNW
Kemmerer	4	T021N	R113W	5	SE	SWSE
Kemmerer	4	T021N	R113W	5	SW	SESW
Kemmerer	4	T021N	R113W	5	SW	SWSW
Kemmerer	4	T021N	R113W	6	SE	SESE
Kemmerer	4	T021N	R113W	6	SE	SWSE
Kemmerer	4	T021N	R113W	6	SW	L 6
Kemmerer	4	T021N	R113W	6	SW	NESW
Kemmerer	4	T021N	R113W	6	SW	SESW
Kemmerer	4	T021N	R113W	8	NE	NENE
Kemmerer	4	T021N	R113W	8	NE	NWNE
Kemmerer	4	T021N	R113W	9	NE	NENE
Kemmerer	4	T021N	R113W	9	NE	NWNE
Kemmerer	4	T021N	R113W	9	NW	NENW
Kemmerer	4	T021N	R113W	9	NW	NWNW
Kemmerer	4	T021N	R113W	10	NE	SENE
Kemmerer	4	T021N	R113W	10	NE	SWNE
Kemmerer	4	T021N	R113W	10	NW	NWNW
Kemmerer	4	T021N	R113W	10	NW	SENW
Kemmerer	4	T021N	R113W	10	NW	SWNW
Kemmerer	4	T021N	R113W	11	NW	SENW
Kemmerer	4	T021N	R113W	11	NW	SWNW
Kemmerer	4	T021N	R113W	11	SE	NESE
Kemmerer	4	T021N	R113W	11	SE	NWSE
Kemmerer	4	T021N	R113W	11	SW	NESW
Kemmerer	4	T021N	R113W	12	SE	L 3
Kemmerer	4	T021N	R113W	12	SE	L 4
Kemmerer	4	T021N	R113W	12	SE	NWSE
Kemmerer	4	T021N	R113W	12	SW	NESW
Kemmerer	4	T021N	R113W	12	SW	NWSW
Kemmerer	4	T021N	R114W	1	SE	NESE
Kemmerer	4	T021N	R114W	1	SE	NWSE
Kemmerer	4	T021N	R114W	1	SW	NESW
Kemmerer	4	T021N	R114W	1	SW	NWSW
Kemmerer	4	T021N	R114W	2	NE	SENE
Kemmerer	4	T021N	R114W	2	NE	SWNE
Kemmerer	4	T021N	R114W	2	NW	SENW
Kemmerer	4	T021N	R114W	2	NW	SWNW
Kemmerer	4	T021N	R114W	2	SE	NESE
Kemmerer	4	T021N	R114W	3	NE	L 2
Kemmerer	4	T021N	R114W	3	NE	SENE
Kemmerer	4	T021N	R114W	3	NE	SWNE
Kemmerer	4	T021N	R114W	3	NW	L 3
Kemmerer	4	T021N	R114W	3	NW	L 4
Kemmerer	4	T021N	R114W	4	NE	L 1
Kemmerer	4	T021N	R114W	4	NE	L 2
Kemmerer	4	T021N	R114W	4	NW	L 3

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T021N	R114W	4	NW	L 4
Kemmerer	4	T022N	R114W	31	SE	NESE
Kemmerer	4	T022N	R114W	31	SE	NWSE
Kemmerer	4	T022N	R114W	31	SE	SESE
Kemmerer	4	T022N	R114W	31	SW	L 3
Kemmerer	4	T022N	R114W	31	SW	NESW
Kemmerer	4	T022N	R114W	32	SE	SESE
Kemmerer	4	T022N	R114W	32	SE	SWSE
Kemmerer	4	T022N	R114W	32	SW	SESW
Kemmerer	4	T022N	R114W	32	SW	SWSW
Kemmerer	4	T022N	R114W	33	SW	SWSW
Kemmerer	4	T022N	R115W	27	SE	SWSE
Kemmerer	4	T022N	R115W	27	SW	SESW
Kemmerer	4	T022N	R115W	27	SW	SWSW
Kemmerer	4	T022N	R115W	28	SE	SESE
Kemmerer	4	T022N	R115W	28	SE	SWSE
Kemmerer	4	T022N	R115W	28	SW	NESW
Kemmerer	4	T022N	R115W	28	SW	NWSW
Kemmerer	4	T022N	R115W	28	SW	SESW
Kemmerer	4	T022N	R115W	29	NW	SENW
Kemmerer	4	T022N	R115W	29	NW	SWNW
Kemmerer	4	T022N	R115W	29	SE	NESE
Kemmerer	4	T022N	R115W	29	SE	NWSE
Kemmerer	4	T022N	R115W	29	SW	NESW
Kemmerer	4	T022N	R115W	30	NE	SENE
Kemmerer	4	T022N	R115W	30	NE	SWNE
Kemmerer	4	T022N	R115W	30	NW	L 1
Kemmerer	4	T022N	R115W	30	NW	NENW
Kemmerer	4	T022N	R115W	30	NW	SENW
Kemmerer	4	T022N	R115W	34	NE	NENE
Kemmerer	4	T022N	R115W	34	NE	NWNE
Kemmerer	4	T022N	R115W	35	NE	NWNE
Kemmerer	4	T022N	R115W	35	NE	SENE
Kemmerer	4	T022N	R115W	35	NE	SWNE
Kemmerer	4	T022N	R115W	35	NW	NENW
Kemmerer	4	T022N	R115W	35	NW	NWNW
Kemmerer	4	T022N	R115W	36	SE	L 39
Kemmerer	4	T022N	R116W	3	SW	L 5
Kemmerer	4	T022N	R116W	3	SW	L 64L
Kemmerer	4	T022N	R116W	4	NE	L 64L
Kemmerer	4	T022N	R116W	4	NW	L 1
Kemmerer	4	T022N	R116W	4	NW	L 64L
Kemmerer	4	T022N	R116W	4	SE	L 64L
Kemmerer	4	T022N	R116W	10	NW	L 1
Kemmerer	4	T022N	R116W	10	NW	L 2
Kemmerer	4	T022N	R116W	10	SE	L 58L
Kemmerer	4	T022N	R116W	10	SW	L 3
Kemmerer	4	T022N	R116W	10	SW	L 58L
Kemmerer	4	T022N	R116W	10	SW	L 59L
Kemmerer	4	T022N	R116W	10	SW	L 60L

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T022N	R116W	14	SW	L 1
Kemmerer	4	T022N	R116W	14	SW	L 58L
Kemmerer	4	T022N	R116W	15	NE	L 58L
Kemmerer	4	T022N	R116W	15	SE	L 58L
Kemmerer	4	T022N	R116W	23	NE	L 55L
Kemmerer	4	T022N	R116W	23	NW	L 1
Kemmerer	4	T022N	R116W	23	NW	L 55L
Kemmerer	4	T022N	R116W	24	NW	L 55L
Kemmerer	4	T022N	R116W	24	SE	SWSE
Kemmerer	4	T022N	R116W	24	SW	L 3
Kemmerer	4	T022N	R116W	24	SW	L 4
Kemmerer	4	T022N	R116W	24	SW	L 55L
Kemmerer	4	T022N	R116W	24	SW	SESW
Kemmerer	4	T022N	R116W	25	NE	NENE
Kemmerer	4	T022N	R116W	25	NE	NWNE
Kemmerer	4	T023N	R116W	30	SE	SESE
Kemmerer	4	T023N	R116W	30	SE	SWSE
Kemmerer	4	T023N	R116W	30	SW	L 4
Kemmerer	4	T023N	R116W	31	NE	NENE
Kemmerer	4	T023N	R116W	32	NE	NWNE
Kemmerer	4	T023N	R116W	32	NE	SENE
Kemmerer	4	T023N	R116W	32	NE	SWNE
Kemmerer	4	T023N	R116W	32	NW	NENW
Kemmerer	4	T023N	R116W	32	NW	NWNW
Kemmerer	4	T023N	R116W	32	SE	NESE
Kemmerer	4	T023N	R116W	33	SW	L 5
Kemmerer	4	T023N	R116W	33	SW	NWSW
Kemmerer	4	T023N	R116W	33	SW	SWSW
Kemmerer	4	T023N	R117W	5	NW	L 7
Kemmerer	4	T023N	R117W	5	NW	SENW
Kemmerer	4	T023N	R117W	5	SW	NESW
Kemmerer	4	T023N	R117W	5	SW	SESW
Kemmerer	4	T023N	R117W	8	NW	NENW
Kemmerer	4	T023N	R117W	8	NW	SENW
Kemmerer	4	T023N	R117W	8	SW	NESW
Kemmerer	4	T023N	R117W	8	SW	SESW
Kemmerer	4	T023N	R117W	17	NW	NENW
Kemmerer	4	T023N	R117W	17	NW	SENW
Kemmerer	4	T023N	R117W	17	SW	NESW
Kemmerer	4	T023N	R117W	17	SW	SESW
Kemmerer	4	T023N	R117W	20	NE	NWNE
Kemmerer	4	T023N	R117W	20	NE	SENE
Kemmerer	4	T023N	R117W	20	NE	SWNE
Kemmerer	4	T023N	R117W	20	NW	NENW
Kemmerer	4	T023N	R117W	21	NW	SWNW
Kemmerer	4	T023N	R117W	21	SE	SWSE
Kemmerer	4	T023N	R117W	21	SW	NESW
Kemmerer	4	T023N	R117W	21	SW	NWSW
Kemmerer	4	T023N	R117W	21	SW	SESW
Kemmerer	4	T023N	R117W	25	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T023N	R117W	25	SE	SESE
Kemmerer	4	T023N	R117W	25	SE	SWSE
Kemmerer	4	T023N	R117W	25	SW	NESW
Kemmerer	4	T023N	R117W	25	SW	NWSW
Kemmerer	4	T023N	R117W	25	SW	SWSW
Kemmerer	4	T023N	R117W	26	SE	SESE
Kemmerer	4	T023N	R117W	26	SE	SWSE
Kemmerer	4	T023N	R117W	26	SW	NESW
Kemmerer	4	T023N	R117W	26	SW	NWSW
Kemmerer	4	T023N	R117W	26	SW	SESW
Kemmerer	4	T023N	R117W	27	NE	SWNE
Kemmerer	4	T023N	R117W	27	NW	SENW
Kemmerer	4	T023N	R117W	27	NW	SWNW
Kemmerer	4	T023N	R117W	27	SE	NESE
Kemmerer	4	T023N	R117W	27	SE	NWSE
Kemmerer	4	T023N	R117W	28	NE	NENE
Kemmerer	4	T023N	R117W	28	NE	NWNE
Kemmerer	4	T023N	R117W	28	NE	SENE
Kemmerer	4	T024N	R117W	19	NW	L 8
Kemmerer	4	T024N	R117W	19	SE	SWSE
Kemmerer	4	T024N	R117W	19	SW	L 11
Kemmerer	4	T024N	R117W	19	SW	L 12
Kemmerer	4	T024N	R117W	19	SW	L 13
Kemmerer	4	T024N	R117W	19	SW	L 16
Kemmerer	4	T024N	R117W	29	NW	L 3
Kemmerer	4	T024N	R117W	29	SW	L 10
Kemmerer	4	T024N	R117W	29	SW	NESW
Kemmerer	4	T024N	R117W	29	SW	SESW
Kemmerer	4	T024N	R117W	29	SW	SWSW
Kemmerer	4	T024N	R117W	30	NE	L 5
Kemmerer	4	T024N	R117W	30	NE	NENE
Kemmerer	4	T024N	R117W	30	NE	SENE
Kemmerer	4	T024N	R117W	32	NW	NENW
Kemmerer	4	T024N	R117W	32	NW	SENW
Kemmerer	4	T024N	R117W	32	SW	NESW
Kemmerer	4	T024N	R117W	32	SW	SESW
Kemmerer	4	T024N	R118W	4	SW	SESW
Kemmerer	4	T024N	R118W	4	SW	SWSW
Kemmerer	4	T024N	R118W	5	NW	L 15
Kemmerer	4	T024N	R118W	5	NW	L 16
Kemmerer	4	T024N	R118W	5	SE	NESE
Kemmerer	4	T024N	R118W	5	SE	NWSE
Kemmerer	4	T024N	R118W	5	SE	SESE
Kemmerer	4	T024N	R118W	5	SW	NESW
Kemmerer	4	T024N	R118W	6	NE	L 14
Kemmerer	4	T024N	R118W	6	NE	L 15
Kemmerer	4	T024N	R118W	6	NE	L 16
Kemmerer	4	T024N	R118W	6	NW	L 24
Kemmerer	4	T024N	R118W	6	NW	NENW
Kemmerer	4	T024N	R118W	6	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T024N	R118W	6	NW	SENW
Kemmerer	4	T024N	R118W	9	NE	NENE
Kemmerer	4	T024N	R118W	9	NE	NWNE
Kemmerer	4	T024N	R118W	9	NE	SENE
Kemmerer	4	T024N	R118W	9	NW	NENW
Kemmerer	4	T024N	R118W	10	NW	SENW
Kemmerer	4	T024N	R118W	10	NW	SWNW
Kemmerer	4	T024N	R118W	10	SE	NESE
Kemmerer	4	T024N	R118W	10	SE	NWSE
Kemmerer	4	T024N	R118W	10	SE	SESE
Kemmerer	4	T024N	R118W	10	SW	NESW
Kemmerer	4	T024N	R118W	11	SW	SWSW
Kemmerer	4	T024N	R118W	13	SE	SWSE
Kemmerer	4	T024N	R118W	13	SW	NWSW
Kemmerer	4	T024N	R118W	13	SW	SESW
Kemmerer	4	T024N	R118W	13	SW	SWSW
Kemmerer	4	T024N	R118W	14	NE	NWNE
Kemmerer	4	T024N	R118W	14	NE	SENE
Kemmerer	4	T024N	R118W	14	NE	SWNE
Kemmerer	4	T024N	R118W	14	NW	NENW
Kemmerer	4	T024N	R118W	14	NW	NWNW
Kemmerer	4	T024N	R118W	14	SE	NESE
Kemmerer	4	T024N	R118W	24	NE	NENE
Kemmerer	4	T024N	R118W	24	NE	NWNE
Kemmerer	4	T024N	R118W	24	NE	SENE
Kemmerer	4	T024N	R119W	1	NE	NENE
Kemmerer	4	T024N	R119W	1	NE	NWNE
Kemmerer	4	T025N	R118W	31	NE	SENE
Kemmerer	4	T025N	R118W	31	NE	SWNE
Kemmerer	4	T025N	R118W	31	NW	NENW
Kemmerer	4	T025N	R118W	31	NW	NWNW
Kemmerer	4	T025N	R118W	31	NW	SENW
Kemmerer	4	T025N	R118W	31	SE	NESE
Kemmerer	4	T025N	R118W	32	SE	SESE
Kemmerer	4	T025N	R118W	32	SE	SWSE
Kemmerer	4	T025N	R118W	32	SW	NESW
Kemmerer	4	T025N	R118W	32	SW	NWSW
Kemmerer	4	T025N	R118W	32	SW	SESW
Kemmerer	4	T025N	R119W	25	SE	L 25
Kemmerer	4	T025N	R119W	25	SE	SWSE
Kemmerer	4	T025N	R119W	25	SW	L 20
Kemmerer	4	T025N	R119W	25	SW	L 24
Kemmerer	4	T025N	R119W	25	SW	NWSW
Kemmerer	4	T025N	R119W	25	SW	SESW
Kemmerer	4	T025N	R119W	25	SW	SWSW
Kemmerer	4	T025N	R119W	26	SE	NESE
Kemmerer	4	T025N	R119W	26	SE	NWSE
Kemmerer	4	T025N	R119W	26	SW	NESW
Kemmerer	4	T025N	R119W	26	SW	NWSW
Kemmerer	4	T025N	R119W	27	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Kemmerer	4	T025N	R119W	27	SE	NWSE
Kemmerer	4	T025N	R119W	27	SW	NESW
Kemmerer	4	T025N	R119W	27	SW	NWSW
Kemmerer	4	T025N	R119W	28	NW	SWNW
Kemmerer	4	T025N	R119W	28	SE	NESE
Kemmerer	4	T025N	R119W	28	SE	NWSE
Kemmerer	4	T025N	R119W	28	SW	NESW
Kemmerer	4	T025N	R119W	28	SW	NWSW
Kemmerer	4	T025N	R119W	29	NE	SENE
Kemmerer	4	T025N	R119W	29	NE	SWNE
Kemmerer	4	T025N	R119W	29	NW	SENW
Kemmerer	4	T025N	R119W	29	NW	SWNW
Kemmerer	4	T025N	R119W	30	NE	L 14
Kemmerer	4	T025N	R119W	30	NE	SENE
Kemmerer	4	T025N	R119W	30	NE	SWNE
Kemmerer	4	T025N	R119W	30	NW	L 11
Kemmerer	4	T025N	R119W	30	NW	L 13
Kemmerer	4	T025N	R119W	36	NE	NENE
Kemmerer	4	T025N	R119W	36	NE	NWNE
Kemmerer	4	T025N	R120W	24	NW	L 7
Kemmerer	4	T025N	R120W	24	SE	SWSE
Kemmerer	4	T025N	R120W	24	SW	L 17
Kemmerer	4	T025N	R120W	24	SW	L 18
Kemmerer	4	T025N	R120W	24	SW	NESW
Kemmerer	4	T025N	R120W	24	SW	SESW
Kemmerer	4	T025N	R120W	25	NE	L 14
Kemmerer	4	T025N	R120W	25	NE	NENE
Kemmerer	4	T025N	R120W	25	NE	NWNE
Kemmerer	4	T025N	R120W	25	NE	SENE
Pocatello	4	ID08T014N	S046E	18	SW	L 4
Pocatello	4	ID08T014N	S046E	19	NE	SENE
Pocatello	4	ID08T014N	S046E	19	NE	SWNE
Pocatello	4	ID08T014N	S046E	19	NW	L 1
Pocatello	4	ID08T014N	S046E	19	NW	NENW
Pocatello	4	ID08T014N	S046E	19	NW	SENW
Pocatello	4	ID08T014N	S046E	19	SE	NESE
Pocatello	4	ID08T014N	S046E	20	SW	NWSW
Pocatello	4	ID08T014N	S046E	20	SW	SESW
Pocatello	4	ID08T014N	S046E	20	SW	SWSW
Pocatello	4	ID08T014N	S046E	28	SW	NWSW
Pocatello	4	ID08T014N	S046E	28	SW	SESW
Pocatello	4	ID08T014N	S046E	28	SW	SWSW
Pocatello	4	ID08T014N	S046E	29	NE	NWNE
Pocatello	4	ID08T014N	S046E	29	NE	SENE
Pocatello	4	ID08T014N	S046E	29	NE	SWNE
Pocatello	4	ID08T014N	S046E	29	NW	NENW
Pocatello	4	ID08T014N	S046E	29	SE	NESE
Pocatello	4	ID08T014N	S046E	33	NE	NWNE
Pocatello	4	ID08T014N	S046E	33	NE	SENE
Pocatello	4	ID08T014N	S046E	33	NE	SWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	ID08T014N	S046E	33	NW	NENW
Pocatello	4	ID08T014N	S046E	33	SE	NESE
Pocatello	4	ID08T014N	S046E	34	SW	NWSW
Pocatello	4	ID08T014N	S046E	34	SW	SESW
Pocatello	4	ID08T014N	S046E	34	SW	SWSW
Pocatello	4	ID08T015N	S046E	2	SW	L 3
Pocatello	4	ID08T015N	S046E	2	SW	L 4
Pocatello	4	ID08T015N	S046E	3	NE	L 2
Pocatello	4	ID08T015N	S046E	3	NE	SENE
Pocatello	4	ID08T015N	S046E	3	NE	SWNE
Pocatello	4	ID08T015N	S046E	3	NW	L 3
Pocatello	4	ID08T015N	S046E	3	SE	NESE
Pocatello	4	ID08T015N	S046E	11	NW	L 1
Pocatello	4	T025N	R120W	24	NW	L 7
Rawlins	2	T019N	R092W	3	NW	L 4
Rawlins	2	T019N	R092W	4	NE	L 1
Rawlins	2	T019N	R092W	4	NE	L 2
Rawlins	2	T019N	R092W	4	NW	L 3
Rawlins	2	T019N	R092W	4	NW	SENW
Rawlins	2	T019N	R092W	4	NW	SWNW
Rawlins	2	T019N	R092W	5	NE	SENE
Rawlins	2	T019N	R092W	5	NE	SWNE
Rawlins	2	T019N	R092W	5	SE	NWSE
Rawlins	2	T019N	R092W	5	SW	NESW
Rawlins	2	T019N	R092W	5	SW	NWSW
Rawlins	2	T019N	R092W	5	SW	SWSW
Rawlins	2	T019N	R092W	6	SE	SESE
Rawlins	2	T019N	R092W	6	SE	SWSE
Rawlins	2	T019N	R092W	6	SW	SESW
Rawlins	2	T019N	R092W	7	NW	L 1
Rawlins	2	T019N	R092W	7	NW	NENW
Rawlins	2	T019N	R093W	8	SE	SESE
Rawlins	2	T019N	R093W	8	SE	SWSE
Rawlins	2	T019N	R093W	9	SE	NESE
Rawlins	2	T019N	R093W	9	SE	NWSE
Rawlins	2	T019N	R093W	9	SE	SWSE
Rawlins	2	T019N	R093W	9	SW	SESW
Rawlins	2	T019N	R093W	9	SW	SWSW
Rawlins	2	T019N	R093W	10	NE	NENE
Rawlins	2	T019N	R093W	10	NE	SENE
Rawlins	2	T019N	R093W	10	NE	SWNE
Rawlins	2	T019N	R093W	10	NW	SENW
Rawlins	2	T019N	R093W	10	SW	NESW
Rawlins	2	T019N	R093W	10	SW	NWSW
Rawlins	2	T019N	R093W	11	NE	NENE
Rawlins	2	T019N	R093W	11	NE	NWNE
Rawlins	2	T019N	R093W	11	NW	NENW
Rawlins	2	T019N	R093W	11	NW	NWNW
Rawlins	2	T019N	R093W	12	NE	NENE
Rawlins	2	T019N	R093W	12	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T019N	R093W	12	NW	NENW
Rawlins	2	T019N	R093W	12	NW	NWNW
Rawlins	2	T019N	R093W	17	NE	NWNE
Rawlins	2	T019N	R093W	17	NW	NENW
Rawlins	2	T019N	R093W	17	NW	NWNW
Rawlins	2	T019N	R093W	18	NE	NENE
Rawlins	2	T019N	R093W	18	NE	NWNE
Rawlins	2	T019N	R093W	18	NE	SWNE
Rawlins	2	T019N	R093W	18	NW	L 2
Rawlins	2	T019N	R093W	18	NW	SENW
Rawlins	2	T019N	R094W	13	NE	SENE
Rawlins	2	T019N	R094W	13	NE	SWNE
Rawlins	2	T019N	R094W	13	SE	NWSE
Rawlins	2	T019N	R094W	13	SW	NESW
Rawlins	2	T019N	R094W	13	SW	NWSW
Rawlins	2	T019N	R094W	14	SE	NESE
Rawlins	2	T019N	R094W	14	SE	NWSE
Rawlins	2	T019N	R094W	14	SE	SWSE
Rawlins	2	T020N	R088W	5	NE	L 2
Rawlins	2	T020N	R088W	5	NW	L 3
Rawlins	2	T020N	R088W	5	NW	L 4
Rawlins	2	T020N	R088W	6	NE	L 1
Rawlins	2	T020N	R088W	6	NE	L 2
Rawlins	2	T020N	R088W	6	SE	NWSE
Rawlins	2	T020N	R088W	6	SW	L 5
Rawlins	2	T020N	R088W	6	SW	NESW
Rawlins	2	T020N	R089W	1	SE	NESE
Rawlins	2	T020N	R089W	1	SE	NWSE
Rawlins	2	T020N	R089W	1	SW	NESW
Rawlins	2	T020N	R089W	1	SW	SESW
Rawlins	2	T020N	R089W	1	SW	SWSW
Rawlins	2	T020N	R089W	2	SE	SESE
Rawlins	2	T020N	R089W	2	SE	SWSE
Rawlins	2	T020N	R089W	7	SE	SESE
Rawlins	2	T020N	R089W	7	SE	SWSE
Rawlins	2	T020N	R089W	8	SE	NESE
Rawlins	2	T020N	R089W	8	SE	NWSE
Rawlins	2	T020N	R089W	8	SE	SWSE
Rawlins	2	T020N	R089W	8	SW	SESW
Rawlins	2	T020N	R089W	8	SW	SWSW
Rawlins	2	T020N	R089W	9	NE	SENE
Rawlins	2	T020N	R089W	9	NE	SWNE
Rawlins	2	T020N	R089W	9	SE	NWSE
Rawlins	2	T020N	R089W	9	SW	NESW
Rawlins	2	T020N	R089W	9	SW	NWSW
Rawlins	2	T020N	R089W	10	NE	NENE
Rawlins	2	T020N	R089W	10	NE	NWNE
Rawlins	2	T020N	R089W	10	NE	SWNE
Rawlins	2	T020N	R089W	10	NW	SENW
Rawlins	2	T020N	R089W	10	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T020N	R089W	11	NE	NWNE
Rawlins	2	T020N	R089W	11	NW	NENW
Rawlins	2	T020N	R089W	11	NW	NWNW
Rawlins	2	T020N	R089W	18	NE	NWNE
Rawlins	2	T020N	R089W	18	NW	L 1
Rawlins	2	T020N	R090W	13	NE	NENE
Rawlins	2	T020N	R090W	13	NE	NWNE
Rawlins	2	T020N	R090W	13	NW	NENW
Rawlins	2	T020N	R090W	13	NW	NWNW
Rawlins	2	T020N	R090W	13	NW	SWNW
Rawlins	2	T020N	R090W	14	NE	SENE
Rawlins	2	T020N	R090W	14	NE	SWNE
Rawlins	2	T020N	R090W	14	NW	SENW
Rawlins	2	T020N	R090W	14	NW	SWNW
Rawlins	2	T020N	R090W	14	SW	NWSW
Rawlins	2	T020N	R090W	15	SE	NESE
Rawlins	2	T020N	R090W	15	SE	NWSE
Rawlins	2	T020N	R090W	15	SW	NESW
Rawlins	2	T020N	R090W	15	SW	SESW
Rawlins	2	T020N	R090W	15	SW	SWSW
Rawlins	2	T020N	R090W	16	SE	SESE
Rawlins	2	T020N	R090W	16	SE	SWSE
Rawlins	2	T020N	R090W	16	SW	SESW
Rawlins	2	T020N	R090W	19	NE	SENE
Rawlins	2	T020N	R090W	19	NE	SWNE
Rawlins	2	T020N	R090W	19	NW	SENW
Rawlins	2	T020N	R090W	19	SW	L 3
Rawlins	2	T020N	R090W	19	SW	NESW
Rawlins	2	T020N	R090W	20	NE	NENE
Rawlins	2	T020N	R090W	20	NE	NWNE
Rawlins	2	T020N	R090W	20	NW	NENW
Rawlins	2	T020N	R090W	20	NW	SENW
Rawlins	2	T020N	R090W	20	NW	SWNW
Rawlins	2	T020N	R090W	21	NW	NENW
Rawlins	2	T020N	R090W	21	NW	NWNW
Rawlins	2	T020N	R091W	23	SE	SESE
Rawlins	2	T020N	R091W	23	SE	SWSE
Rawlins	2	T020N	R091W	24	SE	NESE
Rawlins	2	T020N	R091W	24	SE	NWSE
Rawlins	2	T020N	R091W	24	SE	SWSE
Rawlins	2	T020N	R091W	24	SW	SESW
Rawlins	2	T020N	R091W	24	SW	SWSW
Rawlins	2	T020N	R091W	26	NE	NWNE
Rawlins	2	T020N	R091W	26	NW	NENW
Rawlins	2	T020N	R091W	26	NW	NWNW
Rawlins	2	T020N	R091W	27	NE	NENE
Rawlins	2	T020N	R091W	27	NE	NWNE
Rawlins	2	T020N	R091W	27	NE	SWNE
Rawlins	2	T020N	R091W	27	NW	SENW
Rawlins	2	T020N	R091W	27	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T020N	R091W	28	NE	SENE
Rawlins	2	T020N	R091W	28	SE	NESE
Rawlins	2	T020N	R091W	28	SE	NWSE
Rawlins	2	T020N	R091W	28	SW	NESW
Rawlins	2	T020N	R091W	28	SW	NWSW
Rawlins	2	T020N	R091W	29	SE	NESE
Rawlins	2	T020N	R091W	29	SE	SESE
Rawlins	2	T020N	R091W	29	SE	SWSE
Rawlins	2	T020N	R091W	29	SW	SESW
Rawlins	2	T020N	R091W	29	SW	SWSW
Rawlins	2	T020N	R091W	30	SE	SESE
Rawlins	2	T020N	R091W	31	NE	NENE
Rawlins	2	T020N	R091W	31	NE	NWNE
Rawlins	2	T020N	R091W	31	NW	L 1
Rawlins	2	T020N	R091W	31	NW	L 2
Rawlins	2	T020N	R091W	31	NW	NENW
Rawlins	2	T020N	R092W	34	SE	SESE
Rawlins	2	T020N	R092W	34	SE	SWSE
Rawlins	2	T020N	R092W	34	SW	SESW
Rawlins	2	T020N	R092W	34	SW	SWSW
Rawlins	2	T020N	R092W	35	SE	NESE
Rawlins	2	T020N	R092W	35	SE	NWSE
Rawlins	2	T020N	R092W	35	SW	NESW
Rawlins	2	T020N	R092W	35	SW	NWSW
Rawlins	2	T020N	R092W	35	SW	SWSW
Rawlins	2	T020N	R092W	36	NE	SENE
Rawlins	2	T020N	R092W	36	NE	SWNE
Rawlins	2	T020N	R092W	36	NW	SENW
Rawlins	2	T020N	R092W	36	NW	SWNW
Rawlins	2	T020N	R092W	36	SW	NWSW
Rawlins	2	T021N	R082W	3	NE	L 1
Rawlins	2	T021N	R082W	3	NE	L 2
Rawlins	2	T021N	R082W	3	NW	L 3
Rawlins	2	T021N	R082W	3	NW	SENW
Rawlins	2	T021N	R082W	3	NW	SWNW
Rawlins	2	T021N	R082W	4	NE	SENE
Rawlins	2	T021N	R082W	4	SE	NESE
Rawlins	2	T021N	R082W	4	SE	NWSE
Rawlins	2	T021N	R082W	4	SW	NESW
Rawlins	2	T021N	R082W	4	SW	SESW
Rawlins	2	T021N	R082W	4	SW	SWSW
Rawlins	2	T021N	R082W	5	SE	SESE
Rawlins	2	T021N	R082W	7	NE	SENE
Rawlins	2	T021N	R082W	7	SE	NESE
Rawlins	2	T021N	R082W	7	SE	NWSE
Rawlins	2	T021N	R082W	7	SW	L 4
Rawlins	2	T021N	R082W	7	SW	NESW
Rawlins	2	T021N	R082W	7	SW	SESW
Rawlins	2	T021N	R082W	8	NE	NENE
Rawlins	2	T021N	R082W	8	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T021N	R082W	8	NW	NENW
Rawlins	2	T021N	R082W	8	NW	SENW
Rawlins	2	T021N	R082W	8	NW	SWNW
Rawlins	2	T021N	R083W	12	SE	SESE
Rawlins	2	T021N	R083W	13	NE	NENE
Rawlins	2	T021N	R083W	13	NE	NWNE
Rawlins	2	T021N	R083W	13	NW	NENW
Rawlins	2	T021N	R083W	13	NW	SENW
Rawlins	2	T021N	R083W	13	NW	SWNW
Rawlins	2	T021N	R083W	14	NE	SENE
Rawlins	2	T021N	R083W	14	SE	NESE
Rawlins	2	T021N	R083W	14	SE	NWSE
Rawlins	2	T021N	R083W	14	SE	SWSE
Rawlins	2	T021N	R083W	14	SW	SESW
Rawlins	2	T021N	R083W	14	SW	SWSW
Rawlins	2	T021N	R083W	21	SE	NESE
Rawlins	2	T021N	R083W	21	SE	NWSE
Rawlins	2	T021N	R083W	21	SE	SWSE
Rawlins	2	T021N	R083W	21	SW	SESW
Rawlins	2	T021N	R083W	21	SW	SWSW
Rawlins	2	T021N	R083W	22	NE	NENE
Rawlins	2	T021N	R083W	22	NE	NWNE
Rawlins	2	T021N	R083W	22	NE	SWNE
Rawlins	2	T021N	R083W	22	NW	SENW
Rawlins	2	T021N	R083W	22	NW	SWNW
Rawlins	2	T021N	R083W	22	SW	NWSW
Rawlins	2	T021N	R083W	23	NW	NWNW
Rawlins	2	T021N	R083W	28	NW	NWNW
Rawlins	2	T021N	R083W	29	NE	NENE
Rawlins	2	T021N	R083W	29	NE	NWNE
Rawlins	2	T021N	R083W	29	NE	SWNE
Rawlins	2	T021N	R083W	29	NW	SENW
Rawlins	2	T021N	R083W	29	NW	SWNW
Rawlins	2	T021N	R083W	30	NE	SENE
Rawlins	2	T021N	R083W	30	NE	SWNE
Rawlins	2	T021N	R083W	30	NW	L 2
Rawlins	2	T021N	R083W	30	NW	SENW
Rawlins	2	T021N	R084W	25	NE	SENE
Rawlins	2	T021N	R084W	25	NE	SWNE
Rawlins	2	T021N	R084W	25	NW	SENW
Rawlins	2	T021N	R084W	25	NW	SWNW
Rawlins	2	T021N	R084W	26	NE	SENE
Rawlins	2	T021N	R084W	26	NE	SWNE
Rawlins	2	T021N	R084W	26	NW	SENW
Rawlins	2	T021N	R084W	26	NW	SWNW
Rawlins	2	T021N	R084W	27	NE	SENE
Rawlins	2	T021N	R084W	27	NE	SWNE
Rawlins	2	T021N	R084W	27	NW	SENW
Rawlins	2	T021N	R084W	27	NW	SWNW
Rawlins	2	T021N	R084W	28	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T021N	R084W	28	NE	SWNE
Rawlins	2	T021N	R084W	28	NW	SENW
Rawlins	2	T021N	R084W	28	NW	SWNW
Rawlins	2	T021N	R084W	29	NE	L 2
Rawlins	2	T021N	R084W	29	NE	L 6
Rawlins	2	T021N	R084W	29	NE	SWNE
Rawlins	2	T021N	R084W	29	NW	SENW
Rawlins	2	T021N	R084W	29	NW	SWNW
Rawlins	2	T021N	R084W	30	NE	SENE
Rawlins	2	T021N	R084W	30	NE	SWNE
Rawlins	2	T021N	R084W	30	NW	L 2
Rawlins	2	T021N	R084W	30	NW	SENW
Rawlins	2	T021N	R085W	25	NE	L 6
Rawlins	2	T021N	R085W	25	NE	SENE
Rawlins	2	T021N	R085W	25	NW	L 4
Rawlins	2	T021N	R085W	25	NW	L 5
Rawlins	2	T021N	R085W	26	NE	SENE
Rawlins	2	T021N	R085W	26	NE	SWNE
Rawlins	2	T021N	R085W	26	NW	SENW
Rawlins	2	T021N	R085W	26	NW	SWNW
Rawlins	2	T021N	R085W	26	SW	NWSW
Rawlins	2	T021N	R085W	27	SE	NESE
Rawlins	2	T021N	R085W	27	SE	NWSE
Rawlins	2	T021N	R085W	27	SW	NESW
Rawlins	2	T021N	R085W	27	SW	NWSW
Rawlins	2	T021N	R085W	28	SE	NESE
Rawlins	2	T021N	R085W	28	SE	NWSE
Rawlins	2	T021N	R085W	28	SE	SWSE
Rawlins	2	T021N	R085W	28	SW	SESW
Rawlins	2	T021N	R085W	28	SW	SWSW
Rawlins	2	T021N	R085W	29	SE	L 4
Rawlins	2	T021N	R085W	29	SE	L 8
Rawlins	2	T021N	R085W	29	SE	SWSE
Rawlins	2	T021N	R085W	29	SW	SESW
Rawlins	2	T021N	R085W	29	SW	SWSW
Rawlins	2	T021N	R085W	30	SE	SESE
Rawlins	2	T021N	R085W	31	NE	NENE
Rawlins	2	T021N	R085W	31	NE	NWNE
Rawlins	2	T021N	R085W	31	NW	L 1
Rawlins	2	T021N	R085W	31	NW	NENW
Rawlins	2	T021N	R086W	31	NE	SWNE
Rawlins	2	T021N	R086W	31	NW	L 2
Rawlins	2	T021N	R086W	31	NW	SENW
Rawlins	2	T021N	R086W	31	SE	NESE
Rawlins	2	T021N	R086W	31	SE	NWSE
Rawlins	2	T021N	R086W	32	SE	NESE
Rawlins	2	T021N	R086W	32	SE	NWSE
Rawlins	2	T021N	R086W	32	SW	NESW
Rawlins	2	T021N	R086W	32	SW	NWSW
Rawlins	2	T021N	R086W	33	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T021N	R086W	33	SE	NWSE
Rawlins	2	T021N	R086W	33	SW	NESW
Rawlins	2	T021N	R086W	33	SW	NWSW
Rawlins	2	T021N	R086W	34	NE	SENE
Rawlins	2	T021N	R086W	34	SE	NESE
Rawlins	2	T021N	R086W	34	SE	NWSE
Rawlins	2	T021N	R086W	34	SW	NESW
Rawlins	2	T021N	R086W	34	SW	NWSW
Rawlins	2	T021N	R086W	35	NE	SENE
Rawlins	2	T021N	R086W	35	NE	SWNE
Rawlins	2	T021N	R086W	35	NW	SENW
Rawlins	2	T021N	R086W	35	NW	SWNW
Rawlins	2	T021N	R086W	36	NE	NENE
Rawlins	2	T021N	R086W	36	NE	NWNE
Rawlins	2	T021N	R086W	36	NW	NENW
Rawlins	2	T021N	R086W	36	NW	SENW
Rawlins	2	T021N	R086W	36	NW	SWNW
Rawlins	2	T021N	R087W	31	NE	SENE
Rawlins	2	T021N	R087W	31	NE	SWNE
Rawlins	2	T021N	R087W	31	NW	L 2
Rawlins	2	T021N	R087W	31	NW	SENW
Rawlins	2	T021N	R087W	32	NE	SENE
Rawlins	2	T021N	R087W	32	NE	SWNE
Rawlins	2	T021N	R087W	32	NW	SENW
Rawlins	2	T021N	R087W	32	NW	SWNW
Rawlins	2	T021N	R087W	33	NE	SENE
Rawlins	2	T021N	R087W	33	NE	SWNE
Rawlins	2	T021N	R087W	33	NW	SENW
Rawlins	2	T021N	R087W	33	NW	SWNW
Rawlins	2	T021N	R087W	34	NE	SENE
Rawlins	2	T021N	R087W	34	NE	SWNE
Rawlins	2	T021N	R087W	34	NW	SENW
Rawlins	2	T021N	R087W	34	NW	SWNW
Rawlins	2	T021N	R087W	35	NE	SENE
Rawlins	2	T021N	R087W	35	NE	SWNE
Rawlins	2	T021N	R087W	35	NW	SENW
Rawlins	2	T021N	R087W	35	NW	SWNW
Rawlins	2	T021N	R087W	36	NE	SENE
Rawlins	2	T021N	R087W	36	NE	SWNE
Rawlins	2	T021N	R087W	36	NW	SENW
Rawlins	2	T021N	R087W	36	NW	SWNW
Rawlins	2	T021N	R088W	33	SE	SESE
Rawlins	2	T021N	R088W	34	SE	NESE
Rawlins	2	T021N	R088W	34	SE	SESE
Rawlins	2	T021N	R088W	34	SE	SWSE
Rawlins	2	T021N	R088W	34	SW	SESW
Rawlins	2	T021N	R088W	34	SW	SWSW
Rawlins	2	T021N	R088W	35	NE	SENE
Rawlins	2	T021N	R088W	35	SE	NESE
Rawlins	2	T021N	R088W	35	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T021N	R088W	35	SW	NESW
Rawlins	2	T021N	R088W	35	SW	NWSW
Rawlins	2	T021N	R088W	36	NE	SENE
Rawlins	2	T021N	R088W	36	NE	SWNE
Rawlins	2	T021N	R088W	36	NW	SENW
Rawlins	2	T021N	R088W	36	NW	SWNW
Rawlins	2	T022N	R081W	1	NE	L 2
Rawlins	2	T022N	R081W	1	NE	SWNE
Rawlins	2	T022N	R081W	1	SE	NWSE
Rawlins	2	T022N	R081W	1	SE	SWSE
Rawlins	2	T022N	R081W	12	NE	NWNE
Rawlins	2	T022N	R081W	12	NE	SWNE
Rawlins	2	T022N	R081W	12	SE	NWSE
Rawlins	2	T022N	R081W	12	SE	SWSE
Rawlins	2	T022N	R081W	12	SW	SESW
Rawlins	2	T022N	R081W	13	NW	NENW
Rawlins	2	T022N	R081W	13	NW	NWNW
Rawlins	2	T022N	R081W	13	NW	SWNW
Rawlins	2	T022N	R081W	14	NE	SENE
Rawlins	2	T022N	R081W	14	SE	NESE
Rawlins	2	T022N	R081W	14	SE	SESE
Rawlins	2	T022N	R081W	14	SE	SWSE
Rawlins	2	T022N	R081W	21	SE	SESE
Rawlins	2	T022N	R081W	22	SE	NESE
Rawlins	2	T022N	R081W	22	SE	SESE
Rawlins	2	T022N	R081W	22	SE	SWSE
Rawlins	2	T022N	R081W	22	SW	SESW
Rawlins	2	T022N	R081W	22	SW	SWSW
Rawlins	2	T022N	R081W	23	NE	NWNE
Rawlins	2	T022N	R081W	23	NW	NENW
Rawlins	2	T022N	R081W	23	NW	SENW
Rawlins	2	T022N	R081W	23	NW	SWNW
Rawlins	2	T022N	R081W	23	SW	NWSW
Rawlins	2	T022N	R081W	28	NE	NENE
Rawlins	2	T022N	R081W	28	NE	NWNE
Rawlins	2	T022N	R081W	28	NW	NENW
Rawlins	2	T022N	R081W	28	NW	NWNW
Rawlins	2	T022N	R081W	29	NE	NENE
Rawlins	2	T022N	R081W	29	NE	NWNE
Rawlins	2	T022N	R081W	29	NE	SWNE
Rawlins	2	T022N	R081W	29	NW	SENW
Rawlins	2	T022N	R081W	29	NW	SWNW
Rawlins	2	T022N	R081W	30	NE	SENE
Rawlins	2	T022N	R081W	30	SE	NESE
Rawlins	2	T022N	R081W	30	SE	NWSE
Rawlins	2	T022N	R081W	30	SW	L 4
Rawlins	2	T022N	R081W	30	SW	NESW
Rawlins	2	T022N	R081W	30	SW	SESW
Rawlins	2	T022N	R082W	25	SE	SESE
Rawlins	2	T022N	R082W	34	SE	SESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T022N	R082W	35	NE	SENE
Rawlins	2	T022N	R082W	35	SE	NESE
Rawlins	2	T022N	R082W	35	SE	NWSE
Rawlins	2	T022N	R082W	35	SW	NESW
Rawlins	2	T022N	R082W	35	SW	SESW
Rawlins	2	T022N	R082W	35	SW	SWSW
Rawlins	2	T022N	R082W	36	NE	NENE
Rawlins	2	T022N	R082W	36	NE	NWNE
Rawlins	2	T022N	R082W	36	NW	NENW
Rawlins	2	T022N	R082W	36	NW	SENW
Rawlins	2	T022N	R082W	36	NW	SWNW
Rawlins	2	T023N	R081W	1	NE	L 1
Rawlins	2	T023N	R081W	1	NE	SENE
Rawlins	2	T023N	R081W	1	SE	NESE
Rawlins	2	T023N	R081W	1	SE	SESE
Rawlins	2	T023N	R081W	12	NE	NENE
Rawlins	2	T023N	R081W	12	NE	SENE
Rawlins	2	T023N	R081W	12	SE	NESE
Rawlins	2	T023N	R081W	12	SE	SESE
Rawlins	2	T023N	R081W	13	NE	NENE
Rawlins	2	T023N	R081W	13	NE	SENE
Rawlins	2	T023N	R081W	13	SE	NESE
Rawlins	2	T023N	R081W	13	SE	SESE
Rawlins	2	T023N	R081W	13	SE	SWSE
Rawlins	2	T023N	R081W	24	NE	NWNE
Rawlins	2	T023N	R081W	24	NE	SWNE
Rawlins	2	T023N	R081W	24	SE	NWSE
Rawlins	2	T023N	R081W	24	SE	SWSE
Rawlins	2	T023N	R081W	25	NE	NWNE
Rawlins	2	T023N	R081W	25	NE	SWNE
Rawlins	2	T023N	R081W	25	SE	NWSE
Rawlins	2	T023N	R081W	25	SE	SWSE
Rawlins	2	T023N	R081W	36	NE	NWNE
Rawlins	2	T023N	R081W	36	NE	SWNE
Rawlins	2	T023N	R081W	36	SE	NWSE
Rawlins	2	T023N	R081W	36	SE	SWSE
Rawlins	2	T024N	R080W	31	NE	SENE
Rawlins	2	T024N	R080W	31	NE	SWNE
Rawlins	2	T024N	R080W	31	NW	L 2
Rawlins	2	T024N	R080W	31	NW	SENW
Rawlins	2	T024N	R080W	32	NE	SENE
Rawlins	2	T024N	R080W	32	NE	SWNE
Rawlins	2	T024N	R080W	32	NW	SENW
Rawlins	2	T024N	R080W	32	NW	SWNW
Rawlins	2	T024N	R080W	33	NW	SENW
Rawlins	2	T024N	R080W	33	NW	SWNW
Rawlins	2	T024N	R080W	33	SE	NESE
Rawlins	2	T024N	R080W	33	SE	NWSE
Rawlins	2	T024N	R080W	33	SW	NESW
Rawlins	2	T024N	R080W	34	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	2	T024N	R080W	34	SE	NWSE
Rawlins	2	T024N	R080W	34	SW	NESW
Rawlins	2	T024N	R080W	34	SW	NWSW
Rawlins	2	T024N	R081W	36	NE	SENE
Rawlins	2	T024N	R081W	36	SE	NESE
Rawlins	2	T024N	R081W	36	SE	SESE
Rawlins	3	T019N	R094W	14	SW	NWSW
Rawlins	3	T019N	R094W	14	SW	SESW
Rawlins	3	T019N	R094W	14	SW	SWSW
Rawlins	3	T019N	R094W	15	NE	SENE
Rawlins	3	T019N	R094W	15	NE	SWNE
Rawlins	3	T019N	R094W	15	NW	SENW
Rawlins	3	T019N	R094W	15	NW	SWNW
Rawlins	3	T019N	R094W	15	SE	NESE
Rawlins	3	T019N	R094W	16	NE	SENE
Rawlins	3	T019N	R094W	16	NE	SWNE
Rawlins	3	T019N	R094W	16	NW	SENW
Rawlins	3	T019N	R094W	16	NW	SWNW
Rawlins	3	T019N	R094W	16	SW	NWSW
Rawlins	3	T019N	R094W	17	SE	NESE
Rawlins	3	T019N	R094W	17	SE	NWSE
Rawlins	3	T019N	R094W	17	SW	NESW
Rawlins	3	T019N	R094W	17	SW	NWSW
Rawlins	3	T019N	R094W	18	SE	NESE
Rawlins	3	T019N	R094W	18	SE	NWSE
Rawlins	3	T019N	R094W	18	SW	L 3
Rawlins	3	T019N	R094W	18	SW	NESW
Rawlins	3	T019N	R095W	13	SE	NESE
Rawlins	3	T019N	R095W	13	SE	SESE
Rawlins	3	T019N	R095W	13	SE	SWSE
Rawlins	3	T019N	R095W	13	SW	SESW
Rawlins	3	T019N	R095W	13	SW	SWSW
Rawlins	3	T019N	R095W	14	SE	SESE
Rawlins	3	T019N	R095W	14	SE	SWSE
Rawlins	3	T019N	R095W	14	SW	SESW
Rawlins	3	T019N	R095W	14	SW	SWSW
Rawlins	3	T019N	R095W	15	SE	SESE
Rawlins	3	T019N	R095W	15	SE	SWSE
Rawlins	3	T019N	R095W	19	NE	SENE
Rawlins	3	T019N	R095W	19	NE	SWNE
Rawlins	3	T019N	R095W	19	NW	L 2
Rawlins	3	T019N	R095W	19	NW	SENW
Rawlins	3	T019N	R095W	20	NE	NENE
Rawlins	3	T019N	R095W	20	NE	NWNE
Rawlins	3	T019N	R095W	20	NW	NENW
Rawlins	3	T019N	R095W	20	NW	SENW
Rawlins	3	T019N	R095W	20	NW	SWNW
Rawlins	3	T019N	R095W	21	NE	NENE
Rawlins	3	T019N	R095W	21	NE	NWNE
Rawlins	3	T019N	R095W	21	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	3	T019N	R095W	21	NW	NWNW
Rawlins	3	T019N	R095W	22	NE	NWNE
Rawlins	3	T019N	R095W	22	NW	NENW
Rawlins	3	T019N	R095W	22	NW	NWNW
Rawlins	3	T019N	R096W	20	SE	SESE
Rawlins	3	T019N	R096W	20	SE	SWSE
Rawlins	3	T019N	R096W	20	SW	SESW
Rawlins	3	T019N	R096W	20	SW	SWSW
Rawlins	3	T019N	R096W	21	SE	SESE
Rawlins	3	T019N	R096W	21	SE	SWSE
Rawlins	3	T019N	R096W	21	SW	SESW
Rawlins	3	T019N	R096W	21	SW	SWSW
Rawlins	3	T019N	R096W	22	SE	NESE
Rawlins	3	T019N	R096W	22	SE	NWSE
Rawlins	3	T019N	R096W	22	SW	NESW
Rawlins	3	T019N	R096W	22	SW	SESW
Rawlins	3	T019N	R096W	22	SW	SWSW
Rawlins	3	T019N	R096W	23	SE	NESE
Rawlins	3	T019N	R096W	23	SE	NWSE
Rawlins	3	T019N	R096W	23	SW	NESW
Rawlins	3	T019N	R096W	23	SW	NWSW
Rawlins	3	T019N	R096W	24	NE	SENE
Rawlins	3	T019N	R096W	24	NE	SWNE
Rawlins	3	T019N	R096W	24	NW	SENW
Rawlins	3	T019N	R096W	24	SW	NESW
Rawlins	3	T019N	R096W	24	SW	NWSW
Rawlins	3	T019N	R096W	29	NW	NWNW
Rawlins	3	T019N	R096W	30	NE	NENE
Rawlins	3	T019N	R096W	30	NE	NWNE
Rawlins	3	T019N	R096W	30	NW	L 1
Rawlins	3	T019N	R096W	30	NW	NENW
Rawlins	3	T019N	R097W	2	NW	SWNW
Rawlins	3	T019N	R097W	2	SW	NWSW
Rawlins	3	T019N	R097W	2	SW	SESW
Rawlins	3	T019N	R097W	2	SW	SWSW
Rawlins	3	T019N	R097W	3	NE	SENE
Rawlins	3	T019N	R097W	3	NE	SWNE
Rawlins	3	T019N	R097W	3	NW	SENW
Rawlins	3	T019N	R097W	3	NW	SWNW
Rawlins	3	T019N	R097W	4	NE	SENE
Rawlins	3	T019N	R097W	4	NE	SWNE
Rawlins	3	T019N	R097W	4	NW	SENW
Rawlins	3	T019N	R097W	4	NW	SWNW
Rawlins	3	T019N	R097W	5	NE	SENE
Rawlins	3	T019N	R097W	11	NE	SWNE
Rawlins	3	T019N	R097W	11	NW	NENW
Rawlins	3	T019N	R097W	11	NW	SENW
Rawlins	3	T019N	R097W	11	SE	NWSE
Rawlins	3	T019N	R097W	11	SE	SESE
Rawlins	3	T019N	R097W	11	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	3	T019N	R097W	13	NW	SWNW
Rawlins	3	T019N	R097W	13	SW	NWSW
Rawlins	3	T019N	R097W	13	SW	SWSW
Rawlins	3	T019N	R097W	14	NE	NENE
Rawlins	3	T019N	R097W	14	NE	SENE
Rawlins	3	T019N	R097W	24	NW	NENW
Rawlins	3	T019N	R097W	24	NW	NWNW
Rawlins	3	T019N	R097W	24	NW	SENW
Rawlins	3	T019N	R097W	24	SE	L 3
Rawlins	3	T019N	R097W	24	SE	L 4
Rawlins	3	T019N	R097W	24	SW	NESW
Rawlins	3	T019N	R097W	25	NE	NWNE
Rawlins	1E	T023N	R076W	5	NE	L 1
Rawlins	1E	T023N	R076W	5	NE	L 2
Rawlins	1E	T023N	R076W	5	NE	SWNE
Rawlins	1E	T023N	R076W	5	NW	SENW
Rawlins	1E	T023N	R076W	5	SW	NESW
Rawlins	1E	T023N	R076W	5	SW	NWSW
Rawlins	1E	T023N	R076W	5	SW	SWSW
Rawlins	1E	T023N	R076W	6	SE	SESE
Rawlins	1E	T023N	R076W	7	NE	NENE
Rawlins	1E	T023N	R076W	7	NE	SENE
Rawlins	1E	T023N	R076W	7	NE	SWNE
Rawlins	1E	T023N	R076W	7	SE	NWSE
Rawlins	1E	T023N	R076W	7	SW	L 3
Rawlins	1E	T023N	R076W	7	SW	NESW
Rawlins	1E	T023N	R077W	7	SE	SESE
Rawlins	1E	T023N	R077W	7	SE	SWSE
Rawlins	1E	T023N	R077W	7	SW	L 4
Rawlins	1E	T023N	R077W	7	SW	SESW
Rawlins	1E	T023N	R077W	8	SE	NESE
Rawlins	1E	T023N	R077W	8	SE	SESE
Rawlins	1E	T023N	R077W	8	SE	SWSE
Rawlins	1E	T023N	R077W	8	SW	SESW
Rawlins	1E	T023N	R077W	8	SW	SWSW
Rawlins	1E	T023N	R077W	9	SE	NESE
Rawlins	1E	T023N	R077W	9	SE	NWSE
Rawlins	1E	T023N	R077W	9	SW	NESW
Rawlins	1E	T023N	R077W	9	SW	NWSW
Rawlins	1E	T023N	R077W	10	SE	NESE
Rawlins	1E	T023N	R077W	10	SE	NWSE
Rawlins	1E	T023N	R077W	10	SW	NESW
Rawlins	1E	T023N	R077W	10	SW	NWSW
Rawlins	1E	T023N	R077W	11	SE	NESE
Rawlins	1E	T023N	R077W	11	SE	NWSE
Rawlins	1E	T023N	R077W	11	SW	NESW
Rawlins	1E	T023N	R077W	11	SW	NWSW
Rawlins	1E	T023N	R077W	12	SE	NESE
Rawlins	1E	T023N	R077W	12	SE	NWSE
Rawlins	1E	T023N	R077W	12	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1E	T023N	R077W	12	SW	NWSW
Rawlins	1E	T023N	R078W	6	SE	SWSE
Rawlins	1E	T023N	R078W	6	SW	L 6
Rawlins	1E	T023N	R078W	6	SW	L 7
Rawlins	1E	T023N	R078W	6	SW	SESW
Rawlins	1E	T023N	R078W	7	NE	NENE
Rawlins	1E	T023N	R078W	7	NE	NWNE
Rawlins	1E	T023N	R078W	8	NE	SENE
Rawlins	1E	T023N	R078W	8	NE	SWNE
Rawlins	1E	T023N	R078W	8	NW	NENW
Rawlins	1E	T023N	R078W	8	NW	NWNW
Rawlins	1E	T023N	R078W	8	NW	SENW
Rawlins	1E	T023N	R078W	8	SE	NESE
Rawlins	1E	T023N	R078W	9	SE	SESE
Rawlins	1E	T023N	R078W	9	SE	SWSE
Rawlins	1E	T023N	R078W	9	SW	NESW
Rawlins	1E	T023N	R078W	9	SW	NWSW
Rawlins	1E	T023N	R078W	9	SW	SESW
Rawlins	1E	T023N	R078W	10	SE	SESE
Rawlins	1E	T023N	R078W	10	SE	SWSE
Rawlins	1E	T023N	R078W	10	SW	SESW
Rawlins	1E	T023N	R078W	10	SW	SWSW
Rawlins	1E	T023N	R078W	11	SE	SESE
Rawlins	1E	T023N	R078W	11	SE	SWSE
Rawlins	1E	T023N	R078W	11	SW	SESW
Rawlins	1E	T023N	R078W	11	SW	SWSW
Rawlins	1E	T023N	R078W	12	SE	SESE
Rawlins	1E	T023N	R078W	12	SE	SWSE
Rawlins	1E	T023N	R078W	12	SW	SESW
Rawlins	1E	T023N	R078W	12	SW	SWSW
Rawlins	1E	T023N	R079W	1	NE	SWNE
Rawlins	1E	T023N	R079W	1	NW	SENW
Rawlins	1E	T023N	R079W	1	NW	SWNW
Rawlins	1E	T023N	R079W	1	SE	NESE
Rawlins	1E	T023N	R079W	1	SE	NWSE
Rawlins	1E	T023N	R079W	2	NE	L 1
Rawlins	1E	T023N	R079W	2	NE	L 2
Rawlins	1E	T023N	R079W	2	NE	SENE
Rawlins	1E	T023N	R079W	2	NW	L 3
Rawlins	1E	T023N	R079W	2	NW	L 4
Rawlins	1E	T023N	R079W	3	NE	L 1
Rawlins	1E	T023N	R079W	3	NE	L 2
Rawlins	1E	T024N	R075W	6	NE	L 2
Rawlins	1E	T024N	R075W	6	NW	L 3
Rawlins	1E	T024N	R075W	6	SW	L 5
Rawlins	1E	T024N	R075W	6	SW	L 6
Rawlins	1E	T024N	R075W	6	SW	NESW
Rawlins	1E	T024N	R075W	7	NW	L 1
Rawlins	1E	T024N	R076W	12	NE	NENE
Rawlins	1E	T024N	R076W	12	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1E	T024N	R076W	12	NE	SWNE
Rawlins	1E	T024N	R076W	12	SE	NWSE
Rawlins	1E	T024N	R076W	12	SW	NESW
Rawlins	1E	T024N	R076W	12	SW	SESW
Rawlins	1E	T024N	R076W	12	SW	SWSW
Rawlins	1E	T024N	R076W	13	NW	NWNW
Rawlins	1E	T024N	R076W	14	NE	NENE
Rawlins	1E	T024N	R076W	14	NE	SENE
Rawlins	1E	T024N	R076W	14	SE	NESE
Rawlins	1E	T024N	R076W	14	SE	NWSE
Rawlins	1E	T024N	R076W	14	SE	SWSE
Rawlins	1E	T024N	R076W	14	SW	SESW
Rawlins	1E	T024N	R076W	22	NE	SENE
Rawlins	1E	T024N	R076W	22	SE	NESE
Rawlins	1E	T024N	R076W	22	SE	NWSE
Rawlins	1E	T024N	R076W	22	SE	SWSE
Rawlins	1E	T024N	R076W	22	SW	SESW
Rawlins	1E	T024N	R076W	23	NW	NENW
Rawlins	1E	T024N	R076W	23	NW	NWNW
Rawlins	1E	T024N	R076W	23	NW	SWNW
Rawlins	1E	T024N	R076W	27	NW	NENW
Rawlins	1E	T024N	R076W	27	NW	SENW
Rawlins	1E	T024N	R076W	27	NW	SWNW
Rawlins	1E	T024N	R076W	27	SW	NWSW
Rawlins	1E	T024N	R076W	28	SE	NESE
Rawlins	1E	T024N	R076W	28	SE	SESE
Rawlins	1E	T024N	R076W	28	SE	SWSE
Rawlins	1E	T024N	R076W	32	SE	SESE
Rawlins	1E	T024N	R076W	33	NE	NWNE
Rawlins	1E	T024N	R076W	33	NW	NENW
Rawlins	1E	T024N	R076W	33	NW	SENW
Rawlins	1E	T024N	R076W	33	NW	SWNW
Rawlins	1E	T024N	R076W	33	SW	NWSW
Rawlins	1E	T024N	R076W	33	SW	SWSW
Rawlins	1E	T024N	R079W	31	SE	NESE
Rawlins	1E	T024N	R079W	31	SE	NWSE
Rawlins	1E	T024N	R079W	31	SW	L 3
Rawlins	1E	T024N	R079W	31	SW	NESW
Rawlins	1E	T024N	R079W	32	SE	NESE
Rawlins	1E	T024N	R079W	32	SE	NWSE
Rawlins	1E	T024N	R079W	32	SW	NESW
Rawlins	1E	T024N	R079W	32	SW	NWSW
Rawlins	1E	T024N	R079W	33	SE	SESE
Rawlins	1E	T024N	R079W	33	SE	SWSE
Rawlins	1E	T024N	R079W	33	SW	NESW
Rawlins	1E	T024N	R079W	33	SW	NWSW
Rawlins	1E	T024N	R079W	33	SW	SESW
Rawlins	1E	T024N	R079W	34	SE	SWSE
Rawlins	1E	T024N	R079W	34	SW	SESW
Rawlins	1E	T024N	R079W	34	SW	SWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1E	T024N	R080W	34	SE	NESE
Rawlins	1E	T024N	R080W	35	SE	NESE
Rawlins	1E	T024N	R080W	35	SE	NWSE
Rawlins	1E	T024N	R080W	35	SW	NESW
Rawlins	1E	T024N	R080W	35	SW	NWSW
Rawlins	1E	T024N	R080W	36	SE	NESE
Rawlins	1E	T024N	R080W	36	SE	NWSE
Rawlins	1E	T024N	R080W	36	SW	NESW
Rawlins	1E	T024N	R080W	36	SW	NWSW
Rawlins	1E	T025N	R075W	3	NE	L 2
Rawlins	1E	T025N	R075W	3	NE	SWNE
Rawlins	1E	T025N	R075W	3	SE	NWSE
Rawlins	1E	T025N	R075W	3	SE	SWSE
Rawlins	1E	T025N	R075W	10	NE	NWNE
Rawlins	1E	T025N	R075W	10	NW	NENW
Rawlins	1E	T025N	R075W	10	NW	SENW
Rawlins	1E	T025N	R075W	10	SW	NESW
Rawlins	1E	T025N	R075W	10	SW	SESW
Rawlins	1E	T025N	R075W	15	NW	NENW
Rawlins	1E	T025N	R075W	15	NW	SENW
Rawlins	1E	T025N	R075W	15	SW	NESW
Rawlins	1E	T025N	R075W	15	SW	SESW
Rawlins	1E	T025N	R075W	15	SW	SWSW
Rawlins	1E	T025N	R075W	21	SE	SESE
Rawlins	1E	T025N	R075W	22	NW	NWNW
Rawlins	1E	T025N	R075W	22	NW	SWNW
Rawlins	1E	T025N	R075W	22	SW	NWSW
Rawlins	1E	T025N	R075W	22	SW	SWSW
Rawlins	1E	T025N	R075W	28	NE	NENE
Rawlins	1E	T025N	R075W	28	NE	NWNE
Rawlins	1E	T025N	R075W	28	NE	SWNE
Rawlins	1E	T025N	R075W	28	NW	SENW
Rawlins	1E	T025N	R075W	28	SW	NESW
Rawlins	1E	T025N	R075W	28	SW	NWSW
Rawlins	1E	T025N	R075W	28	SW	SWSW
Rawlins	1E	T025N	R075W	32	NE	NENE
Rawlins	1E	T025N	R075W	32	NE	SENE
Rawlins	1E	T025N	R075W	32	NE	SWNE
Rawlins	1E	T025N	R075W	32	SE	NWSE
Rawlins	1E	T025N	R075W	32	SW	NESW
Rawlins	1E	T025N	R075W	32	SW	SESW
Rawlins	1E	T025N	R075W	32	SW	SWSW
Rawlins	1E	T025N	R075W	33	NW	NWNW
Rawlins	1E	T026N	R075W	2	NW	L 4
Rawlins	1E	T026N	R075W	2	NW	SWNW
Rawlins	1E	T026N	R075W	2	SW	NWSW
Rawlins	1E	T026N	R075W	2	SW	SWSW
Rawlins	1E	T026N	R075W	11	NW	NWNW
Rawlins	1E	T026N	R075W	11	NW	SWNW
Rawlins	1E	T026N	R075W	11	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1E	T026N	R075W	11	SW	SWSW
Rawlins	1E	T026N	R075W	14	NW	NWNW
Rawlins	1E	T026N	R075W	14	NW	SWNW
Rawlins	1E	T026N	R075W	14	SW	NWSW
Rawlins	1E	T026N	R075W	14	SW	SWSW
Rawlins	1E	T026N	R075W	22	NE	SENE
Rawlins	1E	T026N	R075W	22	SE	NESE
Rawlins	1E	T026N	R075W	22	SE	SESE
Rawlins	1E	T026N	R075W	23	NW	NWNW
Rawlins	1E	T026N	R075W	23	NW	SWNW
Rawlins	1E	T026N	R075W	27	NE	NENE
Rawlins	1E	T026N	R075W	27	NE	SENE
Rawlins	1E	T026N	R075W	27	SE	NESE
Rawlins	1E	T026N	R075W	27	SE	SESE
Rawlins	1E	T026N	R075W	34	NE	NENE
Rawlins	1E	T026N	R075W	34	NE	NWNE
Rawlins	1E	T026N	R075W	34	NE	SWNE
Rawlins	1E	T026N	R075W	34	SE	NWSE
Rawlins	1E	T026N	R075W	34	SE	SWSE
Rawlins	1E	T027N	R075W	1	NW	L 4
Rawlins	1E	T027N	R075W	2	NE	L 1
Rawlins	1E	T027N	R075W	2	NE	SENE
Rawlins	1E	T027N	R075W	2	SE	NESE
Rawlins	1E	T027N	R075W	2	SE	SESE
Rawlins	1E	T027N	R075W	2	SE	SWSE
Rawlins	1E	T027N	R075W	11	NE	NWNE
Rawlins	1E	T027N	R075W	11	NE	SWNE
Rawlins	1E	T027N	R075W	11	SE	NWSE
Rawlins	1E	T027N	R075W	11	SE	SWSE
Rawlins	1E	T027N	R075W	14	NE	NWNE
Rawlins	1E	T027N	R075W	14	NE	SWNE
Rawlins	1E	T027N	R075W	14	SE	NWSE
Rawlins	1E	T027N	R075W	14	SE	SWSE
Rawlins	1E	T027N	R075W	23	NE	NWNE
Rawlins	1E	T027N	R075W	23	NE	SWNE
Rawlins	1E	T027N	R075W	23	NW	SENW
Rawlins	1E	T027N	R075W	23	SW	NESW
Rawlins	1E	T027N	R075W	23	SW	SESW
Rawlins	1E	T027N	R075W	26	NW	NENW
Rawlins	1E	T027N	R075W	26	NW	SENW
Rawlins	1E	T027N	R075W	26	SW	NESW
Rawlins	1E	T027N	R075W	26	SW	SESW
Rawlins	1E	T027N	R075W	35	NW	NENW
Rawlins	1E	T027N	R075W	35	NW	SENW
Rawlins	1E	T027N	R075W	35	SW	NESW
Rawlins	1E	T027N	R075W	35	SW	SESW
Rawlins	1E	T027N	R075W	35	SW	SWSW
Rawlins	1E	T028N	R074W	5	NW	L 4
Rawlins	1E	T028N	R074W	5	NW	SWNW
Rawlins	1E	T028N	R074W	5	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1E	T028N	R074W	5	SW	SWSW
Rawlins	1E	T028N	R074W	8	NW	NWNW
Rawlins	1E	T028N	R074W	8	NW	SWNW
Rawlins	1E	T028N	R074W	8	SW	NWSW
Rawlins	1E	T028N	R074W	8	SW	SWSW
Rawlins	1E	T028N	R074W	17	NW	NWNW
Rawlins	1E	T028N	R074W	17	NW	SWNW
Rawlins	1E	T028N	R074W	18	NE	SENE
Rawlins	1E	T028N	R074W	18	SE	NESE
Rawlins	1E	T028N	R074W	18	SE	SESE
Rawlins	1E	T028N	R074W	18	SE	SWSE
Rawlins	1E	T028N	R074W	19	NE	NWNE
Rawlins	1E	T028N	R074W	19	NE	SWNE
Rawlins	1E	T028N	R074W	19	NW	SENW
Rawlins	1E	T028N	R074W	19	SW	L 4
Rawlins	1E	T028N	R074W	19	SW	NESW
Rawlins	1E	T028N	R074W	19	SW	SESW
Rawlins	1E	T028N	R074W	30	NW	L 1
Rawlins	1E	T028N	R075W	25	NE	NENE
Rawlins	1E	T028N	R075W	25	NE	SENE
Rawlins	1E	T028N	R075W	25	SE	NESE
Rawlins	1E	T028N	R075W	25	SE	NWSE
Rawlins	1E	T028N	R075W	25	SE	SWSE
Rawlins	1E	T028N	R075W	36	NE	NWNE
Rawlins	1E	T028N	R075W	36	NW	NENW
Rawlins	1E	T028N	R075W	36	NW	SENW
Rawlins	1E	T028N	R075W	36	NW	SWNW
Rawlins	1E	T028N	R075W	36	SW	NWSW
Rawlins	1E	T028N	R075W	36	SW	SWSW
Rawlins	1W	T024N	R080W	1	NW	L 3
Rawlins	1W	T024N	R080W	1	NW	SENW
Rawlins	1W	T024N	R080W	1	NW	SWNW
Rawlins	1W	T024N	R080W	1	SW	NWSW
Rawlins	1W	T024N	R080W	2	NE	L 1
Rawlins	1W	T024N	R080W	2	NE	L 2
Rawlins	1W	T024N	R080W	2	NE	SENE
Rawlins	1W	T024N	R080W	2	NE	SWNE
Rawlins	1W	T024N	R080W	2	NW	SENW
Rawlins	1W	T024N	R080W	2	SE	NESE
Rawlins	1W	T024N	R080W	2	SE	NWSE
Rawlins	1W	T024N	R080W	2	SE	SESE
Rawlins	1W	T024N	R080W	2	SE	SWSE
Rawlins	1W	T024N	R080W	2	SW	NESW
Rawlins	1W	T024N	R080W	2	SW	NWSW
Rawlins	1W	T024N	R080W	2	SW	SESW
Rawlins	1W	T024N	R080W	2	SW	SWSW
Rawlins	1W	T024N	R080W	10	NE	NENE
Rawlins	1W	T024N	R080W	10	NE	SENE
Rawlins	1W	T024N	R080W	10	SE	NESE
Rawlins	1W	T024N	R080W	10	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T024N	R080W	10	SE	SESE
Rawlins	1W	T024N	R080W	10	SE	SWSE
Rawlins	1W	T024N	R080W	11	NE	NENE
Rawlins	1W	T024N	R080W	11	NE	NWNE
Rawlins	1W	T024N	R080W	11	NE	SWNE
Rawlins	1W	T024N	R080W	11	NW	NENW
Rawlins	1W	T024N	R080W	11	NW	NWNW
Rawlins	1W	T024N	R080W	11	NW	SENW
Rawlins	1W	T024N	R080W	11	NW	SWNW
Rawlins	1W	T024N	R080W	11	SW	NESW
Rawlins	1W	T024N	R080W	11	SW	NWSW
Rawlins	1W	T024N	R080W	11	SW	SESW
Rawlins	1W	T024N	R080W	11	SW	SWSW
Rawlins	1W	T024N	R080W	14	NW	NWNW
Rawlins	1W	T024N	R080W	14	NW	SWNW
Rawlins	1W	T024N	R080W	15	NE	NENE
Rawlins	1W	T024N	R080W	15	NE	NWNE
Rawlins	1W	T024N	R080W	15	NE	SENE
Rawlins	1W	T024N	R080W	15	NE	SWNE
Rawlins	1W	T024N	R080W	15	NW	NENW
Rawlins	1W	T024N	R080W	15	NW	SENW
Rawlins	1W	T024N	R080W	15	NW	SWNW
Rawlins	1W	T024N	R080W	15	SE	NESE
Rawlins	1W	T024N	R080W	15	SE	NWSE
Rawlins	1W	T024N	R080W	15	SE	SWSE
Rawlins	1W	T024N	R080W	15	SW	NESW
Rawlins	1W	T024N	R080W	15	SW	NWSW
Rawlins	1W	T024N	R080W	15	SW	SESW
Rawlins	1W	T024N	R080W	15	SW	SWSW
Rawlins	1W	T024N	R080W	21	SE	NESE
Rawlins	1W	T024N	R080W	21	SE	SESE
Rawlins	1W	T024N	R080W	22	NE	NENE
Rawlins	1W	T024N	R080W	22	NE	NWNE
Rawlins	1W	T024N	R080W	22	NE	SENE
Rawlins	1W	T024N	R080W	22	NW	NENW
Rawlins	1W	T024N	R080W	22	NW	NWNW
Rawlins	1W	T024N	R080W	22	NW	SENW
Rawlins	1W	T024N	R080W	22	NW	SWNW
Rawlins	1W	T024N	R080W	22	SE	NESE
Rawlins	1W	T024N	R080W	22	SE	SESE
Rawlins	1W	T024N	R080W	22	SW	NESW
Rawlins	1W	T024N	R080W	22	SW	NWSW
Rawlins	1W	T024N	R080W	22	SW	SESW
Rawlins	1W	T024N	R080W	26	NW	NWNW
Rawlins	1W	T024N	R080W	26	NW	SWNW
Rawlins	1W	T024N	R080W	26	SW	NWSW
Rawlins	1W	T024N	R080W	26	SW	SWSW
Rawlins	1W	T024N	R080W	27	NE	NENE
Rawlins	1W	T024N	R080W	27	NW	NENW
Rawlins	1W	T024N	R080W	27	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T024N	R080W	27	NW	SENW
Rawlins	1W	T024N	R080W	27	NW	SWNW
Rawlins	1W	T024N	R080W	27	SE	NWSE
Rawlins	1W	T024N	R080W	27	SE	SWSE
Rawlins	1W	T024N	R080W	27	SW	NESW
Rawlins	1W	T024N	R080W	27	SW	NWSW
Rawlins	1W	T024N	R080W	27	SW	SESW
Rawlins	1W	T024N	R080W	28	NE	NENE
Rawlins	1W	T024N	R080W	34	NE	NENE
Rawlins	1W	T024N	R080W	34	NE	NWNE
Rawlins	1W	T024N	R080W	34	NE	SENE
Rawlins	1W	T024N	R080W	34	NE	SWNE
Rawlins	1W	T024N	R080W	34	NW	NENW
Rawlins	1W	T024N	R080W	34	SE	NESE
Rawlins	1W	T024N	R080W	35	NW	NWNW
Rawlins	1W	T024N	R080W	35	NW	SWNW
Rawlins	1W	T024N	R080W	35	SW	NWSW
Rawlins	1W	T025N	R079W	2	NE	L 1
Rawlins	1W	T025N	R079W	2	NE	L 2
Rawlins	1W	T025N	R079W	2	NE	SWNE
Rawlins	1W	T025N	R079W	2	NW	L 3
Rawlins	1W	T025N	R079W	2	NW	L 4
Rawlins	1W	T025N	R079W	2	NW	SENW
Rawlins	1W	T025N	R079W	2	NW	SWNW
Rawlins	1W	T025N	R079W	2	SE	NWSE
Rawlins	1W	T025N	R079W	2	SW	NESW
Rawlins	1W	T025N	R079W	2	SW	NWSW
Rawlins	1W	T025N	R079W	2	SW	SESW
Rawlins	1W	T025N	R079W	2	SW	SWSW
Rawlins	1W	T025N	R079W	3	NE	SENE
Rawlins	1W	T025N	R079W	3	SE	NESE
Rawlins	1W	T025N	R079W	3	SE	SESE
Rawlins	1W	T025N	R079W	3	SE	SWSE
Rawlins	1W	T025N	R079W	9	SE	NESE
Rawlins	1W	T025N	R079W	9	SE	SESE
Rawlins	1W	T025N	R079W	9	SE	SWSE
Rawlins	1W	T025N	R079W	10	NE	NENE
Rawlins	1W	T025N	R079W	10	NE	NWNE
Rawlins	1W	T025N	R079W	10	NE	SENE
Rawlins	1W	T025N	R079W	10	NE	SWNE
Rawlins	1W	T025N	R079W	10	NW	NENW
Rawlins	1W	T025N	R079W	10	NW	SENW
Rawlins	1W	T025N	R079W	10	NW	SWNW
Rawlins	1W	T025N	R079W	10	SE	NESE
Rawlins	1W	T025N	R079W	10	SE	NWSE
Rawlins	1W	T025N	R079W	10	SE	SESE
Rawlins	1W	T025N	R079W	10	SE	SWSE
Rawlins	1W	T025N	R079W	10	SW	NESW
Rawlins	1W	T025N	R079W	10	SW	NWSW
Rawlins	1W	T025N	R079W	10	SW	SESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T025N	R079W	10	SW	SWSW
Rawlins	1W	T025N	R079W	11	NW	NENW
Rawlins	1W	T025N	R079W	11	NW	NWNW
Rawlins	1W	T025N	R079W	11	NW	SENW
Rawlins	1W	T025N	R079W	11	NW	SWNW
Rawlins	1W	T025N	R079W	11	SW	NWSW
Rawlins	1W	T025N	R079W	15	NE	NWNE
Rawlins	1W	T025N	R079W	15	NW	NENW
Rawlins	1W	T025N	R079W	15	NW	NWNW
Rawlins	1W	T025N	R079W	15	NW	SENW
Rawlins	1W	T025N	R079W	15	NW	SWNW
Rawlins	1W	T025N	R079W	15	SW	NWSW
Rawlins	1W	T025N	R079W	16	NE	NENE
Rawlins	1W	T025N	R079W	16	NE	NWNE
Rawlins	1W	T025N	R079W	16	NE	SENE
Rawlins	1W	T025N	R079W	16	NE	SWNE
Rawlins	1W	T025N	R079W	16	NW	NENW
Rawlins	1W	T025N	R079W	16	NW	SENW
Rawlins	1W	T025N	R079W	16	NW	SWNW
Rawlins	1W	T025N	R079W	16	SE	NESE
Rawlins	1W	T025N	R079W	16	SE	NWSE
Rawlins	1W	T025N	R079W	16	SE	SESE
Rawlins	1W	T025N	R079W	16	SE	SWSE
Rawlins	1W	T025N	R079W	16	SW	NESW
Rawlins	1W	T025N	R079W	16	SW	NWSW
Rawlins	1W	T025N	R079W	16	SW	SESW
Rawlins	1W	T025N	R079W	16	SW	SWSW
Rawlins	1W	T025N	R079W	17	SE	NESE
Rawlins	1W	T025N	R079W	17	SE	SESE
Rawlins	1W	T025N	R079W	17	SE	SWSE
Rawlins	1W	T025N	R079W	19	SE	NESE
Rawlins	1W	T025N	R079W	19	SE	SESE
Rawlins	1W	T025N	R079W	19	SE	SWSE
Rawlins	1W	T025N	R079W	20	NE	NENE
Rawlins	1W	T025N	R079W	20	NE	NWNE
Rawlins	1W	T025N	R079W	20	NE	SENE
Rawlins	1W	T025N	R079W	20	NE	SWNE
Rawlins	1W	T025N	R079W	20	NW	NENW
Rawlins	1W	T025N	R079W	20	NW	SENW
Rawlins	1W	T025N	R079W	20	NW	SWNW
Rawlins	1W	T025N	R079W	20	SE	NESE
Rawlins	1W	T025N	R079W	20	SE	NWSE
Rawlins	1W	T025N	R079W	20	SE	SESE
Rawlins	1W	T025N	R079W	20	SE	SWSE
Rawlins	1W	T025N	R079W	20	SW	NESW
Rawlins	1W	T025N	R079W	20	SW	NWSW
Rawlins	1W	T025N	R079W	20	SW	SESW
Rawlins	1W	T025N	R079W	20	SW	SWSW
Rawlins	1W	T025N	R079W	21	NE	NWNE
Rawlins	1W	T025N	R079W	21	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T025N	R079W	21	NW	NWNW
Rawlins	1W	T025N	R079W	21	NW	SENW
Rawlins	1W	T025N	R079W	21	NW	SWNW
Rawlins	1W	T025N	R079W	21	SW	NWSW
Rawlins	1W	T025N	R079W	29	NE	NWNE
Rawlins	1W	T025N	R079W	29	NW	NENW
Rawlins	1W	T025N	R079W	29	NW	NWNW
Rawlins	1W	T025N	R079W	29	NW	SENW
Rawlins	1W	T025N	R079W	29	NW	SWNW
Rawlins	1W	T025N	R079W	29	SW	NWSW
Rawlins	1W	T025N	R079W	30	NE	NENE
Rawlins	1W	T025N	R079W	30	NE	NWNE
Rawlins	1W	T025N	R079W	30	NE	SENE
Rawlins	1W	T025N	R079W	30	NE	SWNE
Rawlins	1W	T025N	R079W	30	NW	NENW
Rawlins	1W	T025N	R079W	30	NW	SENW
Rawlins	1W	T025N	R079W	30	SE	NESE
Rawlins	1W	T025N	R079W	30	SE	NWSE
Rawlins	1W	T025N	R079W	30	SE	SESE
Rawlins	1W	T025N	R079W	30	SE	SWSE
Rawlins	1W	T025N	R079W	30	SW	L 3
Rawlins	1W	T025N	R079W	30	SW	L 4
Rawlins	1W	T025N	R079W	30	SW	NESW
Rawlins	1W	T025N	R079W	30	SW	SESW
Rawlins	1W	T025N	R079W	31	NE	NWNE
Rawlins	1W	T025N	R079W	31	NW	L 1
Rawlins	1W	T025N	R079W	31	NW	L 2
Rawlins	1W	T025N	R079W	31	NW	NENW
Rawlins	1W	T025N	R079W	31	NW	SENW
Rawlins	1W	T025N	R079W	31	SW	L 3
Rawlins	1W	T025N	R079W	31	SW	L 4
Rawlins	1W	T025N	R080W	25	SE	SESE
Rawlins	1W	T025N	R080W	36	NE	NENE
Rawlins	1W	T025N	R080W	36	NE	NWNE
Rawlins	1W	T025N	R080W	36	NE	SENE
Rawlins	1W	T025N	R080W	36	NE	SWNE
Rawlins	1W	T025N	R080W	36	NW	SENW
Rawlins	1W	T025N	R080W	36	SE	NESE
Rawlins	1W	T025N	R080W	36	SE	NWSE
Rawlins	1W	T025N	R080W	36	SE	SESE
Rawlins	1W	T025N	R080W	36	SE	SWSE
Rawlins	1W	T025N	R080W	36	SW	NESW
Rawlins	1W	T025N	R080W	36	SW	SESW
Rawlins	1W	T025N	R080W	36	SW	SWSW
Rawlins	1W	T026N	R078W	6	NE	L 2
Rawlins	1W	T026N	R078W	6	NE	SWNE
Rawlins	1W	T026N	R078W	6	NW	L 3
Rawlins	1W	T026N	R078W	6	NW	L 4
Rawlins	1W	T026N	R078W	6	NW	L 5
Rawlins	1W	T026N	R078W	6	NW	SENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T026N	R078W	6	SW	L 6
Rawlins	1W	T026N	R078W	6	SW	NESW
Rawlins	1W	T026N	R078W	6	SW	SESW
Rawlins	1W	T026N	R078W	7	NW	NENW
Rawlins	1W	T026N	R078W	7	NW	SENW
Rawlins	1W	T026N	R078W	7	SW	L 3
Rawlins	1W	T026N	R078W	7	SW	L 4
Rawlins	1W	T026N	R078W	7	SW	NESW
Rawlins	1W	T026N	R078W	18	NW	L 1
Rawlins	1W	T026N	R078W	18	NW	L 2
Rawlins	1W	T026N	R078W	18	SW	L 3
Rawlins	1W	T026N	R078W	18	SW	L 4
Rawlins	1W	T026N	R079W	1	NE	L 1
Rawlins	1W	T026N	R079W	1	NE	SENE
Rawlins	1W	T026N	R079W	1	NE	SWNE
Rawlins	1W	T026N	R079W	1	SE	NESE
Rawlins	1W	T026N	R079W	1	SE	NWSE
Rawlins	1W	T026N	R079W	1	SE	SESE
Rawlins	1W	T026N	R079W	1	SE	SWSE
Rawlins	1W	T026N	R079W	1	SW	SESW
Rawlins	1W	T026N	R079W	11	SE	NESE
Rawlins	1W	T026N	R079W	11	SE	SESE
Rawlins	1W	T026N	R079W	12	NE	NWNE
Rawlins	1W	T026N	R079W	12	NE	SWNE
Rawlins	1W	T026N	R079W	12	NW	NENW
Rawlins	1W	T026N	R079W	12	NW	NWNW
Rawlins	1W	T026N	R079W	12	NW	SENW
Rawlins	1W	T026N	R079W	12	NW	SWNW
Rawlins	1W	T026N	R079W	12	SW	NESW
Rawlins	1W	T026N	R079W	12	SW	NWSW
Rawlins	1W	T026N	R079W	12	SW	SESW
Rawlins	1W	T026N	R079W	12	SW	SWSW
Rawlins	1W	T026N	R079W	13	NW	NWNW
Rawlins	1W	T026N	R079W	13	NW	SWNW
Rawlins	1W	T026N	R079W	13	SE	SESE
Rawlins	1W	T026N	R079W	14	NE	NENE
Rawlins	1W	T026N	R079W	14	NE	NWNE
Rawlins	1W	T026N	R079W	14	NE	SENE
Rawlins	1W	T026N	R079W	14	NE	SWNE
Rawlins	1W	T026N	R079W	14	SE	NESE
Rawlins	1W	T026N	R079W	14	SE	NWSE
Rawlins	1W	T026N	R079W	14	SE	SESE
Rawlins	1W	T026N	R079W	14	SE	SWSE
Rawlins	1W	T026N	R079W	23	NE	NENE
Rawlins	1W	T026N	R079W	23	NE	NWNE
Rawlins	1W	T026N	R079W	23	NE	SENE
Rawlins	1W	T026N	R079W	23	NE	SWNE
Rawlins	1W	T026N	R079W	23	SE	NESE
Rawlins	1W	T026N	R079W	23	SE	NWSE
Rawlins	1W	T026N	R079W	23	SE	SESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T026N	R079W	23	SE	SWSE
Rawlins	1W	T026N	R079W	24	NE	NENE
Rawlins	1W	T026N	R079W	24	NE	SENE
Rawlins	1W	T026N	R079W	24	SE	NESE
Rawlins	1W	T026N	R079W	24	SE	SESE
Rawlins	1W	T026N	R079W	25	NE	NENE
Rawlins	1W	T026N	R079W	25	NE	NWNE
Rawlins	1W	T026N	R079W	25	NE	SWNE
Rawlins	1W	T026N	R079W	25	SE	NWSE
Rawlins	1W	T026N	R079W	25	SW	NESW
Rawlins	1W	T026N	R079W	25	SW	SESW
Rawlins	1W	T026N	R079W	26	NE	NENE
Rawlins	1W	T026N	R079W	26	NE	NWNE
Rawlins	1W	T026N	R079W	26	NE	SENE
Rawlins	1W	T026N	R079W	26	NE	SWNE
Rawlins	1W	T026N	R079W	26	SE	NESE
Rawlins	1W	T026N	R079W	26	SE	NWSE
Rawlins	1W	T026N	R079W	26	SE	SESE
Rawlins	1W	T026N	R079W	26	SE	SWSE
Rawlins	1W	T026N	R079W	35	NE	NENE
Rawlins	1W	T026N	R079W	35	NE	NWNE
Rawlins	1W	T026N	R079W	35	NE	SENE
Rawlins	1W	T026N	R079W	35	NE	SWNE
Rawlins	1W	T026N	R079W	35	NW	NENW
Rawlins	1W	T026N	R079W	35	NW	SENW
Rawlins	1W	T026N	R079W	35	SE	NESE
Rawlins	1W	T026N	R079W	35	SE	NWSE
Rawlins	1W	T026N	R079W	35	SE	SESE
Rawlins	1W	T026N	R079W	35	SE	SWSE
Rawlins	1W	T026N	R079W	35	SW	NESW
Rawlins	1W	T026N	R079W	35	SW	SESW
Rawlins	1W	T026N	R079W	35	SW	SWSW
Rawlins	1W	T026N	R079W	36	NW	NENW
Rawlins	1W	T026N	R079W	36	NW	NWNW
Rawlins	1W	T026N	R079W	36	NW	SWNW
Rawlins	1W	T026N	R079W	36	SW	NWSW
Rawlins	1W	T027N	R078W	6	NE	SWNE
Rawlins	1W	T027N	R078W	6	NW	L 3
Rawlins	1W	T027N	R078W	6	NW	L 4
Rawlins	1W	T027N	R078W	6	NW	L 5
Rawlins	1W	T027N	R078W	6	NW	SENW
Rawlins	1W	T027N	R078W	6	SE	NWSE
Rawlins	1W	T027N	R078W	6	SE	SWSE
Rawlins	1W	T027N	R078W	6	SW	L 6
Rawlins	1W	T027N	R078W	6	SW	L 7
Rawlins	1W	T027N	R078W	7	NE	NWNE
Rawlins	1W	T027N	R078W	7	NE	SWNE
Rawlins	1W	T027N	R078W	7	NW	L 1
Rawlins	1W	T027N	R078W	7	NW	L 2
Rawlins	1W	T027N	R078W	7	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T027N	R078W	7	SE	SWSE
Rawlins	1W	T027N	R078W	7	SW	L 3
Rawlins	1W	T027N	R078W	7	SW	L 4
Rawlins	1W	T027N	R078W	18	NE	NWNE
Rawlins	1W	T027N	R078W	18	NE	SWNE
Rawlins	1W	T027N	R078W	18	NW	L 1
Rawlins	1W	T027N	R078W	18	NW	L 2
Rawlins	1W	T027N	R078W	18	SE	NWSE
Rawlins	1W	T027N	R078W	18	SE	SWSE
Rawlins	1W	T027N	R078W	18	SW	L 3
Rawlins	1W	T027N	R078W	18	SW	L 4
Rawlins	1W	T027N	R078W	19	NE	NWNE
Rawlins	1W	T027N	R078W	19	NE	SWNE
Rawlins	1W	T027N	R078W	19	NW	L 1
Rawlins	1W	T027N	R078W	19	NW	L 2
Rawlins	1W	T027N	R078W	19	SE	NWSE
Rawlins	1W	T027N	R078W	19	SE	SWSE
Rawlins	1W	T027N	R078W	19	SW	L 3
Rawlins	1W	T027N	R078W	19	SW	L 4
Rawlins	1W	T027N	R078W	30	NE	NWNE
Rawlins	1W	T027N	R078W	30	NE	SWNE
Rawlins	1W	T027N	R078W	30	NW	L 1
Rawlins	1W	T027N	R078W	30	NW	L 2
Rawlins	1W	T027N	R078W	30	SE	NWSE
Rawlins	1W	T027N	R078W	30	SE	SWSE
Rawlins	1W	T027N	R078W	30	SW	L 3
Rawlins	1W	T027N	R078W	30	SW	NESW
Rawlins	1W	T027N	R078W	30	SW	SESW
Rawlins	1W	T027N	R078W	31	NE	NWNE
Rawlins	1W	T027N	R078W	31	NE	SWNE
Rawlins	1W	T027N	R078W	31	NW	NENW
Rawlins	1W	T027N	R078W	31	NW	SENW
Rawlins	1W	T027N	R078W	31	SE	NWSE
Rawlins	1W	T027N	R078W	31	SE	SWSE
Rawlins	1W	T027N	R078W	31	SW	NESW
Rawlins	1W	T027N	R078W	31	SW	SESW
Rawlins	1W	T027N	R079W	1	NE	L 1
Rawlins	1W	T027N	R079W	1	NE	SENE
Rawlins	1W	T027N	R079W	1	SE	NESE
Rawlins	1W	T027N	R079W	1	SE	SESE
Rawlins	1W	T027N	R079W	12	NE	NENE
Rawlins	1W	T027N	R079W	12	NE	SENE
Rawlins	1W	T027N	R079W	12	SE	NESE
Rawlins	1W	T027N	R079W	12	SE	SESE
Rawlins	1W	T027N	R079W	13	NE	NENE
Rawlins	1W	T027N	R079W	13	NE	SENE
Rawlins	1W	T027N	R079W	13	SE	NESE
Rawlins	1W	T027N	R079W	13	SE	SESE
Rawlins	1W	T027N	R079W	24	NE	NENE
Rawlins	1W	T027N	R079W	24	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T027N	R079W	24	SE	NESE
Rawlins	1W	T027N	R079W	24	SE	SESE
Rawlins	1W	T027N	R079W	25	NE	NENE
Rawlins	1W	T027N	R079W	25	NE	SENE
Rawlins	1W	T027N	R079W	25	SE	NESE
Rawlins	1W	T027N	R079W	25	SE	SESE
Rawlins	1W	T027N	R079W	36	NE	NENE
Rawlins	1W	T027N	R079W	36	NE	SENE
Rawlins	1W	T027N	R079W	36	SE	NESE
Rawlins	1W	T027N	R079W	36	SE	SESE
Rawlins	1W	T028N	R078W	5	NE	L 11
Rawlins	1W	T028N	R078W	5	NE	L 5
Rawlins	1W	T028N	R078W	5	NE	L 6
Rawlins	1W	T028N	R078W	5	NW	L 10
Rawlins	1W	T028N	R078W	5	NW	L 7
Rawlins	1W	T028N	R078W	5	NW	L 8
Rawlins	1W	T028N	R078W	5	NW	L 9
Rawlins	1W	T028N	R078W	5	SE	NWSE
Rawlins	1W	T028N	R078W	5	SE	SWSE
Rawlins	1W	T028N	R078W	5	SW	NESW
Rawlins	1W	T028N	R078W	5	SW	NWSW
Rawlins	1W	T028N	R078W	5	SW	SESW
Rawlins	1W	T028N	R078W	5	SW	SWSW
Rawlins	1W	T028N	R078W	6	SE	NESE
Rawlins	1W	T028N	R078W	6	SE	SESE
Rawlins	1W	T028N	R078W	7	NE	NENE
Rawlins	1W	T028N	R078W	7	NE	NWNE
Rawlins	1W	T028N	R078W	7	NE	SENE
Rawlins	1W	T028N	R078W	7	NE	SWNE
Rawlins	1W	T028N	R078W	7	SE	NESE
Rawlins	1W	T028N	R078W	7	SE	NWSE
Rawlins	1W	T028N	R078W	7	SE	SESE
Rawlins	1W	T028N	R078W	7	SE	SWSE
Rawlins	1W	T028N	R078W	7	SW	NESW
Rawlins	1W	T028N	R078W	7	SW	SESW
Rawlins	1W	T028N	R078W	8	NW	NENW
Rawlins	1W	T028N	R078W	8	NW	NWNW
Rawlins	1W	T028N	R078W	8	NW	SENW
Rawlins	1W	T028N	R078W	8	NW	SWNW
Rawlins	1W	T028N	R078W	8	SW	NWSW
Rawlins	1W	T028N	R078W	8	SW	SWSW
Rawlins	1W	T028N	R078W	18	NE	NENE
Rawlins	1W	T028N	R078W	18	NE	NWNE
Rawlins	1W	T028N	R078W	18	NE	SENE
Rawlins	1W	T028N	R078W	18	NE	SWNE
Rawlins	1W	T028N	R078W	18	NW	L 1
Rawlins	1W	T028N	R078W	18	NW	L 2
Rawlins	1W	T028N	R078W	18	NW	L 5
Rawlins	1W	T028N	R078W	18	NW	L 6
Rawlins	1W	T028N	R078W	18	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rawlins	1W	T028N	R078W	18	SE	SWSE
Rawlins	1W	T028N	R078W	18	SW	L 3
Rawlins	1W	T028N	R078W	18	SW	L 4
Rawlins	1W	T028N	R078W	18	SW	NESW
Rawlins	1W	T028N	R078W	18	SW	SESW
Rawlins	1W	T028N	R078W	19	NW	L 1
Rawlins	1W	T028N	R078W	19	NW	L 2
Rawlins	1W	T028N	R078W	19	NW	L 5
Rawlins	1W	T028N	R078W	19	NW	L 6
Rawlins	1W	T028N	R078W	19	SW	L 3
Rawlins	1W	T028N	R078W	19	SW	L 4
Rawlins	1W	T028N	R078W	19	SW	NESW
Rawlins	1W	T028N	R078W	19	SW	SESW
Rawlins	1W	T028N	R078W	30	NW	L 1
Rawlins	1W	T028N	R078W	30	NW	L 2
Rawlins	1W	T028N	R078W	30	NW	NENW
Rawlins	1W	T028N	R078W	30	NW	SENW
Rawlins	1W	T028N	R078W	30	SW	L 7
Rawlins	1W	T028N	R078W	30	SW	L 8
Rawlins	1W	T028N	R078W	30	SW	L 9
Rawlins	1W	T028N	R078W	30	SW	NESW
Rawlins	1W	T028N	R078W	31	NW	L 10
Rawlins	1W	T028N	R078W	31	NW	L 7
Rawlins	1W	T028N	R078W	31	NW	L 8
Rawlins	1W	T028N	R078W	31	NW	L 9
Rawlins	1W	T028N	R078W	31	SW	L 15
Rawlins	1W	T028N	R078W	31	SW	L 16
Rawlins	1W	T028N	R078W	31	SW	L 17
Rawlins	1W	T028N	R078W	31	SW	L 18
Rawlins	1W	T028N	R079W	13	SE	NESE
Rawlins	1W	T028N	R079W	13	SE	SESE
Rawlins	1W	T028N	R079W	24	NE	NENE
Rawlins	1W	T028N	R079W	24	NE	SENE
Rawlins	1W	T028N	R079W	24	SE	NESE
Rawlins	1W	T028N	R079W	24	SE	SESE
Rawlins	1W	T028N	R079W	25	NE	NENE
Rawlins	1W	T028N	R079W	25	NE	SENE
Rawlins	1W	T028N	R079W	25	SE	NESE
Rawlins	1W	T028N	R079W	25	SE	SESE
Rawlins	1W	T028N	R079W	36	NE	NENE
Rawlins	1W	T028N	R079W	36	NE	SENE
Rawlins	1W	T028N	R079W	36	SE	NESE
Rawlins	1W	T028N	R079W	36	SE	SESE
Rock Springs	3	T019N	R097W	5	NE	SENE
Rock Springs	3	T019N	R097W	5	NE	SWNE
Rock Springs	3	T019N	R097W	5	NW	SENW
Rock Springs	3	T019N	R097W	5	NW	SWNW
Rock Springs	3	T019N	R097W	6	NE	SENE
Rock Springs	3	T019N	R097W	6	NE	SWNE
Rock Springs	3	T019N	R097W	6	NW	SENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	3	T019N	R097W	6	NW	SWNW
Rock Springs	3	T019N	R098W	1	NE	SENE
Rock Springs	3	T019N	R098W	1	NE	SWNE
Rock Springs	3	T019N	R098W	1	NW	SENW
Rock Springs	3	T019N	R098W	1	NW	SWNW
Rock Springs	3	T019N	R098W	2	NE	SENE
Rock Springs	3	T019N	R098W	2	NE	SWNE
Rock Springs	3	T019N	R098W	2	NW	SENW
Rock Springs	3	T019N	R098W	2	NW	SWNW
Rock Springs	3	T019N	R098W	3	NE	SENE
Rock Springs	3	T019N	R098W	3	NE	SWNE
Rock Springs	3	T019N	R098W	3	NW	SENW
Rock Springs	3	T019N	R098W	3	NW	SWNW
Rock Springs	3	T019N	R098W	4	NE	SENE
Rock Springs	3	T019N	R098W	4	NE	SWNE
Rock Springs	3	T019N	R098W	4	NW	SENW
Rock Springs	3	T019N	R098W	4	NW	SWNW
Rock Springs	3	T019N	R098W	5	NE	SENE
Rock Springs	3	T019N	R098W	5	NE	SWNE
Rock Springs	3	T019N	R098W	5	NW	SENW
Rock Springs	3	T019N	R098W	5	NW	SWNW
Rock Springs	3	T019N	R098W	6	NE	SENE
Rock Springs	3	T019N	R098W	6	NE	SWNE
Rock Springs	3	T019N	R098W	6	NW	L 12
Rock Springs	3	T019N	R098W	6	NW	SENW
Rock Springs	3	T019N	R099W	1	NE	SENE
Rock Springs	3	T019N	R099W	1	NE	SWNE
Rock Springs	3	T019N	R099W	1	NW	SENW
Rock Springs	3	T019N	R099W	1	NW	SWNW
Rock Springs	3	T019N	R099W	2	NE	SENE
Rock Springs	3	T019N	R099W	2	NE	SWNE
Rock Springs	3	T019N	R099W	2	NW	SENW
Rock Springs	3	T019N	R099W	2	NW	SWNW
Rock Springs	3	T019N	R099W	3	NE	SENE
Rock Springs	3	T019N	R099W	3	NE	SWNE
Rock Springs	3	T019N	R099W	3	NW	SENW
Rock Springs	3	T019N	R099W	3	NW	SWNW
Rock Springs	3	T019N	R099W	4	NE	SENE
Rock Springs	3	T019N	R099W	4	NE	SWNE
Rock Springs	3	T019N	R099W	4	NW	SENW
Rock Springs	3	T019N	R099W	4	NW	SWNW
Rock Springs	3	T019N	R099W	5	NE	SENE
Rock Springs	3	T019N	R099W	5	NE	SWNE
Rock Springs	3	T019N	R099W	5	NW	SENW
Rock Springs	3	T019N	R099W	5	NW	SWNW
Rock Springs	3	T019N	R099W	6	NE	SENE
Rock Springs	3	T019N	R099W	6	NE	SWNE
Rock Springs	3	T019N	R099W	6	NW	L 12
Rock Springs	3	T019N	R099W	6	NW	SENW
Rock Springs	3	T019N	R100W	1	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	3	T019N	R100W	1	NE	SWNE
Rock Springs	3	T019N	R100W	1	NW	SENW
Rock Springs	3	T019N	R100W	1	NW	SWNW
Rock Springs	3	T019N	R100W	2	NE	SENE
Rock Springs	3	T019N	R100W	2	NE	SWNE
Rock Springs	3	T019N	R100W	2	NW	SENW
Rock Springs	3	T019N	R100W	2	NW	SWNW
Rock Springs	3	T019N	R100W	3	NE	SENE
Rock Springs	3	T019N	R100W	3	NE	SWNE
Rock Springs	3	T019N	R100W	3	NW	L 4
Rock Springs	3	T019N	R100W	3	NW	SENW
Rock Springs	3	T019N	R100W	3	NW	SWNW
Rock Springs	3	T019N	R100W	4	NE	L 5
Rock Springs	3	T019N	R100W	4	NE	L 6
Rock Springs	3	T020N	R100W	18	SW	L 8
Rock Springs	3	T020N	R100W	19	NW	L 1
Rock Springs	3	T020N	R100W	19	NW	L 2
Rock Springs	3	T020N	R100W	19	SW	L 3
Rock Springs	3	T020N	R100W	19	SW	L 4
Rock Springs	3	T020N	R100W	30	NW	L 5
Rock Springs	3	T020N	R100W	30	NW	L 6
Rock Springs	3	T020N	R100W	30	SW	L 7
Rock Springs	3	T020N	R100W	30	SW	L 8
Rock Springs	3	T020N	R100W	31	NE	SENE
Rock Springs	3	T020N	R100W	31	NE	SWNE
Rock Springs	3	T020N	R100W	31	NW	L 1
Rock Springs	3	T020N	R100W	31	NW	NENW
Rock Springs	3	T020N	R100W	31	NW	SENW
Rock Springs	3	T020N	R100W	32	NW	SWNW
Rock Springs	3	T020N	R100W	32	SE	NESE
Rock Springs	3	T020N	R100W	32	SE	NWSE
Rock Springs	3	T020N	R100W	32	SE	SESE
Rock Springs	3	T020N	R100W	32	SW	NESW
Rock Springs	3	T020N	R100W	32	SW	NWSW
Rock Springs	3	T020N	R100W	33	SE	SWSE
Rock Springs	3	T020N	R100W	33	SW	SESW
Rock Springs	3	T020N	R100W	33	SW	SWSW
Rock Springs	3	T020N	R101W	2	NW	L 4
Rock Springs	3	T020N	R101W	2	SW	NESW
Rock Springs	3	T020N	R101W	2	SW	NWSW
Rock Springs	3	T020N	R101W	2	SW	SESW
Rock Springs	3	T020N	R101W	3	NE	L 1
Rock Springs	3	T020N	R101W	4	NE	L 2
Rock Springs	3	T020N	R101W	4	SE	NWSE
Rock Springs	3	T020N	R101W	4	SE	SWSE
Rock Springs	3	T020N	R101W	9	NE	NENE
Rock Springs	3	T020N	R101W	9	NE	SENE
Rock Springs	3	T020N	R101W	10	NW	NWNW
Rock Springs	3	T020N	R101W	10	NW	SWNW
Rock Springs	3	T020N	R101W	10	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	3	T020N	R101W	10	SW	NESW
Rock Springs	3	T020N	R101W	10	SW	NWSW
Rock Springs	3	T020N	R101W	10	SW	SESW
Rock Springs	3	T020N	R101W	11	NE	NWNE
Rock Springs	3	T020N	R101W	11	NE	SENE
Rock Springs	3	T020N	R101W	11	NE	SWNE
Rock Springs	3	T020N	R101W	11	NW	NENW
Rock Springs	3	T020N	R101W	11	SE	NESE
Rock Springs	3	T020N	R101W	12	SW	NWSW
Rock Springs	3	T020N	R101W	12	SW	SESW
Rock Springs	3	T020N	R101W	12	SW	SWSW
Rock Springs	3	T020N	R101W	13	NE	NWNE
Rock Springs	3	T020N	R101W	13	NE	SWNE
Rock Springs	3	T020N	R101W	13	NW	NENW
Rock Springs	3	T020N	R101W	13	SE	NESE
Rock Springs	3	T020N	R101W	13	SE	SESE
Rock Springs	3	T020N	R101W	13	SW	SESW
Rock Springs	3	T020N	R101W	13	SW	SWSW
Rock Springs	3	T020N	R101W	14	NW	SWNW
Rock Springs	3	T020N	R101W	14	SE	SESE
Rock Springs	3	T020N	R101W	14	SE	SWSE
Rock Springs	3	T020N	R101W	14	SW	NESW
Rock Springs	3	T020N	R101W	14	SW	NWSW
Rock Springs	3	T020N	R101W	14	SW	SESW
Rock Springs	3	T020N	R101W	15	NE	NENE
Rock Springs	3	T020N	R101W	15	NE	NWNE
Rock Springs	3	T020N	R101W	15	NE	SENE
Rock Springs	3	T020N	R101W	24	NE	NENE
Rock Springs	3	T020N	R101W	24	NE	NWNE
Rock Springs	3	T020N	R101W	24	NW	NENW
Rock Springs	3	T021N	R100W	31	SW	L 3
Rock Springs	3	T021N	R100W	31	SW	L 4
Rock Springs	3	T021N	R100W	31	SW	SESW
Rock Springs	3	T021N	R101W	36	SE	NESE
Rock Springs	3	T021N	R101W	36	SE	NWSE
Rock Springs	3	T021N	R101W	36	SE	SWSE
Rock Springs	3	T021N	R101W	36	SW	SESW
Rock Springs	3	T021N	R101W	36	SW	SWSW
Rock Springs	4	T020N	R101W	7	NE	NWNE
Rock Springs	4	T020N	R101W	7	NE	SENE
Rock Springs	4	T020N	R101W	7	NE	SWNE
Rock Springs	4	T020N	R101W	7	NW	L 1
Rock Springs	4	T020N	R101W	7	NW	NENW
Rock Springs	4	T020N	R101W	8	NW	SWNW
Rock Springs	4	T020N	R101W	8	SE	NWSE
Rock Springs	4	T020N	R101W	8	SE	SESE
Rock Springs	4	T020N	R101W	8	SE	SWSE
Rock Springs	4	T020N	R101W	8	SW	NESW
Rock Springs	4	T020N	R101W	8	SW	NWSW
Rock Springs	4	T020N	R101W	9	SE	SESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T020N	R101W	9	SE	SWSE
Rock Springs	4	T020N	R101W	9	SW	SESW
Rock Springs	4	T020N	R101W	9	SW	SWSW
Rock Springs	4	T020N	R101W	10	SE	SESE
Rock Springs	4	T020N	R101W	10	SE	SWSE
Rock Springs	4	T020N	R101W	10	SW	SESW
Rock Springs	4	T020N	R101W	10	SW	SWSW
Rock Springs	4	T020N	R101W	11	SE	SESE
Rock Springs	4	T020N	R101W	11	SE	SWSE
Rock Springs	4	T020N	R101W	11	SW	SESW
Rock Springs	4	T020N	R101W	11	SW	SWSW
Rock Springs	4	T020N	R101W	12	SW	SWSW
Rock Springs	4	T020N	R101W	13	NE	SWNE
Rock Springs	4	T020N	R101W	13	NW	NENW
Rock Springs	4	T020N	R101W	13	NW	NWNW
Rock Springs	4	T020N	R101W	13	NW	SENW
Rock Springs	4	T020N	R101W	13	SE	NWSE
Rock Springs	4	T020N	R102W	6	SE	SESE
Rock Springs	4	T020N	R102W	6	SE	SWSE
Rock Springs	4	T020N	R102W	6	SW	L 6
Rock Springs	4	T020N	R102W	6	SW	SESW
Rock Springs	4	T020N	R102W	7	NE	NENE
Rock Springs	4	T020N	R102W	8	NE	NENE
Rock Springs	4	T020N	R102W	8	NE	NWNE
Rock Springs	4	T020N	R102W	8	NW	NENW
Rock Springs	4	T020N	R102W	8	NW	NWNW
Rock Springs	4	T020N	R102W	9	NE	NENE
Rock Springs	4	T020N	R102W	9	NE	NWNE
Rock Springs	4	T020N	R102W	9	NW	NENW
Rock Springs	4	T020N	R102W	9	NW	NWNW
Rock Springs	4	T020N	R102W	10	NE	NENE
Rock Springs	4	T020N	R102W	10	NE	NWNE
Rock Springs	4	T020N	R102W	10	NW	NENW
Rock Springs	4	T020N	R102W	10	NW	NWNW
Rock Springs	4	T020N	R102W	11	NE	NENE
Rock Springs	4	T020N	R102W	11	NE	NWNE
Rock Springs	4	T020N	R102W	11	NW	NENW
Rock Springs	4	T020N	R102W	11	NW	NWNW
Rock Springs	4	T020N	R102W	12	NE	NENE
Rock Springs	4	T020N	R102W	12	NE	NWNE
Rock Springs	4	T020N	R102W	12	NW	NENW
Rock Springs	4	T020N	R102W	12	NW	NWNW
Rock Springs	4	T020N	R103W	1	SE	NWSE
Rock Springs	4	T020N	R103W	1	SE	SESE
Rock Springs	4	T020N	R103W	1	SE	SWSE
Rock Springs	4	T020N	R103W	1	SW	NESW
Rock Springs	4	T020N	R103W	1	SW	NWSW
Rock Springs	4	T020N	R103W	2	SE	NESE
Rock Springs	4	T020N	R103W	2	SE	NWSE
Rock Springs	4	T020N	R103W	2	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T020N	R103W	2	SW	SESW
Rock Springs	4	T020N	R103W	2	SW	SWSW
Rock Springs	4	T020N	R103W	3	SE	SESE
Rock Springs	4	T020N	R103W	3	SE	SWSE
Rock Springs	4	T020N	R103W	3	SW	SESW
Rock Springs	4	T020N	R103W	3	SW	SWSW
Rock Springs	4	T020N	R103W	7	NE	NENE
Rock Springs	4	T020N	R103W	7	NE	NWNE
Rock Springs	4	T020N	R103W	7	NW	L 1
Rock Springs	4	T020N	R103W	7	NW	NENW
Rock Springs	4	T020N	R103W	8	NE	NENE
Rock Springs	4	T020N	R103W	8	NE	NWNE
Rock Springs	4	T020N	R103W	8	NW	NENW
Rock Springs	4	T020N	R103W	8	NW	NWNW
Rock Springs	4	T020N	R103W	9	NE	NENE
Rock Springs	4	T020N	R103W	9	NE	NWNE
Rock Springs	4	T020N	R103W	9	NW	NENW
Rock Springs	4	T020N	R103W	9	NW	NWNW
Rock Springs	4	T020N	R103W	10	NW	NWNW
Rock Springs	4	T020N	R104W	3	SE	SESE
Rock Springs	4	T020N	R104W	3	SE	SWSE
Rock Springs	4	T020N	R104W	3	SW	SESW
Rock Springs	4	T020N	R104W	3	SW	SWSW
Rock Springs	4	T020N	R104W	4	SE	L 13
Rock Springs	4	T020N	R104W	4	SE	L 14
Rock Springs	4	T020N	R104W	4	SW	L 15
Rock Springs	4	T020N	R104W	4	SW	L 16
Rock Springs	4	T020N	R104W	5	SE	L 13
Rock Springs	4	T020N	R104W	5	SE	L 14
Rock Springs	4	T020N	R104W	5	SW	L 15
Rock Springs	4	T020N	R104W	5	SW	L 16
Rock Springs	4	T020N	R104W	6	SE	SESE
Rock Springs	4	T020N	R104W	6	SE	SWSE
Rock Springs	4	T020N	R104W	6	SW	L 12
Rock Springs	4	T020N	R104W	6	SW	SESW
Rock Springs	4	T020N	R104W	10	NE	NENE
Rock Springs	4	T020N	R104W	11	NE	NENE
Rock Springs	4	T020N	R104W	11	NE	NWNE
Rock Springs	4	T020N	R104W	11	NW	NENW
Rock Springs	4	T020N	R104W	11	NW	NWNW
Rock Springs	4	T020N	R104W	12	NE	NENE
Rock Springs	4	T020N	R104W	12	NE	NWNE
Rock Springs	4	T020N	R104W	12	NW	NENW
Rock Springs	4	T020N	R104W	12	NW	NWNW
Rock Springs	4	T020N	R105W	1	SE	L 13
Rock Springs	4	T020N	R105W	1	SE	L 14
Rock Springs	4	T020N	R105W	1	SW	L 15
Rock Springs	4	T020N	R105W	1	SW	L 16
Rock Springs	4	T020N	R105W	2	SE	SESE
Rock Springs	4	T020N	R105W	2	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T020N	R105W	2	SW	SESW
Rock Springs	4	T020N	R105W	2	SW	SWSW
Rock Springs	4	T020N	R105W	3	SE	NESE
Rock Springs	4	T020N	R105W	3	SE	NWSE
Rock Springs	4	T020N	R105W	3	SE	SESE
Rock Springs	4	T020N	R105W	3	SW	NESW
Rock Springs	4	T020N	R105W	3	SW	NWSW
Rock Springs	4	T020N	R105W	4	SE	NESE
Rock Springs	4	T020N	R105W	4	SE	NWSE
Rock Springs	4	T020N	R105W	4	SW	NESW
Rock Springs	4	T020N	R105W	4	SW	NWSW
Rock Springs	4	T020N	R105W	5	NE	L 6
Rock Springs	4	T020N	R105W	5	NW	L 7
Rock Springs	4	T020N	R105W	5	NW	L 8
Rock Springs	4	T020N	R105W	5	SE	NESE
Rock Springs	4	T020N	R105W	5	SE	NWSE
Rock Springs	4	T020N	R105W	6	NE	L 13
Rock Springs	4	T020N	R105W	6	SE	NWSE
Rock Springs	4	T020N	R105W	6	SW	L 15
Rock Springs	4	T020N	R105W	6	SW	L 16
Rock Springs	4	T020N	R106W	1	SE	NESE
Rock Springs	4	T020N	R106W	1	SE	SESE
Rock Springs	4	T020N	R106W	1	SE	SWSE
Rock Springs	4	T020N	R106W	1	SW	SESW
Rock Springs	4	T020N	R106W	1	SW	SWSW
Rock Springs	4	T020N	R106W	2	SE	SESE
Rock Springs	4	T020N	R106W	2	SE	SWSE
Rock Springs	4	T020N	R106W	2	SW	SESW
Rock Springs	4	T020N	R106W	2	SW	SWSW
Rock Springs	4	T020N	R106W	3	SE	NESE
Rock Springs	4	T020N	R106W	3	SE	NWSE
Rock Springs	4	T020N	R106W	3	SE	SESE
Rock Springs	4	T020N	R106W	3	SW	NESW
Rock Springs	4	T020N	R106W	3	SW	NWSW
Rock Springs	4	T020N	R106W	4	SE	NESE
Rock Springs	4	T020N	R106W	4	SE	NWSE
Rock Springs	4	T020N	R106W	4	SW	NESW
Rock Springs	4	T020N	R106W	4	SW	NWSW
Rock Springs	4	T020N	R106W	5	SE	NESE
Rock Springs	4	T020N	R106W	5	SE	NWSE
Rock Springs	4	T020N	R106W	5	SW	NESW
Rock Springs	4	T020N	R106W	5	SW	NWSW
Rock Springs	4	T020N	R106W	6	NW	L 10
Rock Springs	4	T020N	R106W	6	SE	NESE
Rock Springs	4	T020N	R106W	6	SE	NWSE
Rock Springs	4	T020N	R106W	6	SW	L 11
Rock Springs	4	T020N	R106W	6	SW	NESW
Rock Springs	4	T020N	R107W	1	NE	L 5
Rock Springs	4	T020N	R109W	2	SE	L 6
Rock Springs	4	T020N	R109W	2	SW	L 7

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T020N	R109W	2	SW	L 8
Rock Springs	4	T020N	R109W	2	SW	L 9
Rock Springs	4	T020N	R109W	3	SE	SESE
Rock Springs	4	T020N	R109W	3	SE	SWSE
Rock Springs	4	T020N	R109W	6	NW	L 4
Rock Springs	4	T020N	R109W	6	SW	L 5
Rock Springs	4	T020N	R109W	6	SW	L 6
Rock Springs	4	T020N	R109W	6	SW	SESW
Rock Springs	4	T020N	R109W	7	NE	NWNE
Rock Springs	4	T020N	R109W	7	NE	SENE
Rock Springs	4	T020N	R109W	7	NE	SWNE
Rock Springs	4	T020N	R109W	7	NW	NENW
Rock Springs	4	T020N	R109W	7	SE	NESE
Rock Springs	4	T020N	R109W	7	SE	SESE
Rock Springs	4	T020N	R109W	8	SW	SWSW
Rock Springs	4	T020N	R109W	10	NE	NWNE
Rock Springs	4	T020N	R109W	10	NE	SWNE
Rock Springs	4	T020N	R109W	10	NW	SENW
Rock Springs	4	T020N	R109W	10	SW	NESW
Rock Springs	4	T020N	R109W	10	SW	SESW
Rock Springs	4	T020N	R109W	10	SW	SWSW
Rock Springs	4	T020N	R109W	15	NW	NWNW
Rock Springs	4	T020N	R109W	16	NE	NENE
Rock Springs	4	T020N	R109W	16	NE	NWNE
Rock Springs	4	T020N	R109W	16	NW	NENW
Rock Springs	4	T020N	R109W	16	NW	NWNW
Rock Springs	4	T020N	R109W	17	NE	NENE
Rock Springs	4	T020N	R109W	17	NE	NWNE
Rock Springs	4	T020N	R109W	17	NW	NENW
Rock Springs	4	T020N	R109W	17	NW	NWNW
Rock Springs	4	T020N	R110W	1	NE	L 1
Rock Springs	4	T020N	R110W	1	NE	SENE
Rock Springs	4	T021N	R106W	31	NE	SENE
Rock Springs	4	T021N	R106W	31	NE	SWNE
Rock Springs	4	T021N	R106W	31	NW	L 1
Rock Springs	4	T021N	R106W	31	NW	L 2
Rock Springs	4	T021N	R106W	31	NW	SENW
Rock Springs	4	T021N	R106W	31	SE	NESE
Rock Springs	4	T021N	R106W	32	SE	NWSE
Rock Springs	4	T021N	R106W	32	SE	SESE
Rock Springs	4	T021N	R106W	32	SE	SWSE
Rock Springs	4	T021N	R106W	32	SW	NESW
Rock Springs	4	T021N	R106W	32	SW	NWSW
Rock Springs	4	T021N	R106W	33	SE	SWSE
Rock Springs	4	T021N	R106W	33	SW	SESW
Rock Springs	4	T021N	R106W	33	SW	SWSW
Rock Springs	4	T021N	R107W	25	SW	SESW
Rock Springs	4	T021N	R107W	25	SW	SWSW
Rock Springs	4	T021N	R107W	26	SE	SESE
Rock Springs	4	T021N	R107W	26	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T021N	R107W	26	SW	SESW
Rock Springs	4	T021N	R107W	26	SW	SWSW
Rock Springs	4	T021N	R107W	27	SE	NESE
Rock Springs	4	T021N	R107W	27	SE	NWSE
Rock Springs	4	T021N	R107W	27	SE	SESE
Rock Springs	4	T021N	R107W	27	SW	NESW
Rock Springs	4	T021N	R107W	27	SW	NWSW
Rock Springs	4	T021N	R107W	28	SE	NESE
Rock Springs	4	T021N	R107W	28	SE	NWSE
Rock Springs	4	T021N	R107W	28	SW	NESW
Rock Springs	4	T021N	R107W	28	SW	NWSW
Rock Springs	4	T021N	R107W	29	NE	SENE
Rock Springs	4	T021N	R107W	29	NE	SWNE
Rock Springs	4	T021N	R107W	29	NW	SENW
Rock Springs	4	T021N	R107W	29	NW	SWNW
Rock Springs	4	T021N	R107W	29	SE	NESE
Rock Springs	4	T021N	R107W	30	NE	SENE
Rock Springs	4	T021N	R107W	30	NE	SWNE
Rock Springs	4	T021N	R107W	30	NW	L 6
Rock Springs	4	T021N	R107W	30	NW	SENW
Rock Springs	4	T021N	R107W	36	NE	NENE
Rock Springs	4	T021N	R107W	36	NE	NWNE
Rock Springs	4	T021N	R107W	36	NW	NENW
Rock Springs	4	T021N	R108W	25	NE	SENE
Rock Springs	4	T021N	R108W	25	NE	SWNE
Rock Springs	4	T021N	R108W	25	NW	SENW
Rock Springs	4	T021N	R108W	25	NW	SWNW
Rock Springs	4	T021N	R108W	26	NE	SENE
Rock Springs	4	T021N	R108W	26	NE	SWNE
Rock Springs	4	T021N	R108W	26	NW	SENW
Rock Springs	4	T021N	R108W	26	SW	NESW
Rock Springs	4	T021N	R108W	26	SW	NWSW
Rock Springs	4	T021N	R108W	27	SE	NESE
Rock Springs	4	T021N	R108W	27	SE	SESE
Rock Springs	4	T021N	R108W	27	SE	SWSE
Rock Springs	4	T021N	R108W	32	SE	SESE
Rock Springs	4	T021N	R108W	32	SE	SWSE
Rock Springs	4	T021N	R108W	33	NE	SENE
Rock Springs	4	T021N	R108W	33	NE	SWNE
Rock Springs	4	T021N	R108W	33	SE	NWSE
Rock Springs	4	T021N	R108W	33	SW	NESW
Rock Springs	4	T021N	R108W	33	SW	NWSW
Rock Springs	4	T021N	R108W	33	SW	SWSW
Rock Springs	4	T021N	R108W	34	NE	NWNE
Rock Springs	4	T021N	R108W	34	NW	NENW
Rock Springs	4	T021N	R108W	34	NW	NWNW
Rock Springs	4	T021N	R108W	34	NW	SWNW
Rock Springs	4	T021N	R109W	29	SE	SWSE
Rock Springs	4	T021N	R109W	29	SW	SESW
Rock Springs	4	T021N	R109W	29	SW	SWSW

Gateway West Transmission Line Project
Aliquot Parts, Wyoming, for WYW-174598
Sixth Principal Base and Meridian

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Rock Springs	4	T021N	R109W	30	SE	SESE
Rock Springs	4	T021N	R109W	30	SE	SWSE
Rock Springs	4	T021N	R109W	30	SW	L 3
Rock Springs	4	T021N	R109W	30	SW	NESW
Rock Springs	4	T021N	R109W	30	SW	SESW
Rock Springs	4	T021N	R109W	32	NE	NENE
Rock Springs	4	T021N	R109W	32	NE	NWNE
Rock Springs	4	T021N	R109W	33	NW	NWNW
Rock Springs	4	T021N	R109W	33	NW	SENW
Rock Springs	4	T021N	R109W	33	NW	SWNW
Rock Springs	4	T021N	R109W	33	SE	NWSE
Rock Springs	4	T021N	R109W	33	SE	SWSE
Rock Springs	4	T021N	R109W	33	SW	NESW
Rock Springs	4	T021N	R110W	19	SW	L 4
Rock Springs	4	T021N	R110W	19	SW	SESW
Rock Springs	4	T021N	R110W	25	SE	NESE
Rock Springs	4	T021N	R110W	25	SE	NWSE
Rock Springs	4	T021N	R110W	25	SW	NESW
Rock Springs	4	T021N	R110W	25	SW	NWSW
Rock Springs	4	T021N	R110W	26	SE	NESE
Rock Springs	4	T021N	R110W	26	SE	NWSE
Rock Springs	4	T021N	R110W	26	SW	NESW
Rock Springs	4	T021N	R110W	26	SW	NWSW
Rock Springs	4	T021N	R110W	27	SE	NESE
Rock Springs	4	T021N	R110W	27	SE	NWSE
Rock Springs	4	T021N	R110W	27	SW	NESW
Rock Springs	4	T021N	R110W	27	SW	NWSW
Rock Springs	4	T021N	R110W	28	NE	SENE
Rock Springs	4	T021N	R110W	28	NE	SWNE
Rock Springs	4	T021N	R110W	28	NW	SENW
Rock Springs	4	T021N	R110W	28	NW	SWNW
Rock Springs	4	T021N	R110W	28	SE	NESE
Rock Springs	4	T021N	R110W	29	NE	NWNE
Rock Springs	4	T021N	R110W	29	NE	SENE
Rock Springs	4	T021N	R110W	29	NE	SWNE
Rock Springs	4	T021N	R110W	29	NW	NENW
Rock Springs	4	T021N	R110W	29	NW	NWNW
Rock Springs	4	T021N	R110W	30	NE	NENE
Rock Springs	4	T021N	R110W	30	NE	NWNE
Rock Springs	4	T021N	R110W	30	NW	NENW
Rock Springs	4	T021N	R111W	24	SE	SESE

Gateway West Transmission Line Project
Aliquot Parts, Idaho, for IDI-35849
Boise Base and Meridian

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Bruneau	9	T005S	R001E	003	NE	L 1
Bruneau	9	T005S	R001E	003	NE	L 2
Bruneau	9	T005S	R001E	002	NW	L 4
Bruneau	9	T005S	R001E	012	NE	NENE
Bruneau	9	T005S	R001E	002	SE	NESE
Bruneau	9	T005S	R001E	001	SW	NESW
Bruneau	9	T005S	R001E	001	SW	NWSW
Bruneau	9	T005S	R001E	002	NE	SENE
Bruneau	9	T005S	R001E	002	NW	SENW
Bruneau	9	T005S	R001E	001	SE	SESE
Bruneau	9	T005S	R001E	001	SW	SESW
Bruneau	9	T005S	R001E	002	NE	SWNE
Bruneau	9	T005S	R001E	002	NW	SWNW
Bruneau	9	T005S	R001E	001	SE	SWSE
Bruneau	9	T005S	R002E	007	NW	L 1
Bruneau	9	T005S	R002E	017	NE	NENE
Bruneau	9	T005S	R002E	022	NE	NENE
Bruneau	9	T005S	R002E	025	NE	NENE
Bruneau	9	T005S	R002E	007	NW	NENW
Bruneau	9	T005S	R002E	016	NW	NENW
Bruneau	9	T005S	R002E	023	NW	NENW
Bruneau	9	T005S	R002E	007	SE	NESE
Bruneau	9	T005S	R002E	016	SE	NESE
Bruneau	9	T005S	R002E	023	SE	NESE
Bruneau	9	T005S	R002E	008	SW	NESW
Bruneau	9	T005S	R002E	015	SW	NESW
Bruneau	9	T005S	R002E	024	SW	NESW
Bruneau	9	T005S	R002E	016	NW	NWNW
Bruneau	9	T005S	R002E	023	NW	NWNW
Bruneau	9	T005S	R002E	008	SW	NWSW
Bruneau	9	T005S	R002E	015	SW	NWSW
Bruneau	9	T005S	R002E	024	SW	NWSW
Bruneau	9	T005S	R002E	007	NE	SENE
Bruneau	9	T005S	R002E	016	NE	SENE
Bruneau	9	T005S	R002E	023	NE	SENE
Bruneau	9	T005S	R002E	007	NW	SENW
Bruneau	9	T005S	R002E	016	NW	SENW
Bruneau	9	T005S	R002E	023	NW	SENW
Bruneau	9	T005S	R002E	008	SE	SESE
Bruneau	9	T005S	R002E	015	SE	SESE
Bruneau	9	T005S	R002E	024	SE	SESE
Bruneau	9	T005S	R002E	008	SW	SESW
Bruneau	9	T005S	R002E	015	SW	SESW
Bruneau	9	T005S	R002E	024	SW	SESW
Bruneau	9	T005S	R002E	007	NE	SWNE
Bruneau	9	T005S	R002E	016	NE	SWNE
Bruneau	9	T005S	R002E	023	NE	SWNE
Bruneau	9	T005S	R002E	008	SE	SWSE
Bruneau	9	T005S	R002E	015	SE	SWSE
Bruneau	9	T005S	R002E	024	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Bruneau	9	T005S	R003E	030	NW	L 1
Bruneau	9	T005S	R003E	030	NW	NENW
Bruneau	9	T005S	R003E	029	SW	NESW
Bruneau	9	T005S	R003E	030	NE	NWNE
Bruneau	9	T005S	R003E	032	NE	NWNE
Bruneau	9	T005S	R003E	029	SE	NWSE
Bruneau	9	T005S	R003E	032	SE	NWSE
Bruneau	9	T005S	R003E	029	SW	NWSW
Bruneau	9	T005S	R003E	030	NE	SENE
Bruneau	9	T005S	R003E	032	SE	SESE
Bruneau	9	T005S	R003E	033	SW	SESW
Bruneau	9	T005S	R003E	030	NE	SWNE
Bruneau	9	T005S	R003E	032	NE	SWNE
Bruneau	9	T005S	R003E	029	NW	SWNW
Bruneau	9	T005S	R003E	029	SE	SWSE
Bruneau	9	T005S	R003E	033	SE	SWSE
Bruneau	9	T005S	R003E	032	SE	SWSE
Bruneau	9	T005S	R003E	033	SW	SWSW
Bruneau	9	T006S	R003E	003	NE	L 1
Bruneau	9	T006S	R003E	004	NE	L 1
Bruneau	9	T006S	R003E	002	NE	L 2
Bruneau	9	T006S	R003E	003	NE	L 2
Bruneau	9	T006S	R003E	004	NE	L 2
Bruneau	9	T006S	R003E	002	NW	L 3
Bruneau	9	T006S	R003E	003	NW	L 3
Bruneau	9	T006S	R003E	002	NW	L 4
Bruneau	9	T006S	R003E	003	NW	L 4
Bruneau	9	T006S	R003E	001	SW	NESW
Bruneau	9	T006S	R003E	001	SW	NWSW
Bruneau	9	T006S	R003E	002	NE	SENE
Bruneau	9	T006S	R003E	001	SE	SESE
Bruneau	9	T006S	R003E	001	SW	SESW
Bruneau	9	T006S	R003E	002	NE	SWNE
Bruneau	9	T006S	R003E	001	NW	SWNW
Bruneau	9	T006S	R003E	001	SE	SWSE
Bruneau	9	T006S	R004E	006	SW	L 7
Bruneau	9	T006S	R004E	007	NE	NENE
Bruneau	9	T006S	R004E	017	NE	NENE
Bruneau	9	T006S	R004E	022	NE	NENE
Bruneau	9	T006S	R004E	023	NE	NENE
Bruneau	9	T006S	R004E	007	NW	NENW
Bruneau	9	T006S	R004E	022	NW	NENW
Bruneau	9	T006S	R004E	023	NW	NENW
Bruneau	9	T006S	R004E	024	NW	NENW
Bruneau	9	T006S	R004E	008	SE	NESE
Bruneau	9	T006S	R004E	008	SW	NESW
Bruneau	9	T006S	R004E	007	NE	NWNE
Bruneau	9	T006S	R004E	022	NE	NWNE
Bruneau	9	T006S	R004E	023	NE	NWNE
Bruneau	9	T006S	R004E	024	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Bruneau	9	T006S	R004E	016	NW	NWNW
Bruneau	9	T006S	R004E	023	NW	NWNW
Bruneau	9	T006S	R004E	024	NW	NWNW
Bruneau	9	T006S	R004E	008	SE	NWSE
Bruneau	9	T006S	R004E	016	SW	NWSW
Bruneau	9	T006S	R004E	007	NE	SENE
Bruneau	9	T006S	R004E	024	NE	SENE
Bruneau	9	T006S	R004E	008	NW	SENW
Bruneau	9	T006S	R004E	008	SE	SESE
Bruneau	9	T006S	R004E	016	SE	SESE
Bruneau	9	T006S	R004E	006	SW	SESW
Bruneau	9	T006S	R004E	016	SW	SESW
Bruneau	9	T006S	R004E	015	SW	SESW
Bruneau	9	T006S	R004E	024	NE	SWNE
Bruneau	9	T006S	R004E	008	NW	SWNW
Bruneau	9	T006S	R004E	016	NW	SWNW
Bruneau	9	T006S	R004E	016	SE	SWSE
Bruneau	9	T006S	R004E	016	SW	SWSW
Bruneau	9	T006S	R004E	015	SW	SWSW
Bruneau	9	T006S	R005E	019	SW	L 3
Bruneau	9	T006S	R005E	029	NW	NENW
Bruneau	9	T006S	R005E	035	NW	NENW
Bruneau	9	T006S	R005E	028	SE	NESE
Bruneau	9	T006S	R005E	035	SE	NESE
Bruneau	9	T006S	R005E	019	SW	NESW
Bruneau	9	T006S	R005E	027	SW	NESW
Bruneau	9	T006S	R005E	029	NE	NWNE
Bruneau	9	T006S	R005E	029	NW	NWNW
Bruneau	9	T006S	R005E	035	NW	NWNW
Bruneau	9	T006S	R005E	027	SE	NWSE
Bruneau	9	T006S	R005E	028	SE	NWSE
Bruneau	9	T006S	R005E	027	SW	NWSW
Bruneau	9	T006S	R005E	036	SW	NWSW
Bruneau	9	T006S	R005E	029	NE	SENE
Bruneau	9	T006S	R005E	035	NE	SENE
Bruneau	9	T006S	R005E	028	NW	SENW
Bruneau	9	T006S	R005E	035	NW	SENW
Bruneau	9	T006S	R005E	019	SE	SESE
Bruneau	9	T006S	R005E	027	SE	SESE
Bruneau	9	T006S	R005E	019	SW	SESW
Bruneau	9	T006S	R005E	036	SW	SESW
Bruneau	9	T006S	R005E	029	NE	SWNE
Bruneau	9	T006S	R005E	028	NE	SWNE
Bruneau	9	T006S	R005E	035	NE	SWNE
Bruneau	9	T006S	R005E	028	NW	SWNW
Bruneau	9	T006S	R005E	019	SE	SWSE
Bruneau	9	T006S	R005E	027	SE	SWSE
Bruneau	9	T006S	R005E	020	SW	SWSW
Bruneau	9	T006S	R005E	026	SW	SWSW
Bruneau	9	T006S	R005E	036	SW	SWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Bruneau	9	T007S	R005E	001	NE	L 2
Bruneau	9	T007S	R005E	001	NW	L 3
Bruneau	9	T007S	R005E	001	SE	NESE
Bruneau	9	T007S	R005E	001	NE	SENE
Bruneau	9	T007S	R005E	001	SE	SESE
Bruneau	9	T007S	R005E	001	NE	SWNE
Bruneau	9	T007S	R006E	006	SW	L 7
Bruneau	9	T007S	R006E	007	NE	NENE
Bruneau	9	T007S	R006E	008	NW	NWNW
Bruneau	9	T007S	R006E	006	SE	SESE
Bruneau	9	T007S	R006E	006	SW	SESW
Bruneau	9	T007S	R006E	005	SW	SESW
Bruneau	9	T007S	R006E	006	SE	SWSE
Bruneau	9	T007S	R006E	005	SE	SWSE
Bruneau	9	T007S	R006E	005	SW	SWSW
Burley	5	T008S	R030E	011	NW	L 6
Burley	5	T008S	R030E	011		NENW
Burley	5	T008S	R030E	003	SE	SESE
Burley	5	T008S	R030E	002	SW	SESW
Burley	5	T008S	R030E	003	SE	SWSE
Burley	5	T008S	R030E	002	SW	SWSW
Burley	7	T010S	R025E	026	NE	NENE
Burley	7	T010S	R025E	034	NE	NENE
Burley	7	T010S	R025E	024	SE	NESE
Burley	7	T010S	R025E	026	SW	NESW
Burley	7	T010S	R025E	025	NW	NWNW
Burley	7	T010S	R025E	035	NW	NWNW
Burley	7	T010S	R025E	024	SE	NWSE
Burley	7	T010S	R025E	026	SE	NWSE
Burley	7	T010S	R025E	034	SE	NWSE
Burley	7	T010S	R025E	024	NE	SENE
Burley	7	T010S	R025E	026	NE	SENE
Burley	7	T010S	R025E	034	NE	SENE
Burley	7	T010S	R025E	032	SE	SESE
Burley	7	T010S	R025E	033	SE	SESE
Burley	7	T010S	R025E	024	SW	SESW
Burley	7	T010S	R025E	026	SW	SESW
Burley	7	T010S	R025E	032	SW	SESW
Burley	7	T010S	R025E	033	SW	SESW
Burley	7	T010S	R025E	034	SW	SESW
Burley	7	T010S	R025E	026	NE	SWNE
Burley	7	T010S	R025E	034	NE	SWNE
Burley	7	T010S	R025E	024	SE	SWSE
Burley	7	T010S	R025E	032	SE	SWSE
Burley	7	T010S	R025E	033	SE	SWSE
Burley	7	T010S	R025E	034	SE	SWSE
Burley	7	T010S	R025E	024	SW	SWSW
Burley	7	T010S	R025E	026	SW	SWSW
Burley	7	T010S	R025E	033	SW	SWSW
Burley	7	T010S	R025E	034	SW	SWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T010S	R026E	019	NW	L 1
Burley	7	T010S	R026E	019	NW	L 2
Burley	7	T010S	R026E	017	NW	NENW
Burley	7	T010S	R026E	019	NW	NENW
Burley	7	T010S	R026E	008	SE	NESE
Burley	7	T010S	R026E	009	SE	NESE
Burley	7	T010S	R026E	018	SE	NESE
Burley	7	T010S	R026E	009	SW	NESW
Burley	7	T010S	R026E	017	NE	NWNE
Burley	7	T010S	R026E	009	SE	NWSE
Burley	7	T010S	R026E	009	SW	NWSW
Burley	7	T010S	R026E	010	SW	NWSW
Burley	7	T010S	R026E	017	SW	NWSW
Burley	7	T010S	R026E	010	NE	SENE
Burley	7	T010S	R026E	011	NE	SENE
Burley	7	T010S	R026E	012	NE	SENE
Burley	7	T010S	R026E	010	NW	SENW
Burley	7	T010S	R026E	011	NW	SENW
Burley	7	T010S	R026E	012	NW	SENW
Burley	7	T010S	R026E	017	NW	SENW
Burley	7	T010S	R026E	008	SE	SESE
Burley	7	T010S	R026E	018	SE	SESE
Burley	7	T010S	R026E	018	SW	SESW
Burley	7	T010S	R026E	010	NE	SWNE
Burley	7	T010S	R026E	011	NE	SWNE
Burley	7	T010S	R026E	012	NE	SWNE
Burley	7	T010S	R026E	010	NW	SWNW
Burley	7	T010S	R026E	011	NW	SWNW
Burley	7	T010S	R026E	012	NW	SWNW
Burley	7	T010S	R026E	017	NW	SWNW
Burley	7	T010S	R026E	008	SE	SWSE
Burley	7	T010S	R026E	018	SE	SWSE
Burley	7	T010S	R027E	007	NW	L 2
Burley	7	T010S	R027E	012	NE	NENE
Burley	7	T010S	R027E	010	NE	NENE
Burley	7	T010S	R027E	009	NE	NENE
Burley	7	T010S	R027E	011	NE	NENE
Burley	7	T010S	R027E	007	NE	NENE
Burley	7	T010S	R027E	008	NE	NENE
Burley	7	T010S	R027E	007	NW	NENW
Burley	7	T010S	R027E	010	NW	NENW
Burley	7	T010S	R027E	012	NW	NENW
Burley	7	T010S	R027E	009	NW	NENW
Burley	7	T010S	R027E	008	NW	NENW
Burley	7	T010S	R027E	007	NE	NWNE
Burley	7	T010S	R027E	010	NE	NWNE
Burley	7	T010S	R027E	012	NE	NWNE
Burley	7	T010S	R027E	011	NE	NWNE
Burley	7	T010S	R027E	009	NE	NWNE
Burley	7	T010S	R027E	008	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T010S	R027E	011	NW	NWNW
Burley	7	T010S	R027E	010	NW	NWNW
Burley	7	T010S	R027E	012	NW	NWNW
Burley	7	T010S	R027E	009	NW	NWNW
Burley	7	T010S	R027E	008	NW	NWNW
Burley	7	T010S	R027E	007	NW	SENW
Burley	7	T010S	R027E	002	SW	SESW
Burley	7	T010S	R027E	002	SE	SWSE
Burley	7	T010S	R027E	002	SW	SWSW
Burley	7	T010S	R028E	007	NW	L 1
Burley	7	T010S	R028E	008	NE	NENE
Burley	7	T010S	R028E	007	NE	NENE
Burley	7	T010S	R028E	007	NW	NENW
Burley	7	T010S	R028E	008	NW	NENW
Burley	7	T010S	R028E	009	SE	NESE
Burley	7	T010S	R028E	010	SW	NESW
Burley	7	T010S	R028E	008	NE	NWNE
Burley	7	T010S	R028E	007	NE	NWNE
Burley	7	T010S	R028E	009	NW	NWNW
Burley	7	T010S	R028E	008	NW	NWNW
Burley	7	T010S	R028E	009	SE	NWSE
Burley	7	T010S	R028E	010	SW	NWSW
Burley	7	T010S	R028E	009	NW	SENW
Burley	7	T010S	R028E	010	SE	SESE
Burley	7	T010S	R028E	011	SE	SESE
Burley	7	T010S	R028E	012	SE	SESE
Burley	7	T010S	R028E	010	SW	SESW
Burley	7	T010S	R028E	011	SW	SESW
Burley	7	T010S	R028E	012	SW	SESW
Burley	7	T010S	R028E	009	NE	SWNE
Burley	7	T010S	R028E	009	NW	SWNW
Burley	7	T010S	R028E	010	SE	SWSE
Burley	7	T010S	R028E	011	SE	SWSE
Burley	7	T010S	R028E	012	SE	SWSE
Burley	7	T010S	R028E	011	SW	SWSW
Burley	7	T010S	R028E	012	SW	SWSW
Burley	7	T010S	R029E	007	SW	L 4
Burley	7	T010S	R029E	011	SE	NESE
Burley	7	T010S	R029E	011	SW	NESW
Burley	7	T010S	R029E	011	SE	NWSE
Burley	7	T010S	R029E	010	SE	SESE
Burley	7	T010S	R029E	009	SE	SESE
Burley	7	T010S	R029E	008	SE	SESE
Burley	7	T010S	R029E	007	SE	SESE
Burley	7	T010S	R029E	011	SW	SESW
Burley	7	T010S	R029E	009	SW	SESW
Burley	7	T010S	R029E	010	SW	SESW
Burley	7	T010S	R029E	008	SW	SESW
Burley	7	T010S	R029E	009	SE	SWSE
Burley	7	T010S	R029E	010	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T010S	R029E	008	SE	SWSE
Burley	7	T010S	R029E	007	SE	SWSE
Burley	7	T010S	R029E	011	SW	SWSW
Burley	7	T010S	R029E	010	SW	SWSW
Burley	7	T010S	R029E	009	SW	SWSW
Burley	7	T010S	R029E	008	SW	SWSW
Burley	7	T011S	R024E	023	NE	NENE
Burley	7	T011S	R024E	013	NW	NENW
Burley	7	T011S	R024E	034	NW	NENW
Burley	7	T011S	R024E	012	SE	NESE
Burley	7	T011S	R024E	014	SE	NESE
Burley	7	T011S	R024E	022	SE	NESE
Burley	7	T011S	R024E	033	SE	NESE
Burley	7	T011S	R024E	023	NE	NWNE
Burley	7	T011S	R024E	027	NE	NWNE
Burley	7	T011S	R024E	013	NW	NWNW
Burley	7	T011S	R024E	012	SE	NWSE
Burley	7	T011S	R024E	027	SE	NWSE
Burley	7	T011S	R024E	023	SW	NWSW
Burley	7	T011S	R024E	034	SW	NWSW
Burley	7	T011S	R024E	012	NE	SENE
Burley	7	T011S	R024E	014	NE	SENE
Burley	7	T011S	R024E	023	NW	SENW
Burley	7	T011S	R024E	034	NW	SENW
Burley	7	T011S	R024E	014	SE	SESE
Burley	7	T011S	R024E	022	SE	SESE
Burley	7	T011S	R024E	033	SE	SESE
Burley	7	T011S	R024E	012	SW	SESW
Burley	7	T011S	R024E	027	SW	SESW
Burley	7	T011S	R024E	033	SW	SESW
Burley	7	T011S	R024E	023	NE	SWNE
Burley	7	T011S	R024E	027	NE	SWNE
Burley	7	T011S	R024E	013	NW	SWNW
Burley	7	T011S	R024E	023	NW	SWNW
Burley	7	T011S	R024E	034	NW	SWNW
Burley	7	T011S	R024E	012	SE	SWSE
Burley	7	T011S	R024E	022	SE	SWSE
Burley	7	T011S	R024E	027	SE	SWSE
Burley	7	T011S	R024E	033	SE	SWSE
Burley	7	T011S	R025E	007	NW	L 1
Burley	7	T011S	R025E	007	NW	L 2
Burley	7	T011S	R025E	005	NW	L 3
Burley	7	T011S	R025E	005	NW	L 4
Burley	7	T011S	R025E	007	NW	NENW
Burley	7	T011S	R025E	006	SE	NESE
Burley	7	T011S	R025E	006	SE	NWSE
Burley	7	T011S	R025E	006	NE	SENE
Burley	7	T011S	R025E	006	SW	SESW
Burley	7	T011S	R025E	005	NW	SWNW
Burley	7	T011S	R025E	006	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T012S	R019E	004	NW	L 4
Burley	7	T012S	R019E	004	SE	NESE
Burley	7	T012S	R019E	003	SE	NESE
Burley	7	T012S	R019E	004	SW	NESW
Burley	7	T012S	R019E	003	SW	NESW
Burley	7	T012S	R019E	004	SE	NWSE
Burley	7	T012S	R019E	003	SE	NWSE
Burley	7	T012S	R019E	003	SW	NWSW
Burley	7	T012S	R019E	004	NW	SENW
Burley	7	T012S	R019E	003	SE	SESE
Burley	7	T012S	R019E	002	SE	SESE
Burley	7	T012S	R019E	001	SE	SESE
Burley	7	T012S	R019E	002	SW	SESW
Burley	7	T012S	R019E	001	SW	SESW
Burley	7	T012S	R019E	004	NW	SWNW
Burley	7	T012S	R019E	002	SE	SWSE
Burley	7	T012S	R019E	001	SE	SWSE
Burley	7	T012S	R019E	002	SW	SWSW
Burley	7	T012S	R019E	001	SW	SWSW
Burley	7	T012S	R020E	006	SW	L 7
Burley	7	T012S	R020E	008	NE	NENE
Burley	7	T012S	R020E	009	NE	NENE
Burley	7	T012S	R020E	009	NW	NENW
Burley	7	T012S	R020E	010	NW	NENW
Burley	7	T012S	R020E	009	NE	NWNE
Burley	7	T012S	R020E	010	NE	NWNE
Burley	7	T012S	R020E	009	NW	NWNW
Burley	7	T012S	R020E	010	NW	NWNW
Burley	7	T012S	R020E	010	NE	SENE
Burley	7	T012S	R020E	011	NE	SENE
Burley	7	T012S	R020E	012	NE	SENE
Burley	7	T012S	R020E	011	NW	SENW
Burley	7	T012S	R020E	012	NW	SENW
Burley	7	T012S	R020E	006	SE	SESE
Burley	7	T012S	R020E	005	SE	SESE
Burley	7	T012S	R020E	005	SW	SESW
Burley	7	T012S	R020E	006	SW	SESW
Burley	7	T012S	R020E	010	NE	SWNE
Burley	7	T012S	R020E	011	NE	SWNE
Burley	7	T012S	R020E	012	NE	SWNE
Burley	7	T012S	R020E	011	NW	SWNW
Burley	7	T012S	R020E	012	NW	SWNW
Burley	7	T012S	R020E	005	SE	SWSE
Burley	7	T012S	R020E	006	SE	SWSE
Burley	7	T012S	R020E	005	SW	SWSW
Burley	7	T012S	R021E	007	NW	L 2
Burley	7	T012S	R021E	010	SE	NESE
Burley	7	T012S	R021E	011	SE	NESE
Burley	7	T012S	R021E	012	SE	NESE
Burley	7	T012S	R021E	011	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T012S	R021E	010	SW	NESW
Burley	7	T012S	R021E	008	SW	NESW
Burley	7	T012S	R021E	010	SE	NWSE
Burley	7	T012S	R021E	011	SE	NWSE
Burley	7	T012S	R021E	008	SE	NWSE
Burley	7	T012S	R021E	011	SW	NWSW
Burley	7	T012S	R021E	010	SW	NWSW
Burley	7	T012S	R021E	008	SW	NWSW
Burley	7	T012S	R021E	011	NE	SENE
Burley	7	T012S	R021E	007	NE	SENE
Burley	7	T012S	R021E	008	NE	SENE
Burley	7	T012S	R021E	009	NE	SENE
Burley	7	T012S	R021E	012	NE	SENE
Burley	7	T012S	R021E	007	NW	SENW
Burley	7	T012S	R021E	009	NW	SENW
Burley	7	T012S	R021E	012	NW	SENW
Burley	7	T012S	R021E	007	NE	SWNE
Burley	7	T012S	R021E	008	NE	SWNE
Burley	7	T012S	R021E	009	NE	SWNE
Burley	7	T012S	R021E	012	NE	SWNE
Burley	7	T012S	R021E	010	NW	SWNW
Burley	7	T012S	R021E	008	NW	SWNW
Burley	7	T012S	R021E	009	NW	SWNW
Burley	7	T012S	R021E	012	NW	SWNW
Burley	7	T012S	R022E	007	SW	L 3
Burley	7	T012S	R022E	007	SE	NESE
Burley	7	T012S	R022E	008	SE	NESE
Burley	7	T012S	R022E	011	SE	NESE
Burley	7	T012S	R022E	012	SE	NESE
Burley	7	T012S	R022E	010	SE	NESE
Burley	7	T012S	R022E	007	SW	NESW
Burley	7	T012S	R022E	008	SW	NESW
Burley	7	T012S	R022E	009	SW	NESW
Burley	7	T012S	R022E	012	SW	NESW
Burley	7	T012S	R022E	011	SW	NESW
Burley	7	T012S	R022E	007	SE	NWSE
Burley	7	T012S	R022E	008	SE	NWSE
Burley	7	T012S	R022E	009	SE	NWSE
Burley	7	T012S	R022E	012	SE	NWSE
Burley	7	T012S	R022E	011	SE	NWSE
Burley	7	T012S	R022E	010	SE	NWSE
Burley	7	T012S	R022E	008	SW	NWSW
Burley	7	T012S	R022E	009	SW	NWSW
Burley	7	T012S	R022E	012	SW	NWSW
Burley	7	T012S	R022E	011	SW	NWSW
Burley	7	T012S	R022E	009	NE	SENE
Burley	7	T012S	R022E	010	NW	SENW
Burley	7	T012S	R022E	009	NE	SWNE
Burley	7	T012S	R022E	010	NE	SWNE
Burley	7	T012S	R022E	010	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	7	T012S	R023E	007	NE	L 2
Burley	7	T012S	R023E	007	SE	L 3
Burley	7	T012S	R023E	011	NE	NENE
Burley	7	T012S	R023E	012	NW	NENW
Burley	7	T012S	R023E	008	SE	NESE
Burley	7	T012S	R023E	009	SE	NESE
Burley	7	T012S	R023E	010	SE	NESE
Burley	7	T012S	R023E	008	SW	NESW
Burley	7	T012S	R023E	009	SW	NESW
Burley	7	T012S	R023E	010	SW	NESW
Burley	7	T012S	R023E	011	NE	NWNE
Burley	7	T012S	R023E	012	NE	NWNE
Burley	7	T012S	R023E	012	NW	NWNW
Burley	7	T012S	R023E	008	SE	NWSE
Burley	7	T012S	R023E	009	SE	NWSE
Burley	7	T012S	R023E	010	SE	NWSE
Burley	7	T012S	R023E	009	SW	NWSW
Burley	7	T012S	R023E	007	NE	SENE
Burley	7	T012S	R023E	009	NE	SENE
Burley	7	T012S	R023E	010	NE	SENE
Burley	7	T012S	R023E	008	NW	SENW
Burley	7	T012S	R023E	010	NW	SENW
Burley	7	T012S	R023E	011	NW	SENW
Burley	7	T012S	R023E	001	SE	SESE
Burley	7	T012S	R023E	011	NE	SWNE
Burley	7	T012S	R023E	008	NW	SWNW
Burley	7	T012S	R023E	010	NW	SWNW
Burley	7	T012S	R023E	011	NW	SWNW
Burley	7	T012S	R023E	001	SE	SWSE
Burley	7	T012S	R024E	004	NW	L 3
Burley	7	T012S	R024E	004	NW	L 4
Burley	7	T012S	R024E	006	SW	L 7
Burley	7	T012S	R024E	005	SE	NESE
Burley	7	T012S	R024E	005	SE	NWSE
Burley	7	T012S	R024E	005	NE	SENE
Burley	7	T012S	R024E	006	SE	SESE
Burley	7	T012S	R024E	006	SW	SESW
Burley	7	T012S	R024E	005	SW	SESW
Burley	7	T012S	R024E	004	NW	SWNW
Burley	7	T012S	R024E	006	SE	SWSE
Burley	7	T012S	R024E	005	SE	SWSE
Burley	7	T012S	R024E	005	SW	SWSW
Burley	9	T010S	R013E	021	NW	NENW
Burley	9	T010S	R013E	021	SW	NESW
Burley	9	T010S	R013E	033	SW	NESW
Burley	9	T010S	R013E	028	NE	NWNE
Burley	9	T010S	R013E	033	NE	NWNE
Burley	9	T010S	R013E	028	SE	NWSE
Burley	9	T010S	R013E	033	SE	NWSE
Burley	9	T010S	R013E	016	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	9	T010S	R013E	016	SW	NWSW
Burley	9	T010S	R013E	021	NW	SENW
Burley	9	T010S	R013E	016	SW	SESW
Burley	9	T010S	R013E	021	SW	SESW
Burley	9	T010S	R013E	033	SW	SESW
Burley	9	T010S	R013E	028	NE	SWNE
Burley	9	T010S	R013E	033	NE	SWNE
Burley	9	T010S	R013E	021	SE	SWSE
Burley	9	T010S	R013E	028	SE	SWSE
Burley	9	T010S	R013E	016	SW	SWSW
Burley	9	T010S	R013E	016	SW	SWSW
Burley	9	T011S	R013E	004	NW	L 3
Burley	9	T011S	R013E	024	NE	NENE
Burley	9	T011S	R013E	010	NW	NENW
Burley	9	T011S	R013E	014	NW	NENW
Burley	9	T011S	R013E	004	SE	NESE
Burley	9	T011S	R013E	010	SE	NESE
Burley	9	T011S	R013E	014	SE	NESE
Burley	9	T011S	R013E	024	NE	NWNE
Burley	9	T011S	R013E	010	NW	NWNW
Burley	9	T011S	R013E	014	NW	NWNW
Burley	9	T011S	R013E	004	SE	NWSE
Burley	9	T011S	R013E	010	SE	NWSE
Burley	9	T011S	R013E	014	SE	NWSE
Burley	9	T011S	R013E	013	SW	NWSW
Burley	9	T011S	R013E	024	NE	SENE
Burley	9	T011S	R013E	004	NW	SENW
Burley	9	T011S	R013E	010	NW	SENW
Burley	9	T011S	R013E	014	NW	SENW
Burley	9	T011S	R013E	004	SE	SESE
Burley	9	T011S	R013E	010	SE	SESE
Burley	9	T011S	R013E	013	SW	SESW
Burley	9	T011S	R013E	004	NE	SWNE
Burley	9	T011S	R013E	010	NE	SWNE
Burley	9	T011S	R013E	014	NE	SWNE
Burley	9	T011S	R013E	013	SE	SWSE
Burley	9	T011S	R013E	003	SW	SWSW
Burley	9	T011S	R013E	011	SW	SWSW
Burley	9	T011S	R013E	013	SW	SWSW
Burley	9	T011S	R014E	019	NW	L 2
Burley	9	T011S	R014E	030	NE	NENE
Burley	9	T011S	R014E	033	NW	NENW
Burley	9	T011S	R014E	029	SE	NESE
Burley	9	T011S	R014E	033	SE	NESE
Burley	9	T011S	R014E	019	SW	NESW
Burley	9	T011S	R014E	019	SW	NESW
Burley	9	T011S	R014E	029	NW	NWNW
Burley	9	T011S	R014E	033	NW	NWNW
Burley	9	T011S	R014E	019	SE	NWSE
Burley	9	T011S	R014E	029	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	9	T011S	R014E	033	SE	NWSE
Burley	9	T011S	R014E	019	NW	SENW
Burley	9	T011S	R014E	029	NW	SENW
Burley	9	T011S	R014E	033	NW	SENW
Burley	9	T011S	R014E	019	SE	SESE
Burley	9	T011S	R014E	029	SE	SESE
Burley	9	T011S	R014E	033	SE	SESE
Burley	9	T011S	R014E	029	NE	SWNE
Burley	9	T011S	R014E	033	NE	SWNE
Burley	9	T011S	R014E	029	NW	SWNW
Burley	9	T011S	R014E	019	SE	SWSE
Burley	9	T011S	R014E	028	SW	SWSW
Burley	9	T011S	R014E	034	SW	SWSW
Burley	9	T011S	R018E	034	SE	SESE
Burley	9	T011S	R018E	035	SE	SESE
Burley	9	T011S	R018E	035	SW	SESW
Burley	9	T011S	R018E	034	SE	SWSE
Burley	9	T011S	R018E	035	SE	SWSE
Burley	9	T011S	R018E	035	SW	SWSW
Burley	9	T011S	R018E	036	SW	SWSW
Burley	9	T012S	R014E	003	NW	L 3
Burley	9	T012S	R014E	003	NW	L 4
Burley	9	T012S	R014E	003	SE	NESE
Burley	9	T012S	R014E	002	SW	NWSW
Burley	9	T012S	R014E	003	NE	SENE
Burley	9	T012S	R014E	003	NW	SENW
Burley	9	T012S	R014E	001	SE	SESE
Burley	9	T012S	R014E	002	SE	SESE
Burley	9	T012S	R014E	001	SW	SESW
Burley	9	T012S	R014E	002	SW	SESW
Burley	9	T012S	R014E	003	NE	SWNE
Burley	9	T012S	R014E	001	SE	SWSE
Burley	9	T012S	R014E	002	SE	SWSE
Burley	9	T012S	R014E	001	SW	SWSW
Burley	9	T012S	R014E	002	SW	SWSW
Burley	9	T012S	R015E	006	SW	L 7
Burley	9	T012S	R015E	002	SE	NESE
Burley	9	T012S	R015E	003	SE	NESE
Burley	9	T012S	R015E	004	SE	NESE
Burley	9	T012S	R015E	005	SE	NESE
Burley	9	T012S	R015E	002	SW	NESW
Burley	9	T012S	R015E	003	SW	NESW
Burley	9	T012S	R015E	004	SW	NESW
Burley	9	T012S	R015E	005	SW	NESW
Burley	9	T012S	R015E	002	SE	NWSE
Burley	9	T012S	R015E	003	SE	NWSE
Burley	9	T012S	R015E	004	SE	NWSE
Burley	9	T012S	R015E	005	SE	NWSE
Burley	9	T012S	R015E	002	SW	NWSW
Burley	9	T012S	R015E	003	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	9	T012S	R015E	004	SW	NWSW
Burley	9	T012S	R015E	002	SE	SESE
Burley	9	T012S	R015E	001	SE	SESE
Burley	9	T012S	R015E	006	SE	SESE
Burley	9	T012S	R015E	001	SW	SESW
Burley	9	T012S	R015E	006	SW	SESW
Burley	9	T012S	R015E	005	SW	SESW
Burley	9	T012S	R015E	001	SE	SWSE
Burley	9	T012S	R015E	006	SE	SWSE
Burley	9	T012S	R015E	001	SW	SWSW
Burley	9	T012S	R015E	005	SW	SWSW
Burley	9	T012S	R016E	006	SW	L 7
Burley	9	T012S	R016E	010	NE	NENE
Burley	9	T012S	R016E	009	NE	NENE
Burley	9	T012S	R016E	008	NE	NENE
Burley	9	T012S	R016E	007	NE	NENE
Burley	9	T012S	R016E	011	NW	NENW
Burley	9	T012S	R016E	010	NW	NENW
Burley	9	T012S	R016E	007	NW	NENW
Burley	9	T012S	R016E	009	NW	NENW
Burley	9	T012S	R016E	008	NW	NENW
Burley	9	T012S	R016E	010	NE	NWNE
Burley	9	T012S	R016E	011	NE	NWNE
Burley	9	T012S	R016E	009	NE	NWNE
Burley	9	T012S	R016E	008	NE	NWNE
Burley	9	T012S	R016E	007	NE	NWNE
Burley	9	T012S	R016E	011	NW	NWNW
Burley	9	T012S	R016E	010	NW	NWNW
Burley	9	T012S	R016E	009	NW	NWNW
Burley	9	T012S	R016E	008	NW	NWNW
Burley	9	T012S	R016E	002	SE	SESE
Burley	9	T012S	R016E	001	SE	SESE
Burley	9	T012S	R016E	006	SW	SESW
Burley	9	T012S	R016E	001	SW	SESW
Burley	9	T012S	R016E	002	SE	SWSE
Burley	9	T012S	R016E	001	SE	SWSE
Burley	9	T012S	R016E	001	SW	SWSW
Burley	9	T012S	R017E	007	NW	L 1
Burley	9	T012S	R017E	006	SW	L 7
Burley	9	T012S	R017E	008	NE	NENE
Burley	9	T012S	R017E	007	NE	NENE
Burley	9	T012S	R017E	011	NE	NENE
Burley	9	T012S	R017E	008	NW	NENW
Burley	9	T012S	R017E	007	NW	NENW
Burley	9	T012S	R017E	012	NW	NENW
Burley	9	T012S	R017E	008	NE	NWNE
Burley	9	T012S	R017E	007	NE	NWNE
Burley	9	T012S	R017E	011	NE	NWNE
Burley	9	T012S	R017E	008	NW	NWNW
Burley	9	T012S	R017E	012	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	9	T012S	R017E	008	NE	SENE
Burley	9	T012S	R017E	009	NE	SENE
Burley	9	T012S	R017E	010	NE	SENE
Burley	9	T012S	R017E	009	NW	SENW
Burley	9	T012S	R017E	010	NW	SENW
Burley	9	T012S	R017E	011	NW	SENW
Burley	9	T012S	R017E	001	SE	SESE
Burley	9	T012S	R017E	001	SW	SESW
Burley	9	T012S	R017E	009	NE	SWNE
Burley	9	T012S	R017E	010	NE	SWNE
Burley	9	T012S	R017E	011	NE	SWNE
Burley	9	T012S	R017E	009	NW	SWNW
Burley	9	T012S	R017E	010	NW	SWNW
Burley	9	T012S	R017E	011	NW	SWNW
Burley	9	T012S	R017E	001	SE	SWSE
Burley	9	T012S	R018E	004	NE	L 1
Burley	9	T012S	R018E	004	NE	L 2
Burley	9	T012S	R018E	003	NE	L 2
Burley	9	T012S	R018E	003	NW	L 3
Burley	9	T012S	R018E	003	NW	L 4
Burley	9	T012S	R018E	001	NW	L 4
Burley	9	T012S	R018E	006	SW	L 7
Burley	9	T012S	R018E	005	SE	NESE
Burley	9	T012S	R018E	005	SW	NESW
Burley	9	T012S	R018E	005	SE	NWSE
Burley	9	T012S	R018E	005	SW	NWSW
Burley	9	T012S	R018E	005	NE	SENE
Burley	9	T012S	R018E	001	NE	SENE
Burley	9	T012S	R018E	004	NW	SENW
Burley	9	T012S	R018E	001	NW	SENW
Burley	9	T012S	R018E	006	SE	SESE
Burley	9	T012S	R018E	006	SW	SESW
Burley	9	T012S	R018E	004	NE	SWNE
Burley	9	T012S	R018E	001	NE	SWNE
Burley	9	T012S	R018E	004	NW	SWNW
Burley	9	T012S	R018E	001	NW	SWNW
Burley	9	T012S	R018E	006	SE	SWSE
Burley	9	T012S	R018E	005	SW	SWSW
Burley	9	T012S	R019E	005	NE	L 1
Burley	9	T012S	R019E	004	NW	L 4
Burley	9	T012S	R019E	006	NW	L 5
Burley	9	T012S	R019E	006	SE	NESE
Burley	9	T012S	R019E	005	NE	SENE
Burley	9	T012S	R019E	006	NE	SENE
Burley	9	T012S	R019E	005	NW	SENW
Burley	9	T012S	R019E	006	NW	SENW
Burley	9	T012S	R019E	005	NE	SWNE
Burley	9	T012S	R019E	006	NE	SWNE
Burley	9	T012S	R019E	005	NW	SWNW
Burley	10	T010S	R019E	016	NW	L 5

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Burley	10	T010S	R019E	029	NE	NENE
Burley	10	T010S	R019E	032	NE	NENE
Burley	10	T010S	R019E	021	NW	NENW
Burley	10	T010S	R019E	029	SE	NESE
Burley	10	T010S	R019E	032	SE	NESE
Burley	10	T010S	R019E	021	SW	NESW
Burley	10	T010S	R019E	016	SW	NESW
Burley	10	T010S	R019E	028	NW	NWNW
Burley	10	T010S	R019E	021	SW	NWSW
Burley	10	T010S	R019E	029	NE	SENE
Burley	10	T010S	R019E	032	NE	SENE
Burley	10	T010S	R019E	021	NW	SENW
Burley	10	T010S	R019E	016	NW	SENW
Burley	10	T010S	R019E	016	NW	SENW
Burley	10	T010S	R019E	029	SE	SESE
Burley	10	T010S	R019E	032	SE	SESE
Burley	10	T010S	R019E	016	SW	SESW
Burley	10	T010S	R019E	021	SW	SWSW
Burley	10	T011S	R019E	005	NE	L 1
Burley	10	T011S	R019E	008	NE	NENE
Burley	10	T011S	R019E	017	NE	NENE
Burley	10	T011S	R019E	020	NE	NENE
Burley	10	T011S	R019E	029	NE	NENE
Burley	10	T011S	R019E	032	NE	NENE
Burley	10	T011S	R019E	005	SE	NESE
Burley	10	T011S	R019E	008	SE	NESE
Burley	10	T011S	R019E	017	SE	NESE
Burley	10	T011S	R019E	020	SE	NESE
Burley	10	T011S	R019E	029	SE	NESE
Burley	10	T011S	R019E	032	SE	NESE
Burley	10	T011S	R019E	005	NE	SENE
Burley	10	T011S	R019E	008	NE	SENE
Burley	10	T011S	R019E	017	NE	SENE
Burley	10	T011S	R019E	020	NE	SENE
Burley	10	T011S	R019E	029	NE	SENE
Burley	10	T011S	R019E	032	NE	SENE
Burley	10	T011S	R019E	005	SE	SESE
Burley	10	T011S	R019E	008	SE	SESE
Burley	10	T011S	R019E	017	SE	SESE
Burley	10	T011S	R019E	020	SE	SESE
Burley	10	T011S	R019E	029	SE	SESE
Burley	10	T011S	R019E	032	SE	SESE
Burley	10	T012S	R019E	005	NE	L 1
Four Rivers	8	T001N	R001E	007	NW	L 1
Four Rivers	8	T001N	R001E	007	NE	NENE
Four Rivers	8	T001N	R001E	009	NE	NENE
Four Rivers	8	T001N	R001E	010	NE	NENE
Four Rivers	8	T001N	R001E	007	NW	NENW
Four Rivers	8	T001N	R001E	009	NW	NENW
Four Rivers	8	T001N	R001E	010	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T001N	R001E	002	SE	NESE
Four Rivers	8	T001N	R001E	002	SW	NESW
Four Rivers	8	T001N	R001E	007	NE	NWNE
Four Rivers	8	T001N	R001E	009	NE	NWNE
Four Rivers	8	T001N	R001E	010	NE	NWNE
Four Rivers	8	T001N	R001E	010	NW	NWNW
Four Rivers	8	T001N	R001E	002	SE	NWSE
Four Rivers	8	T001N	R001E	006	SE	SESE
Four Rivers	8	T001N	R001E	005	SE	SESE
Four Rivers	8	T001N	R001E	003	SE	SESE
Four Rivers	8	T001N	R001E	002	SE	SESE
Four Rivers	8	T001N	R001E	001	SE	SESE
Four Rivers	8	T001N	R001E	004	SW	SESW
Four Rivers	8	T001N	R001E	005	SW	SESW
Four Rivers	8	T001N	R001E	002	SW	SESW
Four Rivers	8	T001N	R001E	001	SW	SESW
Four Rivers	8	T001N	R001E	005	SE	SWSE
Four Rivers	8	T001N	R001E	001	SE	SWSE
Four Rivers	8	T001N	R001E	004	SW	SWSW
Four Rivers	8	T001N	R001E	005	SW	SWSW
Four Rivers	8	T001N	R001E	002	SW	SWSW
Four Rivers	8	T001N	R001E	001	SW	SWSW
Four Rivers	8	T001N	R001W	031	NW	L 1
Four Rivers	8	T001N	R001W	001	SE	L 7
Four Rivers	8	T001N	R001W	004	SW	L 7
Four Rivers	8	T001N	R001W	008	NE	NENE
Four Rivers	8	T001N	R001W	019	NE	NENE
Four Rivers	8	T001N	R001W	030	NE	NENE
Four Rivers	8	T001N	R001W	017	NW	NENW
Four Rivers	8	T001N	R001W	031	NW	NENW
Four Rivers	8	T001N	R001W	019	SE	NESE
Four Rivers	8	T001N	R001W	017	SW	NESW
Four Rivers	8	T001N	R001W	030	SW	NESW
Four Rivers	8	T001N	R001W	017	NE	NWNE
Four Rivers	8	T001N	R001W	030	NE	NWNE
Four Rivers	8	T001N	R001W	029	NW	NWNW
Four Rivers	8	T001N	R001W	008	SE	NWSE
Four Rivers	8	T001N	R001W	017	SW	NWSW
Four Rivers	8	T001N	R001W	008	NE	SENE
Four Rivers	8	T001N	R001W	019	NE	SENE
Four Rivers	8	T001N	R001W	017	NW	SENW
Four Rivers	8	T001N	R001W	030	NW	SENW
Four Rivers	8	T001N	R001W	002	SE	SESE
Four Rivers	8	T001N	R001W	004	SE	SESE
Four Rivers	8	T001N	R001W	003	SE	SESE
Four Rivers	8	T001N	R001W	018	SE	SESE
Four Rivers	8	T001N	R001W	019	SE	SESE
Four Rivers	8	T001N	R001W	001	SW	SESW
Four Rivers	8	T001N	R001W	003	SW	SESW
Four Rivers	8	T001N	R001W	002	SW	SESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T001N	R001W	004	SW	SESW
Four Rivers	8	T001N	R001W	030	SW	SESW
Four Rivers	8	T001N	R001W	008	NE	SWNE
Four Rivers	8	T001N	R001W	030	NE	SWNE
Four Rivers	8	T001N	R001W	001	SE	SWSE
Four Rivers	8	T001N	R001W	002	SE	SWSE
Four Rivers	8	T001N	R001W	004	SE	SWSE
Four Rivers	8	T001N	R001W	003	SE	SWSE
Four Rivers	8	T001N	R001W	008	SE	SWSE
Four Rivers	8	T001N	R001W	001	SW	SWSW
Four Rivers	8	T001N	R001W	003	SW	SWSW
Four Rivers	8	T001N	R001W	002	SW	SWSW
Four Rivers	8	T001N	R001W	017	SW	SWSW
Four Rivers	8	T001N	R002E	007	NW	L 1
Four Rivers	8	T001N	R002E	006	SW	L 7
Four Rivers	8	T001N	R002E	007	NE	NENE
Four Rivers	8	T001N	R002E	014	NE	NENE
Four Rivers	8	T001N	R002E	024	NE	NENE
Four Rivers	8	T001N	R002E	007	NW	NENW
Four Rivers	8	T001N	R002E	014	NW	NENW
Four Rivers	8	T001N	R002E	009	SE	NESE
Four Rivers	8	T001N	R002E	009	SW	NESW
Four Rivers	8	T001N	R002E	010	SW	NESW
Four Rivers	8	T001N	R002E	013	SW	NESW
Four Rivers	8	T001N	R002E	007	NE	NWNE
Four Rivers	8	T001N	R002E	014	NE	NWNE
Four Rivers	8	T001N	R002E	008	NW	NWNW
Four Rivers	8	T001N	R002E	009	SE	NWSE
Four Rivers	8	T001N	R002E	013	SE	NWSE
Four Rivers	8	T001N	R002E	009	SW	NWSW
Four Rivers	8	T001N	R002E	010	SW	NWSW
Four Rivers	8	T001N	R002E	013	SW	NWSW
Four Rivers	8	T001N	R002E	008	NE	SENE
Four Rivers	8	T001N	R002E	014	NE	SENE
Four Rivers	8	T001N	R002E	008	NW	SENW
Four Rivers	8	T001N	R002E	010	SE	SESE
Four Rivers	8	T001N	R002E	013	SE	SESE
Four Rivers	8	T001N	R002E	010	SW	SESW
Four Rivers	8	T001N	R002E	011	SW	SESW
Four Rivers	8	T001N	R002E	008	NE	SWNE
Four Rivers	8	T001N	R002E	008	NW	SWNW
Four Rivers	8	T001N	R002E	009	NW	SWNW
Four Rivers	8	T001N	R002E	013	NW	SWNW
Four Rivers	8	T001N	R002E	010	SE	SWSE
Four Rivers	8	T001N	R002E	013	SE	SWSE
Four Rivers	8	T001N	R002E	011	SW	SWSW
Four Rivers	8	T001N	R002W	033	NE	NENE
Four Rivers	8	T001N	R002W	034	NE	NENE
Four Rivers	8	T001N	R002W	035	NE	NENE
Four Rivers	8	T001N	R002W	036	NE	NENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T001N	R002W	034	NW	NENW
Four Rivers	8	T001N	R002W	035	NW	NENW
Four Rivers	8	T001N	R002W	036	NW	NENW
Four Rivers	8	T001N	R002W	033	SW	NESW
Four Rivers	8	T001N	R002W	034	NE	NWNE
Four Rivers	8	T001N	R002W	035	NE	NWNE
Four Rivers	8	T001N	R002W	036	NE	NWNE
Four Rivers	8	T001N	R002W	034	NW	NWNW
Four Rivers	8	T001N	R002W	035	NW	NWNW
Four Rivers	8	T001N	R002W	036	NW	NWNW
Four Rivers	8	T001N	R002W	033	SE	NWSE
Four Rivers	8	T001N	R002W	033	SW	NWSW
Four Rivers	8	T001N	R002W	033	NE	SENE
Four Rivers	8	T001N	R002W	032	SE	SESE
Four Rivers	8	T001N	R002W	033	NE	SWNE
Four Rivers	8	T001N	R002W	033	SW	SWSW
Four Rivers	8	T001N	R003E	019	NW	L 1
Four Rivers	8	T001N	R003E	033	NE	NENE
Four Rivers	8	T001N	R003E	019	NW	NENW
Four Rivers	8	T001N	R003E	029	NW	NENW
Four Rivers	8	T001N	R003E	019	SE	NESE
Four Rivers	8	T001N	R003E	028	SW	NESW
Four Rivers	8	T001N	R003E	029	NE	NWNE
Four Rivers	8	T001N	R003E	034	NW	NWNW
Four Rivers	8	T001N	R003E	019	SE	NWSE
Four Rivers	8	T001N	R003E	020	SW	NWSW
Four Rivers	8	T001N	R003E	028	SW	NWSW
Four Rivers	8	T001N	R003E	029	NE	SENE
Four Rivers	8	T001N	R003E	036	NE	SENE
Four Rivers	8	T001N	R003E	034	NE	SENE
Four Rivers	8	T001N	R003E	035	NE	SENE
Four Rivers	8	T001N	R003E	019	NW	SENW
Four Rivers	8	T001N	R003E	034	NW	SENW
Four Rivers	8	T001N	R003E	036	NW	SENW
Four Rivers	8	T001N	R003E	035	NW	SENW
Four Rivers	8	T001N	R003E	028	SE	SESE
Four Rivers	8	T001N	R003E	020	SW	SESW
Four Rivers	8	T001N	R003E	028	SW	SESW
Four Rivers	8	T001N	R003E	019	NE	SWNE
Four Rivers	8	T001N	R003E	029	NE	SWNE
Four Rivers	8	T001N	R003E	034	NE	SWNE
Four Rivers	8	T001N	R003E	036	NE	SWNE
Four Rivers	8	T001N	R003E	035	NE	SWNE
Four Rivers	8	T001N	R003E	028	NW	SWNW
Four Rivers	8	T001N	R003E	034	NW	SWNW
Four Rivers	8	T001N	R003E	036	NW	SWNW
Four Rivers	8	T001N	R003E	035	NW	SWNW
Four Rivers	8	T001N	R003E	028	SE	SWSE
Four Rivers	8	T001N	R003E	020	SW	SWSW
Four Rivers	8	T001N	R004E	031	NW	L 2

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T001N	R004E	032	SE	NESE
Four Rivers	8	T001N	R004E	033	SE	NESE
Four Rivers	8	T001N	R004E	034	SE	NESE
Four Rivers	8	T001N	R004E	033	SW	NESW
Four Rivers	8	T001N	R004E	034	SW	NESW
Four Rivers	8	T001N	R004E	033	SE	NWSE
Four Rivers	8	T001N	R004E	034	SE	NWSE
Four Rivers	8	T001N	R004E	033	SW	NWSW
Four Rivers	8	T001N	R004E	034	SW	NWSW
Four Rivers	8	T001N	R004E	031	NE	SENE
Four Rivers	8	T001N	R004E	032	NE	SENE
Four Rivers	8	T001N	R004E	031	NW	SENW
Four Rivers	8	T001N	R004E	032	NW	SENW
Four Rivers	8	T001N	R004E	034	SE	SESE
Four Rivers	8	T001N	R004E	035	SW	SESW
Four Rivers	8	T001N	R004E	031	NE	SWNE
Four Rivers	8	T001N	R004E	032	NE	SWNE
Four Rivers	8	T001N	R004E	032	NW	SWNW
Four Rivers	8	T001N	R004E	035	SW	SWSW
Four Rivers	8	T001S	R002W	005	NE	L 1
Four Rivers	8	T001S	R002W	006	SE	L 1
Four Rivers	8	T001S	R002W	005	NE	L 2
Four Rivers	8	T001S	R002W	007	NE	NENE
Four Rivers	8	T001S	R002W	007	NE	NENE
Four Rivers	8	T001S	R002W	005	SW	NESW
Four Rivers	8	T001S	R002W	005	SW	NWSW
Four Rivers	8	T001S	R002W	005	NW	SENW
Four Rivers	8	T001S	R002W	006	SE	SESE
Four Rivers	8	T001S	R002W	006	SE	SESE
Four Rivers	8	T001S	R002W	005	NE	SWNE
Four Rivers	8	T001S	R002W	005	SW	SWSW
Four Rivers	8	T001S	R004E	012	NE	L 1
Four Rivers	8	T001S	R004E	002	NW	L 3
Four Rivers	8	T001S	R004E	012	NW	NENW
Four Rivers	8	T001S	R004E	002	SE	NESE
Four Rivers	8	T001S	R004E	012	NE	NWNE
Four Rivers	8	T001S	R004E	002	SE	NWSE
Four Rivers	8	T001S	R004E	001	SW	NWSW
Four Rivers	8	T001S	R004E	002	NW	SENW
Four Rivers	8	T001S	R004E	001	SW	SESW
Four Rivers	8	T001S	R004E	002	NE	SWNE
Four Rivers	8	T001S	R004E	001	SW	SWSW
Four Rivers	8	T001S	R005E	007	NW	L 1
Four Rivers	8	T001S	R005E	007	NW	L 2
Four Rivers	8	T001S	R005E	035	NE	NENE
Four Rivers	8	T001S	R005E	017	NW	NENW
Four Rivers	8	T001S	R005E	021	NW	NENW
Four Rivers	8	T001S	R005E	027	NW	NENW
Four Rivers	8	T001S	R005E	035	NW	NENW
Four Rivers	8	T001S	R005E	007	SE	NESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T001S	R005E	017	SE	NESE
Four Rivers	8	T001S	R005E	021	SE	NESE
Four Rivers	8	T001S	R005E	027	SE	NESE
Four Rivers	8	T001S	R005E	036	SW	NESW
Four Rivers	8	T001S	R005E	021	NE	NWNE
Four Rivers	8	T001S	R005E	027	NE	NWNE
Four Rivers	8	T001S	R005E	035	NE	NWNE
Four Rivers	8	T001S	R005E	017	NW	NWNW
Four Rivers	8	T001S	R005E	021	NW	NWNW
Four Rivers	8	T001S	R005E	007	SE	NWSE
Four Rivers	8	T001S	R005E	017	SE	NWSE
Four Rivers	8	T001S	R005E	022	SW	NWSW
Four Rivers	8	T001S	R005E	026	SW	NWSW
Four Rivers	8	T001S	R005E	036	SW	NWSW
Four Rivers	8	T001S	R005E	021	NE	SENE
Four Rivers	8	T001S	R005E	027	NE	SENE
Four Rivers	8	T001S	R005E	035	NE	SENE
Four Rivers	8	T001S	R005E	007	NW	SENW
Four Rivers	8	T001S	R005E	017	NW	SENW
Four Rivers	8	T001S	R005E	007	SE	SESE
Four Rivers	8	T001S	R005E	017	SE	SESE
Four Rivers	8	T001S	R005E	022	SW	SESW
Four Rivers	8	T001S	R005E	026	SW	SESW
Four Rivers	8	T001S	R005E	036	SW	SESW
Four Rivers	8	T001S	R005E	007	NE	SWNE
Four Rivers	8	T001S	R005E	017	NE	SWNE
Four Rivers	8	T001S	R005E	021	NE	SWNE
Four Rivers	8	T001S	R005E	027	NE	SWNE
Four Rivers	8	T001S	R005E	036	NW	SWNW
Four Rivers	8	T001S	R005E	036	SE	SWSE
Four Rivers	8	T001S	R005E	008	SW	SWSW
Four Rivers	8	T001S	R005E	016	SW	SWSW
Four Rivers	8	T001S	R005E	022	SW	SWSW
Four Rivers	8	T001S	R005E	026	SW	SWSW
Four Rivers	8	T002S	R005E	001	NE	L 1
Four Rivers	8	T002S	R005E	001	NE	L 2
Four Rivers	8	T002S	R005E	001	NE	L 5
Four Rivers	8	T002S	R006E	006	NW	L 5
Four Rivers	8	T002S	R006E	006	SW	L 6
Four Rivers	8	T002S	R006E	007	NE	NENE
Four Rivers	8	T002S	R006E	017	NE	NENE
Four Rivers	8	T002S	R006E	022	NW	NENW
Four Rivers	8	T002S	R006E	026	NW	NENW
Four Rivers	8	T002S	R006E	036	NW	NENW
Four Rivers	8	T002S	R006E	016	SE	NESE
Four Rivers	8	T002S	R006E	022	SE	NESE
Four Rivers	8	T002S	R006E	026	SE	NESE
Four Rivers	8	T002S	R006E	036	SE	NESE
Four Rivers	8	T002S	R006E	006	SW	NESW
Four Rivers	8	T002S	R006E	008	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T002S	R006E	016	SW	NESW
Four Rivers	8	T002S	R006E	008	NW	NWNW
Four Rivers	8	T002S	R006E	016	NW	NWNW
Four Rivers	8	T002S	R006E	022	NW	NWNW
Four Rivers	8	T002S	R006E	026	NW	NWNW
Four Rivers	8	T002S	R006E	036	NW	NWNW
Four Rivers	8	T002S	R006E	008	SE	NWSE
Four Rivers	8	T002S	R006E	016	SE	NWSE
Four Rivers	8	T002S	R006E	022	SE	NWSE
Four Rivers	8	T002S	R006E	026	SE	NWSE
Four Rivers	8	T002S	R006E	036	SE	NWSE
Four Rivers	8	T002S	R006E	008	NW	SENW
Four Rivers	8	T002S	R006E	016	NW	SENW
Four Rivers	8	T002S	R006E	022	NW	SENW
Four Rivers	8	T002S	R006E	026	NW	SENW
Four Rivers	8	T002S	R006E	036	NW	SENW
Four Rivers	8	T002S	R006E	006	SE	SESE
Four Rivers	8	T002S	R006E	008	SE	SESE
Four Rivers	8	T002S	R006E	016	SE	SESE
Four Rivers	8	T002S	R006E	022	SE	SESE
Four Rivers	8	T002S	R006E	026	SE	SESE
Four Rivers	8	T002S	R006E	006	SW	SESW
Four Rivers	8	T002S	R006E	022	NE	SWNE
Four Rivers	8	T002S	R006E	026	NE	SWNE
Four Rivers	8	T002S	R006E	036	NE	SWNE
Four Rivers	8	T002S	R006E	008	NW	SWNW
Four Rivers	8	T002S	R006E	016	NW	SWNW
Four Rivers	8	T002S	R006E	006	SE	SWSE
Four Rivers	8	T002S	R006E	008	SE	SWSE
Four Rivers	8	T002S	R006E	015	SW	SWSW
Four Rivers	8	T002S	R006E	023	SW	SWSW
Four Rivers	8	T002S	R006E	025	SW	SWSW
Four Rivers	8	T002S	R007E	031	SW	L 3
Four Rivers	8	T002S	R007E	031	SW	L 4
Four Rivers	8	T002S	R007E	031	SW	SESW
Four Rivers	8	T003S	R007E	006	NE	L 2
Four Rivers	8	T003S	R007E	006	NW	L 3
Four Rivers	8	T003S	R007E	016	NE	NENE
Four Rivers	8	T003S	R007E	022	NE	NENE
Four Rivers	8	T003S	R007E	026	NE	NENE
Four Rivers	8	T003S	R007E	008	NW	NENW
Four Rivers	8	T003S	R007E	006	SE	NESE
Four Rivers	8	T003S	R007E	025	SE	NESE
Four Rivers	8	T003S	R007E	009	SW	NESW
Four Rivers	8	T003S	R007E	015	SW	NESW
Four Rivers	8	T003S	R007E	023	SW	NESW
Four Rivers	8	T003S	R007E	025	SW	NESW
Four Rivers	8	T003S	R007E	008	NE	NWNE
Four Rivers	8	T003S	R007E	016	NE	NWNE
Four Rivers	8	T003S	R007E	022	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T003S	R007E	023	NW	NWNW
Four Rivers	8	T003S	R007E	025	NW	NWNW
Four Rivers	8	T003S	R007E	023	SE	NWSE
Four Rivers	8	T003S	R007E	025	SE	NWSE
Four Rivers	8	T003S	R007E	005	SW	NWSW
Four Rivers	8	T003S	R007E	009	SW	NWSW
Four Rivers	8	T003S	R007E	015	SW	NWSW
Four Rivers	8	T003S	R007E	006	NE	SENE
Four Rivers	8	T003S	R007E	008	NE	SENE
Four Rivers	8	T003S	R007E	016	NE	SENE
Four Rivers	8	T003S	R007E	023	NW	SENW
Four Rivers	8	T003S	R007E	025	NW	SENW
Four Rivers	8	T003S	R007E	023	SE	SESE
Four Rivers	8	T003S	R007E	025	SE	SESE
Four Rivers	8	T003S	R007E	005	SW	SESW
Four Rivers	8	T003S	R007E	009	SW	SESW
Four Rivers	8	T003S	R007E	015	SW	SESW
Four Rivers	8	T003S	R007E	006	NE	SWNE
Four Rivers	8	T003S	R007E	008	NE	SWNE
Four Rivers	8	T003S	R007E	009	NW	SWNW
Four Rivers	8	T003S	R007E	015	NW	SWNW
Four Rivers	8	T003S	R007E	023	NW	SWNW
Four Rivers	8	T003S	R007E	025	NW	SWNW
Four Rivers	8	T003S	R007E	009	SE	SWSE
Four Rivers	8	T003S	R007E	015	SE	SWSE
Four Rivers	8	T003S	R007E	023	SE	SWSE
Four Rivers	8	T003S	R007E	005	SW	SWSW
Four Rivers	8	T003S	R008E	031	NW	L 1
Four Rivers	8	T003S	R008E	030	SW	L 4
Four Rivers	8	T003S	R008E	031	NW	NENW
Four Rivers	8	T003S	R008E	031	SE	NESE
Four Rivers	8	T003S	R008E	031	SE	NWSE
Four Rivers	8	T003S	R008E	031	NW	SENW
Four Rivers	8	T003S	R008E	031	SE	SESE
Four Rivers	8	T003S	R008E	031	NE	SWNE
Four Rivers	8	T003S	R008E	032	SW	SWSW
Four Rivers	8	T004S	R008E	005	NE	L 2
Four Rivers	8	T004S	R008E	005	NW	L 3
Four Rivers	8	T004S	R008E	005	NW	L 4
Four Rivers	8	T004S	R008E	009	NE	NENE
Four Rivers	8	T004S	R008E	024	NE	NENE
Four Rivers	8	T004S	R008E	010	NW	NENW
Four Rivers	8	T004S	R008E	014	NW	NENW
Four Rivers	8	T004S	R008E	005	SE	NESE
Four Rivers	8	T004S	R008E	010	SE	NESE
Four Rivers	8	T004S	R008E	014	SE	NESE
Four Rivers	8	T004S	R008E	004	SW	NESW
Four Rivers	8	T004S	R008E	013	SW	NESW
Four Rivers	8	T004S	R008E	014	NE	NWNE
Four Rivers	8	T004S	R008E	024	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T004S	R008E	010	NW	NWNW
Four Rivers	8	T004S	R008E	010	SE	NWSE
Four Rivers	8	T004S	R008E	004	SW	NWSW
Four Rivers	8	T004S	R008E	011	SW	NWSW
Four Rivers	8	T004S	R008E	013	SW	NWSW
Four Rivers	8	T004S	R008E	005	NE	SENE
Four Rivers	8	T004S	R008E	014	NE	SENE
Four Rivers	8	T004S	R008E	010	NW	SENW
Four Rivers	8	T004S	R008E	004	SE	SESE
Four Rivers	8	T004S	R008E	004	SW	SESW
Four Rivers	8	T004S	R008E	011	SW	SESW
Four Rivers	8	T004S	R008E	013	SW	SESW
Four Rivers	8	T004S	R008E	005	NE	SWNE
Four Rivers	8	T004S	R008E	010	NE	SWNE
Four Rivers	8	T004S	R008E	014	NE	SWNE
Four Rivers	8	T004S	R008E	004	SE	SWSE
Four Rivers	8	T004S	R008E	013	SE	SWSE
Four Rivers	8	T004S	R008E	011	SW	SWSW
Four Rivers	8	T004S	R009E	019	NW	L 1
Four Rivers	8	T004S	R009E	029	NE	NENE
Four Rivers	8	T004S	R009E	034	NE	NENE
Four Rivers	8	T004S	R009E	019	NW	NENW
Four Rivers	8	T004S	R009E	028	NW	NENW
Four Rivers	8	T004S	R009E	034	NW	NENW
Four Rivers	8	T004S	R009E	034	NW	NENW
Four Rivers	8	T004S	R009E	019	SE	NESE
Four Rivers	8	T004S	R009E	028	SE	NESE
Four Rivers	8	T004S	R009E	020	SW	NESW
Four Rivers	8	T004S	R009E	034	NE	NWNE
Four Rivers	8	T004S	R009E	028	NW	NWNW
Four Rivers	8	T004S	R009E	035	NW	NWNW
Four Rivers	8	T004S	R009E	028	SE	NWSE
Four Rivers	8	T004S	R009E	020	SW	NWSW
Four Rivers	8	T004S	R009E	027	SW	NWSW
Four Rivers	8	T004S	R009E	019	NE	SENE
Four Rivers	8	T004S	R009E	035	NE	SENE
Four Rivers	8	T004S	R009E	036	NE	SENE
Four Rivers	8	T004S	R009E	019	NW	SENW
Four Rivers	8	T004S	R009E	028	NW	SENW
Four Rivers	8	T004S	R009E	035	NW	SENW
Four Rivers	8	T004S	R009E	036	NW	SENW
Four Rivers	8	T004S	R009E	020	SE	SESE
Four Rivers	8	T004S	R009E	020	SW	SESW
Four Rivers	8	T004S	R009E	027	SW	SESW
Four Rivers	8	T004S	R009E	019	NE	SWNE
Four Rivers	8	T004S	R009E	028	NE	SWNE
Four Rivers	8	T004S	R009E	035	NE	SWNE
Four Rivers	8	T004S	R009E	036	NE	SWNE
Four Rivers	8	T004S	R009E	035	NW	SWNW
Four Rivers	8	T004S	R009E	036	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	8	T004S	R009E	020	SE	SWSE
Four Rivers	8	T004S	R009E	027	SW	SWSW
Four Rivers	8	T004S	R010E	031	NW	L 2
Four Rivers	8	T004S	R010E	031	SW	L 3
Four Rivers	8	T004S	R010E	032	SE	NESE
Four Rivers	8	T004S	R010E	031	SE	NESE
Four Rivers	8	T004S	R010E	031	SW	NESW
Four Rivers	8	T004S	R010E	032	SW	NESW
Four Rivers	8	T004S	R010E	033	SW	NESW
Four Rivers	8	T004S	R010E	031	SE	NWSE
Four Rivers	8	T004S	R010E	032	SE	NWSE
Four Rivers	8	T004S	R010E	033	SE	NWSE
Four Rivers	8	T004S	R010E	033	SW	NWSW
Four Rivers	8	T004S	R010E	032	SW	NWSW
Four Rivers	8	T004S	R010E	033	SE	SESE
Four Rivers	8	T004S	R010E	034	SW	SESW
Four Rivers	8	T004S	R010E	033	SE	SWSE
Four Rivers	8	T004S	R010E	034	SE	SWSE
Four Rivers	8	T004S	R010E	034	SW	SWSW
Four Rivers	9	T001S	R002W	033	NW	NENW
Four Rivers	9	T001S	R002W	029	SE	NESE
Four Rivers	9	T001S	R002W	033	NE	NWNE
Four Rivers	9	T001S	R002W	029	SE	NWSE
Four Rivers	9	T001S	R002W	033	SE	NWSE
Four Rivers	9	T001S	R002W	028	SW	NWSW
Four Rivers	9	T001S	R002W	028	SW	SESW
Four Rivers	9	T001S	R002W	033	NE	SWNE
Four Rivers	9	T001S	R002W	033	SE	SWSE
Four Rivers	9	T001S	R002W	028	SW	SWSW
Four Rivers	9	T002S	R002W	004	NE	L 2
Four Rivers	9	T002S	R002W	004	NE	L 5
Four Rivers	9	T002S	R002W	021	NE	NENE
Four Rivers	9	T002S	R002W	027	NW	NENW
Four Rivers	9	T002S	R002W	009	NE	NWNE
Four Rivers	9	T002S	R002W	022	NW	NWNW
Four Rivers	9	T002S	R002W	004	SE	NWSE
Four Rivers	9	T002S	R002W	009	SE	NWSE
Four Rivers	9	T002S	R002W	022	SW	NWSW
Four Rivers	9	T002S	R002W	027	NW	SENW
Four Rivers	9	T002S	R002W	022	SW	SESW
Four Rivers	9	T002S	R002W	009	NE	SWNE
Four Rivers	9	T002S	R002W	022	NW	SWNW
Four Rivers	9	T002S	R002W	004	SE	SWSE
Four Rivers	9	T002S	R002W	009	SE	SWSE
Four Rivers	9	T002S	R002W	022	SW	SWSW
Four Rivers	9	T003S	R001W	029	NE	L 2
Four Rivers	9	T003S	R001W	029	NE	L 3
Four Rivers	9	T003S	R001W	029	NE	L 4
Four Rivers	9	T003S	R001W	029	NW	NENW
Four Rivers	9	T003S	R001W	033	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	9	T003S	R001W	029	SE	NESE
Four Rivers	9	T003S	R001W	029	NE	NWNE
Four Rivers	9	T003S	R001W	020	NW	NWNW
Four Rivers	9	T003S	R001W	033	NW	NWNW
Four Rivers	9	T003S	R001W	033	SE	NWSE
Four Rivers	9	T003S	R001W	020	SW	NWSW
Four Rivers	9	T003S	R001W	029	NE	SENE
Four Rivers	9	T003S	R001W	033	NW	SENW
Four Rivers	9	T003S	R001W	029	SE	SESE
Four Rivers	9	T003S	R001W	033	SE	SESE
Four Rivers	9	T003S	R001W	020	SW	SESW
Four Rivers	9	T003S	R001W	033	NE	SWNE
Four Rivers	9	T003S	R001W	029	NE	SWNE
Four Rivers	9	T003S	R001W	020	NW	SWNW
Four Rivers	9	T003S	R001W	033	SE	SWSE
Four Rivers	9	T003S	R001W	017	SW	SWSW
Four Rivers	9	T003S	R001W	020	SW	SWSW
Four Rivers	9	T003S	R001W	028	SW	SWSW
Four Rivers	9	T004S	R001W	004	NE	L 1
Four Rivers	9	T006S	R006E	036	SE	NESE
Four Rivers	9	T006S	R006E	036	SW	NESW
Four Rivers	9	T006S	R006E	036	SE	NWSE
Four Rivers	9	T006S	R006E	036	SW	NWSW
Four Rivers	9	T006S	R006E	036	NE	SENE
Four Rivers	9	T006S	R006E	035	SE	SESE
Four Rivers	9	T006S	R006E	035	SW	SESW
Four Rivers	9	T006S	R006E	035	SE	SWSE
Four Rivers	9	T006S	R006E	036	SW	SWSW
Four Rivers	9	T006S	R007E	031	NW	L 2
Four Rivers	9	T006S	R007E	027	NE	NENE
Four Rivers	9	T006S	R007E	031	NE	NENE
Four Rivers	9	T006S	R007E	027	NW	NENW
Four Rivers	9	T006S	R007E	031	NW	NENW
Four Rivers	9	T006S	R007E	023	SE	NESE
Four Rivers	9	T006S	R007E	029	SE	NESE
Four Rivers	9	T006S	R007E	024	SW	NESW
Four Rivers	9	T006S	R007E	028	SW	NESW
Four Rivers	9	T006S	R007E	027	NE	NWNE
Four Rivers	9	T006S	R007E	031	NE	NWNE
Four Rivers	9	T006S	R007E	026	NW	NWNW
Four Rivers	9	T006S	R007E	032	NW	NWNW
Four Rivers	9	T006S	R007E	024	SE	NWSE
Four Rivers	9	T006S	R007E	028	SE	NWSE
Four Rivers	9	T006S	R007E	024	SW	NWSW
Four Rivers	9	T006S	R007E	028	SW	NWSW
Four Rivers	9	T006S	R007E	028	NE	SENE
Four Rivers	9	T006S	R007E	027	NW	SENW
Four Rivers	9	T006S	R007E	031	NW	SENW
Four Rivers	9	T006S	R007E	023	SE	SESE
Four Rivers	9	T006S	R007E	029	SE	SESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Four Rivers	9	T006S	R007E	023	SW	SESW
Four Rivers	9	T006S	R007E	029	SW	SESW
Four Rivers	9	T006S	R007E	024	NE	SWNE
Four Rivers	9	T006S	R007E	028	NE	SWNE
Four Rivers	9	T006S	R007E	027	NW	SWNW
Four Rivers	9	T006S	R007E	023	SE	SWSE
Four Rivers	9	T006S	R007E	029	SE	SWSE
Four Rivers	9	T006S	R007E	023	SW	SWSW
Four Rivers	9	T006S	R007E	029	SW	SWSW
Four Rivers	9	T007S	R006E	003	NE	L 1
Four Rivers	9	T007S	R006E	003	NE	L 2
Four Rivers	9	T007S	R006E	002	NW	L 3
Four Rivers	9	T007S	R006E	002	NW	L 4
Four Rivers	9	T007S	R006E	003	NW	SENW
Four Rivers	9	T007S	R006E	005	SE	SESE
Four Rivers	9	T007S	R006E	004	SW	SESW
Four Rivers	9	T007S	R006E	003	NE	SWNE
Four Rivers	9	T007S	R006E	005	SE	SWSE
Four Rivers	9	T007S	R006E	004	SW	SWSW
Jarbidge	9	T006S	R007E	024	NE	SENE
Jarbidge	9	T006S	R007E	024	NE	SWNE
Jarbidge	9	T006S	R008E	019	NW	L 2
Jarbidge	9	T006S	R008E	023	SE	NESE
Jarbidge	9	T006S	R008E	024	SE	NESE
Jarbidge	9	T006S	R008E	023	SW	NESW
Jarbidge	9	T006S	R008E	024	SW	NESW
Jarbidge	9	T006S	R008E	023	SE	NWSE
Jarbidge	9	T006S	R008E	024	SE	NWSE
Jarbidge	9	T006S	R008E	023	SW	NWSW
Jarbidge	9	T006S	R008E	024	SW	NWSW
Jarbidge	9	T006S	R008E	022	NE	SENE
Jarbidge	9	T006S	R008E	021	NE	SENE
Jarbidge	9	T006S	R008E	019	NE	SENE
Jarbidge	9	T006S	R008E	020	NE	SENE
Jarbidge	9	T006S	R008E	022	NW	SENW
Jarbidge	9	T006S	R008E	021	NW	SENW
Jarbidge	9	T006S	R008E	020	NW	SENW
Jarbidge	9	T006S	R008E	019	NW	SENW
Jarbidge	9	T006S	R008E	024	SE	SESE
Jarbidge	9	T006S	R008E	022	NE	SWNE
Jarbidge	9	T006S	R008E	021	NE	SWNE
Jarbidge	9	T006S	R008E	020	NE	SWNE
Jarbidge	9	T006S	R008E	019	NE	SWNE
Jarbidge	9	T006S	R008E	023	NW	SWNW
Jarbidge	9	T006S	R008E	022	NW	SWNW
Jarbidge	9	T006S	R008E	021	NW	SWNW
Jarbidge	9	T006S	R008E	020	NW	SWNW
Jarbidge	9	T006S	R009E	019	SW	L 4
Jarbidge	9	T006S	R009E	030	NW	NENW
Jarbidge	9	T006S	R009E	032	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Jarbidge	9	T006S	R009E	032	SE	NESE
Jarbidge	9	T006S	R009E	029	SW	NESW
Jarbidge	9	T006S	R009E	030	NE	NWNE
Jarbidge	9	T006S	R009E	032	NE	NWNE
Jarbidge	9	T006S	R009E	032	SE	NWSE
Jarbidge	9	T006S	R009E	029	SW	NWSW
Jarbidge	9	T006S	R009E	030	NE	SENE
Jarbidge	9	T006S	R009E	032	SE	SESE
Jarbidge	9	T006S	R009E	019	SW	SESW
Jarbidge	9	T006S	R009E	029	SW	SESW
Jarbidge	9	T006S	R009E	030	NE	SWNE
Jarbidge	9	T006S	R009E	032	NE	SWNE
Jarbidge	9	T006S	R009E	029	NW	SWNW
Jarbidge	9	T007S	R006E	004	SE	NESE
Jarbidge	9	T007S	R006E	003	SW	NWSW
Jarbidge	9	T007S	R006E	003	NW	SENW
Jarbidge	9	T007S	R006E	004	SE	SESE
Jarbidge	9	T007S	R006E	004	SW	SESW
Jarbidge	9	T007S	R006E	003	NW	SWNW
Jarbidge	9	T007S	R006E	004	SE	SWSE
Jarbidge	9	T007S	R009E	004	NE	L 2
Jarbidge	9	T007S	R009E	009	NE	NENE
Jarbidge	9	T007S	R009E	026	NE	NENE
Jarbidge	9	T007S	R009E	036	NE	NENE
Jarbidge	9	T007S	R009E	015	NW	NENW
Jarbidge	9	T007S	R009E	023	NW	NENW
Jarbidge	9	T007S	R009E	004	SE	NESE
Jarbidge	9	T007S	R009E	015	SE	NESE
Jarbidge	9	T007S	R009E	010	SW	NESW
Jarbidge	9	T007S	R009E	023	SW	NESW
Jarbidge	9	T007S	R009E	025	SW	NESW
Jarbidge	9	T007S	R009E	015	NE	NWNE
Jarbidge	9	T007S	R009E	036	NE	NWNE
Jarbidge	9	T007S	R009E	010	NW	NWNW
Jarbidge	9	T007S	R009E	023	NW	NWNW
Jarbidge	9	T007S	R009E	004	SE	NWSE
Jarbidge	9	T007S	R009E	023	SE	NWSE
Jarbidge	9	T007S	R009E	010	SW	NWSW
Jarbidge	9	T007S	R009E	025	SW	NWSW
Jarbidge	9	T007S	R009E	015	NE	SENE
Jarbidge	9	T007S	R009E	026	NE	SENE
Jarbidge	9	T007S	R009E	036	NE	SENE
Jarbidge	9	T007S	R009E	023	NW	SENW
Jarbidge	9	T007S	R009E	004	SE	SESE
Jarbidge	9	T007S	R009E	015	SE	SESE
Jarbidge	9	T007S	R009E	023	SE	SESE
Jarbidge	9	T007S	R009E	010	SW	SESW
Jarbidge	9	T007S	R009E	025	SW	SESW
Jarbidge	9	T007S	R009E	015	NE	SWNE
Jarbidge	9	T007S	R009E	010	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Jarbidge	9	T007S	R009E	025	NW	SWNW
Jarbidge	9	T007S	R009E	023	SE	SWSE
Jarbidge	9	T007S	R009E	025	SE	SWSE
Jarbidge	9	T007S	R009E	014	SW	SWSW
Jarbidge	9	T007S	R010E	031	NW	L 2
Jarbidge	9	T007S	R010E	031	SW	NESW
Jarbidge	9	T007S	R010E	031	SE	NWSE
Jarbidge	9	T007S	R010E	031	NW	SENW
Jarbidge	9	T007S	R010E	031	SE	SESE
Jarbidge	9	T007S	R010E	031	SE	SWSE
Jarbidge	9	T008S	R010E	006	NE	L 1
Jarbidge	9	T008S	R010E	005	NW	L 4
Jarbidge	9	T008S	R010E	015	NE	NENE
Jarbidge	9	T008S	R010E	023	NE	NENE
Jarbidge	9	T008S	R010E	036	NE	NENE
Jarbidge	9	T008S	R010E	009	NW	NENW
Jarbidge	9	T008S	R010E	015	NW	NENW
Jarbidge	9	T008S	R010E	025	NW	NENW
Jarbidge	9	T008S	R010E	005	SE	NESE
Jarbidge	9	T008S	R010E	009	SE	NESE
Jarbidge	9	T008S	R010E	023	SE	NESE
Jarbidge	9	T008S	R010E	025	SE	NESE
Jarbidge	9	T008S	R010E	014	SW	NESW
Jarbidge	9	T008S	R010E	015	NE	NWNE
Jarbidge	9	T008S	R010E	023	NE	NWNE
Jarbidge	9	T008S	R010E	009	NW	NWNW
Jarbidge	9	T008S	R010E	005	SE	NWSE
Jarbidge	9	T008S	R010E	025	SE	NWSE
Jarbidge	9	T008S	R010E	010	SW	NWSW
Jarbidge	9	T008S	R010E	014	SW	NWSW
Jarbidge	9	T008S	R010E	024	SW	NWSW
Jarbidge	9	T008S	R010E	009	NE	SENE
Jarbidge	9	T008S	R010E	015	NE	SENE
Jarbidge	9	T008S	R010E	023	NE	SENE
Jarbidge	9	T008S	R010E	005	NW	SENW
Jarbidge	9	T008S	R010E	009	NW	SENW
Jarbidge	9	T008S	R010E	025	NW	SENW
Jarbidge	9	T008S	R010E	005	SE	SESE
Jarbidge	9	T008S	R010E	025	SE	SESE
Jarbidge	9	T008S	R010E	010	SW	SESW
Jarbidge	9	T008S	R010E	014	SW	SESW
Jarbidge	9	T008S	R010E	024	SW	SESW
Jarbidge	9	T008S	R010E	005	NE	SWNE
Jarbidge	9	T008S	R010E	009	NE	SWNE
Jarbidge	9	T008S	R010E	025	NE	SWNE
Jarbidge	9	T008S	R010E	005	NW	SWNW
Jarbidge	9	T008S	R010E	014	NW	SWNW
Jarbidge	9	T008S	R010E	014	SE	SWSE
Jarbidge	9	T008S	R010E	004	SW	SWSW
Jarbidge	9	T008S	R010E	010	SW	SWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Jarbidge	9	T008S	R010E	024	SW	SWSW
Jarbidge	9	T008S	R011E	031	NW	L 1
Jarbidge	9	T008S	R011E	031	NW	L 2
Jarbidge	9	T008S	R011E	031	SW	NESW
Jarbidge	9	T008S	R011E	031	SE	NWSE
Jarbidge	9	T008S	R011E	031	NW	SENW
Jarbidge	9	T008S	R011E	031	SE	SESE
Jarbidge	9	T008S	R011E	031	SE	SWSE
Jarbidge	9	T009S	R011E	006	NE	L 1
Jarbidge	9	T009S	R011E	005	NW	L 3
Jarbidge	9	T009S	R011E	005	NW	L 4
Jarbidge	9	T009S	R011E	016	NE	NENE
Jarbidge	9	T009S	R011E	022	NE	NENE
Jarbidge	9	T009S	R011E	026	NE	NENE
Jarbidge	9	T009S	R011E	005	SE	NESE
Jarbidge	9	T009S	R011E	025	SE	NESE
Jarbidge	9	T009S	R011E	009	SW	NESW
Jarbidge	9	T009S	R011E	015	SW	NESW
Jarbidge	9	T009S	R011E	023	SW	NESW
Jarbidge	9	T009S	R011E	009	NW	NWNW
Jarbidge	9	T009S	R011E	015	NW	NWNW
Jarbidge	9	T009S	R011E	023	NW	NWNW
Jarbidge	9	T009S	R011E	025	NW	NWNW
Jarbidge	9	T009S	R011E	005	SE	NWSE
Jarbidge	9	T009S	R011E	009	SE	NWSE
Jarbidge	9	T009S	R011E	015	SE	NWSE
Jarbidge	9	T009S	R011E	023	SE	NWSE
Jarbidge	9	T009S	R011E	025	SE	NWSE
Jarbidge	9	T009S	R011E	005	NW	SENW
Jarbidge	9	T009S	R011E	009	NW	SENW
Jarbidge	9	T009S	R011E	015	NW	SENW
Jarbidge	9	T009S	R011E	023	NW	SENW
Jarbidge	9	T009S	R011E	025	NW	SENW
Jarbidge	9	T009S	R011E	005	SE	SESE
Jarbidge	9	T009S	R011E	009	SE	SESE
Jarbidge	9	T009S	R011E	015	SE	SESE
Jarbidge	9	T009S	R011E	023	SE	SESE
Jarbidge	9	T009S	R011E	025	SE	SESE
Jarbidge	9	T009S	R011E	005	NE	SWNE
Jarbidge	9	T009S	R011E	025	NE	SWNE
Jarbidge	9	T009S	R011E	009	NW	SWNW
Jarbidge	9	T009S	R011E	015	NW	SWNW
Jarbidge	9	T009S	R011E	023	NW	SWNW
Jarbidge	9	T009S	R011E	025	NW	SWNW
Jarbidge	9	T009S	R011E	009	SE	SWSE
Jarbidge	9	T009S	R011E	015	SE	SWSE
Jarbidge	9	T009S	R011E	023	SE	SWSE
Jarbidge	9	T009S	R011E	004	SW	SWSW
Jarbidge	9	T009S	R012E	030	SW	L 4
Jarbidge	9	T009S	R012E	031	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Jarbidge	9	T009S	R012E	032	SW	NESW
Jarbidge	9	T009S	R012E	031	NE	NWNE
Jarbidge	9	T009S	R012E	032	SW	NWSW
Jarbidge	9	T009S	R012E	031	NE	SENE
Jarbidge	9	T009S	R012E	030	SW	SESW
Jarbidge	9	T009S	R012E	032	SW	SESW
Jarbidge	9	T009S	R012E	031	NE	SWNE
Jarbidge	9	T009S	R012E	032	NW	SWNW
Jarbidge	9	T009S	R012E	032	SE	SWSE
Jarbidge	9	T010S	R012E	005	NE	L 1
Jarbidge	9	T010S	R012E	010	NW	L 1
Jarbidge	9	T010S	R012E	005	NE	L 2
Jarbidge	9	T010S	R012E	010	NW	L 2
Jarbidge	9	T010S	R012E	004	NW	L 4
Jarbidge	9	T010S	R012E	010	NW	L 4
Jarbidge	9	T010S	R012E	010	NE	L 5
Jarbidge	9	T010S	R012E	003	SW	L 6
Jarbidge	9	T010S	R012E	004	SE	NESE
Jarbidge	9	T010S	R012E	012	SE	NESE
Jarbidge	9	T010S	R012E	004	SW	NESW
Jarbidge	9	T010S	R012E	004	SE	NWSE
Jarbidge	9	T010S	R012E	012	NE	SENE
Jarbidge	9	T010S	R012E	010	NE	SENE
Jarbidge	9	T010S	R012E	011	NE	SENE
Jarbidge	9	T010S	R012E	004	NW	SENW
Jarbidge	9	T010S	R012E	012	NW	SENW
Jarbidge	9	T010S	R012E	011	NW	SENW
Jarbidge	9	T010S	R012E	004	SE	SESE
Jarbidge	9	T010S	R012E	012	NE	SWNE
Jarbidge	9	T010S	R012E	011	NE	SWNE
Jarbidge	9	T010S	R012E	004	NW	SWNW
Jarbidge	9	T010S	R012E	012	NW	SWNW
Jarbidge	9	T010S	R012E	011	NW	SWNW
Jarbidge	9	T010S	R013E	007	SW	L 3
Jarbidge	9	T010S	R013E	017	NE	NENE
Jarbidge	9	T010S	R013E	017	NW	NENW
Jarbidge	9	T010S	R013E	007	SW	NESW
Jarbidge	9	T010S	R013E	017	NE	NWNE
Jarbidge	9	T010S	R013E	007	SE	NWSE
Jarbidge	9	T010S	R013E	016	SW	NWSW
Jarbidge	9	T010S	R013E	016	SW	NWSW
Jarbidge	9	T010S	R013E	017	NE	SENE
Jarbidge	9	T010S	R013E	007	SE	SESE
Jarbidge	9	T010S	R013E	008	SW	SESW
Jarbidge	9	T010S	R013E	016	NW	SWNW
Jarbidge	9	T010S	R013E	007	SE	SWSE
Jarbidge	9	T010S	R013E	008	SW	SWSW
Owyhee	8	T001S	R002W	007	NE	L 2
Owyhee	8	T001S	R002W	007	NE	L 2
Owyhee	8	T001S	R002W	007	NW	L 4

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Owyhee	8	T001S	R002W	007	SW	L 5
Owyhee	8	T001S	R002W	007	SW	L 6
Owyhee	8	T001S	R002W	007	NE	NENE
Owyhee	8	T001S	R002W	007	NE	NENE
Owyhee	8	T001S	R002W	007	NW	SENW
Owyhee	8	T001S	R002W	007	NE	SWNE
Owyhee	8	T001S	R003W	011	SW	NESW
Owyhee	8	T001S	R003W	011	SE	NWSE
Owyhee	8	T001S	R003W	012	SE	SESE
Owyhee	8	T001S	R003W	011	SE	SESE
Owyhee	8	T001S	R003W	012	SW	SESW
Owyhee	8	T001S	R003W	012	SE	SWSE
Owyhee	8	T001S	R003W	011	SE	SWSE
Owyhee	8	T001S	R003W	012	SW	SWSW
Owyhee	9	T001S	R002W	019	NW	L 2
Owyhee	9	T001S	R002W	019	SW	L 3
Owyhee	9	T001S	R002W	030	NE	NENE
Owyhee	9	T001S	R002W	029	NW	NENW
Owyhee	9	T001S	R002W	019	SW	NESW
Owyhee	9	T001S	R002W	029	NW	NWNW
Owyhee	9	T001S	R002W	029	SE	NWSE
Owyhee	9	T001S	R002W	029	NW	SENW
Owyhee	9	T001S	R002W	019	SE	SESE
Owyhee	9	T001S	R002W	019	SW	SESW
Owyhee	9	T001S	R002W	029	NE	SWNE
Owyhee	9	T001S	R002W	019	SE	SWSE
Owyhee	9	T001S	R003W	024	NW	L 3
Owyhee	9	T001S	R003W	024	NE	L 5
Owyhee	9	T001S	R003W	024	NE	L 8
Owyhee	9	T001S	R003W	024	NE	L 9
Owyhee	9	T001S	R003W	014	SE	NESE
Owyhee	9	T001S	R003W	011	SW	NESW
Owyhee	9	T001S	R003W	014	NE	NWNE
Owyhee	9	T001S	R003W	013	SW	NWSW
Owyhee	9	T001S	R003W	014	NE	SENE
Owyhee	9	T001S	R003W	011	SW	SESW
Owyhee	9	T001S	R003W	013	SW	SESW
Owyhee	9	T001S	R003W	014	NE	SWNE
Owyhee	9	T001S	R003W	024	NE	SWNE
Owyhee	9	T001S	R003W	011	SE	SWSE
Owyhee	9	T001S	R003W	013	SW	SWSW
Owyhee	9	T002S	R002W	016	NE	NENE
Owyhee	9	T002S	R002W	021	NE	NENE
Owyhee	9	T002S	R002W	034	NE	NENE
Owyhee	9	T002S	R002W	016	SE	NESE
Owyhee	9	T002S	R002W	034	SE	NESE
Owyhee	9	T002S	R002W	027	SW	NESW
Owyhee	9	T002S	R002W	016	NE	NWNE
Owyhee	9	T002S	R002W	034	NE	NWNE
Owyhee	9	T002S	R002W	027	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Owyhee	9	T002S	R002W	035	SW	NWSW
Owyhee	9	T002S	R002W	016	NE	SENE
Owyhee	9	T002S	R002W	034	NE	SENE
Owyhee	9	T002S	R002W	027	NW	SENW
Owyhee	9	T002S	R002W	016	SE	SESE
Owyhee	9	T002S	R002W	009	SE	SWSE
Owyhee	9	T002S	R002W	027	SE	SWSE
Owyhee	9	T002S	R002W	035	SW	SWSW
Owyhee	9	T003S	R001W	018	NW	L 2
Owyhee	9	T003S	R001W	018	NW	L 6
Owyhee	9	T003S	R001W	018	SE	NESE
Owyhee	9	T003S	R001W	018	SE	NWSE
Owyhee	9	T003S	R001W	018	NW	SENW
Owyhee	9	T003S	R001W	018	SE	SESE
Owyhee	9	T003S	R001W	018	NE	SWNE
Owyhee	9	T003S	R001W	017	SW	SWSW
Owyhee	9	T003S	R002W	002	NW	L 3
Owyhee	9	T003S	R002W	002	NW	L 4
Owyhee	9	T003S	R002W	011	NE	NENE
Owyhee	9	T003S	R002W	013	NE	NENE
Owyhee	9	T003S	R002W	013	NW	NENW
Owyhee	9	T003S	R002W	012	SW	NESW
Owyhee	9	T003S	R002W	013	NE	NWNE
Owyhee	9	T003S	R002W	002	SE	NWSE
Owyhee	9	T003S	R002W	012	SW	NWSW
Owyhee	9	T003S	R002W	011	NE	SENE
Owyhee	9	T003S	R002W	013	NE	SENE
Owyhee	9	T003S	R002W	002	NW	SENW
Owyhee	9	T003S	R002W	002	SE	SESE
Owyhee	9	T003S	R002W	012	SW	SESW
Owyhee	9	T003S	R002W	002	NE	SWNE
Owyhee	9	T003S	R002W	012	NW	SWNW
Owyhee	9	T003S	R002W	002	SE	SWSE
Owyhee	9	T004S	R001E	019	SW	L 3
Owyhee	9	T004S	R001E	019	SW	L 4
Owyhee	9	T004S	R001E	030	NE	NENE
Owyhee	9	T004S	R001E	032	NE	NENE
Owyhee	9	T004S	R001E	030	NW	NENW
Owyhee	9	T004S	R001E	033	SE	NESE
Owyhee	9	T004S	R001E	029	SW	NESW
Owyhee	9	T004S	R001E	030	NE	NWNE
Owyhee	9	T004S	R001E	032	NE	NWNE
Owyhee	9	T004S	R001E	033	NW	NWNW
Owyhee	9	T004S	R001E	033	SE	NWSE
Owyhee	9	T004S	R001E	029	SW	NWSW
Owyhee	9	T004S	R001E	034	SW	NWSW
Owyhee	9	T004S	R001E	030	NE	SENE
Owyhee	9	T004S	R001E	033	NW	SENW
Owyhee	9	T004S	R001E	019	SW	SESW
Owyhee	9	T004S	R001E	029	SW	SESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Owyhee	9	T004S	R001E	034	SW	SESW
Owyhee	9	T004S	R001E	033	NE	SWNE
Owyhee	9	T004S	R001E	029	NW	SWNW
Owyhee	9	T004S	R001E	033	NW	SWNW
Owyhee	9	T004S	R001E	029	SE	SWSE
Owyhee	9	T004S	R001E	034	SE	SWSE
Owyhee	9	T004S	R001E	034	SW	SWSW
Owyhee	9	T004S	R001W	004	NE	L 1
Owyhee	9	T004S	R001W	003	NW	L 4
Owyhee	9	T004S	R001W	010	NE	NENE
Owyhee	9	T004S	R001W	014	NE	NENE
Owyhee	9	T004S	R001W	024	NW	NENW
Owyhee	9	T004S	R001W	014	SE	NESE
Owyhee	9	T004S	R001W	024	SE	NESE
Owyhee	9	T004S	R001W	003	SW	NESW
Owyhee	9	T004S	R001W	011	SW	NESW
Owyhee	9	T004S	R001W	010	NE	NWNE
Owyhee	9	T004S	R001W	014	NE	NWNE
Owyhee	9	T004S	R001W	024	NE	NWNE
Owyhee	9	T004S	R001W	003	SE	NWSE
Owyhee	9	T004S	R001W	011	SW	NWSW
Owyhee	9	T004S	R001W	013	SW	NWSW
Owyhee	9	T004S	R001W	010	NE	SENE
Owyhee	9	T004S	R001W	014	NE	SENE
Owyhee	9	T004S	R001W	024	NE	SENE
Owyhee	9	T004S	R001W	003	NW	SENW
Owyhee	9	T004S	R001W	011	SW	SESW
Owyhee	9	T004S	R001W	013	SW	SESW
Owyhee	9	T004S	R001W	024	NE	SWNE
Owyhee	9	T004S	R001W	003	NW	SWNW
Owyhee	9	T004S	R001W	011	NW	SWNW
Owyhee	9	T004S	R001W	003	SE	SWSE
Owyhee	9	T004S	R001W	011	SE	SWSE
Owyhee	9	T004S	R001W	013	SW	SWSW
Owyhee	9	T005S	R001E	003	NE	L 2
Pocatello	4	T011S	R037E	032	SE	NESE
Pocatello	4	T011S	R037E	033	SW	NWSW
Pocatello	4	T011S	R037E	032	NE	SENE
Pocatello	4	T011S	R037E	032	NE	SWNE
Pocatello	4	T011S	R037E	033	SW	SWSW
Pocatello	4	T011S	R041E	034	SW	L 4
Pocatello	4	T011S	R041E	034	SE	SESE
Pocatello	4	T011S	R041E	035	SE	SESE
Pocatello	4	T011S	R041E	033	SE	SESE
Pocatello	4	T011S	R041E	032	SE	SESE
Pocatello	4	T011S	R041E	035	SW	SESW
Pocatello	4	T011S	R041E	034	SW	SESW
Pocatello	4	T011S	R041E	033	SW	SESW
Pocatello	4	T011S	R041E	034	SE	SWSE
Pocatello	4	T011S	R041E	035	SE	SWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T011S	R041E	033	SE	SWSE
Pocatello	4	T011S	R041E	032	SE	SWSE
Pocatello	4	T011S	R041E	035	SW	SWSW
Pocatello	4	T011S	R041E	036	SW	SWSW
Pocatello	4	T011S	R041E	033	SW	SWSW
Pocatello	4	T011S	R042E	031	SW	SWSW
Pocatello	4	T012S	R037E	004	NW	L 3
Pocatello	4	T012S	R037E	004	NW	L 4
Pocatello	4	T012S	R037E	010	NE	NENE
Pocatello	4	T012S	R037E	012	NE	NENE
Pocatello	4	T012S	R037E	010	NW	NENW
Pocatello	4	T012S	R037E	011	NW	NENW
Pocatello	4	T012S	R037E	012	NW	NENW
Pocatello	4	T012S	R037E	004	SE	NESE
Pocatello	4	T012S	R037E	010	NE	NWNE
Pocatello	4	T012S	R037E	012	NE	NWNE
Pocatello	4	T012S	R037E	011	NW	NWNW
Pocatello	4	T012S	R037E	004	SE	NWSE
Pocatello	4	T012S	R037E	012	NE	SENE
Pocatello	4	T012S	R037E	004	NW	SENW
Pocatello	4	T012S	R037E	004	SE	SESE
Pocatello	4	T012S	R037E	002	SE	SESE
Pocatello	4	T012S	R037E	003	SW	SESW
Pocatello	4	T012S	R037E	002	SW	SESW
Pocatello	4	T012S	R037E	001	SW	SESW
Pocatello	4	T012S	R037E	004	NE	SWNE
Pocatello	4	T012S	R037E	002	SE	SWSE
Pocatello	4	T012S	R037E	003	SW	SWSW
Pocatello	4	T012S	R037E	001	SW	SWSW
Pocatello	4	T012S	R038E	024	NE	L 1
Pocatello	4	T012S	R038E	007	NW	L 2
Pocatello	4	T012S	R038E	017	NE	NENE
Pocatello	4	T012S	R038E	022	NE	NENE
Pocatello	4	T012S	R038E	023	NE	NENE
Pocatello	4	T012S	R038E	017	NW	NENW
Pocatello	4	T012S	R038E	023	NW	NENW
Pocatello	4	T012S	R038E	024	NW	NENW
Pocatello	4	T012S	R038E	007	SE	NESE
Pocatello	4	T012S	R038E	016	SE	NESE
Pocatello	4	T012S	R038E	007	SW	NESW
Pocatello	4	T012S	R038E	016	SW	NESW
Pocatello	4	T012S	R038E	017	NE	NWNE
Pocatello	4	T012S	R038E	022	NE	NWNE
Pocatello	4	T012S	R038E	024	NE	NWNE
Pocatello	4	T012S	R038E	023	NE	NWNE
Pocatello	4	T012S	R038E	023	NW	NWNW
Pocatello	4	T012S	R038E	024	NW	NWNW
Pocatello	4	T012S	R038E	007	SE	NWSE
Pocatello	4	T012S	R038E	016	SE	NWSE
Pocatello	4	T012S	R038E	015	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T012S	R038E	017	NE	SENE
Pocatello	4	T012S	R038E	007	NW	SENW
Pocatello	4	T012S	R038E	016	NW	SENW
Pocatello	4	T012S	R038E	007	SE	SESE
Pocatello	4	T012S	R038E	008	SW	SESW
Pocatello	4	T012S	R038E	015	SW	SESW
Pocatello	4	T012S	R038E	016	NW	SWNW
Pocatello	4	T012S	R038E	015	SE	SWSE
Pocatello	4	T012S	R038E	008	SW	SWSW
Pocatello	4	T012S	R038E	015	SW	SWSW
Pocatello	4	T012S	R039E	019	NW	L 1
Pocatello	4	T012S	R039E	020	NE	NENE
Pocatello	4	T012S	R039E	021	NE	NENE
Pocatello	4	T012S	R039E	022	NE	NENE
Pocatello	4	T012S	R039E	019	NE	NENE
Pocatello	4	T012S	R039E	023	NE	NENE
Pocatello	4	T012S	R039E	024	NE	NENE
Pocatello	4	T012S	R039E	021	NW	NENW
Pocatello	4	T012S	R039E	020	NW	NENW
Pocatello	4	T012S	R039E	022	NW	NENW
Pocatello	4	T012S	R039E	023	NW	NENW
Pocatello	4	T012S	R039E	024	NW	NENW
Pocatello	4	T012S	R039E	019	NW	NENW
Pocatello	4	T012S	R039E	020	NE	NWNE
Pocatello	4	T012S	R039E	021	NE	NWNE
Pocatello	4	T012S	R039E	022	NE	NWNE
Pocatello	4	T012S	R039E	023	NE	NWNE
Pocatello	4	T012S	R039E	024	NE	NWNE
Pocatello	4	T012S	R039E	019	NE	NWNE
Pocatello	4	T012S	R039E	021	NW	NWNW
Pocatello	4	T012S	R039E	022	NW	NWNW
Pocatello	4	T012S	R039E	020	NW	NWNW
Pocatello	4	T012S	R039E	023	NW	NWNW
Pocatello	4	T012S	R039E	024	NW	NWNW
Pocatello	4	T012S	R040E	019	NW	L 1
Pocatello	4	T012S	R040E	010	NE	NENE
Pocatello	4	T012S	R040E	011	NE	NENE
Pocatello	4	T012S	R040E	017	NE	NENE
Pocatello	4	T012S	R040E	010	NW	NENW
Pocatello	4	T012S	R040E	011	NW	NENW
Pocatello	4	T012S	R040E	012	NW	NENW
Pocatello	4	T012S	R040E	019	NW	NENW
Pocatello	4	T012S	R040E	009	SW	NESW
Pocatello	4	T012S	R040E	017	SW	NESW
Pocatello	4	T012S	R040E	010	NE	NWNE
Pocatello	4	T012S	R040E	011	NE	NWNE
Pocatello	4	T012S	R040E	012	NE	NWNE
Pocatello	4	T012S	R040E	017	NE	NWNE
Pocatello	4	T012S	R040E	019	NE	NWNE
Pocatello	4	T012S	R040E	010	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T012S	R040E	011	NW	NWNW
Pocatello	4	T012S	R040E	012	NW	NWNW
Pocatello	4	T012S	R040E	016	NW	NWNW
Pocatello	4	T012S	R040E	009	SE	NWSE
Pocatello	4	T012S	R040E	017	SW	NWSW
Pocatello	4	T012S	R040E	009	NE	SENE
Pocatello	4	T012S	R040E	017	NW	SENW
Pocatello	4	T012S	R040E	001	SE	SESE
Pocatello	4	T012S	R040E	018	SE	SESE
Pocatello	4	T012S	R040E	009	SW	SESW
Pocatello	4	T012S	R040E	009	NE	SWNE
Pocatello	4	T012S	R040E	017	NE	SWNE
Pocatello	4	T012S	R040E	010	NW	SWNW
Pocatello	4	T012S	R040E	001	SE	SWSE
Pocatello	4	T012S	R040E	018	SE	SWSE
Pocatello	4	T012S	R040E	009	SW	SWSW
Pocatello	4	T012S	R040E	017	SW	SWSW
Pocatello	4	T012S	R041E	001	NE	NENE
Pocatello	4	T012S	R041E	001	NW	NENW
Pocatello	4	T012S	R041E	001	NE	NWNE
Pocatello	4	T012S	R041E	001	NW	NWNW
Pocatello	4	T012S	R041E	006	NE	L 1
Pocatello	4	T012S	R041E	005	NE	L 2
Pocatello	4	T012S	R041E	005	NW	L 3
Pocatello	4	T012S	R041E	005	NW	L 4
Pocatello	4	T012S	R041E	006	SW	L 6
Pocatello	4	T012S	R041E	006	SW	L 7
Pocatello	4	T012S	R041E	006	SW	NESW
Pocatello	4	T012S	R041E	006	SE	NWSE
Pocatello	4	T012S	R041E	006	NE	SENE
Pocatello	4	T012S	R041E	006	NE	SWNE
Pocatello	4	T012S	R042E	006	NE	L 1
Pocatello	4	T012S	R042E	006	NE	L 2
Pocatello	4	T012S	R042E	006	NW	L 3
Pocatello	4	T012S	R042E	005	NW	L 3
Pocatello	4	T012S	R042E	006	NW	L 4
Pocatello	4	T012S	R042E	005	NW	L 4
Pocatello	4	T012S	R042E	010	NE	NENE
Pocatello	4	T012S	R042E	011	NW	NENW
Pocatello	4	T012S	R042E	004	SE	NESE
Pocatello	4	T012S	R042E	012	SE	NESE
Pocatello	4	T012S	R042E	004	SW	NESW
Pocatello	4	T012S	R042E	010	NE	NWNE
Pocatello	4	T012S	R042E	011	NE	NWNE
Pocatello	4	T012S	R042E	011	NW	NWNW
Pocatello	4	T012S	R042E	004	SE	NWSE
Pocatello	4	T012S	R042E	004	SW	NWSW
Pocatello	4	T012S	R042E	005	NE	SENE
Pocatello	4	T012S	R042E	012	NE	SENE
Pocatello	4	T012S	R042E	011	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T012S	R042E	005	NW	SENW
Pocatello	4	T012S	R042E	012	NW	SENW
Pocatello	4	T012S	R042E	004	SE	SESE
Pocatello	4	T012S	R042E	012	SE	SESE
Pocatello	4	T012S	R042E	003	SW	SESW
Pocatello	4	T012S	R042E	005	NE	SWNE
Pocatello	4	T012S	R042E	012	NE	SWNE
Pocatello	4	T012S	R042E	011	NE	SWNE
Pocatello	4	T012S	R042E	004	NW	SWNW
Pocatello	4	T012S	R042E	012	NW	SWNW
Pocatello	4	T012S	R042E	003	SE	SWSE
Pocatello	4	T012S	R042E	003	SW	SWSW
Pocatello	4	T012S	R043E	018	NW	L 1
Pocatello	4	T012S	R043E	007	SW	L 4
Pocatello	4	T012S	R043E	019	NE	NENE
Pocatello	4	T012S	R043E	018	NW	NENW
Pocatello	4	T012S	R043E	028	NW	NENW
Pocatello	4	T012S	R043E	034	NW	NENW
Pocatello	4	T012S	R043E	018	SE	NESE
Pocatello	4	T012S	R043E	020	SE	NESE
Pocatello	4	T012S	R043E	034	SE	NESE
Pocatello	4	T012S	R043E	027	SW	NESW
Pocatello	4	T012S	R043E	028	NE	NWNE
Pocatello	4	T012S	R043E	034	NE	NWNE
Pocatello	4	T012S	R043E	020	NW	NWNW
Pocatello	4	T012S	R043E	018	SE	NWSE
Pocatello	4	T012S	R043E	020	SE	NWSE
Pocatello	4	T012S	R043E	027	SW	NWSW
Pocatello	4	T012S	R043E	035	SW	NWSW
Pocatello	4	T012S	R043E	028	NE	SENE
Pocatello	4	T012S	R043E	034	NE	SENE
Pocatello	4	T012S	R043E	018	NW	SENW
Pocatello	4	T012S	R043E	020	NW	SENW
Pocatello	4	T012S	R043E	018	SE	SESE
Pocatello	4	T012S	R043E	020	SE	SESE
Pocatello	4	T012S	R043E	021	SW	SESW
Pocatello	4	T012S	R043E	027	SW	SESW
Pocatello	4	T012S	R043E	018	NE	SWNE
Pocatello	4	T012S	R043E	020	NE	SWNE
Pocatello	4	T012S	R043E	028	NE	SWNE
Pocatello	4	T012S	R043E	034	NE	SWNE
Pocatello	4	T012S	R043E	020	NW	SWNW
Pocatello	4	T012S	R043E	027	NW	SWNW
Pocatello	4	T012S	R043E	021	SW	SWSW
Pocatello	4	T012S	R043E	035	SW	SWSW
Pocatello	4	T013S	R043E	001	SW	L 1
Pocatello	4	T013S	R043E	001	SW	L 1
Pocatello	4	T013S	R043E	002	NW	L 3
Pocatello	4	T013S	R043E	002	NW	L 4
Pocatello	4	T013S	R043E	001	SW	L 9

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T013S	R043E	012	NE	NENE
Pocatello	4	T013S	R043E	002	SE	NESE
Pocatello	4	T013S	R043E	012	NE	NWNE
Pocatello	4	T013S	R043E	002	SE	NWSE
Pocatello	4	T013S	R043E	001	SW	NWSW
Pocatello	4	T013S	R043E	002	NW	SENW
Pocatello	4	T013S	R043E	002	NE	SWNE
Pocatello	4	T013S	R043E	001	SE	SWSE
Pocatello	4	T013S	R044E	007	NW	L 1
Pocatello	4	T013S	R044E	007	NW	L 2
Pocatello	4	T013S	R044E	022	NE	L 2
Pocatello	4	T013S	R044E	022	NW	L 2
Pocatello	4	T013S	R044E	022	SE	L 3
Pocatello	4	T013S	R044E	022	NW	L 7
Pocatello	4	T013S	R044E	021	NE	NENE
Pocatello	4	T013S	R044E	017	NW	NENW
Pocatello	4	T013S	R044E	007	SE	NESE
Pocatello	4	T013S	R044E	017	SE	NESE
Pocatello	4	T013S	R044E	022	SE	NESE
Pocatello	4	T013S	R044E	007	SW	NESW
Pocatello	4	T013S	R044E	016	SW	NESW
Pocatello	4	T013S	R044E	023	SW	NESW
Pocatello	4	T013S	R044E	017	NE	NWNE
Pocatello	4	T013S	R044E	017	NW	NWNW
Pocatello	4	T013S	R044E	022	NW	NWNW
Pocatello	4	T013S	R044E	007	SE	NWSE
Pocatello	4	T013S	R044E	016	SW	NWSW
Pocatello	4	T013S	R044E	023	SW	NWSW
Pocatello	4	T013S	R044E	017	NE	SENE
Pocatello	4	T013S	R044E	007	NW	SENW
Pocatello	4	T013S	R044E	007	SE	SESE
Pocatello	4	T013S	R044E	016	SE	SESE
Pocatello	4	T013S	R044E	024	SE	SESE
Pocatello	4	T013S	R044E	023	SE	SESE
Pocatello	4	T013S	R044E	024	SE	SESE
Pocatello	4	T013S	R044E	016	SW	SESW
Pocatello	4	T013S	R044E	023	SW	SESW
Pocatello	4	T013S	R044E	024	SW	SESW
Pocatello	4	T013S	R044E	017	NE	SWNE
Pocatello	4	T013S	R044E	022	NW	SWNW
Pocatello	4	T013S	R044E	016	SE	SWSE
Pocatello	4	T013S	R044E	023	SE	SWSE
Pocatello	4	T013S	R044E	024	SE	SWSE
Pocatello	4	T013S	R044E	008	SW	SWSW
Pocatello	4	T013S	R044E	024	SW	SWSW
Pocatello	4	T013S	R045E	019	SW	L 4
Pocatello	4	T013S	R045E	019	SW	L 4
Pocatello	4	T013S	R045E	028	NE	NENE
Pocatello	4	T013S	R045E	029	NE	NENE
Pocatello	4	T013S	R045E	030	NE	NENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T013S	R045E	028	NW	NENW
Pocatello	4	T013S	R045E	029	NW	NENW
Pocatello	4	T013S	R045E	030	NW	NENW
Pocatello	4	T013S	R045E	034	NW	NENW
Pocatello	4	T013S	R045E	034	SE	NESE
Pocatello	4	T013S	R045E	035	SW	NESW
Pocatello	4	T013S	R045E	028	NE	NWNE
Pocatello	4	T013S	R045E	029	NE	NWNE
Pocatello	4	T013S	R045E	030	NE	NWNE
Pocatello	4	T013S	R045E	028	NW	NWNW
Pocatello	4	T013S	R045E	029	NW	NWNW
Pocatello	4	T013S	R045E	034	SE	NWSE
Pocatello	4	T013S	R045E	027	SW	NWSW
Pocatello	4	T013S	R045E	035	SW	NWSW
Pocatello	4	T013S	R045E	028	NE	SENE
Pocatello	4	T013S	R045E	034	NW	SENW
Pocatello	4	T013S	R045E	035	SE	SESE
Pocatello	4	T013S	R045E	019	SW	SESW
Pocatello	4	T013S	R045E	027	SW	SESW
Pocatello	4	T013S	R045E	035	SW	SESW
Pocatello	4	T013S	R045E	034	NE	SWNE
Pocatello	4	T013S	R045E	027	NW	SWNW
Pocatello	4	T013S	R045E	035	SE	SWSE
Pocatello	4	T013S	R045E	027	SW	SWSW
Pocatello	4	T013S	R045E	036	SW	SWSW
Pocatello	4	T014S	R045E	001	NE	L 2
Pocatello	4	T014S	R045E	001	NW	L 3
Pocatello	4	T014S	R045E	013	NE	L 3
Pocatello	4	T014S	R045E	001	NW	L 4
Pocatello	4	T014S	R045E	013	SE	L 5
Pocatello	4	T014S	R045E	013	SE	L 5
Pocatello	4	T014S	R045E	013	SE	L 6
Pocatello	4	T014S	R045E	012	NE	NWNE
Pocatello	4	T014S	R045E	013	NE	NWNE
Pocatello	4	T014S	R045E	001	SE	NWSE
Pocatello	4	T014S	R045E	012	SE	NWSE
Pocatello	4	T014S	R045E	013	SE	SESE
Pocatello	4	T014S	R045E	001	NE	SWNE
Pocatello	4	T014S	R045E	012	NE	SWNE
Pocatello	4	T014S	R045E	001	SE	SWSE
Pocatello	4	T014S	R045E	012	SE	SWSE
Pocatello	4	T014S	R046E	019	NW	L 1
Pocatello	4	T014S	R046E	018	SW	L 4
Pocatello	4	T014S	R046E	019	NW	NENW
Pocatello	4	T014S	R046E	029	NW	NENW
Pocatello	4	T014S	R046E	033	NW	NENW
Pocatello	4	T014S	R046E	019	SE	NESE
Pocatello	4	T014S	R046E	029	SE	NESE
Pocatello	4	T014S	R046E	033	SE	NESE
Pocatello	4	T014S	R046E	029	NE	NWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	4	T014S	R046E	033	NE	NWNE
Pocatello	4	T014S	R046E	020	SW	NWSW
Pocatello	4	T014S	R046E	028	SW	NWSW
Pocatello	4	T014S	R046E	034	SW	NWSW
Pocatello	4	T014S	R046E	019	NE	SENE
Pocatello	4	T014S	R046E	029	NE	SENE
Pocatello	4	T014S	R046E	033	NE	SENE
Pocatello	4	T014S	R046E	019	NW	SENW
Pocatello	4	T014S	R046E	020	SW	SESW
Pocatello	4	T014S	R046E	028	SW	SESW
Pocatello	4	T014S	R046E	034	SW	SESW
Pocatello	4	T014S	R046E	019	NE	SWNE
Pocatello	4	T014S	R046E	029	NE	SWNE
Pocatello	4	T014S	R046E	033	NE	SWNE
Pocatello	4	T014S	R046E	020	SW	SWSW
Pocatello	4	T014S	R046E	028	SW	SWSW
Pocatello	4	T014S	R046E	034	SW	SWSW
Pocatello	4	T015S	R046E	011	NW	L 1
Pocatello	4	T015S	R046E	003	NE	L 2
Pocatello	4	T015S	R046E	003	NW	L 3
Pocatello	4	T015S	R046E	002	SW	L 3
Pocatello	4	T015S	R046E	002	SW	L 4
Pocatello	4	T015S	R046E	003	SE	NESE
Pocatello	4	T015S	R046E	003	NE	SENE
Pocatello	4	T015S	R046E	003	NE	SWNE
Pocatello	5	T008S	R030E	011	SE	L 2
Pocatello	5	T008S	R030E	011		NENW
Pocatello	5	T008S	R030E	011	SE	SESE
Pocatello	5	T008S	R030E	012	SE	SESE
Pocatello	5	T008S	R030E	012	SW	SESW
Pocatello	5	T008S	R030E	011	SE	SWSE
Pocatello	5	T008S	R030E	012	SE	SWSE
Pocatello	5	T008S	R030E	012	SW	SWSW
Pocatello	5	T008S	R031E	018	NW	L 1
Pocatello	5	T008S	R031E	007	SW	L 4
Pocatello	5	T008S	R031E	019	NE	NENE
Pocatello	5	T008S	R031E	030	NE	NENE
Pocatello	5	T008S	R031E	032	NE	NENE
Pocatello	5	T008S	R031E	018	NW	NENW
Pocatello	5	T008S	R031E	019	SE	NESE
Pocatello	5	T008S	R031E	018	SW	NESW
Pocatello	5	T008S	R031E	029	SW	NESW
Pocatello	5	T008S	R031E	033	SW	NESW
Pocatello	5	T008S	R031E	029	NW	NWNW
Pocatello	5	T008S	R031E	018	SE	NWSE
Pocatello	5	T008S	R031E	029	SE	NWSE
Pocatello	5	T008S	R031E	033	SW	NWSW
Pocatello	5	T008S	R031E	019	NE	SENE
Pocatello	5	T008S	R031E	032	NE	SENE
Pocatello	5	T008S	R031E	018	NW	SENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	5	T008S	R031E	029	NW	SENW
Pocatello	5	T008S	R031E	018	SE	SESE
Pocatello	5	T008S	R031E	019	SE	SESE
Pocatello	5	T008S	R031E	029	SE	SESE
Pocatello	5	T008S	R031E	033	SW	SESW
Pocatello	5	T008S	R031E	029	NW	SWNW
Pocatello	5	T008S	R031E	033	NW	SWNW
Pocatello	5	T008S	R031E	018	SE	SWSE
Pocatello	5	T008S	R031E	029	SE	SWSE
Pocatello	5	T009S	R031E	004	NW	L 3
Pocatello	5	T009S	R031E	028	NE	NENE
Pocatello	5	T009S	R031E	009	NW	NENW
Pocatello	5	T009S	R031E	034	NW	NENW
Pocatello	5	T009S	R031E	021	SE	NESE
Pocatello	5	T009S	R031E	004	SW	NESW
Pocatello	5	T009S	R031E	027	SW	NESW
Pocatello	5	T009S	R031E	016	NE	NWNE
Pocatello	5	T009S	R031E	021	NE	NWNE
Pocatello	5	T009S	R031E	027	NW	NWNW
Pocatello	5	T009S	R031E	009	SE	NWSE
Pocatello	5	T009S	R031E	016	SE	NWSE
Pocatello	5	T009S	R031E	034	SE	NWSE
Pocatello	5	T009S	R031E	027	SW	NWSW
Pocatello	5	T009S	R031E	021	NE	SENE
Pocatello	5	T009S	R031E	004	NW	SENW
Pocatello	5	T009S	R031E	009	NW	SENW
Pocatello	5	T009S	R031E	034	NW	SENW
Pocatello	5	T009S	R031E	021	SE	SESE
Pocatello	5	T009S	R031E	004	SW	SESW
Pocatello	5	T009S	R031E	027	SW	SESW
Pocatello	5	T009S	R031E	009	NE	SWNE
Pocatello	5	T009S	R031E	016	NE	SWNE
Pocatello	5	T009S	R031E	021	NE	SWNE
Pocatello	5	T009S	R031E	034	NE	SWNE
Pocatello	5	T009S	R031E	027	NW	SWNW
Pocatello	5	T009S	R031E	009	SE	SWSE
Pocatello	5	T009S	R031E	016	SE	SWSE
Pocatello	5	T009S	R031E	034	SE	SWSE
Pocatello	5	T010S	R031E	003	NE	L 1
Pocatello	5	T010S	R031E	003	NE	L 2
Pocatello	5	T010S	R031E	013	NE	NENE
Pocatello	5	T010S	R031E	013	NW	NENW
Pocatello	5	T010S	R031E	003	SE	NESE
Pocatello	5	T010S	R031E	011	SW	NESW
Pocatello	5	T010S	R031E	013	NE	NWNE
Pocatello	5	T010S	R031E	011	NW	NWNW
Pocatello	5	T010S	R031E	013	NW	NWNW
Pocatello	5	T010S	R031E	011	SE	NWSE
Pocatello	5	T010S	R031E	002	SW	NWSW
Pocatello	5	T010S	R031E	003	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	5	T010S	R031E	011	NW	SENW
Pocatello	5	T010S	R031E	011	SE	SESE
Pocatello	5	T010S	R031E	011	NW	SWNW
Pocatello	5	T010S	R031E	011	SE	SWSE
Pocatello	5	T010S	R031E	002	SW	SWSW
Pocatello	5	T010S	R031E	012	SW	SWSW
Pocatello	5	T010S	R032E	018	NW	L 1
Pocatello	5	T010S	R032E	015	NE	NENE
Pocatello	5	T010S	R032E	018	NE	NENE
Pocatello	5	T010S	R032E	014	NE	NENE
Pocatello	5	T010S	R032E	016	NE	NENE
Pocatello	5	T010S	R032E	013	NE	NENE
Pocatello	5	T010S	R032E	017	NE	NENE
Pocatello	5	T010S	R032E	014	NW	NENW
Pocatello	5	T010S	R032E	013	NW	NENW
Pocatello	5	T010S	R032E	018	NW	NENW
Pocatello	5	T010S	R032E	015	NW	NENW
Pocatello	5	T010S	R032E	017	NW	NENW
Pocatello	5	T010S	R032E	016	NW	NENW
Pocatello	5	T010S	R032E	014	NE	NWNE
Pocatello	5	T010S	R032E	015	NE	NWNE
Pocatello	5	T010S	R032E	013	NE	NWNE
Pocatello	5	T010S	R032E	018	NE	NWNE
Pocatello	5	T010S	R032E	016	NE	NWNE
Pocatello	5	T010S	R032E	017	NE	NWNE
Pocatello	5	T010S	R032E	014	NW	NWNW
Pocatello	5	T010S	R032E	017	NW	NWNW
Pocatello	5	T010S	R032E	013	NW	NWNW
Pocatello	5	T010S	R032E	015	NW	NWNW
Pocatello	5	T010S	R032E	016	NW	NWNW
Pocatello	5	T010S	R033E	018	NE	L 1
Pocatello	5	T010S	R033E	014	NE	NENE
Pocatello	5	T010S	R033E	013	NE	NENE
Pocatello	5	T010S	R033E	015	NE	NENE
Pocatello	5	T010S	R033E	016	NE	NENE
Pocatello	5	T010S	R033E	017	NE	NENE
Pocatello	5	T010S	R033E	013	NW	NENW
Pocatello	5	T010S	R033E	014	NW	NENW
Pocatello	5	T010S	R033E	015	NW	NENW
Pocatello	5	T010S	R033E	016	NW	NENW
Pocatello	5	T010S	R033E	018	NW	NENW
Pocatello	5	T010S	R033E	017	NW	NENW
Pocatello	5	T010S	R033E	014	NE	NWNE
Pocatello	5	T010S	R033E	013	NE	NWNE
Pocatello	5	T010S	R033E	015	NE	NWNE
Pocatello	5	T010S	R033E	016	NE	NWNE
Pocatello	5	T010S	R033E	017	NE	NWNE
Pocatello	5	T010S	R033E	018	NE	NWNE
Pocatello	5	T010S	R033E	013	NW	NWNW
Pocatello	5	T010S	R033E	014	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	5	T010S	R033E	015	NW	NWNW
Pocatello	5	T010S	R033E	016	NW	NWNW
Pocatello	5	T010S	R033E	018	NW	NWNW
Pocatello	5	T010S	R033E	017	NW	NWNW
Pocatello	5	T010S	R034E	018	NW	L 1
Pocatello	5	T010S	R034E	016	NW	L 1
Pocatello	5	T010S	R034E	018	NE	NENE
Pocatello	5	T010S	R034E	017	NE	NENE
Pocatello	5	T010S	R034E	016	NE	NENE
Pocatello	5	T010S	R034E	015	NE	NENE
Pocatello	5	T010S	R034E	013	NE	NENE
Pocatello	5	T010S	R034E	014	NE	NENE
Pocatello	5	T010S	R034E	018	NW	NENW
Pocatello	5	T010S	R034E	017	NW	NENW
Pocatello	5	T010S	R034E	016	NW	NENW
Pocatello	5	T010S	R034E	015	NW	NENW
Pocatello	5	T010S	R034E	014	NW	NENW
Pocatello	5	T010S	R034E	013	NW	NENW
Pocatello	5	T010S	R034E	018	NE	NWNE
Pocatello	5	T010S	R034E	017	NE	NWNE
Pocatello	5	T010S	R034E	016	NE	NWNE
Pocatello	5	T010S	R034E	015	NE	NWNE
Pocatello	5	T010S	R034E	013	NE	NWNE
Pocatello	5	T010S	R034E	014	NE	NWNE
Pocatello	5	T010S	R034E	017	NW	NWNW
Pocatello	5	T010S	R034E	015	NW	NWNW
Pocatello	5	T010S	R034E	014	NW	NWNW
Pocatello	5	T010S	R034E	013	NW	NWNW
Pocatello	5	T010S	R035E	018	NW	L 1
Pocatello	5	T010S	R035E	024	SW	L 3
Pocatello	5	T010S	R035E	024	SW	L 4
Pocatello	5	T010S	R035E	025	NE	L 5
Pocatello	5	T010S	R035E	018	NE	NENE
Pocatello	5	T010S	R035E	017	NE	NENE
Pocatello	5	T010S	R035E	016	NE	NENE
Pocatello	5	T010S	R035E	025	NE	NENE
Pocatello	5	T010S	R035E	017	NW	NENW
Pocatello	5	T010S	R035E	016	NW	NENW
Pocatello	5	T010S	R035E	023	NW	NENW
Pocatello	5	T010S	R035E	015	SE	NESE
Pocatello	5	T010S	R035E	023	SE	NESE
Pocatello	5	T010S	R035E	018	NE	NWNE
Pocatello	5	T010S	R035E	017	NE	NWNE
Pocatello	5	T010S	R035E	016	NE	NWNE
Pocatello	5	T010S	R035E	023	NE	NWNE
Pocatello	5	T010S	R035E	025	NE	NWNE
Pocatello	5	T010S	R035E	017	NW	NWNW
Pocatello	5	T010S	R035E	016	NW	NWNW
Pocatello	5	T010S	R035E	015	NW	NWNW
Pocatello	5	T010S	R035E	023	NW	NWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	5	T010S	R035E	015	SE	NWSE
Pocatello	5	T010S	R035E	023	NE	SENE
Pocatello	5	T010S	R035E	015	NW	SENW
Pocatello	5	T010S	R035E	009	SE	SESE
Pocatello	5	T010S	R035E	015	SE	SESE
Pocatello	5	T010S	R035E	024	SW	SESW
Pocatello	5	T010S	R035E	015	NE	SWNE
Pocatello	5	T010S	R035E	023	NE	SWNE
Pocatello	5	T010S	R035E	015	NW	SWNW
Pocatello	5	T010S	R035E	024	SE	SWSE
Pocatello	5	T010S	R035E	014	SW	SWSW
Pocatello	5	T010S	R036E	030	NW	L 2
Pocatello	5	T010S	R036E	031	NE	NENE
Pocatello	5	T010S	R036E	032	NW	NENW
Pocatello	5	T010S	R036E	032	SE	NESE
Pocatello	5	T010S	R036E	030	SW	NESW
Pocatello	5	T010S	R036E	032	NW	NWNW
Pocatello	5	T010S	R036E	030	SE	NWSE
Pocatello	5	T010S	R036E	032	SE	NWSE
Pocatello	5	T010S	R036E	033	SW	NWSW
Pocatello	5	T010S	R036E	030	NW	SENW
Pocatello	5	T010S	R036E	032	NW	SENW
Pocatello	5	T010S	R036E	030	SE	SESE
Pocatello	5	T010S	R036E	033	SW	SESW
Pocatello	5	T010S	R036E	032	NE	SWNE
Pocatello	5	T010S	R036E	030	SE	SWSE
Pocatello	5	T010S	R036E	033	SW	SWSW
Pocatello	5	T011S	R036E	004	NE	L 1
Pocatello	5	T011S	R036E	004	NE	L 2
Pocatello	5	T011S	R036E	004	NW	L 3
Pocatello	5	T011S	R036E	010	NE	NENE
Pocatello	5	T011S	R036E	011	NW	NENW
Pocatello	5	T011S	R036E	013	NW	NENW
Pocatello	5	T011S	R036E	011	SE	NESE
Pocatello	5	T011S	R036E	013	SE	NESE
Pocatello	5	T011S	R036E	003	SW	NESW
Pocatello	5	T011S	R036E	013	NE	NWNE
Pocatello	5	T011S	R036E	011	NW	NWNW
Pocatello	5	T011S	R036E	003	SE	NWSE
Pocatello	5	T011S	R036E	011	SE	NWSE
Pocatello	5	T011S	R036E	003	SW	NWSW
Pocatello	5	T011S	R036E	004	NE	SENE
Pocatello	5	T011S	R036E	013	NE	SENE
Pocatello	5	T011S	R036E	011	NW	SENW
Pocatello	5	T011S	R036E	003	SE	SESE
Pocatello	5	T011S	R036E	011	SE	SESE
Pocatello	5	T011S	R036E	012	SW	SESW
Pocatello	5	T011S	R036E	011	NE	SWNE
Pocatello	5	T011S	R036E	013	NE	SWNE
Pocatello	5	T011S	R036E	003	NW	SWNW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	5	T011S	R036E	003	SE	SWSE
Pocatello	5	T011S	R036E	012	SW	SWSW
Pocatello	5	T011S	R037E	019	NW	L 1
Pocatello	5	T011S	R037E	018	SW	L 3
Pocatello	5	T011S	R037E	018	SW	L 4
Pocatello	5	T011S	R037E	030	NE	NENE
Pocatello	5	T011S	R037E	032	NE	NENE
Pocatello	5	T011S	R037E	019	NW	NENW
Pocatello	5	T011S	R037E	019	SE	NESE
Pocatello	5	T011S	R037E	029	SW	NESW
Pocatello	5	T011S	R037E	029	NW	NWNW
Pocatello	5	T011S	R037E	019	SE	NWSE
Pocatello	5	T011S	R037E	029	SE	NWSE
Pocatello	5	T011S	R037E	032	NE	SENE
Pocatello	5	T011S	R037E	019	NW	SENW
Pocatello	5	T011S	R037E	029	NW	SENW
Pocatello	5	T011S	R037E	019	SE	SESE
Pocatello	5	T011S	R037E	029	SE	SESE
Pocatello	5	T011S	R037E	019	NE	SWNE
Pocatello	5	T011S	R037E	032	NE	SWNE
Pocatello	5	T011S	R037E	029	NW	SWNW
Pocatello	5	T011S	R037E	029	SE	SWSE
Pocatello	7	T010S	R029E	012	SE	L 3
Pocatello	7	T010S	R029E	011	SE	NESE
Pocatello	7	T010S	R029E	012	SW	NESW
Pocatello	7	T010S	R029E	012	SE	NWSE
Pocatello	7	T010S	R029E	012	SW	NWSW
Pocatello	7	T010S	R030E	007	SW	L 3
Pocatello	7	T010S	R030E	011	NE	NENE
Pocatello	7	T010S	R030E	010	NE	NENE
Pocatello	7	T010S	R030E	011	NW	NENW
Pocatello	7	T010S	R030E	012	SW	NESW
Pocatello	7	T010S	R030E	007	SW	NESW
Pocatello	7	T010S	R030E	010	NE	NWNE
Pocatello	7	T010S	R030E	011	NE	NWNE
Pocatello	7	T010S	R030E	011	NW	NWNW
Pocatello	7	T010S	R030E	007	SE	NWSE
Pocatello	7	T010S	R030E	012	SW	NWSW
Pocatello	7	T010S	R030E	009	NE	SENE
Pocatello	7	T010S	R030E	008	NE	SENE
Pocatello	7	T010S	R030E	011	NE	SENE
Pocatello	7	T010S	R030E	007	NE	SENE
Pocatello	7	T010S	R030E	009	NW	SENW
Pocatello	7	T010S	R030E	010	NW	SENW
Pocatello	7	T010S	R030E	008	NW	SENW
Pocatello	7	T010S	R030E	012	SE	SESE
Pocatello	7	T010S	R030E	012	SW	SESW
Pocatello	7	T010S	R030E	009	NE	SWNE
Pocatello	7	T010S	R030E	010	NE	SWNE
Pocatello	7	T010S	R030E	008	NE	SWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	7	T010S	R030E	007	NE	SWNE
Pocatello	7	T010S	R030E	010	NW	SWNW
Pocatello	7	T010S	R030E	009	NW	SWNW
Pocatello	7	T010S	R030E	012	NW	SWNW
Pocatello	7	T010S	R030E	008	NW	SWNW
Pocatello	7	T010S	R030E	012	SE	SWSE
Pocatello	7	T010S	R031E	007	SW	L 4
Pocatello	7	T010S	R031E	015	NE	NENE
Pocatello	7	T010S	R031E	014	NE	NENE
Pocatello	7	T010S	R031E	014	NW	NENW
Pocatello	7	T010S	R031E	014	NE	NWNE
Pocatello	7	T010S	R031E	014	NW	NWNW
Pocatello	7	T010S	R031E	014	NE	SENE
Pocatello	7	T010S	R031E	013	NE	SENE
Pocatello	7	T010S	R031E	013	NW	SENW
Pocatello	7	T010S	R031E	007	SE	SESE
Pocatello	7	T010S	R031E	008	SE	SESE
Pocatello	7	T010S	R031E	009	SE	SESE
Pocatello	7	T010S	R031E	010	SE	SESE
Pocatello	7	T010S	R031E	007	SW	SESW
Pocatello	7	T010S	R031E	008	SW	SESW
Pocatello	7	T010S	R031E	009	SW	SESW
Pocatello	7	T010S	R031E	010	SW	SESW
Pocatello	7	T010S	R031E	013	NE	SWNE
Pocatello	7	T010S	R031E	013	NW	SWNW
Pocatello	7	T010S	R031E	007	SE	SWSE
Pocatello	7	T010S	R031E	008	SE	SWSE
Pocatello	7	T010S	R031E	009	SE	SWSE
Pocatello	7	T010S	R031E	010	SE	SWSE
Pocatello	7	T010S	R031E	008	SW	SWSW
Pocatello	7	T010S	R031E	009	SW	SWSW
Pocatello	7	T010S	R031E	010	SW	SWSW
Pocatello	7	T010S	R032E	018	SW	L 3
Pocatello	7	T010S	R032E	015	SE	NESE
Pocatello	7	T010S	R032E	014	SE	NESE
Pocatello	7	T010S	R032E	016	SE	NESE
Pocatello	7	T010S	R032E	018	SE	NESE
Pocatello	7	T010S	R032E	017	SE	NESE
Pocatello	7	T010S	R032E	013	SE	NESE
Pocatello	7	T010S	R032E	014	SW	NESW
Pocatello	7	T010S	R032E	015	SW	NESW
Pocatello	7	T010S	R032E	013	SW	NESW
Pocatello	7	T010S	R032E	016	SW	NESW
Pocatello	7	T010S	R032E	017	SW	NESW
Pocatello	7	T010S	R032E	018	SW	NESW
Pocatello	7	T010S	R032E	015	SE	NWSE
Pocatello	7	T010S	R032E	014	SE	NWSE
Pocatello	7	T010S	R032E	016	SE	NWSE
Pocatello	7	T010S	R032E	018	SE	NWSE
Pocatello	7	T010S	R032E	017	SE	NWSE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	7	T010S	R032E	013	SE	NWSE
Pocatello	7	T010S	R032E	014	SW	NWSW
Pocatello	7	T010S	R032E	015	SW	NWSW
Pocatello	7	T010S	R032E	013	SW	NWSW
Pocatello	7	T010S	R032E	017	SW	NWSW
Pocatello	7	T010S	R032E	016	SW	NWSW
Pocatello	7	T010S	R033E	018	SE	L 3
Pocatello	7	T010S	R033E	016	SE	NESE
Pocatello	7	T010S	R033E	015	SE	NESE
Pocatello	7	T010S	R033E	017	SE	NESE
Pocatello	7	T010S	R033E	015	SW	NESW
Pocatello	7	T010S	R033E	016	SW	NESW
Pocatello	7	T010S	R033E	018	SW	NESW
Pocatello	7	T010S	R033E	017	SW	NESW
Pocatello	7	T010S	R033E	015	SE	NWSE
Pocatello	7	T010S	R033E	016	SE	NWSE
Pocatello	7	T010S	R033E	018	SE	NWSE
Pocatello	7	T010S	R033E	017	SE	NWSE
Pocatello	7	T010S	R033E	014	SW	NWSW
Pocatello	7	T010S	R033E	015	SW	NWSW
Pocatello	7	T010S	R033E	016	SW	NWSW
Pocatello	7	T010S	R033E	018	SW	NWSW
Pocatello	7	T010S	R033E	017	SW	NWSW
Pocatello	7	T010S	R033E	014	NE	SENE
Pocatello	7	T010S	R033E	013	NE	SENE
Pocatello	7	T010S	R033E	013	NW	SENW
Pocatello	7	T010S	R033E	014	NW	SENW
Pocatello	7	T010S	R033E	014	NE	SWNE
Pocatello	7	T010S	R033E	013	NE	SWNE
Pocatello	7	T010S	R033E	013	NW	SWNW
Pocatello	7	T010S	R033E	014	NW	SWNW
Pocatello	7	T010S	R034E	018	NW	L 2
Pocatello	7	T010S	R034E	016	NW	L 2
Pocatello	7	T010S	R034E	018	NE	SENE
Pocatello	7	T010S	R034E	017	NE	SENE
Pocatello	7	T010S	R034E	016	NE	SENE
Pocatello	7	T010S	R034E	015	NE	SENE
Pocatello	7	T010S	R034E	013	NE	SENE
Pocatello	7	T010S	R034E	014	NE	SENE
Pocatello	7	T010S	R034E	018	NW	SENW
Pocatello	7	T010S	R034E	017	NW	SENW
Pocatello	7	T010S	R034E	016	NW	SENW
Pocatello	7	T010S	R034E	015	NW	SENW
Pocatello	7	T010S	R034E	014	NW	SENW
Pocatello	7	T010S	R034E	013	NW	SENW
Pocatello	7	T010S	R034E	018	NE	SWNE
Pocatello	7	T010S	R034E	017	NE	SWNE
Pocatello	7	T010S	R034E	016	NE	SWNE
Pocatello	7	T010S	R034E	015	NE	SWNE
Pocatello	7	T010S	R034E	013	NE	SWNE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	7	T010S	R034E	014	NE	SWNE
Pocatello	7	T010S	R034E	017	NW	SWNW
Pocatello	7	T010S	R034E	015	NW	SWNW
Pocatello	7	T010S	R034E	014	NW	SWNW
Pocatello	7	T010S	R034E	013	NW	SWNW
Pocatello	7	T010S	R035E	018	NW	L 2
Pocatello	7	T010S	R035E	021	NE	NENE
Pocatello	7	T010S	R035E	034	NE	NENE
Pocatello	7	T010S	R035E	027	NW	NENW
Pocatello	7	T010S	R035E	027	SE	NESE
Pocatello	7	T010S	R035E	036	SE	NESE
Pocatello	7	T010S	R035E	035	SE	NESE
Pocatello	7	T010S	R035E	016	SW	NESW
Pocatello	7	T010S	R035E	035	SW	NESW
Pocatello	7	T010S	R035E	036	SW	NESW
Pocatello	7	T010S	R035E	035	SW	NESW
Pocatello	7	T010S	R035E	021	NE	NWNE
Pocatello	7	T010S	R035E	027	NE	NWNE
Pocatello	7	T010S	R035E	035	NW	NWNW
Pocatello	7	T010S	R035E	016	SE	NWSE
Pocatello	7	T010S	R035E	027	SE	NWSE
Pocatello	7	T010S	R035E	036	SE	NWSE
Pocatello	7	T010S	R035E	035	SE	NWSE
Pocatello	7	T010S	R035E	022	SW	NWSW
Pocatello	7	T010S	R035E	036	SW	NWSW
Pocatello	7	T010S	R035E	018	NE	SENE
Pocatello	7	T010S	R035E	017	NE	SENE
Pocatello	7	T010S	R035E	021	NE	SENE
Pocatello	7	T010S	R035E	017	NW	SENW
Pocatello	7	T010S	R035E	016	NW	SENW
Pocatello	7	T010S	R035E	035	NW	SENW
Pocatello	7	T010S	R035E	027	SE	SESE
Pocatello	7	T010S	R035E	022	SW	SESW
Pocatello	7	T010S	R035E	018	NE	SWNE
Pocatello	7	T010S	R035E	017	NE	SWNE
Pocatello	7	T010S	R035E	027	NE	SWNE
Pocatello	7	T010S	R035E	017	NW	SWNW
Pocatello	7	T010S	R035E	016	NW	SWNW
Pocatello	7	T010S	R035E	022	NW	SWNW
Pocatello	7	T010S	R035E	035	NW	SWNW
Pocatello	7	T010S	R035E	016	SE	SWSE
Pocatello	7	T010S	R035E	022	SW	SWSW
Pocatello	7	T010S	R036E	031	SW	L 1
Pocatello	7	T010S	R036E	031	SE	NESE
Pocatello	7	T010S	R036E	032	SW	NESW
Pocatello	7	T010S	R036E	032	SW	NESW
Pocatello	7	T010S	R036E	031	SW	NESW
Pocatello	7	T010S	R036E	032	SE	NWSE
Pocatello	7	T010S	R036E	031	SE	NWSE
Pocatello	7	T010S	R036E	032	SW	NWSW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Pocatello	7	T010S	R036E	032	SE	SESE
Pocatello	7	T010S	R036E	032	SE	SWSE
Pocatello	7	T011S	R036E	005	NE	L 1
Pocatello	7	T011S	R036E	004	NW	L 3
Pocatello	7	T011S	R036E	004	NW	L 4
Pocatello	7	T011S	R036E	010	NE	NENE
Pocatello	7	T011S	R036E	014	NE	NENE
Pocatello	7	T011S	R036E	024	NE	NENE
Pocatello	7	T011S	R036E	010	NW	NENW
Pocatello	7	T011S	R036E	004	SE	NESE
Pocatello	7	T011S	R036E	011	SW	NESW
Pocatello	7	T011S	R036E	010	NE	NWNE
Pocatello	7	T011S	R036E	013	NW	NWNW
Pocatello	7	T011S	R036E	004	SE	NWSE
Pocatello	7	T011S	R036E	013	SE	NWSE
Pocatello	7	T011S	R036E	003	SW	NWSW
Pocatello	7	T011S	R036E	011	SW	NWSW
Pocatello	7	T011S	R036E	010	NE	SENE
Pocatello	7	T011S	R036E	004	NW	SENW
Pocatello	7	T011S	R036E	013	NW	SENW
Pocatello	7	T011S	R036E	011	SE	SESE
Pocatello	7	T011S	R036E	013	SE	SESE
Pocatello	7	T011S	R036E	003	SW	SESW
Pocatello	7	T011S	R036E	011	SW	SESW
Pocatello	7	T011S	R036E	004	NE	SWNE
Pocatello	7	T011S	R036E	013	NE	SWNE
Pocatello	7	T011S	R036E	011	NW	SWNW
Pocatello	7	T011S	R036E	013	NW	SWNW
Pocatello	7	T011S	R036E	011	SE	SWSE
Pocatello	7	T011S	R036E	013	SE	SWSE
Pocatello	7	T011S	R036E	003	SW	SWSW
Pocatello	7	T011S	R037E	019	NW	L 1
Pocatello	7	T011S	R037E	019	NW	L 2
Pocatello	7	T011S	R037E	019	SW	L 3
Pocatello	7	T011S	R037E	030	NE	NENE
Pocatello	7	T011S	R037E	032	NW	NENW
Pocatello	7	T011S	R037E	030	SE	NESE
Pocatello	7	T011S	R037E	019	SW	NESW
Pocatello	7	T011S	R037E	030	NE	NWNE
Pocatello	7	T011S	R037E	032	NE	NWNE
Pocatello	7	T011S	R037E	029	SW	NWSW
Pocatello	7	T011S	R037E	030	NE	SENE
Pocatello	7	T011S	R037E	019	SW	SESW
Pocatello	7	T011S	R037E	029	SW	SESW
Pocatello	7	T011S	R037E	032	NE	SWNE
Pocatello	7	T011S	R037E	019	SE	SWSE
Pocatello	7	T011S	R037E	029	SW	SWSW
Shoshone	8	T004S	R010E	034	SE	SESE
Shoshone	8	T004S	R010E	035	SE	SESE
Shoshone	8	T004S	R010E	036	SE	SESE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	8	T004S	R010E	035	SW	SESW
Shoshone	8	T004S	R010E	036	SW	SESW
Shoshone	8	T004S	R010E	035	SE	SWSE
Shoshone	8	T004S	R010E	036	SE	SWSE
Shoshone	8	T004S	R010E	034	SE	SWSE
Shoshone	8	T004S	R010E	035	SW	SWSW
Shoshone	8	T004S	R010E	036	SW	SWSW
Shoshone	8	T004S	R011E	032	SW	L 3
Shoshone	8	T004S	R011E	032	SW	L 4
Shoshone	8	T004S	R011E	031	SW	L 4
Shoshone	8	T004S	R011E	031	SW	L 5
Shoshone	8	T004S	R011E	031	SE	L 6
Shoshone	8	T004S	R011E	031	SE	L 7
Shoshone	8	T005S	R011E	005	NE	L 1
Shoshone	8	T005S	R011E	005	NE	L 2
Shoshone	8	T005S	R011E	005	NW	L 3
Shoshone	8	T005S	R011E	010	NW	NENW
Shoshone	8	T005S	R011E	013	NW	NENW
Shoshone	8	T005S	R011E	010	SE	NESE
Shoshone	8	T005S	R011E	004	SW	NESW
Shoshone	8	T005S	R011E	011	SW	NESW
Shoshone	8	T005S	R011E	013	NE	NWNE
Shoshone	8	T005S	R011E	010	NW	NWNW
Shoshone	8	T005S	R011E	004	SE	NWSE
Shoshone	8	T005S	R011E	011	SW	NWSW
Shoshone	8	T005S	R011E	005	NE	SENE
Shoshone	8	T005S	R011E	010	NE	SENE
Shoshone	8	T005S	R011E	013	NE	SENE
Shoshone	8	T005S	R011E	004	NW	SENW
Shoshone	8	T005S	R011E	010	NW	SENW
Shoshone	8	T005S	R011E	004	SE	SESE
Shoshone	8	T005S	R011E	011	SE	SESE
Shoshone	8	T005S	R011E	011	SW	SESW
Shoshone	8	T005S	R011E	012	SW	SESW
Shoshone	8	T005S	R011E	010	NE	SWNE
Shoshone	8	T005S	R011E	013	NE	SWNE
Shoshone	8	T005S	R011E	004	NW	SWNW
Shoshone	8	T005S	R011E	004	SE	SWSE
Shoshone	8	T005S	R011E	011	SE	SWSE
Shoshone	8	T005S	R011E	003	SW	SWSW
Shoshone	8	T005S	R011E	012	SW	SWSW
Shoshone	8	T005S	R012E	018	NW	L 2
Shoshone	8	T005S	R012E	018	SW	L 3
Shoshone	8	T005S	R012E	020	NE	NENE
Shoshone	8	T005S	R012E	020	NW	NENW
Shoshone	8	T005S	R012E	018	SW	NESW
Shoshone	8	T005S	R012E	020	NE	NWNE
Shoshone	8	T005S	R012E	020	NW	NWNW
Shoshone	8	T005S	R012E	018	SE	NWSE
Shoshone	8	T005S	R012E	022	NE	SENE

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	8	T005S	R012E	023	NE	SENE
Shoshone	8	T005S	R012E	021	NE	SENE
Shoshone	8	T005S	R012E	024	NE	SENE
Shoshone	8	T005S	R012E	020	NE	SENE
Shoshone	8	T005S	R012E	023	NW	SENW
Shoshone	8	T005S	R012E	022	NW	SENW
Shoshone	8	T005S	R012E	021	NW	SENW
Shoshone	8	T005S	R012E	024	NW	SENW
Shoshone	8	T005S	R012E	018	SE	SESE
Shoshone	8	T005S	R012E	022	NE	SWNE
Shoshone	8	T005S	R012E	023	NE	SWNE
Shoshone	8	T005S	R012E	021	NE	SWNE
Shoshone	8	T005S	R012E	024	NE	SWNE
Shoshone	8	T005S	R012E	023	NW	SWNW
Shoshone	8	T005S	R012E	022	NW	SWNW
Shoshone	8	T005S	R012E	021	NW	SWNW
Shoshone	8	T005S	R012E	024	NW	SWNW
Shoshone	8	T005S	R012E	018	SE	SWSE
Shoshone	8	T005S	R012E	017	SW	SWSW
Shoshone	8	T005S	R013E	019	NW	L 2
Shoshone	8	T005S	R013E	029	NW	NENW
Shoshone	8	T005S	R013E	033	NW	NENW
Shoshone	8	T005S	R013E	019	SE	NESE
Shoshone	8	T005S	R013E	029	SE	NESE
Shoshone	8	T005S	R013E	033	SE	NESE
Shoshone	8	T005S	R013E	019	SW	NESW
Shoshone	8	T005S	R013E	033	NE	NWNE
Shoshone	8	T005S	R013E	029	NW	NWNW
Shoshone	8	T005S	R013E	019	SE	NWSE
Shoshone	8	T005S	R013E	029	SE	NWSE
Shoshone	8	T005S	R013E	034	SW	NWSW
Shoshone	8	T005S	R013E	033	NE	SENE
Shoshone	8	T005S	R013E	019	NW	SENW
Shoshone	8	T005S	R013E	029	NW	SENW
Shoshone	8	T005S	R013E	019	SE	SESE
Shoshone	8	T005S	R013E	029	SE	SESE
Shoshone	8	T005S	R013E	028	SW	SESW
Shoshone	8	T005S	R013E	034	SW	SESW
Shoshone	8	T005S	R013E	029	NE	SWNE
Shoshone	8	T005S	R013E	033	NE	SWNE
Shoshone	8	T005S	R013E	034	SE	SWSE
Shoshone	8	T005S	R013E	020	SW	SWSW
Shoshone	8	T005S	R013E	028	SW	SWSW
Shoshone	8	T005S	R013E	034	SW	SWSW
Shoshone	8	T006S	R013E	003	NE	L 1
Shoshone	8	T006S	R013E	003	NE	L 2
Shoshone	8	T006S	R013E	011	NE	NENE
Shoshone	8	T006S	R013E	013	NE	NENE
Shoshone	8	T006S	R013E	002	SW	NESW
Shoshone	8	T006S	R013E	012	SW	NESW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	8	T006S	R013E	012	NW	NWNW
Shoshone	8	T006S	R013E	012	SE	NWSE
Shoshone	8	T006S	R013E	002	SW	NWSW
Shoshone	8	T006S	R013E	003	NE	SENE
Shoshone	8	T006S	R013E	012	NW	SENW
Shoshone	8	T006S	R013E	002	SE	SESE
Shoshone	8	T006S	R013E	012	SE	SESE
Shoshone	8	T006S	R013E	002	SW	SESW
Shoshone	8	T006S	R013E	002	NW	SWNW
Shoshone	8	T006S	R013E	012	NW	SWNW
Shoshone	8	T006S	R013E	002	SE	SWSE
Shoshone	8	T006S	R013E	012	SE	SWSE
Shoshone	8	T006S	R014E	018	NW	L 1
Shoshone	8	T006S	R014E	020	NE	NENE
Shoshone	8	T006S	R014E	025	NE	NENE
Shoshone	8	T006S	R014E	026	NE	NENE
Shoshone	8	T006S	R014E	018	NW	NENW
Shoshone	8	T006S	R014E	021	NW	NENW
Shoshone	8	T006S	R014E	025	NW	NENW
Shoshone	8	T006S	R014E	018	SE	NESE
Shoshone	8	T006S	R014E	022	SE	NESE
Shoshone	8	T006S	R014E	022	SW	NESW
Shoshone	8	T006S	R014E	025	NE	NWNE
Shoshone	8	T006S	R014E	021	NW	NWNW
Shoshone	8	T006S	R014E	025	NW	NWNW
Shoshone	8	T006S	R014E	018	SE	NWSE
Shoshone	8	T006S	R014E	022	SE	NWSE
Shoshone	8	T006S	R014E	017	SW	NWSW
Shoshone	8	T006S	R014E	022	SW	NWSW
Shoshone	8	T006S	R014E	021	NE	SENE
Shoshone	8	T006S	R014E	025	NE	SENE
Shoshone	8	T006S	R014E	018	NW	SENW
Shoshone	8	T006S	R014E	021	NW	SENW
Shoshone	8	T006S	R014E	017	SE	SESE
Shoshone	8	T006S	R014E	023	SE	SESE
Shoshone	8	T006S	R014E	022	SE	SESE
Shoshone	8	T006S	R014E	017	SW	SESW
Shoshone	8	T006S	R014E	023	SW	SESW
Shoshone	8	T006S	R014E	018	NE	SWNE
Shoshone	8	T006S	R014E	021	NE	SWNE
Shoshone	8	T006S	R014E	022	NW	SWNW
Shoshone	8	T006S	R014E	017	SE	SWSE
Shoshone	8	T006S	R014E	023	SE	SWSE
Shoshone	8	T006S	R014E	017	SW	SWSW
Shoshone	8	T006S	R014E	023	SW	SWSW
Shoshone	8	T006S	R015E	030	NW	L 2
Shoshone	8	T006S	R015E	034	NE	NENE
Shoshone	8	T006S	R015E	035	NE	NENE
Shoshone	8	T006S	R015E	035	NW	NENW
Shoshone	8	T006S	R015E	036	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	8	T006S	R015E	029	SE	NESE
Shoshone	8	T006S	R015E	029	SW	NESW
Shoshone	8	T006S	R015E	028	SW	NESW
Shoshone	8	T006S	R015E	035	NE	NWNE
Shoshone	8	T006S	R015E	035	NW	NWNW
Shoshone	8	T006S	R015E	036	NW	NWNW
Shoshone	8	T006S	R015E	029	SE	NWSE
Shoshone	8	T006S	R015E	029	SW	NWSW
Shoshone	8	T006S	R015E	028	SW	NWSW
Shoshone	8	T006S	R015E	030	NE	SENE
Shoshone	8	T006S	R015E	036	NE	SENE
Shoshone	8	T006S	R015E	030	NW	SENW
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Shoshone	8	T006S	R015E	028	SE	SESE
Shoshone	8	T006S	R015E	027	SE	SESE
Shoshone	8	T006S	R015E	028	SW	SESW
Shoshone	8	T006S	R015E	027	SW	SESW
Shoshone	8	T006S	R015E	030	NE	SWNE
Shoshone	8	T006S	R015E	036	NE	SWNE
Shoshone	8	T006S	R015E	029	NW	SWNW
Shoshone	8	T006S	R015E	028	SE	SWSE
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Shoshone	8	T006S	R016E	032	SW	NWSW
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Shoshone	8	T006S	R016E	033	SE	SESE
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Shoshone	8	T007S	R016E	001	NW	L 3
Shoshone	8	T007S	R016E	001	NW	L 4
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Shoshone	8	T007S	R017E	010	NE	NENE
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Shoshone	8	T007S	R017E	011	NW	NENW

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	8	T007S	R017E	006	SE	NESE
Shoshone	8	T007S	R017E	005	SW	NESW
Shoshone	8	T007S	R017E	010	NE	NWNE
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Shoshone	10	T007S	R018E	028	NW	NWNW
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Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
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Shoshone	10	T007S	R018E	028	SE	SWSE
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Shoshone	10	T008S	R018E	013	SE	SWSE
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Shoshone	10	T009S	R019E	008	NE	NENE
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Shoshone	10	T009S	R019E	033	NW	NENW
Shoshone	10	T009S	R019E	006	SE	NESE
Shoshone	10	T009S	R019E	005	SW	NESW
Shoshone	10	T009S	R019E	021	SW	NESW
Shoshone	10	T009S	R019E	028	SW	NESW

Gateway West Transmission Line Project
Aliquot Parts, Idaho, for IDI-35849
Boise Base and Meridian

Field Office	Gateway West Segment	Township	Range	Section	Quarter-section	Aliquot Part
Shoshone	10	T009S	R019E	033	SW	NESW
Shoshone	10	T009S	R019E	008	NE	NWNE
Shoshone	10	T009S	R019E	016	NW	NWNW
Shoshone	10	T009S	R019E	021	NW	NWNW
Shoshone	10	T009S	R019E	005	SW	NWSW
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Shoshone	10	T009S	R019E	016	SW	NWSW
Shoshone	10	T009S	R019E	006	NE	SENE
Shoshone	10	T009S	R019E	008	NE	SENE
Shoshone	10	T009S	R019E	021	NW	SENW
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Shoshone	10	T009S	R019E	028	SW	SESW
Shoshone	10	T009S	R019E	033	SW	SESW
Shoshone	10	T009S	R019E	006	NE	SWNE
Shoshone	10	T009S	R019E	009	NW	SWNW
Shoshone	10	T009S	R019E	016	NW	SWNW
Shoshone	10	T009S	R019E	021	NW	SWNW
Shoshone	10	T009S	R019E	005	SE	SWSE
Shoshone	10	T009S	R019E	009	SW	SWSW
Shoshone	10	T009S	R019E	016	SW	SWSW
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Shoshone	10	T010S	R019E	016	NW	NENW
Shoshone	10	T010S	R019E	016	NW	NENW
Shoshone	10	T010S	R019E	004	SW	NESW
Shoshone	10	T010S	R019E	009	SW	NESW
Shoshone	10	T010S	R019E	004	NW	SENW
Shoshone	10	T010S	R019E	009	NW	SENW
Shoshone	10	T010S	R019E	016	NW	SENW
Shoshone	10	T010S	R019E	016	NW	SENW
Shoshone	10	T010S	R019E	004	SW	SESW
Shoshone	10	T010S	R019E	009	SW	SESW

APPENDIX B
Environmental Protection Plans and Measures

Revised Plan of Development - Appendix B Environmental Protection Measures and Plans

Gateway West Transmission Line Project

Prepared by

Idaho Power Company
1221 West Idaho Street
Boise, ID 83702

and

PacifiCorp
1407 W North Temple
Salt Lake City, UT 84116

August 2008

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Attachment H Facility Maintenance

1 Environmental Protection Measures

This appendix specifies Environmental Protection Measures (EPM) that Idaho Power Company and PacifiCorp (the Companies) have incorporated as their best management practices and as part of the Project description. These measures have been developed by the Companies to maintain environmental quality and meet requirements of various land management plans. These measures apply project-wide unless modified through negotiations with individual landowners or superseded by permits granted by federal, state, or local agencies. The Companies will be responsible to ensure their contractors and employees will implement these measures. These EPMs apply to construction, operation, and maintenance as appropriate.

This appendix contains eight attachments. Each Attachment presents the EPMs that the Companies are presenting as part of the Gateway West Transmission Line Project (Gateway West or Project). These include:

Attachment A, Traffic and Transportation Management, includes measures that require compliance with federal policies and standards relative to planning, siting, improvement, maintenance, and operation of roads for the Project.

Attachment B, Reclamation, Revegetation, and Weed Management, addresses construction mitigation, reclamation, and revegetation for lands crossed by the Project. This plan also outlines measures to prevent accidental introduction or transport of noxious or invasive weeds.

Attachment C, Stormwater Pollution Prevention, includes measures for temporary and permanent erosion and sediment control that will be used during construction, operation, and maintenance of the transmission line and ancillary facilities.

Attachment D, Spill Prevention, Containment, and Countermeasures, includes measures for spill prevention practices, requirements for refueling and equipment operation near waterbodies, procedures for emergency response and incident reporting, and training requirements.

Attachment E, Cultural Resource and Paleontological Monitoring and Mitigation, presents the procedures undertaken to inventory, evaluate, and protect cultural resources, treatment of any eligible or listed resource that cannot be avoided, and inadvertent discoveries during construction, operation, and maintenance.

Attachment F, Blasting, outlines the procedures and safety measures for blasting activities.

Attachment G, Plant and Wildlife Species Conservation, outlines specific conservation measures to be implemented in the event state or federally listed species, BLM sensitive species, or Forest Service special status species or their habitat are identified within the Project area.

Attachment H, Facility Maintenance, describes the standard maintenance practices to be used to maintain the transmission line and associated facilities during operation. Environmental protection measures will be incorporated in a Facility Maintenance Plan for these practices.

2 Environmental Protection Plans

Each of these attachments serves as the basis for one or more plans that the Companies must produce and submit to the BLM, Forest Service, and other appropriate agencies with regulatory authority over lands

within the Project, for review and approval before receiving a Notice to Proceed to construct. These plans will include site-specific means of implementing the measures listed in this appendix, and cannot be finalized until the preferred route is chosen and the final design is advanced. Each of the attachments specifies elements that the plan must address and sets the standards that the plans must meet in order to be approved.

3 Literature Sources

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ATTACHMENT A
TRAFFIC AND TRANSPORTATION MANAGEMENT

Attachment A

Traffic and Transportation Management

This Attachment presents protection measures to be used to minimize impacts on roads, traffic, and other users of roads, and to reduce dust. The Companies will prepare a Traffic and Transportation Management Plan, once the locations of access roads and crossings are known, that demonstrates how the measures specified herein will be implemented in the field.

TR-1 A Traffic and Transportation Management Plan will be developed and implemented to provide site-specific details showing how the Project will comply with the EPMs listed in this attachment. This plan will be submitted to and approved by the appropriate federal, state, and local agencies with authority to regulate use of public roads, and approved, prior to the issuance of a Notice to Proceed with construction.

TR-2 Dust suppression techniques will be applied, such as watering construction areas or removing dirt tracked onto a paved road as necessary to prevent safety hazards or nuisances on access roads and in construction zones near residential and commercial areas and along major highways and interstates.

TR-3 If the Project proposes to obtain water from wells or surface water sources to suppress dust, written approval from the landowner or regulatory agency will be obtained prior to appropriation.

TR-4 If a construction method requires the closure of a state or county maintained road for more than 1 hour, a plan will be developed to accommodate traffic as required by a county or state permit.

TR-5 On county and state maintained roads, caution signs will be posted on roads, where appropriate, to alert motorists of construction and warn them of slow traffic. Traffic control measures such as traffic control personnel, warning signs, lights, and barriers will be used during construction to ensure safety and to minimize traffic congestion.

TR-6 To reduce traffic congestion and roadside parking hazards, an equipment yard will be provided for primary parking for employee personal vehicles.

TR-7 Unauthorized vehicles will not be allowed within the construction right-of-way (ROW) or along roadsides near the ROW.

TR-8 Construction vehicles will follow a 25 mph speed limit on unposted project roads.

TR-9 All temporary culverts and associated fill material will be removed from stream crossings after construction.

TR-10 Landowners will be notified at least 48 hours prior to the start of construction within one-quarter mile of a residence.

TR-11 Emergency vehicle access to private property will be maintained.

TR-12 Roads in residential areas will be restored as soon as possible, and construction areas near residences will be fenced off at the end of the construction day.

TR-13 Roads negatively affected by construction and as identified by the agencies, will be returned to preconstruction condition.

TR-14 Roads identified by the Companies as no longer necessary will be reclaimed as specified in the Reclamation, Revegetation, and Weed Management Plan.

ATTACHMENT B
RECLAMATION, REVEGETATION, AND WEED MANAGEMENT

Attachment B

Reclamation, Revegetation, and Weed Management

This Attachment addresses measures to be undertaken to assure reclamation and revegetation and prevent accidental introduction or transport of noxious weeds along the ROW during and after construction and after ground-disturbing activities. The Reclamation, Revegetation, and Weed Management Plan will include site-specific restoration measures, species to be replanted, and monitoring. It combines the Companies' BMPs with site-specific mitigation developed in consultation with the agencies.

RRW-1 Construction industry standard practices and BMPs will be used for site stabilization and vegetation restoration in areas disturbed by construction and measures approved in the Reclamation, Revegetation, and Weed Management Plan will be implemented.

RRW-2 The Reclamation, Revegetation, and Weed Management Plan will include known occurrences of noxious and invasive weeds along the proposed ROW, current treatment of known noxious weed areas, and measures to minimize the spread and establishment of noxious weeds and non-native invasive species.

RRW-3 Final reseeding will be conducted at the first appropriate growing season after completion of construction.

RRW-4 In no case will final restoration of an area be delayed beyond the next seeding season.

RRW-5 Any drain tiles or irrigation systems damaged by construction activities will be repaired or replaced.

RRW-6 The Reclamation, Revegetation, and Weed Management Plan will include BMPs for restoring surface flow conditions.

RRW-7 If revegetation cannot be done immediately following construction, the appropriate interim erosion control measures discussed in the Storm Water Pollution Prevention Plan will be installed until revegetation can occur.

RRW-8 Upon completion of construction, the Companies will restore temporarily disturbed areas as closely as practicable to original contours and revegetate the ROW to facilitate restoration of preconstruction overland flow and recharge patterns.

RRW-9 Pre-construction surveys will be conducted to document the presence of noxious weed species as identified by federal, state, and local agencies.

RRW-10 Prior to the beginning of construction, maintenance activities, or exiting and entering the ROW, all contractor vehicles and equipment will be cleaned of soil and debris capable of transporting weed propagules. All contractor vehicles and equipment will be inspected to ensure they have been cleaned properly. Vehicle cleaning will be conducted at a commercial facility or using appropriate BMPs to capture waste water.

RRW-11 Certified weed-free straw will be used for sediment or erosion control or when used as mulch. Hay will not be used on BLM administered land.

RRW-12 Seed mixes will be certified weed free.

RRW-13 Noxious weeds that become established in the ROW due to construction, operation, or maintenance activities will be controlled to pre-construction levels.

RRW-14 Where substation landscaping is required, native species will be selected that do not require irrigation once established.

ATTACHMENT C
STORMWATER POLLUTION PREVENTION

Attachment C

Stormwater Pollution Prevention

This attachment addresses measures to be undertaken to prevent stormwater pollution. To comply with criteria in Environmental Protection Agency's (EPA's) Clean Water Act, all construction site operators engaged in clearing, grading, and excavating activities that disturb one acre or more, must obtain a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges (Code of Federal Regulations, Title 40, Parts 122 and 123). NPDES permits (also called Construction General Permits) are issued by EPA or similar authorized state entity following submittal of a Notice of Intent (NOI) for construction activities, and preparation of a Stormwater Pollution Prevention Plan (SWPPP) that describes how erosion and sediment transport will be minimized to adjacent waterbodies. Two SWPPPs will be necessary for Gateway West. Wyoming has its own stormwater control program; therefore construction stormwater plans in Wyoming will be submitted to Wyoming Department of Environmental Quality (DEQ).

Measures to assure that construction activities comply with state and EPA requirements for stormwater management to be incorporated into the SWPPP include:

SW-1 The appropriate NPDES permits for construction activities that disturb one acre or more of land will be obtained from DEQ and EPA.

SW-2 NPDES permit requirements will be met. This includes implementing and maintaining appropriate BMPs for minimizing impacts to surface water.

SW-3 One or more responsible persons will be designated to manage stormwater issues, conduct the required stormwater inspections, and maintain the appropriate records to document compliance with the terms of the NPDES permit.

SW-4 The SWPPPs will be modified as necessary to account for changing construction conditions.

SW-5 The SWPPPs will identify areas with critical erosion conditions that may require special construction activities or additional BMPs to minimize soil erosion.

SW-6 Migration of construction-related sediment to all adjacent surface waterbodies will be prevented.

SW-7 Stormwater BMPs will be maintained on all disturbed lands during construction activities, as described in the SWPPP.

SW-8 Approved sediment and erosion control BMPs will be installed and maintained until disturbed areas meet final stabilization criteria.

SW-9 Temporary BMPs will be used to control erosion and sediment at staging areas (equipment storage yards, fly yards, lay down areas) and substations.

SW-10 The construction schedule may be modified to minimize construction activities in rain-soaked or muddy conditions.

SW-11 Damaged temporary erosion and sediment control structures will be repaired in accordance with the SWPPP.

SW-12 Upon completion of construction, permanent erosion and sediment BMPs will be installed along the transmission line within the ROW, at substations, and at related facilities in accordance with the SWPPPs.

SW-13 In areas of droughty soils, the soil surfaces will be mulched and stabilized to minimize wind erosion and to conserve soil moisture.

ATTACHMENT D
SPILL PREVENTION, CONTAINMENT, AND COUNTERMEASURES

Attachment D

Spill Prevention, Containment, and Countermeasures

This attachment outlines spill prevention practices and requirements for refueling and equipment operation near waterbodies, procedures for emergency response and incident reporting, and training requirements. The Companies will prepare a Spill Prevention, Containment, and Countermeasures Plan (SPCC Plan) for review and approval by the appropriate regulatory agencies. That plan will include site-specific implementation of cleanup procedures in the event of soil contamination from spills or leaks of fuels, lubricants, coolants, or solvents as outlined in this attachment.

SPC-1 Construction industry standard practices and BMPs will be used for spill prevention and containment.

SPC-2 Construction spills will be promptly cleaned up and contaminated materials hauled to a disposal site that meets local jurisdictional requirements.

SPC-3 All staging areas will contain fueling areas with containment. Where fueling must be conducted along the ROW, the plan will specify BMPs.

SPC-4 If an upland spill occurs during construction, berms will be constructed with available equipment to physically contain the spill. Absorbent materials will be applied to the spill area. Contaminated materials will be excavated and temporarily placed on and covered by plastic sheeting in a containment area a minimum of 100 feet away from any wetland or waterbody, until proper disposal is arranged.

SPC-5 If a spill occurs which is beyond the capability of on-site equipment and personnel, an Emergency Response Contractor will be identified and available to further contain and clean up the spill.

SPC-6 For spills in standing water, floating booms, skimmer pumps, and holding tanks will be used as appropriate by the contractor to recover and contain released materials on the surface of the water.

SPC-7 If pre-existing contamination is encountered during operations, work will be suspended in the area of the suspected contamination until the type and extent of the contamination is determined. The type and extent of contamination; the responsible party; and local, state, and federal regulations will determine the appropriate cleanup method(s) for these areas.

SPC-8 The SPCC Plan will include details on the types and quantities of absorbent and protective materials (e.g., visqueen, booms) that must be readily available to construction personnel and requirements for the restocking of materials.

SPC-9 Materials such as fuels, other petroleum products, chemicals, and hazardous materials including wastes will be located in upland areas at least 500 feet away from streams, 400 feet for public wells, and 200 feet from private wells.

SPC-10 Pumps and temporary fuel tanks for the pumps will be stored in secondary containment. Containment will provide a minimum volume equal to 110 percent of the volume of the largest storage vessel located in the yard.

ATTACHMENT E
CULTURAL RESOURCE AND PALEONTOLOGICAL MONITORING AND MITIGATION

Attachment E

Cultural Resource and Paleontological Monitoring and Mitigation

This attachment presents the procedures to be undertaken to inventory, evaluate, and protect cultural and paleontological resources. In addition to preparing a Cultural Resource and Paleontological Monitoring and Mitigation Plan, the Companies will prepare and submit a Treatment Plan for any historic property eligible for or listed on the National Register of Historic Places (NRHP) that will be impacted by the Project. The plan will specify how each property will be treated, including mitigation measures. The Plan will include an Unanticipated Discovery Plan that details the steps to be taken during construction in response to a new find of an historic property potentially eligible for listing on the NRHP during construction.

CUL-1 All work conducted under the Cultural Resources and Paleontological Monitoring and Mitigation Plan will be performed by qualified paleontologists and archeologists with trained assistants.

CUL-2 An Unanticipated Discovery Plan will be included as part of the Cultural Resources and Paleontological Monitoring and Mitigation Plan. This plan will specify what steps will be taken if a subsurface cultural resource or fossil is discovered during construction, including stopping construction in the vicinity of the find, notification of the appropriate land management agency, identification of a qualified archaeologist or paleontologist to conduct an evaluation of the find, and the development of an approved data recovery program or other mitigation measures.

CUL-3 The Cultural Resource and Paleontological Monitoring and Mitigation Plan will include provisions for the preparation and curation of any fossil collections from federal lands and for the preparation of a final report based on the data recovered for activities on federal lands.

CUL-4 Class I and Class III surveys will be completed for cultural resources. Class I surveys will be conducted on public and private lands and will cover a study area of one mile on either side of the proposed and alternate transmission line alignments as well as areas identified for use as staging areas and access roads. Class III surveys will be conducted on 100 percent of federal and state lands, and for those private lands for which survey access is granted, prior to the completion of the National Environmental Policy Act (NEPA) process. A good-faith effort will be made to obtain survey permission prior to the completion of the NEPA process.

CUL-5 If construction will adversely affect any properties listed on, or eligible for listing on, the NRHP, mitigation will be required. Mitigation may include, but not be limited to, one or more of the following measures: a) avoidance through the use of relocation of structures through the design process, realignment of the route, relocation of temporary workspace, or changes in the construction and/or operational design; b) data recovery, which may include the systematic professional excavation of an archaeological site or the preparation of photographic and/or measured drawings documenting standing structures; and c) the use of landscaping or other techniques that will minimize or eliminate effects on the historic setting or ambience of standing structures.

CUL-6 Avoidance areas will be flagged prior to construction activities.

CUL-7 To minimize unauthorized collecting of archaeological material or vandalism to known archaeological sites, all workers will attend mandatory training on the significance of cultural resources and the relevant federal regulations intended to protect them.

CUL-8 If remains are discovered, construction will be halted and the coroner will be notified. If human remains of Native American origin are discovered, or if associated grave goods, or objects of cultural patrimony are discovered on lands managed by a federal agency, the provisions of the Native American Graves Protection and Repatriation Act will be followed.

CUL-9 If fossil materials are discovered during Project construction, all surface-disturbing activities in the vicinity of the find will cease until notification to proceed is given by the authorized officer. The site will be protected to reduce the risk of damage to fossils and context. Appropriate measures to mitigate adverse effects to significant paleontological resources will be determined by the authorized officer.

ATTACHMENT F
BLASTING

Attachment F

Blasting

This attachment outlines the procedures and safety measures to be used if blasting activities are required during construction. The Companies will prepare a site-specific Blasting Plan prior to construction that incorporates these measures and demonstrates how and where they will be applied in the field.

BLA-1 The Blasting Plan will identify blasting procedures including safety, use, storage, and transportation of explosives that will be employed where blasting is needed, and will specify the locations of needed blasting.

BLA-2 All blasting will be performed by registered licensed blasters who will be required to secure all necessary permits and comply with regulatory requirements in connection with the transportation, storage, and use of explosives, and blast vibration limits for nearby structures, utilities, wildlife, and fish (where blasting is conducted in waterbodies).

BLA-3 Appropriate flags, barricades, and warning signals will be used to ensure safety during blasting operations. Blast mats will be used when needed to prevent damage and injury from fly rock.

BLA-4 Blasting in the vicinity of pipelines will be coordinated with the pipeline operator, and will follow operator-specific procedures, as necessary.

BLA-5 Damages that result from blasting will be repaired or the owner fairly compensated.

ATTACHMENT G
PLANT AND WILDLIFE SPECIES CONSERVATION MEASURES

Attachment G

Plant and Wildlife Conservation Measures

The Companies will prepare a site-specific Plant and Wildlife Conservation Measures Plan. This plan will include measures to be implemented in the event federally listed species, BLM sensitive species, Forest Service special status species and State of Wyoming or State of Idaho special status species or their habitats occur within or adjacent to the ROW of the Project.

This plan will identify general and site-specific BMPs practices for those plant and animal species for which potential habitat exists. In addition, the plan will provide specific mitigation measures for federally protected species and designated special status species.

The measures identified below are what the Companies are proposing to use as a starting point in developing site specific and species specific measures. A key component to the plan will be a seasonal restrictions management section that will detail proposed seasonal restrictions and/or alternative measures and how those relate to the construction plan and schedule. The plan will identify which species will require surveys as well as the activities for which subsequent surveys will be required.

PWC-1 A mandatory employee education program for all construction personnel will be implemented to minimize wildlife impacts and vehicle collisions during Project construction.

PWC-2 Big Game – ROW development and construction activities on federal lands will be subject to the temporal and spatial restrictions developed for this project and agreed to by the agencies.

PWC-3 Black-footed Ferret – On federal lands in Wyoming, if a black-footed ferret is observed during construction, construction will cease, and the USFWS will be notified.

PWC-4 Black-footed Ferret – On federal lands in Wyoming, surveys will be conducted in suitable habitat within mapped non-block-cleared areas.

PWC-5 Townsend Big-eared Bat, Fringed Myotis, Long-eared Myotis, Long-legged Myotis, Pallid Bat, and Spotted Bat – On federal lands, preferred bat roosting habitats will be avoided (e.g. caves and abandoned mines) and BMPs identified in the Plan will be implemented.

PWC-6 Swift Fox – On federal lands, if an identified active non-natal den within the construction ROW cannot be avoided, the BLM or USFS will be contacted, as appropriate.

PWC-7 Black-tailed and White-tailed Prairie Dog – Staging areas will be sited outside of active colonies.

PWC-8 Black-tailed and White-tailed Prairie Dog – Following construction, areas of potential prairie dog habitat will be restored to pre-construction conditions.

PWC-9 Migratory Birds – The Companies will implement the measures in their existing Avian Protection Plans.

PWC-10 Raptors – If active raptor nests are located, the Companies will use measures identified in the Plan to mitigate construction impacts to nesting birds.

PWC-11 Bald Eagle – If a previously unidentified active bald eagle nest is encountered within one mile of the construction ROW, the U.S. Fish and Wildlife Service (USFWS) will be notified.

PWC-12 Bald Eagle – In the event that an active bald eagle nest is located within a one-mile line-of-sight of a construction area, an experienced biologist will monitor the nest prior to

construction to determine when young birds are no longer dependent on the natal nest or nest area, in accordance with measures identified in the plan.

PWC-13 Bald Eagle – If new bald eagle roosting areas are discovered, the USFWS will be notified.

PWC-14 Great Basin Spade Foot Toad, Northern Leopard Frog – Areas of known habitat within the ROW proposed for surface disturbance will be cleared by biologists prior to construction. If no Great Basin spade foot toads or northern leopard frogs are found, construction may proceed without restriction. If found, the animals will be relocated to adjacent suitable habitat outside the construction zone.

PWC-15 Wyoming Toad – On federal lands, if avoidance of known Wyoming toad habitat will not be possible, the ROW will be cleared by biologists prior to construction. If no Wyoming toads are found, construction may proceed without restriction. If found, the animals will be relocated in adjacent suitable habitat outside the construction zone.

PWC-16 Blowout penstemon – No surface disturbance of known populations based on pre-construction surveys done by a qualified botanist will occur.

PWC-17 Colorado butterfly plant – No surface disturbance of known populations based on pre-construction surveys done by a qualified botanist will occur.

PWC-18 Goose Creek milkvetch – No surface disturbance of known populations based on pre-construction surveys done by a qualified botanist will occur.

PWC-19 Slickspot peppergrass – No surface disturbance of known populations based on pre-construction surveys done by a qualified botanist will occur.

PWC-20 Ute ladies'-tresses – No surface disturbance of known populations based on pre-construction surveys done by a qualified botanist will occur.

ATTACHMENT H
FACILITY MAINTENANCE

Attachment H

Facility Maintenance

A Facility Maintenance Plan will be prepared that will present routine, corrective and emergency maintenance measures to be used to maintain the transmission line during operation. The underlying objective of this plan is to specify a level of environmental protection that will be implemented when conducting routine, corrective, and emergency maintenance activities. Once the plan is approved by land managing agencies, prior approval will not be required unless a changed condition is identified. This attachment describes the maintenance activities for which environmental protection measures will be developed. The environmental protection measures contained in Attachments A through G will be specified for each maintenance activity.

Routine Activities

Routine maintenance activities typically are conducted on a regular basis, do not damage vegetation or soil outside of the ROW, and do not adversely impact sensitive resources, including known sensitive plant or animal species, Waters of the U.S., and cultural resources. Personnel are generally present in any one area for less than a day. The following are examples of routine maintenance activities:

FM-1 Routine air patrols from a helicopter to inspect for structural and conductor defects, conductor clearance problems, and hazard tree identification.

FM-2 Routine ground patrols to inspect structural and conductor components. Such inspections may require either an all-terrain vehicle (ATV) or pickup traveling on access and service roads and may rely on either direct line-of-sight or binoculars. Patrols are typically conducted in the spring and fall. Follow-up maintenance is scheduled depending on the severity of the problem, either as soon as possible or as part of routine scheduled maintenance.

FM-3 Climbing structures to inspect hardware or make repairs. Personnel access these structures by pickup or ATV or on foot.

FM-4 Structure or conductor maintenance from a bucket truck. A bucket truck may be located on or off a road

FM-5 Cathodic protection surveys typically require personnel to use an ATV or pickup and make brief stops to check the integrity and functionality of the anodes and ground beds.

FM-6 Routine cyclical vegetation clearing to trim or remove tall shrubs and trees to ensure adequate ground-to-conductor clearances. Vegetation clearing cycles vary from three to six years. Personnel access the area by pickup, ATV, or by foot. Crews use chainsaws to clear the vegetation; and typically spend less than half a day in any one specific area. In some cases, track mounted equipment (i.e. shredder, stump grinder, brush cutter) will be required for large vegetation removal.

FM-7 Removal of individual trees or snags (hazard trees) that pose a risk of falling into conductors or structures and causing outages or fires. Personnel access hazard trees on ATV or on foot from an access or service road and cut them with a chainsaw. Any felled trees or snags are left in place as sources of large woody debris. Felled green trees are limbed to reduce fire hazard. Vegetation management to remove hazard vegetation is expected to be limited to a few tower spans because of the lack of tall shrubs or trees within the ROWs.

FM-8 Routine road maintenance, such as blading the road to improve surface condition and drainage, or removing minor physical barriers, such as rocks and debris. Graders and backhoes are required for initial road maintenance and large vegetation removal. Ongoing road maintenance is performed by hand crews using ATVs, pickups, chainsaws, and hand tools. Trees and brush are cut off at grade to minimize damage to vehicles. Slash, deadfall, and boulders are placed at the edge of the road or down slope of the road bed, depending on site topography, to serve as a filtering windrow to minimize erosion and sedimentation. Smaller vegetation (e.g., grasses) is left in the road bed unless it is too tall and hinders access.

FM-9 Vegetation removal on service roads to allow the necessary clearance for access and provide for worker safety. Hand crews access the service roads by pickup or ATV and use chainsaws and hand tools to clear the vegetation.

FM-10 Reduction of fuel loads around wood poles in fire-prone areas by 1) removal of vegetation within a 10-foot radius and treatment with herbicide or 2) application of a fire retardant coating to the base of wood poles.

FM-11 Installation of bird protection devices, bird perch discouragers, and relocation or removal of bird nests.

Corrective Activities

Corrective maintenance activities are relatively large-scale efforts that occur on an infrequent basis, may result in more extensive vegetation clearing or earth movement, and typically involve rehabilitation seeding or measures to control noxious weeds. Personnel are present in any one location or area for a prolonged time, generally more than one day. The following are examples of corrective maintenance:

FM-12 Non-cyclical vegetation clearing to remove saplings or larger trees in the ROW.

FM-13 Structure or conductor maintenance in which earth must be moved, such as the creation of a landing pad for construction or maintenance equipment. For example to conduct live maintenance procedures.

FM-14 Structure (e.g., cross-arm, insulator, pole) replacement.

FM-15 Road maintenance involving erosion control, water drainage installation or repair (such as culverts or rock crossings), road rehabilitation after major disturbances (such as slumping), or other road maintenance requiring heavy equipment (not including routine grading).

FM-16 Follow-up restoration activities, such as seeding, noxious weed control, and erosion control.

FM-17 Conductor replacement will require the use of several types of trucks and equipment and grading to create a safe work area to hang and pull the conductor into place. For example to conduct live maintenance procedures.

Emergency Activities

Emergency situations are those conditions that may result in eminent or direct threats to public safety or threaten or impair the Companies' ability to provide power to its customers or the Western grid. If an emergency situation arises, the Companies may take immediate corrective action to fix the problem, safeguard human health, and prevent damage to the environment. Actions are frequently the same as those that occur during routine operation and maintenance (O&M) activities (e.g., structure replacement, road repair), but are in response to a threatening situation. The Companies will implement feasible and

practicable measures to avoid and minimize impacts during emergency actions and will notify the BLM or Forest Service of emergency actions as soon as possible.

The following examples include, but are not limited to, real and potential emergency situations:

FM-18 Failure of conductor splices.

FM-19 Lightning strike or wildfire, resulting in burning of wood pole structures.

FM-20 Damage to structures from high winds, ice, or other weather-related conditions.

FM-21 Line or system outages or fire hazards caused by trees falling into conductors.

FM-22 Breaking or eminent failure of crossarms or insulators, which could, or does, cause conductor failures.

FM-23 Vandalism to structures or conductors from shooting or other destructive activities.