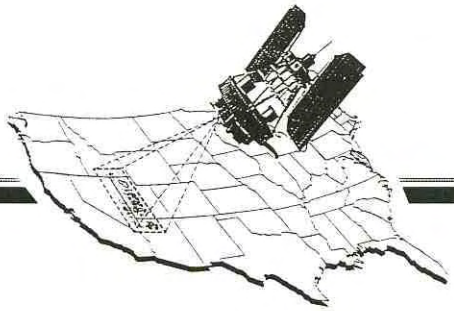

CHAPTER 4

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CHAPTER 4
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COVER SHEET

Page 2, 1st paragraph, 3rd line: change "...eight..." to "...seven...".

Page 2: change the heading "Crosstie Alternatives" to "Ely to Delta Alternatives"

SUMMARY

Page 1, 3rd paragraph, following 2nd sentence: Add the sentence: "Tower types between Ely to Delta would be constructed using:

- self-supporting steel lattice structures
- steel pole H-Frame for visual mitigation and agricultural areas".

Page 5, 2nd paragraph: Delete the last sentence starting with "The line would be..." and replace with:

"Tower types between Midpoint and Dry Lake would be constructed using V-guyed and self-supporting steel lattice structures, and steel pole H-Frame towers in agricultural areas. Tower types on the Crosstie would be constructed using self-supporting steel lattice structures and steel pole H-Frame for visual mitigation and in agricultural areas. The average span between towers would be approximately 1500 feet.".

Page 5, 3rd paragraph, 6th line: change "This series..." to "The series...".

Page 6, under the heading "Midpoint Substation to Dry Lake", after Route G, add:

" • **Utility** - 345kV*-Cottonwood Creek-Thousand Springs-Goshute Valley-Steptoe-Egan Range-Dry Lake Alternative

- **Agency** - 345kV*-Cottonwood Creek-Thousand Springs-Goshute Valley-Steptoe-Egan Range-Dry Lake Alternative"

Page 6: change the heading "Crosstie Routes from Ely, Nevada to Delta, Utah" to "Ely to Delta (Crosstie) Routes".

Page 7, 4th paragraph, 2nd line: change "...provinces." to "...province.".

Page 8, 2nd bullet at bottom of page: change "Curry" to "Currie". Also add: "Oasis"

Page 10, 4th paragraph, 1st line: change "other" to "otherwise".

Page 12, 2nd paragraph, 1st line: change "Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Page 12, under the heading "Direct Route" add: bullet item "• 118.8 miles outside of designated corridor".

Page 13, under the heading "Cutoff Route" add: bullet item "• 78.6 miles outside of designated corridor".

Page 13, under the heading "230kV Corridor Route", 5th line: change "..."bald" eagle nesting areas" to "..."golden" eagle nesting areas".

Page 14, 3rd paragraph, 1st sentence: change "Although the impacts to riparian areas and desert tortoise can be largely mitigated, they are considered significant because of the sensitivity of the resources." to "Although riparian areas and desert tortoise are significant issues, the impacts would be largely mitigated.".

Page 14, 3rd paragraph, last sentence: change to "Impacts to sage grouse habitat would be significant where there are no existing transmission lines.".

CHAPTER 1 - PURPOSE AND NEED FOR ACTION

Figure 1-1, in Nevada on the Map: change "Tonapah" to "Tonopah".

Page 1-1, 2nd paragraph, 5th line: change "...resource construction." to "...generation facilities.".

Page 1-1, 3rd paragraph, 6th line: change "...new..." to "...proposed...".

Page 1-1, 4th paragraph, 1st and 2nd lines: change "...two electrical utility systems in two different geographic areas..." to "...the SWIP and the existing Utah system, which includes the IPP-Adelanto DC transmission line, ...".

Page 1-1, 4th paragraph, 2nd line: change "...open marketplace substation..." to "...open marketplace...".

Page 1-2, 3rd paragraph, add to the end of the paragraph: "Future system modifications may allow an increased rating for the SWIP.".

Page 1-2, delete 4th paragraph beginning with "A direct current..." replace with the following four paragraphs:

"The IPCo chose not to develop this project as a Direct Current (DC) transmission system because a DC system for transmitting 1200 MW of power between Midpoint and the Dry Lake area would cost about $488 million compared to $356 million for the proposed AC project. The DC terminal installations (i.e., stations that convert AC to DC and DC to AC) cost about $144 million each. Two DC terminals are required. The cost of a DC transmission line is generally less than its AC counterpart by about $200 million. However, the line savings are overshadowed by the additional terminal expense.

Additionally, an AC system was selected because it would allow the SWIP more flexibility to connect to other AC systems. There is more difficulty and expense associated with connecting the DC system to intermediate AC busses. Such interconnections for a DC system would require construction of additional converter stations for local AC electricity use. The cost of each converter site is an order of magnitude greater than an AC interconnection ($100+ million versus $10+ million). This inflexibility does not meet the objectives of the SWIP.

DC systems can be an economical alternative to AC systems in some circumstances. DC systems can become economical when the distance exceeds 400 to 500 miles and the desired capacity exceeds the capability of a single AC line (generally above 1600 MW). One primary benefit of a DC transmission system is greater control of power flows. However, this benefit does not justify the considerable increase in project costs.

The actual efficiency of a comparable DC alternative would depend upon economic factors used in the design of that system (i.e., voltage rating and conductor selection). For example, for a 1200 MW flow on the existing Pacific DC Intertie line, the losses are currently about 5.7 percent compared to the estimated 6 percent for the SWIP.".

Page 1-2, 6th paragraph, 1st line: change "...between the Midpoint Substation and Las Vegas..." to "...between the Midpoint Substation and a proposed substation in Dry Lake located northeast of Las Vegas...".

Page 1-2, 1st paragraph, 2nd line: change "...and a new substation near Las Vegas." to "...and a proposed substation in Dry Lake Valley near Las Vegas.".

Page 1-4, last Paragraph, 1st sentence: change "(Midpoint to Ely to Las Vegas line)" to "(Midpoint to Dry Lake line)".

Page 1-10, 2nd paragraph, 3rd line: change "...defer the construction of new capacity..." to "...defer the construction of new generation capacity...".

Page 1-11, 5th paragraph, 2nd line: change "buyer to the seller." to "seller to the buyer".

Page 1-13, 1st paragraph, 5th line: change "...feasible alternative to building new resources." to "...feasible alternative to building new generation resources.".

Page 1-13, Summary, last line: change "...defer new resource construction." to "...defer new generation resource construction.".

Page 1-13, Planning Requirements, Environmental Review and Licensing: Reference BLM Manual 1620, "Supplemental Program Guidance" and BLM Manual 1623.5, "Supplemental Program Guidance for Land Resources."

Page 1-14, 2nd Paragraph, lines 2 through 5: change "The Forest Service, Bureau of Reclamation, National Park Service, and the Bureau of Indian Affairs would have lands affected by various routing alternatives and are federal cooperating agencies during the EIS process." to,

"The Forest Service, Bureau of Reclamation, National Park Service, , and the Bureau of Indian Affairs would have lands or resources (potential visual impacts to NPS lands) affected by various routing alternatives and are federal cooperating agencies during the EIS process.".

Table 1-1, page 1 of 8, under Agency, last item: delete "Lake Mead National Recreation Area (LMNRA)".

Table 1-1, page 1 of 8, under Permit, Approval or Review: change "Authorization to Cross LMNRA Lands" to "Compliance with Land and Water Conservation Act".

Table 1-1, page 1 of 8, under Relevant Legislation: change "Title 18 USC, 36 CFR 14" to "Title 16 USC, 460L-4".

CHAPTER 2 - ALTERNATIVES INCLUDING THE PROPOSED ACTION

Page 2-5: add the following section:

"Without adequate regional transmission, the cost effectiveness of conservation programs must be determined on the basis of the avoidable generating resource costs of an individual or local utility. Utilities having a lower avoided cost will be able to develop conservation resources to a lesser degree than utilities with a higher avoided cost.

Conservation is an integral part of the resource strategy of every utility considering partnership in the SWIP. Regulatory requirements dictate that conservation should be considered on an equal basis in a utility's plan to acquire the lowest cost resources. Conservation and other demand management programs are expected to reduce, but not eliminate, the region's need for new generating resources. Therefore, conservation plans cannot alone be considered an alternative action to meet the stated need for the project.

Transmission facilities like the SWIP would contribute to the region's task of meeting future load growth most efficiently with the least amount of new generating capacity. First, seasonal load diversity within the WSCC regions would allow transmission to meet the requirements in one part of WSCC with another region's existing generating capacity. Total regional resource requirements can be reduced as a result of such use. Secondly, when new generating capacity is needed within WSCC, transmission such as the SWIP would make more options available for the selection and location of those resources to minimize their cost and environmental impact.

Because of the seasonal diversity which exists between the Pacific Northwest and the Desert Southwest loads and resources, purchases and exchanges over the SWIP are expected to help the entire WSCC region meet load growth by utilizing existing resources more efficiently. Regional conservation potential may be developed more fully given the availability of adequate regional transmission.".

Page 2-6, 2nd paragraph, 5th sentence: change "The LTIAP allows a very small amount of firm intertie access to the northwest utilities. IPCo's share of firm access is 87 MW, and uses an allocation method to limit other northwest utilities non-firm access to the Intertie. Moreover, LTIAP restricts use of a utility's firm access for non-firm sales or firm contracts which BPA considers advance arrangements to sell non-firm energy." to "The LTIAP allows a very small amount of firm intertie access to the northwest utilities and uses an allocation method to limit other northwest utilities' non-firm access to the Intertie. The IPCo's share of firm access is 87

MW. Moreover, LTIAP restricts use of a utility's firm access for non-firm sales or firm contracts which BPA considers advance arrangements to sell non-firm energy.".

Page 2-7, add the following paragraphs:

"A direct current (DC) system can be an economical alternative to an AC system when a line exceeds 400-500 miles in length with no intermediate substations. The SWIP, however, would provide interconnections to other utilities at intermediate substations and would have the capability to integrate regional generation resources. Such interconnections for a DC system would require construction of expensive converter stations for local AC electricity use.

A DC transmission alternative for transmitting 1200 MW of power from Midpoint to the Dry Lake Area would cost about $488 million compared to $356 million for the proposed AC project ($200M for line and $144M for each line terminal). There must be a requirement for substantial additional capacity to justify a DC alternative.

The actual efficiency of a comparable DC alternative would depend upon the design of that system (i.e. voltage rating and conductor selection). For example, the Pacific DC Intertie line has been uprated twice in its history, once to increase its voltage rating and the other to increase its current rating. The line was originally designed to operate at 1600 MW at +/- 400kV. A 1200 MW flow at +/- 400kV would have generated 8.6 percent loss. In the 1980s, the Pacific DC Line was uprated to +/- 500kV and is now capable of 3100 MW. For a 1200 MW flow on the current DC system, the losses are currently about 5.7 percent compared to 6 percent for the SWIP.

Additional load taps are not nearly as feasible with a DC alternative. The cost of each site is an order of magnitude greater ($100+ million vs. $10 million) and are not included in the $488 million for the basic line.

From an environmental point of view, the DC vs. AC alternative would be similar in nature. DC line structures have one less conductor than those of an AC line. However, the DC substations are larger and also require neutral ground mats that are quite large.".

Following page 2-10, Figure 2-1, Legend: change "indentified" to "identified".

Page 2-16, replace last paragraph with: "If installed, access to the fiber optic ground wire by a commercial communications company would be allowed upon completion of all environmental permitting activities (e.g., NEPA) and obtaining the right-of-way. Regeneration stations, which are typically small concrete buildings approximately 10 feet by 10, would be needed at 20-40 mile intervals along the transmission line right-of-way. They would likely be placed on or immediately adjacent to the SWIP right-of-way.

Page 2-17, 2nd paragraph: change "land rights" to "rights-of-way".

Page 2-17, 4th paragraph, add the following to the end of the paragraph: "The conveyance of the Delta Grant would be contingent on the BLM's approval.".

Page 2-19, 1st paragraph, after "...overhead lines,...": add "(both Midpoint to Dry Lake and Ely to Delta routes)".

Page 2-19, 4th paragraph, after "...natural source for new growth.": add "...,however, reseeding may be required.".

Page 2-20, 6th paragraph, end of last sentence: add "...and approved by the permitting agency.".

Page 2-21, 5th paragraph, after first sentence: add "About one acre per mile would be used for construction yards and batch plants.".

Page 2-22, 4th paragraph, under "Ground Rod Installation": add to end of paragraph "Counterpoise could extend to the edge of the right-of-way, but are typically parallel with conductors in the right-of-way.".

Page 2-22, 6th paragraph, 4th line: change to "Oils, explosives, pesticides, chemicals and other hazardous materials would be hauled to a disposal facility authorized to accept such materials.".

Page 2-22, 6th paragraph, before the last sentence in the paragraph: add "Explosives would also be disposed of at an authorized disposal facility.".

Page 2-23, insert before last sentence in the 1st paragraph: "The IPCo would be responsible to fully remediate (i.e., clean up) any releases of any hazardous substances, hazardous materials, or petroleum products.".

Page 2-23, 6th paragraph, 1st sentence: change "...would be permitted.." to "...could be allowed by the permitting agency...".

Page 2-23, 6th paragraph, 1st sentence: delete "...adjacent to...".

Page 2-23, 7th paragraph, 1st sentence: delete "...adjacent to...".

Page 2-24, 6th paragraph, add to the end of the last sentence: "...as specified by the permitting agency.".

Page 2-28, under "Develop Scope/Preparation Plan", third bullet item: add "..., and the Schell Resource Area of the Ely District in Nevada".

Page 2-28, under "Develop Scope/Preparation Plan", fourth bullet item: change "...the Elko and Ely Districts..." to "...the Elko and Ely Districts, and the Caliente Resource Area of the Las Vegas District...".

Page 2-29, under "Human Environment", first bullet item: add "., and prime/unique farmlands".

Page 2-29, 4th paragraph, "Prehistory" entry: change "lithic scatters" toe "artifact scatters".

Page 2-30, 5th paragraph, 5th line: change "Fossil Beds National Monument" to "Hagerman Fossil Beds National Monument".

Page 2-31, 9th paragraph, 5th line: change "...new..." to "...proposed...".

Page 2-35, 6th Paragraph, last line: change "(refer to page 2-23)" to "(refer to page 2-25)".

Page 2-38, under "Midpoint to Dry Lake Transmission Alternatives": add "260" to Route B: add "250, 259, 260," to Route D: and add "260" to Route E.

Page 2-41, 6th paragraph under "Route B: 345kV-Trout Creek-Wendover-Steptoe-Antone Pass-Dry Lake Alternative": after "...Nevada Northern Railroad right-of-way..." add "(Link 270)."; after "...Egan Range..." add "(Link 280)."; in the third sentence, after "..., the route would traverse Butte Valley..." insert "(Link 280)"; at the end of the last sentence "...site from the north." add "(Link 310).".

Page 2-46, the lists of microwave communication facilities sites under the headings at the top of this page are transposed. They should read as follows:

" **Robinson Summit**

Path 1

Hansen Butte*
Cottonwood
Ellen D (L&D)*
Six-Mile
Rocky Peak*
Spruce Mountain*
Long Valley
Copper*
Cave Mountain*
Mount Wilson*
Highland Peak*
Beaver Dam Mountain*
Glendale*

North Steptoe

Path 2

Hansen Butte*
Cottonwood
Ellen D (L&D)*
Rocky Point*
Proctor
Bald Peak*
Raiff
Squaw Peak*
Cave Mountain*
Mount Wilson*
Highland Peak*
Beaver Dam Mountain*
Glendale*

* - indicates existing developed microwave communication facilities sites"

Page 2-47, under "Direct Route", 3rd paragraph, last sentence: should be "If the SWIP is constructed on this route, Hill AFB would request that towers be designed and built at a height no taller than 30 feet. This would make this route technically infeasible because the minimum clearance for conductors on the proposed 500kV transmission line is 31 feet, per the National Electric Safety Code.".

Page 2-48, 6th paragraph: delete last sentence and replace with "The proposed wayside stations discussed in the Draft Great Basin National Park (GBNP) General Management Plan have been included in the SWIP analysis. The GBNP Enabling Act specifies that the Park Service may enter into cooperative agreements for the purpose of interpretive facilities outside the park. However, the SWIP document should not be considered as an allowance or non-allowance of this proposed action for GBNP. No agreement for the proposed interpretive facilities has been entered into as of this date. In any case, the National Park Service will require appropriate authorization and input for any project involving the BLM and Forest Service administered lands. The Notice of Intent for the SWIP was published on March 3, 1989, prior to the release of the Draft GBNP General Management Plan on September 9, 1991.".

Page 2-51, 7th paragraph, 1st sentence: change "The alternative substations sites at Robinson Summit (Sites #9 or #10) are very similar environmentally and there is no distinctive preference (also refer to Appendix E)." to "The alternative substations sites at Robinson Summit (Sites #9 or #10) are very similar environmentally, but because none of the alternative routes pass through Site #9, Site #10 is preferred.".

Page 2-53, under "Ely to Delta", 3rd paragraph, 8th line: after "...Hill AFB." add "(refer to Table 2-5)." Start new paragraph with the sentence that begins "The cumulative...".

CHAPTER 3 - AFFECTED ENVIRONMENT

Page 3-1, under "Cultural Environment": delete "archaeology".

Page 3-3: replace the 2nd full paragraph with "Three Class I areas, as defined by the federal Prevention of Significant Deterioration (PSD) rules (40 CFR 51.166), are identified as being within or near the study area corridors:

- Jarbidge Wilderness Area
  64,667 acres; approximately 26 miles from a study corridor

Under the federal PSD Program, Class I areas are afforded the most stringent degree of protection from air pollution sources, in the form of maximum allowable ambient air pollutant concentration increments over baseline concentrations (refer to Table AQ-1 of the Volume II - Natural Environment technical report).

Class I areas are identified as international parks of any size, national parks exceeding 6,000 acres, national wilderness areas exceeding 5,000 acres and national memorial parks exceeding 5,000 acres.

All other lands within the United States were initially designated under the PSD rules as Class II. These areas are afforded a less stringent level (e.g., higher ambient air pollutant concentration increments) of protection from air pollution sources (refer to Table AQ-1 of the Volume II - Natural Environment technical report).

The federal PSD rules also provide that certain other lands which exceed 10,000 acres in size and were established prior to August 7, 1977, may be redesignated as Class I. However, only national parks and national wilderness areas exceeding 10,000 acres and established after August 7, 1977 can be designated as Class I through state or federal legislation.".

Page 3-10, "Route F", 2nd paragraph, 13th line: change "Hagerman Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Page 3-11, "Route G", 3rd paragraph, 2nd sentence, 3rd line: change "180" to "280".

Page 3-34, 2nd paragraph, 2nd bullet: add "Oasis".

Page 3-37, 3rd paragraph, last sentence: revise to "The AGL for the Restricted Area R-6405 (located in all or portions of Links 222, 224, 225, 226, 611, 610, 620, 621, 630) is 100 feet, the Lucin A MOA (Links 211, 221, 222), Gandy MOA (Links 222, 226, 266, 267, 610, 620), and Sevier A and B MOAs (Links 267, 268, 451, 461, 462, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 571, 572, 580, 590, 600, 640, and 650) all have an AGL of 200 feet.".

Page 3-37, 4th paragraph, last sentence: revise to "There is a 100 foot AGL in the R-6405 Restricted Area (Links 222, 224, 225, 226, 610, 611, 620, 621, 630, 640, 650). There is a 200 foot AGL in the Lucin C MOA (Link 222); the Gandy MOA (222, 226, 266, 267, 610, 620); the Sevier A (Links 268, 461, 462, 470, 480, 630, 640, 650); and the Sevier B (Links 451, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 571, 572, 580, 590, 600, 640, 650).".

Page 3-39, 7th paragraph, end of the last sentence: add "...and in the Conger Range (Link 452).".

Page 3-49, under "Southern Route", 2nd paragraph, 3rd sentence: change "Nevada State Highway 21" to "Utah State Highway 21".

Page 3-60, 5th paragraph under "Route F", 3rd line: change "Hagerman Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Page 3-61, 2nd paragraph under "Route G": "...along the southern edge of the Windmere Hills (Link 180), in the Pequop Mountains (Link 190) and...".

Page 3-63, 2nd paragraph, 2nd sentence: revise to "Views from dispersed recreation users in the Notch Peak WSA (Link 462), the Swasey Mountain WSA (Link 470), the Howell Peak WSA (Link 462), Mt. Moriah Wilderness (Link 267), and the Marble Canyon WSA (Link 267) were also considered to be of high sensitivity.".

Page 3-64, 4th paragraph, after the fourth sentence: add "The proposed wayside stations discussed in the Draft Great Basin National Park (GBNP) General Management Plan have been included in the SWIP analysis. The GBNP Enabling Act specifies that the Park Service may enter into cooperative agreements for the purpose of interpretive facilities outside the park. However, the SWIP document should not be considered as an allowance or non-allowance of this proposed action for GBNP. No agreement for the proposed interpretive facilities has been entered into as of this date. In any case, the National Park Service will require appropriate authorization and input for any project involving the BLM and Forest Service administered lands. The Notice of Intent for the SWIP was published on March 3, 1989, prior to the release of the Draft GBNP General Management Plan on September 9, 1991.".

Page 3-81, last paragraph, 3rd line: replace "RI" with "...radio interference (RI).".

Page 3-81, 2nd paragraph, 1st line: change "...Idaho or Nevada." to "...Idaho, Utah, or Nevada.".

Page 3-82, 1st paragraph, 1st line: replace "TVI" with "...television interference (TVI)...".

Page 3-83, under "Methods", 1st paragraph, 2nd sentence: change "define a process" to "mandate a process".

Page 3-85, 2nd paragraph, 2nd sentence: change to "Other than old buildings, historic resources include ghost towns, mines, historic ranches, and a variety of structures, roads, railroads, and trails.".

Page 3-86, 4th paragraph, 1st sentence: change to "At about AD 1200 to 1300, the Formative and Archaic cultures are hypothesized to have been replaced by Numic speaking groups.".

Page 3-88, under "Regional Studies", 3rd paragraph, end of sentence: add "...(refer to p. 2-26).".

Page 3-89, 1st paragraph, end of paragraph: add "It must be noted that this analysis is based only on information about the most significant known cultural resources. Although this is a reasonable methodology for such regional siting studies, it must be recognized that because much of the region has never been thoroughly inventoried, it is likely that other significant unrecorded cultural resources are present within the various alternative corridors."

Page 3-90, 3rd paragraph, 2nd sentence: revise and insert "Historic resources in this group include such sites as:

- the Minidoka Japanese-American Relocation Center
- segment of the Nevada Northern Railroad operated as a historic tourist train
- segments of the Oregon, California, and Hastings Cutoff trails
- Kelton Road
- the Old Spanish Trail/Mormon Road
- the Pony Express/Lincoln Highway and other Pony Express routes
- the Osceola Ditch
- various historic cemeteries, burials, residences, and town sites

In addition, the remaining 133 miles of the Nevada Northern Railroad that now lie unused were ranked as having moderate-high sensitivity. The entire railroad was recently determined to be eligible for listing on the National Register of Historic Places and was considered to be an important historic resource as impacts were assessed.".

Page 3-91, 5th paragraph, last sentence: revised to "The highest sensitivity sites along this segment of the route are two alignments of the California Trail and the historic town of Contact.".

Page 3-91, 7th paragraph, end of the paragraph: add "This segment of Route A parallels portions of the historic Nevada Northern Railroad, as do other segments to the south. A total of 51 miles of the 150-mile-long railroad are within the Route A corridor.".

Page 3-92, 6th paragraph, after first sentence: add "This segment of Route B parallels 4 miles of the 150-mile-long Nevada Northern Railroad.".

Page 3-93, 2nd paragraph, end of paragraph: add "Route C parallels 51 miles of the 150-mile-long Nevada Northern Railroad.".

Page 3-93, 4th paragraph, after 5th sentence: add "Route D parallels approximately 35 miles of the 150-mile-long Nevada Northern Railroad.".

Page 3-93, 6th paragraph, end of paragraph: add "Route E parallels 19 miles of the 150-mile-long Nevada Northern Railroad.".

Page 3-94, 1st paragraph, end of paragraph: add "Route F parallels 51 miles of the 150-mile-long Nevada Northern Railroad.".

Page 3-94, 3rd paragraph, end of paragraph: add "Route G parallels 66 miles of the 150-mile-long Nevada Northern Railroad.".

Table 3-1: Add a double asterisks ("**") after 230kV Corridor.

CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES

Page 4-31, under "Route B", 2nd paragraph, 2nd sentence, after "R-6405 Restricted Area (Link 222, 224, 226)": add "...and 42.3 miles of low residual impacts to portions of the Gandy MOA (Links 222, 226) and the Lucin A MOA (Links 221, 222) which are...".

Page 4-32, under "Route E", 3rd paragraph, 1st sentence, after "...R-6405 Restricted Area (Links 222, 224, 226)...": add "...and 42.3 miles of low residual impacts to portions of the Gandy MOA (Links 222, 226) and the Lucin A MOA (Links 221, 222) which are...".

Page 4-33, under "Direct Route", 2nd paragraph, 1st sentence: change to "The route would result in a total of 55.1 miles of moderate residual impacts to the R-6405 Restricted Area (Link 620, 621, 630) and would cross 44.1 miles through portions of the Gandy MOA (Links 266, 620), the Sevier A MOA (Links 630,640), and Sevier B MOA (Links 572, 580, 640).".

Page 4-34, 1st paragraph, 1st line: change "30-foot-2" to "30-foot".

Page 4-34, under "Cutoff Route", 2nd paragraph, 1st sentence, 2nd line: change Link "265" to "266".

Page 4-34, under "230kV Corridor Route", 1st paragraph, 2nd sentence: add "..., Utah" after "Delta".

Page 4-34, under "230kV Corridor Route", 3rd paragraph, 2nd line: add Link "461".

Page 4-35, 1st full paragraph, 2nd line: delete Link "450" and add Links "572 and 580".

Page 4-43, 1st full paragraph, 4th line: change "Fossil Beds National Monument" to "Hagerman Fossil Beds National Monument".

Page 4-45, 2nd paragraph, third sentence: add "The proposed wayside stations discussed in the Draft Great Basin National Park (GBNP) General Management Plan have been included in the SWIP analysis. The GBNP Enabling Act specifies that the Park Service may enter into cooperative agreements for the purpose of interpretive facilities outside the park. However, the SWIP document should not be considered as an allowance or non-allowance of this proposed action for GBNP. No agreement for the proposed interpretive facilities has been entered into as of this date. In any case, the National Park Service will require appropriate authorization and input for any project involving the BLM and Forest Service administered lands. The Notice of Intent for the SWIP was published on March 3, 1989, prior to the release of the Draft GBNP General Management Plan on September 9, 1991.".

Page 4-45, 2nd paragraph, last sentence: change "...Spring Valley..." to "...Snake Valley...".

Page 4-72, 1st paragraph: change to "Construction of Route A would introduce visual intrusions into the settings of the Minidoka Relocation Center (Link 20), the Oregon Trail (Link 41), the historic Shafter town site (Link 211), Pony Express/Lincoln Highway route (Link 291), the California Trail (Link 1612), the City of Rocks archaeological district (Link 362), and for 51 miles of the 150-mile-long Nevada Northern Railroad (Links 212, 230, 270, and 291).".

Page 4-72, 5th paragraph, end of paragraph: add "In addition, Route B would result in visual intrusions along about 4 miles of the 150-mile-long Nevada Northern Railroad (Link 270).".

Page 4-72, 8th paragraph: revise to "Potentially high indirect impacts could result from visual intrusion into the setting of the Minidoka Relocation Center (Link 20), Oregon Trail (Link 140), the California Trail (Link 140), the historic Shafter town site (Link 211), the Hastings Cutoff (Link 212), the Pony Express/Lincoln Highway route (Link 291), and the City of Rocks archaeological district (Link 362). In addition, Route C would result in visual intrusions along 51 miles of the 150-mile-long Nevada Northern Railroad (Links 212, 230, 270, and 291).".

Page 4-73, 3rd paragraph, end of paragraph: add "In addition, Route D would introduce visual intrusions along 35 miles of the 150-mile-long Nevada Northern Railroad (Links 230, 270, and 291).".

Page 4-73, 6th paragraph, end of paragraph: add "In addition, Route E would introduce visual intrusions along 19 miles of the 150-mile-long Nevada Northern Railroad (Links 212, 230, 241, 242, 244, and 270)".

Page 4-74, 2nd paragraph, end of paragraph: add "In addition, Route F would introduce visual intrusions along 51 miles of the 150-mile-long Nevada Northern Railroad (Links 212, 230, 270, and 291)".

Page 4-74, 5th paragraph, end of paragraph: add "In addition, Route G would introduce visual intrusions along 66 miles of the 150-mile-long Nevada Northern Railroad (Links 212, 230, 241, 242, 244, and 270)".

Page 4-78, under "BLM Utility Corridors", last sentence: change "...utility projects within the corridors that is established." to "...utility projects adjacent to compatible existing rights-of-way and within designated or planning corridors established by the BLM".

Page 4-79, 3rd paragraph, 4th line: change "...600kV..." to "...500kV...".

Page 4-82, 4th paragraph, 4th line: change "Hagerman Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Page 4-86, 2nd paragraph: revise to "In general, site densities throughout the region seem to average about 2 to 6 per square mile. Linear features would encounter a disproportionately larger number of sites because of a statistical "edge effect," but there are few directly comparable prior linear surveys through the region to indicate how many sites might be encountered. The surveys for the Intermountain Power Plan project in southwestern Utah and southern Nevada resulted in the discovery of an average of one cultural resource occurrence every linear mile, but three-fourths of these were isolated artifacts. Occurrences designated as sites were found on average of every 4 to 5 miles. Some additional sites were found on access roads that had to diverge from the corridor. It can be conservatively estimated that surveys along the various alternative SWIP

corridors might encounter a cultural resource every 2 to 3, miles on the average. This indicates that some 200 to 400 cultural sites could be present along the selected alternative. Many of these could probably be avoided by minor adjustments in the project, but the project would undoubtedly diminish the regional resource base".

Page 4-89, 1st paragraph, 2nd sentence: revise to "The pipeline planned to transport the water from north of Clark County would utilize existing corridors designated by the BLM or Congress, or prepare a plan amendment".

Table 4-1, page 2 of 3, #13, end of paragraph: add "Towers would be sited with a minimum distance of 200 feet from streams".

Table 4-1, page 1 of 3, #5: add "...natural springs and/or..." before "developed".

Table 4-2, page 1 of 2, second line: change "Recommended" to "Committed".

Table 4-2, page 1 of 2, #6: change "water courses" to "perennial or intermittent streams with riparian vegetation".

Table 4-3a, page 1 of 2, under Allotment Name: add

	"	CUTOFF		230kv Corridor	
	Total Acres	Total Acres	Viable Acres	Total Acres	Viable Acres
"Conger Spring	78,971	26.3	21.9	43.00	38.60""

Table 4-3a, page 2 of 2, in the "Smith Creek" row: change

	"	CUTOFF		230kv Corridor	
	Total Acres	Total Acres	Viable Acres	Total Acres	Viable Acres
"Smith Creek	17,820	14.3	6.0	0.0	0.0""

Table 4-4, page 1 of 1, table is revised to include Tax Revenues for Agency Preferred and Utility Routes.

TABLE 4-4

Estimated County Tax Revenues[1] by Alternative Route

State/ County	Midpoint to Dry Lake Alternative Routes								
	Route A	Route B	Route C	Route D	Route E	Route F	Route G	Agency Preferred	Utility Preferred
IDAHO									
Cassia	20,800	20,800	20,800	20,800	20,800	-----	20,800	20,800	20,800
Gooding	-----	-----	-----	-----	-----	211,500	-----	-----	-----
Jerome	455,700	455,700	455,700	455,700	455,700	144,100	455,700	455,700	455,700
Twin Falls	570,700	570,700	570,700	570,700	570,700	916,600	570,700	570,700	570,700
NEVADA									
Elko	759,200	769,100	727,100	767,600	801,200	727,100	729,200	729,200	729,200
White Pine	582,000	588,300	582,000	576,200	596,100	582,000	568,400	560,000	552,200
Lincoln	539,400	539,400	539,400	539,400	539,400	539,400	539,400	539,400	539,400
Nye	261,800	261,800	261,800	261,800	261,800	261,800	261,800	261,800	261,800
Clark	150,800	150,800	150,800	150,800	150,800	150,800	150,300	150,300	150,300

State/ County	Ely to Delta Alternative Routes			
	Direct	Cutoff	230kV Corridor*	Southern
UTAH				
Millard	355,200	846,000	853,700	998,700
Juab	296,100	-----	-----	-----
NEVADA				
White Pine	255,700	289,200	320,500	494,900

[1] Estimates are based on average 1990 property tax rates in each county and an average cost for the transmission lines and associated microwave communication and substation facilities. Figures are rounded to the nearest hundred. Estimates represent revenues during the first year of operation without depreciation.

* Agency Preferred Route

CHAPTER 5 - CONSULTATION AND COORDINATION

Page 5-10, 3rd paragraph, last sentence: change to "The only route preference identified was an alternative that would traverse Dry Lake Valley from west to east (Link 671 to Link 673).".

CHAPTER 6 - PREPARERS AND CONTRIBUTORS

Page 6-4, under "Philip Zeig": add the title "Soil Conservationist".

Page 6-5, under "Mark A Pierce": add the title "Wildlife Conservationist".

Page 6-5, under "Melanie Mendenhall": add the title "Range Conservationist".

Page 6-5, under "F. Rex Rowley": add the title "Area Manager - House Range".

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Page 6-9, under "Mark Henderson": change "13 years with BLM" to "seven years with the BIA and seven years with the BLM".

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Page 6-13, first item under Involvement, change "Hagerman Fossil Beds" to "Hagerman Fossil Beds National Monument"

REFERENCES

Add to list: Chadwick, D.H. 1989. Mission for the 90's: The Biodiversity Challenge. Defenders Magazine Special Report.

APPENDICES FOR THE SWIP DEIS/DPA

Appendix C

Page C-7, under "National Park Service", under "Idaho": delete "Fossil Beds National Monument - Twin Falls".

Appendix D

Page D-5, under "Subroute Set 22", last sentence: add "Link 680 would traverse 5.6 miles of Category I, 7.4 miles of Category II, and 5.6 miles of Unclassified desert tortoise habitat while Link 690 would traverse approximately 15.5 miles of Category I and 4.3 miles of Category III desert tortoise habitat".

Appendix F

Page F-5: the lists of microwave communication facility sites under the headings at the top of this page are transposed, they should read as follows. Also, Beaver Dam Mountain and Glendale should have been added.

Robinson Summit	**North Steptoe**
Path 1	Path 2
Hansen Butte	Hansen Butte
Cottonwood	Cottonwood
Ellen D (L&D)	Ellen D (L&D)
Six-Mile	Rocky Point
Rocky Peak	Proctor
Spruce Mountain	Bald Peak
Long Valley	Raiff
Copper	Squaw Peak
Cave Mountain	Cave Mountain
Mount Wilson	Mount Wilson
Highland Peak	Highland Peak
Beaver Dam Mountain	Beaver Dam Mountain
Glendale	Glendale

Table F-1, page 2 of 3, under "Location for the Six Mile site": change "E. of Oasis" to "W. of Oasis".

Table F-1, page 2 of 3, under "Jurisdiction for the Six Mile site": change "BLM" to "private".

Table F-4, page 2 of 2, under "SOILS, for Cave Mountain Site": change "Calcic" to "carbonatic" and delete "carbonic".

Appendix G

Page G-2, under "National Park Service": change "Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Appendix H

Page H-3, Additional Technical reports available for review at the following locations:

University of Nevada Las Vegas
James Dickenson Library
4505 S. Maryland Parkway
Las Vegas, NV 89154

Charleston Heights Library
800 Brush Street
Las Vegas, NV 89108

Henderson Library
55 Water Street
Henderson, NV 89105

Lincoln County Library
Pioche, NV 89043

Rainbow Library
6010 W. Cheyenne
Las Vegas, NV 89108

Clark County Library
1401 E. Flamingo Road
Las Vegas, NV 89109

Sunrise Public Library
100 N. Nellis Boulevard
Las Vegas, NV 89110

MAP VOLUME

Panel 2 - Alternative Routes Map: Route D was incorrectly labeled on this map. The map shows Route D following Links 250, 259, and 260. Route D should actually follow Links 241, 243, and 245. Figure 4-1 indicates the corrected labeling of the alternative routes.

Panel 3 - Alternative Routes Map: Route D was incorrectly labeled on this map. The map shows Route D following Links 250, 259, and 260. Route D should actually follow Links 241, 243, and 245. Figure 4-2 indicates the corrected labeling of the alternative routes.

Panel 4 - Alternative Routes Map: The labels for the "230kV Corridor Route" and "Cutoff Route" are transposed on this map. Figure 4-3 indicates the corrected labeling of these alternative routes.

Panel 2 - Land Use Resources: The Big Springs Ranch private grass airstrip is missing from this map. Figure 4-4 indicates the location of the airstrip.

Panel 3 - Land Use Resources: Marble Canyon WSA is not shown on this map. It is located on Link 267 and illustrated in Figure 4-5.

Panel 3 - Land Cover: Between miles 15 and 20 on Link 267, portions identified as playa are labeled incorrectly. The correct identification is sage scrub.

Panel 4 - Land Use Resources: - The label indicates this map to be "Panel 3 - Land Resources", it should read "Panel 4 - Land Resources".

Panel 4 - Map Index: correct the name "Wah Wah Mountains" to "Wah Wah Mountains North"

Panel 4 - Land Use Resources: The R-6405 Restricted Area is mapped incorrectly. Figure 4-6 shows the corrected boundary and labeling. The proposed Antelope Spring Trilobite Beds was not mapped. The location of the Antelope Spring Trilobite Beds is illustrated in Figure 4-7.

Panel 5 - Land Use Resources: Labels identifying MOAs operated by Nellis AFB are missing. Figures 4-8 and 4-9 illustrate the labels for these MOAs.

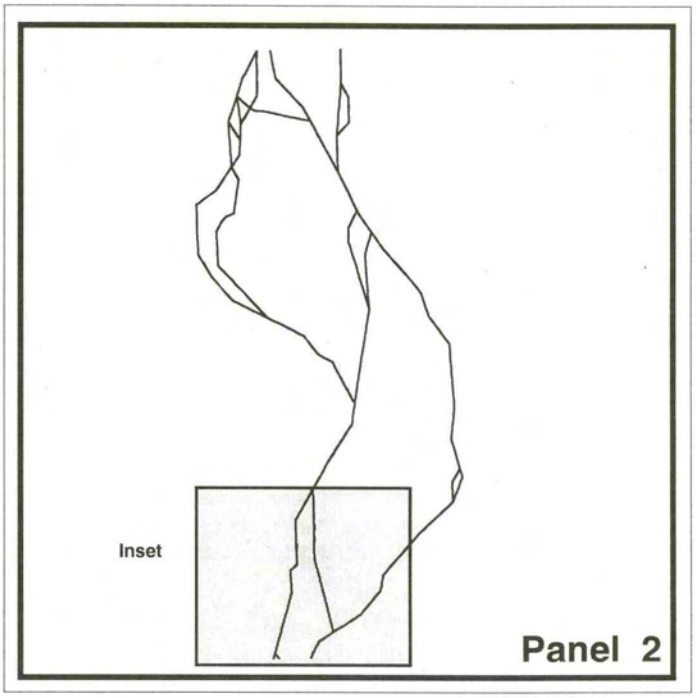
Panel 4 - Jurisdiction Map: This map is missing a small area of State land at T14S, R18W, Section 28, NW1/4, SW1/4 and a small area of private land of T14S, R18W, Section 28, NE1/4,SW1/4, S1/2SW1/4. Figure 4-10 indicates the locations of these parcels.

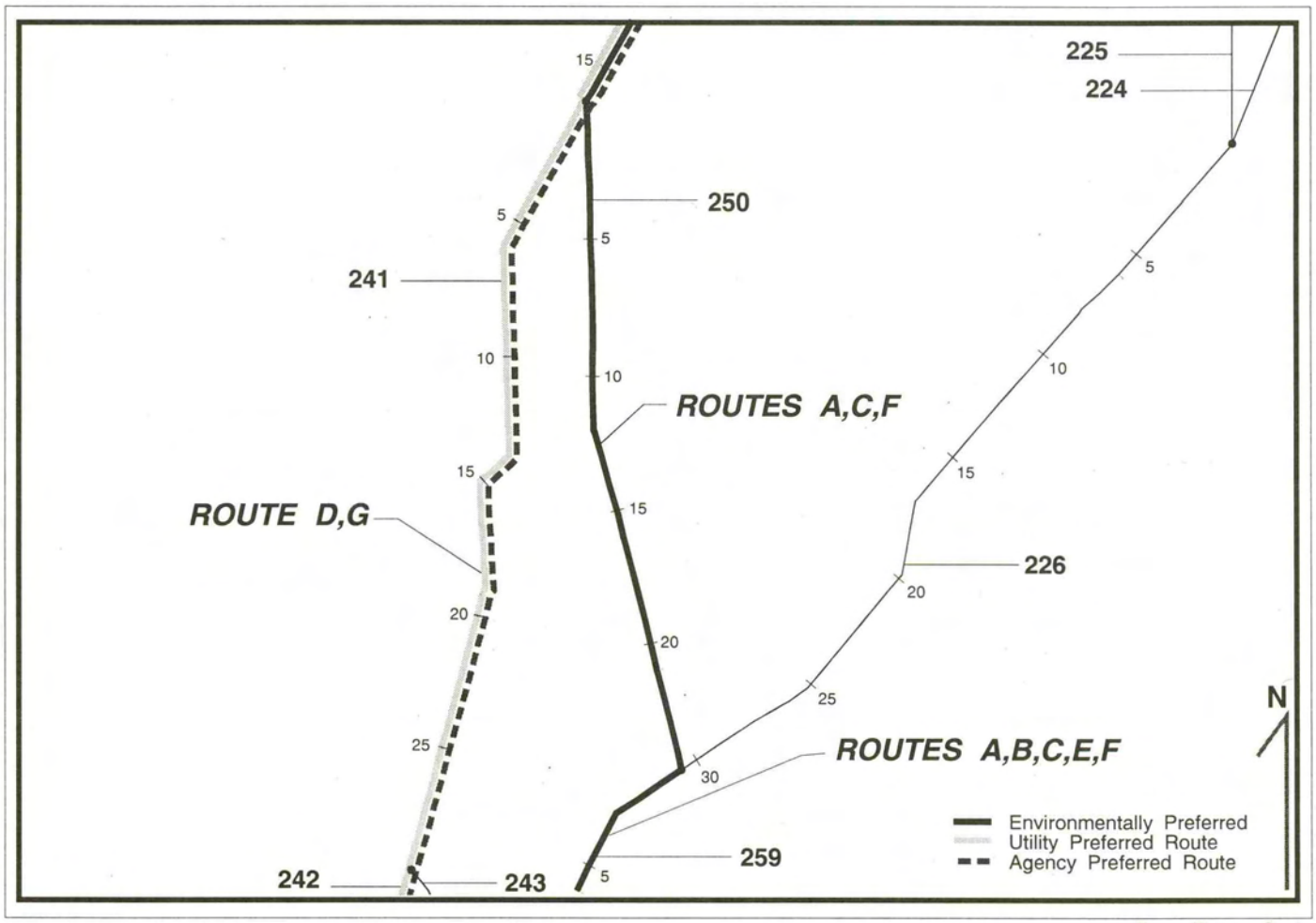
Panel 2 - Visual Resources: The BLM low visibility corridor around Interstate 80 did not appear on the map. The VRM Class II area is shown in Figure 4-11.

Panel 3 - All Maps: The boundary of the Humboldt National Forest South of Ely was left off of all the Panel 3 Maps. Figure 4-12 shows the approximate location of the boundary.

CORRECTIONS TO:
Panel 2 - Alternative Routes

The labels for Route D were incorrect on this map. The correct labeling for Route D is shown below.



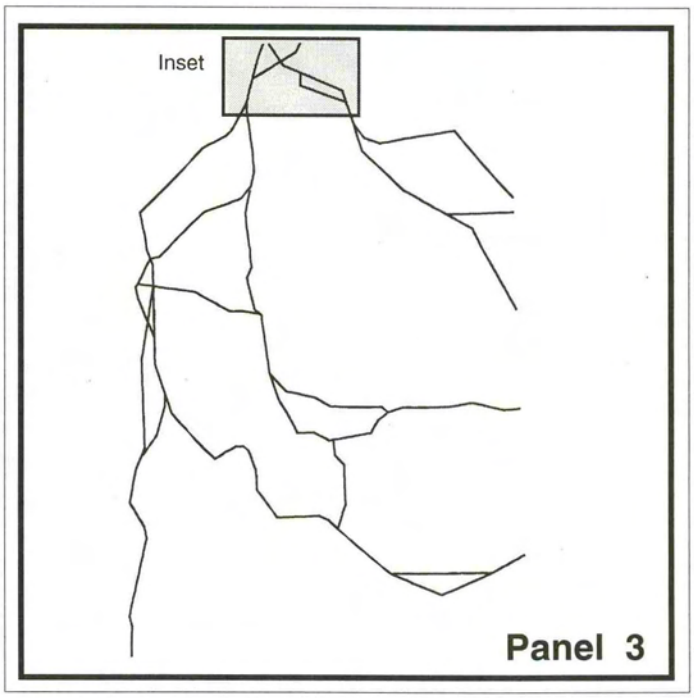


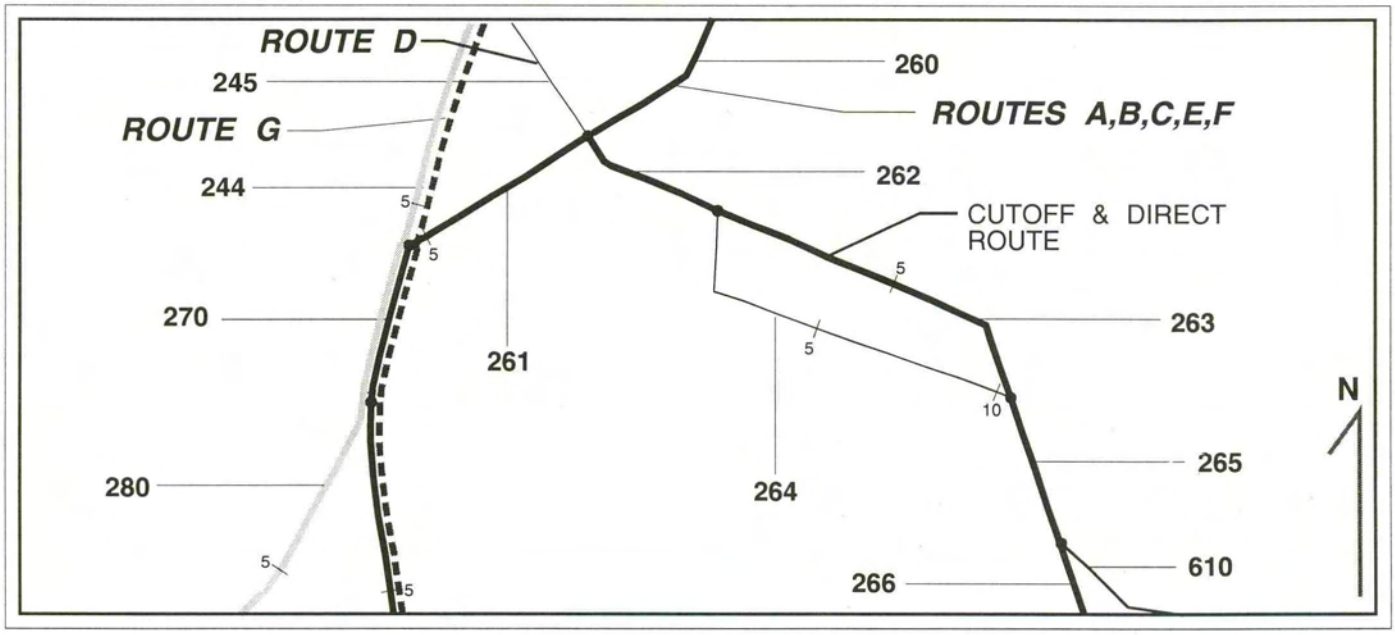
Note: Not to Scale

Figure 4-1

CORRECTIONS TO:
Panel 3 - Alternative Routes

The labels for Route D were incorrect on this map. The correct labeling for the Route D is illustrated below.





Note: Not to Scale

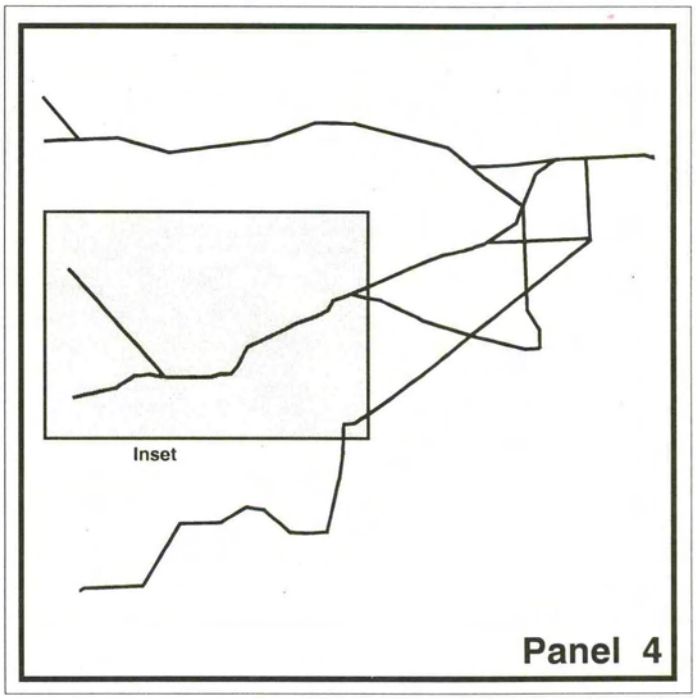
Environmentally Preferred
Utility Preferred Route
Agency Preferred Route

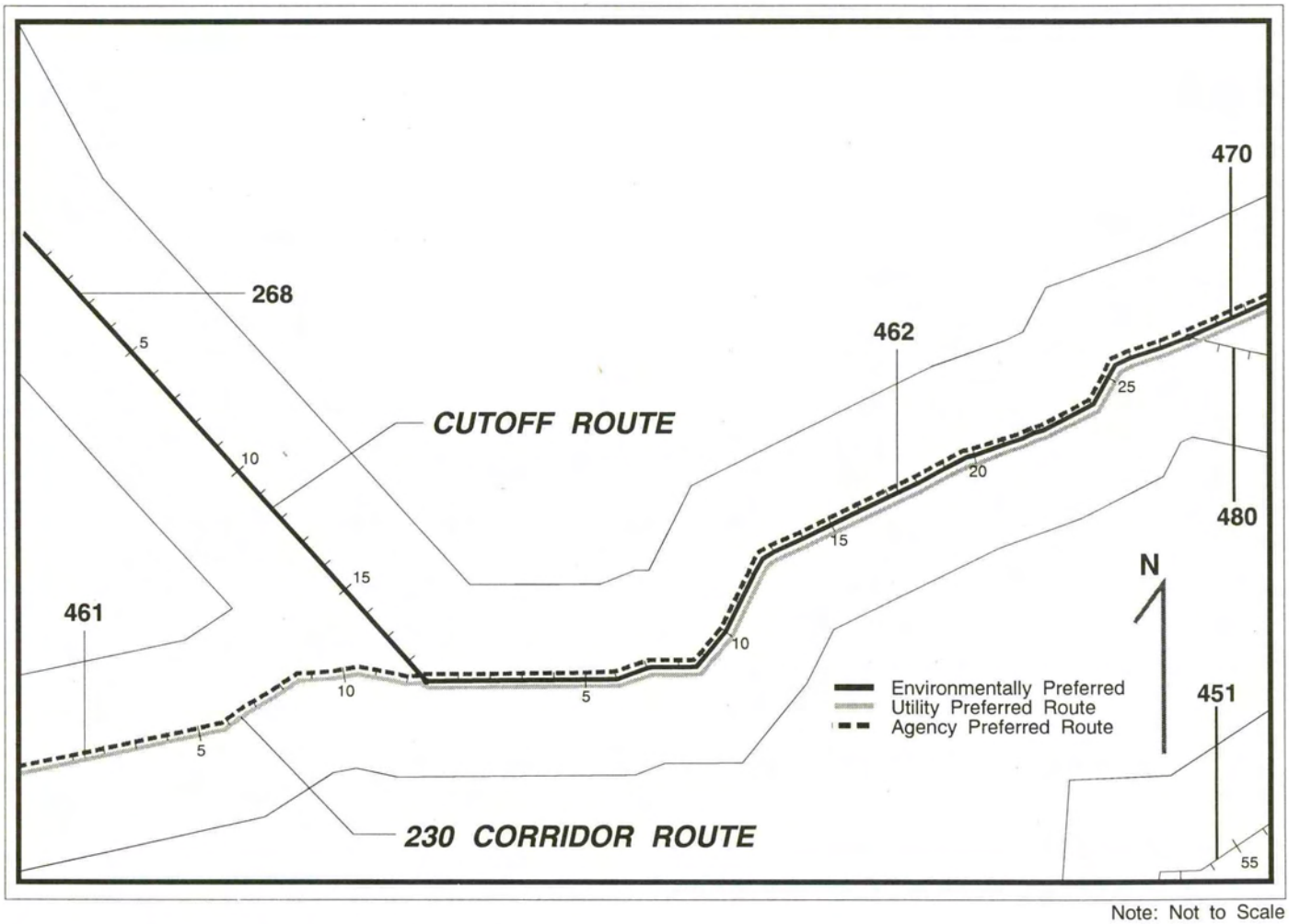
Errata for Map Volume

Figure 4-2

CORRECTIONS TO:
Panel 4 - Alternative Routes

The labels for "230 kV Corridor Route" and "Cutoff Route" were transposed on this map. The correct labeling is illustrated below.





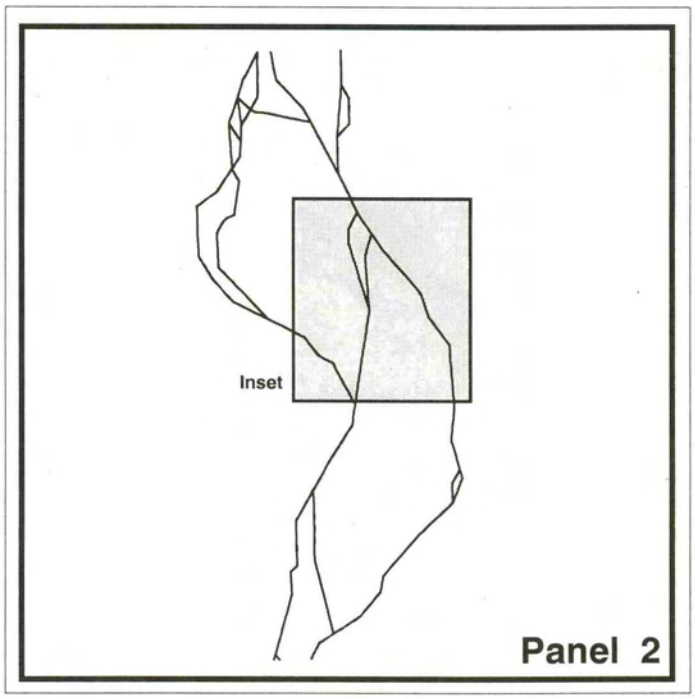
Note: Not to Scale

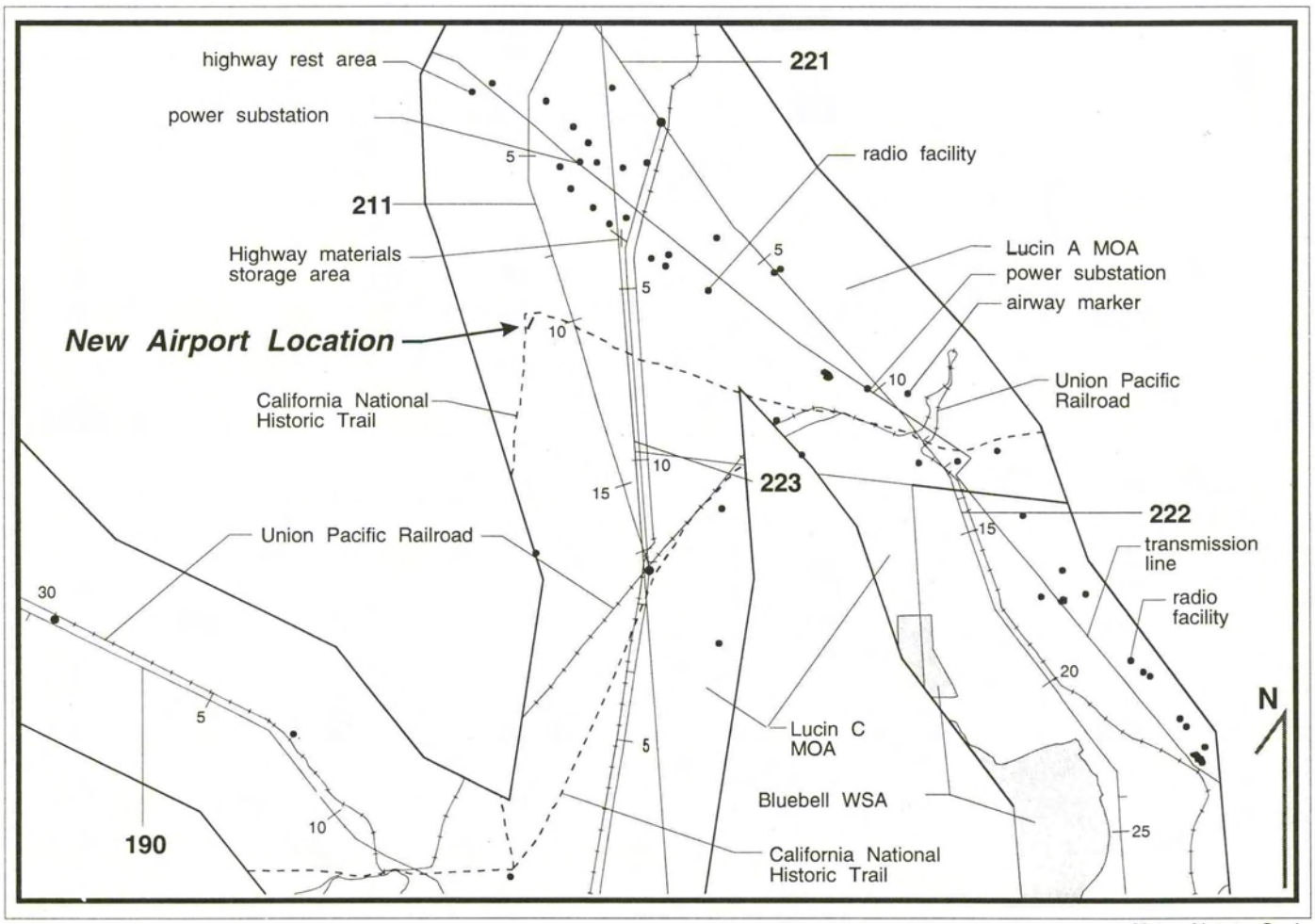
Figure 4-3

CORRECTIONS TO:
Panel 2 - Land Use Resources

A private grass airstrip near Big Springs Ranch was not shown on this map Its location is illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.





Note: Not to Scale

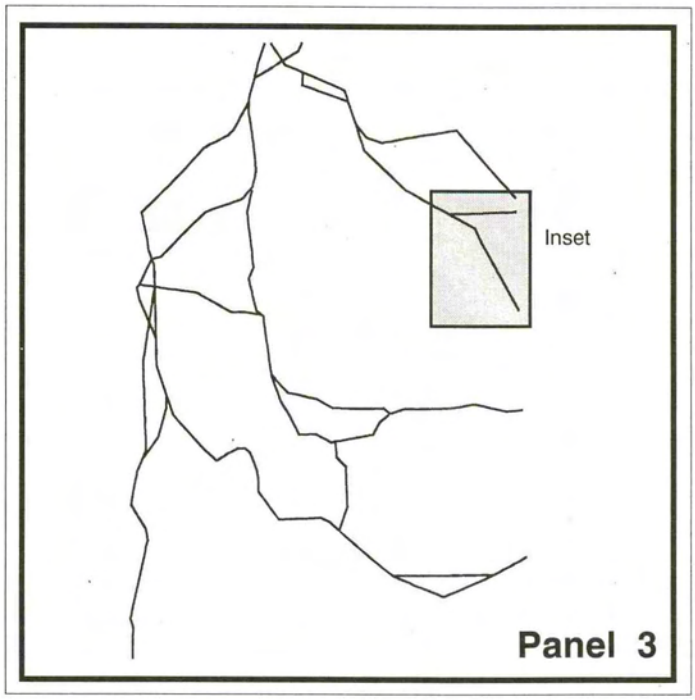
Errata for Map Volume

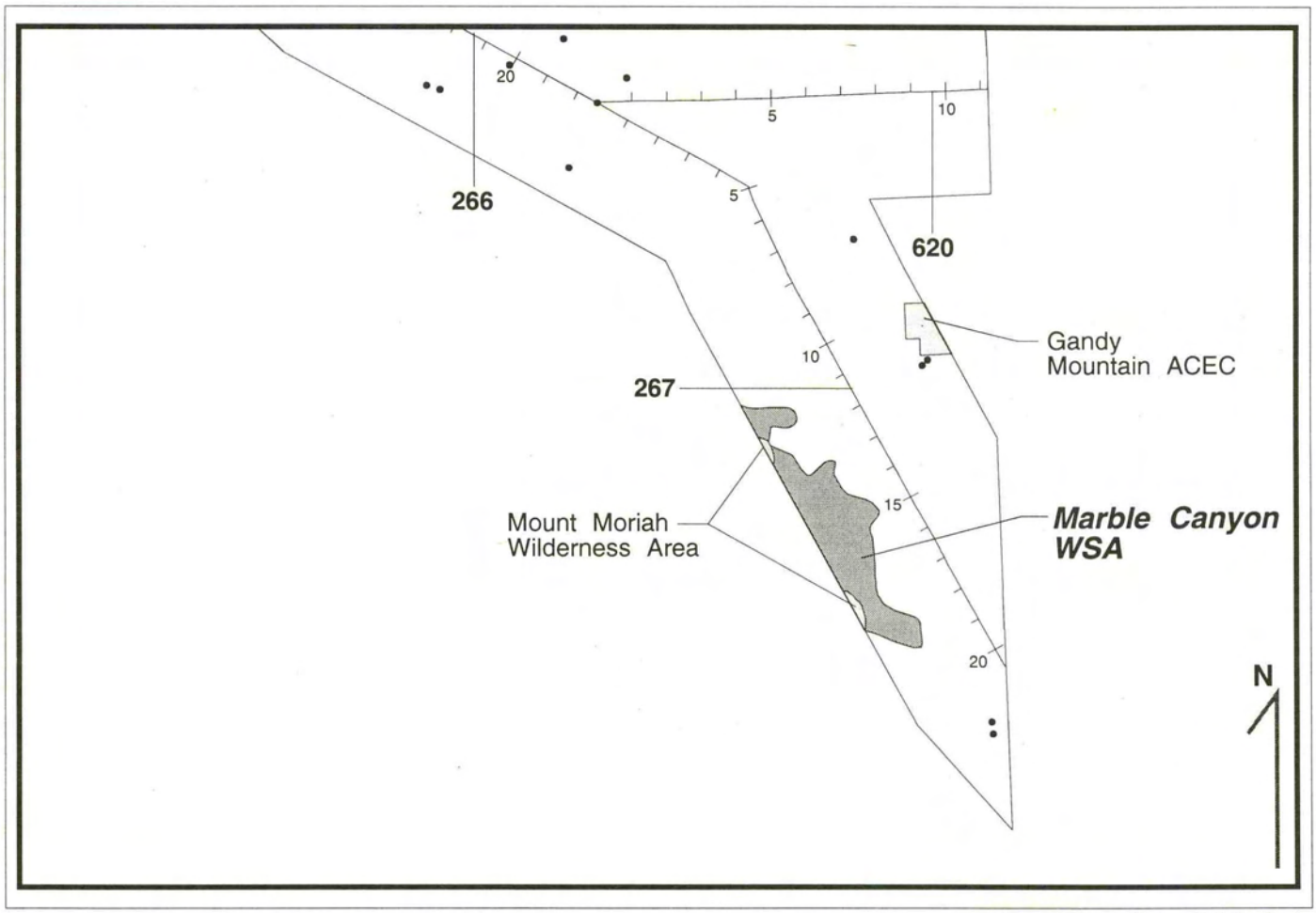
Figure 4-4

CORRECTIONS TO:
Panel 3 - Land Use Resources

Marble Canyon WSA was not shown on this map. The boundary for this area is illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.





Note: Not to Scale

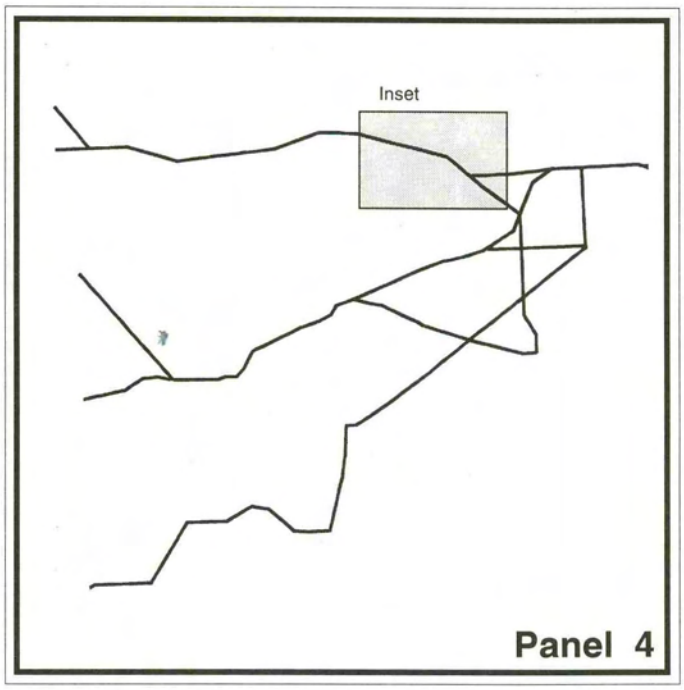
Errata for Map Volume

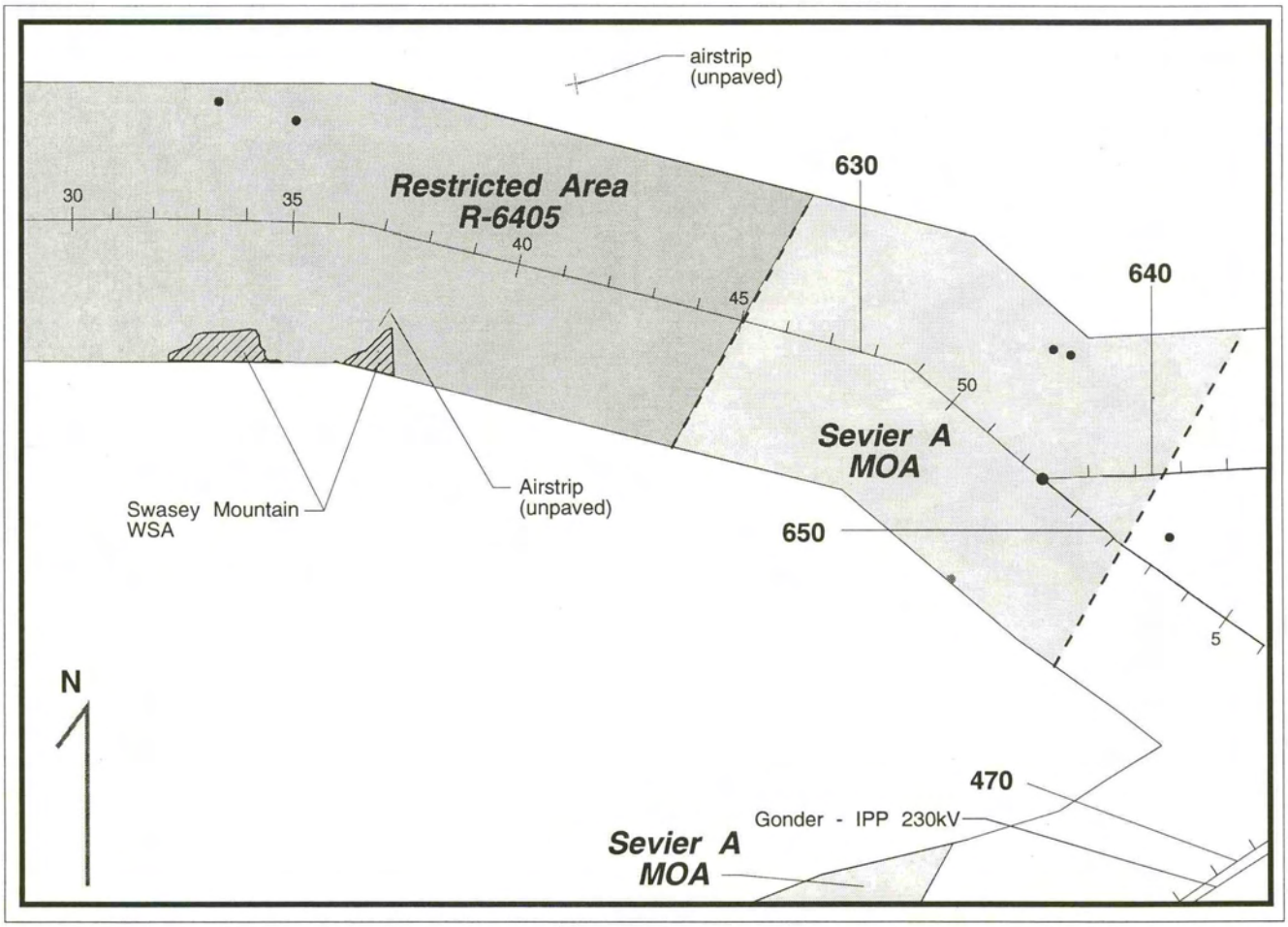
Figure 4-5

CORRECTIONS TO:
Panel 4 - Land Use Resources

The Restricted Area R-6405 was mapped incorrectly on the Panel 4 - Land Use Resources Map. It is illustrated in the below diagram.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.





Note: Not to Scale

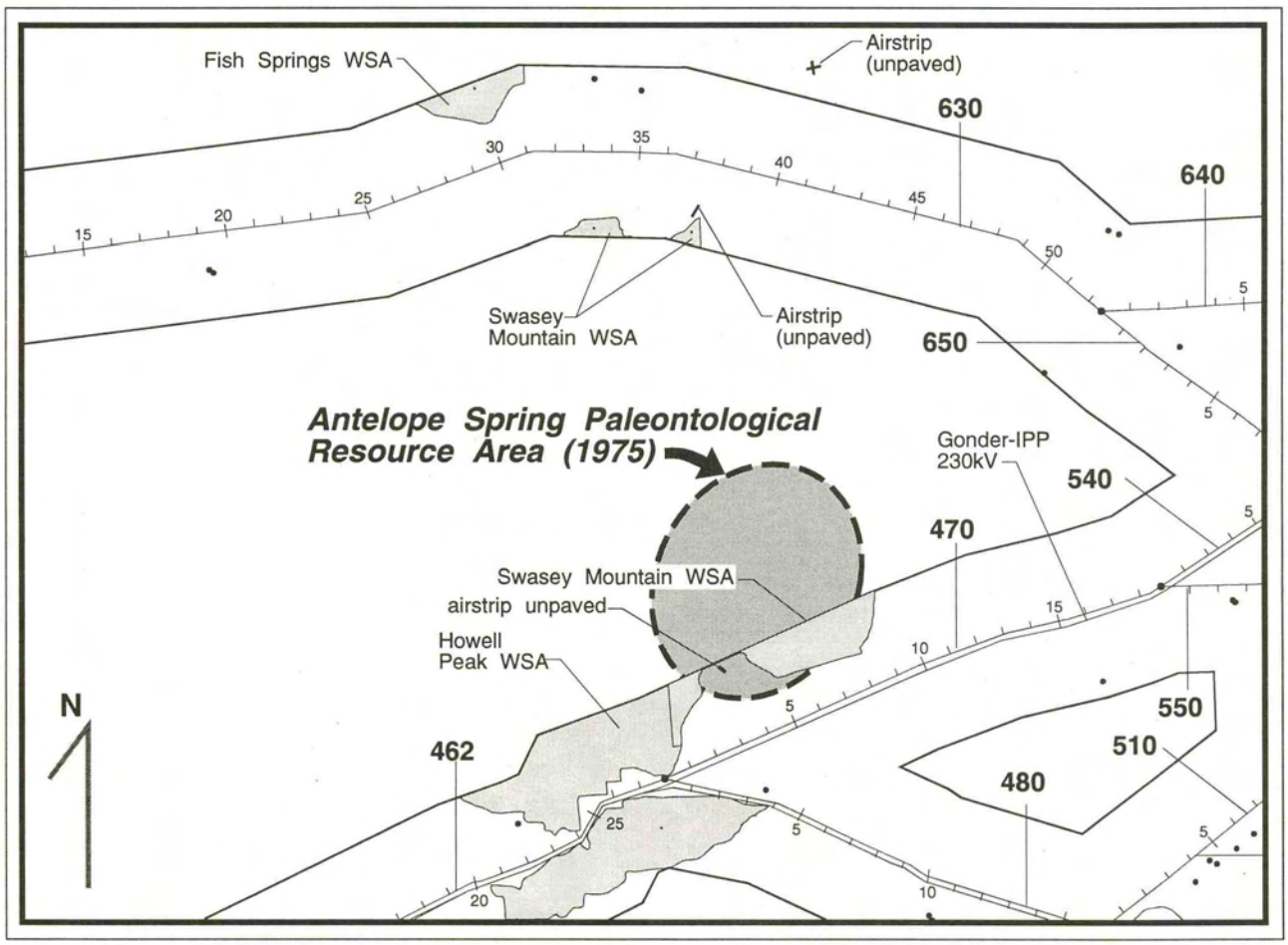
Errata for Map Volume

Figure 4-6

CORRECTIONS TO:
Panel 4 - Land Use Resources

The Antelope Spring Trilobite Beds were not shown on the land use map in the Map Volume accompanying the DEIS/DPA. The boundary of this is illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.



Note: Not to Scale

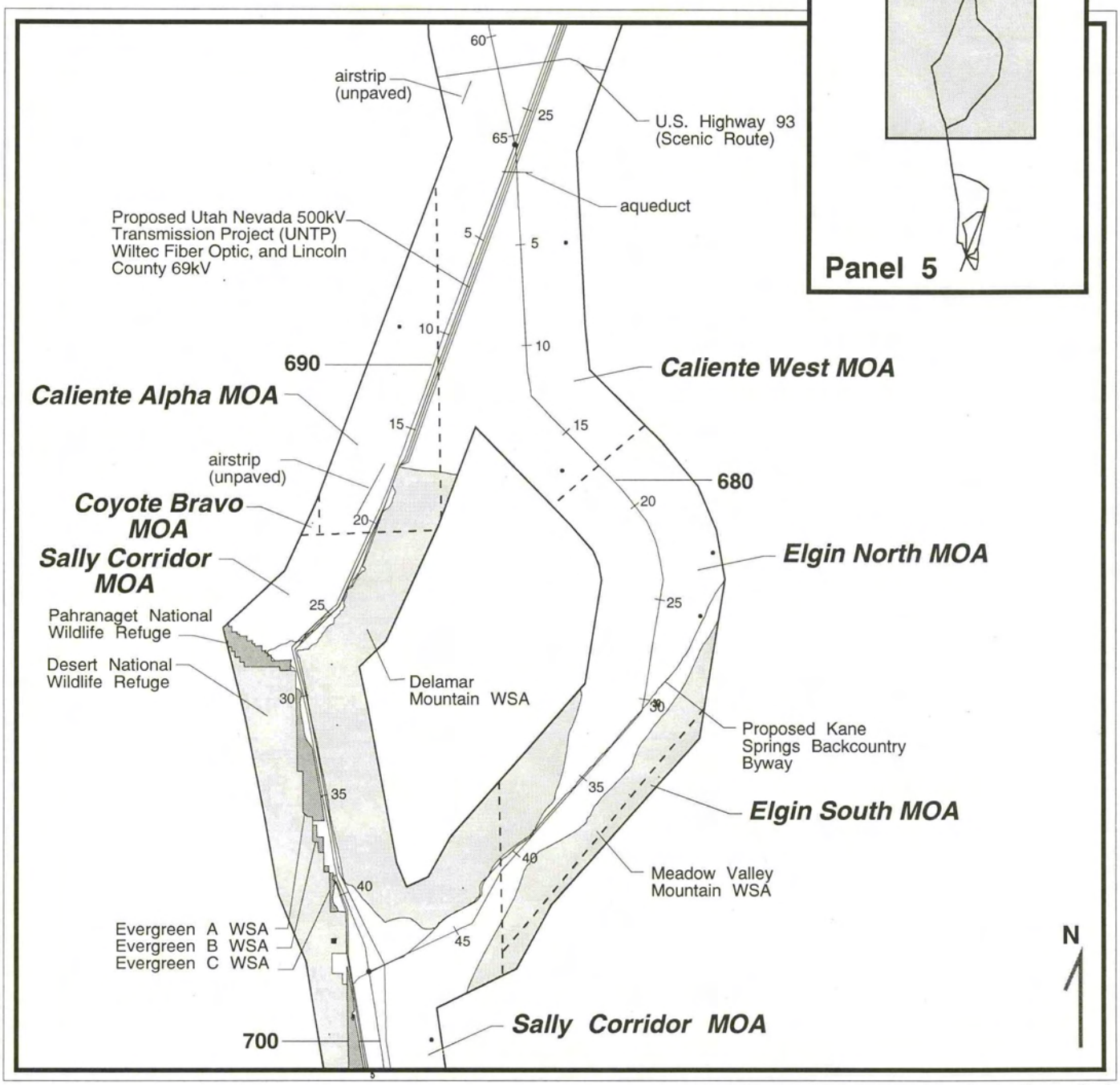
Errata for Map Volume

Figure 4-7

CORRECTIONS TO:
Panel 5 - Land Use Resources

The labels identifying MOAs are missing on this map. These additional labels are illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.



Note: Not to Scale

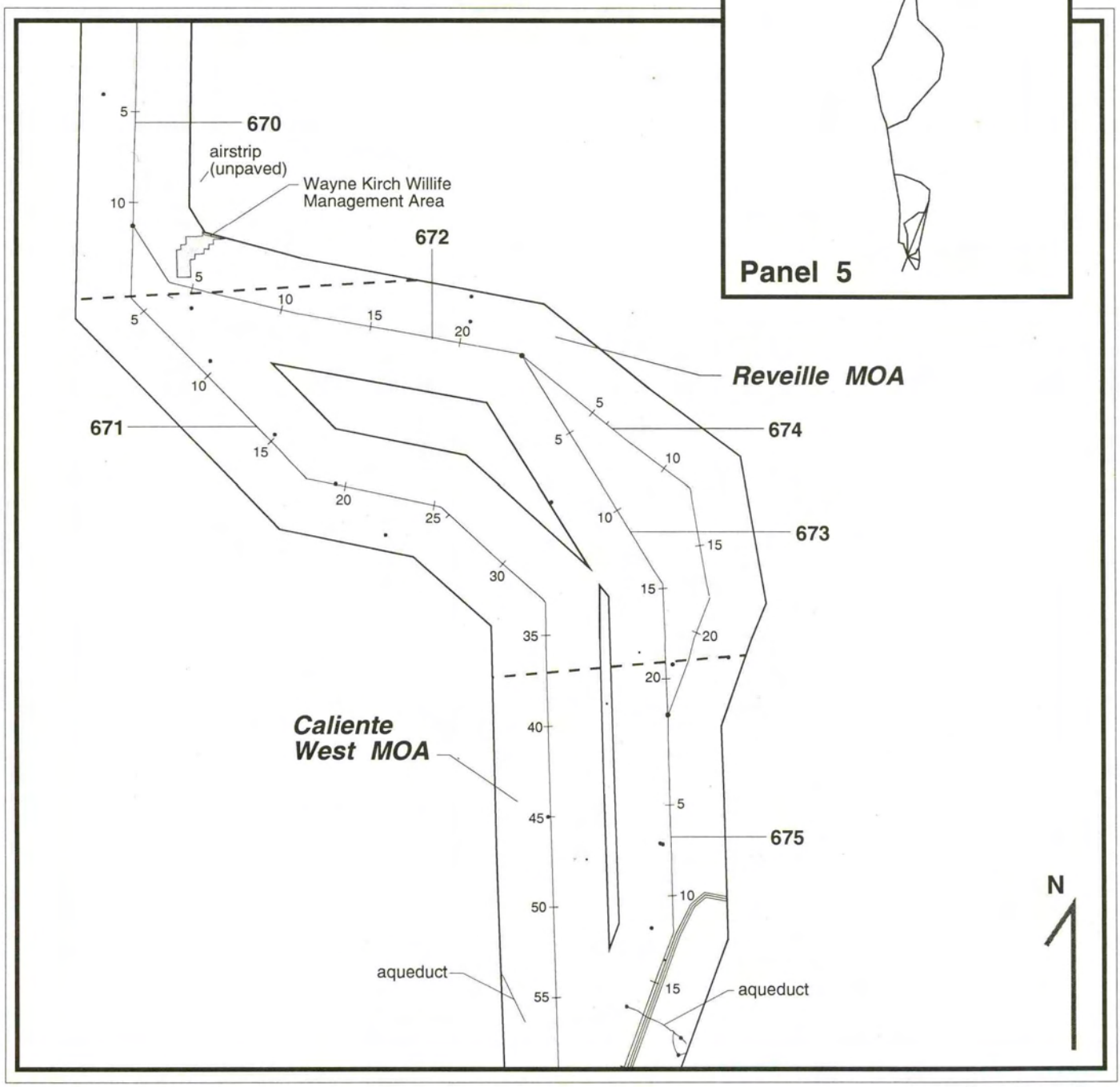
Errata for Map Volume

Figure 4-8

CORRECTIONS TO:
Panel 5 - Land Use Resources

The labels identifying MOAs are missing on this map. These labels are illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.



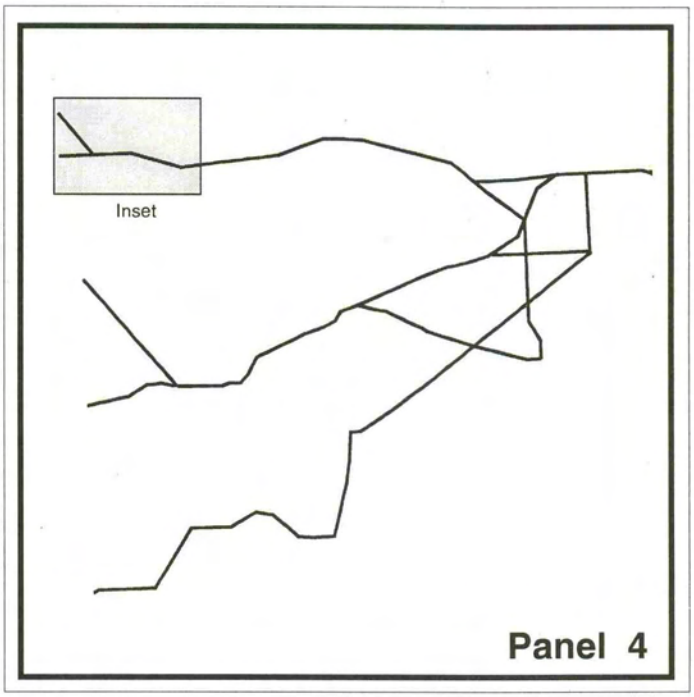
Note: Not to Scale

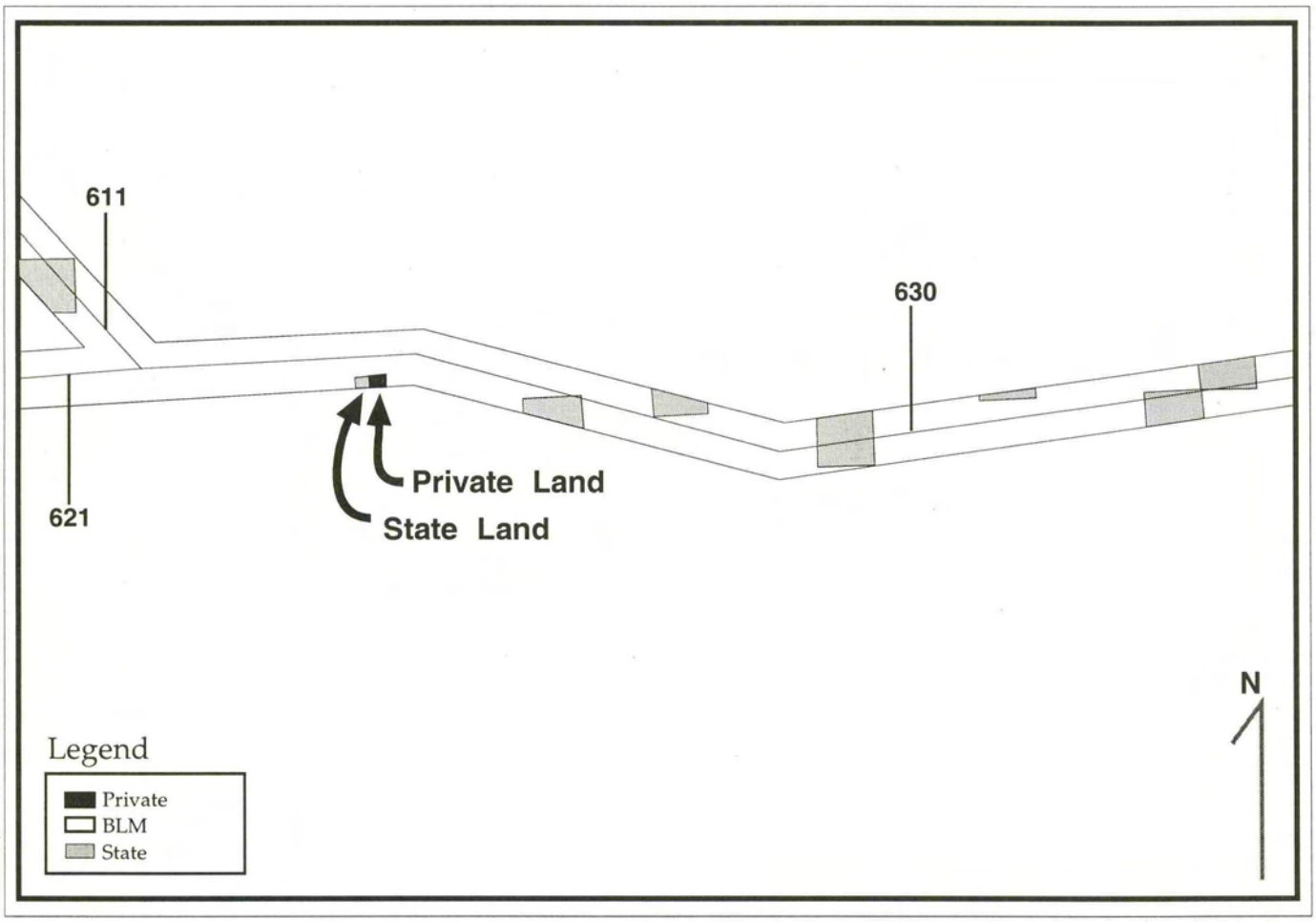
Errata for Map Volume

Figure 4-9

CORRECTIONS TO:
Panel 4 - Jurisdiction

A small area of State Land at T14S, R18W, Section 28, NW1/4 SW1/4 and a small area of private land at T14S, R18W, Section 28, NE1/4 SW1/4, S1/2 SW1/4 were missing on this map. These lands are illustrated in the map below.



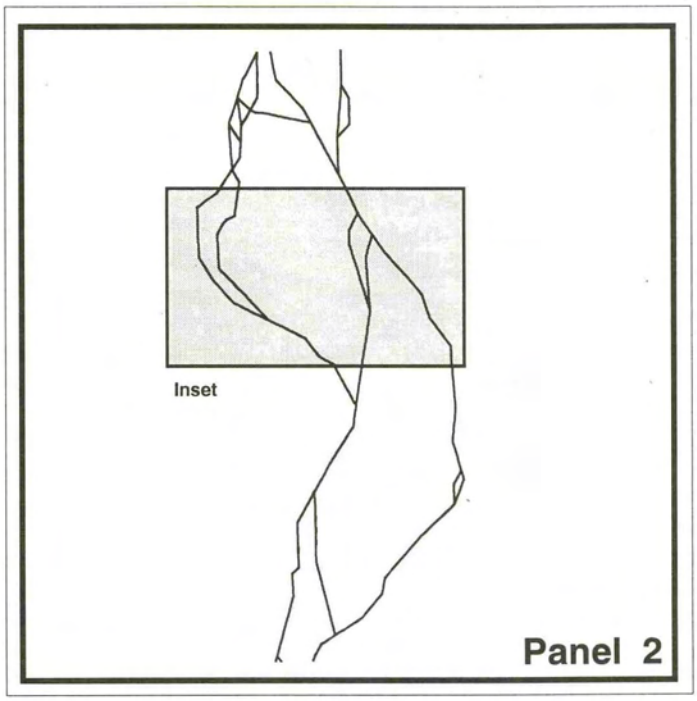


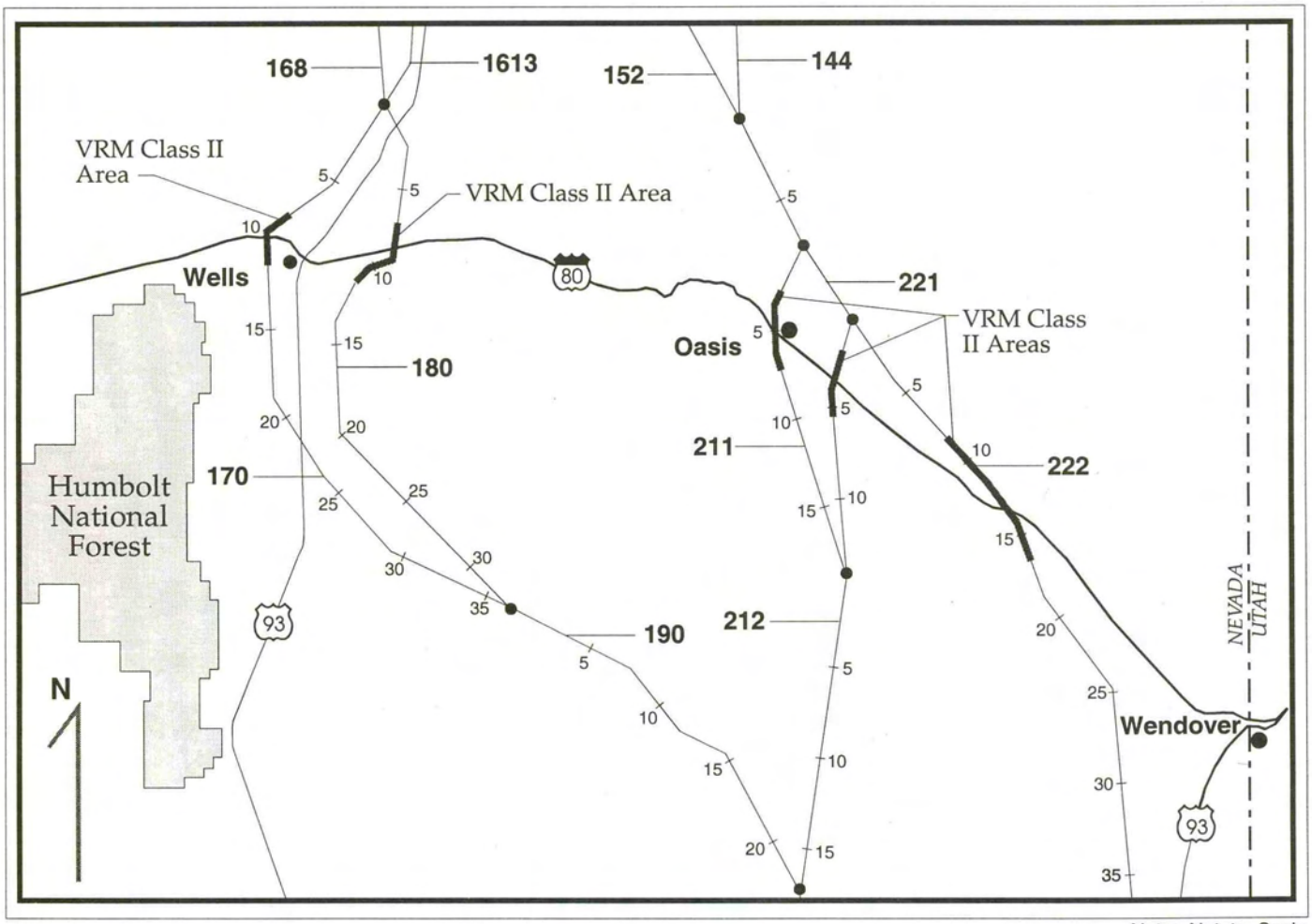
Note: Not to Scale

Figure 4-10

CORRECTIONS TO:
Panel 2 - Visual Resources

This map shows the portion of the alternatives that would cross VRM Class II in the Wells District (Interstate 80 low-visibility corridor).





Note: Not to Scale

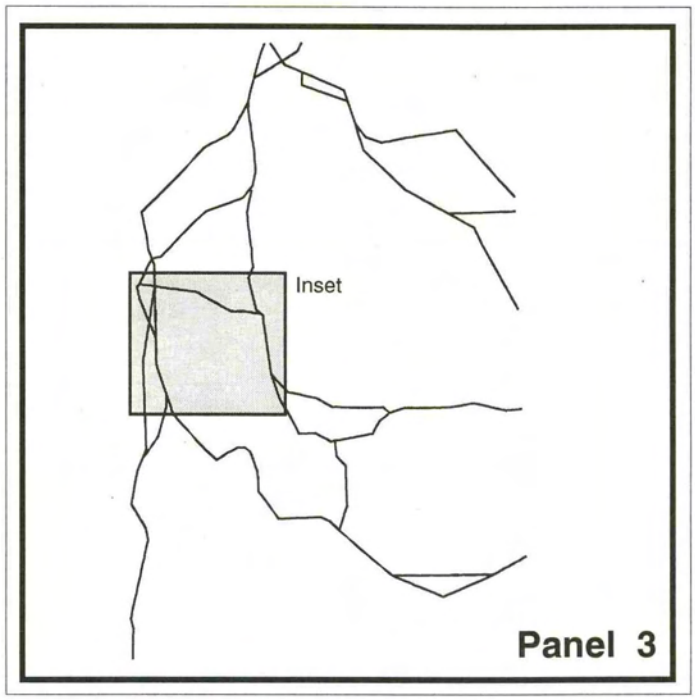
Errata for Map Volume

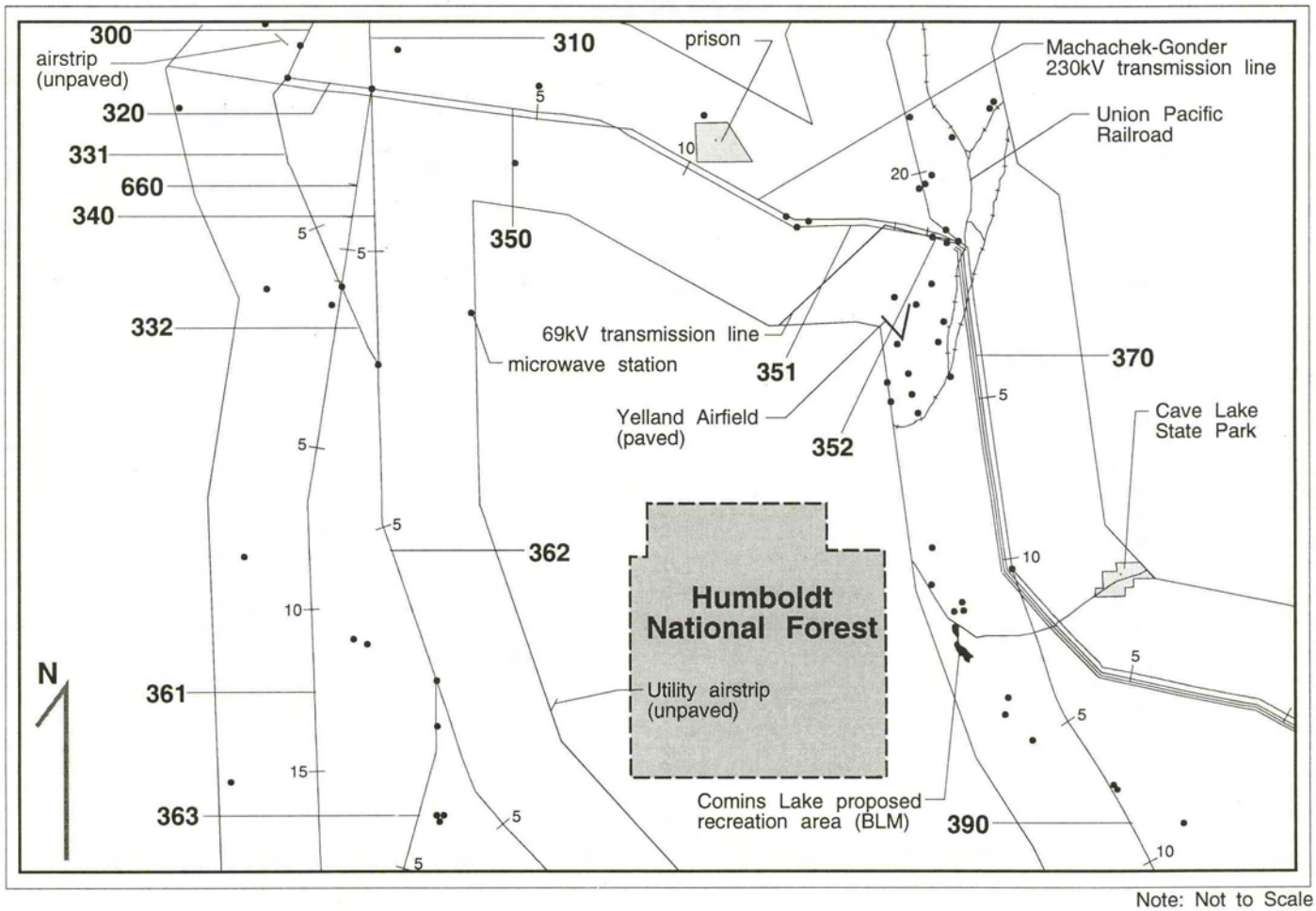
Figure 4-11

CORRECTIONS TO:
Panel 3 - All Resource Maps

All Panel 3 maps are missing the Humboldt National Forest Boundary for the area south of Ely. The boundary is illustrated below.

Note: The black dots on the map indicate corrals, wells, gravel pits, and various other land uses. Please refer to the map volume accompanying the DEIS/DPA for specific color identification of these land uses.





Note: Not to Scale

Errata for Map Volume

Figure 4-12

corridors might encounter a cultural resource every 2 to 3, miles on the average. This indicates that some 200 to 400 cultural sites could be present along the selected alternative. Many of these could probably be avoided by minor adjustments in the project, but the project would undoubtedly diminish the regional resource base".

Page 4-89, 1st paragraph, 2nd sentence: revise to "The pipeline planned to transport the water from north of Clark County would utilize existing corridors designated by the BLM or Congress, or prepare a plan amendment".

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Table 4-4, page 1 of 1, table is revised to include Tax Revenues for Agency Preferred and Utility Routes.

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Gooding	-----	-----	-----	-----	-----	211,500	-----	-----	-----
Jerome	455,700	455,700	455,700	455,700	455,700	144,100	455,700	455,700	455,700
Twin Falls	570,700	570,700	570,700	570,700	570,700	916,600	570,700	570,700	570,700
NEVADA									
Elko	759,200	769,100	727,100	767,600	801,200	727,100	729,200	729,200	729,200
White Pine	582,000	588,300	582,000	576,200	596,100	582,000	568,400	560,000	552,200
Lincoln	539,400	539,400	539,400	539,400	539,400	539,400	539,400	539,400	539,400
Nye	261,800	261,800	261,800	261,800	261,800	261,800	261,800	261,800	261,800
Clark	150,800	150,800	150,800	150,800	150,800	150,800	150,300	150,300	150,300

State/ County	Ely to Delta Alternative Routes			
	Direct	Cutoff	230kV Corridor*	Southern
UTAH				
Millard	355,200	846,000	853,700	998,700
Juab	296,100	-----	-----	-----
NEVADA				
White Pine	255,700	289,200	320,500	494,900

[1] Estimates are based on average 1990 property tax rates in each county and an average cost for the transmission lines and associated microwave communication and substation facilities. Figures are rounded to the nearest hundred. Estimates represent revenues during the first year of operation without depreciation.

* Agency Preferred Route

CHAPTER 5 - CONSULTATION AND COORDINATION

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REFERENCES

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APPENDICES FOR THE SWIP DEIS/DPA

Appendix C

Page C-7, under "National Park Service", under "Idaho": delete "Fossil Beds National Monument - Twin Falls".

Appendix D

Page D-5, under "Subroute Set 22", last sentence: add "Link 680 would traverse 5.6 miles of Category I, 7.4 miles of Category II, and 5.6 miles of Unclassified desert tortoise habitat while Link 690 would traverse approximately 15.5 miles of Category I and 4.3 miles of Category III desert tortoise habitat".

Appendix F

Page F-5: the lists of microwave communication facility sites under the headings at the top of this page are transposed, they should read as follows. Also, Beaver Dam Mountain and Glendale should have been added.

Robinson Summit	**North Steptoe**
Path 1	Path 2
Hansen Butte	Hansen Butte
Cottonwood	Cottonwood
Ellen D (L&D)	Ellen D (L&D)
Six-Mile	Rocky Point
Rocky Peak	Proctor
Spruce Mountain	Bald Peak
Long Valley	Raiff
Copper	Squaw Peak
Cave Mountain	Cave Mountain
Mount Wilson	Mount Wilson
Highland Peak	Highland Peak
Beaver Dam Mountain	Beaver Dam Mountain
Glendale	Glendale

Table F-1, page 2 of 3, under "Location for the Six Mile site": change "E. of Oasis" to "W. of Oasis".

Table F-1, page 2 of 3, under "Jurisdiction for the Six Mile site": change "BLM" to "private".

Table F-4, page 2 of 2, under "SOILS, for Cave Mountain Site": change "Calcic" to "carbonatic" and delete "carbonic".

Appendix G

Page G-2, under "National Park Service": change "Fossil Bed National Monument" to "Hagerman Fossil Beds National Monument".

Appendix H

Page H-3, Additional Technical reports available for review at the following locations:

University of Nevada Las Vegas
James Dickenson Library
4505 S. Maryland Parkway
Las Vegas, NV 89154

Charleston Heights Library
800 Brush Street
Las Vegas, NV 89108

Henderson Library
55 Water Street
Henderson, NV 89105

Lincoln County Library
Pioche, NV 89043

Rainbow Library
6010 W. Cheyenne
Las Vegas, NV 89108

Clark County Library
1401 E. Flamingo Road
Las Vegas, NV 89109

Sunrise Public Library
100 N. Nellis Boulevard
Las Vegas, NV 89110

MAP VOLUME

Panel 2 - Alternative Routes Map: Route D was incorrectly labeled on this map. The map shows Route D following Links 250, 259, and 260. Route D should actually follow Links 241, 243, and 245. Figure 4-1 indicates the corrected labeling of the alternative routes.

Panel 3 - Alternative Routes Map: Route D was incorrectly labeled on this map. The map shows Route D following Links 250, 259, and 260. Route D should actually follow Links 241, 243, and 245. Figure 4-2 indicates the corrected labeling of the alternative routes.

Panel 4 - Alternative Routes Map: The labels for the "230kV Corridor Route" and "Cutoff Route" are transposed on this map. Figure 4-3 indicates the corrected labeling of these alternative routes.

Panel 2 - Land Use Resources: The Big Springs Ranch private grass airstrip is missing from this map. Figure 4-4 indicates the location of the airstrip.

Panel 3 - Land Use Resources: Marble Canyon WSA is not shown on this map. It is located on Link 267 and illustrated in Figure 4-5.

Panel 3 - Land Cover: Between miles 15 and 20 on Link 267, portions identified as playa are labeled incorrectly. The correct identification is sage scrub.

Panel 4 - Land Use Resources: - The label indicates this map to be "Panel 3 - Land Resources", it should read "Panel 4 - Land Resources".

Panel 4 - Map Index: correct the name "Wah Wah Mountains" to "Wah Wah Mountains North"

Panel 4 - Land Use Resources: The R-6405 Restricted Area is mapped incorrectly. Figure 4-6 shows the corrected boundary and labeling. The proposed Antelope Spring Trilobite Beds was not mapped. The location of the Antelope Spring Trilobite Beds is illustrated in Figure 4-7.

Panel 5 - Land Use Resources: Labels identifying MOAs operated by Nellis AFB are missing. Figures 4-8 and 4-9 illustrate the labels for these MOAs.

Panel 4 - Jurisdiction Map: This map is missing a small area of State land at T14S, R18W, Section 28, NW1/4, SW1/4 and a small area of private land of T14S, R18W, Section 28, NE1/4,SW1/4, S1/2SW1/4. Figure 4-10 indicates the locations of these parcels.

Panel 2 - Visual Resources: The BLM low visibility corridor around Interstate 80 did not appear on the map. The VRM Class II area is shown in Figure 4-11.

Panel 3 - All Maps: The boundary of the Humboldt National Forest South of Ely was left off of all the Panel 3 Maps. Figure 4-12 shows the approximate location of the boundary.

TECHNICAL REPORTS

Volume II - Natural Environment

Earth Resources

Table ER-4, under the heading "Site", the name "Ellen D" should be followed by "(L & D)"

Biological Resources

Figure BIO-1, Bureau of Land Management District Contacts for Biological Resources: add "Mark Barber" to Ely District.

Page 4-29, Wildlife Species of Concern in NV, Baking Powder Flat Blue Butterfly: change, "souls" to "soils".

Page 4-34, Birds, Long-Billed Curlew. The categorization has been changed from 2C to 3C. The status of this specie was changed on FWS Federal Register listing of 11/21/91.

Page 4-42: Add the desert dace to discussions of wildlife species of concern in Utah. The dace as well as the other three species, least chub, western spotted frog, and Great Basin silver-spot butterfly, are all federal candidate, Category 2, species for listing among the threatened or endangered wildlife of the United States.

Page 4-46, Sensitive Features: Floodplains, Riparian, and Wetlands: The reference is incorrect. Wetlands are defined by the Corps of Engineers (1987) as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." This definition will apply to areas that are included as riparian, and in some cases, shallow ground water.

Page 4-62, paragraph 3, replace the first sentence with: "Committed mitigation for sage grouse leks includes numbers 6 and 11 and for sage grouse wintering areas, 2, 4, 6, and 11".

Page 4-83, last line: add, "It is also found along the centerline of Links 451 and 462."

Page 4-84, "Cumulative Effects to Botanical Resources": insert:

"Cumulative effects to special status plant species would result from additional ground disturbance resulting in habitat destruction and, in the case of some species, increased public access. The effects of multiple adjacent transmission lines could result in additional habitat loss where the corridors occur, however this may leave areas where known populations occur undisturbed. Access roads would serve more than one line, reducing the need for additional road construction and increased public access. Where construction activities occur, these effects are

generally short-term and can be mitigated by saving top soil and seed bases to utilize in revegetating the area".

Table BIO-13: delete the Amargosa toad.

Table BIO-14: *Astragalus atratus* var. *inseptus* was included in the appendix of the Technical Report and should be added to Table BIO-14 and page 14.

Table BIO-17: Under Federal Codes: add "S = BLM Sensitive".

Under Authority Codes: add, "BLM-Las Vegas District Office".

"*Arctomecon california*" should be "*Arctomecon californium*"

ADD:

"SPECIES	FED	STATE	AUTH
Astragalus gilmanii-Gilman Milk-vetch	S		BLM
Cympoterus ripleyi var. *saniculoides*- Sanicle biscuitroot	C2	W	NNHP, BLM
Epilobium nevadense- Nevada willowherb	C2	W	NNHP, BLM
Gymnosteris nudicaulis-large-flowered gymnosteris		S	BLM
Gymnosteris parvula-small-flowered gymnosteris		S	BLM
Jamesia tetrapetala-waxflower	C2		BLM
Petalonyx parryi-Parry's sandpaper plant	S		BLM
Phacelia palmeri-Palmer beardtongue	S		BLM
Tiquilia latior- no common name	C2		BLM"

DELETE:

"*Mentzelia mollis*"

Table BIO-18, paragraph one: change the state of "Nevada" to "Utah". Also add "*Swertia gypsicola* and *Eriogonum natum*". Delete footnote.

Table BIO-20: add the following candidates for federal listing (Category 2) in the project area in Nevada. Four butterflies, the Baking Powder Flat blue butterfly (*Euphilotes battoides* spp.), Mattoni's blue butterfly (*E. pallescens mattoni*), White River wood nymph butterfly (*Cercyionsis pegala* spp.), and the Steptoe Valley crescent spot butterfly (*Phyciodes pascoensis*).

Table BIO-20: Change status to long-billed curlew from "C2" to "3C".

Volume IV - Cultural Environment

Page 9-37, 5th paragraph: replace last two sentences with, "A portion of southern Nevada was originally part of the Territory of New Mexico, and when the Arizona Territory was split off in 1863, the southern part of what is now Nevada became part of Pah-Ute County of the Arizona

Territory. In 1866 Congress passed an act transferring this land to the new State of Nevada, and it became part of Lincoln County".

Page 9-38, 1st paragraph, 3rd sentence: replace with, "Following the Virgin River, the party entered what is now Nevada near modern Bunkerville. Approximately five miles south of the confluence of the Virgin and Colorado rivers, they crossed to the east side of the Colorado River, which Smith called the Seedskeeder, and traveled south until reaching the vicinity of present day Needles. Here the party turned west and crossed the Colorado again. They traveled on to the Spanish missions in what is now southern California".

Page 9-73, 2nd through 5th paragraphs: replace with the following: "The 150-mile Nevada Northern Nevada Railroad was completed in 1906. It ceased regular commercial operations in 1983, and is no longer in use except for an historic train operated by the White Pine Historical Foundation as a tourist attraction along 17 miles of the railroad at the southern end of the line in the vicinity of Ely, from McGill Junction to Keystone Junction. The East Ely Depot, an historic property directly associated with the railroad, is listed on the National Register of Historic Places. Although trains currently do not operate along the railroad north of McGill Junction, the railroad has not been formally abandoned and, in fact, proposals to restore commercial operation have been made. The Los Angeles Department of Water and Power (LADWP) obtained control of the right-of-way in conjunction with their proposed White Pine Power Plant. The Magma Copper Company also has approached the BLM and the City of Ely with a proposal to restore commercial operation of the line for transporting crude oil and copper concentrate.

In 1989 the Interstate Commerce Commission consulted with the State Historic Preservation Officer when rights to operate the railroad were transferred from Kennecott Copper to the LADWP. These consultations resulted in the execution of a Memorandum of Agreement, which indicated that the SHPO and ICC agreed the entire 150-mile line was eligible for listing on the National Register of Historic Places under criteria A and C (Alice Baldrica, Nevada State Historic Preservation Officer, Personal communication, 1993). No survey was undertaken at that time to document the integrity of the entire line, but it is generally acknowledged that most of the alignment retains integrity although some sections may be compromised. Records donated by Kennecott to the railroad museum in Ely may contain information related to integrity issues, such as maintenance and repair records. Specific assessment of effects of the SWIP will require detailed engineering data regarding the distance to the line, and the types and visibility of towers, as well as information on integrity of the railroad.

For the purposes of the planning studies undertaken for this environmental impact analysis, the southern 17 miles of the Nevada Northern Railroad were assigned a high sensitivity rating. The remaining 133 miles were rated as having moderate-high sensitivity, one level lower. The site of the historic railroad town of Shafter, located adjacent to the railroad, was assigned a high sensitivity rating as well.

Several links parallel, within approximately one mile or closer, the segment of the Nevada Northern Railroad ranked as having moderate-high sensitivity. These include Links 212, 223, 230, 241, 242, 244, 270, and 291, which in the aggregate extend from approximately 4 miles south of Cobre, at the northern end, to approximately 20 miles north of McGill, for a total distance of approximately 102 miles (Table CR-11a). In addition, the 230kV alternative for the crosstie route crosses the highly ranked segment of the Nevada Northern Railroad approximately 2 miles south of McGill Junction (near the juncture of Links 352 and 270), and parallels this segment within a mile or less for approximately 5 miles".

Page 9-81, 2nd paragraph, to end of paragraph: add, "In addition, Route A closely parallels 51 miles (about 34 percent) of the Nevada Northern Railroad, which has been determined to be eligible for listing on the National Register of Historic Places".

Page 9-82, 4th paragraph, after 1st sentence: add, "In this area, Route B closely parallels 4 miles (about 3 percent) of the Nevada Northern Railroad, which has been determined to be eligible for listing on the National Register of Historic Places".

Page 9-82, 7th paragraph, to end of paragraph: add, "Route C would parallel about 51 miles (about 34 percent) of the Nevada Northern Railroad, which has been determined to be eligible for listing on the National Register of Historic Places".

Page 9-83, 1st paragraph, to end of paragraph: add, "Route D closely parallels approximately 35 miles (about 23 percent) of the Nevada Northern Railroad, which has been determined eligible for listing on the National Register of Historic Places".

Page 9-83, 4th paragraph, to end of paragraph: add, "Route E closely parallels 19 miles (about 12 percent) of the Nevada Northern Railroad, which has been determined eligible for listing on the National Register of Historic Places".

Page 9-83, 5th paragraph, to end of paragraph: add, "Route F closely parallels 51 miles (about 34 percent) of the Nevada Northern Railroad, which has been determined to be eligible for listing on the National Register of Historic Places".

Page 9-84, 2nd paragraph, to end of paragraph: add, "Route G closely parallels 66 miles (about 44 percent) of the Nevada Northern Railroad, which has been determined to be eligible for listing on the National Register of Historic Places".

Appendix CR-11

Add the following table:

Table CR-11a
Summary of Potential Visual Impacts to the Nevada Northern Railroad

		Alternative Routes							
Link	Length (miles)	Environmentally Preferred A	B	C	D	E	F	Utility Preferred G	Agency Preferred (mix of A & G)
Midpoint-Dry Lake									
212 *	16.2	16.2		16.2			16.2	16.2	16.2
223 *	13.2								
230 *	16.4	16.4		16.4	16.4		16.4	16.4	16.4
241 **	29.6								
242 *	1.0								
244 *	6.1								
270 *	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
291 *	14.4	14.4		14.4	14.4	14.4	14.4		14.4
Totals	101.1	51.2	4.2	51.2	35.0	18.6	51.2	65.5	79.9
% of NNRR		34%	3%	34%	23%	12%	34%	44%	53%
Crosstie		(Cutoff Route) no crossing***						(230kV Route) crosses****	(230kV Route) crosses****

* Nevada Northern Railroad parallels link within approximately one mile or less

** Nevada Northern Railroad parallels link within approximately one mile or less for all but about 8 miles of the link

*** assumes Northern Steptoe substation is selected; if Robinson Summit is selected, 230kV Route would cross historic tourist train as well

**** 230kV Route crosses section of Nevada Northern Railroad used as tourist historic train, and runs parallel within a mile for about 5 miles

Note: The total length of the Nevada Northern Railroad is approximately 150 miles. A historic train is operated as a tourism attraction for 17 miles at the southern end of the line from Ruth, through Ely, to McGill Junction. A commercial lease is held for the remaining trackage, but has not been used since 1983. The Nevada SHPO has indicated that the entire right-of-way is eligible for listing on the National Register of Historic Places.

DATA TABLES FOR NATURAL ENVIRONMENT

Biological Resources

Ground Disturbance Impacts to Sensitive Animal Species, page 74 of 79, Link 690, replace "Desert Tortoise Unclassified" to "Desert Tortoise Category III"

Ground Disturbance Impacts to Sensitive Animal Species, page 75 of 79, Link 720, replace "Desert Tortoise Category II" to "Desert Tortoise Category III"

DATA TABLES FOR HUMAN ENVIRONMENT - LAND USE RESOURCES

Impacts to Military Operating Areas

All references to "RESTRICTED AIR SPACE (R-6045)" should be changed to "RESTRICTED AIR SPACE (R-6405)".

Page 7 of 9, second "Link 620" should be "Link 630".

Change Link 630 Data to the following:

0.0 - 44.5	44.5	RESTRICTED AIR SPACE (R-6405)	4.	5.	3.
44.5 - 52.5	8.0	MOA - SEVIER A	2.	0.	2.
Link 640, change:		"RESTRICTED AIR SPACE (R-6045)	4.	5.	3."
to:		"MOA - SEVIER A	2.	0.	2."
Link 650, change:		"RESTRICTED AIR SPACE (R-6045)	4.	5.	3."
to:		"MOA - SEVIER A	2.	0.	2."

DATA TABLES FOR HUMAN ENVIRONMENT - VISUAL RESOURCES - VOLUME 2

Compliance with Agency Visual Management

Page 24 of 150 and 25 of 150, Link 170, miles 7.0 to 10.7, replace "CLASS IV" to "CLASS II".

Page 28 of 150, Link 180, miles 6.5 to 11.0, replace "CLASS IV" to "CLASS II".

Page 34 of 150, Link 211, miles 2.5 to 7.3, replace "CLASS IV" to "CLASS II".

Page 41 of 150, Link 223, miles 1.1 to 5.3, replace "CLASS IV" to "CLASS II".

Page 38 of 150, Link 222, miles 8.6 to 9.7, 9.8 to 9.9, 10.1 to 10.2 and 13.8 to 16.0, replace "CLASS IV" to "CLASS II".