

# Corridor 35-111

Wilkins to Rocky Peak

## Corridor Rationale

Input regarding alignment from AWEA, the Idaho Power Company, Maximus USA, the Rocky Mountain Area Transmission Study, and the Western Utility Group during the WVEC PEIS suggested following this route. Two planned electric transmission line projects (500 kV) generally follow, but are not located within, a portion of the corridor. There are no pending or authorized ROW applications for transmission lines or pipelines within the corridor.

### Corridor location:

Nevada (Elko Co.)  
BLM: Wells Field Office  
Regional Review Region(s): Region 3

### Corridor width, length:

Width 3,500 ft  
17.8 miles of designated corridor  
26.2 mile-posted route, including gaps

### Sec 368 energy corridor restrictions: (N)

- corridor is multi-modal

### Corridor of concern (N)

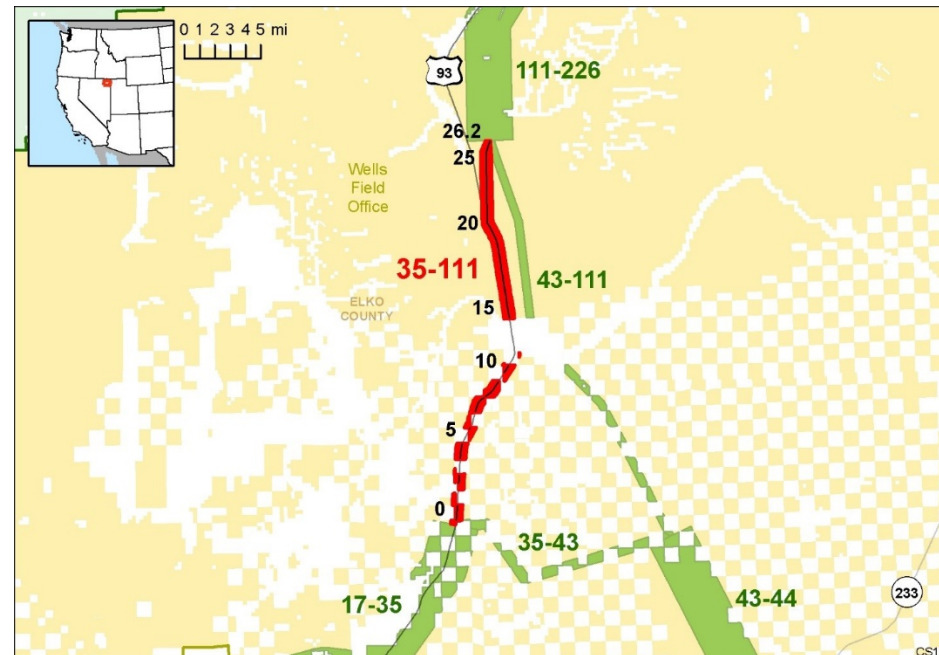


Figure 1. Corridor 35-111

### Corridor history:

- Locally designated corridor prior to 2009 (Y)
- Existing infrastructure (Y)
  - Electric transmission:
    - 138 kV (transmission line runs parallel and near the corridor for entire length; within the corridor from MP 7 to MP 8 and MP 20 to MP 26).
  - Highways:
    - U.S. 93 (MP 0 to MP 22)
- Energy potential near the corridor (N)
- Corridor changes since 2009 (Y)
  - 2015 NVCA ARMPA for GRSG narrowed ROW corridors within PHMAs and GHMAs to no more than 3,500 ft. In the PEIS, the corridor was designated with a 3,500 ft width, so the ARMPA did not change corridor width.

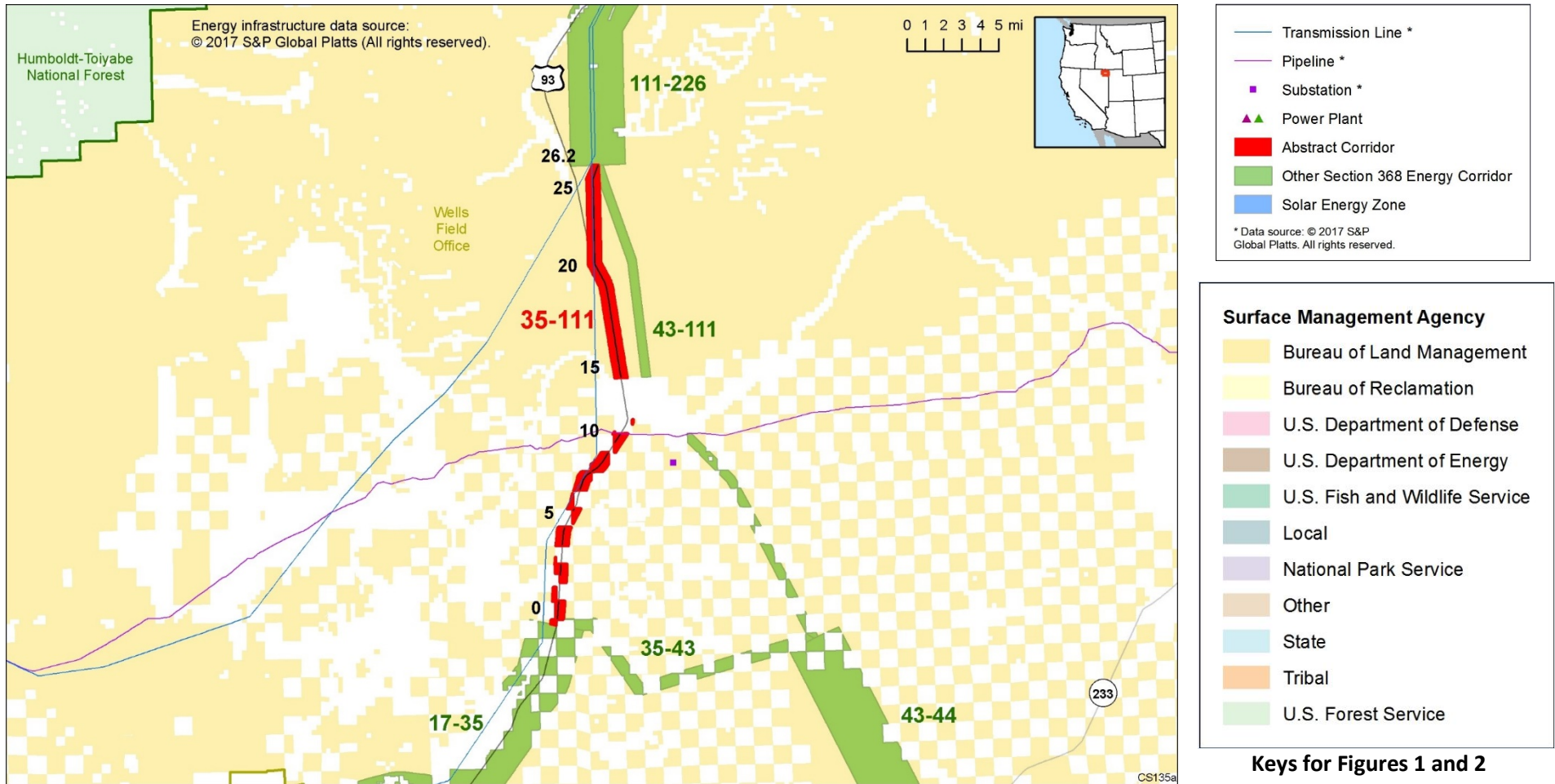
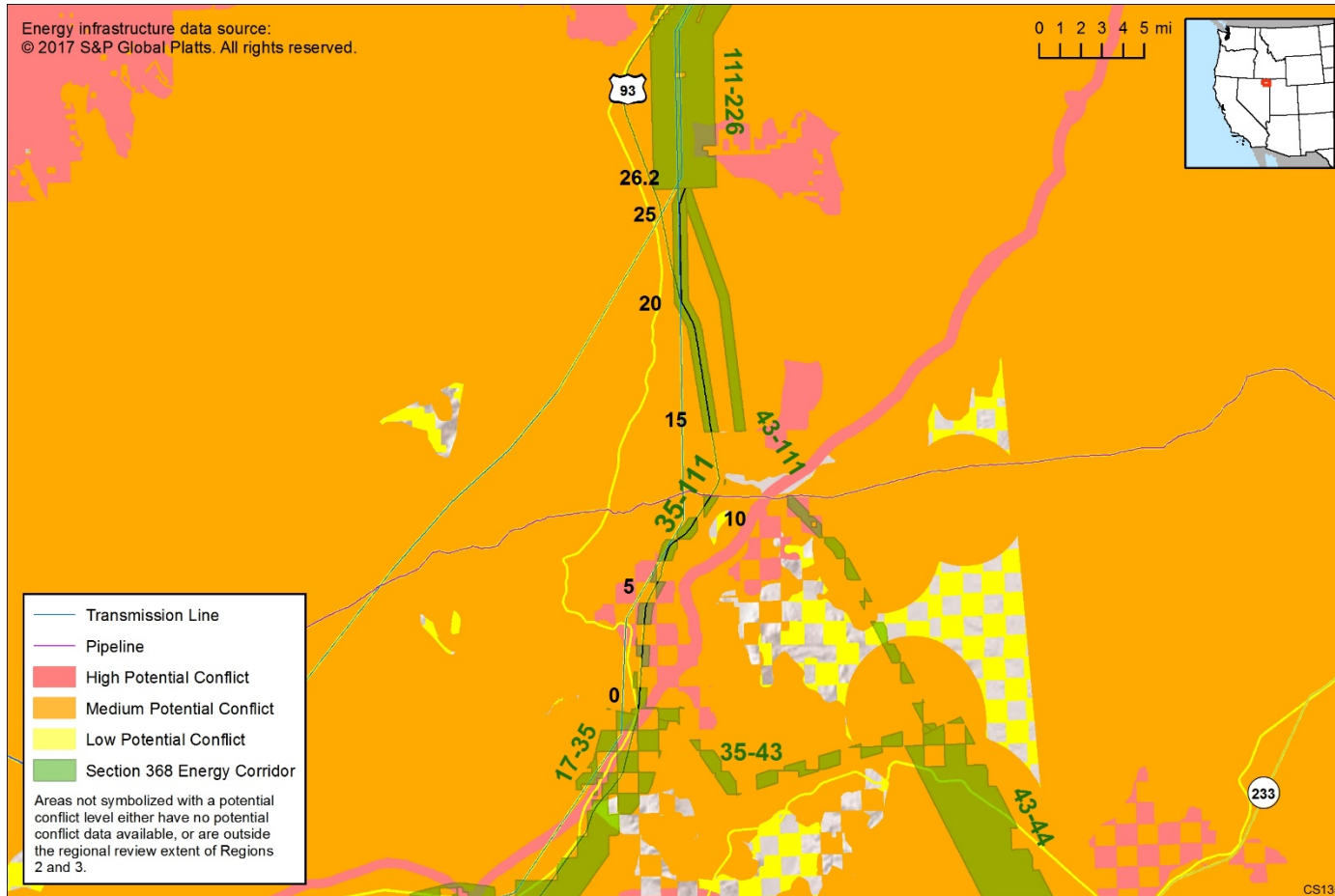


Figure 2. Corridor 35-111 and nearby electric transmission lines and pipelines

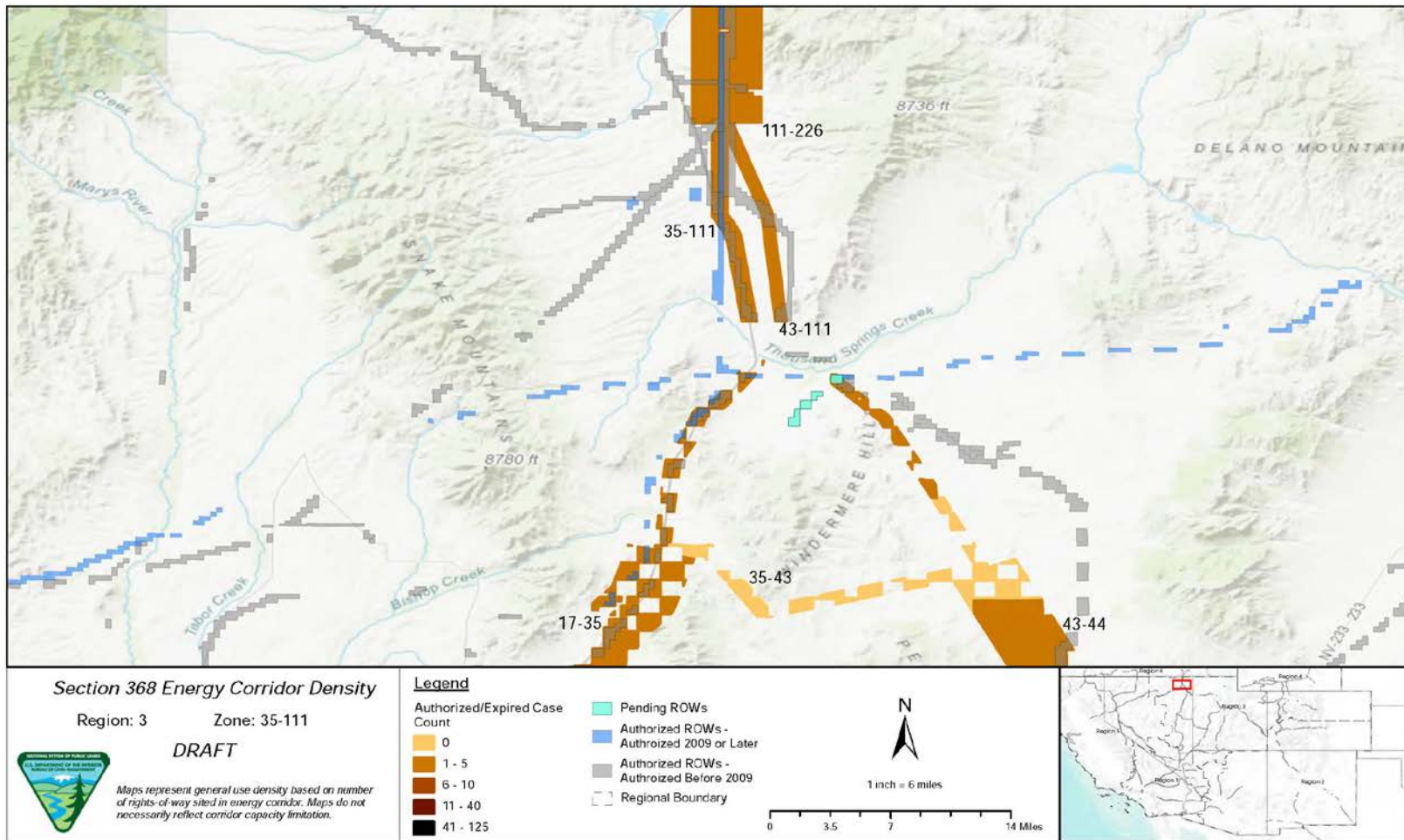
## Conflict Map Analysis



**Figure 3. Map of Conflict Areas in Vicinity of Corridor 35-111**

Figure 3 reflects a comprehensive resource conflict assessment developed to enable the Agencies and stakeholders to visualize a corridor’s proximity to environmentally sensitive areas and to evaluate options for routes with lower potential conflict. The potential conflict assessment (low, medium, high) shown in the figure is based on [criteria](#) found on the WWEC Information Center at [www.corridoreis.anl.gov](http://www.corridoreis.anl.gov). To meet the intent of the Energy Policy Act and the Settlement Agreement siting principles, corridors may be located in areas where there is potentially high resource conflict; however, where feasible, opportunity for corridor revisions should be identified in areas with potentially lower conflict.

Visit the 368 Mapper for a full view of the Potential conflict map (<https://bogi.evs.anl.gov/section368/portal/>)



**Figure 4. Corridor 35-111, Corridor Density Map**

Figure 4 shows the density of energy use to assist in evaluating corridor utility. ROWs granted prior to the corridor designation (2009) are shown in grey; ROWs granted after corridor designation are shown in blue; and pending ROWs under current review for approval are shown in turquoise. Note the ROW density shown for the corridor is only a snapshot that does not fully illustrate remaining corridor capacity. Not all ROWs have GIS data at the time this abstract was developed. BLM and USFS agencies are currently improving their ROW GIS databases and anticipate more complete data in the near future.

## General Stakeholder Feedback on Corridor Utility

Stakeholders did not provide specific input on corridor utility.

## Corridor Review Table

The table below captures details of the Agencies’ review of the energy corridor. Consideration of the general corridor siting principles of the 2012 Settlement Agreement framed each corridor review, to identify potential improvements to maximize corridor utility and minimize impacts on the environment. Initial Agency analysis is provided to facilitate further discussion during stakeholder workshops.

CORRIDOR 35-111 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis <sup>1,2</sup>
<b>ENVIRONMENTAL RESOURCE ISSUES</b>							
<i>Specially Designated Areas</i>							
35-111 .001	NA	Private	Elko, NV	California Trail Back Country Byway	MP 14	GIS Analysis: backcountry byway intersects corridor gap on private land.	BLM can only authorize projects on BLM-administered lands. Development in corridor gaps would require coordination outside of the Agencies.  Coordination with NDOT would be required to identify any management prescriptions related to the backcountry byway. (3)
35-111 .002	BLM	Wells FO	Elko, NV	California NHT	MP 0 to MP 2, MP 5 to MP 12	GIS Analysis: NHT as close as 530 ft east of corridor and corridor gap on private land.	There is an opportunity for the Agencies to consider adding an IOP for NSTs and NHTs as well as adding an IOP related to Visual Resources to ensure appropriate consideration occurs with proposed development within the energy corridor. (2)
35-111 .003	BLM	Wells FO	Elko, NV	Four Trails Feasibility Study	MP 0 to MP 2, MP 5 to MP 12	GIS Analysis: Four Trails study trail as close as 530 ft east of corridor and corridor gap on private land.	
<i>Ecology</i>							
35-111 .004	BLM	Wells FO	Elko, NV	GRSG (BLM and USFS sensitive species)		RFI: delete/replace the corridor-100% overlap with GRSG PACs.  Comment on abstract: apply a 4-mi buffer around corridor. This corridor contains 139,801 acres of GRSG PHMA and 10,006 acres of GRSG GHMA. These	Per BLM land use plan prescription, the current alignment avoids PHMAs to the greatest extent possible while maintaining a preferred route for potential future energy development to be collocated with existing infrastructure (per BLM regulation).

CORRIDOR 35-111 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis <sup>1,2</sup>
				GRSG PHMA  GRSG GHMA	MP 0 to MP 7, MP 14 to MP 26  MP 7 to MP 14	categories of habitat are essential for the GRSG life cycle.  GIS Analysis: GRSG PHMA intersects corridor.  GIS Analysis: GRSG GHMA intersects corridor.  Comment on abstract: delete/replace the corridor: 100% overlap with GRSG PACs. Corridor intersects with GRSG PHMAs and PACs.	The 2015 NVCA ARMPA for GRSG retains the corridor in PHMAs and GHMAs, but the corridor is restricted to a maximum of 3,500 ft. width. As such, the current alignment of the corridor best meets the siting principles. (1)
35-111 .005	BLM	Wells FO	Elko, NV	GRSG Lek locations	MP 6  MP 17 to MP 19  MP 23 to MP 26	Comment on abstract: 4 active status leks, 2 pending status leks, and 3 unknown status leks. These sites are crucial for breeding season.  2 active status GRSG leks. These sites are crucial for breeding season.  2 unknown status leks.  The pending status indicates that GRSG breeding activity has been observed at this site and the site is awaiting additional data collection. The unknown status means that more information or data needs to be collected at this time, but this is likely to be a significant area for breeding.	Individual GRSG leks are an important natural resource taken into consideration for responsible energy development. Further analysis to determine the presence of GRSG leks occurring within the area will be considered outside of corridor-level planning. (3)

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ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis <sup>1,2</sup>
<b>Visual Resources</b>							
35-111 .006	BLM	Wells FO	Elko, NV	VRM Class II	MP 2 to MP 3, MP 4 to MP 5, MP 5 to MP 8	GIS Analysis: VRM Class II area and corridor intersect.	Future development within the corridor could be limited as VRM Class II allows for low level of change to the characteristic landscape. Management activities may be seen, but should not attract the attention of the casual observer. (3)
35-111 .007	BLM	Wells FO	Elko, NV	VRM Class IV	MP 0 to MP 2, MP 7 to MP 12, MP 14 to MP 29	GIS Analysis: VRM Class IV areas and the corridor intersect.	The existing corridor location best meets the siting principles. (1)
<b>Land Use Concerns</b>							
<b>Military and Civilian Aviation</b>							
35-111 .008	BLM	Wells FO	Elko, NV	MTR – VR	MP 22 to MP 26	GIS Analysis: VR intersects corridor.	The concern related to MTRs is noted and the adherence to existing IOP regarding coordination with DoD would be required to ensure this potential conflict is considered at the appropriate time. In addition, there is an opportunity to consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes. (2)
35-111 .009	BLM	Wells FO	Elko, NV	MTR – IR	MP 22 to MP 26	GIS Analysis: IR intersects corridor.	

<sup>1</sup> Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

<sup>2</sup> (1) = confirm existing corridor best meets siting principles; (2) = identify opportunities to improve corridor placement or IOPs; (3) = acknowledge concern not easily resolved or avoided by corridor-level planning.

### Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; AWEA = American Wind Energy Association; BLM = Bureau of Land Management; DoD = Department of Defense; FO = Field Office; GHMA = General Habitat Management Area; GRSG = Greater Sage-grouse; GIS = geographic information system; IOP = interagency operating procedure; IR = Instrument Route; MP = milepost; MTR = Military Training Route; ; NA = not applicable; NDOT = Nevada Department of Transportation; NHT = National Historic Trail; NST = National Scenic Trail; NVCA = Nevada and Northeastern California; PAC = Priority Area for Conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = Priority Habitat Management Area; RFI = request for information; ROW = right-of-way; USFS = U.S. Forest Service; VR = Visual Route; VRM = Visual Resource Management; WWEC = West-wide Energy Corridor.