

**Bureau of Land Management
Plan of Development (POD)
Valencia Road: Wade Road to Ajo Highway (SR 86)
Pima County
Arizona**

**POD Document
Right of Way
AZA-018432 & AZA-018241**

Project Number: 4RTVWE

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Revised Submittal
to
Bureau of Land Management

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1.0 Purpose and Need

Background

The Pima County Department of Transportation (PCDOT) is designing and planning to widen 2.75 miles of Valencia Road between Wade Road and Ajo Highway (SR 86). A majority of the existing roadway, is currently comprised of a paved two and three lane roadway located within right of way dedicated to Pima County. However, there are 2 segments of the existing roadway that were constructed within right of way (ROW) granted by the Bureau of Land Management (BLM) in 1983, more specifically AZA-018432 and AZA-018241. The lengths of the two BLM segments of ROW cover the northern half of the approximately 1.23 miles of the 2.75 mile segment of roadway being designed to be widened. More specifically, the BLM segments fall within the following legal description:

Gila and Salt River Meridian, Arizona (Pima County)

AZA-0187432 (Straight Segment)

T.15 S., R.12 E.,
Sec 7, S $\frac{1}{2}$ S $\frac{1}{2}$
T.15 S., R.11 E.,
Sec 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$

AND

AZA-0187241 (Curved Segment)

T.15 S., R.11 E.,
Sec 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$

These two ROW grants (AZA-0187432 and AZA-0187241) were issued for a period of 30 years, with an option to renew, and expired in 2013. In July, 2016 Pima County was made aware of the expiration of these grants and is exercising its right to renew them by applying for renewal.

Purpose

The existing roadway is composed of a two and three lane roadway. The renewal of these ROWs will provide Pima County with legal access across public lands for the roadway. The existing Valencia Road roadway corridor is between 150' and 200' in width, with the section line running between T15S,R12E,Sec7 and T15S,R12E,Sec18, along with the section line between T15S,R11E,Sec12 and T15S,R11E,Sec13 being the middle of the roadway corridor and the southern border of the right of ways granted by BLM. The properties to the south of the section line are right of ways dedicated to and controlled by Pima County. The properties to the north of the section line are the two right of ways (straight and curved segments) being requested for renewal and under the control of the BLM. The need for this action is established by the BLM's responsibility under the Federal Land Policy and Management Act of 1976 (43 United States Code [USC] 1761-1771)(FLPMA) to respond to a requests for a renewal of ROW grant for legal access over existing BLM land.

A. What will be built?

The existing two and three lane roadway will be reconstructed to a four-lane divided roadway with a raised median. The full roadway cross section consists of a 20-foot median, 2 12-foot inside lanes, 2 11-foot outside lanes, 2 6-foot paved shoulders, and an 8-foot paved multiuse path on the south side of the road, which stops several hundred feet east of the curve. The portion of the roadway that will be built through the straight segment on BLM property will be one-half of the 20-foot median (10-feet), a 12-foot inside lane, a 11-foot outside lane and a 6-foot shoulder, with the remaining median, lanes and path to be built south of the section line within Pima County controlled right-of-way. As the roadway curves to the northwest to tie into Ajo Highway (SR86) at the western end of the project, the full four-lane divided roadway will be on property controlled by BLM. The elevation of the roadway will be raised to allow for drainage structures (9 drainage crossings composed of either multiple corrugated pipes or

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concrete box structures) to be installed to carry water flows under the roadway. The location of the roadway layout relative to the section line and the types of drainage crossings can be found within POD Plan Set (Appendix II) on pages 34 of 143 thru 42 of 143.

B. What is the use?

The roadway will provide increased capacity and improve overall safety during all weather conditions to areas southwest of the City of Tucson and Ryan Airfield.

C. What is the size?

Pima County is requesting the following dimensions for these two ROW renewals.

AZA-018432: 6,000 feet long by 75 feet wide; 1.136 miles, (@10.331 acres)

AZA-018241: 474 feet long by 150 feet wide; 0.091 miles, (@1.630 acres)

D. Does the proposal involve new construction, reconstruction or improvement on an existing road?

The project involves the reconstruction and improvement of the existing two and three lane Valencia Road roadway between Wade Road and Ajo Highway (SR86) to a four lane divided roadway with paved shoulders/bike path and a multiuse path. For the BLM lands, the reconstruction efforts will be contained within the existing widths and lengths of the BLM ROWs.

E. Is the use temporary or permanent?

Valencia Road is an existing roadway and use of the roadway is permanent.

F. Is this ancillary to an existing right to way?

The existing Valencia Road roadway corridor is between 150' and 200' in width, with the section line running between T15S,R12E,Sec7 and T15S,R12E,Sec18, along with the section line between T15S,R11E,Sec12 and T15S,R11E,Sec13 being the middle of the roadway corridor and also the southern border of the right of ways granted by BLM. The properties to the south of the section line are right of ways (75' in width) dedicated to and controlled by Pima County. The properties to the north of the section line are the right of ways being requested for renewal (straight and curved segments) and under the control of the BLM.

G. Type and volume of traffic that is anticipated.

The forecast for the Design Year 2040 anticipates an increase of daily traffic volumes along Valencia Road to be 13,000 vehicles per day between SR 86 and Via Molina De Viento. The proposed divided four-lane roadway cross-section will have a capacity of approximately 39,800 vehicles per day and will satisfactorily handle these quantities of traffic with Level of Service C or better.

H. Season of use

Portions of Valencia Road that are a part of this project may at times be impassable during severe storms. This project will alleviate that issue and provide a roadway that is passable.

I. Origination and destination of the road

The project provides additional capacity for residents to travel to and from the southwestern sections of the metropolitan Tucson area.

J. Alternative routes or locations, if proposed road not within a designated corridor.

The roadway is a designated east-west travel corridor.

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2.0 Right of Way Location

A. Legal Descriptions

AZA-0187432 (Straight Segment)

T.15 S., R.12 E.,
Sec 7, S $\frac{1}{2}$ S $\frac{1}{2}$
T.15 S., R.11 E.,
Sec 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$

AZA-018432: 6,000 feet long by 75 feet wide; 1.136 miles, (@10.331 acres)

AND

AZA-0187241 (Curved Segment)

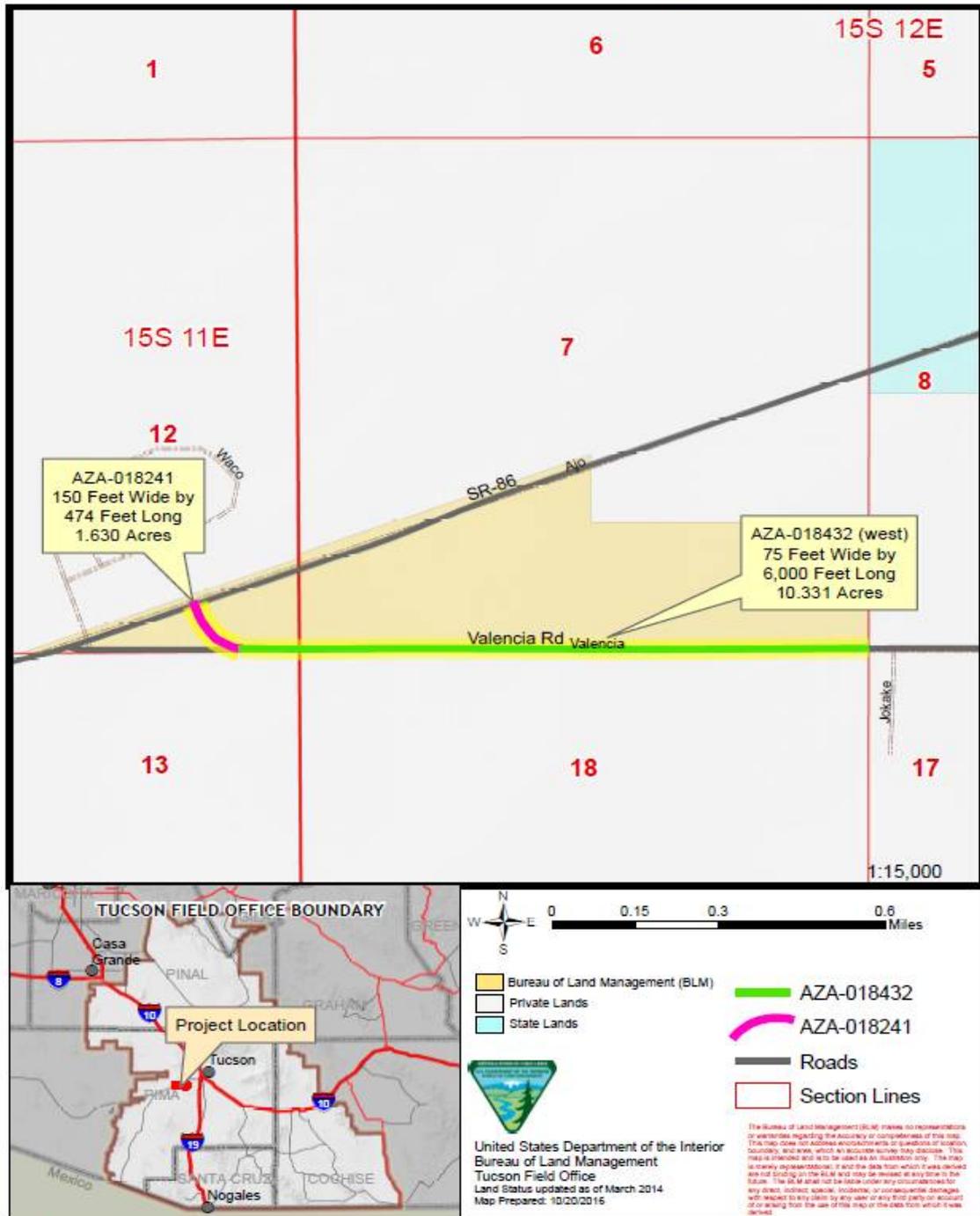
T.15 S., R.11 E.,
Sec 12, SE $\frac{1}{4}$ SE $\frac{1}{4}$

AZA-018241: 474 feet long by 150 feet wide: 0.091 miles, (@1.630 acres)

The remainder of the area that was granted under A-18432 (TWP15S, RNG12E, G&SRM, Arizona, SEC 11, S $\frac{1}{2}$ S $\frac{1}{2}$), which is located to the east and outside of the project boundaries, will be addressed in a separate renewal application, with a suggested numbering convention to be used of A-18432-01 that would link it to the first right of way grant. Note that a copy of the lapsed BLM right of way documents (AZA-018432 & AZA-018241), are found in Appendix I of the POD. A project location plan is presented on the next page.

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ROW Renewals for Valencia Road; Pima County Dept. of Trans.



B. Maps tied to section corners and drawings

The section corners and drawings are shown in the POD Plan Set (Appendix II) within the Geometric Control pages, pages 9 of 143 thru 13 of 143.

C. Road cross sections, plans, and profiles

The roadway cross sections, plan and profile are shown in the POD Plan Set (Appendix II).

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3.0 Facility Design Factors

A. Minimum and maximum engineering standards

1. Construction standards of roadway

Pima County Roadway Design Standards for a four-lane roadway will be used for design and construction of this project. The improvement plans incorporate the Pima County Association of Governments (PAG) Standard Details and Specifications and the Arizona Department of Transportation (ADOT) Standard Details.

2. Maximum grade pitch of the roadway

Roadway profile and cross slopes are shown in POD Plan Set (Appendix II).

3. Requirements and location of drainage ditches, culverts, bridges, and low water crossings

Drainage facility locations are shown in POD Plan Set (Appendix II) and listed in 3.0 B.1.

4. If the roadway will be surfaced, what surfacing material will be used?

The roadway surface material will be a blended asphalt concrete mix.

5. Length and width of roadway

The full roadway cross section consists of a 20-foot median, 2 12-foot inside lanes, 2 11-foot outside lanes, 2 6-foot paved shoulders, and an 8-foot paved multiuse path on the south side of the road, which stops several hundred feet east of the curve. The portion of the roadway that will be built through the straight segment (6,000 feet in length by 75 feet wide) on BLM property will be one-half of the 20-foot median (10-feet), a 12-foot inside lane, a 11-foot outside lane and a 6-foot shoulder, with the remaining median, lanes and path to be built south of the section line within Pima County controlled right-of-way. As the roadway curves to the northwest to tie into Ajo Highway (SR86) at the western end of the project, the full four-lane divided roadway will be on property controlled by BLM, said section being 480 feet in length and 150 feet wide.

6. Cut and fill diagrams.

The cut and fill limits are shown in the POD Plan Set in Appendix II.

B. Detailed engineering plans for major structures

1. Major culverts, bridges and retaining walls

There are a total of 9 drainage crossings along Valencia Road that will impact the BLM parcel. These are comprised of multiple spiral ribbed pipes (SRP), multiple spiral pipe arched (SPA), and multiple reinforced concrete box culverts (RCBC). A table of the type of drainage crossing, number and length on the BLM parcel (note pipe length reflects skew crossing length on BLM controlled property), location within the project, and reference page within the POD Plan Set follows.

Drainage Crossing Type & Length on BLM	Location (Valencia Plan Set Station)	Plan Set Page Reference
3 - 24" SRP (66' on BLM)	Pipe Culvert 1A - Station 91+05	Page 57 of 143
1 - 8' x 4' RCBC (85' on BLM)	Box Culvert 1B - Station 94+65	Page 58 of 143
3 - 10' x 4' RCBC (58' on BLM)	Box Culvert 2 - Station 100+77	Page 59 of 143
3 - 8' x 4' RCBC (54' on BLM)	Box Culvert 3A - Station 114+48	Page 60 of 143
4 - 49" x 33" SPA (54' on BLM)	Pipe Culvert 3B - Station 117+95	Page 61 of 143
4 - 49" x 33" SPA (54' on BLM)	Pipe Culvert 3C - Station 122+70	Page 62 of 143
2 - 48" SRP (54' on BLM)	Pipe Culvert 4 - Station 131+84	Page 63 of 143
3 - 10' x 4' RCBC (56' on BLM)	Pipe Culvert 5 - Station 134+20	Page 64 of 143
3 - 10' x 4' RCBC (63' on BLM)	Pipe Culvert 6 - Station 142+85	Page 65 of 143

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C. Temporary use areas needed.

Pima County specifications require the construction contractor to provide the construction yard associated with the project, which are typically covered by agreements entered into between the construction contractor and a private property owner. No temporary use areas will be located on the BLM land.

4.0 Additional Components

A. Existing Components on and off public lands

The full roadway cross section consists of a 20-foot median, 2 12-foot inside lanes, 2 11-foot outside lanes, 2 6-foot paved shoulders, and an 8-foot paved multiuse path on the south side of the road, which stops several hundred feet east of the curve. The portion of the roadway that will be built through the straight segment (6,000 feet in length by 75 feet wide) on BLM property will be one-half of the 20-foot median (10-feet), a 12-foot inside lane, a 11-foot outside lane and a 6-foot shoulder, with the remaining median, lanes and path to be built south of the section line within Pima County controlled right-of-way. As the roadway curves to the northwest to tie into Ajo Highway (SR86) at the western end of the project, the full four-lane divided roadway will be on property controlled by BLM, said section being 480 feet in length and 150 feet wide. In addition, 9 drainage crossings along Valencia Road will impact the BLM parcel. These are comprised of multiple spiral ribbed pipes (SRP), multiple spiral pipe arched (SPA), and multiple reinforced concrete box culverts (RCBC) and are further detailed in the table found earlier in section 3.0 B.1. The outlets of these structures will include appropriately sized cut-off walls and rip-rap. There will also be 11 street lights installed along the western end of the straight/curved segment of roadway prior to Valencia Road connecting to Ajo Highway (SR86) with 8 of these being installed within the BLM ROW. Traffic signage will also be installed as appropriate.

B. Possible Future Components on and off public lands

There are currently no plans for future additional components on or off public land.

C. Is there a need for sand and gravel supplies from public land?

There is no need for sand and gravel supplies from public land.

D. Location of equipment storage areas.

Pima County specifications require the construction contractor to provide the location for equipment storage areas; typically, contractors enter into agreements with private property owners for storage yards. No equipment will be stored on the BLM parcels.

5.0 Government Agencies Involved

A. Are Corps of Engineers Section 404 permits needed?

A Preliminary Jurisdictional Delineation is being prepared by Pima County. It is expected the drainage improvements will meet the requirements of Nationwide Permit #14, Linear Transportation Projects. Preliminary design indicates permanent impacts at each wash will be less than 0.10 acres and qualify as non-notifying. Pima County will coordinate with the U.S. Army Corps of Engineers.

B. Are State or Local permits, easements, dedications needed?

Pima County Grading Permit, Pima County Department of Environmental Quality Air Quality Permit, Pima County Floodplain Use Permit, AZPDES Construction General Permit, BLM Right of Way Renewals, ADOT Right of Way Permit, and temporary construction easements will be required.

6.0 Construction of Facilities

A. Construction

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1. Major facilities (including vehicles and number of tons and loads).

Standard construction equipment will be utilized by the contractor. Equipment typical for a construction project of this type will include bulldozers, graders, compactors, water, haul and concrete trucks, along with excavation and paving machines. The exact equipment will be determined once the construction contract has been awarded.

2. Ancillary facilities (including number of vehicles and number of loads).

There are no ancillary facilities associated with this project.

3. Methods of construction and types of equipment to be used on the road right of way.

Standards methods of construction and appropriate construction equipment for roadway construction will be utilized by the contractor. The exact methods of construction, sequencing of project construction, and types of equipment to be used will be determined by the contractor, once the construction contract has been awarded.

B. Work force (number of people and vehicles).

The number of people and associated vehicles/equipment will be determined by the contractor, once the construction contract has been awarded.

C. Flagging or staking of the right of way

Valencia Road, including the BLM ROW will be flagged and staked prior to construction.

D. Clearing and grading

The limits of the clearing and grading activities along Valencia Road will be staked as an initial step in the construction process, as one of the goals of the project is to limit and minimize environmental disturbances, with Pima County closely monitoring these activities.

E. Facility construction data

1. Description of construction process.

Construction will consist of milling the existing roadway, filling and grading needed to raise/align the new roadway prism, installation of cross drainage facilities, final grading of the roadway, installation of irrigation facilities, installation of curbing, paving, landscaping and the re-vegetation of disturbed areas.

F. Access to and along the right of way during construction

Access to/from this segment of Valencia Road will be provided from Valencia Road to the east and Ajo Highway (SR86) to the west. Access to roadways connecting to this portion of Valencia Road, along with connections to adjacent properties (drives) will be maintained during construction. Access will not go outside of the authorized BLM or Pima County controlled ROW.

G. Contingency Planning

1. Holder contacts

Paul M. Bennett, P.E., Pima County Department of Transportation (520) 724-6408.

2. BLM contacts

Melissa Warren (520) 258-7200

H. Safety requirements

Pima County specifications require that the contractor have an approved safety plan in place prior to the start of construction.

I. Industrial wastes and toxic substances

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The contractor is required to have an approved spill plan, maintain records of potential hazardous materials on site, and manage these activities as part of the Stormwater Pollution Prevention Plan associated with the project.

J. Seasonal restrictions on various activities.

There are no seasonal restrictions on this project.

7.0 Resource Values and Environmental Concerns

A Biological Evaluation and a Cultural Resources Survey Short Form have been prepared. The results are found in Appendix III and IV.

A. Address at a level commensurate with anticipated impacts.

Valencia Road is currently an existing east-west travel corridor.

B. Anticipated conflicts with resources or public health and safety.

1. Air, Noise, geological hazards, mineral and energy resources, paleontological resources, soils, water, vegetation, wildlife, threatened and endangered species, cultural resources, visual resources, BLM projects, recreation activities, wilderness.

Air – The project area is within the Tucson Carbon Monoxide Maintenance Area and is in attainment with National Ambient Air Quality Standards. The project is listed in the approved PAG 5-Year Regional Transportation Improvement Program, 2016-2020 (May 28, 2015) and is thus in conformity with the State Implementation Plan for air quality.

Noise – A noise study was conducted for the project Pima County (June, 2016). Sensitive noise receivers in the study area consist of single family or multi-family housing units. Privacy walls exist at some locations and may reduce some noise impacts, additional noise walls are not planned for the project. The predicted future build noise levels are below the Pima County noise abatement criteria of 66 dBa. Short-term noise impacts on properties in the project area would be expected during constructions. There are no known noise sensitive animal species in the project corridor.

Geological hazards – There are no geological hazards in the area.

Mineral and Energy resources – There are no known mineral or energy resources within the project area. Past land use on the BLM parcel shows evidence of a modern adobe brick manufacturing area. This location is outside the roadway project corridor.

Paleontological resources – There are no known paleontological resources within the project area.

Soils – The project impacts to native soils would be typical roadway construction activities. Within the BLM Right-of-Way Grant, the widened roadway would be on fill material imported from local sources..

Water – Water resources within the project limits include approximately 25 ephemeral dry washes that drain northward into Black Wash. Approximately 8 of those drainages cross onto the BLM parcel. The project intends to reconstruct and extend existing cross draining culverts, as well as construct new roadside drainage structures. Water quantity and quality would not be affected by the project. The project is expected to meet the criteria for a Clean Water Action Section 404/401 Nationwide Permit 14. Stormwater runoff will be controlled during construction through the implantation of a Stormwater Pollution Prevention Plan.

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Vegetation – A mixture of native and invasive trees and plants are present along the both sides of Valencia Road for approximately one mile along the western portion of the project area. Both shoulders of Valencia Road along the eastern portion of the project are adjacent to residential housing developments and are highly disturbed. Vegetation in these disturbed areas is sparse and consists primarily of xeriscape trees, shrubs, and volunteers of various cultivated plant species. Trees and other vegetation within the project limits will be removed as part of the project. Typical mitigation includes avoidance where possible, and landscaping with native plants.

Wildlife – The presence of wildlife and habitats were evaluated through the Arizona Environmental Online Review Tool, U.S. Fish and Wildlife Service Information for Planning and Conservation (IPaC) website, BLM Sensitive Species list, Pima County Priority Vulnerable Species list, and a field survey. There were no listed wildlife species observed within the project limits, and the only listed species with potential to occur in the project area is Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*). The potential occurrences of and impacts on all listed species are evaluated in detail in the Biological Evaluation (Appendix III).

Threatened and endangered species – The only federally protected or BLM sensitive species with potential to be present in the project area is Pima pineapple cactus. Although a limited amount of potentially suitable Pima pineapple cactus habitat would be impacted, no individuals were observed within the project limits, and thus this species would not be affected. A single Pima Pineapple cactus was observed on BLM land outside the project limits, but no direct affects are expected. No other federally protected or special status species are be expected to be present in the project area or impacted by project activities. The potential occurrences of and impacts on federally protected species are evaluated in detail in the Biological Evaluation (Appendix III).

Cultural Resources – Cultural resources were evaluated through review of Arizona's Cultural Resources Inventory. Electronic database, a BLM records search, and a project area survey. The remains of a historic-period farmstead south of Valencia Road near the west end of the project were the only previously recorded cultural resource within project area. Although a small portion may have extended into the project limits, no trace of the farmstead was found in the project limits during the survey. A finding of no adverse effect on historic properties is being recommended for the project.

During the survey a single cultural resource, a General Land Office survey marker placed in 1916, was identified in the project limits. It is being recommended that this survey marker be designated as an Isolated Occurrence and ineligible for listing in the National Record of Historic Places.

Visual resources – Visual resources are described in the Visual Resources Report found in Appendix V

BLM Projects – Pima County is not aware of any project proposed for the adjacent BLM property.

Recreation Activities – There are no identified recreational facilities or activities within the project corridor.

Wilderness – This project is not within a wilderness area. The nearest wilderness is the Coronado National Forest Pusch Ridge Wilderness approximately 25 miles to the northeast.

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8.0 Stabilization and Rehabilitation

A. Soil replacement and stabilization

Areas along the roadway will be enhanced with additional fill materials in order to raise the roadway profile to allow for installation of drainage structures below the roadway and improve subgrade performance. This will impact the BLM parcels, with between no fill added at west end of the project (curved section), and generally increasing to approximately 3 feet to 4 feet of fill along the southern boundary of the BLM parcels (straight section). Within the BLM ROWs, the fill will be placed and compacted as part of the overall roadway construction, and tapers down to the existing elevations within the BLM ROW areas.

B. Disposal of vegetation removed during construction

Vegetation will be salvaged when possible. Vegetation not salvaged will be disposed of at a land fill in accordance to Pima County specifications.

C. Seeding Specifications

Seeding specifications will be determined as part of the final design

D. Fertilizer

Fertilizer specifications will be determined as part of the final design

E. Limiting access to Right of Way

Existing right of way fencing will be protected in place or relocated to new right of way line.

9.0 Operation and Maintenance

A. Minimum maintenance and maintenance schedule

Pima County Department of Transportation (Maintenance & Operations Division) schedules maintenance activities for the County's roadways based on the outcomes of a regular, six month inspection schedule/cycle.

B. Placement of control, warning, and directional signs.

Placement of control, warning, and directional signs shall be done in accordance with Pima County and MUTCD requirements.

C. Maintenance of special needs

Valencia Road does not require any special maintenance needs.

D. Safety

The project is designed to improve the safety, accessibility, and capacity of Valencia Road.

E. Industrial wastes and toxic substances

Pima County Department of Transportation (Maintenance & Operations Division) is responsible for clean-up of non-hazardous waste from the roadway right of way, and are responsible for contacting appropriate Federal, State or other Local agencies for other reportable spills.

F. Inspection and maintenance schedules

Pima County Department of Transportation (Maintenance & Operations Division) inspects the County's roadways on a regular six month schedule.

G. Work schedules

Work is scheduled on an as-needed basis.

H. Fire control

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The Pima County Office of Emergency Management and Homeland Security have a Pima County Wildfire Protection plan in place that details the County's response to wildfires.

I. Inspections

Pima County Department of Transportation (Maintenance & Operations Division) regularly inspects roadways and adjacent drainage structures for maintenance issues and right of way for vegetation over growth.

J. Contingency Planning

Ajo Highway (SR86) ties into Valencia Road at the western end of this project and provides access into the Tucson metropolitan area. The closest fire station is the Drexel Heights Fire Station #405 located on Wade Road, approximately one mile from the eastern end of the project. The closest medical facility is St. Mary's Hospital located approximately twelve miles north east of the project.

10.0 Termination and Restoration

A. Determine if the road will be totally obliterated

The road will be reconstructed. The existing roadway will be used as fill for the new roadway.

B. What structures will be left in place or removed.

There are no drainage structures (pipes and culverts) that exist along Valencia Road within the two BLM ROWs. The structures to be left in place will be those constructed as part of the new roadway construction, and are identified in section 3.0 B.1. The existing roadway will also be removed (milled) and used as fill.

C. Stabilization and re-vegetation of disturbed area.

Areas disturbed as a result of the project, including the BLM ROW parcels, shall be covered under a Stormwater Pollution Prevention Plan (SWPPP) while the project is under construction, with these areas stabilized and re-vegetated as necessary.

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Appendix IV Cultural Resource Survey

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Appendix V Visual Analysis – Corridor Pictures