

Comment #	Original Comment	UDWRe Response	resource
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NPS Cmt 99	BLM administers the permits, not GLCA. Please correct in the text.	<p>The text is corrected as requested.</p> <p>The last sentence of the first paragraph and the accompanying bullet list in Section 5.3.14.1.2.7, Grazing Land, Chapter 5, Exhibit E of the License Application is revised to read: Following is a list of agencies that administer public grazing land within the LPP area:</p> <ul style="list-style-type: none"> • BLM Arizona Strip Field Office (ASFO) • BLM Grand Staircase-Escalante National Monument (GSENM) • BLM Kanab Field Office (KFO) • BLM St. George Field Office (SGFO) • School Institutional Trust Lands Administration, Utah (SITLA) • Arizona State Land Department (ASLD) • Utah Division of Parks and Recreation 	land use
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NPS Cmt 100	<p>The preference of GLCA is to co-locate the pipeline ROW with the Arizona Department of Transportation (ADOT) and Utah Department of Transportation (UDOT) rights-of-way to reduce the area of disturbance and to provide easier access to the pipeline alignment for construction and maintenance (prevent additional off-road usage).</p> <p>"UDOT has indicated that acquisition of an LPP Project ROW within the Highway 89 ROW is possible. But where possible, it is the preference of UDOT that the LPP Project ROW lie outside of the Utah highway ROWs. All UDOT highway and interstate crossings would be bored to avoid any conflict with current transportation planning."</p> <p>To minimize impact to resources on NPS lands, GLCA recommends the co-location of the pipeline within existing UDOT and ADOT right-of-way corridors (it appears that in the next paragraph, ADOT is amenable to co-locating the pipeline within their ROW). The existing corridors are 400 feet wide (200 feet of center) which provides ample room for the pipeline. See additional comments on ROW from Chapter 3.</p>	<p>The response and revisions address NPS Comment No. 100.</p> <p>The seventh paragraph in Section 3.1.1.2.1, Chapter 3, Exhibit E of the License Application discusses LPP ROW adjacent to highway ROW and references Figure 3-6 which shows the pipeline alignment within the existing highway ROW.</p> <p>The ninth paragraph in Section 5.3.14.1.2.8, Chapter 5, Exhibit E of the License Application, is revised to read: UDWRe would prefer to locate the pipeline and penstock within existing UDOT and ADOT Highway 89 ROW where possible. Co-location of the LPP within the Highway 89 ROW would minimize the disturbance area and provide access to the pipeline alignment for construction and for operation and maintenance activities. UDWRe baseline studies of the LPP are focused within the Highway 89 ROW and take into account potential future widening of the highway without interference. UDOT has indicated that acquisition of an LPP ROW within the Highway 89 ROW is possible; however, where possible, UDOT would prefer the LPP ROW lie outside the Utah highway ROWs.</p> <p>The first sentence in the second paragraph in Section 5.3.14.2.2 states: "Much of the pipeline and penstock would be sited within existing utility corridors, transportation corridors, and within existing highway ROWs." Figure 5-178 referenced in Section 5.3.14.2.2 shows that when the LPP alignment is adjacent to an existing highway (i.e., Highway 89 through GLCA in Arizona and Utah), the pipeline would be installed within the highway ROW.</p>	land use
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