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6.0 OPERATION AND MAINTENANCE

The TWE Project ±600 kV DC, 500 kV AC and 230 kV AC transmission lines, terminals, substations, ground electrode facilities, communications system, and other ancillary facilities will comprise critical infrastructure of the Desert Southwest transmission systems and of the western U.S. electrical grid. Limiting the duration of unplanned outages, and planning for the use of live-line maintenance techniques to minimize the requirement for and duration of outages is an important part of the design, construction, and operation/maintenance requirements for this Project.

Regular inspection of transmission lines, terminals, substations, ground electrodes, and support systems is critical for safe, efficient, and economical operation of the Project. Regular ground and aerial inspections will be performed in accordance with the Applicant's established policies and procedures for transmission line inspection and maintenance (Western 2007). The TWE Project ±600 kV DC, 500 kV AC and 230 kV AC transmission lines, terminals, substations, ground electrode facilities, communications system, and other ancillary facilities will be inspected regularly for corrosion, equipment misalignment, loose fittings, vandalism, and other mechanical problems. The need for vegetation management on transmission line ROWs will also be determined during inspection patrols. A detailed Operations and Maintenance Plan is included in Appendix O.

This section includes a discussion of compatible uses, ROW safety requirements, inspection, maintenance and repair, emergency response and decommissioning practices.

6.1 Compatible Uses

Transmission lines are designed and constructed to meet or exceed the requirements of the National Electrical Safety Code. These standards provide for the safety and protection of landowners and their property, the public, and utility employees. After construction, compatible uses in the ROW will be considered and approved by TransWest, BLM or other land management agency depending on the land ownership.

For private lands, compatible uses are determined in accordance with the terms and conditions of the easement for the TWE Project with the property owner. Ranching and farming activities, gardening, recreational activities, and other uses are generally permitted in the easement as long as care is taken to prevent damage and maintain access to transmission line structures. No buildings or structures may be erected in the easement because they could impede the safe operation of the line or interfere with maintenance access. For safety reasons, pumps, wells, swimming pools, and flammables must not be placed in the easement area. Properly grounded and permitted irrigation systems are acceptable.

For public lands, BLM retains the right to require common use of a ROW, including subsurface and air space, and authorize use of the ROW for compatible uses (43 CFR §2805.15(b)). If BLM receives an application for a grant of land subject to TransWest's ROW Grant or near or adjacent to it, the BLM will notify TransWest in writing when it receives a grant application. BLM will consider TransWest's written recommendations as to how the proposed use affects the integrity of, or TransWest's ability to operate, its facilities. The notice will contain a time period within which TransWest must respond. The notice may also notify TransWest of additional opportunities to comment (43 CFR §2807.14).

Other federal and state agencies have their own rules and regulations concerning compatible uses of ROW. These rules and regulations as applicable will be incorporated into the terms and conditions of any special use permits, licenses or ROW issued for the TWE Project.

6.2 Right-of-Way Safety Requirements

The design, operation, and maintenance of the TWE Project will meet or exceed applicable criteria and requirements outlined by the FERC, WECC, NESC, and U.S. Department of Labor, Occupational Safety and Health Standards (OSHA) for the safety and protection of landowners, their property, and the general public. The transmission line will be protected with power circuit breakers and line relay protection equipment. If a conductor or component failure occurs, power will be automatically removed from the line. Lightning protection will be provided by overhead shield wires on the top of the line. Where vegetation presents a potential hazard, trees will be trimmed or cut to prevent accidental grounding contact with conductors.

The ±600 kV DC transmission line presents no risk of inducing line currents due to the static nature of the DC electrical and magnetic fields. In comparison, AC transmission systems can induce currents. As described below in Section 6.2.2, mitigation measures for AC inductive currents would be implemented for the AC transmission lines associated with the TWE Project or for Design Options 2 and 3.

6.2.1 Building and Fence Grounding

As part of the proposed TWE Project, short distances (five miles or less) of AC transmission lines will be constructed between the TWE Project substations and the existing and planned regional AC transmission system. In order to mitigate possible electric shock caused by electrostatic and electromagnetic AC induction, all buildings, fences, and other structures with metal surfaces located within 300 feet of the centerline of the ROW will be grounded to the mutual satisfaction of the parties involved. Typically, residential buildings located 300 feet or further from the centerline will not require grounding. Other buildings or structures outside of the ROW will be reviewed in accordance with the NESC to determine grounding requirements. All metal irrigation systems and fences that parallel the transmission line for distances of 500 feet or more, within 300 feet of the centerline will be grounded. All fences that cross under the transmission line also will be grounded. This procedure will be included in the construction specifications, and if grounding is required outside the ROW, agency and landowner consent will be obtained as necessary.

6.2.2 Induced Currents on Adjacent Facilities from AC Transmission Lines

Railroads

When a high voltage transmission line is located adjacent to a railroad, the tracks and signals may be subjected to electrical interference from electric and magnetic induction, conductive interference, and capacitive effects. Capacitive coupling results from the electric field from the transmission lines' conductors coupling with above ground conductive objects that are insulated from the earth, such as railroad tracks that are typically installed on high impedance ballast (the rock bed used to support the tracks). Electric and magnetic induction results from the magnetic field produced by the AC flowing in the conductors of the transmission line coupling with above ground and below ground metallic objects, such as railroad tracks and buried communications cables. If a transmission line is located in proximity and parallel to a railroad for long distances, these interference mechanisms can cause high currents and voltages to develop on the tracks and communication cables. If the AC interference is above certain thresholds, it can result in personal safety hazards, damage to signal and communication equipment, and false signaling of equipment.

These AC interference effects can be predicted with computer modeling. With proper planning and mitigation management, railroads and high voltage AC transmission lines can be safely co-located. The American Railway Engineering and Maintenance-of-Way Association has specifications for

steady state rail-to-ground and equipment-to-ground voltage levels to ensure safety of railway operating personnel and the public. During fault conditions the safety criteria established by the ANSI/IEEE (Institute of Electrical and Electronics Engineers) Standard 80 (Guide for Safety in AC Substation Grounding) is used. In addition, railroad signal and equipment manufacturers provide AC interference voltage tolerances for proper signal operation so that nearby transmission facilities can be designed to ensure that AC interference levels do not exceed the acceptable safety criteria or equipment voltage tolerance.

Depending on AC interference levels, several mitigation methods may be used. These include increasing the distance between the transmission line and the railroad tracks, reducing the distance between insulated joints in track sections, grounding the railroad's tracks, and burying gradient control wires or matting.

For locations where the final alignment of an AC section of transmission line is in close proximity to a railroad for long distances, the Applicant, during detailed design, would perform computer modeling of potential AC interference effects to design and implement required mitigation to be installed prior to energizing the transmission line.

Pipelines

When a high voltage transmission line is located adjacent to a pipeline ROW, the pipeline may be subjected to electrical interference from electric and magnetic induction, conductive interference, and capacitive effects. Electric and magnetic induction is the primary effect of the high voltage AC transmission line on a buried pipeline during normal (steady-state) operation. This form of interference is due to the magnetic field produced by the AC current flowing in the conductors of the transmission line coupling with the metallic pipeline, inducing a voltage and associated current on the pipeline.

Conductive interference is a concern when a transmission line fault occurs in proximity to the pipeline, because it can cause AC currents to enter the pipeline at coating holidays (flaws in the coating) and produce a voltage gradient across the pipeline coating. Electric and magnetic effects are also a concern during a fault because the phase current in at least one phase (conductor) of the high voltage AC transmission line is elevated.

If these electrical interference effects are great enough during normal operation, then a potential shock hazard exists for anyone that touches an above ground part of the pipeline, such as a valve or cathodic protection test station. In addition, during normal operation, if the induced AC current density at a flaw in the pipeline coating is great enough, AC pipeline corrosion may occur. Lastly, damage to the pipeline coating can occur if the voltage between the pipeline and surrounding soil becomes excessive during a fault condition.

With proper planning and mitigation, pipelines and high voltage AC transmission lines can be safely co-located. The AC interference effects can be easily predicted with computer modeling. The National Association of Corrosion Engineers has standards that ensure that pipeline integrity would not be degraded nor personnel safety compromised because of AC interference from a transmission line constructed and operated adjacent to a pipeline.

Mitigation techniques for AC interference on pipelines include reducing the impedance of the transmission structure grounds, grounding the pipeline in conjunction with de-couplers, burying gradient control wires along the pipeline or burying ground mats under aboveground facilities (such as valves) and using dead fronts at test stations.

The TWE Project configured as an overhead AC transmission line can be located in its 250 foot ROW adjacent to the ROW for buried underground high pressure natural gas and other petroleum pipelines as long as proper grounding and cathodic protection systems are utilized for the pipeline. The TWE Project however, may not be sited in the same ROW as an underground pipeline regardless of whether the TWE Project is a DC or AC line. For locations where the final alignment of an AC section of transmission line is in close proximity to a pipeline, the Applicant, during detailed design, would ensure that computer modeling of AC interference effects is completed and that any required mitigation is designed and installed prior to energizing the transmission line.

6.3 Transmission Line Maintenance

Inspection of the entire transmission line system will be conducted semi-annually. Aerial inspection will be conducted by helicopter semi-annually and will require two or three crew members, including the pilot. Detailed ground inspections will take place on an annual basis. Ground inspection would use 4x4 trucks or 4x4 ATVs for all structures with access roads. For structures in areas without permanent access roads, ground inspection will be on foot or by other approved means. The inspector would assess the condition of the transmission line and hardware to determine if any components need to be repaired or replaced, or if other conditions exist that require maintenance or modification activities. The inspector would also note any unauthorized encroachments and trash dumping on the ROW that could constitute a safety hazard. The inspector would access each of the structure locations along each line and use binoculars and spotting scopes to perform this inspection.

If during transmission line maintenance and monitoring, it is determined that new or reconstruction activities should be implemented, the Applicant will notify the appropriate land management agency or private landowner.

Dust control during maintenance of the transmission line will be managed the same as during construction.

6.3.1 Routine Maintenance and Repairs

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

The Applicant plans to conduct maintenance on the ±600 kV DC, 500 kV AC and 230 kV AC transmission lines whenever practical in a de-energized condition. However, provisions for the use of live line maintenance techniques have been planned into the Project. Maintenance on the transmission lines can be completed safely using live line techniques thereby avoiding an outage to the critical transmission line infrastructure. High reach bucket trucks along with other equipment are used to conduct both de-energized and live-line maintenance activities. For the ±600 kV DC, 500 kV AC and 230 kV AC structures, this requires that adequate space be available at each structure site so that the high reach bucket truck can be positioned to one side or the other of the structure and reach up to or

over the poles/phases to access the poles/phases or upper sets of wires (shield wires or OPGW) to perform the live-line maintenance procedures. To allow room at each structure for these activities in low slope areas a crane pad is required with the structure in the center of 250 feet (ROW width) by 100 feet for the ±600 kV DC and 500 kV structures and 125 feet by 50 feet for the 230 kV structures. The size and location of these required crane pads near the structures may vary depending on the side slope and access road at each site. The pads are cleared to the extent needed to safely complete the work. The Applicant will work with the BLM Field Offices and USFS on a case-by-case basis to determine what size pad would be left in place and revegetated following initial construction for operations and maintenance.

For all structures in locations without permanent ground access, maintenance activities will be performed using low impact ground-based equipment and/or by helicopter/aerial methods. Maintenance activities for structures in these locations (without permanent ground access) will be performed using the same or similar equipment and methods as was used for initial construction.

6.3.2 ROW Maintenance and Repairs

The Applicant will maintain work areas adjacent to structures and along the ROW for vehicle and equipment access necessary for operations, maintenance, and repair. Where long-term access is required for maintenance of the line, the Applicant will maintain the approved access roads in a safe, useable condition, as directed by an authorized officer from the appropriate land management agency or private landowner.

When needed, ROW repairs may include grading or repair of existing maintenance access roads and work areas, and spot repair of sites subject to erosion, flooding or scouring. Access road maintenance entails activities to ensure that approved access roads are in appropriate condition for access to transmission lines by maintenance and inspection crews. These activities include re-grading, re-surfacing, and re-constructing water diversions such as culverts, ditches and water bars. Required equipment may include a grader, backhoe, four-wheel-drive pickup truck, and a cat-loader or bulldozer. The cat-loader has steel tracks whereas the grader, backhoe, and truck typically have rubber tires. Repairs to the ROW would be scheduled as a result of line inspections, or would occur in response to an emergency situation.

Snow removal, if necessary for terminal, substation, ground electrode and regeneration station access roads, will be performed with blades equipped with shoes to keep the blade off the road surface in order to avoid damage.

Vegetation within the ROWs will be managed in accordance with the TWE Project Vegetation Management Program described below in Section 6.3.4.

6.3.3 Access Road Maintenance

Authorized access roads will only be used for maintenance purposes upon completion of construction. Where long-term access is required for maintenance of the line, the Applicant shall maintain the approved access roads in a safe, useable condition, as directed by an authorized officer from the appropriate land management agency. A regular maintenance program may include, but is not limited to blading, ditching, culvert installation, and surfacing.

If snow removal is necessary, equipment used shall be equipped with shoes to keep the blade two inches off the road surface in order to avoid damage to it. Where the ground is uneven at drainage crossings, special precautions will be taken in order to ensure equipment blades do not destroy vegetation.

6.3.4 Vegetation Management

A framework ROW Preparation and Vegetation Management Plan is provided in Appendix R. This plan will be further developed for the selected Alternative in the ROD POD. The Plan will be designed to meet NERC reliability requirements in a cost-effective manner, and provide measures for minimizing potential conflicts with critical environmental resources or management issues. Vegetation management in the TWE Project transmission line ROWs will be based on meeting reliability requirements of NERC through integrative vegetation management (IVM) practices (NERC 2009; ANSI 2006). The TWE Project will comply with NERC reliability standards.

NERC has established reliability standard FAC-003-2 to prevent vegetation related outages from occurring on bulk transmission systems, which could lead to cascading outages. The standard was developed in response to serious outages and operational problems, which have resulted from interference between overgrown vegetation and transmission lines over the past 10 to 20 years. Compliance with this standard is mandatory. FAC-003-2 requires having and implementing a documented transmission vegetation management program, designed to control vegetation on transmission ROWs (NERC 2009).

IVM is a best management practice conveyed in the American National Standard for Tree Care Operations, Part 7 (ANSI 2006) and the International Society of Arboriculture's *Best Management Practices: Integrated Vegetation Management* (Miller 2007). IVM is consistent with the requirements of FAC-003-2 and is recognized as containing the most appropriate techniques for transmission ROWs to meet and exceed the NERC requirements (NERC 2009). IVM is a system of managing plant communities by setting objectives for desired conditions and identifying and managing ROWs for compatible and incompatible vegetation. Implementation of TWE Project's ROW Preparation Vegetation Management Plan (Appendix R) will comply with NERC standards through IVM practices. IVM principles will serve as guidance in establishing and maintaining a desired condition for TWE Project ROWs and associated facilities.

6.4 Terminals, Substation, Ground Electrode and Communication Systems Maintenance

Maintenance activities include equipment testing, equipment monitoring and repair, and emergency and routine procedures for service continuity and preventive maintenance. Terminal, substation, ground electrode, and regeneration station monitoring and control functions are performed wholly or in part remotely from the Applicant's central operations facilities. Unauthorized entry into the terminal, substations or regeneration stations is prevented with the provision of fencing and locked gates. Warning signs would be posted and entry to the operating facilities would be restricted to authorized personnel.

Several forms of security are planned for each of the locations, although the security arrangements at each of the terminals, substations, ground electrode facilities, or regeneration stations may differ somewhat. Security measures may include fire detection in the control building via a monitoring system; alarming for forced entry; and a perimeter security system coupled with remote sensing infrared camera equipment in the fenced area of the station to provide visual observation/confirmation to the system operator of disturbances at the fence line.

Safety and security lighting at the terminals, substations and series compensation stations would be provided inside the fence for safety and security and for uncommon emergency night repair work. Dusk to dawn safety and security lighting will be used at the terminals and 500 kV AC substations.

Each of the terminals may have a control room staffed 24 hours per day, 365 days per year by two to three system operators and supervisory personnel. Remote operation, typically from control rooms housed in nearby utility facilities, may be utilized. In addition to control room staffing, 8 to 20 technicians, engineers, maintenance, security, and supervisory personnel may be staffed at each terminal. Total staffing at each terminal is expected to be 20 to 30 people.

Routine maintenance for the terminal and adjacent substations would be performed by the on-site staff. Major inspection or maintenance activities would require additional personnel and equipment estimated to be 15 to 20 craft, technician, engineering, manufacturer, consultant and supervisory personnel for a period of two to four weeks on an estimated once per year basis.

For AC substations and series compensation stations located remote from the terminals it is anticipated that maintenance at each of these remote facilities would require approximately six trips per year by a two to four person crew. Routine operations would require two workers in a light utility truck to visit the remote substation or series compensation station monthly. Typically, once per year a major inspection or maintenance effort may be required which would require up to 15 personnel for one to three weeks. If substation landscaping is required by the permitting agency, drought-tolerant plant materials would be used to minimize watering requirements after plant establishment.

Ground electrode facilities would be visited every two to three months by two individuals in a light truck to inspect the facilities. Annual maintenance would be performed by a two man crew in a light truck over a two to five day period. The ground electrode connector line would be inspected by aerial and ground based inspection identical to the maintenance program described for the transmission lines.

Communication regeneration stations would be visited every two to three months by two individuals in a light truck to inspect the facilities. Annual maintenance would be performed by a two-man crew in a light truck over a two to five day period.

Water Use

Operation and maintenance of the Northern and Southern Terminals is expected to require water use by personnel in the Operations and Maintenance office building and by the HVDC evaporative cooling and misting systems during summer months. Monthly and annual estimated water use is provided in Table 12.

TABLE 12 NORTHERN AND SOUTHERN TERMINAL ANNUAL ESTIMATED WATER USE (ALL VALUES IN ACRE-FEET)

MONTH	OFFICE USE	COOLING & MISTING SYSTEMS FOR N. TERMINAL	COOLING & MISTING SYSTEMS FOR S. TERMINAL	TOTAL USE N. TERMINAL	TOTAL USE S. TERMINAL
January	0.07	0	0	0.07	0.07
February	0.06	0	0	0.06	0.06
March	0.07	0	0	0.07	0.07
April	0.07	0	0	0.07	0.07
May	0.07	0	0.03	0.07	0.10
June	0.07	0.07	0.07	0.13	0.13
July	0.07	0.14	0.14	0.21	0.21
August	0.07	0.07	0.14	0.14	0.20
September	0.07	0	0.07	0.07	0.13
October	0.07	0	0	0.07	0.07
November	0.07	0	0	0.07	0.07

MONTH	OFFICE USE	COOLING & MISTING SYSTEMS FOR N. TERMINAL	COOLING & MISTING SYSTEMS FOR S. TERMINAL	TOTAL USE N. TERMINAL	TOTAL USE S. TERMINAL
December	0.07	0	0	0.07	0.07
Annual	0.81	0.27	0.44	1.08	1.25

Source: BBA 2012

Annual office use of water for each terminal is estimated at 0.809 acre-feet. The office building will consist of approximately 7,200 square feet of actively used space including offices, kitchen, and bathrooms with a shower. The annual office water use was conservatively estimated based upon this actively used square footage and a water use estimate of 0.75 acre-feet per year per 6,695 square feet of office space (Douglas County 1999).

Evaporative cooling will not likely be needed for ambient air temperatures up to 104° Fahrenheit (40° Celsius). If ambient air temperatures exceed 113° Fahrenheit (45° Celsius), then misting and evaporative cooling will be required for these short time periods.

Annual water use for HVDC evaporative cooling and misting systems at the Northern Terminal is estimated at 0.272 acre-feet. Use includes 400 gallons per year for maintenance and flushing of the cooling system and an estimated 88,000 gallons per year for the misting system. The misting system use was estimated to at 275 gallons per hour, running eight hours per day for 10 days in June, 20 days in July, and 10 days in August for a total of 40 days. Evaporative cooling of the filters is not anticipated.

Annual water use for HVDC evaporative cooling and misting systems at the Southern Terminal is estimated at 0.440 acre-feet. Use includes 400 gallons per year for maintenance and flushing of the cooling system and an estimated 143,000 gallons per year for the misting system. The misting system use was estimated to at 275 gallons per hour, running eight hours per day for 5 days in May, 10 days in June, 20 days in July, 20 days in August and 10 days in September for a total of 65 days. Evaporative cooling of the filters is not anticipated.

The water use for each of the terminals may vary from these estimates based on the cooling system technology employed for the terminals. Non-evaporative cooling technologies are available and will be considered during the detailed engineering for the terminal equipment.

6.5 Emergency Response

The operation of the system is managed and monitored from control rooms at or near each of the terminals and at the Applicant’s operation center. Electrical outages or variations from normal operating protocols would be sensed and reported at these operation centers. The remote substations and series compensation stations are equipped with remote monitoring, proximity alarms, and in some cases, video surveillance with monitoring and control functions performed at the control rooms at the terminals and/or at the Applicant’s operation center.

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

In most cases, the equipment necessary to carry out emergency repairs is similar to that necessary to conduct routine maintenance. More extensive emergency repair may also require the same types of equipment used during construction, including hole drilling equipment, backhoes for excavation, and/or concrete trucks and cranes for structure erection. Other required equipment may include power tensioners, pullers, wire trailers, crawler tractors, and trucks and pickups for hauling materials, tools, and workers. Under certain conditions, a helicopter may be used to haul in material and erect towers or string conductor in those areas where access and/or terrain conditions preclude the use of conventional methods. Site and access road disturbances, such as ruts created during emergency operations, will be restored to satisfactory condition using restoration and rehabilitation procedures.

In the event of an emergency, crews will be dispatched quickly to repair or replace any damaged equipment. Every attempt will be made to contact the agency or landowners along the ROW. In the event notification cannot be made, repair operations will proceed only in the case of an emergency situation. Repair of the line will have priority under emergency conditions, and reasonable efforts will be made to protect plants, wildlife, and other resources. Restoration and rehabilitation procedures following completion of repair work will be similar to those prescribed during construction.

Emergency response procedures will be implemented for the following potential events:

- Downed transmission lines, structures, or equipment failure
- Fires
- Sudden loss of power
- Natural disasters
- Serious personal injury

A detailed Emergency Preparedness and Response Plan is provided in Appendix F.

6.5.1 Fire Protection

All federal, state, and county laws, ordinances, restrictions, rules, and regulations pertaining to fire prevention and suppression would be strictly adhered to. All personnel would be advised of their responsibilities under the applicable fire laws and regulations. A framework Fire Protection Plan is provided in Appendix H.

When working on public or National Forest System lands, the Applicant’s employees and Contractors would be equipped with approved suppression tools and equipment. The Applicant or its Contractor would notify local fire authorities and the BLM or USFS (as appropriate) if a Project-related fire occurs within or adjacent to a construction area.

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

notification numbers at each construction site. A detailed Fire Protection Plan is included as Appendix H.

6.6 Decommissioning Practices

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

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

For access roads constructed by the Applicant and used for operations and maintenance of the transmission line, the Applicant will reclaim all access roads unless the landowner, land management agency, or county requests the road to remain open and the landowner, land management agency or county agrees in writing to assume all maintenance and reclamation responsibility for the road.