



## Route Modifications

Segment	Reasons for Segment Modification
1	8 Due to removal of segment 13, route segment 8 no longer served as a connector segment to access the heavy haul road. A route utilizing segment 49 will be utilized to connect to route segment 10.
2	50 Segment 50, a small connector segment, was removed. A route utilizing segments 9 and 13 would connect to segment 8. A route utilizing segments further east (10, 11) would connect to segment 49.
3	9, 13 The majority of the heavy haul road (route segments 9 and 13) has been successfully reclaimed and as a result has limited access. The reclamation activities are the responsibility of mining operators and are under the oversight of various entities, resulting in challenging land rights issues when compared to other alternatives.
4	15 Route segment was modified to reduce potential impacts to residents and visual resources and to follow a greater distance of existing linear disturbance. The route segment was moved to the west so that it would be approximately a third of a mile further away from landowners than originally proposed.
5	26 The west side of segment 26 was adjusted to route around the former La Plata mine. This segment was also adjusted to be north of the existing CO2 pipeline instead of south of the pipeline as previously shown. A segment north of the existing CO2 pipeline would allow for a greater distance between existing homes in the Hartley Springs subdivision and the proposed transmission line.
6	51, 52 Segment 52 was removed from consideration and segment 51 modified. Further field review has indicated that siting the proposed Kiffen Canyon Substation north of segment 51 is not feasible. The Kiffen Canyon Substation siting area has been modified to reflect the smaller area where a substation could be located.
7	23 Segment 23, a small connector segment, was removed. Routes in this area would first need to connect to the proposed Kiffen Canyon Substation (to be located north of NM Highway 574) before heading north or east.
8	53, 54 Segment 53 has been modified east of US Highway 550 to head directly east instead of going south as previously shown. Route segment 54 was removed because it comes closer to more residences, follows a shorter length of parcel lines, and has more road and water crossings when compared with route segment 53.
9	45 Segment 45 was modified slightly near CR 319. The route segment was moved from the top of a hill to the toe of the slope to address landowner concerns regarding visual impacts.
10	47 Segment 47 was removed due to landowner concerns. Dense residential development in this area limited routing options when compared with other alternatives (44-46 and 45).