3.2 VISUAL RESOURCES

This section addresses potential impacts from the Preferred Route, Proposed Route, and Route Alternatives during construction, operations, and decommissioning. The Preferred Route, Proposed Route, and Route Alternatives would pass through multiple landscapes and viewing areas. After a discussion of the affected environment, this section analyzes the potential impacts the routes could have on visual resources. Potential visual impacts on historic trails are discussed in Section 3.3 – Cultural Resources.

The BLM's Preferred Routes for each segment of the Project are listed below. Where applicable, the preferred route identified by another federal agency or a county or state government is also noted.

- **Segment 1W:** The BLM's Preferred Route is the Proposed Route (Figure A-2). This route is also the State of Wyoming's preferred route.
- **Segment 2:** The BLM's Preferred Route is the Proposed Route (Figure A-3). This route is also the State of Wyoming's preferred route.
- **Segment 3:** The BLM's Preferred Route is the Proposed Route, including 3A (Figure A-4). This route is also the State of Wyoming's preferred route.
- **Segment 4:** The BLM's Preferred Route is the Proposed Route (Figures A-5 and A-6) except within the Caribou-Targhee NF. The portion of this route in Wyoming is also the State of Wyoming's preferred route. The Forest Service's preferred route is the Proposed Route within the NF incorporating Alternative 4G (Figure A-6).
- **Segment 5:** The BLM's Preferred Route is the Proposed Route incorporating Alternatives 5B and 5E, assuming that WECC reliability issues associated with 5E are resolved (Figure A-7). Power County's preferred route is the Proposed Route incorporating Alternatives 5C and 5E (Figure A-7).
- **Segment 6:** The BLM's Preferred Route is the proposal to upgrade the line voltage from 345 kV to 500 kV (Figure A-8).
- **Segment 7:** The BLM's Preferred Route is the Proposed Route incorporating Alternatives 7B, 7C, 7D, and 7G (Figure A-9). The Proposed Route in the East Hills and Alternative 7G will be microsited to avoid sage-grouse PPH. Power and Cassia Counties' preferred route is Alternative 7K (Figure A-9).
- **Segment 8:** The BLM's Preferred Route is the Proposed Route incorporating Alternative 8B (Figure A-10). This is also IDANG's preferred route.
- **Segment 9:** The BLM's Preferred Route is the Proposed Route incorporating Alternative 9E, which was revised to avoid PPH and the community of Murphy (Figure A-11). Owyhee County's preferred route is Alternative 9D (Figure A-11).
- **Segment 10:** The BLM's Preferred Route is the Proposed Route (Figure A-12).

3.2.1 Affected Environment

This section discusses those aspects of visual resources in the Project area that could be impacted by the Project. It starts with a discussion of the Analysis Area considered,

identifies the issues that have driven the analysis, and characterizes the existing conditions within the Analysis Area of the Proposed Route and Route Alternatives in Wyoming and Idaho.[1]

3.2.1.1 Analysis Area

The Analysis Area for visual resources was established through a combination of field reconnaissance and in consideration of the BLM and Forest Service distance zones including foreground, middleground, background, and seldom seen (landscape areas screened by topographic features). These distance zones are described in more detail in the KOP descriptions (Section 3.2.1.4). The visual resources Analysis Area generally is between 5 miles and 15 miles from either side of the centerline of the Proposed Route and Route Alternatives. Five miles was chosen as the minimum extent because it was assumed that beyond that viewing threshold, terrain and atmospheric conditions would absorb the transmission line. The background distance zone used by the BLM is defined as up to 15 miles. This distance was considered for certain sensitive viewing locations; however, due to the nature of lattice structures it was determined that, beyond the 5-mile distance zone (middleground to background), a lattice structure would not be visible in this landscape. However, depending on steepness of slopes and vegetative screening abilities, some permanent access road cuts and fills may still be visible at these viewing distances. In most instances, middleground and background distance zone views are broad open views of valleys and mountainous terrain that would absorb the visual alterations.

The Proposed Route would pass through two major geologic divisions and four physiographic provinces. The regional landscape for Segments 1, 2, 3, and a portion of 4 are within the Wyoming Basin, which is one of four provinces that dominate southern Wyoming (Fenneman 1931). Segment 1 would originate on the border of the Great Plains and the Wyoming Basin Provinces. The Wyoming Basin, which reaches from Evanston to Casper and covers almost the entire length of the Proposed Route and the Route Alternatives in Wyoming, is characterized by elevated plains in various states of erosion and isolated low mountains (Fenneman 1931). Segments 2, 3, and a portion of 4 would be located within the Wyoming Basin Province.

The relatively flat terrain adjacent to the North Platte River is often subordinate to the scenic hills and mountain ranges of Albany, Converse, Carbon, and Natrona Counties, which contain the focal features in this region. The high-elevation, steep, and rugged mountains commonly found in the Southern Rockies Ecoregion are often covered by a variety of trees such as Douglas-fir, ponderosa pine, aspen, and juniper-oak woodlands (Omernik 1987). The hillside areas are often open grassland interspersed with stands of scrub and trees, creeks, and rock outcroppings. Within the region, the typical views are more commonly identified with the Wyoming Basin, which is relatively open and expansive, allowing the identification of distant features within the landscape. The Wyoming Basin Ecoregion is dominated by arid grasslands and shrublands, interrupted by high hills, and nearly surrounded by forest-covered mountains (Omernik 1987).

[1] The Project no longer has a route in Nevada.

Segment 4 would originate within the Wyoming Basin Province and pass through the Middle Rocky Mountain physiographic province before briefly crossing through the most northerly portion of the Great Basin section of the Basin and Range physiographic province south of Pocatello, Idaho. This province is characterized by isolated ranges and dissected mountains separated by broad desert plains (Fenneman 1931). The Middle Rocky Mountain physiographic province is characterized by more complex mountain ranges and intermittent basins. The Idaho portion of Segment 4 and Segments 5 to Segment 10 would be divided between the Basin and Range Province and the Columbia Plateau Province. Almost all of Segment 5 would be located in the Basin and Range Province. The Snake River and associated valley lie within the Snake River Plain section of the Columbia Plateau physiographic province, which is characterized by young lava plateaus.

The Project would cross the SRBOP and then enter the expanded Hemingway Substation southwest of Boise. The last portion of the Project would cross the Payette section of the Columbia Plateau physiographic province, which is characterized by young plateaus of prevailingly weak rocks and broad alluvial terraces (Fenneman 1931). Segment 8 would be located entirely within the Columbia Plateau physiographic province and traverse similar landscape types as those described for Segment 7. Segments 9 and 10 are located entirely within the Columbia Plateau physiographic province and traverse similar landscape types as Segments 5 and 8.

3.2.1.2 Issues Related to Visual Resources

The following visual-related issues were raised during public scoping (Tetra Tech 2009) and comments on the Draft EIS, scoping by federal and state agencies, or are issues that must be considered as stipulated in law or regulation.

Issues include effects on recreational and scenic resources. Effects on recreation are further discussed in Section 3.17 – Land Use and Recreation. The following is a list of typical aesthetic concerns:

- Conformance with BLM VRM class objectives;
- Consistency with Forest Service Scenery Management System (SMS) or Visual Management System (VMS) as appropriate;
- High impacts to sensitive viewers or from sensitive viewing points, defined as high degree of departure from the existing conditions;
- Sensitive visual resources, such as historic trails or sites, recreation areas, vistas, scenic highways/byways, being degraded and decreased in visual quality; and
- Long-term placement of structures in an undisturbed or otherwise predominantly intact landscape.

3.2.1.3 Regulatory Framework

Public agencies use planning policy to establish visual resource management objectives to protect and enhance visual resources. Goals, objectives, policies, implementation strategies, and guidance are typically contained in RMPs, comprehensive plans, and local specific plans. As described elsewhere in this EIS and in the following summary,

federal guidance comes from 1) the BLM's RMPs, and MFPs, for each BLM District or FO throughout the Project area; 2) the Forest Service's Caribou, Medicine Bow, and Sawtooth Forest Plans (Forest Service 2003a, 2003b, and 2003c [as amended 2012]); 3) the BLM's Oregon and Mormon Pioneers National Historic Trail Management Plan (BLM 1986a) and Oregon/California National Scenic Trail Goals; and 4) the visual resource values of the 1995 City of Rocks Comprehensive Management Plan (CMP; NPS 1995). For information regarding amendments to any of the land use planning documents listed above, please refer to Appendix F. State guidance is found in the Oregon NHT/Bear Lake Scenic Byway, Pioneer Historic Byway, and Snake River Canyon Scenic Byway Goals and Policies. Local guidance is found in plans and policy documents for Sweetwater and Lincoln County, Wyoming, as well as Cassia County, Idaho.

Federal

The BLM is a member of the Federal Interagency Council on Trails, which also includes the NPS, Forest Service, Federal Highway Administration, USFWS, and other federal agencies. The council operates under a Memorandum of Understanding (MOU) focusing on uniform implementation and a seamless interagency approach to trails management. The BLM also maintains partnerships with approximately 16 National Scenic and Historic Trail organizations dedicated to the advocacy, preservation, and day-to-day care of these trails (BLM 2000a).

The National Scenic and Historic Trails Strategy and Work Plan states that "the creation of the National Landscape Conservation System (NLCS) Office for oversight of Congressional and Presidential designations in 2000, resulted in the BLM National Scenic and Historic Trails being managed as one program (BLM, 2000)." The NLCS Office works closely with the BLM recreation, cultural resources, and engineering groups, as well as others, to help ensure a consistent management approach (BLM 2000a). The mission of the NLCS is to protect, conserve, and restore nationally significant landscapes recognized for their outstanding cultural, ecological, and scientific values.[2]

BLM Visual Resource Management

Public lands crossed by the Project and administered by the BLM have a variety of scenic values. These lands are subject to visual resource management (VRM) objectives as developed using the BLM VRM System (BLM 1984) and are presented in the RMP or MFP for a given unit. Visual resource management requires the BLM to complete a visual resource inventory (VRI) of the lands under their management control. The VRI is a systematic process for determining the visual values on the public lands. The inventory process has three parts: scenic quality evaluation, sensitivity level analysis, and delineation of distance zones. Based on the combinations of the three, BLM-managed lands can then be categorized as Class I (most valued and highest quality of scenery) to Class IV (areas of low scenic quality and sensitivity at most or all distance zones). These inventory classes represent the existing visual resources. It should be noted that scenic quality on BLM-managed lands is described in terms of A, B, and C unlike the inventory on non-BLM-managed land that rates scenic quality as

[2] NLCS Web site: http://www.blm.gov/wo/st/en/prog/blm_special_areas/NLCS.html

High, Moderate, and Low (or a range between). Scenic quality is a measure of the visual appeal of a tract of land. In the VRI process, public lands are given an A, B, or C rating based on the apparent scenic quality, which is determined using seven key factors: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications (these factors were considered in the inventory process where documentation was available). During the rating process, each of these factors is ranked on a comparative basis with similar features within the physiographic province. The physiographic provinces are as delineated by Fenneman (1931) and noted above.

During the resource management planning process, BLM determines how the visual landscape will be managed in the future. The VRM decisions that are made in the planning process result in areas being assigned a VRM management class. These management classes determine how much change should occur in the landscape. VRM Class I areas are managed to preserve the existing character of the landscape and allow for limited management activity. Class II areas allow for low levels of landscape change that do not attract the attention of the casual observer. Class III areas allow for moderate changes to the landscape that may attract attention but are not dominant and Class IV areas allow for high levels of landscape change.

The objectives of each VRM classification, as stated in the BLM VRM Visual Resource Inventory Manual (BLM 1986b), are as follows:

- VRM Class I. The objective is to preserve the existing character of the landscape. This class provides for natural ecological changes; however, it does not preclude very limited management activity. The level of change to the characteristic landscape should be very low and must not attract attention.
- VRM Class II. The objective is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.
- VRM Class III. The objective is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate or lower. Management activities may attract attention but should not dominate the view of the casual observer. Changes should repeat the basic elements found in the predominant natural features of the characteristic landscape.
- VRM Class IV. The objective is to provide for management activities that require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high. These management activities may dominate the view and be the major focus of viewer attention. However, every attempt should be made to minimize the impact of these activities through careful location, minimal disturbance, and repeating the basic elements.

In most areas, the Project would conform to VRM Class III and IV objectives, especially where there is existing disturbance, and those areas will not be discussed further.

Forest Service Scenery Management System

The Forest Service developed the SMS to provide a mechanism for inventory and analysis of landscape resources and the effects of land management activities on those resources. The SMS was developed to eventually replace the VMS and, in October 1996, *Landscape Aesthetics: A Handbook for Scenery Management* (Forest Service 1995) was released to begin the transition to SMS. This handbook supersedes the National Forest Landscape Management, Volume 2, Chapter 1, The Visual Management System (issued April 1974). The SMS is used in the Medicine Bow Forest Plan (Forest Service 2003b).

The SMS entails identifying landscape character, visual sensitivity, and scenic integrity. The SMS was used to evaluate those portions of the Proposed Route (Segments 1W[a] and 1W[c]) that would cross the Medicine Bow-Routt NFs. The SMS provides an overall framework for the orderly inventory, analysis, and management of scenery. It is a tool for integrating the benefits, values, desires, and preferences regarding aesthetics and scenery for all levels of land management planning. The SMS also considers Concern Levels, which are a categorization of the importance of scenic resources to Forest visitors. Three concepts of the SMS are of key importance to the present analysis and include: 1) Scenic Attractiveness, 2) Landscape Character, and 3) SIOs. These concepts and landscape character are defined below:

1. **Scenic Attractiveness** is the primary indicator of the scenic importance of a landscape based on human perceptions of the intrinsic beauty of landforms, rockforms, waterforms, vegetation patterns, and cultural features. Reflects varying visual perception attributes of variety, unity, vividness, intactness, coherence, mystery, uniqueness, harmony, balance, and pattern. The frame of reference for scenic attractiveness (generally at the section scale) is landscape character. Three levels of scenic attractiveness are identified during the scenery inventory process: (A) Distinctive, (B) Common or Typical, and (C) Undistinguished (Forest Service Manual [FSM] 2380 – Landscape Management).
2. **Landscape Character** is a combination of physical, biological, and cultural images that gives an area its visual and cultural identity and helps to define a "sense of place." Landscape character provides a frame of reference from which to determine scenic attractiveness and to measure scenic integrity (FSM 2380 – Landscape Management).
3. **SIOs** define the degrees of deviation from the landscape character that may occur at any given time as established by using the process described in Agriculture Handbook 701, *Landscape Aesthetics: A Handbook for Scenery Management* (Forest Service 1995).

When discussing SIOs, the degree of alteration is measured in terms of visual contrast with the surrounding natural landscape. The objectives of each SIO classification are included below:

- **Very High SIO** – Management activities, except for very low visual-impact recreation facilities, are prohibited. Allows for ecological changes only. The

existing landscape character and sense of place is expressed at the highest possible level.

- **High SIO** – Management activities are not visually evident to the casual observer. The landscape character "appears" intact. Deviations may be present but must repeat the form, line, color, texture, and pattern common to the landscape character so completely and at such scale that they are not evident. Changes in the qualities of size, amount, intensity, direction, pattern, etc., should not be evident.
- **Moderate SIO** – Management activities remain visually subordinate to the characteristic landscape being viewed. Activities may repeat form, line, color, or texture common to the characteristic landscape but may not change in their qualities of size, amount, intensity, direction, pattern, etc.
- **Low SIO** – Management activities begin to visually dominate the original characteristic landscape. However, activities of vegetative and landform alteration must borrow from naturally established form, line, color, or texture so completely and at such a scale that its visual characteristics are those of natural occurrences within the surrounding area or character type. Structures must remain visually subordinate to the proposed composition.
- **Very Low SIO** – Management activities of vegetative and landform alterations may dominate the characteristic landscape. While alterations may not borrow from attributes such as size, shape, edge effect, and pattern of natural openings, vegetative type changes, or architectural styles within or outside the landscape being viewed, they must be shaped and blended with the natural terrain so that elements such as unnatural edges, roads, landings, and structures do not dominate the composition.

The SMS defines four distance zones for project-level planning and to evaluate potential visibility:

- **Immediate Foreground** – At this distance people can distinguish details such as individual leaves, flowers, twigs, bark texture, small animals, and can notice the movement of leaves and grasses in light wind (from 0 to 300 feet).
- **Foreground** – At this distance people can distinguish small boughs of leaf clusters, tree trunks and large branches, individual shrubs, clumps of wildflowers, medium sized animals, and medium-to-large birds. At this distance, people can also distinguish movement of tree boughs and tree tops in moderate winds (from 0 to 0.5 mile). Forms are dominant.
- **Middleground** – This is the predominant distance zone at which NFS landscapes are seen, except for regions of flat lands or tall, dense vegetation. At this distance, people can distinguish individual tree forms, large boulders, flower fields, small openings in the forest, and small rock outcrops. Tree forms typically stand out vividly in silhouetted situations. Form, texture, and color remain dominant, and pattern becomes more visible (from 0.5 to 4 miles).
- **Background** – At a background distance, people can distinguish groves or stands of trees, large openings in a forest, and large rock outcrops. Texture has

disappeared and color has flattened, but large patterns of vegetation or rock are still distinguishable, and landform ridgelines and horizon lines are the dominant visual characteristic (from 4 miles to the horizon).

The SMS process uses particular ecosystems as the environmental context for aesthetics. Ecosystem management broadens understanding of environments by its holistic consideration of the physical, biological, and social dimensions of ecosystems. The social dimension has many aspects but one of importance for public lands is recreation. A key attribute of recreation settings is the quality of aesthetics. During the inventory process, the SMS uses interdisciplinary collaborative knowledge to discuss constituent input, landscape character, scenic attractiveness, existing scenic integrity, place attachment, concern levels, distance zones, and scenic classes to develop alternatives and achieve landscape character goals (Forest Service 1995: 5-2).

Forest Service Visual Management System

The VMS is used by NFs that have not yet converted to the SMS, including the Caribou-Targhee and Sawtooth NFs. The VMS provides a framework for establishing the visual landscape as a basic resource and to treat it as an essential part of the basic quality of the land. VMS identifies a desired level of scenic quality and diversity of natural features based on physical and sociological characteristics of an area, referred to as VQOs. A given VQO quantifies the degree of acceptable alterations of the characteristic landscape. VQOs are determined by comparing the variety class with the sensitivity level (Bacon 1974). These terms are described below.

Characteristic Landscape is the naturally established landscape being viewed. It visually represents the basic vegetative patterns landforms, rock formations, and water forms that are in view.

Variety Class designates those landscapes that are most important and those that are of lesser value from the standpoint of scenic quality. The classification is based on the premise that all landscapes have some value, but those with the most variety and diversity have the greatest potential for high scenic quality. There are three variety classes: 1) Class A–Distinctive, 2) Class B–Common, and 3) Class C–Minimal.

Sensitivity Level is a measure of people's concern for the scenic quality of a NF. Sensitivity levels are determined for land areas used by those traveling through the forest on developed roads and trails and those using areas such as campgrounds, visitor centers, and other recreation areas. There are three sensitivity levels: Level I–Highest Sensitivity, Level 2–Average Sensitivity, and Level 3–Lowest Sensitivity.

Distance Zones are divisions of a particular landscape being viewed. The three distance zones are: foreground (the area from 0.25 to 0.5 mile from the observer), middleground (the area from foreground to 3 to 5 miles from the observer), and background (from middleground to infinity).

The VQOs represent the visual resource objectives under the Forest Plan. The objectives of each VQO classification are listed below:

- Preservation – Management activities are generally not allowed in this setting. The landscape is allowed to evolve naturally.

- Retention – Management activities are not evident to the casual Forest visitor.
- Partial Retention – Management activities may be evident, but are subordinate to the characteristic landscape.
- Modification – Management activities may dominate the characteristic landscape but will, at the same time, use naturally established form, line, color, and texture. It should appear as a natural occurrence when viewed as middleground.
- Maximum Modification – Management activities may dominate the characteristic landscape, but should appear as a natural occurrence when viewed as background.

Segment 4 of the Proposed Route would cross areas classified as having Retention and Partial Retention VQOs within the Caribou-Targhee NF. One alternative (Alternative 4G) has been identified for this portion of Segment 4 in the Caribou-Targhee NF. Like Segment 4, this alternative alignment would cross 8.0 miles of land managed by the NFS with Partial Retention VQOs and 1.4 miles of NFS land managed with Retention VQOs. Segment 7 of the Proposed Route would not cross NFS lands; however, Alternative 7K would cross areas classified as Modification VQO and Maximum Modification VQO within the Sawtooth NF.

Forest Service Recreation Opportunity Spectrum

The Recreation Opportunity Spectrum (ROS) is a continuum of outdoor recreation settings, which is a combination of the existing or desired physical, managerial, and social conditions. It is a planning and management tool used to provide a variety of opportunities for recreationists. The spectrum ranges from highly developed urban parks to backcountry areas without developed trails. User density, remoteness, and size of the area are some of the factors that contribute to experiences along the spectrum. The ROS Classes on NFS and BLM-managed lands typically include Rural, Roaded Natural (RN), Roaded Modified, Semi-Primitive Motorized (SPM), and Semi-Primitive Non-Motorized. These are described in Section 3.17 of the EIS.

City of Rocks National Reserve Visual Quality Objectives

The NPS Organic Act and the enabling legislation for City of Rocks National Reserve call for the conservation and protection of scenic quality. Naturally existing views and vistas of the City of Rocks were the hallmark of the California NHT experience through southern Idaho. Unlike many other places today, these views remain unimpaired, exhibiting integrity and allowing visitors opportunities to experience a landscape similar to those of the emigrants.

Because of the importance of landmarks and vistas to the visitors' understanding and appreciation of the California Trail, the 1996 City of Rocks National Reserve CMP (NPS 1995) encourages the protection of historic views extending beyond the Reserve boundary. Areas of special concern for their historic landscape values include the views to the south and east from Pinnacle Pass and the foreground of the views from the segment of the California NHT west of the Reserve boundary leading to Granite Pass.

The CMP also recommends that portions of the California NHT prism and associated foreground viewshed, between the Reserve boundary and Granite Pass, be considered

for potential addition to the designated national historic landmark. To accomplish these protection measures, the CMP suggests that the NPS, the Idaho Department of Parks and Recreation, and Cassia County offer to work in partnership with landowners in these areas to encourage complementary management consistency with design guidelines designed to perpetuate a historic rural setting compatible with the one existing inside the City of Rocks National Reserve. It is recommended by NPS that the view from Granite Pass be protected from incompatible development through county zoning.

The NPS is currently preparing a General Management Plan (GMP) for the City of Rocks National Reserve and has expressed interest in the Project due to the abundance of sensitive resources in this general area. As part of the GMP process, the NPS, as required by the National Park and Recreation Act of 1978, has considered extending the boundaries of the Reserve south and incorporating portions of Sparks Basin and areas adjacent to Granite Pass into the City of Rocks National Reserve. The NPS must consider boundary changes and other methods to protect important resources, such as historic viewsheds and high potential trail sites and segments along the California NHT. Alternative 7K would pass approximately 5 miles to the south of the Reserve boundary.

Trails were considered as scenic recreational viewpoints during the field inventory for data collection in this section of the EIS. Many of the trails crossed by the Project are historically important and require an assessment of the setting of each trail for a visual impact survey.

Scenic Roadways

Oregon NHT/Bear Lake Scenic Byway

The State of Idaho's management plan for the Oregon NHT/Bear Lake Scenic Byway proposes view corridor protections, discusses the importance and value of scenic quality, and offers guidance for protection. The Proposed Route for Segment 4 is anticipated to cross the scenic byway twice southeast of Montpelier, Idaho. Following is an excerpt from the management plan that discusses the management objectives:

> *The objective is for management activities to remain invisible to visitors. This is especially true for the foreground areas (up to one-half mile from the viewer). Protection of the view corridor also applies to middle-ground and background areas. Road building and infrastructure development should minimize visual impact along the byway. When there are disturbances, incorporate vegetation screening to camouflage and blend the disturbance with its surrounding landscape. Materials should blend in with the backgrounds from a distance. Billboards harm the visual appeal of the byway and should be restricted by city and county governments. Metal guardrails are recommended rather than concrete jersey barriers. To further ensure high visual quality standards along the byway, interpretive information should encourage the protection and stewardship of the corridor.*

The plan also discusses the development of new infrastructure: "New infrastructures such as roads and overhead power lines along the byway should be carefully

monitored. Preferably the power lines should be placed underground" (Planmakers Planning and Taylor Planning 2008).

Pioneer Historic Byway

Like the Oregon NHT/Bear Lake Scenic Byway Management Plan, the Pioneer Historic Byway Management Plan also places emphasis on the visual or scenic quality of the corridor. The Segment 4 Proposed Route would cross the historic byway approximately 0.3 mile south of Thatcher, Idaho. Following is an excerpt from the management plan (Planmakers and J-U-B Engineers 2008) that states the management objectives:

> *The objective is for management activities to remain invisible to the average viewer, especially for the foreground (up to 1/2 mile from the viewer) areas. Protection of the view corridor also applies to middle and background areas. Road building and infrastructure development should minimize visual impact. Future installation of overhead power lines along the corridor should be minimized. In the case of unavoidable disturbances, vegetation screening should be incorporated to camouflage and blend the disturbed space with its surrounding landscape.*

City of Rocks Backcountry Byway

The City of Rocks Backcountry Byway Rural Heritage Stewardship Handbook and Byway Management Plan (City of Rocks 1998) places emphasis on the visual or scenic quality of the corridor especially in relation to preserving the agricultural and ranching character of the areas adjacent to the byway. However, the byway management plan does not have specific goals and objectives to guide development but rather suggestions as to the level of effort needed to achieve preservation of sensitive visual resources and ways to gain protection from the encroachment of new development. Alternative 7K would cross the backcountry byway twice, once directly north of Elba, Idaho, and a second time south of Oakley, Idaho. Following is an excerpt from the management plan (City of Rocks 1998) that states the management suggestions for citizen planning to help achieve protection for visual resources:

> *Citizens have made clear that they do not want a government-led Byway. Therefore a citizen-led Byway needs to communicate its goals to the government agencies that own and manage land in the area of the Byway. For example, the BLM is currently managing their land pursuant to a 1984 RMP. Since the BLM Plan pre-dates the Byway, it contains no special protections or prescriptions for the Byway. When that plan is updated, the Byway should be involved in the process to assure that the plan pays appropriate attention to rural heritage and other Byway issues. This involvement is particularly important in establishing the Visual Resource Management classifications applicable to BLM land along the byway.*

The plan also states that citizens were interested in implementing all three levels of preservation/management effort identified in the management plan incrementally over the course of the next 10 years (City of Rocks 1998: 65). The plan is currently in the process of being fully implemented and restrictions that protect visual resources will be in place in the near future.

Other Byways

The Western Heritage Historic Byway Corridor Management Plan states in Improvement Recommendations-Site Development Actions: "Every effort should be taken to restrict billboards and other visual pollution on SH-69 to meet the spirit of the byway and to be eligible for national recognition, if desired" (Planmakers and J-U-B Engineers 2004: 3-4). Proposed Route Segment 8 would cross the byway, south of Initial Point, and Alternative 8B would cross the byway south of Kuna, Idaho, directly east of Kuna Butte.

The Big Spring Scenic Backway in Lincoln County, Wyoming, does not have a corridor management plan but does have numerous information sources that identify scenic and recreational opportunities along the backway. These areas experience a higher volume of sensitive viewers when compared to secondary roadways in southwestern Wyoming. Some of the opportunities and resources listed along the backway include the Nancy Hill and Alfred Corum Graves, Kemmerer Reservoir, Lake Viva Naughton, and numerous staging areas north of Kemmerer, Wyoming. Proposed Route Segment 4 and Alternative 4F would cross this backway between the Kemmerer Reservoir and Lake Viva Naughton and Alternative 4F would cross the backway a second time north of Cokeville, Wyoming.

Alternative 8A would also cross the western end of the Thousand Springs Scenic Byway between Hagerman, Idaho, and Lower Salmon Falls. The Thousand Springs Scenic Byway Corridor Management Plan (Planmakers and J-U-B Engineers 2007) does not have language specific for new developments or corridor crossings related to visual resources.

The Snake River Canyon Scenic Byway spans more than 50 miles and the State of Idaho is currently working to complete a management plan. Alternative 8B would cross the proposed scenic byway on Map Rock Road north of Walters Island. Without an existing management plan, few general assumptions can be made about how the scenic corridor would be managed at this time. Scenic byway management plans often include language that refers to the protection of scenic resources and to what level of protection there would be for scenic resources, and reference industrial or infrastructure projects and how they should be properly sited to protect visual resources along the byway. Until that plan has been completed, the Snake River Canyon Scenic Byway should be considered a sensitive and protected recreational resource.

3.2.1.4 Methods

<u>Visual Inventory Methods</u>

The main components of the VRI included identifying the existing landscape conditions, potential sensitive viewers, and the representative KOPs based on potential viewers; evaluating visual contrast ratings for each KOP; applying BLM's VRM classes and objectives; and assessing visual contrast for areas not managed by BLM. It should be noted that the existing environment analysis on BLM-managed lands is a summary of the seven key factors of scenic quality listed in BLM Manual H-8410-1 (BLM 1986b). The visual quality of scenic resources is rated using seven categories (topography, vegetation, water, color, adjacent scenery, scarcity, and cultural modification). Each of

the seven factors from BLM Manual H-8410-1 (BLM 1986b) is described in more detail below:

Landform

Topography becomes more interesting as it gets steeper or more massive, or more severely or universally sculptured. Outstanding landforms may be monumental or they may be exceedingly artistic and subtle as certain badlands, pinnacles, arches, and other extraordinary formations.

Vegetation

Primary consideration is given to the variety of patterns, forms, and textures created by plant life. Short-lived displays should be considered when they are known to be recurring or spectacular as well as smaller scale vegetational features which add striking and intriguing detail elements to the landscape.

Water

The ingredient which adds movement or serenity to a scene as well as the degree to which water dominates the scene is the primary consideration in selecting the rating score.

Color

Consideration should be given to the overall color(s) of the basic components of the landscape (e.g., soil, rock, vegetation, etc.) as they appear during seasons or periods of high use. Key factors to use when rating "color" are variety, contrast, and harmony.

Adjacent Scenery

The degree to which scenery outside the scenery unit being rated enhances the overall impression of the scenery within the rating unit and the distance which adjacent scenery will influence the scenery within the rating unit will normally range from 0-5 miles, depending upon the characteristics of the topography, the vegetative cover, and other such factors. This factor is generally applied to units which would normally rate very low in the scenic quality score, but the influence of the adjacent unit would enhance the visual quality and raise the score.

Scarcity

This factor provides an opportunity to give added importance to one or all of the scenic features that appear to be relatively unique or rare within one physiographic region. There may also be cases where a separate evaluation of each of the key factors does not give a true picture of the overall scenic quality of an area.

Cultural Modifications

Cultural modifications in the landform/water, vegetation, and addition of structures should be considered and may detract from the scenery in the form of a negative intrusion or complement or improve the scenic quality of a unit.

The proposed Project would cross numerous jurisdictions and thus be subject to different methodologies for assessing visual contrast and impacts. The Visual Resources approach was differentiated according to: 1) federal lands administered by the BLM, 2) federal lands administered by the Forest Service, and 3) other federal

lands, non-federal public lands, and private lands. The approach for lands subject to administration by the BLM was based on the BLM's VRM system. The approach for lands within the Medicine Bow-Route NFs was based on the Forest Service's SMS, while the VMS was used on the Caribou-Targhee and Sawtooth NFs.

Regardless of whether VRM, SMS, or VMS is used for describing landscapes and analyzing the impacts to the scenic quality of a landscape, the common goal is to apply a level of objectivity and consistency to the process and to reduce the subjectivity associated with assessing landscape visual quality. One concept commonly used by federal land managers in the BLM, NPS, and Forest Service to assess impacts to scenic quality is contrast analysis. Contrast analysis can be summarized as the degree to which a project or activity affects scenic quality or visual resources depending on the visual contrasts created or imposed by a project on the existing landscape. The contrasts can be measured by comparing the project's features with the major features in the existing landscape (BLM 1986b). Each land use agency applies the concept differently (e.g., different terminology, different methodologies for assessing impacts); however, the essential contrast analysis process described below is common to the Forest Service, BLM, and NPS. The appropriate terminology and applicable analysis methods required by each federal agency with jurisdiction crossed by the proposed Project were used in applying the contrast analysis process. The process was used to characterize scenic quality and assess potential scenic quality impacts from new transmission line construction.

Visual contrast analysis compares the existing features and contrasts of the landscape to the contrasts imposed on that landscape by a proposed project. The landscape features used in the comparison are the forms, lines, colors, and textures that comprise the existing and potentially modified landscape. Landscape form refers to the unified masses or shapes of the landscape being analyzed, such as existing structures, topography, and natural objects (e.g., pyramidal peaks, blocky or geometric mesas, undulating grassland). Landscape color refers to the colors of structures, vegetation, soil, water, rock, and sky. Landscape textures are the variations, patterns, density, and graininess of the landscape surface (e.g., uneven, sparse, and seemingly random-ordered shrubs in an arid landscape; even, orderly, dense rows of trees in a forest; and the smooth surface of a body of water), and the dimensions of those surface variations (e.g., tall trees, short grasses). Linear landscape features are the real or implied paths that the eye follows when perceiving abrupt changes in form, color, or texture. These are often noticeable as the edge effect created at the boundary of two contrasting areas (e.g., a strata line along a rock layer, the abrupt boundary between forest and grassland, a dark ridgeline silhouetted against a bright sky). It should be noted that all of these observable landscape features (form, line, color, and texture) can be affected by environmental factors that include the viewing distance, the angle and orientation of view, atmospheric effects (e.g., haze, fog, dust, smoke), lighting conditions, and time of day.

In general, the project-related landscape changes that repeat the natural features of the landscape are considered to be less contrasting with their surroundings. These changes produce low levels of contrast and are considered to have a low impact on existing scenic quality or on the aesthetic values of the landscape. Landscape modifications that do not repeat the natural features of the landscape are considered to

be in contrast with that landscape. The contrasts appear obvious and they can be visually displeasing to viewers because they are not well integrated with the existing natural landscape.

For the proposed Project, visual analysis involves determining the degree of visual change between the existing landscape and the landscape changes that would be produced by the proposed Project. The degree of change to the landscape is determined for areas of "high scenic value" or "high visual sensitivity," that is, landscapes that are most interesting and appealing. These tend to be the undeveloped, natural landscapes with a diversity of lines, forms, colors, and textures.

Other federal lands, non-federal public lands, and private lands crossed by the Proposed Route and Route Alternatives, which include state, county, and private lands, were analyzed using the BLM VRM methods of inventory, which include scenic quality evaluation, sensitive level analysis, and Project visibility, to determine impacts. Although non-federal lands have no VRM (or SMS/VQO) classes to use as a baseline for visual inventory, the basic design principals of form, line, color, and texture as well as distance can be applied to any KOP. Because formal management direction equivalent to VQOs/SIOs or VRM classes does not exist for these lands, the visual assessment will focus on identification of expected visual impacts. The VRM system is designed to separately assess the visual resources of the existing landscape and the proposed Project components.

When assessing contrast on BLM-managed lands, the VRM system includes 10 environmental factors for consideration: distance, angle of observation, length of time project is in view, relative size or scale, season of use, light conditions, recovery time, spatial relationships, atmospheric conditions, and motion. These environmental factors are detailed on each contrast rating form for KOPs located on BLM-administered lands in the Project Administrative Record. The 10 environmental factors from BLM Manual 8431, Visual Resource Contrast Rating (BLM 1986c), are listed below in more detail:

> ***(1) Distance.*** *The contrast created by a project usually is less as viewing distance increases.*
>
> ***(2) Angle of Observation.*** *The apparent size of a project is directly related to the angle between the viewer's line-of-sight and the slope upon which the project is to take place. As this angle nears 90 degrees (vertical and horizontal), the maximum area is viewable.*
>
> ***(3) Length of Time the Project Is In View****. If the viewer has only a brief glimpse of the project, the contrast may not be of great concern. If, however, the project is subject to view for a long period, as from an overlook, the contrast may be very significant.*
>
> ***(4) Relative Size or Scale.*** *The contrast created by the project is directly related to its size and scale as compared to the surroundings in which it is place* [illustrated in BLM 1986c].
>
> ***(5) Season of Use.*** *Contrast ratings should consider the physical conditions that exist during the heaviest or most critical visitor use season, such as snow cover and*

tree defoliation during the winter, leaf color in the fall, and lush vegetation and flowering in the spring.

(6) Light Conditions. *The amount of contrast can be substantially affected by the light conditions. The direction and angle of lighting can affect color intensity, reflection, shadow, from, texture, and many other visual aspects of the landscape. Light conditions during heavy periods must be a consideration in contrast ratings.*

(7) Recovery Time. *The amount of time required for successful re-vegetation should be considered. Few projects meet the VRM management objectives during construction activities. Recovery usually takes several years and goes through several phrases (e.g., bare ground to grasses, to shrubs, to trees, etc.). It may be necessary to conduct contrast ratings for each of the phases that extend over long time periods. Those conducting contrast rating should verify the probability and timing of vegetative recovery.*

(8) Spatial Relationships. *The spatial relationship within a landscape is a major factor in determining the degree of contrast* [illustrated in BLM 1986c].

(9) Atmospheric Conditions. *The visibility of projects due to atmospheric conditions such as air pollution or natural haze should be considered.*

(10) Motion. *Movement such as waterfalls, vehicles, or plumes draws attention to a project.*

Key Observation Points

KOPs are viewing locations chosen to be generally representative of visually sensitive areas where it can be assumed that viewers may be affected by a change in the landscape setting as a result of the Project. The inventory of KOPs included three components: 1) identification and photographic documentation of potential KOPs and viewing areas, 2) classification of the visual sensitivity of KOPs, and 3) assessment of the potential visibility of the Project from the KOPs. Residents and recreational users are often considered sensitive viewers due to their heightened awareness to change within their surrounding environment.

During the field inventory, over 1,400 potential KOP locations were identified and photographed. Photographs were taken to document existing conditions at each potential KOP and were used to evaluate visual conditions and potential visibility. These potential KOP locations included a diversity of viewer types, such as residences, residential and recreation areas, scenic resources, NHTs, and other cultural locations. Following the inventory, 226 locations were selected. An additional 99 KOPs were identified to document the visual impact on historical and cultural resources as presented in Section 3.3 – Cultural Resources. These KOPs are identified by the “C” in the KOP number (e.g., KOP C5). All the KOPs described are considered to represent moderate to high sensitivity viewers due to scenic designations, recreational opportunities, cultural sensitivity, being representative of a general area, or being associated with residences or residential areas. All KOPs are shown in Appendix E, Figures E.2-1 through E.2-11.

Views from KOPs are described by distance zones and are based on perception thresholds (changes in form, line, color, and texture). Landscape elements become less obvious and less detailed at greater distances, and the elements of form and line become more dominant than color or texture as distance from the observer increases. The BLM VRM system uses the following distance zones to evaluate potential visibility:

- Foreground-Middleground. The limit of a viewed area in which details are perceived and obvious to the zone in which details of foliage and fine textures cease to be perceptible. Vegetation begins to appear as outlines or patterns. Texture and other aesthetic qualities are normally perceived within this zone (from 0 to about 3 to 5 miles).
- Background. Those portions of the landscape where texture and color are subordinate and the landforms become the most dominant elements (from about 3 to 5 miles to 15 miles).
- Seldom Seen Distance Zone: Portions of the landscape that are generally not visible from KOPs or portions that are visible but more than 15 miles distant.

The Forest Service SMS/VMS uses a set of four distance zones as described earlier in this section.

Views from KOPs are described in terms from the VRM Manual 8431(BLM 1986b):

- Form. The mass or shape of an object or objects that appears unified, such as an opening in forest vegetation, a cliff formation, or a water tank.
- Line. The path, real or imagined, that the eye follows when perceiving abrupt differences in form, color, or texture.
- Texture. The visual manifestations of the interplay of light and shadow created by the variations in the surface of an object or landscape.
- Color. The color or colors present in the landscape.

Scenic Quality Rating

KOPs are also described based on the scenic quality in the immediate vicinity. Scenic quality is a measure of the visual appeal of a tract of land. In the BLM's visual resource inventory process, public lands are given an A, B, or C rating (A being highest and C being lowest) based on the apparent scenic quality, which is determined using the seven key factors discussed earlier. During the rating process, each of these factors is ranked on a comparative basis with similar features within the physiographic province. The boundaries of these provinces may be refined to fit local situations. The elements of scenic quality not on BLM-managed land can be summed up with the brief descriptions below.

- High
  - Landscape elements (landforms, vegetative patterns, water characteristics, and cultural features) have high visual appeal.
  - Landscape has high degrees of variety, vividness, intactness, harmony, and uniqueness (attributes).
  - Distinctive landscapes that attract people to view.

- Moderate-to-High
  - Landscape elements have moderate-to-high visual appeal.
  - Landscape characteristics have a mix of moderate and high values.
  - Landscape may contain built features that neither complement nor detract from overall visual quality.
- Moderate
  - Landscape elements are moderately appealing.
  - Landscape characteristics have common or ordinary values.
  - Landscape may contain inharmonious built features, but they are subordinate
- Low-to-Moderate
  - Landscape elements have low-to-moderate appeal.
  - Landscape has weak or missing characteristics and is somewhat common throughout a broad geographic area.
  - Landscape may have prominent though not dominant inharmonious built features.
- Low
  - Landscape elements have low-to-no appeal.
  - Landscape is missing character or is common throughout a broad geographic area.
  - Landscape is dominated by inharmonious built features.

Project Visibility

Impacts on sensitive viewers are directly attributable to the Proposed Route and Route Alternative's potential visibility or how it would be seen from a particular viewing area. The three components that establish the degree of visibility resulting from the introduction of the proposed facilities into the visual sphere of influence are: 1) viewing distance; 2) screening and backdropping (i.e., adjacent vegetation, terrain, and development); and 3) degree of project contrast.

As noted earlier, the existing environment analysis on BLM-managed lands summarized the 10 environmental factors on the BLM Form 8400-4 contrast rating worksheets and is available in the Administrative Record. Mitigating measures were also documented to reduce adverse contrasts including mitigation to reduce contrast in projects that have met the VRM objectives. Mitigating measures for KOPs located on BLM-managed lands are also documented on the BLM Form 8400-4 contrast rating worksheets, which are available in the Administrative Record.

The noticeable visual change to the landscape resulting from the introduction of the Proposed Route and Route Alternatives would depend largely on the distance of the structures from the viewer. The contrast of the structures within the landscape typically decreases with increased viewing distance because the details and scale/dominance of the structures, access roads, and corridor clearing in timbered areas are reduced. Conversely, when viewed in close proximity, the details and scale/dominance of the structures are prominent. Figure 3.2-1 shows the visibility of existing transmission towers at varying distances.

Figure 3.2-1. Existing Lattice Transmission Structure Visibility at Varying Distances

Available screening and backdropping also were considered in the assignment of impact levels. Three types of screening were identified within the Analysis Area: 1) vegetative screening (e.g., large stands of lodgepole pine, spruce-fir and Douglas-fir, aspen, juniper, and Gambel oak trees as well as the riparian vegetation along the North Platte, Bear, and Snake Rivers); 2) development screening (e.g., adjacent residences and farm, commercial, or industrial structures); and 3) topographic screening, which varies throughout the visual sphere of influence from very dramatic to almost flat and rolling.

The presence of vegetative, structure, or topographic screening can effectively lower levels of impact assigned to views from surrounding areas. Another variable evaluated in the assignment of impact levels is topographic or vegetative backdropping. The proposed structures are visually absorbed to varying degrees when views are backdropped. The extent of visual absorption by the background is determined by the degree or complexity of visual elements and similarity of the Project to the colors and textures that make up the background.

Impact Assessment Methods

The methods used for the visual resources analysis were based on the BLM (1986b) Visual Resource Contrast Rating System Manual (BLM Manual, Section 8431) and the Forest Service SMS (Forest Service 1995) and VMS (Forest Service 1974). The degree of potential impact on viewers is based on the level of viewer sensitivity combined with Project visibility and contrast relative to the existing landscape.

Photographic Simulations

Thirty-six photographic simulations were developed to help in determining the impacts associated with the selected KOPs and are found in Appendix E, Figures E.2-12 through E.2-41. There are an additional 69 photographic simulations and existing conditions photographs located in Appendix G. Computer-aided drafting equipment and GPS were used to create life-sized models of each structure type that translated into real-world coordinates to locate the photos, position facilities, and add other site features. To complete this phase, the sun angle was set, materials and textures were applied, and the composite image was rendered. Additional filters were sometimes required for appropriate atmospheric conditions (such as haze). To verify the scale and accuracy of each simulation, a visual check of the towers and wires is performed to verify that their sizes and locations were modeled correctly.

The impact level was determined by consideration of the following definitions:

- High Impact – will likely cause a substantial (i.e., to a great extent or degree) long-term and adverse effect on scenic quality, an existing viewshed, or KOP due to the visual contrast between the proposed Project and the existing landscape conditions or level of existing scenic quality.
- Moderate Impact – will create a noticeable but not substantial change in scenic quality; or will cause a noticeable, but not substantial change on a sensitive viewer or KOP.
- Low/No Impact – will create negligible or no change in visual contrast or scenic quality, viewer sensitivity, Project visibility, and viewer exposure.

The simulations are included in Appendix E with the KOP location maps for each Project segment. Additional simulations and location maps are located in Appendix G. Since the release of the Draft EIS, the Proponents modified the proposed Project to eliminate the second 500-kV circuit in Segments 2, 3, and 4 due to changed economic market conditions. This change resulted in use of single-circuit 500-kV structures in place of the proposed double-circuit 500-kV transmission structures for Segments 2, 3, and 4. The main visibly distinguishable feature of the single-circuit structures when compared to the double-circuit ones is a decrease in the size and overall height of the structures. To illustrate the change in contrast and offer the reader a comparison of the two structures, three simulations were prepared from KOPs C40, C53, and 822 that show the existing conditions, the former double-circuit tower design, and new single-circuit tower design. These simulations can be found in Appendix E. The original simulations for Segments 2, 3, and 4 have been revised to show single-circuit structures..

3.2.1.5 Existing Conditions

In Wyoming, Segments 1, 2, 3, and 4 of the Project are located predominantly within the Wyoming Basin Physiographic Province and Ecoregion. The Wyoming Basin is one of four provinces that make up the system that dominates southern Wyoming (Fenneman 1931). The Wyoming Basin Ecoregion is a “broad arid intermontane basin interrupted by hills and low mountains and dominated by grasslands and shrublands” (Chapman et al. 2004). The Wyoming Basin, which reaches from Evanston to Casper and covers almost the entire length of the Project in Wyoming, is characterized by elevated plains in various states of erosion and isolated low mountains (Fenneman 1931). Hillside areas are often open grassland interspersed with stands of scrub and trees, creeks, and rock outcroppings. Within the region, the typical views are relatively open and expansive, allowing the identification of distant features within the landscape.

Segment 4 of the Project would pass through the Middle Rocky Mountain physiographic province at the Wyoming border before briefly crossing through the most northerly portion of the Great Basin section of the Basin and Range physiographic province south of Pocatello, Idaho. The Great Basin is characterized by isolated ranges and dissected mountains separated by broad desert plains (Fenneman 1931). Southern Idaho is also defined by the Northern Basin and Range Ecoregion. The physiography of the Northern Basin and Range Ecoregion consists of dissected lava plains, rolling hills, alluvial fans, valleys, and scattered mountains (McGrath et al. 2002). The Middle Rocky Mountain physiographic province is characterized by more complex mountain ranges and intermontane basins. Within the Great Basin region, the typical views are relatively open and expansive, allowing the identification of distant features within the landscape; however, in the Middle Rocky Mountain province, the typical views may be focal or enclosed depending on the surrounding terrain and perspective of the viewer.

In Idaho, the Project would be divided between the Basin and Range Province and the Columbia Plateau Province. The Snake River and associated valley lie within the Snake River Plain section of the Columbia Plateau physiographic province, which is characterized by young lava plateaus. The Owyhee Uplands and Canyons, Semiarid Uplands, and Semiarid Hills and Lowlands Ecoregions, which are scattered throughout the Northern Basin and Range Ecoregion, would display more dramatic, high-relief

terrain that may screen views or provide focal points for viewers in southern Idaho. The physiography of the Snake River Plain Ecoregion can be described as plains and low hills where "irrigation water and soil depth are sufficient and agriculture is the predominant use, including low growing crops such as sugar beets, potatoes, alfalfa, small grains, or vegetables. Elsewhere, livestock grazing is widespread as well as cattle feedlots and dairy operations. Potential natural vegetation is mostly sagebrush steppe but barren lava fields and saltbush–greasewood also occur" (McGrath et al. 2002). Within the region, the typical views are relatively open and expansive, allowing the identification of distant features within the landscape.

The following section describes the existing visual environment by segment as viewed from numerous KOPs. The description from each KOP is of the view toward the Proposed Route or Route Alternatives unless noted otherwise. Potential viewers, landscape features, contrast, and scenic quality at each KOP are addressed. Photos and simulations are included in Appendices E or G, as noted below.

Segment 1W (Segments 1W[a] and 1W[c]) – Windstar to Aeolus

Segment 1W is composed of Segments 1W(a) and 1W(c), both of which consist of single-circuit 230-kV transmission lines. Generally, Segment 1W(a) would be a new 73.8-mile-long transmission line, and 1W(c) would involve reconstruction of a 73.6-mile-long portion of the existing Dave Johnston – Rock Springs 230-kV transmission line. However, in the area approximately 5 miles to the north and to the south of Ice Cave Mountain, the lines shift east to avoid the ice cave. In this area, 1W(a) would be the reconstruction of the existing line and 1W(c) would be the new line. Segment 1W(a) has one alternative, Alternative 1W(a)-B, which is located north and west of the town of Glenrock and was the Proponents' initial proposal. However, the Proposed Route was revised following the Draft EIS public comment period in order to avoid the more populated area around Glenrock. Figure A-2 in Appendix A shows the location of the Segment 1W routes.

Proposed Route – 1W(a)

Segment 1W(a) would cross approximately 10.6 miles of BLM-administered land with VRM Class III objectives, and 2.3 miles of NFS land (Medicine Bow-Routt NFs) with an SIO of Moderate. Where Segment 1W(a) would cross this NFS land, it is a rebuild of an existing transmission line. Segment 1W(c) would cross approximately 9.1 miles of BLM-administered land with VRM Class III objectives. Approximately 2.3 miles of Segment 1W(c) would cross NFS land with an SIO of Moderate. This area is allocated to MA 8.3, Utility Corridors and Electronic Sites. Due to topography, the 1W(c) line would be built between 530 and 1,500 feet southeast of the existing line, but it would be approximately 1,200 feet from the existing line for the majority of the route on the Medicine Bow. Both Segments 1W(a) and 1W(c) would be within the existing WWE corridor.

The Segments 1W(a) and 1W(c) Proposed Routes would cross 17.5 miles and 16.1 miles, respectively, of lands owned by the State of Wyoming. The following nine KOP locations were selected to represent the most sensitive or most typical views for Segment 1W.

KOP 38 (Figures E.2-1 and E.2-15a). Views from KOP 38 represent the views of recreational users at this North Platte River access and recreation area. Open panoramic and focal views of the North Platte River riparian landscape and surrounding rolling hills in the middleground and background are considered to have moderate scenic quality. Numerous existing human-made alterations, including the Dave Johnston Power Plant and adjacent industrial features, create a skyline effect in the background of the view. Open panoramic views of the rolling hills and riparian landscapes in the middleground to background offer some landscape contrast. Views are considered to be of low to moderate scenic quality due to the presence of electric utilities and industrial features in the middleground and background, which detract from the scenic quality.

KOP 37 (Figure E.2-1). Views from KOP 37 represent those of recreational viewers touring by automobile or hiking the Oregon NHT. Open panoramic views of distant mountains and rolling hills add contrast. These views include the presence of large electric generation and transmission facilities along the river, including the Dave Johnston Power Plant. Open panoramic views of the rolling hills and riparian landscape by the North Platte River in the middleground to background offer some landscape and vegetation contrast. Views are considered to be of Class B scenic quality due to the presence of large electric facilities in the middleground and background of the view that detract from the scenic quality. The Casper VRI indicated that this KOP would have high sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 71 (Figure E.2-1). Views from KOP 71 represent the views of residences along CR 61 adjacent to Banner Draw looking southeast. Open panoramic views of the rolling to rugged terrain are considered to have Class C scenic quality. Distinct landscape elements, as well as human-made alterations adjacent to this view, detract from the scenic quality. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground distance zone.

KOP 1011 (Figure E.2-1). Views from KOP 1011 represent the views of a residence adjacent to Deer Creek Road looking southwest toward Banner Mountain, directly west of Banner Draw. Open panoramic and focal views of the rolling terrain and distant rugged terrain of Banner Mountain are considered to have Class C scenic quality. The lack of human-made alterations and the presence of distinct landscape features, such as the terrain of Banner Mountain and Lower Deer Creek Canyon, add to the scenic quality of the landscape. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground distance zone.

KOP 1013 (Figure E.2-1). Views from KOP 1013 represent the views of a residence adjacent to Deer Creek Road looking southwest toward Banner Mountain, directly west of Phillips Spring. Open panoramic and focal views of the rolling to rugged terrain is considered to have moderate to high scenic quality due to the lack of human-made alterations and the presence of distinct landscape features, such as Banner Mountain and Lower Deer Creek Canyon. The Casper VRI indicated that this KOP would have high sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 89 (Figure E.2-1). Views represent those of recreational users at the Bates Creek Reservoir, close to a BLM access road and historic cabin site. From the top of the main

retaining wall of Bates Creek Reservoir, there are open views of the surrounding valley of the Shirley Basin area, which is in the middleground and background. There is little landscape contrast; however, the existing transmission line in the background is scarcely visible because of how it blends in with the background terrain. The Casper VRI indicated that this KOP would have medium sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 86 (Figure E.2-1). Views from this KOP represent those of recreational drivers along a BLM access road. Open panoramic views from the top of this lookout area are of the surrounding valley of the Shirley Basin in the middleground and background There is little landscape contrast, though the existing transmission line in the middleground is scarcely visible due to backdropping. Views would be of low to moderate scenic quality due to low landscape contrast and the presence of existing human-made modifications, which detract from the scenic quality.

KOP 105 (Figure E.2-1/Appendix G-2, Figure MB-1a). Views from KOP 105 were used to represent scenic views west of the Deer Creek Range and Reno Hill, which are important to sensitive viewers in this remote area south of the boundary of the Medicine Bow-Routt NFs. There were no KOPs within the NFs due to the remote nature of the area; however, views in the surrounding area range from the undulating valley to more dramatic rocky terrain with numerous mountain silhouettes. KOP 105 is located approximately 2.5 miles south of the Medicine Bow-Routt NFs' boundary, but it represents views of the surrounding areas adjacent to the Forest. KOP 105 and other adjacent viewpoints exhibit diversity in form, line, color, and texture with few human-made features. The most visible human-made feature in the surrounding area is an existing 230-kV transmission line.

KOP 46 (Figure E.2-1). Views from this KOP represent those of local commuters and residents traveling north on State Highway 487. Open, panoramic views from the top of this hill crest are of the surrounding valley of the Shirley Basin in the middleground and Ice Cave Mountain in the background. There is little landscape contrast, and the existing transmission line in the foreground and middleground is highly visible because it parallels the roadway. Views would be Class C scenic quality due to the presence of existing human-made modifications and the lack of scarce scenic landscape elements.

Alternative 1W(a)-B

Segment 1W has one alternative, Alternative 1W(a)-B. This alternative would parallel I-25 before crossing diagonally and heading south toward Banner Mountain. It would cross approximately 10.9 miles of lands owned by the State of Wyoming and 9.6 miles of privately owned lands.

KOP 1004 (Figure E.2-1). Views from KOP 1004 represent the views of a residence looking southwest across the North Platte River and the town of Glenrock. Open views of the rolling to rugged terrain are considered to have Class B scenic quality. The presence of numerous human-made alterations and/or built elements (such as the visible transmission line, railroad, buildings, storage tanks, and a limestone quarry) adjacent to this view and in the visible distance distract from the scenic quality. The

Casper VRI indicated that this KOP would have high sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 1005 (Figure E.2-1). Views from KOP 1005 represent the views of numerous residences on Cottonwood Lane looking northeast. Open panoramic views of the rolling and patchy rugged terrain are considered to have Class B scenic quality. Human-made alterations adjacent to this view detract from the scenic quality, while somewhat intact natural landscape elements add to the scenic quality. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 1008 (Figure E.2-1). North views from KOP 1008 represent the views of recreational hikers along the Trail at the Rock in the Glen historic site, west of the town of Glenrock. Open panoramic and elevated views of the gently rolling and indistinct terrain are considered to have Class B scenic quality. Numerous human-made alterations adjacent to this view are subordinate to the intact natural landscape elements found within the view. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 1006 (Figure E.2-1). Views from KOP 1006 represent the views of a residence looking west along US 87. An open panoramic view of the gently rolling and riparian terrain is considered to have Class B scenic quality. Human-made alterations adjacent to this view that are not dominant in this somewhat intact natural landscape with a riparian corridor detract from the scenic quality. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground distance zone.

Proposed Route – 1W(c) Alignment

Segment 1W(c) would cross approximately 24.2 miles of BLM-administered land, including 9.1 miles managed with VRM Class III objectives. The route would also cross 14.8 miles of land owned by the State of Wyoming, as well as approximately 30 miles of privately owned land. The route would be a rebuild of an existing line for all but approximately 9 miles of its length. The following nine KOP locations were selected to represent the most sensitive or most typical views for Segment 1W(c).

KOP 56 (Figure E.2-1). KOP 56 is directly adjacent to the Oregon NHT and Oregon NHT marker. From this location, there are open panoramic views of the broad floodplains of the North Platte River with the surrounding mountains in the background. Views also include overhead transmission lines and an abundance of industrial electric utilities in the foreground and middleground. Open panoramic views of the rolling hills and riparian landscape by the river in the middleground to background offer some landscape contrast. However, views are considered to be of Class B scenic quality due to the presence of electrical transmission lines and the Dave Johnston Power Plant in the middleground and in the distance, which detract from the scenic quality. The Casper VRI indicated that this KOP would have high sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 83 (Figure E.2-1). Views from this KOP represent the views from residences within 3.25 miles of the Dave Johnston Power Plant. Open panoramic views of the rolling hills in the middleground and distant mountain views offer little landscape contrast. Views of the existing electric utilities in the middleground create a skyline effect around the adjacent residences. These views are considered to be of Class C scenic quality due to both the presence of existing electric utilities in the middleground and background distance zones lowering contrast levels and detracting from the scenic quality. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground distance zone.

KOP 1011 (Figure E.2-1). See description under Proposed Route 1W(a).

KOP 1013 (Figure E.2-1). See description under Proposed Route 1W(a).

KOP 105 (Figure E.2-1/Appendix G-2, Figure MB-1a). See description under Proposed Route 1W(a).

KOP 89 (Figure E.2-1). Views represent those of recreational users at the Bates Creek Reservoir, close to a BLM access road and a historic cabin site represented in KOP 90. From the top of the main retaining wall of Bates Creek Reservoir there are open views of the surrounding valley of the Shirley Basin area, which is in the middleground and background, and offers very little landscape contrast. However, the existing transmission line in the background is scarcely visible due to blending in with the background terrain (backdropping), resulting in low to moderate scenic quality.

KOP 86 (Figure E.2-1). Views from this KOP represent those of recreational drivers along a BLM access road close to the proposed alignment. Open panoramic views from the top of this lookout area are of the surrounding valley of the Shirley Basin in the middleground and background, which offers little landscape contrast, though the existing transmission line in the middleground is scarcely visible due to backdropping. Views would be Class C scenic quality due to low landscape contrast and the presence of existing human-made modifications. The VRI for Rawlins indicates that the area was inventoried as Class C scenic quality, a high sensitivity level and a distance zone inventoried as foreground to middleground. The area was listed as VRI Class III; VRI Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones.

KOP 71 (Figure E.2-1). Views from KOP 71 represent the views of residences along County Road 61 adjacent to Banner Draw looking southeast. Open panoramic views of the rolling to rugged terrain are considered to have Class C scenic quality. Distinct landscape elements, as well as human-made alterations adjacent to this view, detract from the scenic quality. The Casper VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground distance zone.

KOP 46 (Figure E.2-1). Views from this KOP represent those of local commuters and residents traveling north on State Highway 487. Open panoramic views from the top of this hill crest are of the surrounding valley of the Shirley Basin in the middleground and Ice Cave Mountain in the background. There is little landscape contrast, and the existing transmission line in the foreground and middleground is highly visible because

it parallels the roadway. Views would be low to moderate scenic quality due to the presence of existing human-made modifications and the lack of scarce scenic landscape elements. The Rawlins VRI indicated that this KOP would have high sensitivity in this scenic quality Class C landscape in the foreground distance zone.

Segment 2 – Aeolus to Creston

Segment 2 consists of one single-circuit 500-kV transmission line between the proposed Aeolus Substation and the location of the originally planned Creston Substation near Wamsutter, Wyoming (a new substation at Creston is no longer needed due to changes in anticipated demand for oil and gas field electricity). The Proposed Route has been revised to incorporate Alternative 2C, as analyzed in the Draft EIS. Segment 2 would be approximately 91.9 miles long. Alternative 2A is being considered by the BLM because this alternative route is within the WWE corridor. Alternative 2B was initially the Proponents' Proposed Route before they responded to local suggestions and relocated the Proposed Route farther to the south. Figure A-3 in Appendix A shows the location of the Segment 2 routes.

Proposed Route

The Proposed Route would traverse an area of checkerboard land ownership, west of Hanna Draw Road and south of I-80, which consists of BLM-administered land and Wyoming state lands. This segment would cross approximately 37.6 miles of BLM-administered land managed to conform to VRM Class III and IV objectives and approximately 4.8 miles of Wyoming state land. Most of the land crossed by Segment 2 is private (approximately 49.5 miles). The Proposed Route could be seen from the KOPs of Alternative 2A and 2B. There are five KOP locations selected to represent the most sensitive or typical views within this area of the Project.

KOP C1 (Figure E.2-2). Views from this viewpoint on the Rawlins to Baggs Stage Road are discussed in Section 3.3 – Cultural Resources.

KOP 836-West (Figure E.2-2). Views from KOP 836-West represent the views of a residence looking northwest to west across Coyote Canyon and towards St. Mary's Hill. Partially screened views of the rolling to rugged terrain in Coyote Canyon are considered to have Class B scenic quality. Terrain and the presence of numerous human-made alterations adjacent to this view (e.g., powerlines, pipelines, and fencing) detract from the scenic quality. The Rawlins VRI indicated that this KOP would have moderate sensitivity in this scenic quality Class B landscape in the foreground distance zone.

KOP 94 (Figure E.2-2). Views represent those of recreational drivers along the historic Old Lincoln Highway. Open panoramic views of the surrounding mountains in the background offer some landscape contrast and include transmission and telephone lines, as well as sheds and a substation in the foreground and middleground. Open panoramic views of the rolling to rugged hills in the middleground to background would offer some landscape contrast, but views are of Class C scenic quality. The distance and the presence of electric utilities in the middleground of the view detract from the scenic quality. The VRI indicates that the river corridor was inventoried as Class C scenic quality, a high sensitivity level and a distance zone inventoried as foreground to

middleground. The roadway corridor is not BLM-managed land but there are BLM parcels in the adjacent area. The area was listed as VRI Class III; VRI Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones.

KOP 822 (**Figures E.2-2 and E.2-14a/Appendix G-1, Figure R-3a).** Views from KOP 822 represent the views of recreational users at the Rochelle public access area adjacent to the North Platte River looking north toward the Hogback geologic formation. Enclosed and focal views of the rolling and rugged terrain bisected by the North Platte River are considered to have high scenic quality due to the lack of human-made alterations (other than a distant backdropped transmission line in the background) and relatively pristine conditions of landscape elements adjacent to this view. The VRI indicates that the river corridor was inventoried as Class B scenic quality, a high sensitivity level and a distance zone inventoried as foreground to middleground. The river corridor is not BLM-managed land but there are BLM parcels on both sides of the river corridor. The area was listed as VRI Class II; VRI Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones.

KOP 824 (Figure E.2-2/Appendix G-1, Figure B-1). Views from KOP 824 represent the views of a residence directly adjacent to the North Platte River looking east between the Hogback geologic formation and Whitehorse Canyon. Open panoramic views of the flat to rolling and rugged terrain are considered to have Class B scenic quality. The presence of a variety of natural landscape elements add to the scenic quality, while human-made alterations detract from the scenic quality. The VRI indicates that the river corridor was inventoried as Class B scenic quality, a moderate sensitivity level and a distance zone inventoried as foreground to middleground. The river corridor is not BLM-managed land but there are BLM parcels on both sides of the river corridor. The area was listed as VRI Class III; VRI Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones.

Alternative 2A

Alternative 2A generally follows the base or foot of topographic features including the Hogback providing a backdrop from potential viewing areas except at the crossing of I-80 and the North Platte River. Views range from moderate to high scenic quality. The following three KOP locations were selected to represent the most sensitive or typical views within this area of the Project. Alternative 2A would cross lands, part of which lie within the WWE corridor, that are managed to conform with VRM Class III objectives. Given the amount of development in the surrounding landscape and the checkerboard ownership pattern, the alternative alignment is assumed to conform with Class III objectives.

KOP 836-West (Figure E.2-2). Views from KOP 836-West represent the views of a residence looking northwest to west across Coyote Canyon and towards St. Mary's Hill. This view is discussed under the Segment 2 Proposed Route.

KOP 9 (Figure E.2-2). Views from KOP 9 represent the views of recreational users in the Fort Fred Steele cemetery at a historic marker, located at the top of a hill overlooking Whitehorse Canyon and the North Platte River. Open panoramic views of

Whitehorse Canyon and surrounding mountains in the background include human-made alterations (transmission structures, houses, barns) in the middleground. Open panoramic views of the rolling to rugged hills in the middleground to background and riparian landscapes adjacent to the North Platte River create landscape contrast; however, scenic quality is considered Class C due to the presence of electric utilities in the foreground and middleground. The VRI indicates that the area was inventoried as Class C scenic quality, a moderate sensitivity level, and a distance zone inventoried as foreground to middleground.

KOP 5 (Figures E.2-2 and E.2-16a). From this KOP, an informational kiosk at historic Fort Fred Steele, visitors have views to the south across Whitehorse Canyon and a reach of the North Platte River toward the Project. From this particular viewing area, railings for a cemetery are visible in the immediate foreground marking the viewing area, and two existing transmission lines can be seen in the middleground distance zone. Open panoramic views of the rolling to rugged hills in the middleground to background offer some landscape contrast, but views are of low to moderate scenic quality. The presence of numerous existing electric utilities in the middleground of the view detracts from the scenic quality. The VRI indicates that the area was inventoried as Class C scenic quality, a moderate sensitivity level and a distance zone inventoried as foreground to middleground.

Alternative 2B

Alternative 2B traverses an area of checkerboard land ownership of BLM-administered land (2.3 miles managed with VRM Class III objectives) and 2.8 miles of private lands. BLM-administered land in this area is primarily VRM Class III; therefore, Alternative 2B should conform to VRM objectives. The following three KOP locations were selected to represent the most sensitive or typical views within this area of the Project.

KOP 4 (Figure E.2-2). Views from KOP 4 represent those of residences south of historic Fort Fred Steele, looking north toward the Fort and North Platte River with Mount Steele and the Fort Steele Mountains in the background. Open panoramic views, with surrounding mountains in the background, are considered to have Class C scenic quality. Existing alterations (transmission structures, houses, barns) in the middleground detract from the scenic quality. The VRI indicates that the area was inventoried as Class C scenic quality, a moderate sensitivity level and a distance zone inventoried as foreground to middleground.

KOP 9 (Figure E.2-2). See description under Alternative 2A.

KOP 5 (Figures E.2-2 and E.2-16a). See description under Alternative 2A.

Segment 3 – Creston to Anticline

A single-circuit 500-kV line would link the former location of the Creston Substation, approximately 2.1 miles south of Wamsutter, Wyoming, to the proposed Anticline Substation near the existing Jim Bridger Power Plant. Segment 3 would be approximately 45.9 miles long. This segment also includes a 5.1-mile segment of 345-kV line to connect to the existing Jim Bridger Power Plant Substation (Segment 3A). There are no alternatives proposed along Segment 3. Figure A-4 in Appendix A shows the location of the Segment 3 routes.

Proposed Route

Segment 3 would cross approximately 19 miles of BLM-administered land with VRM Class III objectives (10.4 miles in Rock Springs FO and 8.5 miles in the Rawlins FO) and 10 miles of BLM-administered land with VRM Class IV objectives (6.5 miles in the Rock Springs FO and 3.6 miles in the Rawlins FO). Segment 3 would also cross 1.0 mile of Wyoming State land and 26.5 miles of private land. The following KOP location was selected to represent the most sensitive or most typical viewers within this area of the Project.

KOP 16 (Figure E.2-3). Views from KOP 16 represent those of drivers on I-80 and at a particular rest area close to Bitter Creek Road. Open panoramic views of flat to rolling terrain include human-made alterations (transmission structures, oil and gas structures, sheds) in the middleground. Open panoramic views of the flat to rolling terrain in the middleground to background would offer some landscape contrast, but views are of low scenic quality due to the presence of numerous human-made disturbances. Disturbances include electric utilities in the foreground and middleground of the view, which detract from the scenic quality.

Segment 4 – Anticline to Populus

Segment 4 would link the proposed Anticline Substation and the existing Populus Substation near Downey, Idaho with a single-circuit 500-kV line. Its proposed length is approximately 197.6 miles. The Segment 4 Proposed Route was revised to follow Alternative 4A, as analyzed in the Draft EIS, based on public comments. This segment generally follows an existing transmission line corridor. Segment 4 has five Route Alternatives in the middle portion of its route; however, the first 52 miles to the east and the last 61 miles to the west (in Idaho) do not have any route alternatives. The middle section of the Proposed Route, for which alternatives are presented, is approximately 85.2 miles long, and its alternatives vary from approximately 87.5 to 102.2 miles long. Alternatives 4B through 4E were proposed by the BLM Kemmerer FO (with input from various cooperating agencies), with the intent to avoid impacts to cultural resources to the extent practical. Alternative 4F was proposed by the Proponents to avoid impacts to cultural resources while still remaining north of the existing Bridger Lines. Alternative 4G was proposed by the Forest Service in order to avoid unstable soils identified along the Proposed Route during the 2012 soil assessment (it is located within Sections 1 and 2, Township 12 South, Range 41 East). Figures A-5 and A-6 in Appendix A show the location of the Segment 4 routes in Wyoming and Idaho, respectively.

Proposed Route

The Proposed Route follows a corridor with three existing transmission lines and crosses approximately 72.2 miles of BLM-administered land, including 14.3 miles managed with VRM Class II objectives in Wyoming and 10.5 managed with VRM Class III objectives in Wyoming and Idaho. Segment 4 would cross 9.1 miles of NFS land in the Caribou-Targhee NF, approximately 7.8 miles of which is managed with a VQO of Partial Retention and 1.3 miles with a VQO of Retention. Segment 4 has six Route Alternatives, almost entirely within the Kemmerer subsegment in proximity to sensitive landscape elements such as the Cokeville Meadows NWR and Fossil Butte National Monument in Lincoln County, Wyoming. One of the Route Alternatives (4G) would

cross NFS land in the Caribou-Targhee NF. The Proposed Route would also cross 12.7 miles of Wyoming state land and 100.7 miles of private land in Wyoming and Idaho. The following 26 KOP locations were selected to represent the most sensitive or most typical views for the Proposed Route.

The first five KOPs exhibit both cultural and visual resource concerns and are described in the Section 3.3 – Cultural Resources. Figure 3.2-2 shows the Kemmerer area in greater detail.

KOP C6 (Figure E.2-4). Views from this point are from the Opal Wagon Road.

KOP C110 (Figure 3.2-2/Appendix G-1, Figure K-4a). Views from this point are from the White Hill Historic Monument on the Oregon NHT.

KOP C7 (Figure 3.2-2). Views from this point are from the Alfred Corum Grave on the Oregon NHT.

KOP C8 (Figure 3.2-2/Appendix G-1, Figure K-4c). Views from this point are from the Nancy Hill Grave on the Oregon NHT.

KOP C9 (Figure 3.2-2). Views from this point are from Emigrant Springs on the Oregon NHT.

The following 21 KOP locations were selected to represent the most sensitive or most typical views, and were analyzed for potential impacts on visual resources for Segment 4 of the Project. Figure 3.2-2 shows the Kemmerer area in greater detail.

KOP 1353 (Figure E.2-4/Appendix G-1, Figure GR-1a). The topography adjacent to KOP 1353 is mostly flat to rolling except for the steep slopes cut by the rivers and streams traversing the area. The Green River runs northwest to southeast across the central portion of the study area and Blacks Fork is located in the southwest quadrant. The area is very sparsely developed except along the I-80/US 30 corridor. There is a 345-kV transmission corridor extending east to west across the center portion of the area and many lower-voltage lines in the southern half. Visibility is generally up to 5 miles. Numerous historic trails cross the area mostly from northeast to southwest. The Seedskadee NWR is situated along the Green River in the northwest. Sensitive viewers include motorists on the interstate, local residents and visitors to the NWR, and historic resources in the area. The Green River VRI recorded the Green River corridor as exhibiting Class A scenic quality and a sensitivity rating indicating that the maintenance of visual quality would have a high value.

KOP 25 (Figures E.2-4 and E.2-18a). Views from KOP 25 represent those of recreational users/drivers along U.S. Route 191 looking west toward the Landscapes of Power recreation area. The view is backdropped by mountains and the Sand Knolls, with the Boar's Tusk geological feature in the Seldom-Seen distance zone. This KOP is on BLM-administered lands managed to conform to VRM Class III objectives. The Rock Springs VRI indicates that the area was inventoried as Class B scenic quality, a high sensitivity level, and a distance zone inventoried as foreground to middleground. Open panoramic views, with surrounding mountains in the background, are considered to be a VRI Class II landscape unit. Numerous human-made alterations create a skyline effect in the middleground and detract from the scenic quality.

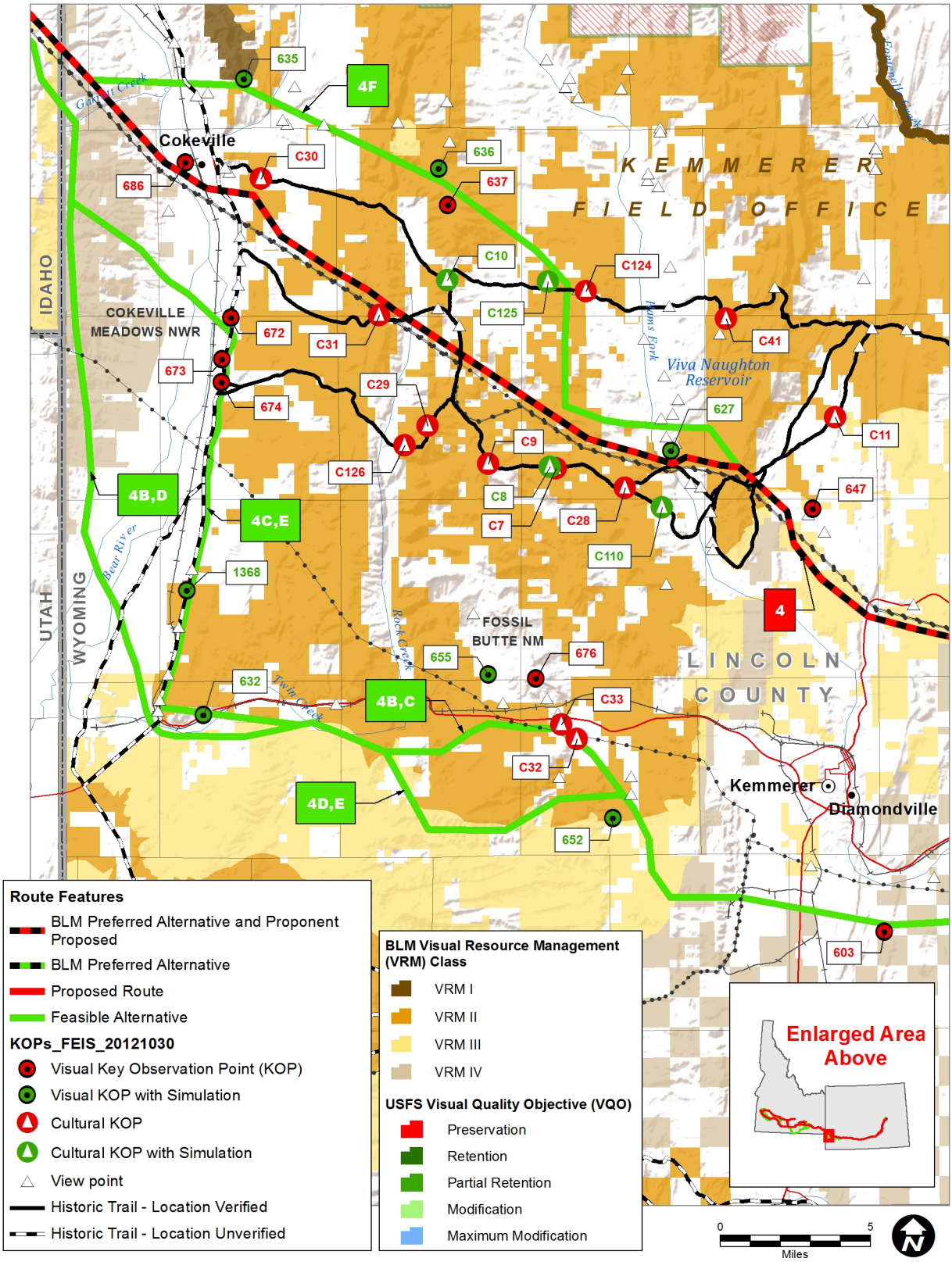

Figure 3.2-2. Segment 4 – Kemmerer Vicinity

KOP 23 (Figures E.2-4 and E.2-17a). Views from KOP 23 represent the views of recreational users along the Wild Horse BLM/NPS Trail, looking southeast toward the Landscapes of Power recreation area (KOP 25). The view is backdropped by mountains and the Sand Knolls as well as the Boar's Tusk geological feature in the Seldom Seen distance zone. This KOP is on BLM-administered lands managed to conform to VRM Class III objectives. The Rock Springs VRI indicates that the area was inventoried as Class B scenic quality, a high sensitivity level, and a distance zone inventoried as foreground to middleground. Open panoramic views of the surrounding mountains in the background views are considered to have moderate scenic quality. Numerous human-made alterations such as snow fencing and high-voltage transmission lines create a skyline effect in the middleground view and detract from the scenic quality.

KOP 26 (Figure E.2-4). The views from KOP 26 represent those of recreational viewers touring by automobile or hiking the Oregon NHT. Segment 4 would run parallel to SR 372 in the foreground and cross behind this particular view. This KOP is on BLM-administered lands managed to conform to VRM Class III objectives. The Rock Springs VRI indicates that the area was inventoried as Class C scenic quality, a high sensitivity level, and a distance zone inventoried as foreground to middleground. Open panoramic views of distant mountains in the background add some contrast and include overhead transmission lines. Views are considered to have moderate scenic quality. Numerous human-made alterations create a skyline effect in the middleground and detract from the scenic quality.

KOP 604 (Figure E.2-4). Views from KOP 604 are representative of general views from VRM Class IV lands, looking north from an unpaved access road about 0.5 mile north of US 30 and about 7.5 miles east of the Opal Cutoff. This area is located in an open panoramic landscape that generally lacks significant topography in the foreground and middleground but provides some views of distant hills in the background. This landscape is considered to have a Class C scenic quality due to the presence of four existing transmission lines, scattered gas wells, and limited variety in the basic landscape elements (i.e., form, line, color, and texture).

KOP 647 (Figure E.2-4). This KOP represents residential viewers located along Lupine Lane in the Pomeroy Basin. This view is enclosed by hills that provide a backdrop for an existing transmission line. Variation in land form and color exist but is limited in vegetation and texture. Overall scenic quality is Class B due to existing human-made structures which detract from the scenic quality. KOP 647 may have a view of Alternative 4F. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 15, and thus a moderate Class B rating.

KOP 627 (Figures E.2-4 and E.2-21a). This KOP represents recreational viewers from a boat launch site on Kemmerer Reservoir, located north of the city of Kemmerer off US 233. Overall, the scenic quality is Class A, offering an interesting mix of landscape elements (hills, water, and trees); however existing transmission lines detract slightly from the scenic quality. The Kemmerer VRI indicates that the area was inventoried as Class A scenic quality with an overall rating of 19, and thus a low Class A rating.

KOP 686 (Figure E.2-4). The view from this location is looking south to southwest along Collette Avenue in West Cokeville, Wyoming, from a residential and farming area. The view is focused toward three existing transmission lines that cross the foothills in the middleground, just before crossing the Bear River. This open view toward the Bear River has been impacted by human-made alterations in the foreground/middleground, resulting in Class C scenic quality rating. The Bear River is not apparent in the view. The Kemmerer VRI indicates that the area (Lower Bear River) was inventoried as Class B scenic quality with an overall rating of 14, and thus a moderate Class A rating.

KOP 1500 (Figures E.2-4 and E.2-19a). This KOP is located at the top of Big Hill along a segment of the Oregon Trail (visible white marker) adjacent to an existing H-frame transmission line. It should be noted that there are two other high-voltage steel lattice structures visible in the middleground of this view though the structures are partially screened by terrain. This KOP has superior and focal views of the rolling to rugged terrain of the Sublette Mountain Range and Tunp Mountain. Overall scenic quality in this area is Class B due to the diversity of terrain with muted color hues in vegetation as well as visible human-made elements that draw the viewers' attention away from the surrounding landscape. The surrounding landform adds some variety of form, line, and texture with visible human-made elements.

KOP 1502 (Figures E.2-4 and E.2-20a). This KOP is located at the Big Hill Kiosk adjacent to US 30 west of the Sheep Creek Hills. This KOP has open and horizontal views of the rolling to rugged terrain of the Sheep Creek Hills. Overall scenic quality in this area is moderate due to the diversity of terrain with muted color hues in vegetation. The surrounding landform adds some variety of form, line, and texture with some visible human-made elements such as fencing and agricultural land disturbance.

KOP 697 (Figure E.2-5). Views from KOP 697 represent those of recreational users/drivers along US 30 looking north toward the foothills of the Preuss Range and the Sheep Creek Hills. Open panoramic views, with surrounding mountains in the background, are considered to have moderate scenic quality. Human-made alterations, such as fencing, roads, and existing transmission lines, detract from the scenic quality. KOP 697 also has historical resources (two segments of the Oregon NHT) in the foreground and middleground view.

KOP 705 (Figure E.2-5). Views from KOP 705 represent the views from a residence on Bench Road looking south across the Bear Lake Valley. Open panoramic views, with surrounding hills and mountains in the background, are considered to have low to moderate scenic quality. Numerous human-made alterations, such as fencing, existing transmission lines, roads, a gravel operation, and buildings, detract from the scenic quality.

KOP 1346 (Figure E.2-5/Appendix G-2, Figure CB-1a). The Project would be low to moderately visible to high-sensitivity recreational viewers along the Highline Trail for approximately 0.5 mile in the Caribou-Targhee NF, as represented by KOP 1346. Scenic quality levels would be moderate to high due to the dominant vegetation as well as the lack of human-made alterations. This area is managed to meet a VQO of Partial Retention, which requires management activities remain visually subordinate to the characteristic landscape. Activities may repeat form, line, color, or texture common to

the characteristic landscape but not change their qualities of size, amount, intensity, direction, and pattern.

KOP 1505 (Figures E.2-5 and E.2-26a/Appendix G-2, Figure CB-1c). This KOP is located on North Canyon Road (Forest Service Road 401) south of Sherman Peak in a heavily forested landscape. This KOP has enclosed and partially screened views of the rolling terrain in all directions. Overall scenic quality in this area is moderate to high due to the diversity of color in vegetation and land forms. Landforms also add variety of form, line, and texture with a lack of visible human-made elements. This KOP is located on NFS lands managed to conform to Partial Retention VQOs.

KOP 758 (Figure E.2-5). Views from KOP 758 represent the views of recreational users/drivers traveling along a Forest Service road and at a trailhead in the Caribou-Targhee NF in the Middle North Fork Canyon. Views are enclosed by the surrounding vegetation. Enclosed views of the surrounding landscape are considered to have moderate to high scenic quality due to the lack of human-made alterations in the foreground and middleground views.

KOP 757 (Figure E.2-5). Views from KOP 757 represent the views of recreational users/drivers traveling along a Forest Service road in the Caribou-Targhee NF in Grunder Hollow, south of Ant Basin. Views in this area are enclosed by the surrounding vegetation. Enclosed views of the surrounding landscape are considered to have moderate to high scenic quality due to the lack of human-made alterations in the foreground and middleground views and the dominant vegetation.

KOP 746 (Figure E.2-5). Views from KOP 746 represent the views from the Thatcher Elementary School looking south toward the Gentile/Mound Valley and the Bear River. Open panoramic views, with surrounding mountains in the background, are considered to have moderate scenic quality. Human-made alterations such as fencing, existing transmission lines, roads, and buildings detract from the scenic quality.

KOP 778 (Figure E.2-5). Views from KOP 778 represent those of recreational campers/drivers in Cottonwood Valley. In this area, the existing 345-kV Jim Bridger transmission lines are 1.5 miles distant. Open panoramic views, with surrounding mountains in the background, are considered to have moderate scenic quality due to the presence of human-made alterations in the middleground to background, detracting from the scenic quality.

KOP 691 (Figure E.2-5). Views from KOP 691 represent the views of residents west of Marsh Creek looking south toward Oxford Peak and the Red Rock Pass area. Open panoramic and focal views of the surrounding valley and mountains are considered to have moderate scenic quality. Human-made alterations such as fencing and agricultural lands detract from the scenic quality.

KOP 770 (Figure E.2-5). Views from KOP 770 represent those of recreational users at the Downata Hot Springs looking north from the Marsh Creek Valley. Open panoramic views of the surrounding hills are considered to have low to moderate scenic quality. Human-made alterations in the foreground and middleground views detract from the scenic quality.

KOP 775 (Figures E.2-5 and E.2-23a). Views from KOP 775 represent the views of recreational users/drivers along US 91 looking north toward the historic Red Rock Pass Geologic Site. Open panoramic views of the surrounding mountains in the background views are considered to have moderate to high scenic quality due to the presence of human-made alterations directly adjacent to the focal geologic structures in the foreground and middleground views.

Alternative 4B

Alternative 4B would cross approximately 50.6 miles of BLM-administered land, including 7.3 miles managed with VRM Class II objectives (Kemmerer FO) in Wyoming. Alternative 4B would also cross 8.1 miles of Wyoming and Idaho state land and 41.0 miles of private land (35.5 miles in Wyoming and 5.5 miles in Idaho). The following six KOP locations were selected to represent the most sensitive or most typical views for Alternative 4B.

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6c). This KOP is located on Twin Creek South Fork Road west of Cavanaugh Peak and the Naughton Power Plant. This KOP has open panoramic views of the rolling terrain in all directions. To the east, the Naughton Power Plant, the Kemmerer Coal Mine, and the city of Kemmerer are not visible. Overall scenic quality in this area is Class B due to the diversity of color in vegetation and land forms. Landforms also add variety of form, line, and texture with a lack of visible human-made elements. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 12, and thus a low Class B rating.

KOP 654 (Figures E.2-4/Appendix G-1, Figure B-3). Views from KOP 654 represent the recreational view from the Fossil Butte National Monument entrance. This view is looking across Twin Creek toward Fossil Ridge. Views are enclosed by the Fossil Ridge and include human-made alterations such as US 30, a railroad, and an existing transmission line, which all detract from the scenic quality. Overall scenic quality is considered Class B. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality.

KOP 603 (Figure E.2-4). This KOP is taken from atop a ridge about 2.5 miles east of US 189 and 2.2 miles south of US 30 near the Radiant Mine. This KOP has open panoramic views in all directions. To the west, the Naughton Power Plant and Kemmerer Coal Mine are visible. To the northeast, portions of the town of Kemmerer are visible in the background. Overall scenic quality in this area is Class B. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 14, and thus a low Class B rating. The lack of significant water or vegetation and the presence of large industrial features including the mine and power plant detract from the scenic quality.

KOP 676 (Figure E.2-4/Appendix G-1, Figure B-4). This elevated viewpoint represents views from the Historic Quarry Site located in Fossil Butte National Monument. This open panoramic view overlooks the historic Fossil town site, US 30, Nugget Canyon Creek, and Fossil Ridge in the middleground and background. Various human-made elements are perceivable. These elements do not dominate the views;

however, they detract from the scenic quality. Scenic quality is considered Class B due to the mix of adjacent scenery, variable topography, and expansive views from this location. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 17, and thus a high Class B rating.

KOP 655 (Figures E.2-4 and E.2-24a/Appendix G-1, Figure K-6a). Views from KOP 655 represent the recreational view from the observation deck of the Fossil Butte National Monument Visitors Center. This view is looking to the southeast across Nugget Canyon Creek toward Fossil Ridge. Views are enclosed by the Fossil Ridge and include human-made alterations such as US 30, a railroad, and an existing transmission line, which all detract from the scenic quality. Overall scenic quality is considered Class B. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 17, and thus a high Class B rating.

KOP 673 (Figure E.2-4). This KOP represents a view from a kiosk looking west toward the Cokeville Meadows NWR along US 89. The proposed Project would be visible where it crosses Red Knoll and the foothills of Red Mountain on the west side of the Bear River. The open view of Red Mountain is impacted by human-made alterations (railroad, fencing) in the middleground, which detract from the scenic quality. The Bear River is not apparent in the view. The Kemmerer VRI indicates that the area (Lower Bear River) was inventoried as Class B Scenic Quality with an overall rating of 14, and thus a low Class B rating.

Alternative 4C

Alternative 4C would cross approximately 46.9 miles of BLM-administered land, including 12.5 miles managed with VRM Class II objectives. The Route Alternative would also cross 8.6 miles of Wyoming state land and 44.9 miles of private land in Wyoming and Idaho (39.4 miles of private in Wyoming and 5.5 miles of private land in Idaho). The following six KOP locations were selected to represent the most sensitive or most typical views for Alternative 4C.

KOP 603 (Figure E.2-4). This KOP is the same as described for Alternative 4B.

KOP 632 (Figure E.2-4/Appendix G-1, Figure K-7a). The view from this location is looking to the east along US 30 from a wildlife viewing pull out about 1.75 miles east of US 60. This enclosed view looking down Nugget Creek Canyon is considered to have Class B scenic quality. Human-made alterations in the foreground and middleground and limited variations in landscape elements detract from the scenic quality. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 17, and thus a high Class B rating.

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6c). This KOP is located on Twin Creek South Fork Road west of Cavanaugh Peak and the Naughton Power Plant. This KOP has open panoramic views of the rolling terrain in all directions. To the east, the Naughton Power Plant, the Kemmerer Coal Mine, and the city of Kemmerer are not visible. Overall scenic quality in this area is Class B due to the diversity of color in vegetation and land forms. Landforms also add variety of form, line, and texture with a lack of visible human-made elements. The Kemmerer VRI indicates that the area was

inventoried as Class B Scenic Quality with an overall rating of 12, and thus a low Class B rating.

KOP 1368 (Figure E.2-4/Appendix G-1, Figure K-8a). The view from this location is looking to the east to northeast from US 89, which is adjacent to the Cokeville Meadows National Wildlife Area and west of the highway. The Oregon NHT parallels the highway. This enclosed view of Boulder Ridge and Tunp Range in the background is considered to have Class B scenic quality due to the rolling topography and random patterns of vegetation.

KOP 674 (Figure E.2-4). The residential view from this location is looking southeast from two residences along US 89. The open view is considered to have a Class B scenic quality. Human-made alterations (barns, sheds, and fencing) in the foreground and middleground and limited variations in landscape elements detract from the scenic quality. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, thus a low Class B rating.

KOP 672 (Figure E.2-4). The residential view from this location is looking southwest from the Clark Ranch residence along US 89. The open view would have some slight screening provided by the vegetation along US 89. The view is considered to have a Class B scenic quality. Human-made alterations (railroad, fencing) in the foreground and middleground and limited variations in landscape elements detract from the scenic quality. The Bear River is not apparent in the view. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 17, and thus a high Class B rating.

Alternative 4D

Alternative 4D would cross approximately 4.3 miles of BLM-administered land with VRM Class II objectives (Kemmerer FO) in Wyoming and 20.1 miles of BLM-administered land with VRM Class III objectives in Wyoming and Idaho. The Route Alternative would also cross 6.7 miles of Wyoming state land and 41.4 miles of private land (35.9 miles in Wyoming and 5.5 miles in Idaho). The following three KOP locations are shared with Alternative 4B due to shared portions of their route and were selected to represent the most sensitive or most typical views for Alternative 4D.

KOP 603 (Figure E.2-4). This KOP is the same as described for Alternative 4B above.

KOP 673 (Figure E.2-4). This KOP is the same as described for Alternative 4B above.

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6c). This KOP is located on Twin Creek South Fork Road west of Cavanaugh Peak and the Naughton Power Plant. This KOP has open panoramic views of the rolling terrain in all directions. To the east, the Naughton Power Plant, the Kemmerer Coal Mine, and the city of Kemmerer are not visible. Overall scenic quality in this area is Class B due to the diversity of color in vegetation and land forms. Landforms also add variety of form, line, and texture with a lack of visible human-made elements. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 12, and thus a low Class B rating.

Alternative 4E

Alternative 4E would cross approximately 9.5 miles of BLM-administered land with VRM Class II objectives (Kemmerer FO) in Wyoming and 17.2 miles of BLM-administered land with VRM Class III objectives (5.9 miles in Wyoming and 2.8 in Idaho). The Route Alternative would also cross 7.2 miles of Wyoming state land and 45.3 miles of private land in Wyoming and Idaho (39.8 miles of private land in Wyoming and 5.5 miles of private land in Idaho). The following five KOP locations, which are shared with Alternatives 4B and 4C due to shared portions of their routes, were selected to represent the most sensitive or most typical views for Alternative 4E.

KOP 603 (Figure E.2-4). This KOP is the same as described for Alternative 4B above.

KOP 632 (Figure E.2-4/Appendix G-1, Figure K-7a). This KOP is the same as described for Alternative 4C above.

KOP 1368 (Figure E.2-4/Appendix G-1, Figure K-8a). This KOP is the same as described for Alternative 4C above.

KOP 674 (Figure E.2-4). This KOP is the same as described for Alternative 4C above.

KOP 672 (Figure E.2-4). This KOP is the same as described for Alternative 4C above.

Alternative 4F

Alternative 4F would cross approximately 45 miles of BLM-administered land, including 16.4 miles managed with VRM Class II objectives in Wyoming (Kemmerer FO) and 10.5 miles managed with VRM Class III objectives (18.8 miles in Wyoming and 1.7 miles in Idaho). Alternative 4F crosses 3.5 miles of state land in Wyoming and 35.7 miles of private lands in Wyoming and Idaho (30.9 miles of private land in Wyoming and 4.8 miles of private land in eastern Idaho).

The following eight KOP locations were selected to represent the most sensitive or most typical views for Alternative 4F. The first four KOPs exhibit both cultural and visual resource concerns and are described in the Section 3.3 – Cultural Resources.

KOP C6 (Figure E.2-4). Views from this point are from the Opal Wagon Road.

KOP C11 (Figure 3.2-2). Views from this point are from the Oregon NHT.

KOP C110 (Figure 3.2-2/Appendix G-1, Figure K-4a). Views from this point are from the White Hill Historic Monument on the Oregon NHT.

KOP C10 (Figure E.2-4). Views from this point are from a trail marker at the Dempsey Hockaday Cutoff along the Oregon NHT.

KOP 647 (Figure E.2-4). This KOP is the same as described for the Proposed Route above.

KOP 636 (Figure E.2-4/Appendix G-1, Figure K-5c). KOP 636, located on Dempsey Ridge, has sweeping views of the Dempsey Basin, Rock Creek Ridge, and Coke Mountain. This area is located in an open panoramic landscape with superior views of undulating terrain, background mountainous silhouettes, and contrasting vegetation that

exhibits diversity in form, line, color, and texture. There are few human-made features and simple geometric patterns in this open landscape. This landscape is considered to have Class A scenic quality. The lack of human-made disturbance as well as a variety in the basic landscape elements (i.e., form, line, color, and texture) increases the scenic quality. The Kemmerer VRI indicates that the area was inventoried as Class A scenic quality with an overall rating of 20, and thus a low Class A rating.

KOP 637 (Figure E.2-4/Appendix G-1, Figure B-2). KOP 637 is located near the summit of Coke Mountain, along an existing road running along the top of Dempsey Ridge. This road, providing access for recreational users, including hunters, offers panoramic views west toward Rock Creek Ridge, east toward Wilkinson Creek, and southeast to the Pink Hill. Other than fencing and some roads, there are few human-made alterations noticeable in this landscape. The scenic quality is generally Class B due to unobstructed panoramic views of dramatic mountainous terrain. The Kemmerer VRI indicates that the area was inventoried as Class B scenic quality with an overall rating of 15, and thus a moderate Class B rating.

KOP 635 (Figures E.2-4 and E.2-22a/Appendix G-1, Figure K-3a). Terrain encloses the views of recreationists and ranchers around this KOP located adjacent to Quealy Reservoir on the south and a WSA immediately north. The BLM road that provides access to the reservoir continues east and eventually turns north providing access to the east side of the WSA. The town of Cokeville, not visible from this point, is located about 2.8 miles to the southeast along US 30. Scenic quality is considered Class A due the minimal human-made alterations, water, variable landforms, and vegetation.

Alternative 4G

The Forest Service soils assessment, which was completed in 2012, identified steep slopes and potentially unstable soils along a portion of the Proposed Route that crosses the Caribou-Targhee NF (in Sections 1 and 2, Township 12 South, Range 41 East). The Forest Service therefore identified an alternative route that avoids these areas (referred to as Alternative 4G). Alternative 4G is 2.6 miles long compared to 2.3 miles for the comparison portion of the Proposed Route (see Figure 2.4-3 in Chapter 2), and would include 0.7 mile of land managed with Retention VQO – High SIO and 1.8 miles managed with Partial Retention VQO – Moderate SIO. This entire alternative would be located within the Caribou-Targhee NF in Idaho.

The following KOP location was selected to represent the most sensitive or most typical views adjacent to Alternative 4G.

KOP 757 (Figure E.2-5). Views from KOP 757 represent the views of recreational users/drivers traveling along a Forest Service road in the Caribou-Targhee NF in Grunder Hollow, south of Ant Basin. Views in this area are enclosed by the surrounding vegetation. Enclosed views of the surrounding landscape are considered to have moderate to high scenic quality due to the lack of human-made alterations in the foreground and middleground views and the dominant vegetation.

Segment 5 – Populus to Borah

Segment 5 would link the Populus and Borah Substations with a single-circuit 500-kV line that would be approximately 55.7 miles long. There are five Route Alternatives to

portions of the Proposed Route in Segment 5. Alternatives 5A and 5B were proposed by the BLM to avoid crossing the Deep Creek Mountains. Alternative 5C, which crosses the Fort Hall Indian Reservation, was proposed as the preferred route by Power County; however, the Fort Hall Business Council has voted not to permit the Project across the Reservation. Alternative 5D was originally the Proponents' Proposed Route. Alternative 5E was proposed by Power County as an alternative approach to the Borah Substation. Figure A-7 in Appendix A shows the location of the Segment 5.

Proposed Route

Proposed Segment 5 would cross approximately 13.8 miles of BLM-administered land, including 1.6 miles managed with VRM Class II objectives and 3.9 miles managed with VRM Class III objectives (Pocatello FO). The Proposed Route would cross 3.6 miles of Idaho state lands including less than 0.1 mile of Idaho Department of Game and Fish (IDFG) designated lands and 38.7 miles of private land. There would also be 2 residences within 300 feet of the Project centerline, and 20 houses within 1,000 feet. For photos of the Rockland and Arbon Valleys, refer to Appendix E (Figures E.2-42a,b). The following seven KOP locations were selected to represent the most sensitive or most typical views for Segment 5 of the Proposed Route.

KOP 920 (Figure E.2-6/Appendix G-1, Figure B-9). This KOP is located at a trail head on BLM-administered land in the Deep Creek Mountains. The enclosed view to the south includes bold and prominent mountains, valleys, and a variety of vegetation. The scene is filled with complex landscape elements of form, line, and color. No human alteration is apparent beyond the dirt roads and trails in the view. Scenic quality is considered very high.

KOP 907 (Figure E.2-6/Appendix G-1, Figure M-1/M-3a). This KOP is located at a scenic lookout in the Deep Creek Mountains, approximately 1,000 feet from KOP 920 (a trailhead on BLM-administered land). The open view to the north includes bold and prominent mountains, valleys, and a variety of vegetation with numerous focal points. The scene is filled with complex landscape elements of form, line, color, and texture. No human alteration is apparent beyond the dirt roads and trails in the view. Scenic quality is Class A for KOP 907.

KOP 185 (Figure E.2-6). This KOP represents a south view of the Segments 5 and 7 Proposed Routes, from the Arbon Elementary School. This KOP is located south of Pauline on the Arbon Valley Highway. Although an elementary school is often considered a high-sensitivity viewing location, the views to the south from the buildings and playground area are generally heavily screened by trees planted along the southern edge of the school property. Views from the edge of the property, beyond the screening, exhibit open panoramic views of the Arbon Valley between the Deep Creek Mountains to the west and the Bannock Range to the east. The few structures in the view include a pair of residences and an electrical distribution line, which detract from the scenic quality. Generally this KOP exhibits a low overall scenic quality due to numerous human-made alterations and lack of visually appealing elements.

KOP 1506 (Figures E.2-6 and E.2-25a). This KOP represents an eastern view of the Segments 5 and 7 Proposed Routes and Alternative 5D, through the East Fork Canyon.

A campground and a sportsmen access to East Fork Rock Creek represent the dominant viewing locations. Views into the canyon in this area, while limited by the topography, provide a dynamic mix of form, line, color, and texture of landscape in both landform and vegetation cover. There are limited human-made modifications in this area, including signs and fencing, resulting in moderate to high scenic quality.

KOP 1302 (Figure E.2-6). KOP 1302 represents residential viewers on Mayer Road looking north toward American Falls and the American Falls Reservoir. Views of the broad, open terrain, while altered by agricultural production and other human-made modifications, provide a mix of form, line, and color with the dominant background view of American Falls Reservoir. The human-made modifications present in this area include agriculture, road/highways, and numerous high-voltage transmission lines, which detract from the overall moderate scenic quality.

KOP 1304 (Figure E.2-6). KOP 1304 represents residential viewers in the Riverbend Estates looking southeast toward Bannock Peak and White Quartz Mountain. Views of the mountainous terrain, while limited by some human-made modifications, provide a dynamic mix of form, line, and texture of landform. The human-made modifications present in this area include signs, road and highways, and fencing. These modifications do not detract from the overall moderate to high scenic quality.

KOP 260 (Figures E.2-6 and E.2-27a). This KOP is located adjacent to the recreation area, park, and boat dock associated with a pipeline on the Snake River, approximately 2.5 miles southwest of American Falls. The views to the west include variations in form, line, and color, as well as features such as the curvilinear shape of the Snake River and the large gas pipeline crossing the river. About 1.5 miles to the northwest, a large substation with numerous transmission lines detracts from the scenic quality. Scenic quality is considered Class B due to the dominant nature of the industrial features which detract from the scenic Snake River in the foreground.

Alternative 5A

Alternative 5A would arc south of Segment 5 two miles northwest of Hawkins Reservoir in the Arbon Valley and cross the Deep Creek Mountains south of existing BLM-administered land managed to conform to VRM Class II objectives. Alternative 5A rejoins the Proposed Route in the Rockland Valley east of the town of Rockland. Alternative 5A would cross approximately 8.6 miles of BLM-administered land, including 6.2 miles managed with VRM Class III objectives (Pocatello FO). Alternative 5A would also cross 0.3 mile of Idaho state lands, and 20.9 miles of private land. There would also be one residence within 300 feet of the Project centerline, and four houses within 1,000 feet. The following three KOP locations were selected to represent the most sensitive or most typical views for Alternative 5A of the Project.

KOP 903 (Figure E.2-6). This KOP is located at a church along Church Road. The views to the north extend to mountains in the distant background and are enclosed on the east and west by mountains in the middleground. Foreground views include agricultural fields offering little vegetation or landform variety. Few human-made modifications are noticeable. Few scattered residences, fences, and agricultural fields detract from the scenic quality. Scenic quality is considered moderate due to the

influence of the mountains and their varied textures, colors, and forms in an otherwise generally flat agricultural valley.

KOP 1506 (Figures E.2-6 and E.2-25a). This KOP is the same as described for the Segment 5 Proposed Route above.

Alternative 5B

Alternative 5B would be located farther south than Alternative 5A at Dairy Creek and travel north of the Curlew National Grasslands before turning east at the town of Roy and rejoining Alternative 5A west of the Deep Creek Mountains in the Rockland Valley adjacent to the East Fork Rock Creek Campground. Alternative 5B would cross approximately 8.8 miles of BLM-administered land (Pocatello FO). Alternative 5B would also cross 0.3 mile of Idaho state lands and 31.3 miles of private land. There would be two residences within 300 feet of the Project centerline and five residences within 1,000 feet. The following four KOP locations were selected to represent the most sensitive or most typical views for Alternative 5B of the Proposed Route.

KOP 912 (Figure E.2-6). This KOP is located at a locked gate along Daniels Road, 0.75 mile north of Dairy Creek Road. A residence is located approximately 0.3 mile north of this location in an agricultural setting. Views to the north are semi-panoramic with some limitations in viewing distance provided by the low hills in the middle to background. The foreground presents rolling terrain with a mix of vegetation from grass fields to trees and agricultural lands. Human-made features of this landscape include a residence, agricultural buildings, and fences which detract from the scenic quality. Scenic quality is considered moderate.

KOP 916 (Figure E.2-6). This KOP is adjacent to a residence on 10800 West Road north of Little Malad Spring. Views to the north are focal with numerous mountain silhouettes and complex form, line, color, and texture variations. The immediate foreground is predominantly flat with some rolling agricultural fields and scattered residences, agricultural out buildings, and electrical distribution lines, detracting from the scenic quality. Overall scenic quality is considered moderate to high in this setting.

KOP 898 (Figure E.2-6). This KOP is adjacent to a residence on the Arbon Valley Highway west of Mount Elkhorn. Views to the north are broad and focal with numerous mountain silhouettes to the south end of the Deep Creek Mountains with complex form, line, color, and texture variations. The immediate foreground is predominantly flat, with some rolling agricultural fields and scattered residences and agricultural outbuildings. These features detract from the scenic quality. Overall scenic quality is considered moderate to high in this setting.

KOP 887 (Figure E.2-6). This KOP is adjacent to a residence on Groom Road. Views to the east are short and enclosed by mountains with complex form, line, and color variations. The immediate foreground is predominantly flat with some rolling agricultural fields and scattered residences, agricultural outbuildings, and electrical distribution lines, detracting from the scenic quality. Overall scenic quality is considered moderately high in this setting.

Alternative 5C

Alternative 5C would deviate from the Segment 5 Proposed Route north of Bradley Mountain and the Caribou-Targhee NF and travel northwest across the Fort Hall Indian Reservation. Alternative 5C rejoins the Proposed Route south of American Falls, which travels west and terminates at the Borah Substation. Alternative 5C would cross approximately 0.7 mile of Idaho state land, 12.8 miles of private land, and approximately 12.4 miles of the Fort Hall Indian Reservation (federal land held in trust for the Tribe by the BIA). The majority of this alternative would parallel numerous existing high-voltage transmission lines. There were no residences identified within 300 or 1,000 feet of the Project centerline. The following seven KOP locations were selected to represent the most sensitive or most typical views for Alternative 5C of the Project.

KOP 1298 (Figure E.2-6). KOP 1298 represents the views of a residence within the Fort Hall Indian Reservation on the Arbon Valley Highway viewing north. Views to the north are semi-panoramic and focal with dramatic mountainous terrain in the middle to background. The foreground presents a broad open valley with grass fields, natural riparian vegetation, and larger dominant trees. The visible human-made features of this landscape include the residences, fences, and numerous high-voltage transmission structures which clutter the view and detract from the scenic quality. The scenic quality of this view is considered moderate.

KOP 1308 (Figure E.2-6). KOP 1308 represents the views of two residences within the Fort Hall Indian Reservation on the Arbon Valley Highway viewing southwest. Views to the south and southwest are semi-panoramic with dramatic mountainous terrain in the middle to background offering diversity in form, line, and texture. The foreground presents a broad open valley with grass fields, natural riparian vegetation, and larger dominant trees. The visible human-made features of this landscape include the residences, fences, and numerous high-voltage transmission structures that clutter the view, detracting from the scenic quality. The scenic quality of this focal view is considered moderate to high.

KOP 1309 (Figure E.2-6). KOP 1309 represents the southwest views of three residences within the Fort Hall Indian Reservation on the Arbon Valley Highway. This KOP is approximately 1.8 miles north of KOP 1308. Views to the south and southwest are semi-panoramic with dramatic and rolling mountainous terrain in the middle to background offering diversity in form, line, and texture. The foreground presents a broad open valley with a mix of vegetation including grass fields, natural riparian vegetation, and larger dominant trees. The visible human-made features of this landscape include the residences, fences, and numerous high-voltage transmission structures that clutter the view and skyline the dramatic terrain in the middleground, detracting from the scenic quality. The scenic quality of this focal view is considered moderate.

KOP 1311 (Figure E.2-6). KOP 1311 represents the views from Moonshine Road. Views to the northeast toward Study Spring and Flatiron Hill are somewhat panoramic, though partially screened, with mountainous silhouettes in the foreground, middleground, and background. The foreground presents partially screened rolling hills with natural vegetation and clusters of larger vegetation which offer variety in form, line, color, and texture. The

visible human-made features of this landscape include distant high-voltage transmission structures which detract from the scenic quality. The scenic quality of this focal view is considered moderate.

KOP 1313 (Figure E.2-6). KOP 1313 represents the views from the existing transmission line access road at a traditional use area within the Fort Hall Indian Reservation. The traditional use area is a known location where tribal members harvest Chokecherry and is located at the western boundary of the reservation grounds. Views to the west and northwest are partially screened by the rolling terrain in the foreground and middleground. The foreground and middleground presents rolling hills with natural grassland vegetation, distant agricultural land, and clusters of larger vegetation which offer variety in form, line, color, and texture. The visible human-made features of this landscape include the dominant high-voltage transmission structures overhead, detracting from the scenic quality. The scenic quality of this focal view is considered low to moderate.

KOP 1314 (Figure E.2-6). KOP 1314 represents the views of a residence on Sunbeam Road directly west of the Fort Hall Indian Reservation. Views to the north are semi-panoramic with some limitations in viewing distance, provided by the low hills in the middle to background. The foreground presents rolling terrain with a mix of vegetation from grass fields and natural riparian vegetation to agricultural lands. The visible human-made features of this landscape include two residences, agricultural buildings, and fences, detracting from the scenic quality. The scenic quality of this focal view is considered moderate.

KOP 1299 (Figure E.2-6). KOP 1299 represents the views from a sacred sundance location within the Fort Hall Indian Reservation, south of I-86 viewing southwest. Views to the south are panoramic with mountainous silhouettes in the middle to background. The foreground presents a broad open valley dominated by agricultural development. The visible human-made features of this landscape include residences, agricultural equipment, and numerous high-voltage transmission structures, detracting from the scenic quality. The scenic quality of this focal view towards Alternative 5C is considered moderate.

Alternative 5D

Alternative 5D would diverge from the Proposed Route east of Rockland and travel north through the Rockland Valley paralleling the alignment of the Proposed Route to the west. South of American Falls, Alternative 5D would turn northwest, crossing I-84 and the Snake River before terminating at the Borah Substation. Alternative 5D would cross approximately 16.7 miles of private land. There would also be 2 residences within 300 feet of the Project centerline, and 24 residences within 1,000 feet. The following five KOP locations were selected to represent the most sensitive or most typical views for Alternative 5D of the Project.

KOP 1506 (Figures E.2-6 and E.2-25a). This KOP is the same as described for the Segment 5 Proposed Route above.

KOP 241 (Figure E.2-6). This KOP, like KOP 1506, is located in the East Fork Rock Creek area. This view is toward a low hillside immediately to the south that may

partially or totally screen Segment 5, which would be approximately 900 feet south. Views in this area provide some variation in form, line, color, and texture of landscape in both landform and vegetation cover. Limited human-made modifications are present in this area and include signs and fencing, which somewhat detract from the scenic quality. Overall scenic quality is considered moderate.

KOP 257 (Figure E.2-6). This KOP represents southeastern views from a residence on Windmill Road in the Rockland Valley toward Howard Mountain and Cold Creek Canyon. The views from this area are generally open with mountain ranges framing each side of the valley. Scenic quality is considered to be moderate to high due to scenic landscape elements and a variety of form, line, color, and texture.

KOP 263 (Figures E.2-6 and E.2-28a). This KOP represents views from the Snake River Vista, a recreational area on the north side of the Snake River southwest of American Falls. The views from this area are generally open with some vegetation screening views of the river. Rural elements of American Falls are discernible to the northeast, and electrical transmission lines are noticeable in this view to the north and northeast, slightly detracting from the scenic quality. Scenic quality is considered to be moderate to high due to scenic landscape along the Snake River and the Snake River itself.

KOP 260 (Figures E.2-6 and E.2-27a). This KOP is located adjacent to the recreation area, park, and boat dock associated with a pipeline on the Snake River (approximately 2.5 miles southwest of American Falls). The views to the west include variations in form, line, and color as well as features such as the curvilinear shape of the Snake River and the large gas pipeline crossing the river. About 1.5 miles to the northwest, a large substation, with numerous transmission lines ,detract from the scenic quality. Scenic quality is considered Class B due to the dominant nature of the industrial features that detract from the scenic Snake River in the foreground.

Alternative 5E

Alternative 5E would diverge from the Proposed Route south of American Falls at point 5m and parallel the existing transmission lines to the west across I-86 and the Snake River before terminating at the Borah Substation. Alternative 5E would cross mostly private land, approximately 5.0 miles south of American Falls. The following KOP location was selected to represent the most sensitive or most typical view for Alternative 5E of the Project.

KOP 1302 (Figure E.2-6). KOP 1302 represents residential viewers on Mayer Road looking north toward American Falls and the American Falls Reservoir. Views of the broad, open terrain, while altered by agricultural production and other human-made modifications, provide a mix of form, line, and color with the dominant background view of American Falls Reservoir. The human-made modifications present in this area include agriculture, roads and highways, and numerous high-voltage transmission lines, which all detract from the overall moderate scenic quality.

Segment 6 – Borah to Midpoint

Segment 6 is an existing transmission line linking the Borah and Midpoint Substations; it is now operated at 345 kV but would be changed to operate at 500 kV. This segment has no Route Alternatives. Existing support structures would be used and impacts

would be limited to within approximately 0.25 mile from each substation to allow for moving the entry point into the substation to the new 500-kV bay. Changes at the Borah and Midpoint Substations would allow Segment 6 to be operated at 500 kV. Figure A-8 in Appendix A shows the Proposed Route for Segment 6.

The use of an existing transmission line would not produce noticeable changes to the existing visual conditions and thus no KOPs were required for the analysis.

Segment 7 – Populus to Cedar Hill

Segment 7 would link the Populus Substation and the proposed Cedar Hill Substation with a single-circuit 500-kV line that would be approximately 118.2 miles long. Several alternatives to the Proposed Route are being considered. Route Alternatives 7A and 7B have been proposed by the BLM to avoid crossing the Deep Creek Mountains. Alternatives 7C, 7D, 7E, 7F, and 7G were proposed by local landowners to avoid private agricultural lands. Alternative 7K (also called the Goose Creek Alternative) was identified during the public comment period as a shorter alternative to the Proposed Route than either 7I or 7J (refer to Chapter 2 of the Draft EIS for a description of these routes). The alignment for Alternative 7K was developed in cooperation with Cassia County. Alternatives 7H, 7I, and 7J, which were analyzed in the Draft EIS, are no longer under consideration. The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternatives 7B, 7C, 7D, and 7G. Figure A-9 in Appendix A shows the location of the Segment 7 routes.

Proposed Route

The Proposed Route would cross 4.3 miles of Idaho state lands as well as 85.5 miles of private land. Segment 7 would also cross approximately 28.1 miles of BLM-administered land, including 1.4 miles managed with VRM Class II objectives (Pocatello FO) and 6.4 miles managed with VRM Class III objectives (Pocatello FO and Twin Falls FO). The following 13 KOP locations were selected to represent the most sensitive and typical views for Segment 7.

KOP C63 (Figure E.2-8). Views from this point are from the “Parting of the Ways” site along the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C25 (Figure E.2-8). Views from this point are from a portion of the Oregon NHT and are described in Section 3.3 – Cultural Resources.

KOP 305 (Figures E.2-6 and E.2-29a). This KOP is located adjacent to the Hawkins Reservoir, an existing BLM recreation site. The views to the south include variations in form, line, and color as well as features such as Rattlesnake Peak in the Caribou-Targhee NF. Also to the south, a gravel road marks the only noticeable human-made modification of the landscape. The view to the north is dominated by multiple transmission lines approximately 1,000 feet from the KOP. Scenic quality is considered moderate due to the dominate nature of the transmission lines located immediately to the north.

KOP 185 (Figure E.2-8). This KOP is the same as described for the Segment 5 Proposed Route.

KOP 907 (Figure E.2-8/Appendix G-1, Figure M-1/M-3c). This KOP is located at a scenic lookout in the Deep Creek Mountains approximately 1,000 feet from KOP 920 (a trailhead on BLM-administered land). The open view to the north includes bold and prominent mountains, valleys, and a variety of vegetation with numerous focal points. The scene is filled with complex landscape elements of form, line, color, and texture. No human alteration is apparent beyond the dirt roads and trails in the view. Scenic quality is considered Class A for KOP 907.

KOP 247 (Figure E.2-8). This KOP, on East Shoshone Street in the town of Rockland, represents the view from residences at an LDS Church looking south toward Molly's Nipple and the Sublette Mountains. Views are open and panoramic across an area of largely agricultural land and beyond to the mountainous terrain and silhouettes. The foreground views offer little variation in landform or vegetation; however, middleground and background views include the dominant hills offering more visual diversity. Overall scenic quality is moderate in this landscape.

KOP 301 (Figure E.2-8). This KOP, on 950 Road East, represents the view from a residence west of East Hills on private land looking southeast along Segment 7. Views are open and panoramic across an area of largely agricultural land with hills in the background. The foreground views offer little variation in landform or vegetation; however, middleground views include the dominant hills offering more visual diversity. Overall scenic quality is low to moderate in this landscape.

KOP 303 (Figure E.2-8). This KOP, at 500 Water Canyon Road, represents a southern view from a residence south of Water Canyon. Views are focal, meaning they have landscape features which either create a focal point or frame a certain view, and are screened by the dominant hills in the foreground and middleground. The foreground views offer little variation in landform from an inferior (low-elevation) vantage point. Overall scenic quality is low to moderate in this landscape.

KOP 310 (Figure E.2-8). This KOP represents views from residences in the mountainous landscape located north of Pine Knob looking toward the Proposed Route. Views are partially screened and inferior (low-elevation). In the foreground, most structures are residential though agricultural settings can be seen further west. Overall scenic quality is low. Human-made modifications within the view and the lack of diverse form, line, color, and texture detract from the scenic quality.

KOP 315 (Figure E.2-8). This KOP was taken from a residence on East 700 South Road. Open and panoramic views of the surrounding agricultural fields offer little visual variety but the rugged mountains in the background offer some landscape contrast and variety. Views are considered to be of moderate scenic quality due to the presence of electric utilities and other human-made modifications in the foreground and middleground that detract from the scenic quality.

KOP 131 (Figure E.2-8). This KOP represents views from residences in a largely flat agricultural landscape organized into square blocks by largely north-south and east-

west roads. Views are open and panoramic. In the foreground, agricultural lands limit landform and vegetation variety, while structural elements include electrical distribution lines, residences, elevated irrigation equipment, and agricultural "out structures" such as sheds or storage buildings. The middleground and background views include the mountains, which provide more dynamic visual elements. Low scenic quality is due to the amount of visible human-made modification which detracts from the scenic quality.

KOP 140 (Figure E.2-8). This KOP is an area cooperatively managed by BLM and the Idaho Fish and Game Department located just south of Big Cottonwood Creek and 1 mile east of the Cassia County line designated as VRM Class III. Views are generally open and panoramic and include the Sawtooth NF to the south in the middleground and to the east in the background. Foreground views include a stockyard/feedlot operation and agricultural fields offering little vegetation or landform variety. Overall scenic quality is observed as Class B. The limited variety in vegetation or topography as well as the adjacent stockyard buildings and activities detract from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 221 (Figure E.2-8). This KOP includes a residence and agricultural operations east of the Cedar Hill Substation. The views to the south are open and panoramic with distant mountains creating a backdrop to the flat to rolling valley terrain. Irrigational farming equipment is visible along with dispersed residences, fences, and agriculture-related structures. Vegetation adds some limited variation in color and texture with strong lines created between differing crops. The resultant scenic quality is considered moderate due to mountainous terrain and visible human-made alterations, which detract from the scenic quality.

Alternative 7A

Alternative 7A would arc southwest of Segment 7 south of the Hawkins Reservoir in the Arbon Valley and cross the Deep Creek Mountains and BLM-administered land managed to conform to VRM Class III objectives before rejoining the Proposed Route north of Cedar Ridge. Alternative 7A would cross 5.9 miles of BLM-administered land with VRM Class III objectives and 30.5 miles of private land. The following five KOP locations were selected to represent the most sensitive or most typical views for Alternative 7A of the Project.

KOP 305 (Figures E.2-8 and E.2-29a). This KOP is the same as described for the Segment 7 Proposed Route.

KOP 903 (Figure E.2-8). This KOP is the same as described for Alternative 5A.

KOP 920 (Figure E.2-8/Appendix G-1, Figure B-9). This KOP is the same as described for Alternative 5A.

KOP 887 (Figure E.2-8). This KOP is the same as described for Alternative 5B.

KOP 917 (Figure E.2-8). This KOP represents views from recreational users at a seasonal recreational vehicle (RV) camping area adjacent to Smith Canyon. Views are open and panoramic with numerous mountain silhouettes and rugged landforms visible in the middleground. Moderate to high scenic quality is due to the presence of some

visible human-made modifications that do not necessarily detract from the variety in form, line, color, or texture.

Alternative 7B

Alternative 7B would arc farther south than Alternative 7A at Dairy Creek and travel north of the Curlew National Grasslands and the town of Buist before crossing the foothills of the Deep Creek Mountains. The route turns northeast of the town of Roy to rejoin Alternative 7A west of the Deep Creek Mountains in the Rockland Valley. Alternative 7B would cross approximately 3.8 miles of BLM-administered land with VRM Class III objectives and 38.5 miles of private lands. The following five KOP locations were selected to represent the most sensitive or most typical views for Alternative 7B of the Project.

KOP 912 (Figure E.2-8). This KOP is the same as described for Alternative 5B.

KOP 916 (Figure E.2-8). This KOP is the same as described for Alternative 5B.

KOP 898 (Figure E.2-8). This KOP is the same as described for Alternative 5B.

KOP 917 (Figure E.2-8). This KOP is the same as described for Alternative 5B.

KOP 893 (Figure E.2-8). Views from this KOP represent those of residents north of Buck Peak in the Rockland Valley. Panoramic and focal views of rolling to rugged terrain in the middleground and background offer some landscape contrast in terms of form, line, color, and texture. Views are considered to be of moderate to high scenic quality. Human-made features in the foreground and middleground detract from the overall scenic quality.

Alternative 7C

Alternative 7C would diverge from the Segment 7 Proposed Route at Heglar Canyon and cross the Raft River to the south before rejoining the Proposed Route close to where it crosses I-84. Alternative 7C would cross approximately 7.2 miles of BLM-administered land with VRM Class IV objectives as well as 1.0 mile of Idaho state land and 12.0 miles of private lands. The following KOP location was selected to represent the most sensitive and typical views for Alternative 7C.

KOP 282 (Figure E.2-8). This KOP represents views from residences in a largely flat agricultural landscape along North Yale Road. Views are open and panoramic with limited landform and vegetation variety. Structural elements present on the landscape include fencing, electric distribution lines, and cellular communication towers, which are visible in the foreground and middleground. Low to moderate scenic quality is due to the amount of visible human-made modifications and the lack of variety in form, line, color, or texture, detracting from the scenic quality.

Alternative 7D

Alternative 7D would diverge from the Segment 7 Proposed Route after crossing I-84 and rejoin the Proposed Route east of the town of Declo. Alternative 7D would cross less than 0.1 mile of BLM-administered land with VRM Class IV objectives as well as 1.0 mile of Idaho state land and 5.7 miles of private lands. The following KOP location was selected to represent the most sensitive and typical views for Alternative 7D.

KOP 296 (Figure E.2-8). Views from this KOP represent those of residents and drivers traveling along Skaggs Ranch Road. Open panoramic views of the relatively flat valley, currently used for agriculture, and more rugged distant hills in the middleground and background offer some landscape contrast in terms of form, line, and color. Views are considered to be of moderate scenic quality. Human-made features and landscape alterations detract from the scenic quality in the foreground and middleground.

Alternative 7E

Alternative 7E would be one of the potential variations in the area of the Albion Mountains south of the town of Springdale. Alternative 7E would cross approximately 0.3 mile of BLM-administered land with VRM Class II objectives, 1.6 miles of BLM-administered land with VRM Class IV objectives, and 2.6 miles of private lands. The following four KOP locations were selected to represent the most sensitive and typical views for Alternative 7E.

KOP 306 (Figure E.2-8/Appendix G-1, Figure B-11). This KOP, at 850 East Road, represents the view from a residence traveling toward Albion, Idaho, looking south. Views are focal and screened by the dominant hills in the middleground. The foreground views offer little variation in landform from an inferior (low-elevation) vantage point. Overall scenic quality is low to moderate in this landscape.

KOP 310 (Figure E.2-8/Appendix G-1, Figure B-12). This KOP represents views from residences in the mountainous landscape located north of Pine Knob looking toward Alternative 7E. Views are partially screened and inferior (low elevation). In the foreground, most structures are residential though agricultural settings can be seen farther west. Overall scenic quality is low due to the amount of visible human-made modifications within the view and lack of diverse form, line, color, and texture.

KOP 304 (Figure E.2-8). This KOP is the same as described for Alternative 7F.

KOP 311 (Figure E.2-8/Appendix G-1, Figure B-13). This KOP includes a residential area located along the foothills of the Albion Mountains. The views to the southwest are open and framed on one side by the mountains, creating a partially backdropped view with the contrasting flat rolling valley terrain. Irrigational farming equipment is visible along with dispersed residences, fences, and agriculture-related structures. Vegetation adds some limited variation in color and texture with strong lines created between differing crops and irrigated land. The resultant scenic quality considered low to moderate. Mountainous terrain and visible human-made alterations detract from the scenic quality.

Alternative 7F

Alternative 7F would be one of the potential variations in the area of the Albion Mountains south of the town of Springdale. Alternative 7F would cross approximately 4.4 miles of BLM-administered land with VRM Class IV objectives and 6.4 miles of private lands. The following KOP location was selected to represent the most sensitive and typical views for Alternative 7F.

KOP 304 (Figure E.2-8). Views from this KOP represent the views of recreational drivers along SR 77 on lands managed by the BLM to meet VRM Class II objectives.

Alternative 7E would be visible in a gap to the east but may not be fully visible. Views are considered to be of moderate scenic quality in the foreground and middleground. Open and panoramic views of the surrounding mottled and rolling terrain offer little visual variety; however, there are a few visible human-made modifications detracting from the scenic quality.

Alternative 7G

Alternative 7G would deviate from the Segment 7 Proposed Route directly west of the Cedar Hill Substation and travel north of the Proposed Route to avoid sensitive BLM-administered lands. Alternative 7G would cross approximately 1.8 miles of BLM-administered land with VRM class III objectives as well as 0.8 mile of private land. The following KOP location was selected to represent the most sensitive and typical views for Alternative 7G.

KOP 221 (Figure E.2-8). This KOP is the same as described for the Segment 7 Proposed Route.

Alternative 7K

Alternative 7K would deviate from the Segment 7 Proposed Route east of Bradley Mountain and travel southeast along the Alternative 7B route, diverging from it north of Buist, Idaho. The alternative would travel west across the Sawtooth NF and Raft River Valley before diverging farther to the south, east of the Jim Sage Mountains. The Route Alternative would travel south of the City of Rocks National Reserve along the Nevada state line before turning northwest and north at Goose Creek, where it would parallel the eastern border of the Sawtooth NF west of Oakley, Idaho, to the Cedar Hill Substation from the east.

Alternative 7K would cross approximately 1.0 mile of BLM-administered land with VRM Class II objectives (Burley FO) as well as 55.1 miles of private land in the states of Idaho.

Alternative 7K would cross two divisions of the Sawtooth NF—the Sublett and Cassia Divisions—for a total distance of 4.0 miles. Roads associated with this alternative would cross the northwestern edge of the Black Pine Division passing within 0.5 mile of the Black Pine Division.

Most of the NFS land that would be crossed by Alternative 7K is managed to conform to Maximum Modification VQO which allows management activities of vegetative and landform alterations to dominate the characteristic landscape and be out of scale or contain detail that is incongruent with natural occurrences as seen in foreground or middleground.

Although Alternative 7K would be south of the City of Rocks National Reserve, the NPS must consider boundary changes and other methods to protect important resources, such as historic viewsheds and high potential trail sites and segments along the California NHT. Specific KOPs regarding this area of visual concern, where there is a heightened awareness to visual change, have been provided in the KOP description below (see Figure 3.2-3).

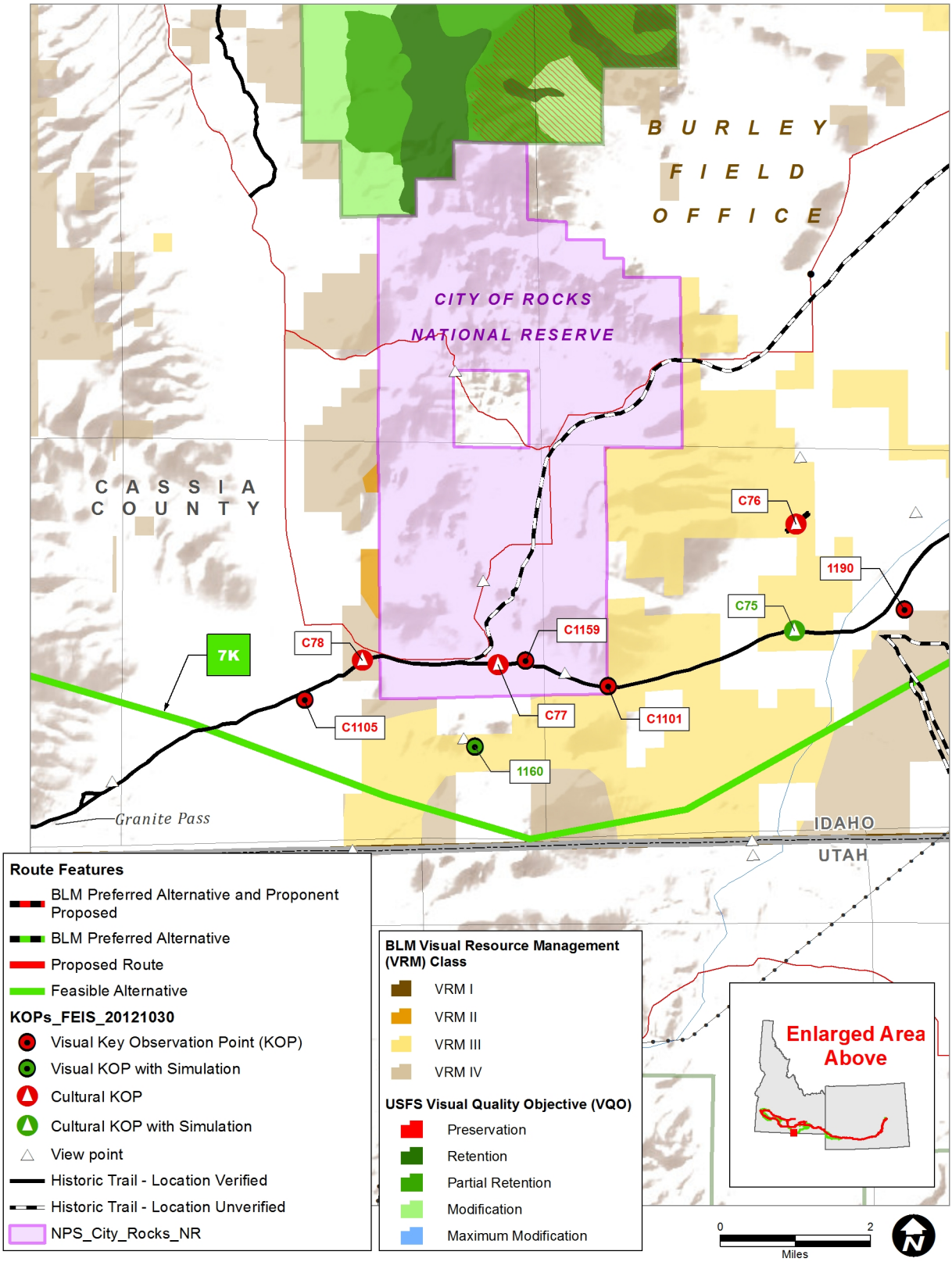

Figure 3.2-3. Visual KOP Locations Segment 7 – City of Rocks National Reserve

The following 23 KOP locations were selected to represent the most sensitive and typical views for Alternative 7K.

KOP 305 (Figures E.2-8 and E.2-29a). This KOP is the same as described for the Segment 7 Proposed Route.

KOP 912 (Figure E.2-8). This KOP is the same as described for Alternative 7B.

KOP 916 (Figure E.2-8). This KOP is the same as described for Alternative 7B.

KOP 898 (Figure E.2-8). This KOP is the same as described for Alternative 7B.

KOP 1282 (Figure E.2-8). Views from KOP 1282 represent the views of a residence and farm on Bull Canyon Road looking north toward the Deep Creek Mountains. Open, panoramic, and focal views of the rolling to rugged terrain are considered to have high scenic quality. Numerous aesthetic landscape elements present in the middleground and background views with variations of form, line, color, and texture increase the scenic quality.

KOP 1278 (Figure E.2-8). Views from KOP 1278 represent the views of a residence on the Rockland Highway looking north toward Buck Peak. Open, panoramic views of the rolling to rugged terrain are considered to have moderate scenic quality. The aesthetic landscape elements present in the middleground and background increase the scenic quality, while numerous human-made alterations detract from the scenic quality.

KOP 1273 (Figure E.2-8/Appendix G-2, Figure ST-1a). Views from KOP 1273 represent the views of recreational users looking southeast on Heydlauff Canyon Road in the Sawtooth NF. Open, panoramic views of the rolling to rugged terrain are considered to have high scenic quality due to the numerous aesthetic landscape elements present in the middleground and background with variations of form, line, color, and texture. The view is considered a natural characteristic landscape with a landscape variety class A, or distinctive. Viewers traveling on this roadway would have a level 2 (average) sensitivity to changes in the characteristic landscape.

KOP 1270 (Figure E.2-8). Views from KOP 1270 represent the views of recreational users on the Hudspeth Cutoff portion of the Oregon NHT in the Sawtooth NF looking southeast in Kossman Canyon. The view is considered a natural characteristic landscape with a landscape variety class of A, or distinctive. Viewers traveling on this roadway would have a level 1 (highest) sensitivity to changes in the characteristic landscape. Enclosed and focal views of the rolling to rugged terrain are considered to have moderate to high scenic quality due to the aesthetic landscape elements present in the middleground and background, with few human-made alterations.

KOP 1267 (Figure E.2-8). Views from KOP 1267 represent the views of recreational users entering the Sawtooth NF looking east across the Cold Spring Canyon area. The view is considered a natural characteristic landscape with a landscape variety class of B, or common, when compared to views in the surrounding region. Viewers traveling on this roadway would have a level 2 (average) sensitivity to changes in the characteristic landscape. Enclosed and focal views of the rolling to rugged terrain are considered to

have moderate to high scenic quality due to the aesthetic landscape elements present in the middleground and background, with few human-made alterations.

KOP 1180 (Figure E.2-8). Views from KOP 1180 represent the views of a resident on 2200 South Road looking south toward Walker Hallow and the Lower Goose Creek Reservoir. Open panoramic and partially screened views of the rolling to rugged terrain are considered to have moderate to high scenic quality due to the aesthetic landscape elements in the middleground and background with few visible human-made alterations.

KOP 1175 (Figure E.2-8). Views from KOP 1175 represent the views of a resident on Mullen Ranch Road looking south toward Cowboy Spring and the Lower Goose Creek Reservoir. Open panoramic views of the rolling to rugged terrain are impacted by numerous human-made alterations associated with heavy agricultural uses and cattle operations around Oakley. Views from this KOP have moderate scenic quality.

KOP 1173 (Figure E.2-8/Appendix G-1, Figure CA-2c). Views from KOP 1173 represent the views of recreational users in Cedar Canyon, which is managed by the BLM to conform to VRM Class IV objectives. Motorists traveling northeast along Little Cedar Canyon Road have panoramic views of the flat to rugged terrain that has been impacted by numerous human-made alterations associated with heavy agricultural uses and industrial uses around Oakley. Views from this KOP exhibit Class B scenic quality.

KOP 1171 (Figure E.2-8/Appendix G-1, Figure CA-2a). From KOP 1171, residents at Warm Creek Ranch have views south toward the rugged terrain of Cedar Canyon. Open panoramic views of the flat to rugged terrain are impacted by numerous human-made alterations associated with heavy agricultural uses, resulting in a Class B scenic quality.

KOP 1204 (Figure E.2-8). Views from KOP 1204 represent the views of residences adjacent to Clover Lane looking southeast across Sandrock Canyon toward the rugged terrain of the Black Pine Range. Open panoramic views of the rolling to rugged terrain are considered to have moderate to high scenic quality. Numerous alterations associated with agricultural detract from the scenic quality.

KOP 1190 (Figure E.2-8). Views from KOP 1190 represent the views of residences at Reed Springs looking southeast toward the rugged terrain of George Peak in the Sawtooth NF and Dry Hallow. Open panoramic views of the rolling to rugged terrain are considered to have moderate to high scenic quality. Numerous alterations associated with intensive agricultural activity detract from the scenic quality.

KOP 1101 (Figure E.2-8). Views from KOP 1101 represent the views of recreational users at the boundary of the City of Rocks National Reserve and State Park traveling on City of Rocks Road in Emigrant Canyon. The eastern view focuses on the rolling to rugged terrain of Round Mountain and the snaking Raft River Canyon. Open panoramic views of the rolling to rugged terrain are considered to have Class B scenic quality. Aesthetic landscape elements in the middleground and background add to the scenic quality, while human-made alterations associated with agricultural uses detract from the scenic quality.

KOP 1159 (Figure E.2-8). Views from KOP 1159 represent the views of recreational users on the City of Rocks Road, east of the Twin Sisters interpretive site in the City of Rocks National Reserve and State Park. The south-facing views focus on the rolling terrain of the area adjacent to Sparks Spring. Partially screened views of the undulating and rocky terrain are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground and background increase the scenic quality, while a few human-made alterations, associated with park uses, slightly detract from the overall scenic quality.

KOP 1103 (Figures E.2-8 and E.2-40a). Views from KOP 1103 represent the views of recreational users at the Twin Sisters interpretive site in the City of Rocks National Reserve and State Park at the intersection of the City of Rocks Road. The southwest-facing views focus on the rolling terrain of the area adjacent to Sparks Spring. Partially screened views of the undulating terrain are considered to have moderate scenic quality. Aesthetic landscape elements in the background increase the scenic quality, while human-made alterations associated with park interpretive uses detract from the scenic quality.

KOP 1160 (Figures E.2-8 and E.2-30a). Views from KOP 1160 represent the views of recreational users within the City of Rocks National Reserve and State Park looking south toward the rugged bold terrain of the area adjacent to Sparks Spring. Partially screened views of the rugged terrain are considered to have Class A scenic quality. Numerous aesthetic landscape elements in the foreground, middleground, and background, along with few human-made alterations associated with park uses, increase the scenic quality.

KOP 1104 (Figures E.2-8 and E.2-31a). Views from KOP 1104 represent the views of recreational users at the Junction Valley entrance to the City of Rocks National Reserve. The southwest view includes the rugged bold terrain of Twin Peaks and the Junction Valley. Open superior (high elevation) views of the rugged terrain are considered to have moderate to high scenic quality. Numerous aesthetic landscape elements in the foreground, middleground, and background increase the scenic quality, while visible human-made alterations, such as the visible powerline, detract from the scenic quality.

KOP 1105 (Figure E.2-8). Views from KOP 1105 represent the views of recreational users on the California NHT west of the City of Rocks and adjacent to a historic homesite and school. The southwest view is focused toward the rugged and prominent terrain around Worthington Spring. Open panoramic and somewhat focal views of the rugged terrain are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground and background increase the scenic quality, while visible human-made alterations, such as the visible powerline in the foreground, detract from the scenic quality.

KOP 1516 (Figure E.2-8/Appendix G-1, Figure CA-6a). Views from KOP 1516 represent the views of recreational users adjacent to Goose Creek south of the Lower Goose Creek Reservoir. The northeastern view is focused toward the rolling to rugged terrain adjacent to the Goose Creek Canyon. Framed and focal views of the rolling terrain are considered to have moderate scenic quality. Aesthetic landscape elements

in the middleground and background increase the scenic quality, while muted vegetation hues and limited visible human-made alterations, such as the corral structures in the middleground, slightly detract from the scenic quality. The parcel of BLM-administered land is managed to conform with VRM Class II objectives.

KOP 1518 (Figure E.2-8). Views from KOP 1518 represent the views of recreational travelers on Forest Service Road 529 south of Buckhorn Canyon. The southern view is focused toward the rolling terrain of Stump Hollow and Franks Canyon. Open, panoramic views of the rolling terrain are considered to have low to moderate scenic quality. Aesthetic landscape elements in the middleground and background include low lying vegetation with muted hues and no visible human-made alterations. This parcel of the Sawtooth NF is managed to meet Maximum Modification VQOs.

Segment 8 – Midpoint to Hemingway

Segment 8 would link the Midpoint and Hemingway Substations. This 131.5-mile single-circuit 500-kV transmission line would stay north of the Snake River generally parallel to an existing 500-kV transmission line, before ending at the Hemingway Substation. There are five Route Alternatives to the Proposed Route. Alternative 8A follows the WWE corridor but crosses the Snake River and I-84 twice (while the Proposed Route would stay north of this area). Alternatives 8B and 8C were originally proposed by the Proponents as parts of the Proposed Route but were later dropped from the Proposed Route to avoid planned developments near the cities of Kuna and Mayfield, respectively. Alternative 8D would rebuild a portion of an existing 500-kV transmission line to move it away from the National Guard Maneuver Area. Alternative 8D would be constructed within the ROW currently occupied by the existing line. Alternative 8E was proposed by the BLM in order to avoid crossing the Halverson Bar non-motorized portion of a National Register Historic District (see the discussion of 8E under Segment 9). Figure A-10 in Appendix A shows the location of the Segment 8 routes.

Proposed Route

The Segment 8 Proposed Route would cross approximately 3.2 miles of BLM-administered land with VRM Class I objectives (Four Rivers FO) and 10.7 miles of BLM-administered land with VRM Class II objectives (Shoshone FO). The route would also cross 9.0 miles of Idaho state lands and 31.5 miles of private land.

The following 18 KOPs were identified to represent the most sensitive or most typical views for Segment 8 of the Project. The first 4 KOPs have cultural as well as visual resource concerns and are described in Section 3.3 – Cultural Resources and summarized in Table 3.3-7.

KOP C100 (Figure E.2-9). Views from this point are the from Canyon Creek Stage Station historic site. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C101 (Figure E.2-10). Views from this point from the Pioneer Reservoir on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C102 (Figure E.2-9). Views from this point are from the Rattlesnake Station historic site on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C103 (Figure E.2-9). Views from this KOP represent those of recreational drivers and hikers at Celebration Archeological Park. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C84 (Figure E.2-9). Views from this point are from the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C85 (Figure E.2-9). Views from this point are from the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C90 (Figure E.2-10/Appendix G-1, Figure B-30). Views from this point are from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 561 (Figure E.2-9/Appendix G-1, Figure BOP-3a). From this KOP, located at a BLM trailhead directly adjacent to Marsing Murphy Road, there are views toward existing residences and the Striker Basin. The view is open with variation in topography from the foreground to the horizon. Scenic views in the Striker Basin of Guffey Butte and the surrounding mountainous terrain are important to sensitive viewers such as hikers at the BLM trailhead and the adjacent residences in the view. The pristine mountain views exhibit diversity in form, line, color, and texture. The views include residences and other structures, which detract from the scenic quality; however, the overall scenic quality is considered moderate to high.

KOP 1423 (Figure E.2-9). Views from this KOP represent those of recreational users at Celebration Park adjacent to the Snake River looking south across the river toward Guffey Butte and Con Shea Basin. Open yet focal views of the placid river and more dramatic terrain in the middleground and background offer diverse landscape contrast in form, color, texture, and line. Views are considered to be of moderate to high scenic quality. The human-made changes in the foreground, which do not necessarily detract from the scenic quality, often exist harmoniously with the natural landscape.

KOP 1222 (Figure E.2-9). Views from KOP 1222 represent the views of two residences looking south across both agricultural and natural re-growth lands surrounding Jerome, Idaho. Open panoramic views of the broad, rolling terrain are considered to have low scenic quality. Few aesthetic landscape elements in the middleground and background and numerous dominant human-made alterations detract from the scenic quality.

KOP 356 (Figure E.2-9). From this KOP, located approximately 3 miles south of Gooding on State Highway 46, there are views toward an existing electrical transmission line. The view is open with little variation in topography from the foreground to the horizon. The landscape includes relatively homogenous sagebrush and agricultural areas. The views include electrical distribution lines, residences, and other structures, which detract from the scenic quality. The overall scenic quality is considered low.

KOP 353 (Figure E.2-9). This KOP, which represents travelers along U.S. Route 26, is located approximately 3.5 miles east of I-84 on U.S. Route 26, just south of a railroad.

An electrical transmission line is present in this view, along with dispersed residences, fences, and agriculture-related structures, which detract from the scenic quality. Topography in this view is flat to gently rolling and extends from the foreground to the horizon. Vegetation adds some limited variation in color and texture, but the resultant scenic quality is considered low.

KOP 1350 (Figure E.2-9/Appendix G-1, Figure J-5a). Views from this KOP represent recreational viewers along the Bennett Mountain Road looking south. Open panoramic views of this nearly horizontal landscape are considered to have low scenic quality due to the few aesthetic landscape elements and relatively homogenous sagebrush. The views include three existing electrical transmission lines and the straight paved road, which detract from scenic quality.

KOP 1208 (Figure E.2-9). Views from KOP 1208 represent the views of residences on Bennett Road looking southwest toward the broad Snake River Valley Plain. Open panoramic views of the broad, rolling terrain are considered to have low to moderate scenic quality due to the few aesthetic landscape elements in the middleground and background. Dominant human-made alterations associated with wind energy infrastructure detract from the scenic quality.

KOP 1126 (Figure E.2-9). Views from KOP 1126 represent the views of residents and travelers on I-84 looking north toward the rolling terrain of Smith's Draw and mountainous silhouette of Lucky Peak in the background. Open panoramic views of the flat to rolling terrain in the foreground to middleground are considered to have low scenic quality due to the few scarce aesthetic landscape elements. Numerous human-made alterations within the view detract from the scenic quality.

KOP 1118 (Figure E.2-9). Views from KOP 1118 represent the views of residents traveling on Pleasant Valley Road looking directly south toward rolling terrain and mountainous silhouettes. Open panoramic views of the flat to rolling terrain are considered to have low scenic quality due to the few scarce aesthetic landscape elements. Numerous human-made alterations within the view detract from the scenic quality.

KOP 1142 (Figure E.2-9). Views from KOP 1142 represent the views of recreational hikers at Initial Point Butte looking south across the flat to rolling terrain with the mountainous silhouette of Coyote Butte in the background. Open panoramic views of the flat to rolling terrain have been impacted by subordinate human-made alterations to the landscape, which draw the attention of the casual observer and result in a moderate to high scenic quality rating.

KOP 1145 (Figure E.2-9). Views from KOP 1145 represent the views of recreational OHV users at the Hemingway Butte OHV use area, looking southwest toward rocky and angular terrain that constitutes Hemingway Butte and the surrounding area. The visible overhead transmission line in the view is approximately 0.6 mile from the KOP. Open panoramic views of the rugged terrain with heavy OHV scarring are considered to have moderate scenic quality due to the aesthetic landscape elements in the middleground and background. Human-made alterations across the landscape detract from the scenic quality.

Alternative 8A

Alternative 8A would deviate from the Proposed Route at the Midpoint Substation and travel directly west crossing I-84 and the Thousand Springs Scenic Byway, which does not have specific visual requirements at this time, and parallel an existing 138-kV line northwest across the Snake River and I-84 before rejoining the Proposed Route north of Glenn's Ferry. Alternative 8A would cross approximately 6.8 miles of BLM-administered land with VRM Class I objectives (1.0 mile in the Four Rivers FO and 5.8 miles in the Jarbidge FO) and 2.1 miles of BLM-administered land with VRM Class III objectives (Shoshone FO). The alternative would also cross 6.2 miles of Idaho state land including 0.1 mile of IDFG land at the Billingsley Creek Wildlife Management Area and 21.9 miles of private land. Alternative 8A would cross the Snake River north of the Hagerman Fossil Beds, which is discussed in Section 3.3 – Cultural Resources (see KOP C62). The following two KOPs have cultural as well as visual resource concerns and are described in the Section 3.3 – Cultural Resources and summarized in Table 3.3-7.

KOP C107 (Figure E.2-9). Views from this point are from a portion of the Oregon NHT.

KOP C108 (Figure E.2-9/Appendix G-1, Figure B-23). Views from this point are from a portion of the Oregon NHT.

The following 11 KOP locations were selected to represent the most sensitive or most typical views for Alternative 8A of the Project.

KOP 358 (Figure E.2-9). This KOP is located on the west side of US 93 south of Shoshone and about 1 mile southwest of the Midpoint Substation; this KOP represents residential viewers. Views are open and panoramic and include a limited variation in vegetation due to agricultural uses and minimal topographic variation. The existing transmission line is readily visible as are smaller distribution lines. To the northeast, the existing Midpoint Substation is visible, which detracts from the overall scenic quality. Overall scenic quality is low.

KOP 1220 (Figure E.2-9). Views from KOP 1220 represent the views of a residence looking north across agricultural lands approximately 0.5 mile from Alternative 8A. This KOP represents a foreground, uninterrupted view of the Project alignment. Open panoramic views of the broad, rolling terrain are considered to have low scenic quality. Few aesthetic landscape elements in the middleground and background views as well as numerous dominant human-made alterations and landscape scarring from agriculture detract from the scenic quality.

KOP 1213 (Figure E.2-9). Views from KOP 1213 represent the views from a residence adjacent to Idaho Highway 46 looking north toward Gooding and Turkey Head Butte. Viewers at this location would be approximately 1.5 miles from Alternative 8A. This KOP represents a foreground, partially screened view of the alternative route. Open panoramic views of the broad, rolling terrain are considered to have low to moderate scenic quality. Few aesthetic landscape elements in the middleground and background views as well as industrial/infrastructure human-made alterations, such as the high-voltage transmission lines in the middleground, detract from the scenic quality.

KOP 1211 (Figure E.2-9). Views from KOP 1211 represent the views from a residence on Shoe String Road looking south toward the town of Wendell and I-84. Open panoramic views of the broad, rolling terrain are considered to have low to moderate scenic quality. Few aesthetic landscape elements in the middleground and background views as well as industrial/infrastructure human-made alterations, such as the high-voltage transmission lines in the middleground, detract from the scenic quality.

KOP 791 (Figure E.2-9). Views from KOP 791 represent the views of recreational drivers along the Thousand Springs Scenic Byway north of Hagerman, Idaho, looking north toward the Lower Salmon Falls and the Devil's Washbasin along the Snake River. A framed, superior view of the rolling to rugged terrain and diverse vegetative patterns is considered to have high scenic quality due to the few visible human-made alterations, and the scenic status of the roadway.

KOP 803 (Figures E.2-9 and E.2-41a). Views from KOP 803 represent the views of recreational users of the Salmon Reserve boat launch and recreational dock on the Snake River just south of Lower Salmon Falls, looking southwest across the Snake River towards a visible transmission line. Open panoramic and inferior views of the rolling to rough terrain and more dramatic background views are considered to have moderate to high scenic quality due to the presence of the dominant water feature in the immediate foreground. A few human-made alterations adjacent to this view detract from the scenic quality.

KOP 813 (Figure E.2-9/Appendix G-1, Figure B-22). Views from this KOP represent those of remote recreational Oregon Trail users on the Cassia Gulch segment of the Oregon NHT. Open views of the gently undulating to slightly rocky terrain in all directions and visible distance zones offer little landscape contrast regarding form, color, texture, and line. The cultural significance and absence of human-made changes in the view increase the scenic quality, though the lack of variety detracts from the scenic quality and overall the views are considered to be of low to moderate scenic quality.

KOP 783 (Figure E.2-9). Views from KOP 783 represent the views of residences on Black Mesa Road looking slightly northeast toward the flat to rolling terrain of Black Mesa and the Pasadena Valley. There are visible existing transmission lines crossing the middleground that have a high contrast with the existing viewing conditions. Open panoramic views of the rolling terrain are considered to have Class C scenic quality. Numerous human-made alterations to the landscape in the foreground and middleground detract from the scenic quality. The Jarbidge VRI indicated that this KOP would have high sensitivity in this scenic quality Class C landscape in the background distance zone.

KOP 788 (Figure E.2-9/Appendix G-1, Figure B-20). Views from this KOP, located directly adjacent to Little Basin Road, are representative of agricultural use areas, associated structures, and residences. Open, panoramic views from this KOP feature gullies and trees in the foreground and distant rolling hills in the background. Specific landscape features in the view include Rosevear Gulch and Black Mesa south of Glenns Ferry, which are important to residential and recreational viewers. The views

include human-made alterations, which detract from the scenic quality; however, the overall scenic quality is considered moderate.

KOP 789 (Figure E.2-9/Appendix G-1, Figure B-21). Views from this KOP are views toward a residential driveway on Frontage Road adjacent to I-84 with views toward agricultural use areas and associated structures as well as residences. The view is relatively open to the southwest and west. Views in the distances include Rosevear Gulch and Black Mesa south of Glenns Ferry, which are important to residential and recreational viewers. The views include major interstate agricultural areas, residences, and other structures, which detract from the scenic quality; however, the overall scenic quality is considered moderate.

KOP 1339 (Figures E.2-9 and E.2-37a). Views from KOP 1339 represent those of recreational viewers at the Three Island Crossing State Park south of Glenns Ferry, Idaho, looking east toward Black Mesa across the Snake River. Open panoramic views of the surrounding rolling to rugged terrain and meandering water feature are considered to have moderate to high scenic quality. Human-made alterations adjacent to the view and in the background detract from the scenic quality.

Alternative 8B

Alternative 8B is one of the variations in the route near the town of Melba. Alternative 8B would cross approximately 7.4 miles of BLM-administered land with VRM Class III objectives (Four Rivers FO), 2.8 miles of Idaho state land, and 27.1 miles of private land. The following eight KOP locations were selected to represent the most sensitive and typical views for Alternative 8B.

KOP C88 (Figure E.2-9). Views from this point are from Walter's Ferry historic site. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 1126 (Figure E.2-9). This KOP is the same as described for the Segment 8 Proposed Route.

KOP 329 (Figure E.2-9). From this KOP located in southern Kuna, north of Indian Creek, there are views toward the south with Kuna Butte evident in the middleground at a distance of approximately 3.5 miles. This KOP, adjacent to the Kuna's athletic fields, offers a partially screened view to the south of Segment 8. A variety of structures are present in this view, including residences, cellular towers, fences, and the baseball field, which all detract from the scenic quality. Vegetation includes trees of different species, sizes, and shapes. Overall scenic quality is considered low for this KOP.

KOP 362 (Figure E.2-9). Views from this KOP represent those of recreational drivers traveling along Highway 45 and stopped at this lookout point. Framed views of the surrounding valley and mountainous terrain in the background offer some landscape contrast, but views include the presence of human-made features in the middleground, detracting from the scenic quality. Overall scenic quality is considered moderate for this KOP.

KOP 591 (Figures E.2-9 and E.2-32a). Views from this KOP represent those of travelers on the Snake River Canyon Scenic Byway (Map Rock Road) east of the Snake River. The view looking to the southwest includes rolling topography, water, and

prominent hills in the background. From this location there would be views of a diverse variety of vegetation, ground cover, structures, and terrain. Overall scenic quality is considered moderate.

KOP 338 (Figure E.2-9). Views from this KOP represent those of residents on State Highway 78 looking northwest. Open views of the flat agricultural land with mesas and mountainous terrain in the middleground and background offer some landscape contrast. Views include the presence of numerous human-made features in the foreground and middleground, detracting from the scenic quality. Overall scenic quality is considered low to moderate for this KOP.

KOP 1333 (Figures E.2-9 and E.2-35a). Views from KOP 1333 represent those of residential viewers adjacent to Kuna Butte looking south across the top of the butte. Open panoramic views of the undulating terrain are considered to have Class C scenic quality due to the lack of variety in form, line, color, and texture when compared to other views in the surrounding region.

KOP 1334 (Figures E.2-9 and E.2-36a). Views from KOP 1334 represent those of residential viewers on Swan Falls Road east of Kuna Butte looking south. Open panoramic views of the flat to undulating terrain are considered to have low scenic quality due to the lack of variety in form, line, color, and texture when compared to other views in the surrounding region.

Alternative 8C

Alternative 8C would be one of the variations in the route near the town of Melba (directly west). Alternative 8C would cross approximately 2.3 miles of BLM-administered land managed to conform to VRM Class III objectives and 3.9 miles of private land. The following three KOP locations were selected to represent the most sensitive or most typical view for Alternative 8C.

KOP 1126 (Figure E.2-9). This KOP is the same as described for the Segment 8 Proposed Route.

KOP 336 (Figure E.2-9). This KOP, which represents travelers on I-84, is located near Indian Creek Reservoir. The terrain is gently rolling with views of the reservoir in the middleground. The vegetation lacks variety in color and texture and is generally made up of low shrubs and grass. Noticeable structures include an existing electric transmission line and an overpass to the southeast with visible retail signs, all of which detract from the scenic quality. Overall scenic quality is considered Class C.

KOP 337 (Figure E.2-9) This KOP, which represents travelers stopping at the Sinclair gas station on I-84 or local residents on Mayfield Road, is located southeast of Indian Creek Reservoir. The terrain is gently rolling with views of distant mountainous silhouettes in the middleground. The vegetation is typical of the Columbia Plateau physiographic province and lacks variety in color and texture and is generally made up of low shrubs and grass. Noticeable structures include an existing high-voltage electric transmission line. Overall scenic quality is considered low.

Alternative 8D

Alternative 8D would be one of the variations in the route in the SRBOP. Alternative 8D would cross approximately 4.2 miles of private land, 2.5 miles of BLM-administered land managed to conform to VRM class III objectives, and 1.0 mile of Idaho state land. The following KOP location was selected to represent the most sensitive or most typical views for Alternative 8D.

KOP 331 (Figure E.2-9). Views from this KOP represent those of local residences traveling along South Pleasant Valley Road. Open and panoramic views of the rolling terrain in the middleground and background as well as the relatively flat agricultural land in the background offer little landscape contrast. Views are considered to be Class C scenic quality. Electric utilities and high-voltage transmission lines in the middleground, as well as other human-made elements in the foreground and middleground, detract from the scenic quality.

Alternative 8E

Alternative 8E has been proposed to avoid the Halverson Bar Non-Motorized Area in a National Register Historic District. The portion of the Proposed Route that would cross the north end of the Historic District and the Snake River would be located within an area designated by the BLM as Non-Motorized (i.e., no vehicle travel allowed). Alternative 8E would avoid this Non-Motorized land designation.

Alternative 8E on the east side of the river would cross approximately 9.8 miles of BLM-administered land managed to conform to VRM class III objectives and the western alignment would cross approximately 5.9 miles of BLM-administered land managed to conform to VRM class III objectives. Alternative 8E would also cross 2.2 miles of BLM-administered land managed to conform to VRM Class II objectives and 0.3 mile of private land.

The following four KOP locations were selected to represent the most sensitive or most typical views for Alternative 8E of the Project east of the Snake River.

KOP 1425 (Figure E.2-9). Views from this KOP represent those of recreational users at the Dedication Point Overlook on the Snake River looking south to southeast toward Big Foot Butte and the SRBOP. Open, panoramic views of the undulating terrain in the middleground and background offer little landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality. The presence of a few horizontal and vertical human-made changes in the foreground detracts from the scenic quality of the natural landscape.

KOP 1428 (Figure E.2-9). Views from this KOP represent those of recreational drivers on the Western Heritage Historic Byway looking east toward Coyote Butte and the SRBOP. Open, panoramic views of the undulating to flat terrain in the middleground and background offer little landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape.

KOP 1337 (Figures E.2-10 and E.2-34a). Views from KOP 1337 represent the views of recreational users at Swan Falls Dam, with scenic focal views of the Snake River Canyon, looking southwest toward rocky and angular terrain that comprises the edges of the Snake River Canyon. Focal, framed views of the rugged terrain are considered to have high scenic quality due to the fact that there are numerous aesthetic landscape elements in the middleground and background views and human-made alterations are subordinate in the overall landscape character.

KOP 1588 (Figure E.2-10). Views from this KOP represent those of recreational users south of Wild Horse Basin and the Swan Falls area of the Snake River looking northwest toward Sinker Butte in the SRBOP. Open, panoramic, and often superior views of the undulating to flat terrain in the foreground gives way to more rugged terrain as the Snake River Canyon drops in elevation in the middleground as well as the silhouettes of distant mountain ranges in the background offer some variation and landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the muted vegetation tones and the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape but are not highly visible. This parcel of BLM-administered land is managed to conform with VRM Class II objectives.

Segment 9 – Cedar Hill to Hemingway

Segment 9 would link the Cedar Hill and Hemingway Substations with a 162.2-mile single-circuit 500-kV transmission line which skirts the Jarbidge and Owyhee Military Operating Areas to the north, then follows the WWE corridor just north of the Saylor Creek Air Force Range, passing through Owyhee County before entering the Hemingway Substation. There are eight Route Alternatives proposed. Alternative 9A was the Proponents' Proposed Route until that route was revised to avoid the Hollister area. Alternative 9B is being considered by the BLM because it follows the WWE corridor and parallels existing utility corridors. Alternative 9C was the Proponents' Proposed Route until that route was revised to avoid the Castleford area. Alternatives 9D through 9G were proposed by the Owyhee County Task Force in order to reduce impacts to private land. Alternatives 9F, 9G, and 9H were proposed to avoid crossing the non-motorized area south of C.J. Strike Reservoir and as an alternate route if Alternative 8E is selected. Figure A-11 in Appendix A shows the location of the Segment 9 routes. A portion of Alternative 9D/9F uses the same path as Alternative 8E in Segment 8; therefore, 8E and 9D/9F could not both be selected. Alternative 9E has been revised to avoid sage-grouse PPH and to incorporate a recommended route change submitted by Owyhee County that avoids a planned subdivision near Murphy.

Proposed Route

The Segment 9 Proposed Route would cross 5.5 miles of BLM-administered land with VRM Class II objectives (Bruneau FO and Jarbidge FO) and 29.2 miles of BLM-administered land with VRM Class III objectives (Bruneau FO, Burley FO, Jarbidge FO, and Owyhee FO). Approximately 15.0 miles of the Proposed Route would cross the SRBOP in two locations. This route would cross an eligible WSR (Salmon Falls Creek). Scenery is one of the outstandingly remarkable values identified for this WSR.

Approximately 10.0 miles of the Proposed Route would be in the eastern end of the SRBOP between Bruneau Dunes State Park and the Saylor Creek Air Force Range (a military withdrawn area). Approximately 5.5 miles would be located in Owyhee County, southeast of Murphy, Idaho. Approximately 11.1 miles of the SRBOP land crossed by the Proposed Route is managed by the BLM with VRM Class III objectives. This portion of the Proposed Route would be in the designated WWE corridor. The route would also cross 28.3 miles of private land.

The following 22 KOP locations were selected to represent the most sensitive or most typical views for Segment 9.

KOP C101 (Figure E.2-10). Views from this point are from the historic Hollister School. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C109 (Figure E.2-10). Views from this point are from the Owyhee County Courthouse. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C104 (Figure E.2-10). Views from this KOP represent those of recreational viewers visiting the historic Our Lady Queen of Heaven Catholic Church. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C117 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3c). Views from this point are on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 372 (Figure E.2-10/Appendix G-1, Figure J-2a). Views from this KOP represent those of residences along the Snake River Plain. Open and panoramic views of the rolling hills in the middleground and background as well as relatively flat adjacent agricultural land offer some landscape contrast. Views are considered to be of moderate scenic quality due to the monotonous landscape features. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. This KOP is also discussed in further detail in Appendix G.

KOP 816 (Figures E.2-10/Appendix G-1, Figure B-16). KOP 816 represents residential views of agricultural lands with some distinguishing canyon features north of the Saylor Creek Bombing Range. Views of this steep topography with little man-made development other than a wind farm in the middleground and background are considered to have Class B scenic quality.

KOP 452 (Figure E.2-10). Views from KOP 452 represent the views of a residence on North 3100 East Road east of Hub Butte looking southwest toward Black and Sugarloaf Mountains in the Sawtooth NF. Panoramic and focal views of the flat, rolling, and bold terrain are considered to have moderate scenic quality. The resulting scenic quality is due to the presence of human-made alterations adjacent to this view, which detracts from the scenic quality, and the monotone vegetation as well as some distinct forms within the natural landscape elements in the background.

KOP 407 (Figure E.2-10). Views from KOP 407 represent the views of a residence on East 2900 North Road west of Hub Butte looking south toward the town of Hollister and

Flatiron Mountain. Open panoramic views of the flat, rolling, and bold terrain with monotone vegetation are considered to have moderate scenic quality due to the presence of some human-made alterations adjacent to this view, detracting from the scenic quality.

KOP 1067 (Figure E.2-10/Appendix G-1, Figure B-14). Views from this KOP represent those of recreational drivers traveling along Lily Grade Road crossing the Lower Salmon Falls Creek. Low elevation framed views of the vertical rugged terrain in the foreground and middleground offer a variety of landscape elements with form and texture. Views are considered to be of moderate to high scenic quality due to the lack of human-made elements and the seemingly unaltered landscape.

KOP 1068 (Figure E.2-10/Appendix G-1, Figure J-1/TF-1a). Views from this KOP represent those of recreational drivers and local residents traveling along Lilly Grade Road after crossing the Lower Salmon Falls Creek. Open panoramic views of the flat to rolling terrain in the foreground, middleground, and background offer little variety of landscape elements. Views are considered to be of Class C scenic quality due to the presence of human-made elements, detracting from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 1069 (Figure E.2-10). Views from KOP 1069 represent the views of a residence adjacent to Balanced Rock Road looking southwest toward Castleford Butte. The natural landscape elements within the view are monotone in form. Focal views of the rolling and bold terrain are considered to have Class C scenic quality due to the presence of human-made alterations adjacent to this view, detracting from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 387 (Figure E.2-10). Views from this KOP represent those of recreational drivers and hikers on the Centennial Trail. KOP 387 is located on BLM-administered lands managed to conform to VRM Class III objectives. Open panoramic views of rolling hills and distant mountains in the middleground and background offer some landscape contrast. However, the wind turbines that appear in the background detract from the view, resulting in a moderate to high scenic quality.

KOP 401 (Figure E.2-10). Views from this KOP represent those of recreational drivers and hikers traveling along Bruneau Dunes Road in the Bruneau Dunes State Park. Open panoramic views of the rolling sand dunes and distant mountains (ranging up to 3,000 feet in elevation) in the middleground and background offer some landscape contrast. Views are considered to be of moderate to high scenic quality due to human-made elements in the middleground around Dunes Lake, which slightly detract from the scenic quality.

KOP 599 (Figure E.2-10). Views from this KOP represent those of local residents and drivers traveling along Mud Flat Road. Open panoramic views of relatively flat landscapes to distant rolling hills in the middleground and background and relatively flat agricultural land dominating foreground views offer little landscape contrast. Views are considered to be of low to moderate scenic quality due to the presence of electric

utilities, numerous human-made features, and human-made landscape alterations in the foreground and middleground, detracting from the scenic quality.

KOP 602 (Figure E.2-10). Views from this KOP represent those of residents and attendees of a school on Mud Flat Road. Open panoramic views of distant hills and plateaus in the background and relatively flat to rolling agricultural land dominating foreground and middleground views offer little landscape contrast. Views are considered to be of low to moderate scenic quality. The presence of electric utilities, numerous human-made features, and human-made landscape alterations in the foreground and middleground detract from the scenic quality.

KOP 592 (Figure E.2-10). Views from KOP 592 represent the views of recreational drivers at the Utter Disaster Historic Site. Open panoramic views of the surrounding mountains in the background offer some landscape contrast; however, electric utilities and other human-made elements in the foreground and middleground modify the setting. Views are considered to be Class C scenic quality due to human-made alterations in the foreground and middleground, detracting from the scenic quality.

KOP 581 (Figures E.2-10/Appendix G-1, Figure B-31). KOP 581 represents residential views along Castle Creek Road adjacent to Foreman's Reservoir as well as recreational users of the Oregon NHT adjacent to this view. The landscape in the foreground is flat to gently sloping and covered with grasses and riparian vegetation adjacent to Castle Creek. Rolling to rugged hills, such as Red Mountain, are seen in the background. There are visible water elements and a few human-made modifications in view, including Castle Creek Road and farm outbuildings immediately adjacent to the viewer. Scenic quality is considered high.

KOP 582 (Figures E.2-10/Appendix G-1, Figure B-32). The view from KOP 582 represents views from residences and Castle Creek/Oreana Loop Road adjacent to Castle Creek. The views of the flat to undulating terrain, background mountain silhouettes with mottled to clumped vegetation, and meandering waterbody exhibit diversity in form, line, color, and texture with few human-made features. The setting at this KOP is relatively undisturbed in all directions, except for roadway and a few adjacent wooden structures. Scenic quality adjacent to KOP 582 is considered high.

KOP 1114 (Figure E.2-10). Views from KOP 1114 represent the views of recreational OHV users at the Fossil Creek Trailhead looking southwest toward rolling to rugged terrain commonly found in the Underwood Alkaline Foothills Ecoregion of the Snake River Plain. This KOP represents a foreground to middleground, uninterrupted view of the project alignment and alternative. Open panoramic and elevated views of the rolling to rugged terrain are considered to have Class A scenic quality due to the numerous aesthetic landscape elements in the middleground and background views and a lack of human-made alterations.

KOP 572 (Figure E.2-10). Views from this KOP represent those of recreational hikers at the BLM Rabbit Creek Trailhead. Open panoramic views of the rolling hills in the middleground and background offer some landscape contrast. Modest human-made alterations in the foreground and middleground detract from the view and result in moderate to high scenic quality for views from this KOP.

KOP 1065 (Figure E.2-10/Appendix G-1, Figure J-1/TF-1c). Views from KOP 1065 represent the views of recreational users at the crossing of Lilly Grade Road and Salmon Falls Creek looking southeast toward rolling, undulating terrain of the Antelope Pocket. The view is representative of the Dissected High Lava Plateau eco-region which has alluvial fans, rolling plains, and shear-walled canyons that are cut into extrusive rocks. Open panoramic views of the rolling to rugged terrain are considered to have Class B scenic quality due to the muted sagebrush grassland vegetation adjacent to the rocky faces of the canyon. The canyon for Salmon Falls Creek is an aesthetic landscape element in the foreground and middleground views that is a focus point for the view. The Jarbidge VRI indicated that this KOP would have a low overall rating in this scenic quality Class B landscape in the seldom seen distance zone. This parcel of land administered by the BLM is managed to conform to VRM Class II objectives.

KOP 1607 (Figure E.2-10). Views from KOP 1607 represent the views of recreational viewers on the Rabbit Creek Trail 3.4 miles northwest of the community of Murphy, looking north toward Guffey Butte in the distance adjacent to the Snake River. Open, panoramic views of the rocky terrain of buttes and undulating terrain, with little human-made development, are considered to have moderate to high scenic quality. Aesthetic landscape elements in the middleground views have variations of form, line, color, and texture, which increase the scenic quality.

Alternative 9A

South of Magic Valley there is one proposed Route Alternative, which is Alternative 9A. Alternative 9A is generally an 8-mile reconfiguration of the Segment 9 Proposed Route, south of Hub Butte (south of the Twin Falls Airport and the Saylor Creek Air Force Range). Alternative 9A would cross approximately 2.2 miles of private land and 5.6 miles of BLM-administered land managed to conform to VRM Class IV objectives.

The following three KOP locations were selected to represent the most sensitive or most typical views for Alternative 9A.

KOP 454 (Figure E.2-10). Views from KOP 454 represent the views of a residence adjacent to North 2800 East Road looking south toward Alternative 9A northeast of Hollister, Idaho. Focal views of the prominent terrain are considered to have moderate scenic quality. The presence of highly visible human-made alterations adjacent to this view detracts from the scenic quality, while the natural landscape elements add a variety of form, line, color, and texture within the view, increasing the scenic quality.

KOP 414 (Figure E.2-10). Views from KOP 414 represent the views of a residence on North 3000 East Road looking south toward Alternative 9A south of Hub Butte. Open panoramic views of the flat to rolling terrain with rugged background silhouettes are considered to have moderate to high scenic quality. The presence of some small-scale human-made alterations adjacent to this view detract from the scenic quality, while the presence of natural landscape elements with distinguishable form, line, color, and texture adds variety within the view.

KOP 440 (Figure E.2-10). Views from KOP 440 represent the views of a residence on North 2800 East Road looking north toward Alternative 9A northeast of Hollister, Idaho.

Open panoramic views of the flat to rolling terrain are considered to have low scenic quality. The presence of numerous human-made alterations adjacent to this view and the lack of natural landscape elements detract from the scenic quality.

Alternative 9B

Alternative 9B, south of Hagerman, Idaho, and Glenns Ferry, would follow an existing 138-kV transmission line and WWE corridor for much of its alignment before turning west at Dead Mans Flat. Alternative 9B would cross approximately 1.6 miles of BLM-administered land with VRM Class I objectives (Jarbidge FO), 31.5 miles of BLM-administered land with VRM Class IV objectives, 1.0 mile of Idaho state land, and 19.1 miles of private land.

The following six KOP locations were selected to represent the most sensitive or most typical views for Alternative 9B.

KOP C106 (Figure E.2-10/Appendix G-1, Figure J-4b). Views from this point are from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 419 (Figure E.2-10). Views from KOP 419 represent the views of a residence looking northwest toward the location of Alternative 9B directly east of the Salmon Falls Creek Canyon. Open panoramic views of the flat to rolling terrain are considered to have low to moderate scenic quality. The presence of numerous human-made alterations associated with heavy agricultural use adjacent to this view and the lack of natural landscape elements detract from the scenic quality.

KOP 793 (Figure E.2-10). Views from KOP 793 represent the views of a residence looking east toward Alternative 9B directly east of Salmon Falls Creek. Open panoramic views of the flat to rolling to rugged terrain are considered to have low scenic quality. The presence of numerous human-made alterations and the lack of natural landscape elements detract from the scenic quality.

KOP 798 (Figure E.2-10). Views from KOP 798 represent the views of a residence looking east directly west of the Snake River and Sinking Canyon. Open panoramic views of the flat to rolling terrain are considered to have Class C scenic quality. Numerous human-made alterations and/or built elements (such as a transmission in the foreground) and the lack of unique natural landscape elements, detract from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 801 (Figure E.2-10). Views from KOP 801 represent the views of a residence looking southwest, east of the Twenty-Mile Butte, and directly west of the Snake River. Viewers at this location would have open panoramic views of the flat to rolling and rugged terrain that are considered to have Class C scenic quality due to the presence of somewhat intact natural landscape elements. Human-made alterations adjacent to this view, detract from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 1566 (Figure E.2-10). Views from KOP 1566 represent the views of recreational users at the Hagerman Fossil Beds National Monument looking east directly west of the Snake River and Sinking Canyon. Open panoramic views of the flat to rolling terrain are considered to have low scenic quality. There are few human-made alterations and/or built elements other than the adjacent wind farms, and the lack of unique natural landscape elements detracts from the scenic quality.

Alternative 9C

Alternative 9C would parallel Salmon Falls Creek (avoiding the Proposed Route WSR crossing) for a portion of its route before turning west and crossing west of Castleford, Idaho. Alternative 9C would cross approximately 7.0 miles of private land, 0.1 mile of BLM-administered land managed to conform to VRM Class II management objectives, and 8.2 miles of BLM-administered land managed to conform to VRM Class IV objectives.

The following three KOP locations were selected to represent the most sensitive or most typical views for Alternative 9C.

KOP 419 (Figure E.2-10). This KOP is the same as described for Alternative 9B.

KOP 369 (Figures E.2-10 and E.2-33a). Views from this KOP represent those of recreational drivers and hikers in Balanced Rock County Park at the bottom of the canyon created by Salmon Falls Creek. Enclosed and inferior views of the rugged canyon walls that dominate the middleground offer some landscape contrast. Views are considered to be of Class B scenic quality due to the presence of electric utilities in the middleground, detracting from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 793 (Figure E.2-10). This KOP is the same as described for Alternative 9B.

Alternative 9D

Alternative 9D would turn north of the Proposed Route south of the Bruneau Dunes State Park travel northwest directly north of the Snake River before turning west and crossing the Snake River south of Swan Falls, then rejoining the Proposed Route north of Murphy, Idaho. The alternative would cross approximately 11.1 miles of BLM-administered land with VRM Class II objectives (Four Rivers FO), 36.1 miles of BLM-administered land with VRM Class III objectives, 3.4 miles of BLM-administered land with VRM Class IV objectives, 3.9 miles of Idaho state land, and 3.3 miles of private land. Alternative 9D is proposed to parallel an existing 138-kV line across the SRBOP.

The following 14 KOP locations were selected to represent the most sensitive or most typical views for Alternative 9D.

KOP 1129 (Figure E.2-10). Views from KOP 1129 represent the views of recreational hikers and campers at Broken Wheel campground looking southwest toward the complex terrain surrounding the Bruneau Dunes State Park. Open panoramic views of the undulating and rugged terrain in the middleground are considered to have high scenic quality due to the scarce aesthetic landscape elements and few human-made

alterations within the view. Landscape modifications have been designed to conform to surrounding aesthetic elements, ensuring change is minimally noticeable.

KOP 1128 (Figure E.2-10). Views from KOP 1128 represent the views of recreational hikers and OHV users looking south toward the complex terrain of the Bruneau Dunes State Park. Open panoramic views of the undulating and rugged terrain in the middleground are considered to have high scenic quality due to the scarce aesthetic landscape elements and few human-made alterations within the view.

KOP 1133 (Figure E.2-10). Views from KOP 1133 represent the views of recreational drivers on Crane Falls Road north of the Oregon NHT looking southwest toward rolling to rugged terrain surrounding Wilkins Gulch and the Bruneau Arm of the C.J. Strike Reservoir. Open panoramic and elevated views of the rolling to rugged terrain are considered to have Class B scenic quality. Various aesthetic landscape elements in the middleground and background increase the scenic quality, while highly visible human-made alterations detract from the scenic quality.

KOP 1155 (Figure E.2-10/Appendix G-1, Figure B-18). Views from this KOP represent those of recreational users of BLM's Cove Recreation Site at the C.J. Strike Reservoir of the BLM Oregon NHT. The KOP is located at the intersection of Route 78 and a graded gravel/dirt road. The views of the relatively flat to undulating terrain with plateau silhouettes in the background exhibit diversity in form line and texture. Existing human-made features include roads, agricultural field, and a wood-pole H-frame in the middleground and background.

KOP 1156 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3a and Figure B-17). Views from KOP 1156 represent the views of recreational campers in the BLM's Cove Recreation Site at the C.J. Strike Reservoir looking south across rolling to rocky terrain and curvilinear water features. Open and partially screened views of the surrounding rugged terrain and water features are considered to have Class B scenic quality due to the aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent and detracts from the scenic quality.

KOP 1154 (Figure E.2-10/Appendix G-1, Figure B-19). Views from KOP 1154 represent the views of recreational campers in the Idaho Power Campground at the C.J. Strike Reservoir. The view is focused to the west across agricultural and dominant vegetation along the water retention and control structures associated with the C.J. Strike Reservoir and Snake River canyon. Screened and enclosed views of the surrounding rugged and engineered terrain are considered to have low to moderate scenic quality. There are few aesthetic landscape elements in the surrounding views and the diverse variations of form, line, color, and texture are screened by the numerous human-made alterations and structures in the foreground. Many elements within the view have an industrial nature to them and detract from the overall scenic quality.

KOP 1158 (Figure E.2-10). Views from KOP 1158 represent the views of recreational drivers traveling along Strike Dam Road adjacent to the C.J. Strike Reservoir looking southwest to west across undulating terrain and meandering water features. Open and

panoramic views of the surrounding rolling terrain and water features are considered to have moderate scenic quality due to the aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent and detracts from the scenic quality.

KOP 1115 (Figure E.2-10/Appendix G-1, Figure B-29). Views from KOP 1115 represent the views of residents traveling on Warrick Road looking directly north toward rolling terrain and the Snake River Valley. Open panoramic views of the flat to rolling terrain are considered to have low to moderate scenic quality. The few scarce aesthetic landscape elements and numerous human-made alterations detract from the scenic quality.

KOP 1352 (Figure E.2-9/Appendix G-1, Figure BOP-2a). Views from this KOP represent local residents on Warrick Road looking southeast towards the SRBOP approximately 0.8 mile away. Open panoramic views of this landscape along with agricultural crops in the foreground is considered to have low to moderate scenic quality due to the landscape elements such as Sinker Butte. Farm buildings, stockpiles, utility lines, and irrigation equipment detract from the limited views beyond the agricultural area.

KOP 572 (Figure E.2-10). This KOP is the same as described for the Segment 9 Proposed Route.

KOP 1337 (Figures E.2-9 and E.2-34a). Views from KOP 1337 represent those of recreational viewers at a scenic lookout adjacent to Swan Falls Dam looking southeast toward Sinker Butte across the Snake River. Open panoramic views of the rugged canyon terrain and meandering water feature are considered to have high scenic quality due to the variety in form, line, color, and texture as well as the scarcity of such views in the surrounding region.

KOP 1570 (Figures E.2-10 and E.2-38a). Views from KOP 1570 represent the views of recreational hikers at the top of the Bruneau Dunes. The view is focused to the west across the contrasting natural and riparian vegetation along the edge of Bruneau Dunes Lake at the Bruneau Dunes State Park. Open and superior views of the surrounding rolling terrain are considered to have moderate to high scenic quality. The diverse variations of form, line, color, and texture with few visible human-made alterations and structures in the foreground increase the scenic quality.

KOP 1572 (Figures E.2-10 and E.2-39a). Views from KOP 1572 represent the views of recreational hikers along the outer horseback trail which follows the southwestern perimeter of the Bruneau Dunes SP. The view is focused to the west across the uniform vegetation and gently undulating terrain. Open and horizontal views of the surrounding almost flat terrain are considered to have moderate scenic quality. There are few aesthetic landscape elements in the surrounding views and a lack of variation in form, line, color, and texture with few visible human-made alterations and structures in the foreground.

KOP 1588 (Figure E.2-10). Views from this KOP represent those of recreational users south of Wild Horse Basin and the Swan Falls area of the Snake River looking

northwest toward Sinker Butte in the SRBOP. Open, panoramic, and often superior views of the undulating to flat terrain in the foreground gives way to more rugged terrain as the Snake River Canyon drops in elevation in the middleground as well as the silhouettes of distant mountain ranges in the background offer some variation and landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the muted vegetation tones and the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape but are not highly visible. This parcel of BLM-administered land is managed to conform with VRM Class II objectives.

Alternative 9E (Revised)

Alternative 9E (revised) would diverge directly south of the Proposed Route south of where the Bruneau Dunes State Park is located traveling east of the Hot Spring Area before turning in a northwestern direction and rejoining the Proposed Route northwest of Murphy, Idaho. Alternative 9E would cross approximately 24.5 miles of BLM-administered land with VRM Class III objectives (Bruneau FO, Jarbidge FO, and Owyhee FO) as well as 1.2 miles of Idaho state land and 3.3 miles of private land.

The following eight KOP locations were selected to represent the most sensitive or most typical views for Alternative 9E (revised).

KOP 1137 (Figure E.2-10). Views from KOP 1137 represent the views of residences and visitors to the Hot Springs Cemetery on Hot Springs Road looking east toward the flat to undulating terrain north of Bruneau Canyon. Open panoramic views of the rolling to rugged terrain are considered to have Class C scenic quality. Numerous human-made alterations (i.e., crop cultivation) to the landscape are not dominant in this view but detract from the overall scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 1138 (Figure E.2-10). Views from KOP 1138 represent the views of residences in Hot Spring on the corner of Blackstone Grasmere and Hot Springs Road looking east toward the undulating to mountainous terrain adjacent to Seventy-one Gulch and north of Bruneau Canyon. Open panoramic views of the rolling to rugged terrain are considered to have Class C scenic quality. The juxtaposition of human-made alterations (i.e., crop cultivation) to the landscape is not dominant in this view but slightly detracts from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 1140 (Figure E.2-10). Views from KOP 1140 represent the views of recreational travelers on US 51 adjacent to BLM-managed public lands looking north toward the undulating terrain and scattered mesa silhouettes north of Dead Man Gulch. Open panoramic views of the rolling to rugged terrain are considered to have Class B scenic quality due to the lack of scarce visual resources of interest (i.e., dramatic topography). Numerous human-made alterations to the landscape, dominate the middleground and background view and detract from the scenic quality.

KOP 1141 (Figure E.2-10). Views from KOP 1141 represent the views of recreational drivers along the Owyhee Uplands Backcountry Byway directly north of Rock House Ranch looking northeast across the flat to rolling terrain. Open panoramic views of the flat to rolling terrain are considered to have Class B scenic quality. The juxtaposition of human-made alterations (i.e., crop cultivation) to the landscape is not dominant in this view but detracts from the scenic quality. The Jarbidge VRI indicated that this KOP would have moderate sensitivity in this scenic quality Class B landscape.

KOP 1148 (Figure E.2-10). Views from KOP 1148 represent the views of residences adjacent to public lands south of Murphy, Idaho, looking southwest toward rocky and angular terrain surrounding Sand Canyon. Open panoramic views of the rugged terrain and scattered residences are considered to have Class B scenic quality. Numerous aesthetic landscape elements in the middleground and background views, diverse variations of form, line, color, and texture add to the scenic quality, while visible human-made alterations that are subordinate and partially screened slightly detract from the scenic quality.

KOP 572 (Figure E.2-10). This KOP is the same as described for the Segment 9 Proposed Route.

KOP 1573 (Figure E.2-10). Views from KOP 1573 represent the views of recreational river users at the Bruneau River take out kiosk adjacent to public lands southeast of Bruneau, Idaho, looking north toward the broad Bruneau River Canyon. Partially screened views of the rolling to rugged terrain and scattered structures are considered to have moderate scenic quality. Numerous aesthetic landscape elements in the middleground and background views plus diverse variations of land form, line, color, and texture add to the scenic quality; the little diversity in color hues with visible human-made alterations that are subordinate and partially screened slightly detract from the scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 1607 (Figure E.2-10). Views from KOP 1607 represent the views of recreational viewers on the Rabbit Creek Trail 3.4 miles northwest of the community of Murphy, looking north toward Guffey Butte in the distance adjacent to the Snake River. Open, panoramic views of the rocky terrain of buttes and undulating terrain, with little human-made development, are considered to have Class B scenic quality. Aesthetic landscape elements in the middleground views have variations of form, line, color, and texture, which increase the scenic quality.

Alternative 9F[3]

This alternative was proposed to avoid the Cove Non-Motorized Area near the C.J. Strike Reservoir crossed by Alternative 9D.

Alternative 9F would following the Proposed Route and the WWE corridor for approximately 18 miles. Just south and west of C.J. Strike Reservoir dam, the route

[3] Alternatives 8E and 9D/9F are the same between reference points 9r.4 and 9r.5 – only one of the Route Alternatives will follow this alignment.

turns to the northeast then north for approximately 3 miles to rejoin Alternative 9D. The remainder of Alternative 9F is coincident to Alternative 9D.

Alternative 9F would cross approximately 47.0 miles of BLM-administered land, 5.0 miles managed with VRM Class II objectives, and 35.3 miles managed with VRM Class III objectives. The route would also cross 3.9 miles of Idaho State land and 12.2 miles of private land.

The following eight KOP locations were selected to represent the most sensitive or most typical views for Alternative 9F.

KOP 1417 (Figure E.2-10). Views from KOP 1417 represent the views of residences and Rimrock Junior and Senior High School approximately 1.0 mile southwest of the C.J. Strike Reservoir. The view is focused to the west and northwest toward middle line canal and Rim Road. Open, panoramic views of the undulating terrain and irrigated agricultural land are considered to have moderate scenic quality. Rugged terrain associated with the C.J. Strike Reservoir and distant mountainous elements add variations in form, line, color and texture, increase the scenic quality. Visible human-made alterations are subordinate but slightly detracting from the scenic quality.

KOP 1413 (Figure E.2-10). Views from KOP 1413 represent the views of recreational users at an informational kiosk at the C.J. Strike Dam, looking southwest to west toward rocky and angular terrain surrounding the Snake River. Partially screened views of the rocky terrain rising up from the Snake River Plain and scattered industrial human-made development are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground views with variations of form, line, color, and texture increase the scenic quality, while visible human-made alterations detract from the scenic quality.

KOP 572 (Figure E.2-10). Views from this KOP represent those of recreational hikers at the BLM Rabbit Creek Trailhead. Open, panoramic views of the rolling hills in the middleground and background offer some landscape contrast. Modest human-made alterations in the foreground and middleground would detract from the view and result in moderate to high scenic quality for views from this KOP.

KOP 1158 (Figure E.2-10). Views from KOP 1158 represent the views of recreational drivers traveling along Strike Dam Road adjacent to the C.J. Strike Reservoir looking southwest to west across undulating terrain and curvilinear snaking water features. Open and panoramic views of the surrounding rolling terrain and water features are considered to have moderate scenic quality due to the fact that there are aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent.

KOP 1115 (Figure E.2-10/Appendix G-1, Figure B-29). Views from KOP 1115 represent the views of residents traveling on Warrick Road looking directly north toward rolling terrain and the Snake River Valley approximately 3.5 miles in the middleground. Open, panoramic views of the flat to rolling terrain are considered to have low to moderate scenic quality due to the fact that there are few scarce aesthetic landscape elements and there are numerous human-made alterations.

KOP 1352 (Figure E.2-9/Appendix G-1, Figure BOP-2a). Views from this KOP represent local residents on Warrick Road looking southeast towards the SRBOP approximately 0.8 mile away. Open, panoramic views of this panoramic landscape along with agricultural crops in the foreground are considered to have low to moderate scenic quality due to the landscape elements such as Sinker Butte. Farm buildings, stockpiles, utility lines, and irrigation equipment detract from the limited views beyond the agricultural area.

KOP 1337 (Figures E.2-9 and E.2-34a). Views from KOP 1337 represent those of recreational viewers at a scenic lookout adjacent to Swan Falls Dam looking southeast toward Sinker Butte across the Snake River. Open, panoramic views of the rugged canyon terrain and meandering water feature are considered to have high scenic quality due to the variety in form, line, color, and texture as well as the scarcity of such views in the surrounding region.

KOP 1588 (Figure E.2-10). Views from this KOP represent those of recreational users south of Wild Horse Basin and the Swan Falls area of the Snake River looking northwest toward Sinker Butte in the SRBOP. Open, panoramic, and often superior views of the undulating to flat terrain in the foreground gives way to more rugged terrain as the Snake River Canyon drops in elevation in the middleground as well as the silhouettes of distant mountain ranges in the background offer some variation and landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the muted vegetation tones and the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape but are not highly visible. This parcel of BLM-administered land is managed to conform with VRM Class II objectives.

Alternative 9G

Alternative 9G was developed to provide a separate alignment from Alternative 8E, which shares the same alignment as Alternatives 9D and 9F where it crosses the Snake River. The primary difference between Alternative 9G and Alternatives 9D and 9F is the alignment of the last 15 miles of the route. Alternatives 9D and 9F would take a more northerly path than Alternative 9G. Alternative 9G would not avoid the Cove Non-Motorized Area, and instead would share the same alignment as Alternative 9D for that part of its route.

Alternative 9G would follow Alternative 9F for the first 41 miles, and proceed west along the Proposed Route and WWE corridor. Just south and west of C.J. Strike Reservoir Dam, the route would turn to the northeast then north for approximately 3 miles to rejoin Alternatives 9D and 9F. Alternatives 9D, 9F, and 9G would then follow the same path, proceeding to the northwest and following an existing 138-kV transmission line. Alternative 9G would cross a National Register Historic District and the Snake River approximately 4 miles south of Sinker Butte, continuing to the north and west.

Alternative 9G would cross 16.5 miles of BLM-administered land with VRM Class II objectives, 27.6 miles of BLM-administered land with VRM Class III objectives, 3.9 miles of Idaho State land, and 3.0 miles of private land. The following 12 KOP locations were selected to represent the most sensitive or most typical views for Alternative 9G.

KOP 1129 (Figure E.2-10). Views from KOP 1129 represent the views of recreational hikers and campers at Broken Wheel campground looking southwest toward the complex terrain surrounding the Bruneau Dunes State Park. Open, panoramic views of the undulating and rugged terrain in the middleground are considered to have high scenic quality due to the scarce aesthetic landscape elements and few human-made alterations within the view. Landscape modifications have been designed to conform to surrounding aesthetic elements which ensure change is minimally noticeable.

KOP 1128 (Figure E.2-10). Views from KOP 1128 represent the views of recreational hikers and OHV users looking south toward the complex terrain of the Bruneau Dunes State Park. Open, panoramic views of the undulating and rugged terrain in the middleground are considered to have high scenic quality due to the scarce aesthetic landscape elements and few human-made alterations within the view.

KOP 1133 (Figure E.2-10). Views from KOP 1133 represent the views of recreational drivers on Crane Falls Road north of the Oregon NHT looking southwest toward rolling to rugged terrain surrounding Wilkins Gulch and the Bruneau Arm of the C.J. Strike Reservoir. Open, panoramic, and elevated views of the rolling to rugged terrain are considered to have Class B scenic quality due to the various aesthetic landscape elements in the middleground and background views as well as highly visible human-made alterations which detract from the scenic quality.

KOP 1155 (Figure E.2-10/Appendix G-1, Figure B-18). Views from this KOP represent those of recreational users of BLM's Cove Recreation Site at the C.J. Strike Reservoir of the BLM Oregon NHT. The KOP is located at the intersection of Route 78 and a graded graveled/dirt road. The views of the relatively flat to undulating terrain with plateau silhouettes in the background from this viewpoint exhibit diversity in form, line, and texture. Existing human-made features include roads, agricultural field, and a wood-pole H-frame structure in the middleground and background.

KOP 1156 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3a and Figure B-17). Views from KOP 1156 represent the views of recreational campers in the BLM's Cove Recreation Site at the C.J. Strike Reservoir looking south across rolling to rocky terrain and curvilinear water features. Open and partially screened views of the surrounding rugged terrain and water features are considered to have Class B scenic quality due to the aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent and detracts from the scenic quality.

KOP 1154 (Figure E.2-10/Appendix G-1, Figure B-19). Views from KOP 1154 represent the views of recreational campers in the Idaho Power Campground at the C.J. Strike Reservoir looking west across agricultural and dominant vegetation along the water retention and control structures associated with the C.J. Strike Reservoir and Snake River Canyon. Screened and enclosed views of the surrounding rugged and engineered terrain are considered to have low to moderate scenic quality due to the few aesthetic landscape elements in the surrounding views and the diverse variations of form, line, color, and texture are screened by the numerous human-made alterations and structures in the foreground. Many elements within the view have an industrial nature to them and detract from the overall scenic quality.

KOP 1158 (Figure E.2-10). Views from KOP 1158 represent the views of recreational drivers traveling along Strike Dam Road adjacent to the C.J. Strike Reservoir looking southwest to west across undulating terrain and meandering water features. Open and panoramic views of the surrounding rolling terrain and water features are considered to have moderate scenic quality due to the aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent and detracts from the scenic quality.

KOP 1570 (Figures E.2-10 and E.2-38a). Views from KOP 1570 represent the views of recreational hikers at the top of the Bruneau Dunes. The view is focused to the west across the contrasting natural and riparian vegetation along the edge of Bruneau Dunes Lake at the Bruneau Dunes State Park. Open and superior views of the surrounding rolling terrain are considered to have moderate to high scenic quality. The diverse variations of form, line, color, and texture with few visible human-made alterations and structures in the foreground increase the scenic quality.

KOP 1572 (Figures E.2-10 and E.2-39a). Views from KOP 1572 represent the views of recreational hikers along the outer horseback trail which follows the southwestern perimeter of the Bruneau Dunes State Park. The view is focused to the west across the uniform vegetation and gently undulating terrain. Open and horizontal views of the surrounding almost flat terrain are considered to have moderate scenic quality. There are few aesthetic landscape elements in the surrounding views and a lack of variation in form, line, color, and texture with few visible human-made alterations and structures in the foreground.

KOP 572 (Figure E.2-10). Views from this KOP represent those of recreational hikers at the BLM Rabbit Creek Trailhead. Open panoramic views of the rolling hills in the middleground and background offer some landscape contrast. Modest human-made alterations in the foreground and middleground would detract from the view and result in moderate to high scenic quality for views from this KOP.

KOP 1419 (Figure E.2-10). Views from KOP 1419 represent the views of recreational users at the BLM-administered Rabbit Creek OHV trailhead, looking southeast to southwest toward Striker Basin and Sinker Creek Butte. Open, panoramic views of the rocky terrain of buttes rising up from the Snake River Plain, with little human-made development, are considered to have moderate to high scenic quality. Aesthetic landscape elements in the middleground views have variations of form, line, color, and texture, which increase the scenic quality. Few visible human-made alterations across the landscape detract from the scenic quality.

KOP 1420 (Figure E.2-10). Views from KOP 1420 represent the views of residents at the courthouse in Murphy, Idaho, looking northwest toward the Con Shea Basin and Guffey Butte. Open, panoramic views of the undulating terrain with rising, contrasting buttes and scattered human-made development are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground and background views with variations of form, line, color, and texture add to the scenic quality, while visible human-made alterations in the foreground detract from the scenic quality.

KOP 1588 (Figure E.2-10). Views from this KOP represent those of recreational users south of Wild Horse Basin and the Swan Falls area of the Snake River looking northwest toward Sinker Butte in the SRBOP. Open, panoramic, and often superior views of the undulating to flat terrain in the foreground gives way to more rugged terrain as the Snake River Canyon drops in elevation in the middleground as well as the silhouettes of distant mountain ranges in the background offer some variation and landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the muted vegetation tones and the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape but are not highly visible. This parcel of BLM-administered land is managed to conform with VRM Class II objectives.

Alternative 9H

Alternative 9H would avoid the Cove Non-Motorized Area as well as provide an alternative alignment for the portion of Alternative 9D/9F that is shared with Alternative 8E. The conditions leading to evaluation of Alternative 9H are the same as those discussed for Alternatives 9D, 9F, and 9G. Alternative 9H would share the same alignment as 9F near C.J. Strike Reservoir, thus avoiding the Cove Non-Motorized Area, but would take a more southern alignment for the last 15 miles of the route, following the same alignment as Alternative 9G in that area.

From point 9n, Alternative 9H would follow the same alignment as Alternative 9D, also crossing the non-motorized area, and then continuing northwest following an existing 138-kV transmission line to point 9r.1. Alternative 9H would then turn west and cross a National Register Historic District and the Snake River approximately 4 miles south of Sinker Butte. The route would continue north and west to point 9p following the same path as Alternative 9G.

Alternative 9H would cross approximately 10.4 miles of BLM-administered land with VRM Class II objectives, 26.8 miles of BLM-administered land with VRM Class III objectives, 3.9 miles of Idaho State land, and 12.0 miles of private land. The previous KOP locations (KOP 1419 and 1420) selected to represent the most sensitive or most typical views for Alternative 9H are the same as Alternative 9G.

The following eight KOP locations were selected to represent the most sensitive or most typical views for Alternative 9H.

KOP 1417 (Figure E.2-10). Views from KOP 1417 represent the views of residences and Rimrock Junior and Senior High School approximately 1.0 mile southwest of the C.J. Strike Reservoir. The view is focused to the west and northwest toward middle line canal and Rim Road. Open, panoramic views of the undulating terrain and irrigated agricultural land are considered to have moderate scenic quality. Rugged terrain associated with the C.J. Strike Reservoir and distant mountainous elements add variations in form, line, color and texture, increase the scenic quality. Visible human-made alterations are subordinate but slightly detracting from the scenic quality.

KOP 1413 (Figure E.2-10). Views from KOP 1413 represent the views of recreational users at an informational kiosk at the C.J. Strike Dam, looking southwest to west toward rocky and angular terrain surrounding the Snake River. Partially screened views of the

rocky terrain rising up from the Snake River Plain and scattered industrial human-made development are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground views with variations of form, line, color, and texture increase the scenic quality, while visible human-made alterations detract from the scenic quality.

KOP 1158 (Figure E.2-10). Views from KOP 1158 represent the views of recreational drivers traveling along Strike Dam Road adjacent to the C.J. Strike Reservoir looking southwest to west across undulating terrain and curvilinear snaking water features. Open and panoramic views of the surrounding rolling terrain and water features are considered to have moderate scenic quality due to the fact that there are aesthetic landscape elements in the surrounding views; however, the view is typical of this region. Human-made disturbance is very apparent.

KOP 572 (Figure E.2-10). Views from this KOP represent those of recreational hikers at the BLM Rabbit Creek Trailhead. Open, panoramic views of the rolling hills in the middleground and background offer some landscape contrast. Modest human-made alterations in the foreground and middleground detract from the view and result in moderate to high scenic quality for views from this KOP.

KOP 1586 (Figure E.2-10). Views from KOP 1586 represent the views of recreational users adjacent to the Snake River canyon, looking west to northwest toward Sinker Butte and Sinker Creek Butte. Open, panoramic views of the rocky terrain of buttes and canyon edges rising up from the Snake River Plain, with little human-made development other than a few distant residential structures, are considered to have moderate to high scenic quality. Aesthetic landscape elements in the middleground views such as the Snake River canyon and distant mountain silhouettes exhibit variations of form, line, color, and texture, which increase the scenic quality. Few visible human-made alterations are readily visible in the landscape, and these only rarely detract from the scenic quality. This KOP is located on BLM-administered lands managed to conform with VRM Class II objectives.

KOP 1597 (Figure E.2-10). Views from KOP 1597 represent the views of residential viewers on Warrick Road, looking north toward Sinker Butte. Open, panoramic views of the rocky terrain of buttes adjacent to the Snake River canyon, with little human-made development, are considered to have moderate to high scenic quality. Aesthetic landscape elements in the middleground views have variations of form, line, color, and texture, which increase the scenic quality. Few visible human-made alterations are visible within the landscape, which enhances the scenic quality.

KOP 1419 (Figure E.2-10). Views from KOP 1419 represent the views of recreational users at the BLM-administered Rabbit Creek OHV trailhead, looking southeast to southwest toward Striker Basin and Sinker Creek Butte. Open, panoramic views of the rocky terrain of buttes rising up from the Snake River Plain, with little human-made development, are considered to have moderate to high scenic quality. Aesthetic landscape elements in the middleground views have variations of form, line, color, and texture, which increase the scenic quality. Few visible human-made alterations across the landscape detract from the scenic quality.

KOP 1420 (Figure E.2-10). Views from KOP 1420 represent the views of residents at the courthouse in Murphy, Idaho, looking northwest toward the Con Shea Basin and Guffey Butte. Open, panoramic views of the undulating terrain with rising, contrasting buttes and scattered human-made development are considered to have moderate scenic quality. Aesthetic landscape elements in the middleground and background views with variations of form, line, color, and texture add to the scenic quality, while visible human-made alterations in the foreground detract from the scenic quality.

KOP 1588 (Figure E.2-10). Views from this KOP represent those of recreational users south of Wild Horse Basin and the Swan Falls area of the Snake River looking northwest toward Sinker Butte in the SRBOP. Open, panoramic, and often superior views of the undulating to flat terrain in the foreground gives way to more rugged terrain as the Snake River Canyon drops in elevation in the middleground as well as the silhouettes of distant mountain ranges in the background offer some variation and landscape contrast in form, color, texture, and line. Views are considered to be of moderate scenic quality due to the muted vegetation tones and the presence of human-made changes in the middleground (transmission line), which detract from the scenic quality of the natural landscape but are not highly visible. This parcel of BLM-administered land is managed to conform with VRM Class II objectives.

Segment 10 – Midpoint to Cedar Hill

Segment 10 would link the Cedar Hill and Midpoint Substations with a 34.4-mile single-circuit 500-kV line. Segment 10 would follow a WWE corridor for most of the route. The Proposed Route would also be adjacent to the existing 345-kV line most of this length and has been sited to follow the same alignment of the planned SWIP. Either the SWIP or Gateway West would be built, but not both. There are no Route Alternatives proposed along this segment. Figure A-12 in Appendix A shows the location of the Proposed Route in Segment 10.

Segment 10 would cross approximately 13.2 miles of BLM-administered land managed with VRM Class IV objectives and 18.0 miles of private land. Segment 10 has no Route Alternatives.

Proposed Route

Three KOP locations were selected to represent the most sensitive or most typical views for Segment 10. The first KOP was identified as a cultural KOP and is listed below.

KOP C99 (Figure E.2-11). Views from this point are from the Minidoka National Historic Site. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 162 (Figure E.2-11). This KOP is located on the west side of US 93 south of Shoshone and about 1 mile southwest of the Midpoint Substation. It represents residential viewers. The terrain is generally flat, providing open panoramic views in all directions. The landscape offers little variety in form, line, or color due to the mono-culture nature of the agricultural use. Existing transmission lines are present to the north and east, along with a view of the existing substation, detracting from the scenic quality. Overall scenic quality is considered low.

KOP 193 (Figure E.2-11). This KOP represents the view from the Hansen Bridge Scenic Overlook viewing east along the Snake River Canyon. The KOP is in an area identified as VRM Class II by the BLM. This view offers some variety in landform due to the canyon and some limited variation in vegetation. Human-made structures include the Hansen Bridge, scattered residences, and distant transmission lines, which detract from the scenic quality. Overall scenic quality is considered low outside the canyon to moderate inside the canyon.

3.2.2 Direct and Indirect Effects

This section is organized to present first construction, then operations, followed by decommissioning effects from the Proposed Route or Route Alternatives. Route Alternatives are analyzed in detail below in Section 3.2.2.3.

EPMs are presented in detail within this section only if it is the first time they have been discussed in Chapter 3; all other measures are referenced or summarized. A comprehensive list of all EPMs, and the land ownership to which they apply, can be found in Table 2.7-1 of Chapter 2.

3.2.2.1 No Action Alternative

Under the No Action Alternative, the BLM would not issue a ROW grant to the Proponents of Gateway West and the Project would not be constructed across federal lands. No land management plans would be amended to allow for the construction of this Project. No Project-related impacts to visual resources would occur; however, impacts would continue as a result of natural events (such as fire, drought, and severe weather), as well as from existing and planned developments within the Analysis Area and from other projects, including wind farms, mining, agricultural, and other competing land uses. The demand for electricity, especially for renewable energy, would continue to grow in the Proponents' service territories. If the No Action Alternative is implemented, the demand for transmission services, as described in Section 1.3, Proponent's Objectives for the Project, would not be met with this Project and the area would have to turn to other proposals to meet the transmission demand. Under the No Action Alternative, impacts similar to those described below may occur due to new transmission lines built to meet the increasing demand in place of this Project.

3.2.2.2 Effects Common to Action Alternatives

Construction

Construction would result in the visual intrusion of construction vehicles, equipment, materials, and a work force in staging areas, along access roads, and along the new transmission line ROW. Vehicles, heavy equipment, tower components, and workers would be visible during substation construction and modification, access and spur road clearing and grading, structure erection, conductor stringing, and cleanup and restoration. However, disturbance from construction activities would be transient and of short duration as activities progress along the transmission line route. Affected viewers would be aware of the temporary nature of Project construction impacts, which would decrease their sensitivity to the impact. The towers and cables (transmission lines) would cause the major long-term change in scenery. In addition, there would be the alteration of topography, grading for access roads and work areas, dust generation, and

clearing of vegetation along the ROW for structures and access roads that would be long-lasting in semi-arid and forested, mountain environments and would introduce some adverse visual change and contrast.

Operations

Towers and transmission lines, as well as existing and new permanent access roads, would be used by maintenance crews and vehicles for inspection and maintenance activities. Visual impacts would result from inspection and maintenance activities producing traffic and dust on access roads; however, these impacts would be temporary.

Increased visual contrast from the clearing and grading of staging areas and construction yards, construction of new access and spur roads, and activities adjacent to construction sites and along the ROW could be long-lasting in semi-arid and forested, mountain environments where vegetation establishment and growth are slow. Views along linear land scars or newly constructed roads would introduce visual change and contrast by causing unnatural vegetative lines and soil color contrast. Vegetation clearing would occur during construction and in some instances would remain substantially cleared for the life of the Project while other areas would be allowed to revegetate or may be planted with native plant materials. The greatest impact would occur from the long-term presence and operations of the transmission line in sensitive visual resource areas due to the cleared ROW, large vertical structures, and multiple overhead conductors, and some access roads (prisms) to the structures.

The Proponents have adopted the following EPMs to minimize impacts to the visual contrast of the transmission line in the landscape. Details on the applicable lands for each EPM are included in Table 2.7-1.

VIS-1 The 500-kV transmission line lattice steel towers would be specified to have a dull galvanized finish. The proposed surface finish is a galvanized finish, treated after the initial galvanizing process to produce a dulled finish to reduce surface reflectivity. This process results in an installed tower with more visual absorption and thus allows the towers to blend in better with the landscape.

VIS-2 The three subconductor (500-kV) and two subconductor (230-kV) that make up the conductor bundles would be specified to have a non–specular finish. Similar to the dulled finish of the transmission structures, the conductors reduce surface reflectivity. This process results in eliminating the shiny ribbon effect often seen in older untreated transmission lines and thus allows the conductors to blend in better with the landscape.

VIS-3 The proposed 230-kV transmission lines between Windstar and Aeolus would use a steel H-frame structure configuration similar to the existing 230-kV in the same general location. The steel pole H-frame would utilize self-weathering steel. Self-weathering steel is manufactured from a group of steel alloys that were developed to eliminate the need for painting. This type of steel alloy forms a stable rust-like appearance if exposed to the

weather for several years. In areas where the 230-kV structures are skylined, dull galvanized steel will be considered to minimize visual impacts. Dulled galvanized steel has a galvanized finish, treated after the initial galvanizing process to produce a dulled finish to reduce surface reflectivity. This process results in an installed tower with more visual absorption and thus allows the towers to blend in better with the terrain, while at the same time preserving the corrosion resistant properties of the galvanized coating on the steel.

VIS-4 No paint or permanent discoloring agents would be applied to rocks or vegetation to indicate limits of survey or construction activity except as required under the timber sale contracts.

VIS-5 To minimize ground disturbance and/or reduce scarring (visual contrast) of the landscape, the alignment of any new access roads or cross-country routes will follow the landform contours where practicable, providing that such alignment does not impact resource values additionally or result in new impacts to resources that were previously avoided.

VIS-6 To minimize sensitive feature disturbance and/or visual contrast in designated areas on federal lands, structures will be placed so as to avoid sensitive features such as, but not limited to, riparian areas, water courses and cultural sites and/or to allow conductors to clearly span the features, within the limits of standard tower design. Where conflicts arise between resources, the applicable land manager will be consulted.

VIS-7 To reduce visual impacts on federal land, including potential impacts on recreation values and safety, towers are to be placed at the maximum feasible distance from the highway, canyon and trail crossings within limits of standard design and to the extent practical.

VIS-8 Crossings of rivers shall be at approximately right angles where practical. Strategic placement of structures shall be done both as a means to screen views of the transmission line and rights-of-way and to minimize the need for vegetative clearing.

VIS-9 Insulators will be made of materials that have reduced potential to reflect and refract light. Glass insulators that are highly reflective will be prohibitive in scenic areas on federally managed lands.

VIS-10 For segments of the line 1) within the 0- to 0.5-mile zone of Interstate highways where existing lines of the same voltage are paralleled and 2) within the 0- to 0.5-mile zone of residences where existing lines of the same voltage are paralleled, new towers will be located adjacent to existing towers, within the limits of standard transmission line design and considering the ruling span length of adjacent proposed and existing lines.

VIS-11 Site-specific “micrositing,” within the limits of standard engineering design, will be required near certain sensitive areas, as identified by the agencies,

where proposed transmission facilities would impact visual quality; these situations include:

- Crossings over major highways;
- Crossings of high quality historic trails;
- Crossings over the North Platte and Snake Rivers;
- Sensitive travelways, use areas, residential areas, recreational facilities as identified by the agencies (including national recreation and scenic trails, campgrounds, recreation areas, and trailheads), and other areas identified by management plans; and
- To avoid bisecting forest patches within the Sawtooth NF.

The Proponents will consult with the applicable local land management agency during transmission line design.

VIS-12 The lighting specified for the marshaling yards shall be the minimum required to meet safety and security standards. All light fixtures within 1,000 feet of a residence shall be hooded to eliminate any potential for glare and to prevent light from spilling off the site or up into the sky. Additionally, the fixtures shall have sensors and switches to permit the lighting to be turned off at times when it is not required.

VIS-13 To reduce visual contrast in areas where overstory vegetation is removed for access, tower pads, or conductor clearance, specific sections of the clearing edges on federal land will be feathered (trees thinned/removed from the edge of the right-of-way out or away from the right-of-way boundary) to give a natural appearance, where not in conflict with regulatory requirements (e.g., NERC, WECC, and Occupational Safety and Health Administration requirements). This will be a onetime application and conducted with agency approval.

VIS-14 To mitigate potential visual impacts on federal land, the construction and maintenance plan to be developed by the Proponents will include measures to reduce ROW scarring and enhance restoration. The plan will be approved by the land management agency prior to ground clearing and construction.

Decommissioning

Project facilities would be removed at the end of the operational life of the transmission line. Conductors, structures, and related facilities would be removed. Foundations would be removed to below the ground surface level. There would be residual visual impacts for many years after the Project has been decommissioned and structures removed such as vegetative cutbacks, cut and fill scars from construction activities, and access roads, which all add to the visual impact, though these impacts would be at ground level. These areas would be apparent after the removal of structures but are expected to diminish over time.

3.2.2.3 Comparison of Alternatives by Segment

This section describes the impacts for the Preferred Route, Proposed Route, and Route Alternatives for each of the segments of Gateway West. The analysis discusses the relative impacts to visual resources of the alternatives. In most cases, after analysis of impacts was complete and where impacts were identified, measures were proposed to reduce impacts.

Assessment of potential impacts on KOPs assumed all sensitive viewers would have views toward the Preferred Route, Proposed Route, and Route Alternatives on a high-visibility day (defined as visibility of 5 miles and beyond) and that those KOPs would represent the disparate viewing conditions and viewing opportunities of the characteristic landscapes described in Section 3.2.1.5 – Existing Conditions. Based on the field inventory, more than 1,400 locations were identified and photographed. KOP locations were suggested by the BLM, Forest Service, and NPS and located through literature review within the Project area or identified in the field. Photographs were taken to document existing conditions at each KOP and were used to evaluate visual conditions and potential visibility as well as to assess the level of contrast and impacts that would result from the introduction of the Project elements. Following the inventory, 226 locations were selected as KOPs as presented in this section. Appendix E, Figures E.2-1 through E.2-11 show the location of all points inventoried as well as the locations of chosen KOPs (both visual and cultural). An additional 99 KOPs to document the visual impact on historical and cultural resources as presented in Section 3.3 – Cultural Resources. All the KOPs described herein are considered to represent the most sensitive viewers or are the most representative of typical views and viewing conditions along the Preferred Route, Proposed Route, and Route Alternatives.

Visual Resource Management Class Assessment

Where the Preferred Route, Proposed Route, and Route Alternatives would cross BLM-managed or NFS lands, the following assumptions were made to determine whether change resulting from the Project would conform with management plans or whether an amendment would be required. Visual resources–related impacts that would lead to potential plan amendments are identified in Tables 2.2-1 through 2.2-3 of Chapter 2 and discussed in detail in Appendix G:

- High-voltage transmission lines do not conform to management objectives of BLM VRM Classes I and II and Forest Service Very High, High, and Moderate (SMS) and Preservation, Retention, Partial Retention, and, in some cases, Modification (VMS) areas.
- The location of the Proposed Route or Route Alternatives across VRM Class III areas conforms with the class objectives if consideration was given to alternative alignments that would avoid the area and feasible mitigation was applied. However, in some special circumstances, crossing VRM Class III areas would not conform with the visual characteristics of the management class. Those areas received visual analysis, as described in Appendix G.
- Direction for considering visual resource values stated in RMPs, MFPs, and Forest Plans was taken into consideration. On BLM-managed land where

guidelines were absent or general in nature, the management direction provided in BLM Handbook H-1601-1, *Land Use Planning,* was considered (BLM 2005a).

- Evaluating the effects of a proposed plan amendment on other resources is difficult due to the small areas of land where specific information regarding resources may not be available. Therefore, effects are discussed qualitatively.

Details regarding conformance with VRM objectives as well as plan amendments are provided in Appendix G-1. Details regarding conformance with Forest Service visual resource management are found in Appendix G-2.

The Visual Impact Assessments tables (Tables 3.2-1 through 3.2-45) listed below for each segment have abbreviated terms to represent potential viewers from each particular KOP. The abbreviated terms are listed below with appropriate definitions for each type of viewer. The viewers from each KOP can be defined as:

- RES – A single residential viewer or group of residential viewers.
- REC – A recreational viewer in broad context; more specific details would be provided in the KOP description, but recreational viewers for this analysis included Forest Service campsites and trails, NHT users, historic and scenic highway/byway users, BLM trailheads, NPS lands, and general recreational areas (e.g., RV parks, city parks, ball fields, state parks, and recreation sites).
- COMM – A commuter traveling on major highways or secondary roads not identified as having scenic protection. Often these views were considered residential if they were adjacent to an identified residence or community.
- HIST – A site identified as having historic value, often a recreational site (i.e., Oregon or California NHT users)
- CULT – A site identified as a sensitive viewing location for cultural resources yet not discussed in the Cultural Resources section. These viewers were identified on the Fort Hall Indian Reservation.
- SCHOOL – A community school usually not identified as historic.
- CEM – A community cemetery usually not identified as historic.

Segment 1W – Windstar to Aeolus

The preferred routes in Segment 1W are as follows:

Segment	Preferred Route	Agency
Segment 1W(a)	Proposed Route (Figure A-2)	BLM and State of Wyoming
Segment 1W(c)	Proposed Route (Figure A-2)	BLM and State of Wyoming

Segment 1W is composed of Segments 1W(a) and 1W(c), both of which consist of single-circuit 230-kV transmission lines. Generally, Segment 1W(a) would be a new 73.8-mile-long transmission line, and 1W(c) would involve reconstruction of a 73.6-mile-long portion of the existing Dave Johnston – Rock Springs 230-kV transmission line. However, in the area approximately 5 miles to the north and to the south of Ice Cave Mountain, the lines shift east to avoid the ice cave. In this area, 1W(a) would be the reconstruction of the existing line and 1W(c) would be the new line. Segment 1W(a)

has one alternative, Alternative 1W(a)-B, which is located north and west of the town of Glenrock and was the Proponents' initial proposal. However, the Proposed Route was revised following the Draft EIS public comment period in order to avoid the more populated area around Glenrock. Figure A-2 in Appendix A shows the location of the Segment 1W routes.

Segment 1W – BLM Preferred Route

The Proposed Route for 1W(a) is the BLM's Preferred Route. It parallels the existing Dave Johnston to Freezeout 230-kV line. This portion of the Preferred Route is located within a designated utility corridor and complies with the State of Wyoming sage-grouse core area directive. This is also the State of Wyoming's preferred alternative, as documented in the Draft EIS.

The Proposed Route for 1W(c) is the Preferred Route. A portion of the Dave Johnston and Freezeout 230-kV line would be rebuilt with steel H-frame structures and would tie into both the Heward Substation and the Shirley Basin Substation. This portion of the Preferred Route minimizes impacts by using an existing ROW. This is also the State of Wyoming's preferred route, as documented in the Draft EIS.

In the area located approximately 5 miles north and 5 miles south of Ice Cave Mountain, portions of both the Preferred Route shift east to avoid the ice cave. Segment 1W(a) and 1W(c) switch so that 1W(a) becomes the reconstruction of the existing line and 1W(c) becomes the new alignment.

Preferred/Proposed Route 1W(a)

Table 3.2-1 summarizes the potential visual impact for each KOP in Segment 1W(a) Preferred/Proposed Route.

Table 3.2-1. Visual Impact Analysis for KOPs in Segment 1W(a) Preferred/Proposed Route

KOP	Viewers[4/]	Land Ownership	Viewer Rating[5/]	Scenic Quality[5/,6/]	Distance (miles)	Visibility[5/]	Contrast[5/]	Impact[5/]
38	REC/HIST	State of WY	H	L-M	0.30	H	L-M	M
37	REC/HIST	Private	H	B	0.40	H	L	M
71[1/]	RES	State of WY	L	C	<0.10	H	H	M-H
1011[1/]	RES	Private	L	C	0.32	H	H	M-H
1013[2/]	RES	Private	H	B	0.32	H	M-H	M-H
83[3/]	RES	Private	H	L-M	0.75	M-H	L-M	L
89[3/]	REC	Private	H	B	2.17	M-H	M	L-M
86[3/]	REC	BLM VRM III	H	C	0.90	M	M	M
105[2/]	REC	State of WY	H	L-M	0.30	M-H	L-M	L-M
46[3/]	COMM	BLM VRM IV	H	C	0.23	H	M-H	M-H

1/ Viewers at KOP would have views of Proposed Route 1W(c) with lower anticipated visual impacts.
2/ Viewers at KOP would have views of Proposed Route 1W(c) with higher anticipated visual impacts.
3/ Viewers at KOP would have views of Proposed Route 1W(c) with similar impacts.
4/ RES – A single resident. REC – A recreational viewer. HIST – A site identified as having historic value. COMM – A commuter traveling on major highways or secondary roads.
5/ H – High, M – Medium, L – Low.
6/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 38 (Figures E.2-1 and E.2-15b). The Project would be highly visible to high-sensitivity recreational viewers at this KOP 38. Foreground views of the Project have limited screening except for the vegetation along the North Platte River. Viewers at this location would be approximately 0.3 mile from the proposed Route, representing a foreground view of the Project. Visual contrast levels would be low to moderate due to numerous human-made alterations within the landscape; however, the introduction of new structures within these views could draw the attention of a casual observer. Impacts to recreational viewers from KOP 38 would be moderate due to adjacent human-made alterations in the landscape.

KOP 37 (Figure E.2-1). The Project would be highly visible from KOP 37 to high-sensitivity recreational viewers traveling along the Oregon NHT or visiting the historic marker erected at the site (at a distance of 0.4 mile from the Preferred/Proposed Route). Numerous industrial structures in the immediate vicinity, such as the existing Dave Johnston Power Plant and associated transmission structures, would lower visual contrast levels. Visual impacts on recreational viewers would be moderate due to the close distance of the view and alterations in the view of this Class B landscape.

KOP 71 (Figure E.2-1). Low-sensitivity residential viewers at KOP 71 would have a high level of Project visibility (approximately 300 feet from the Proposed Route). The viewer would have an expansive and panoramic view toward Alternative 1W-A with some backdropping by the background terrain. Contrast levels are anticipated to be high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and high contrast level.

KOP 1011 (Figure E.2-1). Low-sensitivity residential viewers at KOP 1011 would have a high level of Project visibility (0.32 mile from where the Proposed Route and 1W[c] all converge). The viewer would have an expansive but focal view toward Alternative 1W-A with opportunities for both backdropping and screening. Contrast levels are anticipated to be high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and high contrast level.

KOP 1013 (Figure E.2-1). High-sensitivity residential viewers at KOP 1013 would have a high level of project visibility 0.32 mile from the Preferred/Proposed Route. The viewer would have an expansive and focal view toward the Proposed Route with few opportunities for backdropping and/or screening. Contrast levels are anticipated to be moderate to high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the close distance of the viewer to the proposed Project as well as the dominant existing transmission line, which slightly lowers the contrast of the new structures. Moderate to high impacts may affect this scenic quality Class B landscape in the foreground.

KOP 83 (Figure E.2-1). Viewers at KOP 83 would be high-sensitivity residential viewers approximately 0.75 mile within the Proposed Route. At KOP 83, the Project would be highly visible to high-sensitivity residential viewers due to foreground distances and skyline effects created by the existing and proposed structures. Visual contrast levels would be low to moderate. Numerous human-made alterations within

the middleground view would create low to moderate visual impacts on residential viewers.

KOP 89 (Figure E.2-1). The Project would be moderately to highly visible to moderate-sensitivity recreational viewers accessing the Bates Creek Reservoir at KOP 89, 2.17 miles from the Preferred/Proposed Route. Segment 1W(c) would be 2.25 miles from the viewpoint. Middleground distances and backdropping effects lower the visual contrast levels to moderate, which can mask changes to form, line, color, and texture. Backdropping helps to blend the Project into the surrounding landscape. Visual impacts on recreational viewers would be low to moderate due to the middleground viewing distance and backdropping. Low to moderate impacts in the middleground would not likely affect the Class B scenic quality landscape.

KOP 86 (Figure E.2-1). The Project would be moderately visible for the recreational viewers at KOP 86. In this area, the Preferred/Proposed Route would parallel an existing 230-kV transmission line (Segment 1W[c]). Middleground distances and backdropping would lower visual contrast to moderate levels. Backdropping helps to blend the Project in with background terrain, vegetation, and scenery. Visual impacts on recreational viewers would be moderate due to paralleling another transmission line and moderate visibility. The Rawlins VRI viewshed indicated this this area as having foreground and middleground views. With impacts occurring in the middleground, there may not be impacts that degrade the Class C scenic quality.

KOP 105 (Figure E.2-1/Appendix G-2, Figure MB-1b). KOP 105 is located approximately 2.5 miles south of the Medicine Bow-Routt NF boundary, but this KOP represents views of the surrounding areas adjacent to the NF. KOP 105 and other adjacent viewpoints exhibit diversity in form, line, color, and texture with few human-made features. The most visible human-made feature in the surrounding area is an existing 230-kV transmission line. With little existing development in the area other than the existing transmission line approximately 1,500 feet to the northwest, the structures would be moderately to highly contrasting with the landscape. Many of the views in the surrounding area exhibit a high level of variety in form line, color, and texture, which would contrast with the addition of new human-made structures and access roads. This would not meet the Moderate SIO. The conformance analysis with Moderate SIO is discussed in Appendix G-2.

KOP 46 (Figure E.2-1). The Project would be highly visible to viewers from KOP 46 traveling north- and south-bound on State Highway 487 (at a distance of 0.23 mile from Segment 1W[a]). The Segment 1W(a) route would parallel State Highway 487 along the left shoulder of the highway as well as the existing 230-kV transmission line (Segment 1W[c]) on the right. Immediate foreground distances moderated by partial screening would lower visual contrast to moderate to high levels. Visual impacts on recreational viewers would be moderate to high due to the tunneling effect, or framing of both sides of the roadway, that the high-voltage transmission lines would create along this 7.5-mile portion of State Highway 487. The VRI viewshed indicates this as a foreground to middleground viewing area. With moderate to high impacts occurring in the foreground to middleground, these impacts would not degrade the Class C scenic quality.

Alternative 1W(a)-B

Table 3.2-2 summarizes the potential visual impact for each KOP in Alternative 1W(a)-B.

Table 3.2-2. Visual Impact Assessment for Each KOP in Alternative 1W(a)-B

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (miles)	Visibility[2/]	Contrast[2/]	Impact[2/]
1004	RES	Private	H	B	0.12	H	H	M-H
1005	RES	Private	L	B	0.80	H	L-M	M
1008	REC	Private	L	B	1.50	M-H	M	M
1006	RES	Private	L	B	0.25	H	M-H	M-H

1/ RES – A single resident. REC – A recreational viewer.
2/ H – High, M – Medium, L – Low
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 1004 (Figure E.2-1). High-sensitivity residential viewers at KOP 1004 would have a high level of Project visibility at 0.12 mile from Alternative 1W(a)-B. There are few opportunities for screening or backdropping, resulting in high contrast levels due to the possibility of skylining. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the close distance of the view and Class B scenic quality.

KOP 1005 (Figure E.2-1). Low-sensitivity residential viewers at KOP 1005 would have a high level of Project visibility (approximately 0.8 mile from Alternative 1W(a)-B). The viewer would have an expansive and panoramic view toward the Alternative 1W(a)-B with some opportunities for vegetation screening in the middleground and visible human-made structures (i.e., transmission line, communication tower, and numerous buildings). Contrast levels are anticipated to be low to moderate. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate. The close distance of the view and moderate contrast level, as well as presence of visible human-made alterations adjacent to the view, lower the scenic quality, which is currently classified as Class B.

KOP 1008 (Figure E.2-1). High-sensitivity recreational viewers at KOP 1008 would have a moderate to high level of Project visibility (approximately 1.5 miles away). The viewers would have an expansive and panoramic, superior view toward Alternative 1W(a)-B with some opportunities for screening. Contrast levels are anticipated to be moderate. Impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate. The relatively close distance of the viewer and moderate contrast level, as well as presence of visible human-made alterations adjacent to the view, lower scenic quality which is currently rated as Class B. The VRI viewshed indicated this as a foreground view. With impacts occurring in the middleground, there may not be impacts that degrade the Class B scenic quality.

KOP 1006 (Figure E.2-1). High-sensitivity residential viewers at KOP 1006 would have a high level of Project visibility (0.25 mile from the Alternative 1W(a)-B). The viewer would have an expansive and panoramic view toward the Alternative 1W(a)-B with few opportunities for screening. Contrast levels are anticipated to be moderate to high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high. The close distance of the view and moderate to high contrast

level, as well as presence of visible human-made alterations adjacent to the view, lower the scenic quality, which is currently rated as Class B.

Preferred/Proposed Route – Segment 1W(c)

Table 3.2-3 summarizes the potential visual impact for each KOP in Segment 1W(c).

Table 3.2-3. Visual Impact Assessment for Each KOP in the Segment 1W(c) Preferred/Proposed Route

KOP	Viewers[4/]	Land Ownership	Viewer Rating[5/]	Scenic Quality[5/, 6/]	Distance (miles)	Visibility[5/]	Contrast[5/]	Impact[5/]
56	REC/HIST	Private	H	B	2.25	M	L	L-M
83[1/]	RES	Private	L	C	0.75	H	L-M	L-M
1011[2]	RES	Private	L	C	0.6	M-H	M	M
1013[1/]	RES	Private	H	B	0.10	H	M-H	M-H
105[1/]	REC	State of WY	H	L-M	<0.10	H	M-H	M-H
89[3/]	REC	BLM VRM III	M	B	2.25	M-H	M	L-M
86[3/]	REC	State of WY	H	M	1.27	M	M	M
71[2/]	RES	State of WY	L	C	0.8	M-H	M	M
46[3/]	COMM	BLM VRM IV	M	C	<0.1	H	M-H	M-H

1/ Viewers at KOP would have views of Proposed Route 1W(a) with lower anticipated visual impacts.
2/ Viewers at KOP would have views of Proposed Route 1W(a) with higher anticipated visual impacts
3/ Viewers at KOP would have views of Proposed Route 1W(a) with similar impacts.
4/ REC – A recreational viewer. RES – A single resident. HIST – A site identified as having historic value. COMM – A commuter traveling on major highways or secondary roads.
5/ H – High, M – Medium, L – Low
6/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 56 (Figure E.2-1). Viewers from KOP 56 would be high-sensitivity recreational viewers traveling along the Oregon NHT (2.25 miles from Preferred/Proposed Route1W[c]). These viewers would have a moderate level of Project visibility due to middleground distances and existing industrial features (i.e., transmission structures, Dave Johnston Power Plant) which draw the attention of the viewer away from the river. Visual contrast levels would be low, while impacts on recreational viewers would be low to moderate due to distance and the visible industrial features within the view which appear co-dominant with the transmission structures in the overall landscape view.

KOP 83 (Figure E.2-1). Viewers at KOP 83 would be low-sensitivity residential viewers 0.75 mile from the Preferred/Proposed Route 1W(c). At KOP 83, the Project would be highly visible due to foreground distances and skyline effects created by the existing and proposed structures. Visual contrast levels would be low to moderate. Because of numerous human-made alterations within the middleground view visual impacts on residential viewers would be low to moderate.

KOP 1011 (Figure E.2-1). Low-sensitivity residential viewers at KOP 1011 would have a high level of Project visibility (1.65 miles from where the Preferred/Proposed Routes 1W[a] and 1W[c] all converge). The viewer would have an expansive but focal view toward Alternative 1W(a)-B with opportunities for both backdropping and screening. Contrast levels are anticipated to be moderate. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and high contrast level.

KOP 1013 (Figure E.2-1). High-sensitivity residential viewers at KOP 1013 would have a high level of project visibility, being 0.1 mile from Preferred/Proposed Route 1W(c). The viewer would have an expansive and focal view toward the Preferred/Proposed Route with few opportunities for backdropping and/or screening. Contrast levels are anticipated to be moderate to high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the close distance of the view and the moderating effect of the dominating existing transmission line..

KOP 105 (Figure E.2-1/Appendix G-2, Figure MB-1b). Viewers from KOP 105 are high-sensitivity recreational viewers traveling along the BLM access road south of Medicine Bow-Routt NFs (adjacent to Segment 1W[c] Proposed Route, which would parallel the existing transmission line corridor). At KOP 105, the viewers would have a high level of Project visibility due to foreground and middleground distances and a lack of vegetative or topographic screening. Visual contrast levels would be moderate to high. Human-made alterations within the vicinity and backdropping effects created by the surrounding landscape help blend the proposed facilities into the landscape. Visual impacts on the recreational viewers would be moderate to high due to contrast levels moderated by the existing transmission lines.

KOP 89 (Figure E.2-1). The Project would be moderately to highly visible to moderate-sensitivity recreational viewers accessing the Bates Creek Reservoir at KOP 89 (2.17 miles from the Preferred/Proposed Route1W[a]). The Preferred/Proposed Route 1W(c) would be approximately 2.25 miles from the viewpoint. Visual contrast levels would be moderate due to the distance from the viewer to human-made alterations, which can mask changes to form, line, color, and texture. Backdropping helps to blend the Project into the surrounding landscape. Visual impacts on recreational viewers would be low to moderate due to the middleground viewing distance and backdropping. The VRI indicated that this KOP would have medium sensitivity in this scenic quality Class B landscape in the foreground.

KOP 86 (Figure E.2-1). The Project would be moderately visible for the recreational viewers at KOP 86. In this area, Segment 1W(c) would parallel an existing 230-kV transmission line (the proposed 230-kV Segment 1W[a]). Middleground distances and backdropping would lower visual contrast to moderate levels. Backdropping is the effect of blending in with background terrain, vegetation, and scenery. Visual impacts on recreational viewers would be moderate due to the Preferred/Proposed Route 1W(c) paralleling another transmission line and moderate visibility.

KOP 71 (Figure E.2-1). Low-sensitivity residential viewers at KOP 71 would have a high level of project visibility (0.8 mile from Proposed Route 1W[c]). The viewer would have an expansive and panoramic view toward the proposed alternative alignment with some opportunities for backdropping by the background terrain, resulting in moderate contrast levels for the Preferred/Proposed Route 1W(c). Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate for Preferred/Proposed Route1W(c) due to the distance of the view and moderate contrast level.

KOP 46 (Figure E.2-1). Viewers from KOP 46 would be high-sensitivity viewers traveling along State Highway 487 within 300 feet of Preferred/Proposed Route1W(c).

The Preferred/Proposed Route 1W(c) alignment would parallel and be partially screened by the proposed 1W(a) alignment along the shoulder of the highway as well as the existing 230-kV transmission line on the right. The Project would be highly visible for the traveling viewers (commuters) at KOP 46 due to foreground distances. Partial screening would lower visual contrast to moderate to high levels. Visual impacts on recreational viewers would be moderate to high due to the tunneling effect the high-voltage transmission lines would create along this portion of the roadway. The VRI viewshed indicated this as a foreground to middleground view. Moderate to high impacts would occur in the foreground to middleground; however, it is anticipated that these impacts would not degrade the Class C scenic quality.

Segment 1W(a) Preferred/Proposed Route – Conclusion and Conformance with BLM VRM Classes

The Segment 1W(a) Preferred/Proposed Route would be a new transmission line crossing the Medicine Bow-Routt NF. It would be placed along the edge of the WWE corridor. The adjacent lands are designated as MA 3.31, Backcountry Recreation, Year-round Motorized. New developments within the utility corridor must meet the SIO of the adjacent management area. MA 3.31 has an SIO of Moderate. Although Segment 1W(a) would not be consistent with meeting the SIO of Moderate with the amendment, which is being proposed, the Project would be allowed to cross and mitigation measures would be applied to minimize visual impacts (see Appendices F-2 and G-2, Section 5.1.1.3).

The majority of visual impacts would be moderate with some areas of higher impacts occurring adjacent to residential areas.

Alternative 1W(a)-B – Conclusion

Impacts to public, private, and state lands are anticipated to be moderate with areas of low to moderate impacts. Alternative 1W(a)-B would have less visual impact associated with views in Glenrock, Wyoming, than the comparison portion of the Preferred/ Proposed Route due to fewer viewers.

Segment 1W(c) Preferred/Proposed Route – Conclusion and Conformance with BLM VRM Classes

Segment 1W(c), which would be a reconstruction of an existing transmission line to MP 23.7 and would parallel an existing transmission line from that point to MP 34, from which point it continues as a reconstruction of an existing line for the remainder of its length.

The Segment 1W(c) route would be a new transmission line where it crosses the Medicine Bow-Routt NFs. It would be placed within the WWE corridor though the access roads would be outside the WWE corridor. The adjacent lands are designated as MA 3.31, Backcountry Recreation, Year-round Motorized. New developments within the utility corridor must meet the SIO of the adjacent management area. MA 3.31 has an SIO of Moderate. Segment 1W(c) would not be consistent with the SIO of Moderate and thus an amendment would be needed (see Appendices F-2 and G-2, Section 5.1.1.3).

Segment 2 – Aeolus to Creston

The preferred route in Segment 2 is as follows:

Preferred Route	Agency
Proposed Route (Figure A-3)	BLM and State of Wyoming

Segment 2 consists of one single-circuit 500-kV transmission line between the proposed Aeolus Substation and the location of the originally planned Creston Substation near Wamsutter, Wyoming (a new substation at Creston is no longer needed due to changes in anticipated demand for oil and gas field electricity). The Preferred/Proposed Route has been revised to incorporate Alternative 2C, as analyzed in the Draft EIS. Segment 2 would be approximately 91.9 miles long. Alternative 2A is being considered by the BLM because this alternative route is within the WWE corridor. Alternative 2B was initially the Proponents' Proposed Route before they responded to local suggestions and relocated the Proposed Route farther to the south. Figure A-3 in Appendix A shows the location of the Segment 2 routes. Of its total proposed length of 91.9 miles, 36.9 miles are on BLM-administered land (22.9 miles VRM Class III and 14.0 miles VRM Class IV).

Preferred/Proposed Route

Table 3.2-4 summarizes the potential visual impact for each KOP in Segment 2.

Table 3.2-4. Visual Impact Assessment for Each KOP in the Segment 2 Preferred/Proposed Route

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (miles)	Visibility[2/]	Contrast[2/]	Impact[2/]
836-West	RES	Private	M	B	1.00	L-M	M-H	M
94	REC	Private	H	C	0.42	H	M-H	M
822	REC	Private	H	B	0.92	M-H	M-H	M-H
824	RES	Private	M	B	0.13	H	M-H	M-H

1/ RES – A single resident. REC – A recreational viewer.
2/ H – High; M – Medium; L – Low
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 836-West (Figure E.2-2). Viewers within this area include moderate-sensitivity residential viewers on US 30 looking west-northwest. The viewer looking west would have a low to moderate level of Project visibility with partially screened foreground views of Alternative 2A. The viewer looking east would have an expansive though partially screened by terrain view toward the Preferred/Proposed Route. Contrast levels are anticipated to be moderate to high. Impacts on residential viewers from this KOP looking west-northwest to Alternative 2A are expected to be moderate due to the distance of the view, visibility, Class B scenic quality, and the presence of visible human-made alterations, lowering scenic quality. Moderate impacts from cultural modifications could potentially affect the scenic quality since it is considered Class B currently and could result in changing the VRI class from a III to IV.

KOP 94 (Figure E.2-2). Viewers from KOP 94 would be highly sensitive recreational viewers traveling along the Old Lincoln Highway (0.42 mile from the Segment 2 crossing). The Project would be highly visible due to middleground distances. These views, however, would be brief when travel speeds are in excess of 55 miles per hour

(mph). Visual contrast levels would be moderate to high due to the close proximity as well as numerous human-made alterations within the vicinity, which include a substation, transmission lines, and other structures. Visual impacts on viewers would be moderate to high due to visual contrast levels partially mitigated by short duration of views. Moderate to high impacts would not likely affect the scenic quality since it is considered Class C currently, though it could result in changing the VRM Class from a III to IV.

KOP 822 (Figures E.2-2 and E.2-14b/Appendix G-1, Figure R-3b). High-sensitivity recreational viewers at KOP 822 would have a moderate to high level of Project visibility (0.92 mile from the Preferred/Proposed Route). The view would span the Hogback across the North Platte River in the foreground, possibly even skylining above the rugged terrain. The viewer would have an enclosed and focal view toward the Proposed Route with some opportunities for screening once the route crosses the river. The Rawlins VRI indicates that the river corridor was inventoried as Class B scenic quality, a high sensitivity level and a distance zone inventoried as foreground to middleground. The river corridor is not BLM-managed land but there are BLM parcels on both sides of the corridor. The majority of the lands crossed by the alignment would have Class C scenic quality, with the river corridor and Hogback geologic formation having Class B scenic quality. The majority of the area would have a moderate sensitivity level with the river corridor being high. Contrast levels are anticipated to be moderate to high. Impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and the possibility of skylining above the terrain as well as the Class B scenic quality. Moderate to high impacts would likely result in the lowering of the scenic quality from a Class B to Class C if cultural modifications are dominant enough to change in future VRI data.

KOP 824 (Figure E.2-2/Appendix G-1, Figure B-1). High-sensitivity residential viewers at KOP 824 would have a high level of Project visibility (0.13 mile from the Preferred/Proposed Route), and a low level of Project visibility for Alternative 2B (approximately 2.1 miles away). The viewer would have an expansive and panoramic view toward the Proposed Route and Route Alternatives with some opportunities for screening provided by the terrain and large vegetation adjacent to the North Platte River. The Rawlins VRI indicates that the river corridor was inventoried as Class B scenic quality, a moderate sensitivity level, and a distance zone inventoried as foreground to middleground. The river corridor is not BLM-managed land but there are BLM parcels on both sides of it. The majority of the lands crossed by the alignment would have Class C scenic quality, with the river corridor and Hogback geologic formation having Class B scenic quality. The majority of the area would have a moderate sensitivity level with the river corridor being high. Contrast levels are anticipated to be moderate to high for the Preferred/Proposed Route and low to moderate for Alternative 2B due to numerous visible human-made alterations. Preferred/Proposed Route impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and moderate to high contrast level, moderated by the presence of visible human-made alterations adjacent to the view. Alternative 2B impacts on residential viewers from this KOP and in the general vicinity are expected to be low to moderate. The distance of the

view and opportunities for screening, provided by vegetation and terrain, as well as presence of visible human-made alterations adjacent to the view detract from the scenic quality. Moderate to high impacts may lower the scenic quality from a Class B to Class C due to the moderate sensitivity.

Continental Divide National Scenic Trail. Segment 2 of the Preferred/Proposed Route would cross the Continental Divide National Scenic Trail (CDNST) on private land (Section 3, Township 20 North, Range 88 West). Federal lands managed by the BLM in the surrounding sections have a VRM of Class IV. While VRM classes only apply to federal lands, the entire area was covered in the VRI prepared by the Rawlins FO in February 2011. The alignment crosses the trail in an area inventoried with a VRI Class II. This inventory rating denotes that the area either exhibits high scenic quality (Class A) in all distance zones or moderate scenic quality (Class B) in the foreground and middleground with a high scenic quality background.

Sensitivity levels are a measure of public concern for scenic quality. Public land areas are assigned high, medium, or low sensitivity levels based on consideration of the following factors:

- Type of user,
- Amount of use,
- Public Interest,
- Adjacent land used,
- Special areas, and
- Other factors.

Sensitivity Level Rating Units typically do not have the same boundaries as SQRUs, although they may at times share common borders. The boundaries are different because they are subject to the factor(s) that determine visual sensitivity, which differ from the factors that determine scenic quality.

The CDNST was documented in the 2011 VRI inventory as Sensitivity Level Rating Unit 30, which was rated as having a high overall sensitivity rating and high public interest. This rating was the overall result of a high type of use, high public interest, and high special area ratings.

Although inventory classes do not establish management direction, construction of the transmission line would likely lower the rating of scenic quality in future visual inventories. The objective of this class is to retain the existing character of the landscape. The management class objectives require that the level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape. A 500-kV transmission line would not meet this guidance. Strong contrasts would be most pronounced within 5 miles of the CDNST due to the open landscape with distant visibility.

The visual resource inventory process provides BLM managers with a means for determining visual values. The inventory consists of a scenic quality evaluation, sensitivity level analysis, and a delineation of distance zones. Based on these three factors, BLM-administered lands are placed into one of four visual resource inventory classes. These inventory classes represent the relative value of the visual resources, Classes I and II being the most valued, Class III representing a moderate value, and Class IV being of least value. Inventory classes are informational in nature and provide the basis for considering visual values in the RMP process.

The VRI prepared by the Rawlins FO indicated that the Project would cross the CDNST in Scenic Quality Rating Unit 015 (named the Atlantic Rim). This unit was given a Class B scenic quality rating (17) due mainly to vegetation, landform, and scarcity. The unit was noted as having "A dramatic rim with substantial vertical relief, interesting landforms, and an imposing visual presence." The score given to the unit (17) is a high Class B scenic quality score and it should be noted that the Project would attract the attention of casual observers on the CDNST. Considering these factors, the transmission line would likely lower the scenic quality score but likely not low enough to warrant this unit being considered low scenic quality of class C. Special consideration should be given to the surrounding area due to the high sensitivity level documented in the inventory process. The Project is not expected to result in a change in the sensitivity level for the trail because the current level is based on the type of use and public interest ratings, both of which are rated high. While the ratings could be lowered at the perpendicular crossing of the trail, the overall ratings should remain high for the linear corridor. The CDNST is to be managed to provide high-quality scenic, primitive hiking and pack-and-saddle stock opportunities. The proposed transmission line may lower localized scenic opportunities but would not affect recreation opportunities.

Visual Absorption Capability (VAC) is a classification system used to indicate the relative ability of any landscape to accept human alteration without loss of landscape character or scenic condition. VAC analysis is a tool that was widely used by the Forest Service under the VMS. While it is no longer directly a part of the Forest Service's Landscape Management process, VAC analysis continues to be a useful tool to help public land managers determine the ease (or difficulty) of meeting visual resource objectives in the face of ongoing resource development projects. A VAC analysis was conducted for the Rawlins and Rock Springs FOs to help determine if it is a useful planning tool.

Unit 015 (Atlantic Rim) was inventoried as having a medium VAC with a score of 8. Several factors are considered for this rating including:

- Vegetation,
- Soil Contrast,
- Visual Variety,
- Topographical Diversity, and
- Recovery Time.

Unit 015 was inventoried in July 2010. The vegetation was given a score of 2 with notes that the vegetation is of moderate height (3–6 feet), has some species variety (two to three types), has some variation in color, is mostly continuous vegetative cover, and effectively screens low-profile projects such as low-profile surface disturbance. The soil contrast was rated as a 1, noting that surface disturbance would expose a high degree of contrast in color with surrounding soil, rock, and vegetation. Visual variety was scored as a 2, noting that the rating unit exhibits a medium degree of visual variety in terms of the landscape character elements of form, line, and texture; may also exhibit medium variety in landforms, vegetation, or color. The topography was considered a 2, noting that the landform has a moderate amount of topographic diversity and variety. The recovery time was rated as a 1, noting a long-term recovery time of greater than 5 years. The rationale for the medium VAC rating is based on the presence of steep slopes, deep drainages, and varied shrubs with isolated patches of aspen that provide moderate ability to screen projects. The final score of 8 is at the low end of the medium VAC range (8–11).

The “checkerboard” ownership pattern in this portion of the Rawlins FO creates the context through which the CDNST passes. Checkerboard ownership refers to areas with alternate sections of public and private land, forming a “checkerboard” pattern. The CDNST Comprehensive Plan (Forest Service 2009d) demonstrates a clear understanding that an ideal condition will not always be met across private property. Therefore, although the Project would result in a strong visual contrast, it would not substantially interfere with the nature and purposes of the CDNST. Effects to the CDNST SRMA and ROS class are addressed in Section 3.17 – Land Use and Recreation.

Figure 3.2-4 shows the landscape through which the CDNST crosses in the general vicinity of the Project. The view is from the west, looking east.

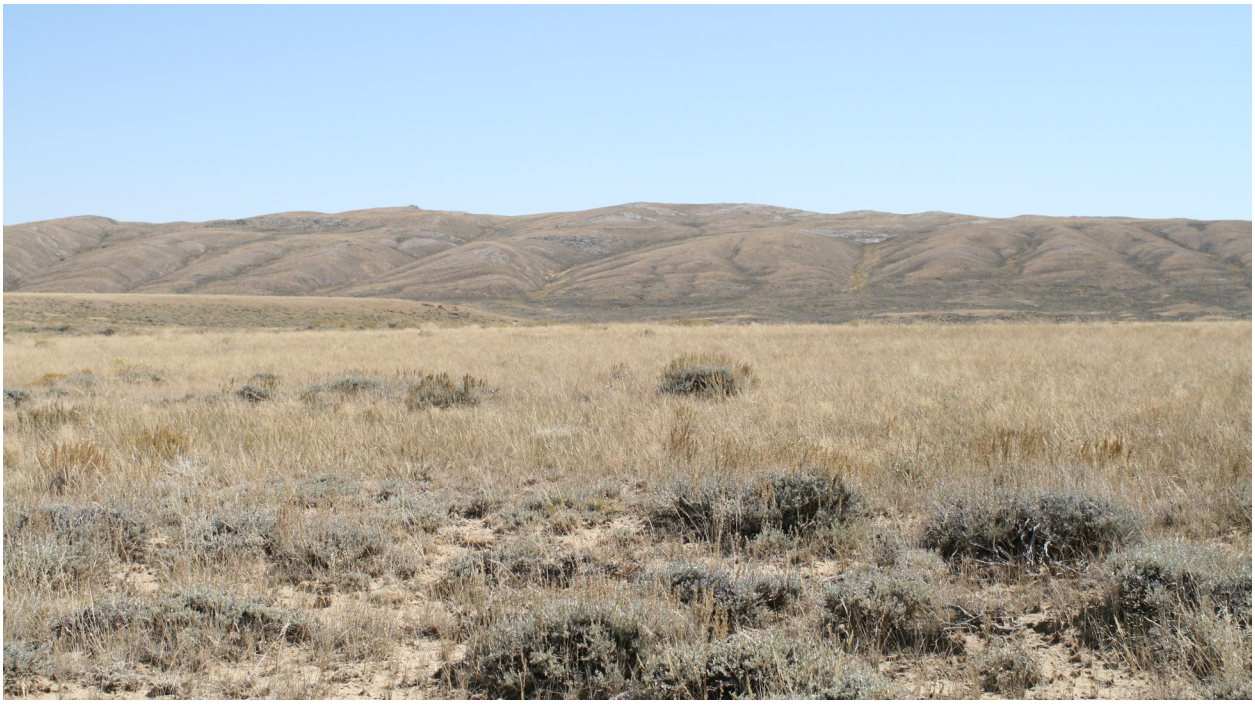

Figure 3.2-4. Existing Conditions near the Continental Divide National Scenic Trail

Alternative 2A

Table 3.2-5 summarizes the potential visual impact for each KOP in Alternative 2A.

Table 3.2-5. Visual Impact Assessment for Each KOP in Alternative 2A

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
836	RES	Private	H	M	1.80	L-M	H	M
9[1/]	REC	Private	M	C	0.29	M	M-H	M
5[1/]	REC	Private	M	C	0.40	M	M	M

1/ Viewers at KOP would have views of Alternative 2B with lower anticipated visual impacts.
2/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 836 (Figure E.2-2). Viewers within this area include high-sensitivity residential viewers on US 30 looking west-northwest. The viewer looking west would have a low to moderate level of Project visibility with partially screened foreground views of Alternative 2A. Contrast levels are anticipated to be high. Impacts on residential viewers from this KOP looking west-northwest to Alternative 2A are expected to be moderate due to the distance of the view, moderate contrast levels, moderate scenic quality, and the presence of visible human-made alterations, lowering scenic quality.

KOP 9 (Figure E.2-2). Viewers within this area include moderate-sensitivity recreational viewers visiting the cemetery at the Fort Fred Steele State Historic Site. Viewers at this location would be less than 0.29 mile from Alternative 2A, representing a foreground to middleground view. From KOP 9, a moderate to high level of contrast and visual impact is anticipated due to the lack of screening moderated by the presence of two existing transmission lines. The VRI indicates that the area was inventoried as Class C Scenic Quality, a moderate sensitivity level, and a foreground to middleground distance zone. Views of the new lines would not draw the attention of a casual observer. The least visual impact would occur with Alternative 2A, which would be 1.5 miles farther from Fort Fred Steele. The VRM Class was assessed as Class IV; therefore, the introduction of new human-made elements would not lower scenic quality below Class C.

KOP 5 (Figures E.2-2 and E.2-16b). Moderate-sensitivity recreational viewers at the Fort Fred Steele State Historic Site informational kiosk would have a moderate level of Project visibility. The Project would be visible in middleground views, along with two existing transmission lines. KOP 5 is 0.40 mile from Alternative 2A representing a foreground to middleground view. The Rawlins VRI indicates that the area was inventoried as Class C Scenic Quality, a moderate sensitivity level, and foreground to middleground distance zone. Visual contrast levels would be moderate for Alternative 2A but these views are not anticipated to draw the attention of a casual observer. Two existing transmission lines and other human-made features are the focal points in the view. Impacts on recreational viewers would be moderate. Use of steel pole H-frame structures similar in form to the existing transmission lines at the Fort Fred Steele State Historic Site could reduce impacts by matching existing structures in the area. The VRI Class was assessed as Class IV; therefore, the introduction of new cultural elements would not lower scenic quality below Class C.

Alternative 2B

Alternative 2B would be 6.2 miles long and would cross a checkerboard of land ownership. Approximately 2.3 miles of BLM-managed land would be crossed, all of which is managed with VRM Class III objectives. The transmission line should conform to VRM objectives. The following KOPs represent anticipated areas of visual impacts from this Alternative. KOPs 9 and 5 are discussed in the discussion on Alternative 2A. Table 3.2-6 summarizes the potential visual impact for each KOP in Alternative 2B.

Table 3.2-6. Visual Impact Assessment for Each KOP in Alternative 2B

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/, 4/]	Distance (mile)	Visibility[3/]	Contrast[3/]	Impact[3/]
9[1/]	REC	Private	M	C	0.60	M	M	L-M
5[1/]	REC	Private	M	C	0.71	L-M	L-M	L-M
4	RES	Private	M	C	<0.10	H	M-H	M-H

1/ KOPs 9 and 5 are discussed in the analysis of Alternative 5A.
2/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low
4/ On BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 9 (Figure E.2-2). This view is looking toward Alternative 2B from the cemetery at the Fort Fred Steele State Historic Site. This viewpoint is discussed in the analysis of Alternative 2A.

KOP 5 (Figures E.2-2 and E.2-16c). This view is looking toward Alternative 2B from a Fort Fred Steele State Historic Site informational kiosk. This viewpoint is discussed in the analysis of Alternative 2A.

KOP 4 (Figure E.2-2). Moderate-sensitivity residential viewers at KOP 4, south of Fort Fred Steele, would have a high level of Project visibility in the immediate foreground less than 0.10 mile from the Route Alternative. Visual contrast levels would be moderate to high. The VRI indicates that the area was inventoried as Class C Scenic Quality, a moderate sensitivity level and a foreground to middleground distance zone. The area appears to be rural residential in nature. Views would not draw the attention of a casual observer due to the backdropping effect created by the mountainous terrain and the presence of two existing transmission lines. Visual impacts on residential viewers would be moderate to high due to the distance and contrast level of Alternative 2B. Use of steel pole H-frame structures would reduce visual impact. Moderate to high impacts would not likely affect the scenic quality because it is considered a Class C and VRI Class IV.

Conformance with BLM VRM Classes

Overall, the construction and operations of Segment 2 of the Preferred/Proposed Route or Route Alternatives would conform to BLM VRM Class III and IV objectives. Impacts would be moderate with isolated areas of lower and higher impacts for private and state lands crossed by Segment 2 due to screening offered by vegetation and landforms, distance of viewers, and lack of densely populated areas in this landscape.

Segment 2 Preferred/Proposed Route – The Preferred/Proposed Route would cross primarily VRM Class III lands in a checkerboard pattern. It is anticipated that because the Preferred/Proposed Route does not dominate views and most impacts are

moderate, it would conform to VRM Class III objectives in most areas. Segment 2 of the Preferred/Proposed Route would cross 1.2 miles of BLM-managed land mapped as VRM Class III, which is also part of the North Platte River SRMA. The visual direction for management of the SRMA states that "surface disturbing activities on public lands within one quarter mile on either side of the North Platte River will be intensively managed to maintain the quality of the visual resource" (BLM 2008h: 2-27). The Project would require tower placement and surface disturbance within this distance of the North Platte River. The BLM has determined that no plan amendments would be required to meet RMP requirements and that conflicts can be resolved using the administrative process outlined in the Rawlins RMP (refer to Appendix 1 of the Rawlins RMP, "Mitigation Guidelines for Surface-Disturbing and Disruptive Activities"). A visual analysis for this area is provided in Appendix G-1, in accordance with the requirements discussed in Appendix 1 of the Rawlins RMP.

Alternative 2A – Alternative 2A would cross BLM-managed VRM Class III lands located in a checkerboard pattern between MPs 9.4 and 27.4. It is anticipated that because Alternative 2A would not dominate any views and most impacts would be moderate, it would conform to VRM Class III objectives.

Alternative 2B – Alternative 2B would cross BLM-managed VRM Class III lands located in a checkerboard pattern along its entire length. It is anticipated that since Alternative 2B would not dominate any views and most impacts would be moderate, it would conform to VRM Class III objectives.

Segment 2 – Conclusion

There are two Route Alternatives for a portion of the Preferred/Proposed Route: Alternatives 2A and 2B. Alternative 2A shares many of the same KOPs that have been described above for Alternative 2B. The shared KOPs are all within close proximity to the Fort Fred Steele State Historic Site. Alternative 2B is approximately 1.5 miles farther from Fort Fred Steele and closer to local residences than Alternative 2A. Overall, the Proposed Route would have less visual impact than Alternatives 2A or 2B due to the increased viewing distance between Fort Fred Steele and residences located to the north of I-80. With increased viewing distance the facilities lack scale and spatial dominance and in some views are partially to totally screened by the foothills of the Hogback, resulting in overall low visual impacts, with a few isolated incidences of moderate to high impacts resulting from the residence and recreational access area located south of I-80. If Alternatives 2A or 2B were selected, steel pole H-frame structures would be used where noted due to the adjacent H-frame structures in the area of impact.

Segment 3 – Creston to Anticline

The preferred route in Segment 3 is as follows:

Preferred Route	Agency
Proposed Route, including 3A (Figure A-4)	BLM and State of Wyoming

A single-circuit 500-kV line would link the former location of the Creston Substation, approximately 2.1 miles south of Wamsutter, Wyoming, to the proposed Anticline

Substation near the existing Jim Bridger Power Plant. Segment 3 would be approximately 45.9 miles long. This segment also includes a 5.1-mile segment of 345 kV line to connect to the existing Jim Bridger Power Plant Substation (Segment 3A). There are no alternatives proposed along Segment 3. Figure A-4 in Appendix A shows the location of the Segment 3 routes.

Preferred/Proposed Route

Table 3.2-7 summarizes the potential visual impact for each KOP in Segment 3.

Table 3.2-7. Visual Impact Assessment for Each KOP in the Segment 3 Preferred/Proposed Route

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (mile)	Visibility[2/]	Contrast[2/]	Impact[2/]
16	COMM	Private	M	C	0.75	H	M	L-M

1/ COMM – A commuter traveling on major highways or secondary roads.
2/ H – High, M – Medium, L – Low.
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 16 (Figure E.2-3). Moderate-sensitivity viewers traveling on I-80 or at the rest stop adjacent to this KOP would have a high level of Project visibility, considering the open middleground views of the Project. Viewers at this location would be less than 0.75 mile from the Project, representing a middleground view of the Project. Visual contrast levels would be moderate, and the proposed transmission line is not anticipated to dominate the view from this VRM Class III area due to the existing transmission lines and oil and gas developments. The VRI indicates that the area was inventoried as Class C Scenic Quality, a high sensitivity level, and a foreground to middleground distance zone. Impacts on viewers would be low to moderate due to the lower quality of the landscape resulting from the human-made alteration and the lack of variation in form, color, line, or texture. Low to moderate impacts would not likely affect the scenic quality since it is considered a Class C but additional cultural modifications could potentially lower the VRI Class from III to IV.

Conformance with BLM VRM Classes

The Proposed Route would conform to BLM VRM Class IV objectives. Visual impacts to public, private, and state lands are anticipated to be mostly low because the area is used primarily for oil, gas, and pipeline development with few residents.

Segment 3 – Conclusion

There are no proposed Route Alternatives for Segment 3 and impacts to visual resources are anticipated to be low to moderate.

Segment 4 – Anticline to Populus

The preferred routes in Segment 4 are as follows:

Preferred Route	Agency
Proposed Route (Figures A-5 and A-6) except within the Caribou-Targhee NF (see below)	BLM, State of Wyoming, and Lincoln County
Proposed Route within the NF incorporating Alternative 4G (Figure A-6)	Forest Service

Segment 4 would link the proposed Anticline Substation and the existing Populus Substation near Downey, Idaho with a single-circuit 500-kV line. Its proposed length is approximately 197.6 miles. The Segment 4 BLM-Preferred/Proposed Route was revised to follow Alternative 4A, as analyzed in the Draft EIS, based on public comments. This segment generally follows an existing transmission line corridor. Segment 4 has five Route Alternatives in the middle portion of its route; however the first 52 miles to the east and the last 61 miles to the west (in Idaho) do not have any route alternatives. The middle section of the Preferred/Proposed Route, for which alternatives are presented, is approximately 85.2 miles long, and its alternatives vary from approximately 87.5 to 102.2 miles long. Alternatives 4B through 4E were proposed by the BLM Kemmerer FO (with input from various cooperating agencies), with the intent to avoid impacts to cultural resources to the extent practical. Alternative 4F was proposed by the Proponents to avoid impacts to cultural resources while still remaining north of the existing Bridger Lines. Alternative 4G was proposed by the Forest Service in order to avoid unstable soils identified along the Proposed Route during the 2012 soil assessment (it is located within Sections 1 and 2, Township 12 South, Range 41 East). Figures A-5 and A-6 in Appendix A show the location of the Segment 4 routes in Wyoming and Idaho, respectively.

BLM-Preferred/Proposed Route

Table 3.2-8 summarizes the potential visual impacts for each KOP along the Preferred/Proposed Route in Segment 4.

KOP C6 (Figure E.2-4). Views from this point are from the Opal Wagon Road toward the Proposed Route. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C110 (Figure E.2-4/Appendix G-1, Figure K-4b). This view is looking toward the Proposed Route from the White Hill Historic Monument on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C7 (Figure E.2-4). This view is looking toward the Proposed Route from the Alfred Corum Grave on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C8 (Figure E.2-4/Appendix G-1, Figure K-4d). This view is looking toward the Proposed Route from the Nancy Hill Grave on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C9 (Figure E.2-4). This view is looking toward the Proposed Route from Emigrant Springs on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

Table 3.2-8. Visual Impact Assessment for Each KOP in the Segment 4 Preferred/Proposed Route

KOP	Viewers[1/]	Land Ownership[2/]	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1353	REC	BLM VRM II	H	A	0.12	H	M	M
25	REC	BLM VRM III	H	B	0.83	H	L	L-M
23	REC	BLM VRM III	H	B	0.50	H	L	L-M
26	REC	BLM VRM III	H	C	0.25	H	H	M-H
604	COMM	BLM VRM III	L-M	C	1.50	L-M	L	L
647	RES	BLM VRM IV	H	B	1.00	M	L	L-M
627	REC	Private	H	A	0.50	H	M	M
686	RES	Private	H	B	0.32	H	M	M
1500	REC	BLM VRM II	H	B	2.00	M-H	L-M	M
1502	REC	State of Idaho	H	M	2.40	M	L-M	M
697	REC/COMM	Private	H	M	1.25	H	L-M	M
705	RES	Private	H	L-M	0.39	H	L	L-M
1346	REC	Forest Service PR VQO	H	M-H	0.50	L-M	M	M-H
1505	REC	Forest Service PR VQO	H	M-H	<0.10	H	H	M-H
758	REC	Forest Service MM VQO	H	M-H	0.30	M	M-H	M
757	REC	Forest Service MM VQO	H	M-H	0.50	L-M	M	L-M
746	RES/SCHOOL	Private	H	M	0.20	H	M-H	M-H
778	REC	Private	H	M	0.50	H	M	M-H
691	RES	Private	H	M	0.50	H	H	H
770	REC	Private	H	M	0.75	H	M-H	M-H
775	REC/COMM	Private	H	M-H	2.20	M	L-M	M

1/ RES – A single resident. REC – A recreational viewer. COMM – A commuter traveling on major highways or secondary roads. SCHOOL – A community school usually not identified as historic.
2/ PR – Partial Retention; MM – Maximum Modification
3/ H – High, M – Medium, L – Low
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 1353 (Figure E.2-4/Appendix G-1, Figure GR-1b). High-sensitivity recreational viewers at the Seedskadee NWR would have a high level of Project visibility, considering the immediate foreground views of the Project and screening and other mitigation efforts would most likely not lower impacts to scenic resources in the surrounding area. The BLM-Preferred/Proposed Route would be somewhat co-dominant with many of the human-made features, including the three high-voltage transmission lines in the middleground of the view, to the north. The Green River VRI indicates that the area was inventoried as Class A Scenic Quality, a high sensitivity level and a distance zone inventoried as foreground to middleground. The proposed transmission line would result in moderate contrast due to the undulating terrain with simple vegetative patterns and large industrial elements which draw the attention of the casual observer due to the high contrast, such as the trona plant (not shown). The Project would deviate from the natural form, line, color, and texture of the Class A landscape and would result in moderate visual impacts and would thus not conform to

VRM Class II objectives. VRM conformance analysis is discussed further in Appendix G-1.

KOP 25 (Figures E.2-4 and E.2-18b). High-sensitivity recreational viewers driving on US 191 would have a high level of Project visibility, considering the foreground views of the Project. Viewers at this location would be 0.83 mile from the proposed 500-kV line. This KOP is representing a middleground view of the Project, which would parallel three existing transmission lines visible in the middleground. Visual contrast levels would be low, and these views would not draw the attention of a casual observer to the Project due to the three existing transmission lines and backdropping effects created by the surrounding terrain. Visual impacts on recreational viewers would be low to moderate for the Proposed Route. The existing transmission lines lower the contrast levels of the Proposed Route. Low to moderate impacts would not likely affect the scenic quality, which is considered a Class B.

KOP 23 (Figures E.2-4 and E.2-17b). The Project would be highly visible to high-sensitivity recreational viewers, considering the middleground views of the Project and the lack of vegetative or topographic screening. Viewers at this location would be approximately 0.5 mile from the Project, which would parallel three existing transmission lines clearly visible in the middleground. Visual contrast levels would be low and the views of the Project are not anticipated to draw the attention of a casual observer due to the presence of the three existing transmission lines. Visual impacts on recreational viewers would be low to moderate for the Proposed Route. Low to moderate impacts would not likely affect the scenic quality which is considered Class B.

KOP 26 (Figures E.2-4). Highly sensitive viewers at KOP 26 (along the Oregon NHT or accessing the North Platte River) would be 0.25 mile from the point where the Project would cross SR 372 and the Oregon NHT with trail markers in the foreground. The viewers would have broad, expansive views toward this segment. There would be high contrast due to few screening opportunities offered by vegetation or topography. Visual impacts on recreational viewers would be moderate to high due to close views and high contrast levels. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. Moderate to high impacts would not likely affect the scenic quality, which is considered Class C; however, the introduction of additional cultural elements could affect the VRI Class III rating in the future.

KOP 604 (Figure E.2-4). Low to moderate sensitivity viewers at KOP 604 would have a low to moderate level of Project visibility. The BLM-Preferred/Proposed Route would be located about 1.5 miles north of this location, with the view focused toward US 30 and generally paralleling an existing transmission line. Views of the Project to the north look through one existing transmission line and three other existing transmission lines about 1,500 feet farther north. Visual contrast levels would be low due the parallel existing transmission lines and the Class C overall scenic quality. Visual impact on viewers from this KOP would be low. The Kemmerer VRI indicates that the area was inventoried as Class C Scenic Quality with an overall rating of 4, a very low Class C rating. It is unlikely that additional cultural features would lower this rating.

KOP 647 (Figure E.2-4). The Project would be moderately visible from this residential KOP. This view is a foreground view to the southwest toward the BLM-Preferred/Proposed Route (approximately 1 mile away). This view is enclosed by hills in the background that would provide a backdrop for the existing and proposed facilities. The low level of contrast in this view is low due to the existing transmission lines and the backdrop of the hills. Impacts on viewers would be low to moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 15, thus a moderate Class B rating. Low to moderate impacts are not anticipated to affect this scenic quality rating.

KOP 627 (Figures E.2-4 and E.2-21b). The Project would be approximately 0.5 mile from KOP 627 and would be highly visible to high-sensitivity recreation viewers on Kemmerer Reservoir. This is a foreground view looking south towards the proposed Route from a boat launch approximately 0.5 mile north of the Project. This view is enclosed by hills surrounding the reservoir and views of three existing transmission lines that are located approximately 0.6 mile to the south. The enclosed view to the south would frame the existing transmission lines and the proposed single-circuit structures. The anticipated contrast levels would be reduced by the presence of three existing transmission lines; however, the Project is expected to be noticeable in this landscape and would be located closer to the viewers than the existing lines. This would result in moderate visual contrast and a moderate visual impact. The Kemmerer VRI indicates that the area was inventoried as Class A Scenic Quality with an overall rating of 19, thus a low Class A rating. Moderate impacts may affect this scenic quality rating due to the introduction of new cultural elements.

KOP 686 (Figure E.2-4). The view from this location is looking south to southwest along Collette Avenue in West Cokeville, Wyoming, from a residential and farming area. This KOP is 0.32 mile from the Proposed Route and represents a foreground view of the Project, which would parallel the three existing transmission lines that cross the foothills in the middleground of the view just before crossing the Bear River. The Project would be highly visible from 0.32 mile away to high-sensitivity residential viewers along Collette Avenue. Impacts to viewers from KOP 686 would be moderate. The transmission line would have a skylining effect as it crosses the foothills in the middleground; however, it would be paralleling existing transmission lines. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, and thus a moderate Class B rating. Moderate impacts may affect this scenic quality rating by introducing new cultural modifications.

KOP 1500 (Figures E.2-5 and E.2-19b). The Project would be moderate to highly visible to high-sensitivity recreational viewers at the Big Hill segment of the Oregon NHT. Viewers at this location would be approximately 2.0 miles from the Proposed Route, representing a middleground view of the Project. The viewers would have a broad, expansive view toward this segment, which parallels two existing transmission lines. This KOP has superior and focal views of the rolling to rugged terrain of the Sublette Mountain Range and Tunp Mountain. Contrast levels would be low to moderate. Visual impacts on recreational viewers would be moderate to high due to moderate visibility and low to moderate contrast levels.

KOP 1502 (Figures E.2-5 and E.2-20b). The Project would be moderately visible to high-sensitivity recreational viewers at the Big Hill Kiosk adjacent to US 30. Viewers at this location would be approximately 2.4 miles from the Proposed Route, representing a middleground view of the Project. The viewers would have a broad, expansive view toward this segment, which parallels two existing transmission corridors. Contrast levels would be low to moderate. Visual impacts on recreational viewers would be moderate due to moderate visibility, which is offset by low to moderate contrast levels.

KOP 697 (Figure E.2-5). The Project would be highly visible to high-sensitivity recreational viewers along US 30 (1.25 miles from the Project). Viewers at this location would be 1.25 miles from the BLM-Preferred/Proposed Route, representing a foreground to middleground view of the Project. The viewers would have a broad, expansive view toward this segment, which generally parallels an existing transmission corridor. Contrast levels would be low to moderate. Visual impacts on recreational viewers would be moderate due to high visibility, which is offset by low to moderate contrast levels.

KOP 705 (Figure E.2-5). The Project would be highly visible to high-sensitivity residential viewers along Bench Road at KOP 705. Viewers at this location would be 0.39 mile from the BLM-Preferred/Proposed Route, representing a foreground view of the Project, which would parallel two existing transmission lines to the south that are highly visible due to skylining. Impacts on residential viewers would be low to moderate due to low contrast levels and proximity to existing transmission lines.

KOP 1346 (Figure E.2-5/Appendix G-2, Figure CB-1b). The Project would be low to moderately visible to high-sensitivity recreational viewers approximately 0.5-mile away, along a Forest Service road [Highline Trail] in the Caribou-Targhee NF represented by KOP 1346. The viewers would have a middleground view toward the Proposed Route. Contrast levels would be moderated by the forest vegetation, which would screen the structures except for some open views. This area is managed to meet a VQO of Partial Retention, which requires management activities that remain visually subordinate to the characteristic landscape. Activities may repeat form, line, color, or texture common to the characteristic landscape but not change their qualities of size, amount, intensity, direction, and pattern. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high. The Proposed Route would create a new linear feature in an undisturbed landscape approximately 1.0 mile north with moderate to high scenic quality and moderate contrast. The Proposed Route would not conform to the Forest Service Partial Retention classification.

KOP 1505 (Figures E.2-5 and E.2-26b/Appendix G-2, Figure CB-1d). The Project would be highly visible 200 feet from high-sensitivity recreational viewers along North Canyon Road (Forest Service Road 401) in the Caribou-Targhee NF. The viewers would have a foreground view toward this segment, resulting in contrast levels that would be high due to the removal of dense forest vegetation within the ROW corridor. High contrast in a moderate to high scenic quality landscape would result in moderate to high visual impacts to viewers at KOP 1505. This KOP is located on NFS lands managed to conform to Partial Retention VQOs. Conformance with VQOs is further discussed in Appendices F-2 and G-2.

KOP 758 (Figure E.2-5). The Project would be moderately visible to high-sensitivity recreational viewers along North Canyon Road and at the campground in the Caribou-Targhee NF. Viewers at this location would be approximately 0.3 mile from the Proposed Route representing a foreground view of the Project, which would cross North Canyon Road. Contrast levels would be moderate to high due to forest clearing for the proposed ROW. The removal of vegetation would increase contrast and draw the attention of observers.

KOP 757 (Figure E.2-5). The Project would be low to moderately visible from 0.5 mile away to high-sensitivity recreational viewers along a Forest Service road in the Caribou-Targhee NF. The viewers would have a middleground view toward this segment, which would parallel the Forest Service road, resulting in contrast levels that would be moderated by the dense forest vegetation.

KOP 746 (Figure E.2-5). From Thatcher Elementary School, the Project would be highly visible to the educational viewers. Viewers at this location would be approximately 0.2 mile from the Proposed Route, representing a foreground view of the Project. The Project would parallel two existing transmission lines to the south and would be highly visible due to skylining above the existing terrain. The viewers would have an expansive view toward this segment and contrast levels would be moderate to high. Visual impacts on viewers would be moderate to high due to distance and contrast levels.

KOP 778 (Figure E.2-5). High-sensitivity recreational viewers in Cottonwood Valley would have a high level of Project visibility (approximately 0.5 mile away). Viewers would be looking south toward the Proposed Route, a foreground view. Topography in the view toward the Proposed Route would result in partial screening and some backdropping of Project elements in this enclosed view. Contrast levels would be moderate. Visual impacts on recreational viewers would be moderate to high.

KOP 691 (Figure E.2-5). The Project would be highly visible to high-sensitivity residential viewers along South Pratt Road (approximately 0.5 mile away). Viewers at this location would have a foreground view of the Project, which would be highly visible due to flat valley terrain. The viewers would have a broad, expansive view toward the Proposed Route, resulting in high contrast levels. Impacts on residential viewers would be high.

KOP 770 (Figure E.2-5). High-sensitivity recreational viewers from Downata Hotsprings would have a foreground view of the Project resulting in high visibility (0.75 mile from the Proposed Route). The viewers would have broad, expansive views toward the Proposed Route, resulting in contrast levels that would be moderate to high. Visual impacts on recreational viewers would be moderate to high.

KOP 775 (Figures E.2-5 and E.2-23b). The Project would be moderately visible to high-sensitivity viewers along US 91. Viewers at this location would be approximately 2.2 miles from the Project on a new ROW, representing a middleground view. Three existing transmission lines are currently visible from this view. The viewer would have a broad, expansive view toward the Proposed Route. The view would be screened by three existing transmission lines and the landscape features except for skylining along

the adjacent ridgeline. Contrast levels would be low to moderate. Visual impacts on recreational viewers would be moderate.

Alternative 4B

Table 3.2-9 summarizes the potential visual impact for each KOP in Alternative 4B.

Table 3.2-9. Visual Impact Assessment for Each KOP in Alternative 4B

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
652[1/]	REC	BLM VRM II	H	B	0.70	M-H	M-H	M-H
654	REC	Private (10 feet from BLM)	H	B	0.74	H	M-H	M-H
603	REC	Private	H	B	0.25	H	M	L-M
676	REC/HIST	NPS	H	B	1.60	M	M	M
655	REC	NPS	H	B	1.50	M	M	M
673	REC	USFWS	H	B	4.70	L-M	L-M	L-M

1/ Impacts to KOP (4B) would also apply to Alternatives 4C and 4D because they share a portion of their alignment at this particular KOP.
2/ REC – A recreational viewer. HIST – A site identified as having historic value.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
NPS – National Park Service; USFWS – U.S. Fish and Wildlife Service

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6d). Alternative 4B would be moderately to highly visible to high-sensitivity recreational viewers at this location looking to the east. This KOP is about 3.5 miles east of Cavanaugh Peak and south of Fossil Ridge. The KOP would have a middleground view of the moderate to highly visible Route Alternative (approximately 0.7 mile to the east). Alternative 4B would not parallel any existing transmission lines but would be backdropped by the surrounding terrain. This view does not include any apparent human-made modifications. Impacts on viewers from this KOP and in the surrounding area would be moderate to high due to a 0.7 mile viewing distance and moderate to high contrast. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 12, and thus a low Class B rating. It is likely that additional cultural features could lower this rating, resulting in the landscape being considered Class C scenic quality in future inventories.

KOP 654 (Figure E.2-4/Appendix G-1, Figure B-3). The Project would be highly visible to high-sensitivity recreational viewers at the Fossil Butte National Monument visitor center. This alternative is located approximately 0.74 mile to the south along the base of Fossil Ridge. The open and focal view includes US 30, a railroad, and an existing transmission line at the base of Fossil Ridge, which provides a backdrop that tends to absorb the human-made alterations. The view would have a moderate to high level of contrast and visual impacts to the viewer would be moderate to high. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality. Moderate to high impacts may affect this scenic quality rating.

KOP 603 (Figure E.2-4). Alternative 4B would be highly visible to high-sensitivity recreational viewers at this location looking to the north atop a ridge, This KOP is approximately 2.5 miles east of US 189 and 2.2 miles south of US 30 near the Radiant Mine. Viewers at this KOP would have a foreground view of the highly visible Project

alternative 0.25 mile south with the northeast portions of the town of Kemmerer visible in the background. Because the view includes fencing and the highway, visual contrast would be moderate. Impacts on viewers from this KOP and in the surrounding area would be low to moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, and thus a low Class B rating. It is likely that additional cultural features could lower this rating, resulting in the landscape being considered Class C scenic quality in future inventories.

KOP 676 (Figure E.2-4/Appendix G-1, Figure B-4). The Project would be moderately visible to high-sensitivity recreational viewers at the Fossil Butte National Monument Historic Quarry Site. The view is to the south and Alternative 4B would be in the foreground to middleground view at approximately 1.6 miles south. This enclosed view, high above the valley floor, would provide expansive views with a variety of landscape elements, including Fossil Ridge in the background, and human-made alterations, including a mine, a railroad, a highway, and an existing transmission line. From this view, the Project would have a moderate contrast and visual impacts on viewers would also be moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 17, and thus a high Class B rating. Moderate impacts are not anticipated to affect this scenic quality rating.

KOP 655 (Figures E.2-4 and E.2-24b/Appendix G-1, Figure K-6b). The Project would be moderately visible to high-sensitivity recreational viewers at the Fossil Butte National Monument visitor center. This alternative is located approximately 1.5 miles to the south along the base of Fossil Ridge. The enclosed view includes US 30, a railroad, and an existing transmission line at the base of Fossil Ridge, which provides a backdrop that tends to absorb the human-made alterations. The view would have a moderate level of contrast and visual impacts to the viewer would be moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 17, and thus a high Class B rating. Moderate impacts are not anticipated to affect this scenic quality rating.

KOP 673 (Figure E.2-4). This KOP is representative of high-sensitivity recreational viewers from the Cokeville Meadows NWR at an informational kiosk, looking west along US 89 to Alternative 4B as it crosses the view (approximately 4.7 miles to the west). This represents a middleground to background view of the Project. The Project would cross Red Knoll and the foothills of Red Mountain on the west side of Bear River just east of the Utah and Idaho state line. This alternative would have low to moderate visibility. Contrast would be low to moderate in this moderate quality landscape. With the viewers 4.7 miles distant, the alternative would be absorbed into the background terrain. Impacts on viewers from KOP 673 would be low to moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, and thus a low Class B rating. Low to moderate impacts may affect this scenic quality rating by introducing new cultural modifications.

Alternative 4C

Table 3.2-10 summarizes the potential visual impact for each KOP in Alternative 4C.

Table 3.2-10. Visual Impact Assessment for Each KOP in Alternative 4C

KOP	Viewers[4/]	Land Ownership	Viewer Rating[5/]	Scenic Quality[5/,6/]	Distance (miles	Visibility[5/]	Contrast[5/]	Impact[5/]
603[1/]	REC	Private	H	B	0.25	H	M	L-M
652[2/]	REC	BLM VRM II	H	B	0.70	M-H	M-H	M-H
632[1/]	REC/COMM	Private	M-H	B	0.25	H	M	L-M
1368[3/]	REC	BLM VRM II	H	B	<0.1	H	H	H
674	RES	USFWS	H	B	0.10	H	M-H	M-H
672[1/]	RES	Private	H	B	0.37	H	M	L-M

1/ Impacts to KOP (4C) would also apply to Alternative 4E because they share a portion of their alignment at this particular KOP.
2/ Impacts to KOP (4B) would also apply to Alternatives 4C and 4D because they share a portion of their alignment at this particular KOP.
3/ Impacts to KOP 1368 (4C) would also apply to Alternative 4E since they share a portion of their alignment at this particular KOP.3
4/ RES – A single resident. REC – A recreational viewer. COMM – A commuter traveling on major highways or secondary roads. HIST – A site identified as having historic value.
5/ H – High, M – Medium, L – Low
6/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
NPS – National Park Service; USFWS – U.S. Fish and Wildlife Service

KOP 603 (Figure E.2-4). Alternative 4C shares the same alignment as Alternative 4B for this portion of its route. See description under Alternative 4B.

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6d). Alternative 4C shares the same alignment as Alternative 4B for this portion of its route. See description under Alternative 4B.

KOP 632 (Figure E.2-4/Appendix G-1, Figure K-7b). Alternative 4C would be highly visible to moderate-sensitivity viewers traveling along this wildlife auto tour route. A pull-out site located 0.25 mile west (foreground view) of where the alternative alignment crosses US 30 would be the primary viewing location. This enclosed view of the Project includes deer fencing, a railroad, an electric distribution line, a communication tower on the hill to the east, and the highway that results in an overall moderate visual contrast. Considering the speed of travel (55 mph), the view duration would be brief; thus, the impacts on viewers traveling along this road would be low to moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 17, and thus a high Class B rating. Low to moderate visual impacts are not anticipated to affect this scenic quality rating.

KOP 1368 (Figure E.2-4/Appendix G-1, Figure K-8b). Alternative 4C would be highly visible to high-sensitivity recreational viewers traveling to the numerous recreation areas in the region. Viewers at this location would be less than 0.1 mile away from the proposed alignment. Alternative 4C parallels the Oregon NHT and US 30. All of the towers would be visible above the skyline of the Boulder Ridge and Tunp Range in the background. The visual contrast would be high, although the horizontal powerlines are similar to the horizontal lines of the road, fence, and topography. Visual impacts to viewers along this highway would be high due to the close parallel views of Alternative 4C. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, and thus high visual impacts may affect this scenic quality rating and could potentially lower the scenic quality to a Class C.

KOP 674 (Figure E.2-4). Alternative 4C would be highly visible to high-sensitivity residential viewers at this location looking to the southwest along Highway 89 approximately 0.1 mile from the alternative, representing a foreground view of the project. This open view includes human-made alterations (barns, sheds, fencing) in the foreground and middleground and limited variations in the landscape elements that would result in an overall moderate to high visual contrast. Visual impacts on viewers from this residence and traveling along the highway would be moderate to high. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 14, and thus a low Class B rating. Moderate to high impacts could potentially affect this scenic quality rating due to the introduction of new cultural modifications.

KOP 672 (Figure E.2-4). Alternative 4C would be highly visible to high-sensitivity residential viewers (0.37 mile from the alternative). Foreground views of the Project would be focused to the southwest along US 89.This partially screened view includes fencing, a railroad, an electric distribution line, and the highway that would result in an overall moderate visual contrast. Visual impacts on viewers from this residence and traveling along the highway would be low to moderate. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 17, and thus a high Class B rating. Low to moderate impacts will not likely lower the Class B scenic quality rating.

Alternative 4D

Table 3.2-11 summarizes the potential visual impact for each KOP in Alternative 4D.

Table 3.2-11. Visual Impact Assessment for Each KOP in Alternative 4D

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
652[1/]	REC	BLM VRM II	H	B	0.70	M-H	M-H	M-H
603[2/]	REC	Private	L	B	0.25	H	M-H	M
673[2/]	REC	USFWS	H	B	4.70	L-M	L-M	L-M

1/ Impacts to KOP (4D) would also apply to Alternatives 4B and 4C because they share a portion of their alignment at this particular KOP.
2/ Impacts to KOP would also apply to Alternatives 4B, 4C, and 4E since they share a portion of their alignment at this KOP.
3/ REC – A recreational viewer.
4/ H – High, M – Medium, L – Low.
5/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 652 (Figure E.2-4/Appendix G-1, Figure K-6d). Alternative 4D shares the same alignment as Alternatives 4B, 4C, and 4E at this location. This KOP is described in the discussion of Alternative 4B.

KOP 603 (Figure E.2-4). Alternative 4D shares the same alignment as 4B, 4C, and 4E at this location. This KOP is described in the discussion of Alternative 4B.

KOP 673 (Figure E.2-4). Alternative 4D shares the same alignment as Alternative 4B at this location. This KOP is described in the discussion of Alternative 4B.

Alternative 4E

Table 3.2-12 summarizes the potential visual impact for each KOP in Alternative 4E.

Table 3.2-12. Visual Impact Assessment for Each KOP in Alternative 4E

KOP	Viewers[3/]	Land Ownership	Viewer Rating[4/]	Scenic Quality[4/,5/]	Distance (miles)	Visibility[4/]	Contrast[4/]	Impact[4/]
603[1/]	REC	Private	H	B	0.25	H	M	L-M
632[2/]	REC/COMM	Private	M-H	B	0.25	H	M	L-M
1368[2/]	REC	BLM VRM II	H	B	<0.10	H	H	H
674[2/]	RES	USFWS	H	B	0.10	H	M-H	M-H
672[2/]	RES	Private	H	B	0.37	H	M	L-M

1/ Visual impacts to KOP would be the same as those described for Alternative 4B since they share a portion of their alignment at this KOP.
2/ Impacts to KOP would also apply to Alternative 4C since they share a portion of their alignment at this KOP.
3/ RES – A single resident. REC – A recreational viewer. COMM – A commuter traveling on major highways or secondary roads.
4/ H – High, M – Medium, L – Low.
5/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 603 (Figure E.2-4) Alternative 4E shares the same alignment as 4B, 4C, and 4D at this location. This KOP is described in the discussion of Alternative 4B.

KOP 632 (Figure E.2-4). Alternative 4E shares the same alignment as Alternative 4C for this portion of its route. See description under Alternative 4C.

KOP 1368 (Figure E.2-4/Appendix G-1, Figure K-8b). Alternative 4E shares the same alignment as Alternative 4C for this portion of its route. See description under Alternative 4C.

KOP 674 (Figure E.2-4) Alternative 4E shares the same alignment as Alternative 4C for this portion of its route. See description under Alternative 4C.

KOP 672 (Figure E.2-4). Alternative 4E shares the same alignment as Alternative 4C for this portion of its route. See description under Alternative 4C.

Alternative 4F

Table 3.2-13 summarizes the potential visual impact for each KOP in Alternative 4F.

Table 3.2-13. Visual Impact Assessment for Each KOP in Alternative 4F

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
647[1/]	RES	BLM VRM IV	H	B	1.00	M	L	L-M
636	REC	BLM VRM Class II	H	A	0.30	H	H	H
637	REC	BLM VRM III	H	B	0.60	H	M-H	M-H
635	REC	BLM VRM II	M-H	A	0.30	M-H	H	H

1/ KOP 647 would view a shared portion of the Proposed Route alignment; thus, impacts would be the same.
2/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C11 (Figure E.2-4). Views from this point are from the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C110 (Figure E.2-4/Appendix G-1, Figure K-4b). This view is looking toward the Segment 4 from the White Hill Historic Monument on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C10 (Figure E.2-4). This view is looking toward the Segment 4 from a trail marker at the Dempsey Hockaday Cutoff along the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C620 (Figure E.2-4/Appendix G-1, Figure K-5b). This view is looking toward the Segment 4 from a trail marker at the Dempsey Hockaday Cutoff along the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 647 (Figure E.2-4). See discussion of KOP under the Segment 7 Proposed Route.

KOP 636 (Figure E.2-4/Appendix G-1, Figure K-5d). This view from Coke Mountain is representative of high-sensitivity recreational viewers at KOP 636 located 0.3 mile north of Alternative 4F. The Proposed Route would be over 5.0 miles south of the KOP. Visual impact on viewers from this KOP would be high due to the close viewing distances, a high contrast level and skylined views. The Kemmerer VRI indicates that the area was inventoried as Class A Scenic Quality with an overall rating of 20, and thus a low Class A rating. High impacts may affect this scenic quality rating by introducing new human-made modifications.

KOP 637 (Figure E.2-4/Appendix G-1, Figure B-2). High-sensitivity viewers traveling on a BLM road along Dempsey Ridge would pass directly under Segment 4 (approximately 0.6 mile north of this KOP). Viewers have generally open panoramic views from this ridge line. Alternative 4C is located approximately 4 miles to the southwest. Visual contrast levels would be moderate to high in this landscape. Visual impacts on viewers would be moderate to high. There are limited options such as micrositing of structures to reduce visual impacts in this area. The Kemmerer VRI indicates that the area was inventoried as Class B Scenic Quality with an overall rating of 15, and thus a moderate Class B rating. Moderate to high impacts may affect this scenic quality rating by introducing new cultural modifications.

KOP 635 (Figures E.2-5 and E.2-22b/Appendix G-1, Figure K-3b). From this KOP, located on the southern edge of Raymond Mountain WSA and adjacent to Quealy Reservoir, moderate to high sensitivity viewers would have foreground views of the Project in very close proximity (0.3 mile). Viewers would have a limited viewing distance within the surrounding terrain that includes the Project approaching from the southeast before turning west on a slope opposite the WSA in the middleground. Contrast levels would be high as a result of the near absence of existing structures and the skylined transmission towers. Visual impacts on viewers in the vicinity of this KOP would be high. High visual impacts would likely lower future VRI scenic quality ratings from A to B due to the introduction of new human-made structures. For the detailed VRM conformance analysis discussion, refer to the amendment discussion in Appendix G-1.

Alternative 4G

Table 3.2-14 summarizes the potential visual impact for each KOP in Alternative 4G.

Table 3.2-14. Visual Impact Assessment for Each KOP in Alternative 4G

KOP	Viewers[1/]	Land Ownership[2/]	Viewer Rating[3/]	Scenic Quality[3/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
757	REC	Forest Service MM VQO	H	M-H	0.60	NV	NV	NV

1/ REC – A recreational viewer.
2/ MM – Maximum Modification; VQO – Visual Quality Objective
3/ H – High, M – Medium, L – Low; NV – Not Visible

KOP 757 (Figure E.2-5). The Project would not be visible from 0.6 mile away to high-sensitivity recreational viewers along a Forest Service road in a remote area of the Caribou-Targhee NF south of Loa Lake. Due to the remote nature of the alternative this area would require new access roads in order to construct the alignment. Additional contrast would be created where there is vegetation removal, cut and fill, or grading activities for new roadways. From KOP 757, there would be the possibility to see a portion of one of the access roads approximately 0.4 mile west of the KOP but this would be an upgrade to an existing roadway; thus, potential impacts would be minimal due to screening by the dominant vegetation adjacent to North Canyon Road.

Conformance with BLM VRM Classes /Forest Service VQOs

Generally the construction and operations of the Segment 4 Preferred/Proposed Route or Route Alternatives would conform to BLM VRM Class III and IV objectives. In some cases the transmission facility may not conform to the RMP's VRM Class II objectives where there is no paralleling existing transmission facility or VRM Class III objectives where the level of change is considered high.

Segment 4 Preferred/Proposed Route – The BLM-Preferred/Proposed Route would cross 13.5 miles of BLM-administered VRM Class II lands in the Kemmerer FO. The route parallels three existing transmission lines for much of its length (the exception being the Green River and Caribou-Targhee NF crossings). The resulting level of change is low to moderate and therefore may conform to the RMP. In areas that do not parallel an existing ROW, as is the case between MPs 50.8 and 53.3, the BLM-Preferred/Proposed Route would not conform to the RMP and would require a plan amendment. The proposed amendment would allow a one-time visually altering action without changing the VRM classification (see Appendix G-1).

Effects described for KOP 627 are dependent upon approval of the amendment because the Project could not otherwise be located in this alignment.

The Proposed Route would cross the Caribou-Targhee NF for 9.1 miles. The Project would not be consistent with the Forest Plan and an amendment changing the Management Prescription to 8.1, which would not have Retention or Partial Retention VQOs, would be needed. As stated in the Caribou Forest Plan description (Forest Service 2003a: page RFP 4-78): "Lands where Category 8 prescription are applied are likely to be permanently altered by human activities beyond the level needed to maintain appearing natural landscapes." Therefore, the effect of changing the current prescriptions to Prescription 8.1 would be to remove these acres from the Retention and Partial Retention VQOs. Effects described for KOPs 705, 758, and 1505 are dependent upon approval of the amendment because the Project could not otherwise occur in this alignment.

The Segment 4 Proposed Route would cross the Caribou-Targhee NF in areas classified as having Retention and Partial Retention VQOs, which require that project elements not be visually evident and preferably be visually subordinate in the landscape and that they repeat the form, line, color, or texture common to the characteristics of the landscape. The presence of a transmission line in these landscapes would not meet the designated VQOs. Because of the impact the Project would have on visual attributes of the Caribou-Targhee NF, action would be necessary to modify the visual classification or approve a one-time exemption to be consistent with the Forest Plan. Two existing transmission lines cross this section of the Caribou-Targhee NF up to 1.5 miles to the south of the Proposed Route, though it should be noted that these existing alignments are not parallel with the proposed Project. A Project-level plan amendment would be required to allow another transmission corridor and to change the land classification for the ROW to MA 8.1, Utility Corridor (see Appendix G-2).

The majority of roads constructed within the Caribou-Targhee NF are new access roads with upgrades to existing roads where applicable. Most slopes are less than 12 percent with isolated areas adjacent to Mill Hollow Road, though these more steeply sloped roads are improvements to existing roads and are anticipated to have lower visual impacts than newly constructed roads. Due to the majority of roads being newly constructed access roads, it is anticipated that visual impacts would be high, especially where steeper slopes, significant cut and fill, or large areas of vegetation removal would be required.

Effects described for KOPs 1346, 757, 758, and 1505 would only apply if a Forest Plan amendment was approved. The amendment and conformance language is further discussed in Appendices F-2 and G-2, respectively.

Alternative 4B – Alternative 4B would cross 7.3 miles of BLM-administered VRM Class II lands in the Kemmerer FO between MPs 52.3 and 63.3, creating a new ROW. This ROW occurs where the route would cross south of Fossil Butte National Monument. VRM Class II designation requires levels of change to be low and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility may not conform to the RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. If this route is selected, it is recommended that the RMP be amended to reclassify the area around the route to VRM Class III (see Appendix G-1).

Effects described for KOPs 676 and 655 are dependent upon approval of the amendment because the Project could not otherwise be located in this alignment.

Alternative 4C – Alternative 4C would cross 12.5 miles of BLM-administered VRM Class II lands in the Kemmerer FO between MPs 52.3 and 63.3 and MPs 66.2 to 75, creating a new ROW. VRM II designations require levels of change to be low and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility may not conform to the RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. If this route were selected, an amendment to change the VRM Class II area south of US 30 crossed by the joint 4B/4C alternative would require reclassification to VRM Class III as shown in Appendix G-1. An amendment may be needed to allow a one-time visually altering action without changing the VRM classification

for the parcels of VRM Class II land crossed by the joint 4C/4E alternative west of the area recommended for reclassification (see Appendix G-1).

Effects described for KOPs 676, 655, 1368, and 632 are dependent upon approval of the amendment as the project could not otherwise be located in this alignment.

Alternative 4D – Alternative 4D would cross approximately 4.3 miles of BLM-administered VRM Class II lands in the Kemmerer FO between MPs 52.3 and 55.7, and 63.0 to 63.3, creating a new ROW. VRM Class II designation requires levels of change to be low and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility may not conform to the RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. If this route is selected, it is recommended that the RMP be amended to reclassify the VRM Class II area crossed from MPs 52.3 to 54.8 and from MPs 63 to 63.3 to VRM Class III and to permit a one-time allowance from MPs 54.8 to 55.7 without changing the VRM classification (see Appendix G-1).

Effects described for KOP 603 are dependent upon approval of the amendment as the project could not otherwise be located in this alignment.

Alternative 4E – Alternative 4E would cross approximately 9.5 miles of BLM-administered VRM Class II lands in the Kemmerer FO between MPs 52.3 and 63.3 as well as between MPs 66.2 and 75. Part of this route would result in creating a new ROW through these VRM Class II areas that would require levels of change to be low and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility may not conform to the RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. If Alternative 4E is selected, it is recommended that the RMP be amended to reclassify the VRM Class II area crossed from MPs 52.3 to 54.8 and from MPs 63 to 63.3 to VRM Class III and allow a one-time visually altering action without changing the VRM classification between MPs 66.2 and 75 (see Appendix G-1).

Effects described for KOPs 632, 652, and 1368 are dependent upon approval of the amendment as the Project could not otherwise be located in this alignment.

Alternative 4F – Alternative 4F would cross approximately 16.4 miles of BLM-administered VRM Class II lands in the Kemmerer FO in multiple locations between MPs 49.5 and 74.2. A new ROW would be created through these VRM Class II areas, which would require levels of change to be moderate and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility may not conform to the RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. If this alternative is selected, an amendment allowing a one-time visually altering action without changing the VRM classification may be needed (see Appendix G-1).

Effects described for KOPs 636, 637, and C620 are dependent upon approval of the amendment because the Project could not otherwise occur in this alignment.

Alternative 4G – Alternative 4G would cross the Caribou-Targhee NF for 9.4 miles. The Project would not be consistent with the Forest Plan and an amendment changing the

Management Prescription to 8.1 would be needed, effectively removing the acres designated as Retention and Partial Retention VQOs. Effects described for KOP 757 are dependent upon approval of the amendment because the Project could not otherwise occur in this alignment. It should be noted that the alternative crosses a remote area of the Caribou-Targhee NF where there are no views and the closest view (KOP 757) used for the analysis has a screened view.

Alternative 4G would cross the Caribou-Targhee NF in areas classified as having Retention (1.4 miles) and Partial Retention (8.0 miles) VQOs, which require that project elements not be visually evident and preferably be visually subordinate in the landscape and that they repeat the form, line, color, or texture common to the characteristics of the landscape. The presence of a transmission line in these landscapes would not meet the designated VQOs. Because of the impact the Project would have on visual attributes of the Caribou-Targhee NF, action would be necessary to modify the visual classification or approve a one-time exemption to be consistent with the Forest Plan. Two existing transmission lines cross this section of the Caribou-Targhee NF up to 1.5 miles south of the Proposed Route and it should be noted that these existing alignments are not parallel with the proposed project. A Project-level plan amendment would be required to allow another transmission corridor and to change the land classification for the ROW to MA 8.1, Utility Corridor, which does not contain Retention or Partial Retention VQOs (see Appendix G-2, Section 5.2.1.3).

The amendment to the Forest Plan would also reclassify the area containing the Project ROW and roads as RN (see Appendix F-2, Section 3.2.4). The majority of roads constructed within the Caribou-Targhee NF would be new access roads with upgrades to existing roads where applicable. Most slopes are less than 12 percent with isolated areas adjacent to Mill Hollow Road, though these more steeply sloped roads are improvements to existing roads and are thus anticipated to have lower visual impacts than newly constructed roads. Due to the majority of roads being newly constructed access roads, visual impacts would be high, especially where steeper slopes, significant cut and fill, or large areas of vegetation removal would be required. The construction would entail 5.6 miles of new access roads and 0.9 mile of upgraded existing roads.

Effects described for KOP 757 would only apply if an amendment to the Forest Plan were approved. The amendment and conformance language is further discussed in Appendices F-2 and G-2, respectively.

Segment 4 – Conclusion

Segment 4 BLM-Preferred/Proposed Route – It is anticipated that visual impacts to public, private, and state lands would be moderate. There would be several potential high visual impact areas including the area of the Sheep Creek Hills close to US 30. The Proposed Route would cross the Oregon NHT/Bear Lake Scenic Byway approximately 2.5 miles west of Montpelier, Idaho, and the Pioneer Historic Byway south of Thatcher in the Gentile Valley. Where historic or scenic byways would be crossed, it is encouraged to cross perpendicular to roads and, where practicable, use vegetative screening and other mitigation to help blend the power lines with the surrounding landscape. This segment would also cross the Big Springs Scenic Byway twice (once adjacent to Kemmerer Reservoir and a second time north of Cokeville).

The BLM-Preferred/Proposed Route would parallel existing transmission lines for most of its length. In the Caribou-Targhee National Forest, the Proposed Route would cross areas of sensitive soils and steep slopes. Alternative 4G would avoid these areas but result in placing the transmission line on a prominent ridge, thus making it more visible than the Proposed Route, where views are not screened by vegetation and/or topography.

Alternative 4B – The visual impacts to public, private, and state lands resulting from construction and operation of Alternative 4B would be moderate. Additionally, Alternative 4B would cross the south end of the Cokeville Meadows NWR, although not lands managed by the USFWS, and would result in moderate to high visual impacts in the refuge due to the impact on pristine refuge land with little human-made elements apparent from most views.

Alternative 4C – Impacts to public, private, and state lands, including the areas along US 30 where there are numerous residences in the Boulder Ridge Area, resulting from Alternative 4C would be moderate. Additionally, this alternative parallels US 89 for approximately 13 miles, representing moderate-high visual impacts. The alternative crosses the north end of the Cokeville Meadows NWR boundary, but not lands managed by the USFWS, about 1.75 miles south of the Cokeville Airport. The crossing of the Cokeville Meadows NWR would represent moderate to high visual impacts to the landscape in the refuge due to the impact on refuge land, with little human-made elements apparent from most views.

Alternative 4D – The construction of Alternative 4D would result in moderate visual impacts due to its close proximity to US 30 where there are numerous residences in the Boulder Ridge area. Additionally, Alternative 4D would cross the south end of the Cokeville Meadows NWR, although not lands managed by the USFWS, which would result in moderate to high visual impacts in the refuge due to the impact on pristine refuge land with little human-made elements apparent from most views.

Alternative 4E – The construction of Alternative 4E would result in low to moderate visual impacts due to its close proximity to US 30/89 where there are residences in the Boulder Ridge area. Additionally, this alternative parallels US 89 for approximately 13 miles representing moderate visual impacts. The alternative crosses the north end of the Cokeville Meadows NWR boundary, but not lands managed by the USFWS, about 1.75 miles south of the Cokeville Airport. The crossing of the Cokeville Meadows NWR would represent moderate visual impacts to the landscape in the refuge due to the impact on refuge land with little human-made elements apparent from most views.

Alternative 4F – The construction of Alternative 4F would result in low to moderate visual impacts due to its close proximity to dispersed residences in the Dempsey Basin area.

Alternative 4G – The construction of Alternative 4G would result in moderate and high visual impacts due the construction of new access roads and the location of the alternative to avoid sensitive soils and steep slopes. By avoiding these areas, the transmission line would be located on a prominent ridge, thus making it more visible where views are not screened by vegetation and/or topography.

Alternatives Comparison

Overall, Alternative 4D would provide the lowest anticipated visual impacts over the comparison portion of the Proposed Route. Alternatives 4D and 4E would avoid more VRM Class II lands than the other alternatives. Alternative 4D would impact fewer recreational or culturally sensitive viewers than the other routes. There are no specific viewing areas on the south end of the refuge and it is currently closed to public access, lowering the potential for visual impacts. The BLM-Preferred/Proposed Route would cross over 12.0 miles of VRM Class II land, which would represent a development that would not conform to class objectives although it would be parallel to existing transmission lines. In the Caribou-Targhee NF, Alternative 4G would be more visible than its comparison portion of the Proposed Route, where the alignment and access roads would have less topographic screening due to siting along ridgetops.

Segment 5 – Populus to Borah

The preferred routes in Segment 5 are as follows:

Preferred Route	Agency
Proposed Route incorporating Alternatives 5B and 5E[1/] (Figure A-7)	BLM and Power County
Proposed Route incorporating Alternatives 5C and 5E (Figure A-7)	Power County

1/ Assumes that Western Electricity Coordinating Council reliability issues associated with 5E are resolved.

Segment 5 would link the Populus and Borah Substations with a single-circuit 500-kV line that would be approximately 55.7 miles long. There are five Route Alternatives to portions of the Proposed Route in Segment 5. Alternatives 5A and 5B were proposed by the BLM to avoid crossing the Deep Creek Mountains. Alternative 5C, which crosses the Fort Hall Indian Reservation, was proposed as the preferred route by Power County; however, the Fort Hall Business Council has voted not to permit the Project across the Reservation. Alternative 5D was originally the Proponents' Proposed Route. Alternative 5E was proposed by Power County as an alternative approach to the Borah Substation. The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternatives 5B and 5E (with the assumption that reliability issues associated with Alternative 5E can be resolved). The Segment 5 Preferred Route is 73.3 miles long, compared to 55.7 miles for the Proposed Route. Figure A-7 in Appendix A shows the location of the Segment 5 routes.

Proposed Route (Preferred Route in part)

Table 3.2-15 summarizes the potential visual impact for each KOP in Segment 5.

KOP 920 (Figure E.2-6/Appendix G-1, Figure B-9). High-sensitivity recreational viewers at a trailhead on BLM-administered land in the Deep Creek Mountains would have a low-visibility open view of the alternative as it crosses Warner Flat. Viewers would be approximately 1.5 miles from Segment 5. Contrast levels would be moderate to high due to the viewing distance and lack of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate to high due to the contrast levels and distance of the view.

Table 3.2-15. Visual Impact Assessment for Each KOP in the Segment 5 Proposed Route

KOP	Viewers[4/]	Land Ownership	Viewer Rating[5/]	Scenic Quality[5/,6/]	Distance (miles)	Visibility[5/]	Contrast[5/]	Impact[5/]
920	REC	BLM VRM II	H	A	1.50	L	M-H	M-H
907	REC	BLM VRM II	H	A	1.50	L	M-H	M-H
185[1/]	SCHOOL	Private	H	L	0.10	L	L-M	L-M
1506[2/]	REC	State of Idaho	H	M-H	0.10	H	H	H
1302[3/]	RES	Private	H	M	0.50	H	L-M	M
1304	REC	Private	H	H	0.15	H	M-H	H
260	REC	BLM VRM II	H	B	0.15	H	M	M

1/ KOP 185 would view portions of Segment 7 Proposed Route but would have the same impacts as Segment 5 Proposed Route.
2/ KOP 1506 would also view Alternatives 5A and 5D.
3/ KOP 1302 would view portions of Alternative 5E, which would have lower impacts compared to the Proposed Route.
4/ RES – A single resident. REC – A recreational viewer. SCHOOL – A community school usually not identified as historic.
5/ H – High, M – Medium, L – Low
6/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 907 (Figure E.2-6/Appendix G-1, Figure M-1/M-3b). This KOP represents high-sensitivity recreational viewers at a lookout point on a BLM trail in the Deep Creek Mountains. Viewers would have a low-visibility, partially screened view of the alignment as it crosses the Deep Creek Mountains. Viewers would be approximately 1.5 miles from Segment 5. Contrast levels would be moderate to high due to the partial screening and visibility. Visual impacts on recreational viewers and the immediate area would be moderate to high due to the Class A scenic quality and moderate to high contrasts.

KOP 185 (Figure E.2-6). This KOP, representing high-sensitivity viewers from the Arbon Elementary School, has a partially screened view of the Segment 5 Proposed Route (approximately 0.1 mile to the south), and the Segment 7 Proposed Route (approximately 0.4 mile also to the south). Visibility and contrast levels from close to the school building and the playground area would be low and low to moderate, respectively, due to the screening from trees along the south property line of the school. Visual impacts on viewers would be low to moderate due to the partial screening and the low scenic quality landscape.

KOP 1506 (Figures E.2-6 and E.2-25b). High-sensitivity viewers at this KOP would have enclosed views to the east that focus on Alternative 5D, which would nearly pass over a sporting recreation access area 185 feet to the north. The expected contrast levels would be high due to the co-dominant to dominant nature of the Project in an area lacking existing transmission lines. Impacts on recreational viewers would be high.

KOP 1302 (Figure E.2-6). KOP 1302 represents high-sensitivity residential viewers on Mayer Road looking north toward American Falls and the American Falls Reservoir. This KOP has open panoramic views of the Proposed Route (approximately 0.5 mile to the south) resulting in high visibility. Contrast levels would be low to moderate due to the numerous transmission lines which cross the middleground. Visual impacts on viewers would be moderate due to the low to moderate contrast levels in the moderate scenic quality landscape.

KOP 1304 (Figure E.2-6). KOP 1304 represents high-sensitivity residential viewers in the Riverbend Estates looking southeast toward Bannock Peak and White Quartz Mountain. This KOP has open yet focal views of the Proposed Route about 0.15 mile to

the south resulting in high visibility. Contrast levels would be moderate to high due to the distance of the Proposed Route and the few human-made features present within the view. Visual impacts on viewers would be high due to moderate to high contrast levels and high scenic quality.

KOP 260 (Figures E.2-6 and E.2-27b). The Segment 5 Proposed Route would be highly visible to recreational viewers in the pipeline crossing park on the Snake River 0.15 mile to the west. The viewers would have an open but framed view of the Proposed Route in a modified landscape. The combination of human-made alterations and scenic landscape elements would result in a moderate contrast level. Adjacent industrial elements detract from the natural scenery of the scenic Snake River Canyon. Impacts on viewers from this KOP and in the surrounding area would be moderate. This area is considered Class B scenic quality.

Alternative 5A

Table 3.2-16 summarizes the potential visual impact for each KOP in Alternative 5A.

Table 3.2-16. Visual Impact Assessment for Each KOP in Alternative 5A

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
903	RES	Private	H	M	0.60	H	M-H	M-H
1506[1/]	REC	State of Idaho	H	M-H	0.10	H	M-H	M-H

1/ KOP 1506 would also have a view of the Segment 5 Proposed Route.
2/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 903 (Figure E.2-6). High-sensitivity residential viewers at a church along Church Road would have a high-visibility open view of the alternative as it crosses agricultural lands in the Arbon Valley. Viewers would be approximately 0.6 mile from Alternative 5A. Contrast levels would be moderate to high due to the viewing distance and lack of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate to high.

KOP 1506 (Figures E.2-6 and E.2-25b). This KOP is described under the Segment 5 Proposed Route.

Alternative 5B (Part of Preferred Route)

Table 3.2-17 summarizes the potential visual impact for each KOP in Alternative 5B.

Table 3.2-17. Visual Impact Assessment for Each KOP in Alternative 5B

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/]	Distance (miles)	Visibility[2/]	Contrast[2/]	Impact[2/]
912	RES	Private	H	M	0.60	H	M	M
916	RES	Private	H	M-H	2.40	M	M	M
898	RES	Private	H	M-H	0.75	H	M-H	M-H
887	RES	Private	H	M-H	0.40	H	M	M

1/ RES – A single resident.
2/ H – High, M – Medium, L – Low

KOP 912 (Figure E.2-6). Alternative 5B would be highly visible to residential viewers along Daniels Road viewing the alternative from 0.6 mile to the southeast. The viewers would have an open, semi-panoramic view of Alternative 5B in a modified landscape

with moderate scenic quality. This situation would result in a moderate contrast level due to the adjacent scenery. Impacts on viewers would be moderate.

KOP 916 (Figure E.2-6). High-sensitivity residential viewers on 10800 West Road would have a moderate-visibility open view of the alternative as it crosses agricultural lands and mountainous terrain in the Arbon Valley. Viewers would be approximately 2.4 miles from Alternative 5B. Contrast levels would be moderate due to the viewing distance and presence of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate due to the distance of the viewer.

KOP 898 (Figure E.2-6). High-sensitivity residential viewers on the Arbon Valley Highway would have a high-visibility open view of Alternative 5B as it crosses agricultural lands backdropped by the mountainous terrain of the Deep Creek Range. Viewers would be 0.75 mile from the alternative. Contrast levels would be moderate to high due to the viewing distance and scenic quality. Visual impacts on residential viewers and the immediate area would be moderate to high due to the distance of the viewer, scenic quality, and contrast levels.

KOP 887 (Figure E.2-6). High-sensitivity residential viewers on Groom Road would have a high-visibility open view of Alternative 5B as it crosses agricultural lands in the Rockland Valley. Viewers would be approximately 0.4 mile from the alternative. Contrast levels would be moderate due to the viewing distance and presence of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate.

Alternative 5C

Table 3.2-18 summarizes the potential visual impact for each KOP in Alternative 5C.

Table 3.2-18. Visual Impact Assessment for Each KOP in Alternative 5C

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/]	Distance (miles)	Visibility[2/]	Contrast[2/]	Impact[2/]
1298	RES	BIA – Reservation	H	M	0.40	H	L	L-M
1308	RES	BIA – Reservation	H	M-H	0.30	H	L-M	M-H
1309	RES	BIA – Reservation	H	M	1.40	M	L	L-M
1311	CULT	BIA – Reservation	H	M	1.60	M	L	L-M
1313	CULT	BIA – Reservation	H	L-M	0.35	H	M	M
1314	RES	Private	H	M	1.00	M-H	L-M	M
1299	CULT	BIA – Reservation	H	M	12.0	L	L	L

1/ RES – A single resident. CULT – A site identified as being near a publically known cultural resource area.
2/ H – High, M – Medium, L – Low
BIA – Bureau of Indian Affairs

KOP 1298 (Figure E.2-6). Viewers at KOP 1298 include residents of the Fort Hall Indian Reservation on the Arbon Valley Highway. Viewers would see Alternative 5C to the south from approximately 0.4 mile away. At KOP 1298, the viewers would have a high level of Project visibility due to the short distance and open views of the valley terrain in the middleground. Visual contrast levels would be low due to numerous human-made alterations, including four high-voltage transmission lines, visible in the foreground and middleground of this KOP. Visual impacts on viewers would be low to moderate due to lack of contrast, distance, and moderate scenic quality.

KOP 1308 (Figure E.2-6). Viewers at KOP 1308 include residents of the Fort Hall Indian Reservation on the Arbon Valley Highway. Viewers would see Alternative 5C to the southwest, approximately 0.3 mile away. At KOP 1308, the viewers would have a high level of Project visibility due to near distances and open views of the valley terrain in the middleground. Visual contrast levels would be low to moderate due to numerous human-made alterations, including four high-voltage transmission lines, visible in the foreground and middleground of this KOP (some are directly behind the viewer at this location). Visual impacts on viewers would be moderate to high due to the distance, moderate to high scenic quality, and due to the fact that the viewer would be surrounded by transmission structures.

KOP 1309 (Figure E.2-6). Viewers at KOP 1309 include residents of the Fort Hall Indian Reservation on the Arbon Valley Highway. Viewers would see Alternative 5C, approximately 1.4 miles to the south. At KOP 1309, the viewers would have a moderate level of Project visibility due to distances and open views of the valley terrain in the middleground where transmission structures are scattered around in numerous directions. Visual contrast levels would be low due to numerous human-made alterations, including numerous high-voltage transmission lines, visible in the middleground of this KOP. Visual impacts on viewers would be low to moderate due to lack of contrast, distance, and moderate scenic quality.

KOP 1311 (Figure E.2-6). Viewers from KOP 1311 include residents of the Fort Hall Indian Reservation on Moonshine Road. Viewers would see Alternative 5C approximately 1.6 miles to the northeast. At KOP 1311, the viewers would have a moderate level of Project visibility due to distance and partially screened views. Visual contrast levels would be low due to numerous human-made alterations, including three high-voltage transmission lines, visible in the foreground and middleground. Visual impacts on viewers would be low to moderate due to lack of contrast, distance, and moderate scenic quality.

KOP 1313 (Figure E.2-6). Viewers from KOP 1313 are high-sensitivity residential viewers on an existing transmission line access road at a traditional use area within the Fort Hall Indian Reservation. West views focus on Alternative 5C, 0.35 mile away. At KOP 1313, the viewers would have a high level of Project visibility due to close-distances and the possibility of skylining. Visual contrast levels would be moderate due to numerous human-made alterations, including four high-voltage transmission lines, above the viewer from this KOP. Visual impacts on viewers would be moderate due to moderate contrast and low to moderate scenic quality.

KOP 1314 (Figure E.2-6). Viewers from KOP 1314 are high-sensitivity residential viewers on Sunbeam Road directly west of the Fort Hall Indian Reservation. North views focus on Alternative 5C, approximately 1.0 mile away. At KOP 1314, the viewers would have a moderate to high level of Project visibility due to short distances and partial screening offered by the rolling terrain in the middleground. Visual contrast levels would be low to moderate due to numerous human-made alterations, including high-voltage transmission lines, visible in the foreground and background of this KOP. Visual impacts on viewers would be moderate due to lack of contrast and moderate scenic quality.

KOP 1299 (Figure E.2-6). Viewers from KOP 1299 are high-sensitivity viewers within the Fort Hall Indian Reservation at a traditional cultural location, looking southwest, approximately 12.0 miles from Alternative 5C. At KOP 1299, the viewers would have a low level of Project visibility due to the far distance of the view. Visual contrast levels would be low because the Project would not be visible from this location. Visual impacts on viewers would be low due to lack of contrast and distance of view.

Alternative 5D

Table 3.2-19 summarizes the potential visual impact for each KOP in Alternative 5D.

Table 3.2-19. Visual Impact Assessment for Each KOP in Alternative 5D

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1506[1/]	REC	State of Idaho	H	M-H	0.10	H	M-H	M-H
241	REC	State of Idaho	H	M	0.25	H	M-H	M-H
257	RES	Private	H	M-H	0.70	H	H	H
263	REC	Private	H	M-H	0.10	H	H	H
260	REC	BLM VRM II	H	B	1.00	L-M	L-M	L-M

1/ This KOP would also have views of the Segment 5 Proposed Route.
2/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 1506 (Figures E.2-6 and E.2-25b). This KOP is described under the Segment 5 Proposed Route.

KOP 241 (Figures E.2-6). High-sensitivity recreational viewers would have high visibility of Alternative 5D from this sportsmen's access area and would have an enclosed, upslope view from less than 0.25 mile away. Contrast levels would be moderate to high because the proposed transmission towers would be skylined and no existing transmission lines are visible in this view. It should be noted that due to a steep viewing angle, the structures would be partially screened by the ridgeline. Impacts on viewers would be moderate to high.

KOP 257 (Figures E.2-6). High-sensitivity residential viewers would have high visibility of the Alternative Route, including open, focal views of the dramatic terrain from less than 0.7 mile away. Contrast levels would be high because the proposed transmission towers could possibly be skylined and there are no existing transmission lines or other human-made features visible in this view. Impacts on viewers would be high.

KOP 263 (Figures E.2-6 and E.2-28b). Alternative 5D would be highly visible to high-sensitivity viewers at this KOP, representing the view from Snake River Vista, a BLM recreation area 0.16 mile to the west of Alternative 5D. In comparison, the closest point of Segment 5 would be located 0.26 mile to the north of this KOP. The generally open panoramic view has skylined existing transmission lines, and a partially screened residential area that would result in a high visual contrast level. Visual impacts on recreational viewers at this KOP would be high due to the short viewing distance and open views.

KOP 260 (Figures E.2-6 and E.2-27b). Alternative 5D would be low to moderately visible to recreational viewers in the pipeline crossing park on the Snake River,

approximately 1.0 mile to the west of the alternative. The viewers would have a partially screened view of Alternative 5D in a modified landscape. The combination of human-made alterations and Class B scenic quality would result in a low to moderate contrast level due to the adjacent industrial elements, detracting from the natural scenery of the scenic Snake River. Impacts on viewers from this KOP and in the surrounding area would be low to moderate.

Alternative 5E (Part of Preferred Route)

Table 3.2-20 summarizes the potential visual impact for each KOP in Alternative 5E.

Table 3.2-20. Visual Impact Assessment for Each KOP in Alternative 5E

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1302[1/]	RES	Private	H	M	0.75	M	L	L-M

1/ KOP 1302 would view the Segment 5 Proposed Route and would be a KOP for that alignment as impacts are anticipated to be higher compared to Alternative 5E.
2/ RES – A single resident.
3/ H – High, M – Medium, L – Low

KOP 1302 (Figure E.2-6). KOP 1302 represents high-sensitivity residential viewers on Mayer Road looking north toward American Falls and the American Falls Reservoir. This KOP has partially screened views of Alternative 5E, about 0.75 mile to the north, resulting in moderate visibility. Contrast levels would be low due to the numerous transmission lines that partially screen the alternative in the foreground and middleground. Visual impacts on viewers would be low to moderate due to the low contrast levels in the moderate scenic quality landscape.

Conformance with VRM Classes

Generally the construction and operations of the Segment 5 Proposed Route or Route Alternatives would conform to BLM VRM Class III and IV objectives. In some cases the transmission facility may be inconsistent with the RMP's VRM Class II objectives where there is no paralleling existing transmission facility or VRM Class III objectives where the level of change is considered high.

Preferred Route Segment 5 – The Preferred Route would cross over 13.8 miles of BLM-administered VRM Class III and IV lands. No plan amendments would be needed if this route is selected.

Proposed Route Segment 5 – The Proposed Route would cross over 1.6 miles of BLM-administered VRM Class II lands designated by the Pocatello RMP between MPs 30.8 and 32.3 and MPs 52.7 to 52.8 creating a new ROW. VRM Class II areas require levels of change to be low and not attract the attention of a casual observer. Crossing VRM Class II areas without paralleling an existing transmission facility would conform to the Pocatello RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer (. Amendments would be needed if this route is selected. One amendment would be needed allowing a one-time visually altering action without changing the VRM classification for the Deep Creek area. The crossing of the Pipeline camping and recreation area at the Snake River was originally included as an area needing an

amendment; however, the Pocatello FO determined an amendment was not necessary because the area that would be crossed by the Project is inundated.

Segment 5 would create a new ROW in areas managed under the new land use plan (Pocatello RMP) approved in July 2012. This area does not contain the ROW requirement and no amendment is needed for the ROW.

Alternative 5A – Alternative 5A would cross over 6 miles of BLM-administered VRM Class III lands designated by the Pocatello RMP between MPs 19.2 and 25.5, creating a new ROW that requires a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape. Most areas can conform to VRM Class III and IV objectives.

Alternative 5B (Preferred Route) – Alternative 5B would cross approximately 2.9 miles of BLM-administered VRM Class III lands designated by the Pocatello RMP between MPs 25.1 and 31.5 that requires a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape. Most areas can conform to VRM Class III and IV objectives (see KOP 898). The creation of a new ROW required an amendment to the Malad MFP allowing a new ROW outside designated corridors; however, approval of the new Pocatello RMP, which does not carry the ROW restriction forward, means no amendment would be needed.

Alternative 5C – Alternative 5C would not cross any BLM-administered land. Alternative 5C would cross the Fort Hall Indian Reservation parallel to an existing 345-kV transmission line.

Alternative 5D – Alternative 5D would not cross any BLM-administered land. Alternative 5D would cross mostly private agricultural land, which has the highest concentration of viewers and thus the highest impacts when compared to the other alternatives.

Alternative 5E (Preferred Route) – Alternative 5E would not cross any BLM-administered land with a designated VRM management class. Alternative 5E would cross mostly private agricultural land and is an alternative crossing of the Snake River south of American Falls. This alternative would have lower visual impacts when compared to the other alternatives.

Segment 5 – Conclusion

Preferred Route (Proposed Route incorporating Alternatives 5B and 5E) – The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternatives 5B and 5E (with the assumption that reliability issues associated with Alternative 5E can be resolved). Visual impact to public, private, and state lands resulting from the construction and operations of the Preferred Route is anticipated to be mostly moderate, with some areas of high impact in the Arbon and Rockland Valleys. The combined impacts from Alternatives 5B and 5E were mostly moderate; however, because the Preferred Route would be almost 18 miles longer than the Proposed Route, impacts to sensitive viewers would be slightly higher but comparable to the Proposed Route. The majority of the area that would be crossed by the Proposed Route is an agricultural setting and rangeland with dispersed residences, which is where higher impacts would occur.

The Preferred Route would cross mostly VRM Class III and IV lands in the Deep Creek Mountains and should be a lower visual impact that the Proposed Route, which would cross VRM Class II lands. The Preferred Route would cross more private land than the Proposed Route.

Proposed Route – Visual impact to public, private, and state lands resulting from the construction and operations of the Proposed Route is anticipated to be mostly moderate, with some areas of high impact in the Arbon Valley area and the Indian Springs area where residences occur. The majority of the area that would be crossed by the Proposed Route is an agricultural setting with dispersed residences, which is where higher impacts would occur.

The Proposed Route is shorter than Alternatives 5A and 5B (Preferred Route), contributing to more impact in a generally high-quality landscape. However, the Proposed Route would cross a large, intact VRM Class II portion of the Deep Creek Mountains. On balance, the Proposed Route would have an overall higher visual impact than Alternatives 5A and 5B.

Alternative 5A – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 5A is anticipated to be mostly moderate to high especially in the Arbon Valley area where residential areas occur in this segment. The majority of the area that would be crossed by Alternative 5A is the mountainous terrain of the Deep Creek Mountains with agriculture and dispersed residential areas in the Arbon and Rockland valleys, where higher impacts would occur.

Alternative 5B (Preferred Route) – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 5B is anticipated to be mostly moderate with some areas of high impact in the Arbon Valley area and from the Rockland Highway where residential areas occur in this segment. The majority of the area that would be crossed by Alternative 5B is the foothills of the Deep Creek Mountains with agriculture and dispersed residential areas in the Arbon and Rockland Valleys, which is where higher impacts would occur.

Alternative 5C – Visual impact to Public, private, Native American, and state lands resulting from the construction and operations of Alternative 5C is anticipated to be mostly low to moderate, with some areas of high impact on the Fort Hall Indian Reservation where residential areas occur in this segment. The majority of the area that would be crossed by Alternative 5C is the foothills of the Cedar Mountain and Bannock Peak with dispersed residential areas in the Arbon Valley around Pauline, Idaho, which is where higher impacts would occur. This alternative was sited because it follows more of a direct route to the Borah Substation, traverses more gentle terrain, and avoids public lands that are managed as VRM Class II areas by following a series of existing high-voltage transmission lines.

Alternative 5D – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 5D is anticipated to be mostly high due to open views from numerous residences in the Rockland Valley and closer to American Falls. The majority of the area crossed by Alternative 5D is the foothills of the Deep Creek Mountains with dispersed residential areas in the Rockland Valley. Photos in

Figure 3.2-5 looking toward this alternative show existing conditions at KOPs in Power County.

KOP 252

KOP 243

KOP 249

KOP 253

Figure 3.2-5. Existing Conditions at Power County KOPs

Alternative 5E (Preferred Route) – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 5E is anticipated to be mostly low to moderate due to the numerous areas of human-made disturbance south of American Falls, Idaho.

Alternatives Comparison

Alternative 5C, which would cross the Fort Hall Reservation, is anticipated to offer the lowest overall visual impact when compared to the other alternatives in Segment 5; however, the Fort Hall Business Council has voted not to permit the Project across the Reservation. The Preferred Route and Alternative 5B would avoid more VRM Class II lands as well as the recreation areas associated with the Deep Creek Mountains while impacting a similar number of scattered residences in the Arbon and Rockland Valleys. The Proposed Route and Alternative 5D would both cross VRM Class II lands. When comparing the Proposed Route and Route Alternatives for Segment 5, Alternative 5C would have the least viewers, lowest viewer impacts, and least impact to sensitive VRM classes.

Segment 6 – Borah to Midpoint

The preferred route in Segment 6 is as follows:

Preferred Route	Agency
The proposal to upgrade the line voltage from 345-kV to 500-kV (Figure A-8)	BLM

Segment 6 is an existing transmission line linking the Borah and Midpoint Substations; it is now operated at 345 kV but would be changed to operate at 500 kV. This segment has no Route Alternatives. Existing support structures would be used and impacts would be limited to within approximately 0.25 mile of each substation to allow for moving the entry point into the substation to the new 500-kV bay. Changes at the Borah and Midpoint Substations would allow Segment 6 to be operated at 500 kV. Figure A-8 in Appendix A shows the Proposed Route for Segment 6.

The use of an existing transmission line would not produce noticeable changes to the existing visual conditions and thus no KOPs were required for the analysis.

Segment 7 – Populus to Cedar Hill

The preferred routes in Segment 7 are as follows:

Preferred Route	Agency
Proposed Route incorporating Alternatives 7B, 7C, 7D, and 7G (Figure A-9). The Proposed Route in the East Hills and Alternative 7G will be microsited to avoid Preliminary Priority Sage-grouse Habitat (PPH).	BLM
Alternative 7K (Figure A-9)	Power and Cassia Counties

Segment 7 would link the Populus Substation and the proposed Cedar Hill Substation with a single-circuit 500-kV line that would be approximately 118.2 miles long. Several alternatives to the Proposed Route are being considered. Route Alternatives 7A and 7B have been proposed by the BLM to avoid crossing the Deep Creek Mountains. Alternatives 7C, 7D, 7E, 7F, and 7G were proposed by local landowners to avoid private agricultural lands. Alternative 7K (also called the Goose Creek Alternative) was identified during the public comment period as a shorter alternative to the Proposed Route than either 7I or 7J (refer to Chapter 2 of the Draft EIS for a description of these routes). The alignment for 7K was developed in cooperation with Cassia County. Alternatives 7H, 7I and 7J, which were analyzed in the Draft EIS, are no longer under consideration. The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternatives 7B, 7C, 7D, and 7G. The Segment 7 Preferred Route is 130.2 miles long, compared to 118.2 miles for the Proposed Route. Figure A-9 in Appendix A shows the location of the Segment 7 routes.

Proposed Route (Preferred Route in part)

Table 3.2-21 summarizes the potential visual impact for each KOP along the Proposed Route.

KOP C25 (Figure E.2-8). Views from this point are from a portion of the Oregon NHT and are described in Section 3.3 – Cultural Resources.

KOP C63 (Figures E.2-8 and E.3-22b). This view is looking toward Segment 7 from the “Parting Of The Ways” site along the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

Table 3.2-21. Visual Impact Assessment for Each KOP in the Segment 7 Proposed Route

KOP	Viewers[3/]	Land Ownership	Viewer Rating[4/]	Scenic Quality[4/,5/]	Distance (miles)	Visibility[4/]	Contrast[4/]	Impact[4/]
306	RES	Private	H	M	0.30	M-H	M-H	M-H
907[2/]	REC	BLM VRM II	H	A	1.00	H	H	H
305[1/]	REC	BLM VRM IV	H	B	0.31	H	M	M-H
185[2/]	SCHOOL	Private	H	L	0.43	L	L-M	L-M
247	RES	Private	H	M	0.50	H	M	M
301	RES	Private	H	L-M	1.30	M-H	L-M	L-M
303	RES	Private	H	L-M	0.25	M-H	M	M
310	RES	Private	H	L	0.10	H	M	M
315	RES	Private	H	M	0.90	H	M	M-H
131	RES	Private	H	L	0.68	H	L-M	M
140	REC	State of Idaho adjacent to BLM	L	C	1.50	M	L	L
221[3/]	RES	Private	H	M	0.75	H	M-H	M-H

1/ KOP 305 would view portions of Alternatives 7A, 7B, and 7K, which all have lower impacts compared to the Segment 7 Proposed Route resulting from shared corridors or distance from viewer.
2/ KOP 185 would view portions of Segment 5 Proposed Route but it is anticipated to have the same impacts as the Segment 7 Proposed Route.
3/ Viewers at KOP 221 would have views of the Proposed Route and Alternatives 7G and 7K.
3/ RES – A single resident. REC – A recreational viewer. SCHOOL – A community school usually not identified as historic.
4/ H – High, M – Medium, L – Low.
5/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 306 (Figure E.2-8/Appendix G-1, Figure B-11). Viewers from KOP 306 would be high-sensitivity residential drivers looking south approximately 0.3 mile from where Segment 7 would cross the view. At KOP 306, high-sensitivity viewers would have a moderate to high level of Project visibility due to backdropping by topography in the middleground. Visual contrast levels would be moderate to high due to the presence of human-made alterations visible in the foreground and background of this KOP. Visual impacts would be moderate to high due to backdropping and moderate scenic quality.

KOP 907 (Figure E.2-8/Appendix G-1, Figure M-1/M-3c). The Proposed Route would be highly visible to high-sensitivity recreational viewers at KOP 907, a lookout point on a BLM trail in the Deep Creek Mountains. Viewers would have a high-visibility, open view of the alignment as it crosses the Deep Creek Mountains. Viewers would be approximately 1.0 mile from the Proposed Route. Contrast levels would be high due to the lack of other human-made disturbance within the view with Class A scenic quality. Visual impacts on recreational viewers and the immediate area would be high due to the high scenic quality, visibility, contrast, and close proximity to the Project.

KOP 305 (Figures E.2-8 and E.2-29b). The Proposed Route would be highly visible to recreational viewers in the Hawkins Reservoir area viewing the Project from 0.31 mile to the south. The viewers would have a somewhat enclosed view of the Proposed Route in an unmodified landscape; however, immediately to the north, opposite this view, an existing transmission line crosses the landscape. This situation results in a moderate contrast level due to the adjacent scenery. Impacts on viewers would be moderate to high.

KOP 185 (Figure E.2-8). The Proposed Route as viewed is consistent with the description provided for the Segment 5 Proposed Route. Viewing distance would increase from 0.10 to 0.43 mile but the visual impact would still be low to moderate.

KOP 247 (Figure E.2-8). High-sensitivity residential viewers would have high Project visibility from KOP 247 (approximately 0.5 mile away from the Project). The viewers would have a panoramic view of Segment 7 crossing the Rockland Valley. In this agricultural setting there are many structures and pivot irrigation equipment, resulting in moderate contrast in this moderate scenic quality area. Visual impacts would be moderate.

KOP 301 (Figure E.2-8). High-sensitivity residential viewers would have moderate to high Project visibility from just over 1 mile away. The viewers would have a panoramic view of the Proposed Route at the base of the hills. In this agricultural setting there are many structures and pivot irrigation equipment, resulting in low to moderate contrast in this low to moderate scenic quality area. Visual impacts would be low to moderate.

KOP 303 (Figure E.2-8). High-sensitivity residential viewers would have moderate to high Project visibility from 0.25 mile away. The viewers would have a partially screened and inferior (low-elevation) view of the Proposed Route crossing the dominant hills in the foreground. In this rural residential setting there are many scattered residential structures resulting in moderate contrast in this low to moderate scenic quality area. Visual impacts would be moderate due to the distance of the viewer.

KOP 310 (Figure E.2-8). High-sensitivity residential viewers at this KOP would have high Project visibility from a distance of 0.1 mile to the west to southwest of the Proposed Route. The view is partially screened and inferior (low-elevation) and scenic quality is low, resulting in a moderate overall contrast level. Visual impacts would be moderate due to the distance of the view which may skyline or be screened by the terrain.

KOP 315 (Figure E.2-8). At KOP 315 high-sensitivity residential viewers would view the Proposed Route approximately 0.9 mile to the southeast and Alternative 7F approximately 1.8 miles also to the southeast. At KOP 315, the viewers would have a high level of Project visibility due to the open landscape with little screening in the middleground. Visual contrast levels would be moderate due to human-made alterations visible in the foreground and background of this KOP. Impacts on viewers would be moderate to high due to the close viewing proximity and moderate contrast levels.

KOP 131 (Figure E.2-8). High-sensitivity residential viewers at this KOP would have high Project visibility from a distance of 0.68 mile to the south. One residence, on 400 West just north of 900 South, would view the Sawtooth NF to the east and the Proposed Route 0.68 mile to the south. The view is open and panoramic and scenic quality is low with some vertical structures, resulting in low to moderate contrast. Visual impacts on would be moderate.

KOP 140 (Figure E.2-8). Low-sensitivity viewers, at this BLM/IDFG–managed wildlife area located in a Class C scenic quality and VRM Class IV area, would have generally open and panoramic views. The Proposed Route would be moderately visible from a distance of about 1.5 miles. The combination of this viewing distance, low scenic

quality, and the presence of existing structures results in generally low visual contrast. Visual impacts would be low.

KOP 221 (Figure E.2-8). At KOP 221 there would be high-sensitivity residential viewers looking south (approximately 0.75 mile to where the Proposed Route would cross). At KOP 221, high-sensitivity viewers would have a high level of Project visibility due to the open landscape views with little screening in the middleground. Visual contrast levels would be moderate to high due to the human-made alterations visible in the foreground and background. Impacts on viewers would be moderate to high due to the close viewing proximity and moderate to high contrast levels.

Alternative 7A

Table 3.2-22 summarizes the potential visual impact for each KOP in Alternative 7A.

Table 3.2-22. Visual Impact Assessment for Each KOP in Alternative 7A

KOP	Viewers[5/]	Land Ownership	Viewer Rating[6/]	Scenic Quality[6/,7/]	Distance (miles)	Visibility[6/]	Contrast[6/]	Impact[6/]
305[1/]	REC	BLM VRM IV	H	M	0.31	H	M	M-H
903[2/]	RES	Private	H	M	0.35	H	M-H	M-H
920[3/]	REC	BLM VRM II	H	A	6.30	L	L	L
887	RES	Private	H	M-H	0.30	H	M	M
917[4/]	REC	Private	H	M-H	0.50	H	H	H

1/ KOP 305 is discussed under the Segment 7 Proposed Route and also shares views of Alternatives 7A, 7B, and 7K.
2/ KOP 903 has views of Alternative 5A, which parallels Alternative 7A.
3/ KOP 920 has view of Segment 7 Proposed Route.
4/ KOP 917 would view a shared portion of Alternatives 7A and 7B; thus, impacts would be the same.
5/ RES – A single resident. REC – A recreational viewer.
6/ H – High, M – Medium, L – Low
7/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 305 (Figures E.2-8 and E.2-29b). This KOP is discussed under the Segment 7 Proposed Route.

KOP 903 (Figure E.2-8). High-sensitivity residential viewers at a church along Church Road would have a high-visibility, open view of Alternative 7A as it crosses agricultural lands in the Arbon Valley. Viewers would be 0.35 mile from Alternative 7A. Contrast levels would be moderate to high due to the viewing distance and lack of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate to high.

KOP 920 (Figure E.2-8/Appendix G-1, Figure B-9). High-sensitivity recreational viewers, at a trailhead on BLM-managed land in the Deep Creek Mountains, would have a low-visibility, open view of the alternative approximately 6.3 miles from Alternative 7A. Contrast levels would be low due to the viewing distance of the viewer, and visual impacts on recreational viewers and the immediate area would also be low due to the viewing distance.

KOP 887 (Figure E.2-8). High-sensitivity residential viewers on Groom Road would have a high-visibility, open view of the alternative as it crosses agricultural lands in the Rockland Valley. Viewers would be approximately 0.3 mile from Alternative 7A. Contrast levels would be moderate due to the viewing distance and presence of human-

made modifications. Visual impacts on residential viewers and the immediate area would be moderate.

KOP 917 (Figure E.2-8). High-sensitivity recreational viewers at a seasonal RV campground would have a high-visibility, open view of the alternative as it crosses rugged mountainous terrain and the foothills of the Sublette Range outside of the Sawtooth NF. Viewers would be approximately 0.5 mile from Alternative 7A. Contrast levels would be high due to the viewing distance and lack of human-made modifications. Visual impacts on residential viewers and the immediate area would be high.

Alternative 7B (Preferred Route)

Table 3.2-23 summarizes the potential visual impact for each KOP in Alternative 7B.

Table 3.2-23. Visual Impact Assessment for Each KOP in Alternative 7B

KOP	Viewers[3/]	Land Ownership	Viewer Rating[4/]	Scenic Quality[4/]	Distance (miles)	Visibility[4/]	Contrast[4/]	Impact[4/]
912[1/]	RES	Private	H	M	0.35	H	M	M
916[1/]	RES	Private	H	M-H	2.10	M	M	M
898[1/]	RES	Private	H	M-H	0.43	H	H	H
917[2/]	REC	Private	H	M-H	0.50	H	H	H
893	RES	Private	H	M-H	1.30	M-H	L-M	L-M

1/ These KOPs would have views of both Alternative 5B as well as Alternative 7B.
2/ KOP 917 would view a shared portion of Alternatives 7A and 7B; thus, impacts would be the same.
3/ RES – A single resident. REC – A recreational viewer.
4/ H – High, M – Medium, L – Low

KOP 912 (Figure E.2-8). Alternative 7B would be highly visible to residential viewers, along Daniels Road, viewing it from KOP 912 (0.35 mile to the southeast). The viewers would have an open semi-panoramic view of Alternative 7B in a modified landscape with moderate scenic quality. This situation would result in a moderate contrast level due to the adjacent scenery. Impacts on viewers would be moderate.

KOP 916 (Figure E.2-8). High-sensitivity residential viewers on 10800 West Road would have a moderate-visibility, open view of the alternative as it crosses agricultural lands and mountainous terrain in the Arbon Valley. Viewers would be approximately 2.1 miles from Alternative 7B. Contrast levels would be moderate due to the viewing distance and presence of human-made modifications. Visual impacts on residential viewers and the immediate area would be moderate due to the distance of the viewer.

KOP 898 (Figure E.2-8). High-sensitivity residential viewers on the Arbon Valley Highway would have a high-visibility, open view of the alternative as it crosses agricultural lands, backdropped by the mountainous terrain of the Deep Creek Range. Viewers would be 0.43 mile from Alternative 7B. Contrast levels would be high due to the viewing distance and scenic quality. Visual impacts on residential viewers and the immediate area would be high due to the distance of the viewer and contrast levels.

KOP 917 (Figure E.2-8). This KOP is the same as described for Alternative 7A.

KOP 893 (Figure E.2-6). Alternative 7B would be moderately to highly visible to residential viewers adjacent to Colson Canyon (approximately 1.3 miles to the west). The viewers would have a semi-panoramic and focal view of Alternative 7B in a modified landscape with moderate to high scenic quality. This situation would result in a

low to moderate contrast level due to the adjacent scenery and the distance of the viewer. Impacts on viewers would be low to moderate since views of the transmission line may be partially screened by the rugged terrain in the middleground.

Alternative 7C (Preferred Route)

Table 3.2-24 summarizes the potential visual impact for each KOP in Alternative 7C.

Table 3.2-24. Visual Impact Assessment for Each KOP in Alternative 7C

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/]	Distance (mile)	Visibility[2/]	Contrast[2/]	Impact[2/]
282	RES	Private	H	L-M	0.75	H	M-H	M-H

1/ RES – A single resident.
2/ H – High, M – Medium, L – Low

KOP 282 (Figure E.2-8). Viewers from KOP 282 would be high-sensitivity residents on North Yale Road looking north 0.75 mile to where Alternative 7C would span the valley. At KOP 282, high-sensitivity viewers would have a high level of Project visibility due to the open landscape views with little screening in the middleground. Visual contrast levels would be moderate to high due to the human-made alterations visible in the foreground and background of this KOP. Visual impacts on viewers would be moderate to high.

Alternative 7D (Preferred Route)

Table 3.2-25 summarizes the potential visual impact for each KOP in Alternative 7D.

Table 3.2-25. Visual Impact Assessment for Each KOP in Alternative 7D

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/]	Distance (mile)	Visibility[2/]	Contrast[2/]	Impact[2/]
296[3/]	RES	Private	H	M	0.70	H	M	M

1/ RES – A single resident.
2/ H – High, M – Medium, L – Low
3/ KOP 296 would also have views of the Proposed Segment 7 alignment farther from the viewer; thus, impacts would be lower.

KOP 296 (Figure E.2-8). Viewers from KOP 296 are high-sensitivity residential viewers along Skaggs Ranch Road looking southeast approximately 0.7 mile from the Proposed Route and 0.5 mile from Alternative 7E. At KOP 296, viewers would have a high level of Project visibility due to near distances and lack of screening in the middleground. Visual contrast levels would be moderate due to numerous human-made alterations visible in the foreground and background of this KOP. Visual impacts on viewers would be moderate due to lack of contrast and moderate scenic quality.

Alternative 7E

Table 3.2-26 summarizes the potential visual impact for each KOP in Alternative 7E.

KOP 306 (Figure E.2-8/Appendix G-1, Figure B-11). Viewers from KOP 306 would be high-sensitivity residential drivers looking south approximately 0.5 mile from where Alternative 7E would cross the view. At KOP 306, high-sensitivity viewers would have a moderate to high level of Project visibility due to backdropping by topography in the middleground. Visual contrast levels would be moderate to high due to the presence of human-made alterations visible in the foreground and background of this KOP. Visual impacts would be moderate to high due to backdropping and moderate scenic quality.

Table 3.2-26. Visual Impact Assessment for Each KOP in Alternative 7E

KOP	Viewers[3/]	Land Ownership	Viewer Rating[4/]	Scenic Quality[4/]	Distance (miles)	Visibility[4/]	Contrast[4/]	Impact[4/]
306[1/]	RES	Private	H	M	0.50	M-H	M-H	M-H
310	RES	Private	H	L-M	<0.10	H	H	H
304[2/]	REC	Private	H	M	0.90	M	M	M
311	RES	Private	H	L-M	0.10	H	H	M-H

1/ KOP 306 would have views of Segment 7 as well as Alternative 7E with the same impacts.
2/ KOP 304 would view a portion of Alternative 7F closer to the viewer; thus, impacts would be higher.
3/ RES – A single resident. REC – A recreational viewer.
4/ H – High, M – Medium, L – Low

KOP 310 (Figure E.2-8/Appendix G-1, Figure B-12). High-sensitivity residential viewers at this KOP (looking toward Alternative 7E) would have high Project visibility from a distance of less than 0.1 mile to the southeast. The view is an inferior low elevation view and scenic quality is low to moderate. The close viewing distance would result in a high overall contrast level. Visual impacts would be high due to the close proximity of the view which may skyline the terrain adjacent to this residence.

KOP 304 (Figure E.2-8). Viewers from KOP 304 would be high-sensitivity recreational drivers looking northwest (approximately 0.9 mile from where Alternative 7E would cross the view). This KOP is located on private land with views of lands managed by the BLM to meet VRM Class II objectives in the middleground. At KOP 304, high-sensitivity viewers would have a moderate level of Project visibility due to distance and partially screening by topography in the middleground. Visual contrast levels would be moderate due to the lack of human-made alterations visible in the foreground and background. Visual impacts would be moderate due to partial screening and moderate scenic quality. Moderate impacts resulting from elevated visibility and contrast levels on public lands would not conform to VRM Class II objectives.

KOP 311 (Figure E.2-8/Appendix G-1, Figure B-13). Viewers from KOP 311 would be high-sensitivity residences looking southeast approximately 0.1 mile from where Alternative 7E would cross the linear perspective of the view. At KOP 311, high-sensitivity viewers would have a high level of Project visibility due to skylined topography in the foreground. Visual contrast levels would be high due to the lack of human-made alterations visible in the foreground and mountainous terrain in the background. Visual impacts would be moderate to high due to skylined views and low to moderate scenic quality. It should also be noted that from this KOP parts of the Proposed Route would be visible, approximately 100 feet behind the viewer.

Alternative 7F

Table 3.2-27 summarizes the potential visual impact for each KOP in Alternative 7F.

Table 3.2-27. Visual Impact Assessment for Each KOP in Alternative 7F

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/]	Distance (mile)	Visibility[3/]	Contrast[3/]	Impact[3/]
304[1/]	REC	Private	H	M	0.40	M-H	M-H	M-H

1/ KOP 304 would view a portion of Alternative 7E located farther from the viewer; thus, impacts would be higher.
2/ REC – A recreational viewer.
3/ H – High, M – Medium, L – Low

KOP 304 (Figure E.2-8). This KOP is the same as described for Alternative 7E.

Alternative 7G (Preferred Route)

Table 3.2-28 summarizes the potential visual impact for each KOP in Alternative 7G.

Table 3.2-28. Visual Impact Assessment for Each KOP in Alternative 7G

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/]	Distance (mile)	Visibility[3/]	Contrast[3/]	Impact[3/]
221[1/]	RES	Private	H	M	0.50	H	M-H	M-H

1/ Viewers at KOP 221 would have views of the Proposed Route alignment with lower anticipated visual impacts.
2/ RES – A single resident.
3/ H – High, M – Medium, L – Low

KOP 221 (Figure E.2-8). At KOP 221 there would be high-sensitivity residential viewers looking south (approximately 0.5 mile to where Alternative 7G would cross the view 0.75 mile from the Proposed Route). See further discussion under the Segment 7 Proposed Route.

Alternative 7K

Table 3.2-29 summarizes the potential visual impact for each KOP in Alternative 7K.

Table 3.2-29. Visual Impact Assessment for Each KOP in Alternative 7K

KOP	Viewers[4/]	Land Ownership[5/]	Viewer Rating[6/]	Scenic Quality[6/,7/]	Distance (miles)	Visibility[6/]	Contrast[6/]	Impact[6/]
305[1/]	REC	BLM VRM IV	H	B	0.31	H	M	M-H
912[2/]	RES	Private	H	M	0.35	H	M	M
916[2/]	RES	Private	H	M-H	2.10	M	M	M
898[2/]	RES	Private	H	M-H	0.43	H	H	H
1282	RES	Private	H	H	0.25	H	H	H
1278	RES	Private	H	M	1.25	M	M-H	M
1273	REC	Forest Service M VQO	H	H	0.30	H	H	H
1270	REC	Forest Service M VQO	H	M-H	0.65	H	H	H
1267	REC	Forest Service MM VQO	H	M-H	<0.10	H	H	H
1180	RES	Private	H	M-H	3.89	L	L	L
1175	RES	Private	H	M	2.50	L-M	L-M	L-M
1173	REC	BLM VRM IV	H	B	1.19	H	M	M
1171	RES	Private	H	B	1.30	H	M	M
1204	RES	Private	H	M-H	2.00	M	M	M
221[3/]	RES	Private	H	M	0.5	H	M-H	M-H
1190	RES	Private	H	M-H	1.00	H	M	M
1101	REC	BLM VRM III	H	B	1.79	L-M	M	M
1159	REC	NPS	H	M	2.30	L	L	L
1103	REC	NPS	H	M	2.50	L	L-M	L
1160	REC	BLM VRM III	H	A	1.00	M-H	M-H	M-H
1104	REC	NPS	H	M-H	2.00	M	M	M
1105	REC	Private	H	M	0.85	H	M	M-H

Table 3.2-29. Visual Impact Assessment for Each KOP in Alternative 7K (continued)

KOP	Viewers[4/]	Land Ownership[5/]	Viewer Rating[6/]	Scenic Quality[6/,7/]	Distance (miles)	Visibility[6/]	Contrast[6/]	Impact[6/]
1516	REC	BLM VRM II	H	B	0.10	H	H	H
1518	REC	Forest Service MM VQO	H	L-M	0.10	H	H	H

1/ Viewers at this KOP would have views of Alternatives 7A and 7B as well as Alternative 7K.
2/ Viewers at these KOPs would have views of Alternative 7B as well as Alternative 7K.
3/ Viewers at KOP 221 would also have views of Proposed Route and Alternative 7G.
4/ REC – A recreational viewer. RES – A single resident.
5/ PR – Partial Retention, M – Modification, MM – Maximum Modification
6/ H – High, M – Medium, L – Low
7/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 305 (Figures E.2-8 and E.2-29b). See discussion under Segment 7 Proposed Route.

KOP 912 (Figure E,2-8). See discussion under Alternative 7B.

KOP 916 (Figure E.2-8). See discussion under Alternative 7B.

KOP 898 (Figure E.2-8). See discussion under Alternative 7B.

KOP 1282 (Figure E.2-8). High-sensitivity residential viewers at KOP 1282 would have a high level of Project visibility. The viewer would have an open and panoramic view toward the alignment that would not parallel any existing alignments or linear features and may screen views of the scenic terrain of the Deep Creek Mountains. Contrast levels are anticipated to be high. Potential visual impacts on residential users from this KOP and in the general vicinity are expected to be high due to high contrast and the creation of a new linear feature in a landscape with few visible human-made disturbances.

KOP 1278 (Figure E.2-8). High-sensitivity residential viewers at KOP 1278 would have a moderate level of Project visibility. The viewer would have an open and panoramic view toward the alignment, which would not parallel any existing alignments or linear features and may skyline the terrain of Buck Peak in the middleground. Contrast levels are anticipated to be moderate to high. Potential visual impacts on residential users from this KOP and in the general vicinity are expected to be moderate. The alternative would create a new linear feature in a landscape with numerous visible human-made disturbances and moderate to high contrast.

KOP 1273 (Figure E.2-8/Appendix G-2, Figure ST-1b). High-sensitivity recreational viewers at KOP 1273 would have a high level of Project visibility (approximately 0.3 mile from Alternative 7K). The viewer would have an open and elevated view toward the alignment, which would not parallel any existing alignments or linear features and may span the rugged terrain in the middleground and background. Contrast levels are anticipated to be high. The area is managed for Modification by the Sawtooth NF, which allows for vegetative and landform alterations that may dominate the characteristic landscape. When viewed as foreground, the Project may not appear to completely borrow from naturally established form, color, line, or texture. Alterations may also be out of scale or contain detail that is incongruent with natural occurrences as seen in the foreground. The ROS for this area is listed as both RN and SPM.

Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be high due to the development of a new linear feature in a landscape with little existing visible disturbance, high contrast, and high scenic quality. Alternative 7K would conform to the Forest Service Modification classification. It would conform with the ROS of RN, but not SPM where structures are supposed to be rare and isolated.

KOP 1270 (Figure E.2-8). High-sensitivity recreational viewers at KOP 1270 would have a high level of Project visibility (0.65 mile from Alternative 7K). The viewer would have an enclosed view toward the alignment, which would not parallel any existing linear features and may span the rugged terrain in the middleground and background, resulting in high contrast levels. The area is managed for Modification by the Sawtooth NF, which allows for vegetative and landform alterations that may dominate the characteristic landscape. When viewed as foreground, the Project may not appear to completely borrow from naturally established form, color, line, or texture. Alterations could be out of scale or contain detail that is incongruent with natural occurrences as seen in the foreground. The ROS for this area is listed as both RN and SPM. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be high due to the development of a new linear feature in a landscape with little visible disturbance, high contrast, and a close view. Alternative 7K would conform to the Forest Service Modification classification as well as the ROS of RN, but not SPM.

KOP 1267 (Figure E.2-8). Visibility of Alternative 7K would be high for recreational viewers at KOP 1267 (approximately 100 feet from this alignment). The viewers would have an enclosed view toward the alignment, which would not parallel any existing linear features and may skyline when crossing the rolling and rugged terrain in the middleground and background, resulting in high contrast levels. The area is managed for Maximum Modification by the Sawtooth NF, which allows for vegetative and landform alterations that could dominate the characteristic landscape. When viewed as foreground, the Project may not appear to completely borrow from naturally established form, color, line, or texture. Alterations may also be out of scale or contain detail that is incongruent with natural occurrences as seen in the foreground. The ROS for this area is listed as both RN and SPM. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be high because the alternative would create a new linear feature in a landscape with little visible disturbance, high contrast, and the closeness of the view. Alternative 7K would conform to the Forest Service Maximum Modification classification but would not conform to the ROS of RN due to the high visibility of the alternative from the roadway.

KOP 1180 (Figure E.2-8). High-sensitivity residential viewers at KOP 1180 would have a low level of Project visibility. The viewer would have an expansive panoramic view toward the alignment, which would not parallel any existing alignments or linear features and would likely skyline a portion of the views of Walker Hollow and the Lower Goose Creek Reservoir. Contrast levels are anticipated to be low. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be low. The development of a new linear feature in a disturbed landscape with moderate to high scenic quality and the low contrast levels would detract from the scenic quality.

KOP 1175 (Figures E.2-8). High-sensitivity residential viewers at KOP 1175 would have a low to moderate level of Project visibility (approximately 2.5 miles from Alternative 7K). The viewer would have an expansive, panoramic view toward the alignment, which would not parallel any existing alignments or linear features and would likely skyline the views of Walker Hollow. Contrast levels are anticipated to be low to moderate. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be low to moderate. The development of a new linear feature in a disturbed landscape, with moderate scenic quality and low to moderate contrast, would detract from the scenic quality.

KOP 1173 (Figure E.2-8/Appendix G-1, Figure CA-2d). High-sensitivity recreational viewers at KOP 1173 would have a high level of Project visibility (1.19 miles from Alternative 7K). The viewer would have an expansive panoramic view toward the alignment, which would not parallel any existing alignments or linear features. Contrast levels are anticipated to be moderate due to the level of existing disturbance and distance of view. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate due to moderate contrast and the development of a new linear feature in a disturbed landscape with Class B scenic quality. The addition of the new alignment may affect future visual inventories and may lower the scenic quality rating due to the addition of new cultural modifications.

KOP 1171 (Figure E.2-8/Appendix G-1, Figure CA-2b). High-sensitivity residential viewers at KOP 1171 would have a high level of Project visibility (approximately 1.3 miles from Alternative 7K). The viewer would have an expansive and focal view toward the alignment, which would not parallel any existing alignments or linear features but would be backdropped by the rocky terrain. Contrast levels are anticipated to be moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate due to the development of a new linear feature in a disturbed landscape, with Class B scenic quality.

KOP 1204 (Figure E.2-8). High-sensitivity residential viewers at KOP 1204 would have a moderate level of Project visibility (approximately 2.0 miles from Alternative 7K). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features but would be backdropped by the rocky terrain in the middleground and background. Contrast levels are anticipated to be moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate because the alternative would create a new linear feature in a landscape with visible disturbance and moderate contrast.

KOP 221 (Figure E.2-8). See discussion under Alternative 7G.

KOP 1190 (Figure E.2-8). High-sensitivity residential viewers at KOP 1190 would have a high level of Project visibility (approximately 1.0 mile from Alternative 7K). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features but would be backdropped by the rocky terrain in the background. Contrast levels are anticipated to be moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate because the alternative would create a new linear feature in a disturbed landscape with moderate contrast.

KOP 1101 (Figure E.2-8). High-sensitivity recreational viewers at KOP 1101 would have a low to moderate level of Project visibility (1.79 miles from Alternative 7K). The viewer would have an open view toward the alignment, which would not parallel any existing alignments or linear features but would be backdropped by the rolling and rugged terrain in the middleground and background. Contrast levels are anticipated to be moderate. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be moderate due to the development of a new linear feature in a landscape with visible disturbance and the distance of the view.

KOP 1159 (Figure E.2-8). High-sensitivity recreational viewers at KOP 1159 would have a low level of Project visibility (approximately 2.3 miles from Alternative 7K). The viewer would have a partially to fully screened view toward the alignment, which would not parallel any existing alignments or linear features but would be screened by the rolling terrain in the middleground. Contrast levels are anticipated to be low. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be low due to the distance of the view and screening opportunities offered by the terrain.

KOP 1103 (Figures E.2-8 and E.2-40b). High-sensitivity recreational viewers at KOP 1103 would have a low level of Project visibility (approximately 2.5 miles from Alternative 7K). The viewer would have a partially screened view toward the alignment, which would not parallel any existing alignments or linear features but would be partially screened by the rolling terrain in the middleground. Contrast levels are anticipated to be low to moderate. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be low due to the distance of the view and screening opportunities offered by the terrain.

KOP 1160 (Figures E.2-8 and E.2-30b). High-sensitivity recreational viewers at KOP 1160 would have a moderate to high level of Project visibility (approximately 1.0 mile from Alternative 7K). The viewer would have a partially screened view toward the alignment, which would not parallel any existing alignments or linear features but would be partially screened by the rolling and rugged terrain of the Cedar Hills in the foreground, middleground, and background. The KOP is located on BLM-administered land managed to conform to VRM Class III objectives. Contrast levels are anticipated to be moderate to high. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and screening opportunities offered by the terrain. There is also a simulation showing the cumulative impacts if potential future high-voltage transmission alignments attempt to co-locate the future alignments parallel to the proposed project (Appendix E, Figure E.2-30c). Potential impacts are discussed in Chapter 4.0 – Cumulative Effects.

KOP 1104 (Figures E.2-8 and E.2-31b). High-sensitivity recreational viewers at KOP 1104 would have a moderate level of Project visibility (approximately 2.0 miles from Alternative 7K). The viewer would have an open panoramic view toward the alignment, which would not parallel any existing alignments or linear features but would be located beyond the visible transmission line. Contrast levels are anticipated to be moderate. Potential visual impacts on recreational users from this KOP and in the general vicinity

are expected to be moderate due to the distance of the view and existing human-made alterations.

KOP 1105 (Figure E.2-8). High-sensitivity recreational viewers at KOP 1105 would have a high level of Project visibility (0.85 mile from Alternative 7K). The viewer would have an open, panoramic and somewhat focal view toward the alignment, which would not parallel any existing alignments or linear features but would be located adjacent to the visible transmission line. Contrast levels are anticipated to be moderate. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and existing human-made alterations.

KOP 1516 (Figure E.2-8/Appendix G-1, Figure CA-6b). High-sensitivity recreational viewers at KOP 1516 would have a high level of Project visibility (approximately 0.1 mile from Alternative 7K). The viewer would have a focal and framed view toward the alignment, which would not parallel any existing alignments or linear features. Contrast levels are anticipated to be high. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be high due to the distance of the view and the lack of existing human-made alterations resulting in high contrast. It should be noted that the parcel of BLM-administered land in the middleground is managed to conform to VRM Class II objectives.

KOP 1518 (Figure E.2-8). High-sensitivity recreational viewers at KOP 1518 would have a high level of Project visibility (approximately 0.1 mile from Alternative 7K). The viewer would have an open, panoramic view toward the alignment, which would not parallel any existing alignments or linear features. Contrast levels are anticipated to be high. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be high due to the distance of the view and the lack of existing human-made alterations resulting in high contrast. It should be noted that the parcel of NFS land in the foreground is managed to conform to Maximum Modification VQO.

Conformance with BLM VRM Classes and Forest Service VQOs

Preferred Route – The Preferred Route would cross over 25.0 miles of BLM-administered VRM Class III and IV lands designated by the Pocatello RMP. The Preferred Route would not cross any VRM Class I or II lands; thus, a plan amendment is not anticipated if the Preferred Route is selected.

Proposed Route – The Proposed Route would cross over 1.3 miles of BLM-administered VRM Class II lands designated by the Pocatello RMP between MPs 31.2 and 32.5 and MPs 83.0 to 83.1 that require levels of change to be low and not attract the attention of a casual observer. It is assumed that crossing VRM Class II areas without paralleling an existing transmission facility may be inconsistent with the Pocatello RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer (see KOP 920). The Proposed Route would also cross over 2.7 miles of BLM-administered VRM Class III lands designated between MPs 28.2 and 35.5 as well as from MPs 113.5 to 117.7 by the Pocatello RMP, which requires that a project partially retain the existing character of the landscape and only result in moderate levels of

change to the characteristic landscape. It is assumed that crossing VRM Class III areas without paralleling an existing transmission facility may be inconsistent with the Pocatello RMP in the Deep Creek Mountains (see KOP 920) due to the level of change anticipated. Most areas can conform to VRM Class IV objectives (see KOP C63 in Section 3.3 – Cultural Resources). An amendment would be needed, if this route is selected, to allow a one-time visually altering action without changing the VRM classification in the Deep Creek area. See Appendix F-1 for proposed amendment language and Appendix G-1 for visual analyses.

The effects analysis for KOP 907 would only apply if an amendment permitting the project were approved. See Appendix G-1 for effects analyses of additional KOPs related to this amendment.

The Pocatello RMP approved in July 2012 does not carry over the ROW restriction from the Malad MFP, which was in effect for the Draft EIS; therefore, no ROW amendment is proposed.

Alternative 7A – Alternative 7A would cross land managed by the Pocatello RMP without paralleling an existing transmission facility. Alternative 7A would cross approximately 6.0 miles of BLM-administered VRM Class III lands designated in three separate areas between MPs 19.0 and 26.0 by the Pocatello RMP, which requires a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 917). Most areas can conform to VRM Class III and IV objectives, and no AOIs were identified.

Alternative 7B (Preferred Route) – Alternative 7B would cross approximately 3.8 miles of BLM-administered VRM Class III lands designated by the Pocatello RMP between MPs 25.1 and 32.1, creating a new ROW that requires a project partially retain the existing character of the landscape and result in moderate levels of change to the characteristic landscape. The majority of areas can conform to VRM Class III and IV objectives (see KOPs 898 and 893), and no AOIs were identified. The Pocatello RMP (approved July 2012) does not carry over the ROW restrictions of the previous land use plan (the Malad MFP).

Alternative 7C (Preferred Route) – Alternative 7C would cross approximately 7.2 miles of BLM-administered VRM Class IV lands between MPs 10.0 and 47.0. Most areas can conform to VRM Class IV objectives (see KOP 282). There are no BLM-administered lands managed to conform with VRM Class I, II, or III objectives along Alternative 7C.

Alternative 7D (Preferred Route) – Alternative 7D would cross approximately 0.1 mile of BLM-administered VRM Class IV lands between MPs 0.0 and 0.1. Most areas can conform to VRM Class IV objectives (see KOP 296). There are no BLM-administered lands managed to conform with VRM Class I, II, or III objectives along Alternative 7D.

Alternative 7E – Alternative 7E would cross over 0.3 mile of BLM-administered VRM Class II lands designated by the Cassia RMP between MPs 3.6 and 3.9 without paralleling an existing transmission facility. This crossing may be inconsistent with the Cassia RMP because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer

(see KOPs 304 and 311). If this route is selected, an amendment would be needed reclassifying this area to VRM Class IV. See Appendix F-1 for proposed amendment wording and Appendix G-1 for visual analyses. Alternative 7E would also cross approximately 1.6 miles of BLM-administered VRM Class IV lands between MPs 0.6 and 2.4. Most areas can conform to VRM Class IV objectives.

Effects described in this section for KOPs 310 and 311 would only apply if an amendment were approved. Additional KOPs are discussed in Appendix G-1. All effects for KOPs viewing BLM-managed land outside the designated ROW would be dependent upon approval of an amendment to the existing plan or approval of a new plan that does not carry the ROW restriction forward.

Alternative 7F – Alternative 7F would cross approximately 4.4 miles of BLM-administered VRM Class IV lands in three different areas between MPs 0.7 and 10.3. Most areas can conform to VRM Class IV objectives (see KOP 304). There are no BLM-administered lands managed to conform to VRM Class I, II, or III objectives along Alternative 7F.

Alternative 7G (Preferred Route) – Alternative 7G would cross approximately 1.8 miles of BLM-administered VRM Class III lands designated by the Cassia RMP between MPs 0.3 and 3.2 creating a new ROW, which requires a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 221). It is anticipated due to backdropping that Alternative 7G would conform to VRM Class III objectives and no AOIs are anticipated.

Alternative 7K – Alternative 7K would cross approximately 1.0 mile of BLM-administered VRM Class II lands creating a new ROW that requires levels of change to be low and not attract the attention of a casual observer. It is assumed that crossing VRM Class II areas without paralleling an existing transmission facility may be inconsistent with the management plan because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer. A detailed discussion of the consistency with the VRM Class II management area is discussed in Appendix G-1. It is anticipated that Alternative 7K would not conform to VRM Class III objectives due to visibility. Amendments to reclassify these areas to VRM Class III would be needed. This alternative would also cross Goose Creek and would require an amendment.

Alternative 7K would cross the Sawtooth NF for 4.0 miles. For the Cassia Division, Alternative 7K would cross Modification VQO. Management activities may dominate the characteristic landscape but will, at the same time, use naturally established form, line, color, and texture. It should appear as a natural occurrence when viewed as middleground. The Project as proposed would not be consistent with the Sawtooth NF Forest Plan and an amendment would be needed for crossing the Sublett Division. Mitigation measure VIS-15, detailed below, is required by the agencies to lower the visual effects of the alternative alignment on NFS lands managed within the Sawtooth NF.

VIS-15 If Alternative 7K is selected, Natina stain (or an equivalent product) will be applied to towers (including lattice towers) placed on NFS lands within the Sawtooth NF to reduce visual effects at the middleground level.

Segment 7 – Conclusion

Preferred Route – Visual impacts resulting from the construction of the Preferred Route would be mostly moderate with some areas of moderate-high impact associated with dispersed residences in the Rockland and Arbon Valleys as well as interspersed throughout the immediate area of, and in close proximity to, trail-related cultural resources. However, the Preferred Route would cross 25.1 miles of VRM Class III and IV lands in the Deep Creek Mountains and East Hills unlike the Proposed Route which crosses VRM Class II lands. The Preferred Route is 12.0 miles longer than the Proposed Route but will cross mostly Private land and less Idaho State land than the Proposed Route. The Preferred Route would also be located closer to more residential viewers than the Proposed Route.

Proposed Route (Preferred Route in part) – Visual impacts resulting from the construction of the Proposed Route would be mostly moderate with some areas of moderate-high impact in the East Fork Canyon Sportsman's Access area, in dispersed residential areas outside of Rockland, Idaho, and interspersed throughout the immediate area of, and in close proximity to, trail-related cultural resources. However, the Proposed Route would cross a large intact VRM Class II portion (approximately 3.0 miles) of the Deep Creek Mountains.

Alternative 7A – Visual impacts resulting from the construction of Alternative 7A would be mostly moderate to high due to areas being nearer trail-related cultural resources and dispersed residences.

Alternative 7B (Preferred Route) – Visual impacts resulting from the construction of Segment 7B would be mostly moderate to high.

Alternative 7C (Preferred Route) – Visual impacts resulting from the construction of Alternative 7C would be mostly moderate to high with a section of high impact located at the southwest end of this alternative in close proximity to residences.

Alternative 7D (Preferred Route) – Visual impacts resulting from the construction of Alternative 7D would be mostly moderate with some areas of moderate-high impact associated with adjacent residences.

Alternative 7E – Visual impacts from the construction of Alternative 7E would be moderate because the majority of the area is primarily characterized as an agricultural setting resulting in moderate visual impacts. Some areas with dispersed residences would experience higher visual impacts.

Alternative 7F – Visual impacts resulting from the construction of Alternative 7F would be mostly moderate to high due to the short length of the alternative and isolated terrain crossed by the alignment. The majority of the area crossed by Alternative 7F is in a mountainous setting with agriculture in the surrounding valleys and dispersed residences that would experience higher visual impacts than some of the more remote areas crossed by other alternatives.

Alternative 7G (Preferred Route) – Visual impacts resulting from the construction of Alternative 7G would be mostly moderate to high. The majority of the area crossed by Alternative 7G is in an agricultural setting with numerous dispersed residences that

would experience higher visual impacts than some of the more remote areas crossed by other alternatives.

Alternative 7K – Visual impacts resulting from the construction of Alternative 7K would be higher than the other Alternatives or the Proposed Route. The increased length of Alternative 7K as well as its proximity to the City of Rocks National Reserve, BLM VRM Class II lands, and the Sawtooth NF make the overall visual impacts anticipated from this alternative higher than the comparable alternatives.

Alternative Comparisons

In the eastern portion of Segment 7, the routes generally connect route reference points 7a to 7c (see Figure A-9). In this area, Alternative 7A is anticipated to offer the lowest overall visual impact when compared to the comparison portion of the Proposed Route or Alternative 7B due to distance of viewers from the alignment and avoidable VRM Class II crossings. The Preferred Route and Alternative 7B would avoid more VRM Class II lands than the comparison portion of the Proposed Route and Alternative 7A as well as avoiding the recreation areas east of Rockland while impacting a similar number of scattered residences in the Arbon and Rockland valleys; however, with the alignment being longer than the comparison portion of the Proposed Route and Alternative 7A, it can be assumed that it would impact more viewers overall.

For the area around Heglar Canyon, generally the connection of route reference points 7d to 7e, the routes for consideration are the Proposed Route and Alternative 7C. Overall in this area, Alternative 7C would offer lower visual impacts than the comparison portion of the Proposed Route due largely to fewer residential viewers and increased distance from “The Parting of the Ways,” a visually sensitive cultural and recreational resource.

For the area south of I-86 and west of I-84, generally the connection of route reference points 7e and 7g, the routes to compare are the Proposed Route and Alternative 7D (see Figure A-9). In this area, Alternative 7D offers a reduction in visual impact by keeping the transmission line off of topographic features and preventing the skylining of transmission towers. This alternative would also bring the Project closer to the few residential viewers in the area; however, because the alternative would provide the opportunity for topographic backdropping, this reduced view distance is not anticipated to raise visual impact levels.

In the area generally represented by the connection of route reference points 7g and 7j, the range of alternatives includes the Proposed Route, Alternative 7E, and Alternative 7F. The comparison portion of the Proposed Route and Alternative 7E would be in very close proximity, in some cases less than 0.15 mile, to residential viewers, an issue not completely addressed by either the Proposed Route or Route Alternative. Overall, Alternative 7F would be potentially viewed by fewer residential viewers than the other two options. Although it would cross 0.3 mile of VRM Class II land and a scenic backcountry byway (City of Rocks), Alternative 7F would ultimately be the farthest from viewers by following the foothills of the eastern side of the Albion Mountains and Pine Knob. The result would be lower impacts for Alternative 7F than the comparison portion of the Proposed Route or Alternative 7E in this area by lowering impacts to the town of Albion and the valley south of Burley, Idaho.

The southern alternative, 7K, would share the Alternative 7B alignment from reference points 7a to 5h. It would then follow a west and southwest alignment, crossing a portion of the Sawtooth NF and I-84 but would remain south of the Jim Sage Mountains, Almo, and the City of Rocks National Reserve. It would then follow a northern path and cross Goose Creek near the reservoir and continue north along the eastern boundary of the Sawtooth NF. Alternative 7K would turn west and then northwest to the proposed Cedar Hill Substation, again crossing the Sawtooth NF. Alternative 7K would be located in more pristine viewing conditions and would be closer to numerous sensitive viewing areas where contrast and impacts to viewers would be higher than comparison portions of the Proposed or Preferred Routes. Alternative 7K, unlike the Proposed or Preferred Routes, would also cross the Sawtooth NF in two locations.

Finally, at the western end of Segment 7 near the Cedar Hill Substation, the area of route reference point connection 7k to 7l is the comparison portion of the Proposed Route and Alternative 7G. It is anticipated that Alternative 7G, located parallel but north of the comparison portion of the Proposed Route, would be closer to sensitive viewers within the Pleasant Valley, thus resulting in higher impacts to visual resources.

Segment 8 – Midpoint to Hemingway

The preferred routes in Segment 8 are as follows:

Preferred Route	Agency
Proposed Route incorporating Alternative 8B (Figure A-10)	BLM and IDANG

Segment 8 would link the Midpoint and Hemingway Substations. This 131.5-mile single-circuit 500-kV transmission line would stay north of the Snake River generally parallel to an existing 500-kV transmission line, before ending at the Hemingway Substation. No additional expansion would be required at the Hemingway Substation. There are five Route Alternatives to the Proposed Route. Alternative 8A follows the WWE corridor but crosses the Snake River and I-84 twice (while the Proposed Route would stay north of this area). Alternatives 8B and 8C were originally proposed by the Proponents as parts of the Proposed Route but were later dropped from the Proposed Route to avoid planned developments near the cities of Kuna and Mayfield, respectively. Alternative 8D would rebuild a portion of an existing 500-kV transmission line to move it away from the National Guard Maneuver Area. Alternative 8D would be constructed within the ROW currently occupied by the existing line. Alternative 8E was proposed by the BLM in order to avoid crossing the Halverson Bar non-motorized portion of a National Register Historic District (see the discussion of 8E under Segment 9). The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternative 8B and generally avoids the SRBOP. The Segment 8 Preferred Route is 132.0 miles long, compared to 131.5 miles for the Proposed Route. Figure A-10 in Appendix A shows the location of the Segment 8 routes.

Proposed Route (Preferred Route in part)

Table 3.2-30 summarizes the potential visual impact for each KOP in the Segment 8 Proposed Route.

Table 3.2-30. Visual Impact Assessment for Each KOP in the Segment 8 Proposed Route

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
561	RES/REC	BLM VRM III	H	B	0.50	H	M-H	M-H
1423	REC	BLM VRM II	H	B	3.10	L-M	M	L-M
1222	RES	Private	H	L	0.60	H	L	L-M
356	COMM	Private	H & M	L	0.75	M	L	L
353	COMM	Private	H	L	0.75	M	L	L
1350	REC	State of ID	L	L	0.30	H	M	L
1208	RES	Private	H	L-M	1.20	H	M	M
1126[1/]	RES/COMM	Private	M	L	0.23	H	M-H	M-H
1118	RES	Private	H	L	0.50	H	M	M
1142	REC	BLM VRM III	H	B	2.00	M	L-M	M
1145	REC	BOR VRM IV	H	B	0.10	H	M-H	M

1/ Viewers at KOP 1126 would have views of Alternatives 8B and 8C with equal anticipated visual impacts due to a shared corridor between both Route Alternatives and the Proposed Route. Alt. 8C is anticipated to have lower impacts due to distance from viewers.
2/ REC – A recreational viewer. RES – A single resident. COMM – A commuter traveling on major highways or secondary roads.
3/ H – High, M – Medium, L – Low
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C84 (Figure E.2-9). Views from this point are the looking toward the Segment 8 Proposed Route from the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C85 (Figure E.2-9). Views from this point are the looking toward the Segment 8 Proposed Route from the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C90 (Figure E.2-10/Appendix G-1, Figure B-30). Views from this point are the looking toward Alternative 9D from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C100 (Figure E.2-9). Views from this point are looking toward the Segment 8 Proposed Route from Canyon Creek Stage Station historic site. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C101 (Figure E.2-10). Views from this point are looking toward the Segment 8 Proposed Route from the Pioneer Reservoir on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C102 (Figure E.2-9). Views from this point are the looking toward the Segment 8 Proposed Route from the Rattlesnake Station historic site on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C103 (Figure E.2-9). Views from this KOP represent those of recreational drivers and hikers at Celebration Archeological Park.

KOP 561 (Figure E.2-9/Appendix G-1, Figures BOP-3b and BOP-3c). The Segment 8 Proposed Route would be highly visible to high-sensitivity recreational hikers and residential viewers located adjacent to Marsing Murphy Road (approximately 0.5 mile away). The views are open and panoramic with strong horizon lines and mountainous

silhouettes, as well as uninterrupted views of the Proposed Route. Alternative 9D, which is visible from this KOP, would be located over 2.5 miles south of this KOP. The Proposed Route would not parallel an existing transmission line in a Class B scenic quality landscape. Contrast levels are expected to be moderate to high. The Proposed Route would interrupt the viewshed of this landscape. Screening or other mitigation efforts would be less successful at lowering impacts to scenic resources in the surrounding area. Impacts on viewers would be moderate to high due to the contrast levels and the scenic quality of the landscape within the view. The view from KOP 561 would not conform to BLM VRM Class III objectives, as discussed further in Appendix G-1.

KOP 1423 (Figure E.2-9). Viewers from KOP 1423 would be high-sensitivity recreational viewers at Celebration Park (approximately 3.1 miles from the Segment 8 Proposed Route). Due to middleground distances from this particular KOP, partial screening, and pristine landscape conditions, Segment 8 would be low to moderately visible from this KOP. Visual contrast levels would be moderate due to the lack of adjacent human-made alterations within the vicinity of this KOP and the distance of view. Visual impacts on viewers would be low to moderate due to visibility and contrast.

KOP 1222 (Figure E.2-9). High-sensitivity residential viewers at KOP 1222 would have a high level of Project visibility (approximately 0.6 mile from the Proposed Route). The viewer would have an expansive and elevated view toward the alignment, which would parallel two existing transmission alignments and be considered co-dominant with the existing structures. Contrast levels are anticipated to be low. The addition of a new industrial linear feature in a disturbed landscape with low scenic quality would create a “forested” visual effect and result in low to moderate visual impacts.

KOP 356 (Figures E.2-9). High-sensitivity residential viewers and moderate sensitivity motorists traveling south on South 1900E Road would have an open panoramic view of the Proposed Route as it parallels a smaller transmission line. The Proposed Route would be located 0.75 mile to the south and Alternative 9A 3.25 miles to the south. Project visibility from this area is generally moderate at a viewing distance of about 0.75 mile. Travel speeds of 55 mph would result in short viewing durations for travelers making impacts temporary in nature. Visual contrast levels would be low due to the viewing distance, travel speed, and the existing transmission lines in a low scenic quality area. Impacts on viewers would be low.

KOP 353 (Figures E.2-9). The Proposed Route would be moderately visible to high-sensitivity residential viewers located along US 26 (0.75 mile away). Views would be considered short in duration at speeds in excess of 45 miles per hour. The views to the west and south are open and panoramic and would include the Proposed Route. Alternative 9A would be located approximately 6 miles south of this KOP. This segment parallels an existing but smaller transmission line in a low scenic quality landscape resulting in generally low contrast. Impacts on viewers would be low due to the low contrast levels and the temporary nature of the views.

KOP 1350 (Figure E.2-9/Appendix G-1, Figure J-5b). Low-sensitivity recreational viewers traveling south on Bennett Mountain Road would have a high level of Project visibility (approximately 0.3 mile away from this KOP). The viewer would have an expansive view of the proposed towers and lines until passing beneath them. The

Proposed Route is at various angles to the three existing transmission lines and would be considered co-dominant with them. Contrast levels are anticipated to be moderate. Potential visual impacts on recreational viewers are expected to be low due to a horizontal landscape with low scenic quality and the presence of other transmission lines.

KOP 1208 (Figure E.2-9). High-sensitivity residential viewers at KOP 1208 would have a high level of Project visibility (approximately 1.2 miles from the Proposed Route). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features but would be considered co-dominant with the existing wind generation towers. Contrast levels are anticipated to be moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate due to the development of a new linear feature in a disturbed landscape with moderate contrast and low to moderate scenic quality.

KOP 1126 (Figure E.2-9). High- and moderate-sensitivity residential viewers and drivers at KOP 1126 would have a high level of Project visibility (0.23 mile from the proposed Project alignment). The viewer would have an expansive view toward the alignment, which would parallel the existing transmission alignment visible in the middleground view. Contrast levels are anticipated to be moderate to high. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate to high due to the Project paralleling an existing linear feature and the low scenic quality of the landscape as well as the safety lighting, which would draw viewer attention to the alignment. This lighting would be between MPs 90.3 and 108.8 and it is anticipated that lighting would not be required on structures within 0.23 mile of the Saylor Creek Range east of MP 90.

KOP 1118 (Figure E.2-9). High-sensitivity residential viewers at KOP 1118 would have a high level of Project visibility (approximately 0.5 mile from the Proposed Route). The viewer would have an expansive view toward the alignment, which would parallel the existing transmission alignment visible in the foreground view. The existing transmission line may screen the Proposed Route, resulting in moderate contrast levels. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate due to the Project paralleling an existing linear feature and the low scenic quality of the landscape as well as the safety lighting, which would draw viewer attention to the alignment (see details for KOP 1126).

KOP 1142 (Figure E.2-9). High-sensitivity recreational viewers at KOP 1142 would have a moderate level of Project visibility (approximately 2.0 miles from the Proposed Route). The viewer would have an expansive, high elevation view toward the Project, which parallels an existing transmission alignment and could be absorbed through backdropping. Contrast levels are anticipated to be low to moderate. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate due to partial screening by a linear feature in a previously disturbed landscape, which exhibits Class B scenic quality.

KOP 1145 (Figure E.2-9). High-sensitivity recreational viewers at KOP 1145 would have a high level of Project visibility (approximately 550 feet from the Proposed Route). The viewer would have an expansive view toward the alignment, which would parallel an existing alignment that it screens, and has a high potential to skyline the view.

Contrast levels are anticipated to be moderate to high. Potential visual impacts on recreational users from this KOP and in the general vicinity are expected to be moderate due to the Project creating a dominant linear feature in a landscape with existing human-made disturbance.

Alternative 8A

Table 3.2-31 summarizes the potential visual impact for each KOP in Alternative 8A.

The following two KOPs have cultural as well as visual resource impacts and are analyzed in the Section 3.3 – Cultural Resources.

KOP C107 (Figure E.2-9). Views from this point are the looking toward Alternative 8A from a portion of the Oregon NHT.

Table 3.2-31. Visual Impact Assessment for Each KOP in Alternative 8A

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (miles)	Visibility[2/]	Contrast[2/]	Impact[2/]
358	RES	Private	H	L	0.60	M-H	L	L-M
1220	RES	Private	H	L	0.50	H	L	L-M
1213	RES	Private	H	L-M	1.50	M-H	M-H	M-H
1211	RES	Private	H	L-M	2.10	M	L-M	L-M
791	REC	Private	H	H	0.27	H	M-H	M-H
803	RES	Private	H	H	0.27	H	M-H	M-H
813	REC	BLM VRM I	H	B	0.18	H	H	H
783	RES	Private	H	C	0.83	H	L-M	L-M
788	RES/COMM	Private	H	M	0.40	H	M-H	M-H
789	RES	Private	H	M	0.10	H	H	H
1339	REC	State	H	M-H	2.50	L-M	L	L-M

1/ REC – A recreational viewer. RES – A single resident. COMM – A commuter traveling on major highways or secondary roads.
2/ H – High, M – Medium, L – Low
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C108 (Figure E.2-9/Appendix G-1, Figure B-23). Views from this point are the looking toward Alternative 8A from a portion of the Oregon NHT.

The following 11 KOP locations were selected to represent the most sensitive or most typical views and were analyzed for potential impacts on visual resources for Alternative 8A.

KOP 358 (Figure E.2-9). High-sensitivity residential viewers on the west side of US 93 near the existing Midpoint Substation have an open panoramic view to the north that includes an existing transmission line. Views to the north include an existing transmission line near Alternative 8A. Viewing distance to Alternative 8A would be approximately 0.6 mile, resulting in moderate to high Project visibility. Visual contrast levels would be low due to the existing transmission lines and overall low scenic quality. Visual impacts on viewers at this location would be low to moderate.

KOP 1220 (Figure E.2-9). High-sensitivity residential viewers at KOP 1220 would have a high level of Project visibility (approximately 0.5 mile from Alternative 8A). The viewer would have an expansive view toward the alignment, which would parallel two existing transmission alignments and would be considered co-dominant with the existing structures. Contrast levels are anticipated to be low. Potential visual impacts on

residences from this KOP and in the general vicinity are expected to be low to moderate due to the alternative creating a co-dominant linear feature in a disturbed landscape from a close distance to the viewer.

KOP 1213 (Figure E.2-9). High-sensitivity residential viewers at KOP 1213 would have a moderate to high level of Project visibility (approximately 1.5 miles from Alternative 8A). The viewer would have an expansive view toward the alignment, which would parallel an existing co-dominant transmission line. Contrast levels are anticipated to be moderate to high. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a co-dominant linear feature in a disturbed landscape with moderate to high contrast and low to moderate scenic quality.

KOP 1211 (Figure E.2-9). High-sensitivity residential viewers at KOP 1211 would have a moderate level of Project visibility (approximately 2.1 miles from Alternative 8A). The viewer would have an expansive view toward the alignment, which would parallel an existing, co-dominant transmission line and be partially screened by the structures. Contrast levels are anticipated to be low to moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be low to moderate due to the alternative creating a co-dominant linear feature in a disturbed landscape with low to moderate contrast and low to moderate scenic quality.

KOP 791 (Figure E.2-9). High-sensitivity recreational viewers at KOP 791 would have a high level of Project visibility (0.27 mile from Alternative 8A). The view would cross the Thousand Springs Scenic Highway, representing a foreground to middleground view of the Project. The viewer would have a framed, superior view toward the alternative alignment, which would be partially screened by the adjacent vegetation. Contrast levels would be moderate to high. Visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high for Alternative 8A due to the distance of view and high scenic quality. Siting considerations for scenic highway crossings would include crossing the road at a perpendicular angle. There are no specified mitigation guidelines for the Thousand Springs Scenic Highway. KOP 791 would also represent viewers in the adjacent Billingsley Creek Wildlife Management Area.

KOP 803 (Figures E.2-9 and E.2-41b). High-sensitivity recreational viewers at KOP 803 would have a high level of Project visibility (0.27 mile from Alternative 8A). The Project would not parallel the highly visible existing transmission line and the viewer would have a foreground view of the Project. The viewer would have a partially enclosed and focal view toward the Proposed Route that would be partially screened by topography. Contrast levels would be moderate to high for Alternative 8A due to the numerous visible transmission lines in the area adjacent to the view. Visual impacts on recreational viewers from this KOP and in the general vicinity would be moderate to high due to the distance of the view, numerous human-made alterations in the view, and the high scenic quality.

KOP 813 (Figure E.2-9/Appendix G-1, Figure B-22). High-sensitivity recreational users at KOP 813 along the Oregon NHT in the Cassia Gulch area would have a high level of Project visibility (0.18 mile from Alternative 8A). The existing view is a focal

view to the north of an existing transmission line, approximately 1 mile away. Hills on either side of this view frame the visible towers, potentially drawing a viewer's attention to them, but also screen many more of the Project towers from view. The Project would be in the immediate foreground from the perspective of this KOP and would be highly visible to any viewers from this location, so contrast levels would be high. Visual impacts of the Project on recreational viewers at this KOP would be high due to the close proximity, absence of human-made changes and cultural significance of the area and the Class B scenic quality.

KOP 783 (Figure E.2-9). High-sensitivity residential viewers along Black Mesa Road at KOP 783 would have a high level of Project visibility (0.83 mile from Alternative 8A in the middleground). The Project would parallel two existing transmission lines. The viewer would have an expansive view toward the alternative alignment, which would parallel two existing transmission lines, resulting in contrast levels that are anticipated to be low to moderate. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be low to moderate for the alternative due to it paralleling the two existing alignments. The Jarbidge VRI indicated that this KOP would have high sensitivity in this scenic quality Class C landscape in the background distance zone.

KOP 788 (Figure E.2-9/Appendix G-1, Figure B-20). High-sensitivity residential viewers along Little Basin Road at KOP 788 would have a high level of Project visibility (0.4 mile from Alternative 8A in the middleground). The Project would not parallel any existing transmission lines in an open landscape with some scattered vegetation which does not offer many screening opportunities. The viewer would have an expansive view toward the alternative alignment, resulting in contrast levels that are anticipated to be moderate to high. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high for the alternative due to the open views with little to no screening opportunities and moderate scenic quality.

KOP 789 (Figure E.2-9/Appendix G-1, Figure B-21). High-sensitivity residential viewers along Frontage Road adjacent to I-84 at KOP 789 would have a high level of Project visibility (0.1 mile from Alternative 8A in the foreground). The Project would not parallel any existing transmission lines in an open landscape with some scattered vegetation which does not offer many screening opportunities. The viewer would have an expansive view toward the alternative alignment, resulting in contrast levels that are anticipated to be high. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be high for the alternative due to the open views with little to no screening opportunities and moderate scenic quality.

KOP 1339 (Figures E.2-9 and E.2-37b). High-sensitivity recreational viewers visiting the Three Island Crossing State Park at KOP 1339 would have a low to moderate level of Project visibility (approximately 2.5 miles away looking east toward Alternative 8A, a middleground view). The presence of the existing transmission line in the view toward Alternative 8A would result in co-dominant Project elements. Contrast levels would be low. Visual impacts on recreational viewers would be low to moderate due to distance and moderate to high scenic quality.

Alternative 8B

The first 10.8 miles of Alternative 8B would require safety lighting due to the close proximity to the OCTC. There were no KOPs identified in this particular area but it can be assumed that lighting the structures would have the possibility of making the structures more visible in areas previously considered to have a weak view or no view at all.

Table 3.2-32 summarizes the potential visual impact for each KOP in Alternative 8B.

Table 3.2-32. Visual Impact Assessment for Each KOP in Alternative 8B

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1126[1/]	RES/COMM	Private	M	L	0.20	H	M-H	M
329	REC	Private	H	L	3.00	L-M	L	L-M
362	REC	Private	H	M	0.20	H	H	H
591	REC	Private	H	M	0.50	H	M	M-H
338	RES	Private	H	L-M	<0.10	H	M	M-H
1333	RES	BLM VRM IV	H	C	1.00	H	H	M-H
1334	RES	Private	H	L	1.00	H	M-H	M-H

1/ Viewers at KOP 1126 would have views of Proposed Route and Alternative 8C with equal anticipated visual impacts due to a shared corridor between both Route Alternatives and the Proposed Route. Alternative 8C would be further away so it is assumed to have lower impacts from KOP 1126.
2/ REC – A recreational viewer. RES – A single resident. COMM – A commuter traveling on major highways or secondary roads.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C88 (Figure E.2-9). As discussed in Section 3.2.1.5, views from this point are the views looking toward Alternative 8C from Walter's Ferry historic site. This viewpoint is further discussed in Section 3.3 – Cultural Resources.

KOP 1126 (Figure E.2-9). High- and moderate-sensitivity residential viewers and drivers at KOP 1126 would have a high level of Project visibility (0.20 mile from Alternative 8B). See further discussion of this KOP under the Segment 8 Proposed Route.

KOP 329 (Figures E.2-9). Viewers from KOP 329 would be high-sensitivity recreationists at Kuna's athletic fields(approximately 3 miles from Alternative 8B). At KOP 329, viewers would have a low to moderate level of Project visibility due to the numerous human-made alterations in the view. Visual contrast levels would be low due to human-made alterations, which include houses, cell phone towers, and other structures. Impacts on viewers would be low to moderate.

KOP 362 (Figure E.2-9). Viewers from KOP 362 would be high-sensitivity recreational viewers traveling along US 45 or stopped at the lookout point (approximately 0.2 mile from Alternative 8B). At KOP 362, the viewers would have a high level of Project visibility because of its proximity to this KOP. Visual contrast levels would be high due to the openness of the area and the lack of human-made alterations within the vicinity. Visual impacts on viewers would be high due to the close proximity from this KOP.

KOP 591 (Figures E.2-9 and E.2-32b). Viewers from KOP 591 would be high-sensitivity recreational drivers and residents along the Snake River Canyon Scenic Byway. KOP 591 would be about 0.5 mile from Alternative 8B. At KOP 591, high-

sensitivity viewers would have a high level of Project visibility due to close proximity to the Project. Visual contrast levels would be moderate due to the presence of human-made alterations, including houses, transmission poles, and landscape modifications. Visual impacts on viewers would be moderate to high.

KOP 338 (Figure E.2-9). Viewers from KOP 338 would be high-sensitivity residents located along the Owyhee Highway viewing across agricultural land 100 feet from Alternative 8B. At KOP 338, the viewers would have a high level of Project visibility due to open foreground views. Visual contrast levels would be moderate due to the presence of human-made alterations within the vicinity of this KOP and the close proximity of the viewer. Visual impacts would be moderate to high due to distance and numerous human-made alterations in the immediate vicinity of the view.

KOP 1333 (Figures E.2-9 and E.2-35b). High-sensitivity residential viewers on Kuna Butte at KOP 1333 would have a high level of Project visibility (approximately 1.0 mile from Alternative 8B in the foreground looking south). The lack of human-made modifications and the possibility of the alignment to skyline the foreground views would result in high contrast levels. Visual impacts on residential viewers would be moderate to high due to distance, contrast levels, and Class C scenic quality.

KOP 1334 (Figures E.2-9 and E.2-36b). High-sensitivity residential viewers east of Kuna Butte at KOP 1334 would have a high level of Project visibility (approximately 1.0 mile from Alternative 8B in the foreground looking south). The alternative would be partially screened by the human-made modifications, such as the transmission line and sewage disposal ponds located in the southwestern viewing direction, but would skyline the foreground views resulting in moderate to high contrast levels. Visual impacts on residential viewers would be moderate to high due to distance, contrast levels, and scenic quality.

Alternative 8C

Table 3.2-33 summarizes the potential visual impact for each KOP in Alternative 8C.

Table 3.2-33. Visual Impact Assessment for Each KOP in Alternative 8C

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1126[1/]	RES/COMM	Private	M	L	1.37	M	M	L-M
336	RES/COMM	Private	M	L	1.25	H	M-H	M-H
337	RES/COMM	BLM VRM III	M	C	0.30	M	L-M	L-M

1/ Viewers at KOP 1126 would have views of Proposed Route and Alternative 8B with equal anticipated visual impacts due to a shared corridor between both Route Alternatives and the Proposed Route.
2/ RES – A single resident. COMM – A commuter traveling on major highways or secondary roads.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 1126 (Figure E.2-9). High- and moderate-sensitivity residential viewers and drivers at KOP 1126 would have a moderate level of Project visibility (1.37 miles from Alternative 8C). Due to distance, contrast would be moderate and impacts would be low to moderate, less than impacts for the Segment 8 Proposed Route, which is closer to the viewpoint.

KOP 336 (Figure E.2-9). Moderate-sensitivity residences and commuters traveling on I-84 near the Indian Creek Reservoir would have a moderate level of Project visibility (approximately 1.25 miles from Alternative 8C). The viewer would have an expansive view toward the alignment, which would parallel the existing transmission alignment visible within the view, which is interrupted by numerous retail signs. Contrast levels are anticipated to be moderate to high. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative paralleling an existing linear feature and the landscape being of low scenic quality. The moderate to high contrast is mostly a result of the structures being lit with LED obstruction lighting due to the close proximity to the OCTC. This lighting would be on towers between MPs 0.0 and 6.3 and it is anticipated that lighting would draw the attention of the viewer, thus raising contrast levels and visual impacts for KOP 336.

KOP 337 (Figure E.2-9). Moderate-sensitivity residences and commuters traveling on I-84 and stopping at the Sinclair gas station near the Indian Creek Reservoir would have a high level of Project visibility (0.3 mile from Alternative 8C). The viewer would have an expansive view toward the alignment, which would parallel the existing transmission alignment visible within the view. Contrast levels are anticipated to be moderate to high. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate due to the alternative paralleling an existing linear feature and the landscape being Class C scenic quality. The moderate to high contrast is mostly a result of the structures being lit with LED obstruction lighting due to the close proximity to the OCTC. This lighting would be on towers between MPs 0.0 and 6.3 and it is anticipated that lighting would draw the attention of the viewer, thus raising contrast levels and visual impacts for KOP 337.

Alternative 8D

Table 3.2-34 summarizes the potential visual impact for each KOP in Alternative 8D.

Table 3.2-34. Visual Impact Assessment for Each KOP in Alternative 8D

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
331[1/]	RES	BLM VRM IV	H	C	1.30	M	L-M	L-M

1/ KOP 331 would have views of the Segment 8 Proposed Alignment as well as Alternative 8D with lower anticipated impacts due to distance.
2/ RES – A single resident.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 331 (Figure E.2-9). Viewers from KOP 331 would be high-sensitivity residential viewers traveling south on Pleasant Valley Road (approximately 1.3 miles from Alternative 8D). Due to foreground distances from this particular KOP, lack of screening, and existing disturbance, Alternative 8D would be moderately visible from this KOP. Visual contrast levels would be low to moderate due to the highly visible existing transmission line, which skylines the view as well as adjacent human-made alterations. Visual impacts on viewers would be low to moderate due to low to Class C scenic quality and contrast.

Alternative 8E

Table 3.2-35 summarizes the potential visual impact for each of the KOPs in Alternative 8E.

Table 3.2-35. Visual Impact Assessment for Each KOP in Alternative 8E

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1425	REC	BLM VRM III	H	B	0.80	M-H	H	M-H
1428	REC	BLM VRM III	H	B	0.50	H	M	M
1337	REC	State	H	H	2.00	M	M	M
1588[1/]	REC	BLM VRM II	H	B	1.40	M	M	M

1/ KOP 1588 would also have views of Alternatives 9D and 9F with comparable impacts.
2/ REC – A recreational viewer.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

The following KOP locations were selected to represent the most sensitive or most typical views for Alternative 8E of the Project east of the Snake River.

KOP 1425 (Figure E.2-9). Viewers from KOP 1425 would be high-sensitivity recreational viewers at Dedication Point Overlook at the Snake River (approximately 0.8 mile from Alternative 8E). Due to foreground distances from this particular KOP, lack of screening, and pristine landscape conditions, Alternative 8E would be moderately to highly visible from this KOP. Visual contrast levels would be high due to the lack of adjacent human-made alterations within the vicinity of this KOP and distance of the view. Visual impacts on viewers would be moderate to high due to visibility and contrast.

KOP 1428 (Figure E.2-9). Viewers from KOP 1428 would be high-sensitivity recreational viewers on the Western Heritage Historic Byway looking east (approximately 0.5 mile from Alternative 8E). Due to foreground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 8E would be highly visible from this KOP though contrast levels would be moderate due to these same factors and the distance of the view. Visual impacts on viewers would be moderate due to scenic quality and contrast resulting from the co-dominant nature of the Route Alternative and the existing high-voltage transmission line.

KOP 1337 (Figures E.2-9 and E.2-34b). High-sensitivity recreational viewers visiting Swan Falls Dam at KOP 1337 would have a moderate level of Project visibility from approximately 2.0 miles away, looking southwest toward Alternative 8E, which represents a middleground view. The presence of the existing transmission lines and Sinker Butte in the view toward Alternative 9D would result in co-dominant Project elements and partial screening, resulting in contrast levels that would be moderate. Visual impacts on recreational viewers would be moderate due to distance and contrast levels.

KOP 1588 (Figure E.2-10). Viewers from KOP 1588 would be high-sensitivity recreational viewers in the SRBOP looking northwest (approximately 1.3 miles from Alternative 8E). Due to middleground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 8E would be moderately visible from this KOP and contrast levels would be moderate due to these same factors

and the distance of the view. Visual impacts on viewers would be moderate due to scenic quality and contrast resulting from the co-dominant nature of the Route Alternative and the existing high-voltage transmission lines adjacent to the view.

Conformance with BLM VRM Classes

Preferred Route – The Preferred Route would cross 3.2 miles of BLM-administered VRM Class I lands and 6.7 miles of BLM-administered VRM Class II lands designated by the Jarbidge RMP and Bennett Hills/Timmerman Hills MFP. A majority of the Preferred Route is parallel to an existing 138-kV transmission line. This segment of the Preferred Route would not conform to the Jarbidge RMP and Bennett Hills/Timmerman Hills MFP because the objective of VRM Class I is to preserve the existing character of the landscape. Only natural ecological changes can occur on lands managed as VRM Class I and the level of change to the characteristic landscape must not attract attention. This segment of the Preferred Route would not conform to the Jarbidge RMP and Bennett Hills/Timmerman Hills MFP because the objective of VRM Class II is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low in VRM Class II landscapes. Management activities may be seen, but should not attract the attention of the casual observer. An amendment would be needed, if this route is selected, to reclassify VRM Class I and II areas impacted by the Project to VRM Class III.

The Preferred and Proposed Routes for Segment 8 would both require that the Jarbidge RMP be amended to allow the reclassification of approximately 5,200 acres of VRM Class I to VRM Class III in the vicinity of the Oregon NHT. The Preferred Route and Proposed Route for Segment 8 would require that the Bennett Hills/Timmerman Hills MFP be amended to allow the reclassification of approximately 3,000 acres of VRM Class II to VRM Class III in the Burnt Ridge area to the north of the Preferred and Proposed Routes.

Proposed Route – The Proposed Route would cross 3.2 miles of BLM-administered VRM Class I lands designated by the Jarbidge RMP between MPs 45.3 and 50.7. All but 0.7 mile of the 3.1 miles is parallel to an existing 138-kV transmission line. This segment of the Proposed Route would not conform to the Jarbidge RMP because the objective of VRM Class I is to preserve the existing character of the landscape. Only natural ecological changes can occur on lands managed as VRM Class I and the level of change to the characteristic landscape must not attract attention. An amendment would be needed, if this route is selected, to reclassify areas impacted by the Project to VRM Class III. See Appendix F-1, Section 3.8 for amendment language and Appendix G-1, Section 5.8 for visual analyses.

Effects discussed in this section for KOPs 1350, C103, and 561 would only apply if amendments to the visual resource management requirements for the Jarbidge and SRBOP RMPs were approved to permit the Project. Project effects for additional KOPs are discussed in Appendix G-1.

The Proposed Route would also cross 12.3 miles of BLM-administered VRM Class II lands designated by the Bennett Hills/Timmerman Hills MFP and the SRBOP RMP between MPs 30.6 and 44.8 and another between MPs 119.2 and 123.3 partially

paralleling an existing 138-kV transmission line. It may be not in conformance with, and thus require an amendment to, the Bennett Hills/Timmerman Hills MFP and the SRBOP RMP because new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer (see KOP C85 in Section 3.3 and Appendix G-1). Most areas can conform to VRM Class III and IV objectives due to paralleling existing transmission lines.

Effects for KOP C85 are discussed in Section 3.3 and Appendix G-1 and would only apply if an amendment were approved to permit the Project.

Alternative 8A – Alternative 8A would cross approximately 6.8 miles of BLM-administered VRM Class I lands designated by the Jarbidge RMP in numerous areas between MPs 24.6 and 53.0 partially paralleling an existing 138-kV transmission line. This same area is also designated a WWE corridor. Alternative 8A would not conform with the Jarbidge RMP. Only natural ecological changes can occur on lands managed as VRM Class I and the level of change to the characteristic landscape must not attract attention (see KOP C108 in Appendix G-1 and Figure B-23 in Appendix G-1, Attachment B). An amendment would be needed to reclassify the VRM Class I areas associated with the Oregon NHT to VRM Class III where the Project crosses. If this route were selected, areas where the Project crosses within the WWE corridor as well as those areas adjacent to existing ROWs would be reclassified to VRM Class III. See Appendix F-1, Section 3.8 for amendment language and Appendix G-1, Section 5.8.4 for visual analyses.

Effects discussed in this section for KOPs C106 and 1339 would be directly related to approval of land us plan amendments because the Project could not cross areas viewed from these KOPs without an amendment to the land use plan's visual resource management classification.

Alternative 8A would also cross over 2.1 miles of BLM-administered VRM Class III lands designated by the Monument RMP in four separate areas between MPs 0.3 and 15.3, paralleling an existing ROW, which require that a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape. Impact areas along Alternative 8A are anticipated to conform to VRM Class III and IV objectives.

Alternative 8B (Preferred Route) – Alternative Route 8B would cross over 7.3 miles of BLM-administered VRM Class III lands designated by the SRBOP RMP in several separate areas between MPs 0.0 and 27.0, creating a new ROW, which requires a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 591). Alternative 8B is anticipated to conform to VRM Class III objectives where those lands are crossed by the route.

All effects for KOPs viewing BLM-managed land outside the designated ROW would be dependent upon approval of an amendment to the existing plan or approval of a new plan that does not carry the ROW restriction forward.

Alternative 8C – Alternative 8C would also cross over 2.3 miles of BLM-administered VRM Class III lands designated by the Kuna MFP in several separate areas between

MPs 0.0 and 6.4, paralleling an existing 138-kV transmission line ROW. VRM Class III management requires that a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 337). Alternative 8C is anticipated to conform to VRM Class III objectives where those lands are crossed.

Alternative 8D – Alternative 8D would cross over 2.5 miles of BLM-administered VRM Class III lands designated by the SRBOP RMP in four separate areas between MPs 0.4 and 8.0, paralleling an existing transmission line ROW. VRM Class III management requires that a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 331). Alternative 8D would conform to VRM Class III objectives where those lands are crossed on the SRBOP.

All effects for KOPs viewing BLM-managed land outside the designated ROW would be dependent upon approval of an amendment to the existing plan or approval of a new plan that does not carry the ROW restriction forward.

Alternative 8E – Alternative 8E would cross 2.4 miles of BLM-administered VRM Class II lands, and 15.6 miles of BLM-administered VRM Class III lands. Approximately 9.8 miles of the route that crosses VRM Class III would parallel an existing transmission line ROW. VRM Class III management requires that a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOP 1428). Alternative 8E would conform to VRM Class III objectives where those lands are crossed on the SRBOP. If this route is selected, an amendment would be needed to change the VRM Class II to VRM Class III where the route crosses the Sinker Butte AOI.

Effects of the Project for additional KOPs are provided in Appendix G-1.

Segment 8 – Conclusion

Preferred Route – The Preferred Route, like the Proposed Route, would be located in a generally agricultural area and would parallel an existing transmission line for most of the alignment with numerous other transmission lines, radio towers, and other vertical elements in its vicinity. The route would diverge from the Proposed Route southeast of Bruneau, Idaho, where the route would follow the Alternative 9E alignment.

Less than half (46 percent) or 61.3 miles of the Preferred Route for Segment 8 would cross BLM-managed land, with the remainder crossing private (56.1 miles), state (12.3 miles), and Bureau of Reclamation (2.4 miles) land. The Preferred Route would be adjacent to existing transmission corridors for 95.2 miles (72.1 percent of its length). Approximately 33.2 miles (25.2 percent) of the Preferred Route for this segment would be within the WWE corridor (14.5 miles [11 percent] on federal lands; 18.7 miles [14.2 percent] on other land ownerships) and 3.4 miles (2.6 percent) would be adjacent to the WWE corridor.

The Preferred and Proposed Routes for Segment 8 would both require that the Jarbidge RMP be amended to allow the reclassification of approximately 5,200 acres of VRM Class I to VRM Class III in the vicinity of the Oregon NHT. The Preferred Route and Proposed Route for Segment 8 would require that the Bennett Hills/Timmerman Hills

MFP be amended to allow the reclassification of approximately 3,000 acres of VRM Class II to VRM Class III in the Burnt Ridge area to the north of the Preferred and Proposed Routes. The Preferred Route would also cross 2.7 miles of the SRBOP, 27.1 miles less than would be crossed by the Proposed Route. The Preferred Route would cross 0.1 mile of the Deer Flat NWR. A total of 8.5 miles of the Preferred Route would be lit by LED obstruction lighting, which could raise impacts especially when compared to many of the alternatives as well as the Proposed Route.

Proposed Route (Preferred Route in part) – The Proposed Route would be located in a generally agricultural area, and would parallel an existing transmission line for most of the alignment with numerous other transmission lines, radio towers, and other vertical elements in its vicinity. The route is sited to cross the north and western portions of the SRBOP in the western portion of the Treasure Valley as well as the Snake River south of Guffey Butte and Celebration Park, which is used by recreational viewers and is where many of the more moderate visual impacts are concentrated. Visual impacts to public, private, and state lands resulting from the construction of the Proposed Route would be mostly low to moderate with areas of moderate visual impact concentrated toward the western end where there are dispersed residences that would be in close proximity and where scenic byways would be crossed close to the Snake River (Western Heritage, Snake River Canyon) or where the alignment would be adjacent to the OCTC where infrared LED obstruction lighting would be required.

Alternative 8A – The majority of the area crossed by Alternative 8A is used for agricultural production with numerous dispersed residences that would experience higher visual impacts. Alternative 8A would cross Thousand Springs Scenic Byway, which does not have specific visual requirements at this time, but would be considered a scenic roadway with highly sensitive viewers. Many management plans for scenic roadways require a perpendicular crossing for utilities to minimize visual impacts. Alternative 8A would cross the Thousand Springs Scenic Byway at a perpendicular angle to conform to this standard. Alternative 8A would be located directly north of the Billingsley Creek Wildlife Management Area, which is open year-round to recreational viewers; however, there are no current visual management objectives identified by the IDFG. Visual impacts to public, private, and state lands resulting from the construction of Alternative 8A would be mostly low to moderate.

Alternative 8B (Preferred Route) – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 8B is anticipated to be mostly moderate to high with some areas of high impact due to the alternative being close to dispersed residential areas and the towns of Kuna and Melba, Idaho, where concentrated residential and visual nonconformance areas occur or where the alternative would be adjacent to the OCTC where infrared LED obstruction lighting would be required. Alternative 8B would not conform to the Kuna Comprehensive Land Use Plan where it crosses Kuna Butte and would be visible to the residents of Kuna, Idaho. Kuna Butte is identified in the Kuna Comprehensive Land Use Plan as an important visual attribute (City of Kuna 2009b). The City's Plan identifies the need to protect this land feature from visually intruding obstacles because its presence helps define the community's sense of place.

Alternative 8C – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 8C is anticipated to be mostly moderate with some areas of lower impact. Higher impacts would likely be concentrated where the alternative would be adjacent to the OCTC where infrared LED obstruction lighting would be required. This is due to the alternative following a WWE corridor and paralleling an existing 500-kV transmission line before crossing I-84 at a more perpendicular angle than the comparison portion of the Proposed Route.

Alternative 8D – Visual impact to public, private, and state lands resulting from the construction and operations of Alternative 8D is anticipated to be mostly low with some areas of moderate impact due to the variation being closer to residences within and north of the SRBOP.

Alternative 8E – Alternative 8E would follow an existing transmission line for much of its route. Higher visual impacts would occur where it crosses VRM Class II lands, west of the Snake River and a National Register Historic District where it would follow the same alignment as Alternative 9D and then the Proposed Route.

Alternatives Comparison

On the eastern end of Segment 8, in the area bounded by route points 8 and 8c, there would be two possible connections, the Proposed Route (Preferred Route) or Alternative 8A (see Figure A-10). In this area, the comparison portion of the Proposed and Preferred Routes would have proportionally less of a visual impact than Alternative 8A due largely to lower overall visual impacts and crossing less VRM Class I area. Alternative 8A would be in close proximity to the communities of Hagerman, at the eastern crossing of the Snake River, and Glenns Ferry, at the western crossing of the Snake River in this area. Additionally, Alternative 8A would be located 0.25 mile from the northern boundary of the Hagerman Fossil Beds and the Billingsley Creek Wildlife Management Area. Alternative 8A would need a perpendicular crossing for the Thousand Springs Scenic Highway in the area of KOP 791. Also, micrositing of structures to take advantage of screening offered by the surrounding terrain would be required in the area of KOP 803 under Alternative 8A.

At the western end of Segment 8, there are several Route Alternatives: Alternatives 8B (which is part of the Preferred Route), 8C, 8D, and 8E. These alternatives are in the area bounded by route reference points 8d and 8i(see Figure A-10). This area is largely open, with undeveloped lands within the SRBOP and adjacent agricultural areas that have a number of dispersed residential units resulting in each alternative being within general proximity of residences. Alternatives 8A and especially 8B (part of the Preferred Route) would have a greater effect on residential viewers than the comparison portion of the Proposed Route or the other alternatives. Both Alternatives 8B (part of the Preferred Route) and 8C would require infrared LED obstruction lighting when adjacent to the OCTC.

Segment 9 – Cedar Hill to Hemingway

The preferred routes in Segment 9 are as follows:

Preferred Route	Agency
Proposed Route incorporating Alternative 9E, which was revised to avoid PPH and Murphy (Figure A-11)	BLM
Alternative 9D (Figure A-11)	Owyhee County

Segment 9 would link the Cedar Hill and Hemingway Substations with a 162.2-mile single-circuit 500-kV transmission line which skirts the Jarbidge and Owyhee Military Operating Areas to the north, then follows the WWE corridor just north of the Saylor Creek Air Force Range, passing through Owyhee County before entering the Hemingway Substation. There are eight Route Alternatives proposed. Alternative 9A was the Proponents' Proposed Route until that route was revised to avoid the Hollister area. Alternative 9B is being considered by the BLM because it follows the WWE corridor and parallels existing utility corridors. Alternative 9C was the Proponents' Proposed Route until that route was revised to avoid the Castleford area. Alternatives 9D through 9G were proposed by the Owyhee County Task Force in order to reduce impacts to private land. Alternatives 9F and 9H were proposed to avoid crossing the non-motorized area south of C.J. Strike Reservoir and as an alternate route if Alternative 8E is selected. The BLM has identified a Preferred Route that includes portions of the Proposed Route with Alternative 9E (revised). Figure A-11 in Appendix A shows the location of the Segment 9 routes. A portion of Alternative 9D/9F uses the same path as Alternative 8E in Segment 8; therefore, 8E and 9D/9F could not both be selected. Alternative 9E has been revised to avoid sage-grouse PPH and to incorporate a recommended route change submitted by Owyhee County that avoids a planned subdivision near Murphy. The Segment 9 Preferred Route is 171.4 miles long, compared to 162.2 miles for the Proposed Route.

Proposed Route (Preferred Route in part)

Table 3.2-36 summarizes the potential visual impact for each KOP in Segment 9.

KOP C101 (Figure E.2-10). Views from this point are from the historic Hollister School. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C109 (Figure E.2-10). Views from this point are from the Owyhee County Courthouse. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C104 (Figure E.2-10). Views from this KOP represent those of recreational viewers visiting the historic Our Lady Queen of Heaven Catholic Church. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP C117 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3d). Views from this point are on the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

Table 3.2-36. Visual Impact Assessment for Each KOP in the Segment 9 Proposed Route

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
372	RES	Private	H	C	0.60	M-H	M-H	M-H
816	REC	BLM VRM III	H	B	1.40	M-H	M	M
452	RES	Private	H	M	1.00	M-H	M-H	H
407	RES	BLM VRM IV	H	B	0.90	H	H	H
1067	REC	BLM VRM II	H	A	<0.10	H	H	H
1068	REC/RES	BLM VRM II	H	B	0.84	M-H	M-H	M-H
1069	RES	Private	H	B	0.30	H	M-H	M-H
387	REC	BLM VRM III	H	B	1.00	H	M-H	M
401	REC	Private	H	M-H	3.50	L	M	L-M
599	RES	Private	H	L-M	0.25	M	M	M
602	RES	Private	H	L-M	0.50	M-H	M	L-M
592	REC	BLM VRM IV	M-H	C	2.25	L	L	L
581	RES/REC	Private	H	H	<0.10	H	H	H
582	RES	Private	H	H	1.50	M-H	M	M
1114	REC	BLM VRM IV	H	A	0.25	H	H	H
1152	RES	Private	H	M	1.0	M	M	M
572[1/]	REC	BLM VRM III	H	B	0.50	H	M-H	M-H
1065	REC/RES	BLM VRM II	M-H	B	0.50	H	H	H
1607	REC	BLM VRM IV	H	B	1.20	M	M-H	M-H

1/ Viewers at KOP 572 would have views of Alternatives 9D, 9E, 9F, 9G, and 9H.
2/ REC – A recreational viewer. RES – A single resident. HIST – A site identified as having historic value.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 372 (Figure E.2-10/Appendix G-1, Figure J-2b). Viewers from KOP 372 would be high-sensitivity residential viewers south of the Snake River, Sparlin Island, and the town of Hammett, Idaho. Viewers would be approximately 0.6 mile from where the Proposed Route would cross the ridge top in the middleground. At KOP 372, visibility of the Proposed Route would be moderate to high due to the partial screening effect of the closest rolling ridge top in the middleground of the view and the fact that the Proposed Route would skyline the terrain in the background. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. Visual contrast levels would be moderate to high due to the lack of apparent human-made alterations in the middleground and background. Impacts on viewers would be moderate to high.

KOP 816 (Figures E.2-10/Appendix G-1, Figure B-16). KOP 816 exhibits diversity in form, line, color, and texture that would result in moderate levels of contrast with the proposed transmission facilities along Segment 9 approximately 1.4 miles from the viewing location. The views from KOP 816 are interrupted by a wind farm in the middleground to background viewing distance zone. Views of the Snake River are not apparent from this particular KOP and visual impacts are anticipated to be moderate from this distance. From an elevated viewing location, it is apparent that screening and other mitigation efforts would not mitigate impacts to scenic resources in the

surrounding area. This area is managed by the BLM to conform with VRM Class III objectives.

KOP 452 (Figure E.2-10). Viewers from KOP 452 would be high-sensitivity residential viewers on North 3100 East Road (approximately 1.0 mile from where the Proposed Route would cross the foreground blocking views of the rugged terrain). From KOP 452, the Proposed Route would be moderately to highly visible to the viewers. For comparison, the existing monopole transmission line visible within the view is approximately 2.6 miles from this KOP (1.6 miles farther than the Proposed Route). Existing human-made alterations such as linear structures impact the viewers from KOP 452 and would reduce the contrast of the Proposed Route with the existing landscape to a rating of moderate to high. Impacts on viewers would be high due to contrast and the close proximity of the viewer.

KOP 407 (Figure E.2-10). Viewers from KOP 407 would be high-sensitivity residential viewers on East 2900 North Road (approximately 0.9 mile from where the Proposed Route would cross the foreground, blocking views of the rugged terrain and skylining views where backdropping terrain is not present). From KOP 407, the Proposed Route would be highly visible to viewers due to skylining the middleground terrain. Existing human-made alterations would not screen views of the Proposed Route and visual contrast levels are anticipated to be high due to the lack of linear human-made alterations within the foreground and middleground of the view. Impacts on viewers would be high due to the contrast level of skylined views and the distance of the viewer.

KOP 1067 (Figure E.2-10/Appendix G-1, Figure B-14). High-sensitivity recreational viewers at KOP 1067 would be traveling across the Lower Salmon Creek Falls Canyon on Lily Grade Road (approximately 400 feet from where the Proposed Route would span the canyon ridge top in the foreground). At KOP 1067, visibility of the Proposed Route would be high due to the distance of where the alignment would span the canyon. Visual contrast levels would be high due to the few human-made alterations in the foreground and middleground. Impacts on viewers would be high.

KOP 1068 (Figure E.2-10/Appendix G-1, Figure J-1/TF-1b). Low-sensitivity residential and recreational viewers at KOP 1068 would be traveling on Lilly Grade Road (0.84 mile from where the Proposed Route would span the canyon ridge top and cross the foreground). Lilly Grade is the transition between the WSA to the south and the eligible wild and scenic river segment to the north. North of Lilly Grade is also an ACEC (see Section 3.17.2). The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone. At KOP 1068, visibility of the Proposed Route would be moderate to high due to the distance to the alignment. Visual contrast levels would be moderate to high due to the human-made alterations visible in the foreground, middleground, and background. Impacts on viewers from KOP 1068 and in the surrounding area would be moderate to high due to contrast levels and distance of the Project from the viewer.

KOP 1069 (Figure E.2-10). Viewers from KOP 1069 would be high-sensitivity residential viewers on Balanced Rock Road, approximately 0.3 mile from where the Proposed Route would cross the foreground, blocking views of the rugged terrain.

From KOP 1069, the Proposed Route would be highly visible to the viewers. Existing human-made alterations would not partially screen views of the Proposed Route but visual contrast levels are anticipated to be moderate to high due to the human-made alterations within the foreground and middleground. Impacts on viewers would be moderate to high due to contrast and distance of the viewer. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone.

KOP 387 (Figures E.2-10). Viewers from KOP 387 would be hikers traveling along the Centennial Trail, approximately 1.0 mile from where the Proposed Route would cross the trail in the middleground. KOP 387 is located on BLM-administered lands managed to conform to VRM Class III objectives and is approximately 1.5 miles from Alternative 9A. Due to the open landscape with little screening, the proposed transmission facilities would be highly visible from KOP 387. Visual contrast levels would be moderate to high due to the human-made alterations visible in the background. Impacts on viewers would be moderate.

KOP 401 (Figure E.2-10). Viewers from KOP 401 would be high-sensitivity recreational viewers traveling along the Bruneau Dunes Road, 3.5 miles from where the Proposed Route would cross the middleground. At KOP 401, high-sensitivity viewers would have a low level of Project visibility due to the screening effects of the dominant sand dunes in the middleground of the view. Visual contrast levels would be moderate due to the human-made alterations in the middleground. Impacts on viewers would be low to moderate.

KOP 599 (Figure E.2-10). Viewers from KOP 599 would be high-sensitivity residential viewers living and traveling along Mud Flat Road, 0.25 mile from where the Proposed Route would cross the road in the middleground. At KOP 599, high-sensitivity viewers would have a moderate level of Project visibility due to partial screening of existing human-made alterations and distance from this KOP. Visual contrast levels would be moderate due to the human-made alterations in the middleground distance. Impacts on viewers would be moderate.

KOP 602 (Figures E.2-10). Viewers from KOP 602 would be high-sensitivity residential and moderate-sensitivity motorists along Mud Flat Road, approximately 0.5 mile from where the Proposed Route would cross the road and valley in the middleground. From KOP 602, the Proposed Route would be moderately to highly visible to the viewers. Existing human-made alterations would partially screen views of the Proposed Route from this KOP. Visual contrast levels would be moderate due to the human-made alterations within the foreground and middleground. Impacts on viewers would be low to moderate.

KOP 592 (Figures E.2-10). Viewers from KOP 592 would be high- and moderate-sensitivity recreational viewers traveling along US 78 (Murphy Grandview Road), 2.25 miles from the Proposed Route. At KOP 592, viewers traveling on the highway or at the historic marker would have a low level of Project visibility due to middleground distances and existing vegetation screening. Also these views would be brief due to travel speeds in excess of 55 mph. Visual contrast levels would be low due to

screening and the numerous human-made alterations in the vicinity of this KOP, which include transmission lines, houses, and other structures as well as screening from vegetation. Visual impacts on viewers would be low.

KOP 581 (Figures E.2-10/Appendix G-1, Figure B-31). Scenic views of the various buttes throughout the Snake River Plain as well as distant mountain ranges are important to sensitive residential viewers or recreational users visiting portions of the Oregon NHT adjacent to KOP 581. KOP 581 is located on a segment of the Oregon NHT approximately 280 feet north of Segment 9 of the Proposed Route as it follows the Snake River in a southeast to northwest direction. The views of the flat to undulating terrain, background mountain silhouettes with mottled to clumped vegetation, and meandering waterbody exhibit diversity in form, line, color, and texture with few human-made features. The setting at this KOP is relatively undisturbed in all directions, except for a roadway and a few adjacent wooden structures. From this KOP, the proposed Project would be partially screened by the ridge but would still skyline the mountainous views. The close distance of the Project from KOP 581 results in the features dominating the landscape with such prominence that the visual contrast would be strong and visual impacts are considered high.

KOP 582 (Figures E.2-10/Appendix G-1, Figure B-32). The landscape conditions looking towards the route from KOP 582, approximately 1.2 miles northeast of Segment 9 of the Proposed Route, have high scenic quality. The view shows the flat topography in the foreground and middleground with mountains and buttes in the distance. The view from KOP 582 represents views from residences and drivers on the Castle Creek/Oreana Loop Road, approximately 1.5 miles north of the alignment, where drivers and residences would have a partially obstructed view of the Project. The middleground distance of the Project from KOP 582 would result in moderate visual contrast and visual impacts would be considered moderate.

KOP 1114 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1114 would have a high level of Project visibility (0.25 mile from the Proposed Route). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features and could skyline in the case of the Proposed Route. Contrast levels that are anticipated to be high. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be high due to it creating a new linear feature in an undisturbed landscape with Class A scenic quality.

KOP 1152 (Figure E.2-10). High-sensitivity residential and recreational viewers at KOP 1152 would have a moderate level of Project visibility (approximately 1.0 mile from Segment 9). The viewer would have a partially screened view toward the alignment, which would not parallel any existing alignments or linear features but could be backdropped by the surrounding terrain. Contrast levels are anticipated to be moderate. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate due to the creation of a new partially screened linear feature in a landscape with existing disturbance and moderate scenic quality.

KOP 572 (Figure E.2-10). Viewers from KOP 572 are high-sensitivity recreational viewers traveling along the BLM Rabbit Creek Trail (less than 0.5 mile from where the Proposed Route would cross the trail and hills in the foreground and middleground). At KOP 572, high-sensitivity viewers would have a high level of Project visibility, and visual contrast levels would be moderate to high due to the few human-made alterations within the view. The rolling topography in the vicinity may offer opportunities for backdropping, which could absorb the lattice structures and lower contrast levels. Visual impacts on viewers would be moderate to high.

KOP 1065 (Figure E.2-10/Appendix G-1, Figure J-1/TF-1d). Moderate and high-sensitivity residential and recreational viewers at KOP 1065 would be traveling south on Lilly Grade Road (approximately 0.5 mile from where the Proposed Route would span the canyon of Salmon Falls Creek). Lilly Grade is the transition between the WSA to the south and the eligible WSR segment to the north. North of Lilly Grade is also an ACEC (see Section 3.17.2). At KOP 1065, visibility of the Proposed Route would be high due to the distance to the alignment. Visual contrast levels would be high due to the lack of human-made alterations visible in the foreground, middleground, and background. Impacts on viewers from KOP 1065 and in the surrounding area would be high due to contrast levels and distance of the Project from the viewer.

KOP 1607 (Figure E.2-10). Viewers from KOP 1607 are high-sensitivity recreational viewers on the Rabbit Creek Trail. At KOP 1607, high-sensitivity viewers would have a moderate level of Project visibility approximately 1.2 miles from the alignment, and visual contrast levels would be moderate to high due to the few human-made alterations and distance of the alignment which will likely be backdropped within the view, which could absorb the lattice structures and lower contrast levels but not likely from this distance. Visual impacts on viewers would be moderate to high.

Alternative 9A

Table 3.2-37 summarizes the potential visual impact for each KOP in Alternative 9A.

Table 3.2-37. Visual Impact Assessment for Each KOP in Alternative 9A

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (mile)	Visibility[2/]	Contrast[2/]	Impact[2/]
454	RES	Private	H	M	<0.10	H	L-M	M
414	RES	Private	H	M-H	0.20	H	H	M-H
440	RES	BLM VRM IV	H	C	0.90	M	M-H	M

1/ RES – A single resident.
2/ H – High, M – Medium, L – Low.
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 454 (Figure E.2-10). High-sensitivity residential viewers at KOP 454 would have a high level of Project visibility (approximately 0.1 mile from Alternative 9A, representing a foreground view of the Alternative). Views from KOP 454 represent the views of a residence looking south toward Alternative 9A and a highly visible existing monopole transmission line that skylines the view. The visible transmission line is located approximately less than 0.1 mile from Alternative 9A. Viewers would have a focal view toward the proposed alternative with few opportunities for screening, resulting in contrast levels that would be low to moderate due to the existing transmission line.

Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate for Alternative 9A due to the distance of the view as well as the presence of visible human-made alterations adjacent to the view, which lower scenic quality.

KOP 414 (Figure E.2-10). High-sensitivity residential viewers at KOP 414 would have a high level of Project visibility (approximately 0.2 mile from Alternative 9A, representing a foreground view of the alternative). Views from KOP 414 represent the views of a residence on North 3000 Road looking south toward Alternative 9A south of Hub Butte. Viewers would have an expansive and panoramic view toward the alternative with few opportunities for screening, resulting in contrast levels that would be high. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high for Alternative 9A due to the distance of the view, as well as the presence of visible human-made alterations adjacent to the view, which lower scenic quality.

KOP 440 (Figure E.2-10). High-sensitivity residential viewers at KOP 440 would have a moderate level of Project visibility (approximately 0.9 mile from Alternative 9A, representing a foreground view of the alternative). Views from KOP 440 represent the views of a residence looking north toward Alternative 9A, south of Hub Butte. Viewers would have an expansive and panoramic view toward the Alternative with few opportunities for screening. Contrast levels would be moderate to high. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate for Alternative 9A due to the distance of the view, as well as the presence of visible human-made alterations adjacent to the view, which lower scenic quality.

Alternative 9B

Table 3.2-38 summarizes the potential visual impact for each KOP in Alternative 9B.

Table 3.2-38. Visual Impact Assessment for Each KOP in Alternative 9B

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (mile)	Visibility[3/]	Contrast[3/]	Impact[3/]
419[1/]	RES	Private	H	L-M	0.50	H	H	M-H
793[1/]	RES	Private	H	L	0.10	H	H	H
798	RES	Private	H	C	0.45	H	M	M
801	RES	Private	H	C	0.21	H	H	M-H
1566	REC	NPS	H	M	1.30	M	M	M

1/ Viewers would have views of Alternative 9C with equal anticipated visual impacts due to a shared corridor between both alternatives.
2/ REC – A recreational viewer. RES – A single resident.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C106 (Figure E.2-10/Appendix G-1, Figure J-4d). Views from this point are the looking toward Alternative 9A as well as 8A from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 419 (Figure E.2-10). Views from KOP 419 represent the views of a residence looking northwest toward the Alternative 9A alignment directly east of the Salmon Falls Creek Canyon, which is not visible from this KOP. Viewers at this location would be approximately 0.5 mile from Alternative 9B, representing a foreground view of the

Alternative. High-sensitivity residential viewers at KOP 419 would have a high level of Project visibility. The viewers would have a panoramic view toward Alternative 9B with few opportunities for screening and the opportunity to skyline the view. Contrast levels would be moderate to high. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the distance of the view and the low to moderate scenic quality.

KOP 793 (Figure E.2-10). High-sensitivity residential viewers at KOP 793 would have a high level of Project visibility (approximately 0.1 mile from Alternative 9B). Viewers at this location would have a foreground view of the alternative. The viewer would have an expansive and panoramic view toward Alternative 9B with few opportunities for screening. Contrast levels are anticipated to be high. Impacts on residential viewers from this KOP and in the general vicinity would be high for Alternative 9C due to the distance of the view and high contrast level as well as presence of highly visible human-made alterations, which lower scenic quality.

KOP 798 (Figure E.2-10). Views from KOP 798 represent the views of a residence looking east toward Alternative 9A directly west of the Snake River and Sinking Canyon. Viewers at this location would be 0.45 mile from Alternative 9B, representing a foreground view of the alternative. Low-sensitivity viewers at KOP 798 would have a high level of Project visibility. The viewers would have a panoramic view toward Alternative 9B with few opportunities for screening but parallel to an existing transmission alignment, resulting in moderate contrast levels. Impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate for Alternative 9B due to the distance of the view and moderate contrast level. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 801 (Figure E.2-10). Low-sensitivity residential viewers at KOP 801 would have a high level of Project visibility (0.21 mile from Alternative 9B, representing a foreground view of the alternative). Views from KOP 801 represent the views of a residence looking southwest toward Alternative 9B, east of the Twenty-Mile Butte and directly west of the Snake River Canyon. Viewers would have an expansive and panoramic view toward Alternative 9B with few opportunities for screening, resulting in high contrast levels. Visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high for Alternative 9B due to the distance of the view and high contrast level as well as the presence of visible human-made alterations adjacent to the view, which lower scenic quality. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone.

KOP 1566 (Figure E.2-10). Views from KOP 1566 represent the views of recreational users at the Hagerman Fossil Beds National Monument looking southwest toward Alternative 9B directly west of the Snake River and Sinking Canyon. Viewers at this location would be approximately 1.3 miles from Alternative 9B, representing a middleground view of the alternative. High-sensitivity recreational viewers at KOP 1566 would have a moderate level of Project visibility. The viewers would have a panoramic view toward Alternative 9B with some opportunities for screening from surrounding

terrain, resulting in moderate contrast levels. Impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate for Alternative 9B due to the distance of the view and moderate contrast level.

Alternative 9C

Table 3.2-39 summarizes the potential visual impact for each KOP in Alternative 9C.

Table 3.2-39. Visual Impact Assessment for Each KOP in Alternative 9C

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (mile)	Visibility[3/]	Contrast[3/]	Impact[3/]
419[1/]	RES	Private	H	L-M	0.50	H	M-H	M-H
369	REC	Private	H	B	0.75	L	M	L-M
793[1/]	RES	Private	H	L	0.10	H	H	H

1/ Viewers would have views of Alternative 9B with equal anticipated visual impacts due to a shared corridor between both alternatives.
2/ REC – A recreational viewer. RES – A single resident.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 419 (Figure E.2-10). See discussion of this KOP under Alternative 9B.

KOP 369 (Figures E.2-10 and E.2-33b). Viewers from KOP 369 are high-sensitivity recreational viewers traveling along Balanced Rock Road or hiking in Balanced Rock State Park 0.75 mile from where Alternative 9C would span the canyon parallel to an existing transmission line and 1.25 miles from where Alternative 9B would span the same canyon. Views from KOP 369 would be screened by dominant geologic features along the canyon walls in the middleground. Visual contrast levels would be moderate due to the human-made alterations within the immediate vicinity of this KOP and the middleground distance. Impacts on viewers would be low to moderate, due to the line being sited parallel to an existing 138-kV transmission line. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class B landscape in the foreground to middleground distance zone. This crossing of the Salmon Creek Canyon was sited in conjunction with the existing transmission line and crosses the canyon as far north as possible to avoid sensitive BLM VRM Class II and III lands and to lower visual impacts.

KOP 793 (Figure E.2-10). See discussion of this KOP under Alternative 9B.

Alternative 9D

Table 3.2-40 summarizes the potential visual impact for each KOP in Alternative 9D.

KOP C90 (Figure E.2-10/Appendix G-1, Figure B-30). Views from this point are the looking toward Alternative 9D from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 1129 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1129 would have low Project visibility (approximately 3.2 miles from Alternative 9D). The viewer would have a partially to fully screened, inferior view of the alignment. Contrast levels anticipated to be low to moderate. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate due to the landscape being of high scenic quality, contrast levels, and the anticipated screening of the view.

Table 3.2-40. Visual Impact Assessment for Each KOP in Alternative 9D

KOP	Viewers[5/]	Land Ownership	Viewer Rating[6/]	Scenic Quality[6/,7/]	Distance (miles)	Visibility[6/]	Contrast[6/]	Impact[6/]
1129[1/]	REC	State of Idaho	H	H	3.20	L	L-M	M
1128[1/]	REC	State of Idaho	H	H	2.75	L-M	M	M-H
1133[1/]	REC	BLM VRM I	H	B	0.15	H	H	M-H
1155	REC/ COMM	Private	H	M-H	<0.10	H	M	M-H
1156[1/]	REC	BLM VRM II	H	B	0.40	M	L-M	M
1154[1/]	REC	Private	H	L-M	0.25	L-M	L-M	L-M
1158[2/]	REC	State of Idaho	H	M	0.35	M-H	L-M	M
1115[3/]	RES	Private	H	L-M	1.00	H	H	H
1352[3/]	RES	Private	L	L-M	1.30	L-M	L	L
572[4/]	REC	BLM VRM III	H	B	0.50	H	M-H	M-H
1337[3/]	REC	State	H	H	2.00	M	M	M
1570[1/]	REC	State of Idaho	H	M-H	1.90	M-H	M-H	M-H
1572[1/]	REC	State of Idaho	H	M	0.50	H	H	H
1588[8/]	REC	BLM VRM II	H	B	1.40	M	M	M

1/ Viewers at these KOPs would also have views of Alternative 9G.
2/ Viewers at this KOP would also have views of Alternatives 9F, 9G, and 9H.
3/ Viewers at this KOP would also views of Alternative 9F.
4/ Viewers at KOP 572 would have views of the Segment 9 Proposed Route and Alternatives 9E, 9F, 9G, and 9H.
5/ REC – A recreational viewer. RES – A single resident. COMM – A commuter traveling on major highways or secondary roads.
6/ H – High, M – Medium, L – Low
7/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
8/ Viewers at KOP 1588 would also have views of Alternatives 8H and 9F with comparable impacts.

KOP 1128 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1128 would have low to moderate Project visibility (2.75 miles from Alternative 9D of the Project). The viewer would have a partially screened, inferior view of the alignment, resulting in contrast levels anticipated to be moderate. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate to high due to the landscape being of high scenic quality and the partial screening of the view.

KOP 1133 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1133 would have a high level of Project visibility (0.15 mile from Alternative 9D). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features and has the potential to skyline the view. Contrast levels are anticipated to be high. Potential visual impacts on recreational drivers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new highly visible linear feature of high contrast in a landscape with Class B scenic quality.

KOP 1155 (Figure E.2-10/Appendix G-1, Figure B-18). High-sensitivity recreational viewers at KOP 1155 would have a high level of Project visibility (less than 0.1 mile from Alternative 9D). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features and has the potential to skyline the view due to background terrain being too small of a scale to adequately absorb structures. The Project's design shares some similarities with existing structures in the area but would introduce new elements that are of different form and color. Due to the similarity of the Project's design to existing structures in the south, the distance of

KOP 1155 from Alternative 9D, and the cumulative effect of adding additional structures in an area with numerous vertical human-made elements, the contrast for this KOP is assessed as moderate. The Project's elements would draw the attention of the casual observer but would not dominate the setting. Potential visual impacts on recreational viewers and drivers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new highly visible linear feature of high contrast in a landscape with moderate to high scenic quality.

KOP 1156 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3b and Figure B-17). High-sensitivity recreational viewers at KOP 1156 would have a moderate level of Project visibility (approximately 0.4 mile from Alternative 9D of the Project). The viewer would have a partially screened view toward the alignment, which would parallel an existing alignment. Contrast levels are anticipated to be low to moderate. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate due to existing disturbance, partial screening, and Class B scenic quality.

KOP 1154 (Figure E.2-10/Appendix G-1, Figure B-19). High-sensitivity recreational viewers at KOP 1154 would have a low to moderate level of Project visibility (0.25 mile from Alternative 9D). The viewer would have a partially to fully screened view toward the alignment, which would parallel an existing alignment, resulting in contrast levels that are anticipated to be low to moderate. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be low to moderate due to existing disturbance, screening, and low to moderate scenic quality.

KOP 1158 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1158 would have a moderate to high level of Project visibility (0.35 mile from Alternative 9D). The viewer would have an open, panoramic view toward the alignment, which would parallel an existing alignment, resulting in contrast levels that are anticipated to be low to moderate. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate due to existing disturbance and highly visible human-made elements as well as moderate scenic quality.

KOP 1115 (Figure E.2-10/Appendix G-1, Figure B-29). High-sensitivity residential viewers at KOP 1115 would have a high level of Project visibility (approximately 1.0 mile from Alternative 9D of the Project). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features and may skyline the middleground view. Contrast levels are anticipated to be high. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be high due to the alternative creating a new linear feature and skylining a view within a landscape with high scenic quality.

KOP 1352 (Figure E.2-9/Appendix G-1, Figure BOP-2b). Low-sensitivity agricultural workers and commuters at KOP 1352 would have a low to moderate level of Project visibility (approximately 1.3 miles away from Alternative 9D on the SRBOP). The towers would be partially seen above the skyline, except where they cross in front of Sinker Butte. The presence of existing utility lines, irrigation equipment, stockpiles, and agricultural fields dominate the view, resulting in low contrast levels. Potential visual impacts are expected to be low within this landscape of low to moderate scenic quality.

KOP 572 (Figure E.2-10). Discussed under Segment 9 Proposed Route.

KOP 1337 (Figures E.2-10 and E.2-34b). High-sensitivity recreational viewers visiting Swan Falls Dam at KOP 1337 would have a moderate level of Project visibility from approximately 2.0 miles away, looking southwest toward Alternative 9D, which represents a middleground view. The presence of the existing transmission lines and Sinker Butte in the view toward Alternative 9D would result in co-dominant Project elements and partial screening, resulting in contrast levels that would be moderate. Visual impacts on recreational viewers would be moderate due to distance and contrast levels.

KOP 1570 (Figures E.2-10 and E.2-38b). High-sensitivity recreational viewers at KOP 1570 at the top of the Bruneau Sand Dunes would have high Project visibility (approximately 1.9 miles from Alternative 9D) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 0.9 for the Saylor Creek Range. The viewer would have an open, horizontal, and high elevation view toward the alignment. Contrast levels are anticipated to be moderate to high due to the distance of the view and structures skylining the horizon, being backdropped by the terrain, and being lit. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be moderate to high due to the moderate to high contrast levels and the high visibility due to the infrared LED obstruction lighting.

KOP 1572 (Figures E.2-10 and E.2-39b). High-sensitivity recreational viewers at KOP 1572 traveling along one of the trails within the Bruneau Dunes State Park would have high Project visibility (approximately 0.5 mile from Alternative 9D) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 0.9 for the Saylor Creek Range. The viewer would have an open and horizontal view toward the alignment. Contrast levels are anticipated to be high due to the distance of the view and the structures skylining the horizon. Potential visual impacts on viewers from this KOP and in the general vicinity are expected to be high due to the high contrast levels, high visibility, and the close distance of the view as well as the lighting of the structures.

KOP 1588 (Figure E.2-10). Viewers from KOP 1588 would be high-sensitivity recreational viewers in the SRBOP looking northwest (approximately 1.4 miles from Alternative 9D). Due to middleground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 9D would be moderately visible from this KOP and contrast levels would be moderate due to these same factors and the distance of the view. Visual impacts on viewers would be moderate due to scenic quality and contrast resulting from the co-dominant nature of the Route Alternative and the existing high-voltage transmission lines adjacent to the view.

Alternative 9E (revised; Preferred Route)

Table 3.2-41 summarizes the potential visual impact for each KOP in Alternative 9E.

Table 3.2-41. Visual Impact Assessment for Each KOP in Alternative 9E (Revised)

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1137	RES	Private	H	C	1.00	M-H	M-H	M-H
1138	RES	Private	H	C	0.50	H	H	H
1140	REC	BLM VRM III	M	C	0.30	H	M	M-H
1141	REC	BLM VRM III	M	B	0.23	H	H	M-H
1148	RES	BLM VRM IV	H	B	0.11	H	M-H	M-H
572[1/]	REC	BLM VRM III	H	B	1.85	M	M	M
1573	REC	State of Idaho	L	C	0.25	H	H	H
1607	REC	BLM VRM IV	H	B	0.15	H	H	H

1/ Viewers at KOP 572 would have views of the Segment 9 Proposed Route and Alternatives 9D, 9F, 9G, and 9H.
2/ REC – A recreational viewer. RES – A single resident.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP 1137 (Figure E.2-10). High-sensitivity residential viewers at KOP 1137 would have a moderate to high level of Project visibility (approximately 1.0 mile from Alternative 9E) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 5.8 for the Saylor Creek Range. The viewer would have an expansive view toward the alternative alignments, which would not parallel any existing alignments or linear features and could skyline the view. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. Contrast levels are anticipated to be moderate to high. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new linear feature in a previously disturbed landscape that exhibits Class C scenic quality as well as the lighting of structures which make the structures more visible.

KOP 1138 (Figure E.2-10). Low-sensitivity residential viewers at KOP 1138 would have a high level of Project visibility (approximately 0.5 mile from Alternative 9E) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 5.8 for the Saylor Creek Range. The viewer would have an expansive view toward the alternative alignment, which would not parallel any existing alignments or linear features and could skyline the view. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. Contrast levels are anticipated to be high. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be high. This is because the alternative would create a new linear feature with moderate to high contrast in a previously disturbed landscape that exhibits Class C scenic quality and because the structural lighting would make the structures more visible.

KOP 1140 (Figure E.2-10). Moderately sensitive traveling recreational viewers at KOP 1140 would have a high level of Project visibility (approximately 0.3 mile from Alternative 9E). The viewer would have an expansive view toward the alternative alignment, which would not parallel any existing alignments or linear features and skylines the view. Contrast levels are anticipated to be moderate. Potential visual impacts on traveling recreational viewers from this KOP and in the general vicinity are

expected to be moderate to high due to the alternative creating a new linear feature in a previously disturbed landscape at a short viewing distance.

KOP 1141 (Figure E.2-10). Moderate-sensitivity recreational viewers at KOP 1141 would have a high level of project visibility (0.23 mile from Alternative 9E). The viewer would have an expansive view toward the alternative alignment, which would not parallel any existing alignments or linear features and could skyline the view. Contrast levels are anticipated to be high. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new linear feature with high contrast in a previously disturbed landscape which exhibits Class B scenic quality.

KOP 1148 (Figure E.2-10). High-sensitivity residential viewers at KOP 1148 would have a high level of Project visibility (0.11 mile from Alternative 9E). The viewer would have an expansive view toward the alignment, which would not parallel any existing alignments or linear features and could skyline the view. Contrast levels are anticipated to be moderate to high. Potential visual impacts on residences from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new highly visible linear feature in a landscape with minor disturbance and Class B scenic quality.

KOP 572 (Figure E.2-10). See discussion of this KOP under the Segment 9 Proposed Route.

KOP 1573 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1573 would have a high level of Project visibility (0.25 mile from Alternative 9E) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 5.8 for the Saylor Creek Range. The viewer would have a partially screened view toward the alignment, which would not parallel any existing alignments or linear features but would be partially screened by the surrounding terrain, resulting in contrast levels that are anticipated to be high. The Jarbidge VRI indicated that this KOP would have low sensitivity in this scenic quality Class C landscape in the foreground to middleground distance zone. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high. This is because the alternative would create a new partially screened linear feature in a landscape with minor disturbance and Class C scenic quality and because the structural lighting would make the structures more visible.

KOP 1607 (Figure E.2-10). Viewers from KOP 1607 are high-sensitivity recreational viewers on the Rabbit Creek Trail. At KOP 1607, high-sensitivity viewers would have a high level of Project visibility 0.15 mile from the alignment, and visual contrast levels would be high due to the few human-made alterations and distance of the alignment. The alignment would likely be backdropped within the view, which could absorb the lattice structures and lower contrast levels but not likely from this distance. Visual impacts on viewers would be high.

Alternative 9F

Table 3.2-42 summarizes the potential visual impact for each of the KOPs in Alternative 9F.

Table 3.2-42. Visual Impact Assessment for Each KOP in Alternative 9F

KOP	Viewers[2/]	Land Ownership	Viewer Rating[3/]	Scenic Quality[3/,4/]	Distance (miles)	Visibility[3/]	Contrast[3/]	Impact[3/]
1417	RES	Private	H	M	0.60	M-H	M-H	M-H
1413	RES	Private	H	M-H	0.50	H	M	M
572[1/]	REC	BLM VRM III	H	B	0.50	H	H	H
1158[2/]	REC	State of Idaho	H	M	0.35	M-H	L-M	M
1115[2/]	RES	Private	H	L-M	1.00	H	H	H
1352[2/]	RES	Private	L	M	1.30	L-M	L	L
1337[2/]	REC	State	H	H	2.00	M	M	M
1588[5/]	REC	BLM VRM II	H	B	1.40	M	M	M

1/ Viewers at KOP 572 would have views of the Segment 9 Proposed Route and Alternatives 9D, 9E, 9G, and 9H.
2/ These KOPs would also have views of Alternative 9D and are discussed under that Alternative.
3/ RES – A single resident. REC – A recreational viewer.
3/ H – High, M – Medium, L – Low.
4/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
5/ Viewers at KOP 1588 would also have views of Alternatives 8H, 9D, and 9G with comparable impacts.

The following eight KOP locations were selected to represent the most sensitive or most typical views for Alternative 9F. Alternative 9F would follow the same alignment as 9D after KOP 1154. Refer to Alternative 9D above for discussions regarding KOPs for Alternative 9F north of C.J. Strike Reservoir. There were no KOPs identified across the almost 13-mile segment of the SRBOP where structures would be lit by infrared LED obstruction lighting for structures between MPs 30.6 and 43.8 for the Saylor Creek Range. Lacking identified KOPs, it can be assumed that visual impacts would be higher for this segment with lit structures.

KOP C90 (Figure E.2-10/Appendix G-1, Figure B-30). Views from this point are the looking toward Alternative 9D from a portion of the Oregon NHT. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 1417 (Figure E.2-10). High-sensitivity residential viewers at KOP 1417 would have a moderate to high level of Project visibility (approximately 0.6 mile from Alternative 9F). The viewer would have an expansive view toward the alternative alignment, which would not parallel any existing alignments or linear features and could skyline the view. Contrast levels are anticipated to be moderate to high. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new linear feature in a previously disturbed landscape that exhibits moderate scenic quality.

KOP 1413 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1413 would have a high level of Project visibility (approximately 0.5 mile from Alternative 9F). The viewer would have a partially screened view toward the alternative alignments, which would parallel an existing transmission alignment but could skyline the view. Contrast levels are anticipated to be moderate. Potential visual impacts on residential viewers from this KOP and in the general vicinity are expected to be moderate due to the alternative adding industrial clutter to a previously disturbed landscape that exhibits moderate to high scenic quality.

KOP 572 (Figure E.2-10). See discussion of this KOP under the Segment 9 Proposed Route above.

KOP 1158 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1158 would have a moderate to high level of Project visibility (0.35 mile from Alternative 9F). See further discussion of this KOP under Alternative 9D.

KOP 1115 (Figure E.2-10/Appendix G-1, Figure B-29). High-sensitivity residential viewers at KOP 1115 would have a high level of Project visibility (approximately 1.0 mile from Alternative 9F of the Project). See further discussion of this KOP under Alternative 9D.

KOP 1352 (Figure E.2-9/Appendix G-1, Figure BOP-2b). Low-sensitivity agricultural workers and commuters at KOP 1352 would have a low to moderate level of Project visibility (approximately 1.3 miles away from Alternative 9F on the SRBOP). See further discussion of this KOP under Alternative 9D.

KOP 1337 (Figures E.2-10 and E.2-34b). High-sensitivity recreational viewers visiting Swan Falls Dam at KOP 1337 would have a moderate level of Project visibility from approximately 2.0 miles away, looking southwest toward Alternative 9F, which represents a middleground view. See further discussion of this KOP under Alternative 9D.

KOP 1588 (Figure E.2-10). Viewers from KOP 1588 would be high-sensitivity recreational viewers in the SRBOP looking northwest (approximately 1.4 miles from Alternative 9F). Due to middleground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 8E would be moderately visible from this KOP and contrast levels would be moderate due to these same factors and the distance of the view. See further discussion of this KOP under Alternative 9D.

Alternative 9G

Table 3.2-43 summarizes the potential visual impact for each of the KOPs in Alternative 9G.

The following 11 KOP locations were selected to represent the most sensitive or most typical views for Alternative 9G.

KOP 1129 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1129 would have low Project visibility (approximately 3.2 miles from Alternative 9G). See further discussion of this KOP under Alternative 9D.

KOP 1128 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1128 would have low to moderate Project visibility (2.75 miles from Alternative 9G of the Project). See further discussion of this KOP under Alternative 9D.

KOP 1133 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1133 would have a high level of Project visibility (0.15 mile from Alternative 9G). See further discussion of this KOP under Alternative 9D.

Table 3.2-43. Visual Impact Assessment for Each KOP in Alternative 9G

KOP	Viewers[5/]	Land Ownership	Viewer Rating[6/]	Scenic Quality[6/,7/]	Distance (miles)	Visibility[6/]	Contrast[6/]	Impact[6/]
1129[1/]	REC	State of Idaho	H	H	3.20	L	L-M	M
1128[1/]	REC	State of Idaho	H	H	2.75	L-M	M	M-H
1133[1/]	REC	BLM VRM I	H	B	0.15	H	H	M-H
1156[1/]	REC	BLM VRM II	H	B	0.40	M	L-M	M
1155[1/]	REC/ COMM	Private	H	M-H	<0.10	H	M	M-H
1154[1/]	REC	Private	H	L-M	0.25	L-M	L-M	L-M
1158[2/]	REC	State of Idaho	H	M	0.35	M-H	L-M	M
1570[1/]	REC	State of Idaho	H	M-H	1.90	M-H	M-H	M-H
1572[1/]	REC	State of Idaho	H	M	0.50	H	H	H
572[3/]	REC	BLM VRM III	H	B	<0.10	H	H	H
1419[4/]	REC	BLM VRM III	H	B	<0.10	H	H	H
1420[4/]	RES	Private	H	M	0.90	M-H	M-H	M-H
1588[8/]	REC	BLM VRM II	H	B	1.70	M	M	M

1/ These KOPs share views of Alternative 9D.
2/ These KOPs share views of Alternatives 9D and 9F.
3/ Viewers at KOP 572 would have views of the Segment 9 Proposed Route and Alternatives 9D, 9E, 9F, and 9H.
4/ These KOPs share views of Alternative 9H.
5/ REC – A recreational viewer. RES – A single resident.
6/ H – High, M – Medium, L – Low
7/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
8/ Viewers at KOP 1588 would also have views of Alternatives 8H, 9D, and 9F with lower impacts due to distance.

KOP 1156 (Figure E.2-10/Appendix G-1, Figure BOP-1/J-3b and Figure B-17). High-sensitivity recreational viewers at KOP 1156 would have a moderate level of Project visibility (approximately 0.4 mile from Alternative 9G of the Project). See further discussion of this KOP under Alternative 9D.

KOP 1155 (Figure E.2-10/Appendix G-1, Figure B-18). High-sensitivity recreational viewers at KOP 1155 would have a high level of Project visibility (less than 0.1 mile from Alternative 9G). See further discussion of this KOP under Alternative 9D.

KOP 1154 (Figure E.2-10/Appendix G-1, Figure B-19). High-sensitivity recreational viewers at KOP 1154 would have a low to moderate level of Project visibility (0.25 mile from Alternative 9G). See further discussion of this KOP under Alternative 9D.

KOP 1158 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1158 would have a moderate to high level of Project visibility (0.35 mile from Alternative 9G). See further discussion of this KOP under Alternative 9D.

KOP 1570 (Figures E.2-10 and E.2-38b). High-sensitivity recreational viewers at KOP 1570 at the top of the Bruneau Sand Dunes would have high Project visibility (approximately 1.9 miles from Alternative 9G) due to the infrared LED obstruction lighting for structures between MPs 0.0 and 0.9 for the Saylor Creek Range. See further discussion of this KOP under Alternative 9D.

KOP 1572 (Figures E.2-10 and E.2-39b). High-sensitivity recreational viewers at KOP 1572 traveling along one of the trails within the Bruneau Dunes State Park would have high Project visibility (approximately 0.5 mile from Alternative 9G) due to the infrared

LED obstruction lighting for structures between MPs 0.0 and 0.9 for the Saylor Creek Range. See further discussion of this KOP under Alternative 9D.

KOP 572 (Figure E.2-10). Viewers from KOP 572 are high-sensitivity recreational viewers traveling along the BLM Rabbit Creek Trail (less than 0.1 mile from where the Alternative 9G alignment would cross the trail in the foreground). See further discussion of this KOP under Alternative 9D.

KOP 1419 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1419 would have a high level of Project visibility (approximately 400 feet from Alternative 9G). The viewer would have an expansive, open view toward the alternative alignment, which would not parallel any existing alignments or linear features and could skyline the view. Contrast levels are anticipated to be high. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be high due to the alternative creating a new linear feature in a previously undisturbed landscape that exhibits Class B scenic quality.

KOP 1420 (Figure E.2-10). High-sensitivity residential viewers at KOP 1420 would have a moderate to high level of Project visibility (approximately 0.9 mile from Alternative 9G). The viewer would have an expansive, open view toward the alternative alignment, which would not parallel any existing alignments or linear features but would be partially backdropped by terrain. Contrast levels are anticipated to be moderate to high. Potential visual impacts on recreational viewers from this KOP and in the general vicinity are expected to be moderate to high due to the alternative creating a new linear feature in a disturbed landscape that currently exhibits moderate scenic quality.

KOP 1588 (Figure E.2-10). Viewers from KOP 1588 would be high-sensitivity recreational viewers in the SRBOP looking northwest (approximately 1.7 miles from Alternative 9G). Due to middleground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 9D would be moderately visible from this KOP and contrast levels would be moderate due to these same factors and the distance of the view. Visual impacts on viewers would be moderate due to scenic quality and contrast resulting from the co-dominant nature of the Route Alternative and the existing high-voltage transmission lines adjacent to the view.

Alternative 9H

Alternative 9H would cross approximately 11.7 miles of BLM-administered land with VRM Class II objectives. The eastern portion of the route shares the same alignment as Alternative 9F (see associated KOPs for Alternative 9F), while the western portion shares the same alignment as 9G.

Table 3.2-44 summarizes the potential visual impact for each of the KOPs in Alternative 9H.

KOP 1417 (Figure E.2-10). High-sensitivity residential viewers at KOP 1417 would have a moderate to high level of Project visibility (approximately 0.6 mile from Alternative 9H). See further discussion of this KOP under Alternative 9F.

Table 3.2-44. Visual Impact Assessment for Each KOP in Alternative 9H

KOP	Viewers[4/]	Land Ownership	Viewer Rating[4/]	Scenic Quality[4/,5/]	Distance (miles)	Visibility[4/]	Contrast[4/]	Impact[4/]
1417[1/]	RES	Private	H	M	0.60	M-H	M-H	M-H
1413[1/]	RES	Private	H	M-H	0.50	H	M	M
1158[2/]	REC	State of Idaho	H	M	0.35	M-H	L-M	M
572[3/]	REC	BLM VRM III	H	B	<0.10	H	H	H
1586	REC	BLM VRM II	H	B	0.90	H	H	H
1597	RES	BLM VRM II	H	B	0.50	H	H	H
1419	REC	BLM VRM III	H	B	<0.10	H	H	H
1420	RES	Private	H	M	0.90	M-H	M-H	M-H
1588[7/]	REC	BLM VRM II	H	B	1.7	M-H	M-H	M-H

1/ These KOPs share views of Alternative 9F.
2/ KOP 1158 shares a view of Alternative 9D.
3/ Viewers at KOP 572 would have views of the Segment 9 Proposed Route and Alternatives 9D, 9E, 9F, and 9G.
4/ REC – A recreational viewer. RES – A single resident.
5/ H – High, M – Medium, L – Low.
6/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.
7/ Viewers at KOP 1588 would also have views of Alternatives 8H, 9D, and 9F with lower impacts due to distance.

KOP 1413 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1413 would have a high level of Project visibility (approximately 0.5 mile from Alternative 9H). See further discussion of this KOP under Alternative 9F.

KOP 1158 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1158 would have a moderate to high level of Project visibility (0.35 mile from Alternative 9H). See further discussion of this KOP under Alternative 9D.

KOP 572 (Figure E.2-10). Viewers from KOP 572 are high-sensitivity recreational viewers traveling along the BLM Rabbit Creek Trail (less than 0.1 mile from where Alternative 9H would cross the trail in the foreground). See further discussion of this KOP under Alternative 9D.

KOP 1586 (Figure E.2-10). Viewers from KOP 1586 are high-sensitivity recreational users adjacent to the Snake River Canyon (approximately 0.9 mile from where Alternative 9H would cross the trail in the foreground) due to the infrared LED obstruction lighting for structures between MPs 30.6 and 43.5 for the OCTC. At KOP 1586, high-sensitivity viewers would have a high level of Project visibility, and visual contrast levels would be high due to the few human-made alterations, distance of the alternative alignment, and lighting of structures. The rolling topography in the vicinity as well as distant mountainous silhouettes may offer opportunities for backdropping, which could absorb the lattice structures and lower contrast levels but not likely from this distance. Visual impacts on viewers would be high due to the high contrast levels and the high visibility due to the infrared LED obstruction lighting.

KOP 1597 (Figure E.2-10). Viewers from KOP 1597 are high-sensitivity residential viewers on Warrick Road (0.5 mile from where Alternative 9H would cross the road in the foreground). At KOP 1597, high-sensitivity viewers would have a high level of Project visibility, and visual contrast levels would be high due to the few human-made alterations and distance of the alternative alignment. The rolling topography in the vicinity as well as distant mountainous silhouettes may offer opportunities for

backdropping, which could absorb the lattice structures and lower contrast levels but not likely from this distance. Visual impacts on viewers would be moderate to high.

KOP 1419 (Figure E.2-10). High-sensitivity recreational viewers at KOP 1419 would have a high level of Project visibility (approximately 400 feet from Alternative 9H). See further discussion under Alternative 9G.

KOP 1420 (Figure E.2-10). High-sensitivity residential viewers at KOP 1420 would have a moderate to high level of Project visibility (approximately 0.9 mile from Alternative 9H). See further discussion under Alternative 9G.

KOP 1588 (Figure E.2-10). Viewers from KOP 1588 would be high-sensitivity recreational viewers in the SRBOP looking northwest (approximately 1.7 miles from Alternative 9H). Due to middleground distances from this particular KOP, lack of screening, and existing human-made development, Alternative 9H would be moderately visible from this KOP and contrast levels would be the same as those discussed for Alternative 9G. See further discussion of this KOP under Alternative 9G.

Conformance with BLM VRM Classes

Generally, the construction and operations of the Segment 9 Proposed Route or Route Alternatives would conform with BLM VRM Class III and IV objectives. In some cases the transmission facility may not conform with an RMP's VRM Class II objectives where there is no paralleling existing transmission facility or VRM Class III objectives where the level of change is considered high.

Preferred Route – The Preferred Route crosses mostly BLM managed lands for the majority of the alignment and would cross over 5.2 miles of BLM-administered VRM Class II lands designated by the Twin Falls MFP, which would not conform with the Twin Falls MFP as VRM Class II designation requires that new facilities do not present a level of change to the landscape that would attract the attention of the casual observer. The route would also cross VRM II land adjacent to Salmon Falls Creek to Jarbidge FO. An amendment to the Jarbidge RMP permitting a one-time allowance would be needed. This area is also a crossing of Salmon Falls Creek where it is an eligible WSR segment. See Appendices F-1 and G-1 for further discussion.

Proposed Route (Preferred Route in part) – The Proposed Route would cross over 0.1 mile of BLM-administered VRM Class II lands designated by the Twin Falls MFP between MPs 33.4 and 37.9, which would not conform with the Twin Falls MFP as VRM Class II designation requires that new facilities do not present a level of change to the landscape that would attract the attention of the casual observer (see KOP 572). The route would also cross VRM II land adjacent to Salmon Falls Creek to Jarbidge FO. An amendment to the Jarbidge RMP permitting a one-time allowance would be needed. This area is also a crossing of Salmon Falls Creek where it is an eligible WSR segment. See Appendices F-1 and G-1 for further discussion.

The Proposed Route would also cross 5.5 miles of BLM-administered VRM Class II lands designated by the Bruneau MFP, Twin Falls MFP, and Jarbidge RMP in three separate areas between MPs 32.5 and 37.3, MPs 81.8 and 83.4, and MPs 130.9 and 131.0 partially paralleling an existing 138-kV transmission line. The route may be

inconsistent with the associated MFPs and RMP because new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer (see KOPs 419 and 369). Amendments would be needed to reclassify areas that do not meet VRM II objectives to VRM Class III within the respective plans if this route is selected. See Appendix F-1 for proposed amendment language and Appendix G-1 for visual analyses. The transmission structures would be lit between MPs 90.0 and 96.4 by infrared LED obstruction lighting for structures in the Saylor Creek Range Air Force Training Area, which is an air-to-ground training range for the Mountain Home Air Force base.

Effects discussed in this chapter for KOP 372 would be dependent upon land use plan amendments to visual requirements. Effects to KOPs 1067 and 1068 would only occur with the current alignment if amendments to the Twin Falls MFP and Jarbidge RMP for crossing the Salmon Falls ACEC and VRM Class II lands were approved.

The Proposed Route would cross approximately 1.0 mile of BLM-administered VRM Class III lands designated by the SRBOP RMP in two separate areas between MPs 150.9 and 152.1 in the vicinity of KOP 572, where the level of change is anticipated to be moderate to high.

Alternative 9A – Alternative 9A would cross 5.5 miles of BLM-administered VRM Class IV land designated by the Jarbidge RMP. Alternative 9A is anticipated to conform with VRM Class IV objectives (see KOP 440).

Alternative 9B – Alternative 9B would cross over 1.6 miles of BLM-administered VRM Class I lands designated by the Jarbidge RMP between MPs 35.9 and 36.7 partially paralleling an existing 138-kV transmission line. It would not conform with the Jarbidge RMP because the objective of VRM Class II is to preserve the existing character of the landscape. Only natural ecological changes can occur on lands managed as VRM Class I and the level of change to the characteristic landscape must not attract attention (see KOPs 801 and C106). If this route were selected, amendments would be needed to change the VRM Class to VRM Class III where it would no longer conform with VRM Class II objectives. See Appendix F-1 for proposed amendment language and Appendix G-1 for visual analyses. Alternative 9B would also cross BLM-administered VRM Class IV lands designated by the Jarbidge RMP in numerous separate areas between MPs 0.0 and 53.2, paralleling an existing ROW, which allows for change in the landscape setting (see KOP 798). Impact areas along Alternative 9B are anticipated to conform to VRM Class IV objectives.

Alternative 9C – Alternative 9C would cross over 0.1 mile of BLM-administered VRM Class II lands designated by the Jarbidge RMP between MPs 9.9 and 10.0. This crossing would be at the very northern edge of the VRM Class II lands, just south of the property line of a CAFO. East of the Salmon Falls Creek crossing, this route would partially parallel an existing transmission line. This alignment would concentrate the disturbance near existing development along the property line with the CAFO (see KOPs 419 and 369).

Alternative 9D – Alternative 9D would cross over 11.5 miles of BLM-administered VRM Class II lands designated by the Jarbidge RMP and SRBOP RMP in four separate

areas between MPs 5.9 and 6.6, MPs 9.1 and 15.8, MPs 17.0 and 17.4, and MPs 53.2 and 56.9, partially paralleling an existing transmission line. It may be inconsistent with the Jarbidge and SRBOP RMPs because the new facilities would represent a level of change to the landscape and basic elements that would attract the attention of the casual observer unless close enough to the existing transmission line to lower contrast levels (see KOPs 1156 and 1158). It is anticipated that Alternative 9D represents a level of change to the basic elements of the landscape that would attract the attention of the casual observer, thus making the transmission facility inconsistent with the RMP's VRM Class II objectives. Amendments would be needed to the both RMPs, if this route is selected, changing the VRM classification to VRM Class III. See Appendices F-1 and G-1 for proposed amendment language and visual analyses.

Effects discussed in this chapter for KOPs 1156 and 1154 would be dependent upon, in part, the approval of amendments to the Jarbidge and SRBOP RMPs. Additional KOP effects are discussed in Appendix G-1.

Alternative 9D would also cross over 36.1 miles of BLM-administered VRM Class III lands designated by the SRBOP RMP in numerous separate areas between MPs 47.0 and 53.2 and MPs 56.9 and 58.1 (see KOP 1115). The transmission structures would be lit adjacent to the Saylor Creek Range Air Force Training Area between MPs 0.0 and 0.9 and for the OCTC between MPs 30.6 and 43.8 by infrared LED obstruction lighting.

Alternative 9E (revised; part of Preferred Route) – Alternative 9E (revised) would cross over 24.5 miles of BLM-administered VRM Class III lands designated by the Bruneau MFP, and a small amount in the Jarbidge and SRBOP RMP-managed areas in numerous separate areas between MPs 0.0 and 68.5, not paralleling an existing transmission line ROW. VRM Class III objectives require that a project partially retain the existing character of the landscape and only result in moderate levels of change to the characteristic landscape (see KOPs 1138 and 1141). The transmission structures would be lit adjacent to the Saylor Creek Range Air Force Training Area between MPs 0.0 and 5.8 by infrared LED obstruction lighting.

Alternative 9F – Alternative 9F would cross over 5.2 miles of BLM-administered VRM Class II lands designated by the SRBOP RMP, and 35.3 miles of BLM-administered VRM Class III lands designated by the SRBOP RMP and a small amount in the Bruneau MFP-managed area. It is anticipated that the Project would not conform with VRM Class II objectives, and amendments for these areas would be needed.

Effects discussed in this section for KOPs 1156 and 1154 would be dependent upon, in part, the approval of amendments to the Jarbidge and SRBOP RMPs. Additional KOP effects are discussed in Appendix G-1. The transmission structures would be lit adjacent to the OCTC, an IDANG training area, between MPs 30.6 and 43.8 by infrared LED obstruction lighting.

Alternative 9G – Alternative 9G would cross 17.9 miles of BLM-administered VRM Class II lands and 27.6 miles of VRM Class III lands designated by the SRBOP and a small portion designated under both the SRBOP RMP and the Jarbidge RMP. It is anticipated that the Project would not conform with the VRM Class III objectives and that amendments to cross these areas would be needed.

Effects discussed in this section for KOPs 1156, 1154, and 1419 would be dependent upon, in part, the approval of amendments to the Jarbidge and SRBOP RMPs. Additional KOP effects are discussed in Appendix G-1. The transmission structures would be lit adjacent to the OCTC, an IDANG training area, between MPs 30.6 and 43.5 by infrared LED obstruction lighting.

Alternative 9H – Alternative 9H would cross 11.7 miles of BLM-administered VRM Class II lands and 26.8 miles of VRM Class III lands managed under the SRBOP RMP and a small portion managed by the Bruneau MFP. It is anticipated that the Project would not conform with the VRM Class II objectives and that an amendment would be needed to cross these areas.

Effects discussed in this section for KOP 1419 would be dependent upon, in part, the approval of amendments to the Jarbidge and SRBOP RMPs. Additional KOP effects are discussed in Appendix G-1. The transmission structures would be lit adjacent to the OCTC for the same structures mentioned above for Alternative 9G.

Segment 9 – Conclusion

Preferred Route – Impacts to public, private, and state lands would be moderate to high overall due to the barren landscapes with evenly distributed viewers. There would be several areas of high visual impacts where dispersed residential, recreation, and historic areas are located adjacent to the Project and where the Proposed Route would cross the Owyhee Uplands Backcountry Byway and Salmon Creek Falls ACEC. A total of 10.5 miles of the Proposed Route would be lit by LED obstruction lighting, which could raise impacts especially when compared to many of the alternatives as well as the Proposed Route, which would have less total length of lit structures. The Segment 9 Preferred Route would have the most overall number of lit structures.

The 171.4-mile Preferred Route would follow existing transmission line corridors for 17.6 miles (10.3 percent) of its length. The route would be within the WWE corridor for 34 miles (19.8 percent), and adjacent to the WWE corridor for 6 miles (3.5 percent) (Table 2.4-3). The majority of the Preferred Route for Segment 9 would cross rangeland (166.3 miles or 97 percent of the total), with much of the remainder of the route crossing cropland (2.2 percent). The Preferred and Proposed Routes along Segment 9 would pass through the Salmon Falls Creek ACEC below Lilly Grade Road. The Preferred and Proposed Routes along Segment 9 would also cross VRM Class II area in the Saylor Creek area. An amendment would be needed to reclassify the area within the WWE corridor to VRM Class II, in order to conform to the Jarbidge RMP.

Proposed Route (Preferred Route in part) – Like the Preferred Route, the impacts to public, private, and state lands would be moderate to high overall due to the barren landscapes with evenly distributed viewers. There would be several areas of high visual impacts where dispersed residential, recreation, and historic areas are located adjacent to the Project and where the Proposed Route would cross the Owyhee Uplands Backcountry Byway and Salmon Creek Falls ACEC. A total of 6.4 miles of the Proposed Route would be lit by LED obstruction lighting, which could raise impacts especially when compared to many of the alternatives, which would have less total length of lit structures.

Alternative 9A – Visual impacts to public and private lands resulting from the construction of Alternative 9A would be mostly moderate with areas of moderate to high impacts associated with residences.

Alternative 9B – The majority of the area that would be crossed by Alternative 9B is open undeveloped land with dispersed agricultural production lands. There are numerous dispersed residences that would experience higher visual impacts and some remote areas, which would have little visual disturbance. The highest concentrations of residences are located east of Salmon Falls Creek.

Alternative 9C – The majority of the area that would be crossed by Alternative 9C is used for agricultural production. There are numerous dispersed residences that would experience higher visual impacts.

Alternative 9D – The majority of the area that would be crossed by Alternative 9D is used for recreation, especially the portion that crosses the SRBOP. Near the eastern origination point, the route crosses more land in agricultural production and near numerous dispersed residences that would experience higher visual impacts. The route would also cross remote areas, which would have little visual disturbance. A total of 13.2 miles of Alternative 9D would be lit by LED obstruction lighting, which can raise impacts along this portion of the alignment, the longest lit alignment of all the alternatives other than Alternative 9F which shares this same portion of the alignment.

Alternative 9E (revised; part of Preferred Route) – Visual impacts to public, private, and state lands resulting from the construction of Alternative 9E would be mostly moderate to high with an area of high impact associated with the crossing of the Owyhee Uplands Backcountry Byway. The majority of the area that would be crossed by Alternative 9E is the open undeveloped foothills of the Chalk and Toy Mountains, which would experience little visual disturbance compared to some dispersed residences and the scenic byway that would experience higher visual impacts due to the crossing of the byway. A total of 5.8 miles of Alternative 9E would be lit by LED obstruction lighting, which could raise impacts but for only a short portion of the alignment, the shortest lit alignment.

Alternative 9F – Alternative 9F would follow the same alignment as 9D except for the eastern 21 miles of the alternative, the majority of which follows the Proposed Route before crossing north to follow the 9D alignment west of C.J. Strike Reservoir. The route would follow the same alignment as 9D through the SRBOP management area. A total of 13.2 miles of Alternative 9F would be lit by LED obstruction lighting, which could raise impacts along this portion of the alignment, the longest lit alignment of all the alternatives other than Alternative 9D (which shares this same portion of the alignment).

Alternative 9G – Alternative 9G would follow the 9D alignment until 4 miles south of the Sinker Butte Snake River crossing. The alternative route south of 9D would cross extensive VRM Class II lands adjacent to the California-Oregon NHT. A total of 12.9 miles of Alternative 9G would be lit by LED obstruction lighting, which could raise impacts along this portion of the alignment, the second longest lit alignment of all the alternatives other than Alternatives 9D/9F and 9H (which share this same portion of the alignment).

Alternative 9H – Alternative 9H would follow the 9F alignment until 4 miles south of the Sinker Butte Snake River crossing and then follow the 9G alignment. This route would cross through VRM Class II land in the C.J. Strike SRMA as well as the SRBOP. A total of 12.9 miles of Alternative 9H would be lit by LED obstruction lighting, which could raise impacts along this portion of the alignment, the second longest lit alignment of all the alternatives other than Alternatives 9D/9F and 9G (which share this same portion of the alignment and is detailed above).

Alternatives Comparison

The comparison of the Segment 9 Preferred and Proposed Routes to Alternatives 9A, 9B, and 9C is in the area east of Saylor Creek Air Force Range and both west and south of the Snake River. In this area, most potential viewers would be concentrated on the eastern side of Lower Salmon Falls Creek. The comparison portion of the Preferred and Proposed Routes in this area would represent lower visual impacts than Alternative 9A due in large part to the proximity of the alternative to a number of visually sensitive residences. The comparison portion of the Preferred and Proposed Routes in this area would have lower visual impacts than Alternative 9B due to the close proximity to viewers, historic trail resources, and VRM Class I lands. The comparison portion of the Preferred and Proposed Routes would have lower visual impacts than Alternative 9C as well, due to that alternative's impacts to sensitive viewers adjacent to and within Balanced Rock County Park.

Alternatives 9D through 9H are located west of Saylor Creek Air Force Range and generally represent higher visual impacts than the comparison portion of the Proposed Route. Alternatives 9D, 9F, 9G, and 9H, which travel north of the Snake River, would parallel an existing 138-kV line, cross VRM Class II lands, and travel closer to the town of Burley, which has a higher concentration of surrounding sensitive viewers and resources. Alternatives 9G and 9H would follow the same alignment through the SRBOP and parallel historic trails for the majority of the western portion of the route. The comparison portion of the Proposed Route would cross more land managed for VRM Class II objectives (5.4 miles) than Alternative 9E (1.9 miles) but would have lower overall visual impacts.

Segment 10 – Midpoint to Cedar Hill

The BLM's Preferred Route in Segment 10 is as follows:

Preferred Route	Agency
Proposed Route (Figure A-12)	BLM

Segment 10 would link the Cedar Hill and Midpoint Substations with a 34.4-mile single-circuit 500-kV line. Segment 10 would follow a WWE corridor for most of the route. The Preferred/Proposed Route would also be adjacent to the existing 345-kV line most of this length and has been sited to follow the same alignment of the planned SWIP. Either the SWIP or Gateway West would be built, but not both. There are no Route Alternatives proposed along this segment. Figure A-12 in Appendix A shows the location of the Preferred/Proposed Route in Segment 10.

Preferred/Proposed Route

Table 3.2-45 summarizes the potential visual impact for each KOP in the Segment 10 Preferred/Proposed Route.

Table 3.2-45. Visual Impact Assessment for Each KOP in the Segment 10 Proposed Route

KOP	Viewers[1/]	Land Ownership	Viewer Rating[2/]	Scenic Quality[2/,3/]	Distance (miles)	Visibility	Contrast	Impact
162	RES	Private	H	L	0.80	M	L-M	M
193	REC	BLM VRM II	H	C	3.00	L	L	L

1/ REC – A recreational viewer. RES – A single resident.
2/ H – High, M – Medium, L – Low.
3/ On or viewing BLM-managed land: A – High, B – Medium, C – Low; on non-BLM-managed land, H, M, and L ratings.

KOP C99 (Figure E.2-11). Views from this point are looking toward the Segment 10 Proposed Route from the Minidoka National Historic Site. This viewpoint is discussed in Section 3.3 – Cultural Resources.

KOP 162 (Figure E.2-11). This KOP represents the view of high-sensitivity residential viewers on west side of US 93 southwest of the Midpoint Substation. The Proposed Route would be located to the northeast and east approximately 0.8 mile away, resulting in moderate Project visibility. Views are open and panoramic with multiple existing transmission lines to the northwest and northeast as well as an existing substation. Overall visual contrast would be low to moderate with moderate visual impacts on viewers.

KOP 193 (Figure E.2-11). Visibility for high-sensitivity viewers at this scenic overlook of the Snake River Canyon and the Hanson Bridge would be low due to the viewing distance. The Proposed Route would be just over 3 miles to the east, paralleling an existing electrical transmission line. Views are open and panoramic with the Project paralleling an existing transmission line that results in a low Project contrast. Given the view distance and low contrast level, visual impacts would be low. KOP 193 is anticipated to conform with VRM Class II objectives due to the fact that the route parallels an existing transmission line and, due to distance, the Project would not draw the attention of a casual observer.

Conformance with BLM VRM Classes

Preferred/Proposed Route – The Preferred/Proposed Route would cross BLM-administered VRM Class IV land and is anticipated to conform to VRM Class IV objectives (see KOP 162).

Segment 10 – Conclusion

Impacts on public, private, and state lands from the construction of the Segment 10 Preferred/Proposed Route would be moderate due to the close proximity of residential areas west and southwest of Eden, Idaho and west of Hunt and Minidoka, Idaho. There would be a few areas of moderate to high visual impact south of the Snake River and north of Eden close to the Midpoint Substation. These moderate to high instances of visual resource impacts include approximately 25 residential viewers (houses) less than 0.5 mile from the route, 3 of which are located in close proximity to the proposed centerline of the alignment, and the Minidoka National Historic Site, which is located approximately 1.0 mile from Segment 10.