3.12 Visual Resources

This section describes the affected environment and impact assessment based on construction, operation, and maintenance of the Project in each of the four geographic regions. Visual resources are defined as the visible features of the landscape. The affected environment and impact assessment were focused within a 5-mile visual study corridor for non-forested landscapes and a 20-mile corridor for forested landscapes, centered on the alignment for each alternative route under consideration within this EIS. The affected environment and impact assessment methodology, including the locations of KOPs, was developed and approved in consultation with specialists in the 14 BLM districts and FOs and 5 USFS forests. **Appendix I** contains details that support this section, and **Figure I-1** depicts the Project viewshed and KOP locations.

3.12.1 Regulatory Background

3.12.1.1 National Environmental Policy Act

The NEPA of 1969, as amended (P.L. 91-190), 42 USC 4321 and 4331-4335) states purposes are "To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality" (USC 1970). The following sections of the NEPA relate to the human environment and to aesthetics:

> (Section 101-b) "In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may—
>
> (2) "assure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings";
>
> (Section 102-2) "all agencies of the Federal government shall—
>
> (A) utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man's environment";
>
> (B) include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on—
>
> (i) the environmental impact of the proposed action,
>
> (ii) any adverse environmental effects which cannot be avoided should the proposal be implemented,"

3.12.1.2 Federal Land Policy and Management Act as amended

The FLPMA of 1976 (90 Stat. 2743; 43 USC 1601, et seq.) established the BLM as the jurisdictional agency for expanses of land in the West to be managed as multiuse lands. The following sections of the FLPMA relate to the management of visual resources on federal lands:

> Section 102(a): "The public lands [shall] be managed in a manner that will protect the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archeological values."

Section 201(a): "The Secretary shall prepare and maintain on a continuing basis an inventory of all public lands and their resources and other values (including…scenic values)."

Section 202(c)(1-9): "...in developing land use plans, the BLM shall use…the inventory of the public lands; consider present and potential uses of the public lands, consider the scarcity of the values involved and the availability of alternative means and sites for realizing those values; weigh long-term benefits to the public against short term benefits."

Section 505(a): "Each right-of-way shall contain terms and conditions which will … (ii) minimize damage to the scenic and esthetic values" (BLM 2001).

3.12.1.3 BLM Resource Management Plans

The BLM manages land under its jurisdiction according to the goals and policies outlined in the RMPs. VRM classifications are developed by BLM, based on landscape character, scenic quality, sensitivity levels, distance zones, and management direction as outlined in BLM Manual H-8410 (BLM 1986). Each of four VRM classes has an objective that prescribes the amount of change allowed in the characteristic landscape based on perception by the public: Class I-no change; Class II-minor change; Class III-moderate change; and Class IV-major change (BLM 1986). Conformance with VRM classes is determined by comparison of the objective of the applicable class with the effects of the Project.

3.12.1.4 National Forest Land and Resource Management Plans

The LRMP guides all natural resource management activities and establishes management standards and guidelines for scenery within the national forests. The LRMP outlines SIOs and VQOs, which prescribe the level of visible change allowable within forest boundaries. Scenic Classes are determined based on distance zones, concern level, and existing scenic integrity and managed to ensure that changes and development fit with existing type, form, line, color, and texture (USFS 1995). The five SIO or VQO categories are: Very High (unaltered-Preservation VQO), High (appears unaltered-Retention VQO), Medium (appears slightly altered-Partial Retention VQO), Low (moderately altered-Modification VQO), and Very Low (highly altered-Maximum Modification VQO) (USFS 1974, 1973). Consistency with SIOs and VQOs is determined by comparison of the objective or integrity level of the applicable VQO or SIO, respectively, with the effects or alteration caused by the Project.

3.12.1.5 National Trails System Act

National Trails were established under the National Trail System Act of 1968 (16 USC 1241-51), designating and protecting national scenic trails, national historic trails, and national recreational trails. National trails are administered by the BLM, NPS, and USFS; these agencies provide coordination and oversight for the entire length of a trail. However, as these trails traverse both public and private lands as well as lands controlled by various agencies, on-site management activities are performed by the jurisdictional agency, the state, or the landowner (NPS 2008).

3.12.1.6 National Historic Preservation Act

The NHPA includes language protecting the visual integrity of sites listed or eligible for the National Register of Historic Places: "Examples of adverse effects…include…introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features…" (36 CFR Part 800.5). Impacts to visual resources protected by the NHPA are discussed in Section 3.11, Cultural Resources and Native American Concerns.

3.12.2 Data Sources

3.12.2.1 Visual Resource Inventory

Existing VRIs were available for BLM lands. The landscape scenery and sensitive viewer inventory and mapping are unavailable for private and state lands or for the Ashley National Forest, Fishlake National

Forest, Manti-La Sal National Forest, and Uinta National Forest Planning Area[1]. The inventory report for the Dixie National Forest was prepared for purposes of the Sigurd-Red Butte Transmission Project (2010) and obtained for the Project from the USFS. The methodology used to establish landscape scenery and sensitive viewers inventory and mapping for the Project included manual-digitizing from detailed aerials, data download from USGS and ReGap, GIS spatial analyses, and field verification.

Localized physiography and land surface forms mapping (*New Map of Standardized Terrestrial Ecosystems of the Conterminous United States* [USGS 2009]) was used to delineate landscape scenery rating units for the landscape scenery inventory. These scenery quality rating units were evaluated based on landform, water, vegetation, geology, land use and land cover sources (including Northwest and Southwest ReGap), and digital terrain data.

Sensitive viewers' locations, including residences and recreation sites, were manually digitized in all areas within a 10-mile corridor. Navigable waterways, trails, and roads were included in the inventory.

Project-specific visibility and distance zone analyses and mapping were conducted in GIS (ArcGIS).

Field investigation was conducted to discover and disclose the relationships of Project elements with existing onsite landscape characteristics and locations of sensitive viewers.

Landscape Scenery

Landscape scenery for the Project portrays the aesthetic value of landscapes on BLM, private, state and USFS lands. Scenic quality is defined by the BLM as the visual appeal of a tract of land (BLM 1986). BLM lands are rated Class A, Class B, and Class C, for highest to lowest scenic quality. Scenic attractiveness is defined by the USFS as the intrinsic scenic beauty of the landscape in a particular landscape character (USFS 1995). USFS lands are rated Class A-Distinctive, Class B-Common, and Class C-Indistinctive, for highest to lowest scenic attractiveness. Please see **Appendix I**, **Table I-1** for milepost locations and **Appendix I**, **Figure I-2** for map locations of Class A, B, and C scenery on BLM lands, for Class A-Distinctive, Class B-Common, and Class C-Indistinctive scenery on USFS lands, and for Class A-High, Class B-Medium, and Class C-Low on private lands. Scenic quality ratings were conducted at a 10-mile corridor-specific scale for USFS (with exception of Dixie National Forest), state, and private lands (**Appendix I, Table I-1** and **Figure I-3**), employing methods similar to the inventory systems of the BLM and USFS.

View distance, vegetation, topographic slopes, and characteristic landscape (particularly, the presence or absence of existing cultural modifications), play important roles in the assessment of change caused by the Project on landscape scenery.

Sensitive Viewers

Sensitive viewers' analysis and mapping for the Project encompasses public and private viewer's concern for landscape scenery. Sensitivity levels are defined by the BLM as the measure of public concern for scenic quality. Public lands are assigned high, medium, or low sensitivity levels (BLM 1986) (**Appendix I**, **Table I-2**). The USFS's constituent analysis is similar in intent. Constituent analysis leads to a determination of the relative importance of aesthetics to the public; this importance is expressed as a concern level. Sites, travelways, special places, and other areas are assigned a Concern Level value of 1, 2, or 3 to reflect the relative High, Medium, or Low importance of aesthetics (USFS 1995). Please see **Appendix I**, **Tables I-3** and **I-4** for locations by alternative, segment, and milepost for High Sensitivity and Moderate Sensitivity Viewers, and **Appendix I, Figure I-4** for locations of mapped sensitivity levels.

[1] In March 2008, the Uinta National Forest and the Wasatch-Cache National Forest were combined into one administrative unit (Uinta-Wasatch-Cache National Forest). Each of these forests continues to operate under individual forest plans approved in 2003. The term "Uinta National Forest Planning Area" is used to refer to the portion of the Uinta-Wasatch-Cache National Forest managed under the 2003 LRMP for the Uinta National Forest.

View distance plays an important role in the assessment of change caused by the Project on sensitive viewers.

Distance Zones

Distance zones are defined by the BLM as relative visibility from travel routes or observation points. The three zones are foreground-middleground, background, and seldom seen. All BLM FOs' visual resource inventories show all distance zones as foreground-middleground throughout the FO. The foreground-middleground zone includes areas seen from highways, roads, trails, rivers, or other viewing locations that are less than 3 to 5 miles away. Seen areas beyond the foreground-middleground zone, but usually less than 15 miles away, are in the background zone. Areas not seen (hidden from view) in the foreground-middleground or background are designated as seldom-seen (BLM 1986). The USFS approach applies seen areas and distance zones as mapped from 1, 2, or 3 concern level areas to determine the relative sensitivity of scenes based on their distance from an observer; these zones are identified as foreground (up to 0.5 mile from the viewer), middleground (up to 4 miles from the foreground), and background (4 miles from the viewer to the horizon) (USFS 1995).

The distance and visibility analyses for the Project are based on visibility factors of the Project structures, conductors, and ROWs, and are divided into four zones as follows: 1) immediate foreground (0 to 0.5 mile); foreground (0.5 to 2.5 miles); middleground (2.5 to 5.0 miles); and background (greater than 5 miles). These distances and viewsheds, which are integral to the Viewer Sensitivity analyses, are shown in **Appendix I**, **Figures I-5** and **I-6**. **Appendix I, Tables I-3** and **I-4** present milepost information based on distance zones.

Visual Resource Inventory Classes

VRI classes represent the relative value of the visual resources and provide the basis for considering visual values in the resource management planning process. VRI Classes II, III, and IV are determined based on a combination of scenic quality, sensitivity level, and distance-zone overlays. Class II has a higher level of value than Class III, which is moderately valued. Class IV is the least valued. A fourth VRI class, Class I, is assigned to special management areas. This includes Wilderness Areas or Wilderness Study Areas, Wild and Scenic Rivers, National RAs and other congressionally and administratively designated areas where decisions have been made to preserve a natural landscape. Please see **Appendix I**, **Table I-5** for VRIs by alternative, segment and milepost, and **Appendix I**, **Figure I-7** for map locations of VRI classes.

3.12.2.2 Agency Management Objectives and Local Planning

The RMP land use planning process results in VRM class objective assignments for all BLM-administered lands. The recent VRIs have not yet been considered in the BLM RMPs. VRM classes (**Table 3.12-1**) are based on VRIs and management decisions that must take into consideration the value of visual resources. The BLM Manual 1601.03A(4) states, "…in developing land use plans, the BLM shall use … the inventory of the public lands; consider present and potential uses of the public lands, consider the scarcity of the values involved and the availability of alternative means and sites for realizing those values; weight long-term benefits to the public against short term benefits." Please refer to **Appendix I**, **Table I-6** for VRM class objective by alternative, segment, and milepost.

Table 3.12-1 BLM Visual Resource Management Class Objectives

Class I Objective	The objective of this class 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.
Class II Objective	The objective of this class 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 (design) elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.
Class III Objective	The objective of this class is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate. 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.
Class IV Objective	The objective of this class is to provide for management activities, which 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 (design) elements.

Sources: BLM 1986.

SIOs (**Table 3.12-2**) establish limits of acceptable human alteration in form, line, color, and texture as the landscape moves toward a landscape character goal. SIOs are assigned for all USFS-administered lands through the national forest planning process. However, the forest plans have not yet been updated with SIOs. With exception of the Dixie National Forest, the forest plans do include VQOs, which predate the current SIOs. These objectives are based on visual inventories and management decisions made in forest plans, which must take into consideration the value of scenery. At present, the Dixie National Forest and Fishlake National Forest have established SIOs, and the Ashley National Forest, Manti-La Sal National Forest, and Uinta National Forest Planning Area have VQOs.

Table 3.12-2 USFS Scenic Integrity Objectives

Very High (SIO) or Unaltered-Preservation (VQO)	Very high scenic integrity refers to landscapes where the valued landscape character "is" intact with only minute if any deviations. The existing landscape character and sense of place is expressed at the highest possible level.
High (SIO) or Appears Unaltered-Retention (VQO)	High scenic integrity refers to landscapes where the valued 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.
Moderate (SIO) or Slightly Altered-Partial Retention (VQO)	Moderate scenic integrity refers to landscapes where the valued landscape character "appears slightly altered." Noticeable deviations must remain visually subordinate to the landscape character being viewed.
Low (SIO) or Moderately Altered-Modification (VQO)	Low scenic integrity refers to landscapes where the valued landscape character "appears moderately altered." Deviations begin to dominate the valued landscape character being viewed but they borrow valued attributes such as size, shape, edge effect, and pattern of natural openings, vegetative type changes, or architectural styles outside the landscape being viewed. They should not only appear as valued character outside the landscape being viewed, but also compat ble or complimentary to the character within.
Very Low (SIO) or Highly Altered-Maximum Modification (VQO)	Very low scenic integrity refers to landscapes where the valued lands “appears heavily altered.” Deviations may strongly dominate the valued landscape character. They may not borrow from valued attributes such as size, shape, edge effect and pattern of natural openings, vegetative type changes or architectural styles within or outside landscape being viewed. However deviations must be shaped and blended with the natural terrain (landforms) so that elements such as unnatural edges, roads, landings, and structures do not dominate the composition.

Sources: USFS 1995.

Refer to **Appendix I**, **Table I-7** for SIO and VQO locations by alternative, segment, and milepost, and **Appendix I**, **Figure I-8** for map locations of visual resource management classes and SIOs or VQOs.

3.12.3 Analysis Area

The analysis area is composed of the viewsheds of the Project's alignments out to 20 miles in locations where they cross tree-covered landscapes and out to 5 miles in shrub, grassland, and cropland landscapes. The difference in the two distances is based on visibility of cleared vegetation in ROWs in forested landscapes (20 miles) versus the visibility of only the transmission line structures and conductors (5 miles) in locations with no requirement for clearing of trees. Please see **Figures 3.12-1** through **3.12-4** for extents of the regional analysis areas and the Project (also depicted in detail in **Appendix I**, **Figure I-1**).

3.12.4 Baseline Description

The analysis area was first divided into Physiographic Provinces (Fenneman 1931). Within each Physiographic Province, the study identified significant and well-known natural features, cultural elements, and other locations of significance to the public as shown in **Appendix I**, **Figure I-9**. Detailed listings, by region and segment, of public places, roads, historic trails, towns, scenic overlooks, rivers, recreational sites and areas, and designated scenic byways and backways, within 0.5 mile (immediate foreground viewshed) of the Project are located in each of the four regional sections.

3.12.4.1 Developed and Natural Settings

The majority of the Project would cross developed landscapes. **Appendix I**, **Figure I-10** shows the Project's alignments and developed and natural settings. Forty-three percent (1,082 miles) of the total Project alignments (2,502 miles) are located within 0.5 mile of one or more existing electrical transmission lines. **Appendix I**, **Table I-8** shows this information by milepost. **Appendix I**, **Table I-9** shows the visual contrasts of the Project's guyed and self-supported structures in connection with existing transmission line structures. Other human-made developments situated in close proximity to the Project include agricultural fields and structures, commerce, oil and gas developments, pipeline ROWs, railroads, industrial, residences, and roads. Portions of the Project traverse natural landscapes in viewsheds that contain little development beyond roads or trails. These include: the Cedar Breaks Draw (Segment 1120) and Colloid Draw (Segment 1115) viewsheds and Muddy Creek viewsheds (Segment 1190) northwest and north, respectively, of Baggs in Wyoming; the Sand Wash Basin, Seven Mile Ridge, Little Snake River, Nine Mile Basin, Peck Mesa, and portions of the Yampa River/Cross Mountain viewsheds west of Craig (Segment 1187); and Davis Canyon and Texas Creek viewsheds (Segment 1220) north of Baxter Pass in Colorado; the Nine Mile Canyon, Electric Lake, and Fairview Canyon viewsheds (Segment 1217.15), Cisco Desert viewsheds (Segment 1220), Dry Mesa and Chimney Rock viewsheds (Segment 1225.2), Ox Valley viewsheds (Segment 1505), and Pinto viewsheds (Segment 1506) in Utah; all of the viewsheds, including those of the Silver State Trail (Segment 1520) and Rainbow Backcountry Byway (Segment 1510) north, west, east, and southeast of Caliente in Nevada; and the Rainbow Gardens viewshed (Segment 1660) between Lake Mead National RA and Henderson, Nevada.

3.12.5 Regional Summary

The Project's setting intersects the high plains, mountains, plateaus, valleys, and desert landscapes of Wyoming, Colorado, Utah, and Nevada, respectively. Landscape character is identified and described by the combination of the scenic attributes that make each landscape unique. The landscape characteristics of a region often add significantly to individual and community "Sense of Place" by providing a memorable and identifiable image. The study area's landscape character is defined by the landforms, vegetation, water, and cultural features of the following): Wyoming Basin Province, Uinta Basin section

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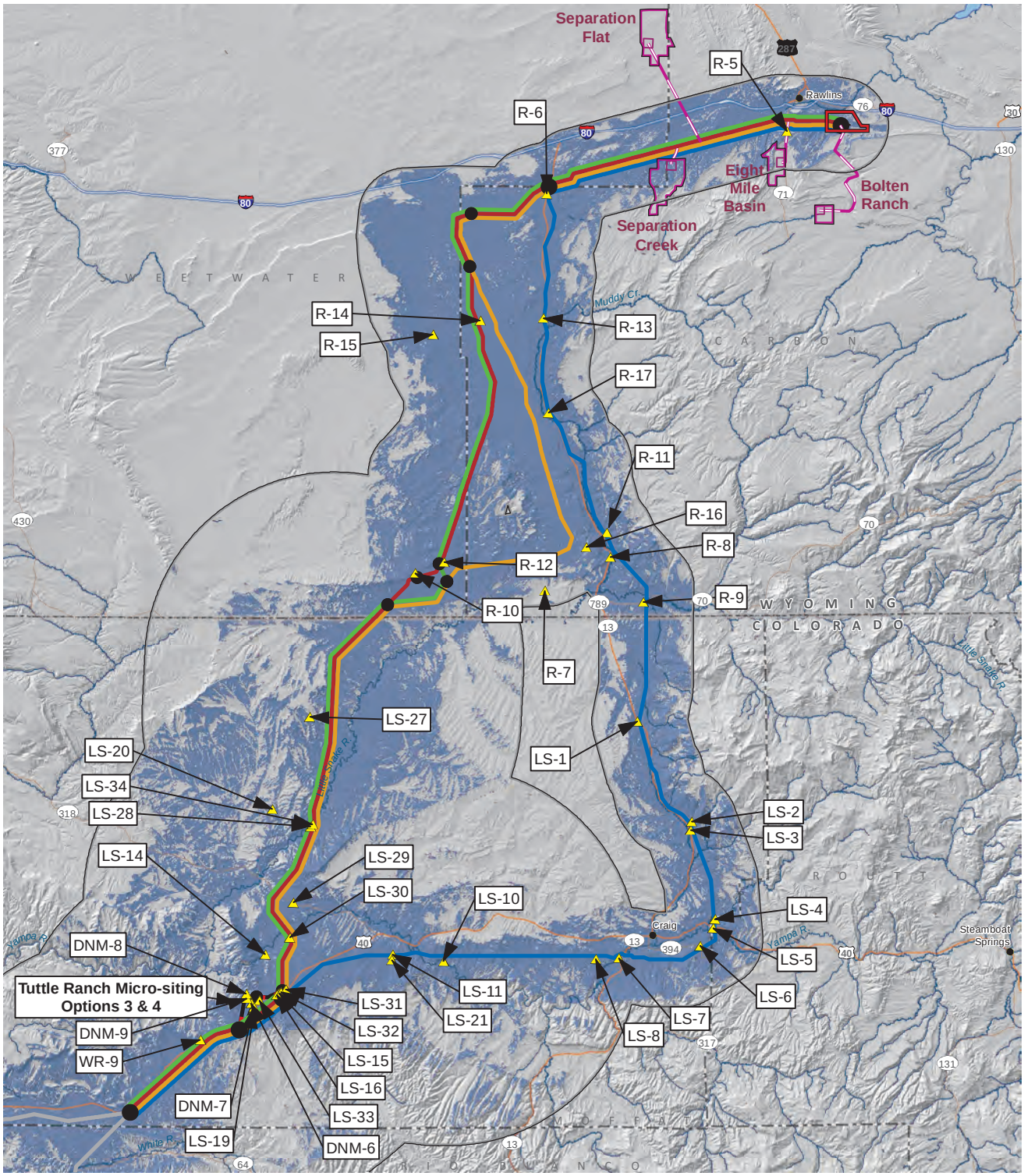

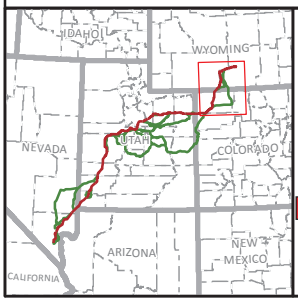

EIS Alternative Routes
- Applicant Proposed I-A
- Agency Preferred I-B
- Alternative I-C
- Alternative I-D
- Alternative Variation (Var.) or Alternative Connector (Con.)
- Segment not in this Region
- Terminal Siting Area
- Potential Ground Electrode Siting Area
- Potential Ground Electrode Site
- Potential Ground Electrode Overhead Electrical Line
- Stream/River
- Waterbody
- Key Observation Point

Project Visibility
- Towers Visible
- Visibility Study Area

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-1
Region I
Key Observation Points and Project Visibility

0 5 10 20 Miles
0 5 10 20 km
1:1,000,000
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Western AREA POWER ADMINISTRATION

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of the Colorado Plateaus Province, Northern Canyonlands section of the Colorado Plateaus Province, Middle Rocky Mountains Province, High Plateaus of Utah section of the Colorado Plateaus Province, Great Basin section of the Basin and Range Province, and Sonoran Desert section of the Basin and Range Province.

3.12.5.1 Wyoming Basin Province (Region I)

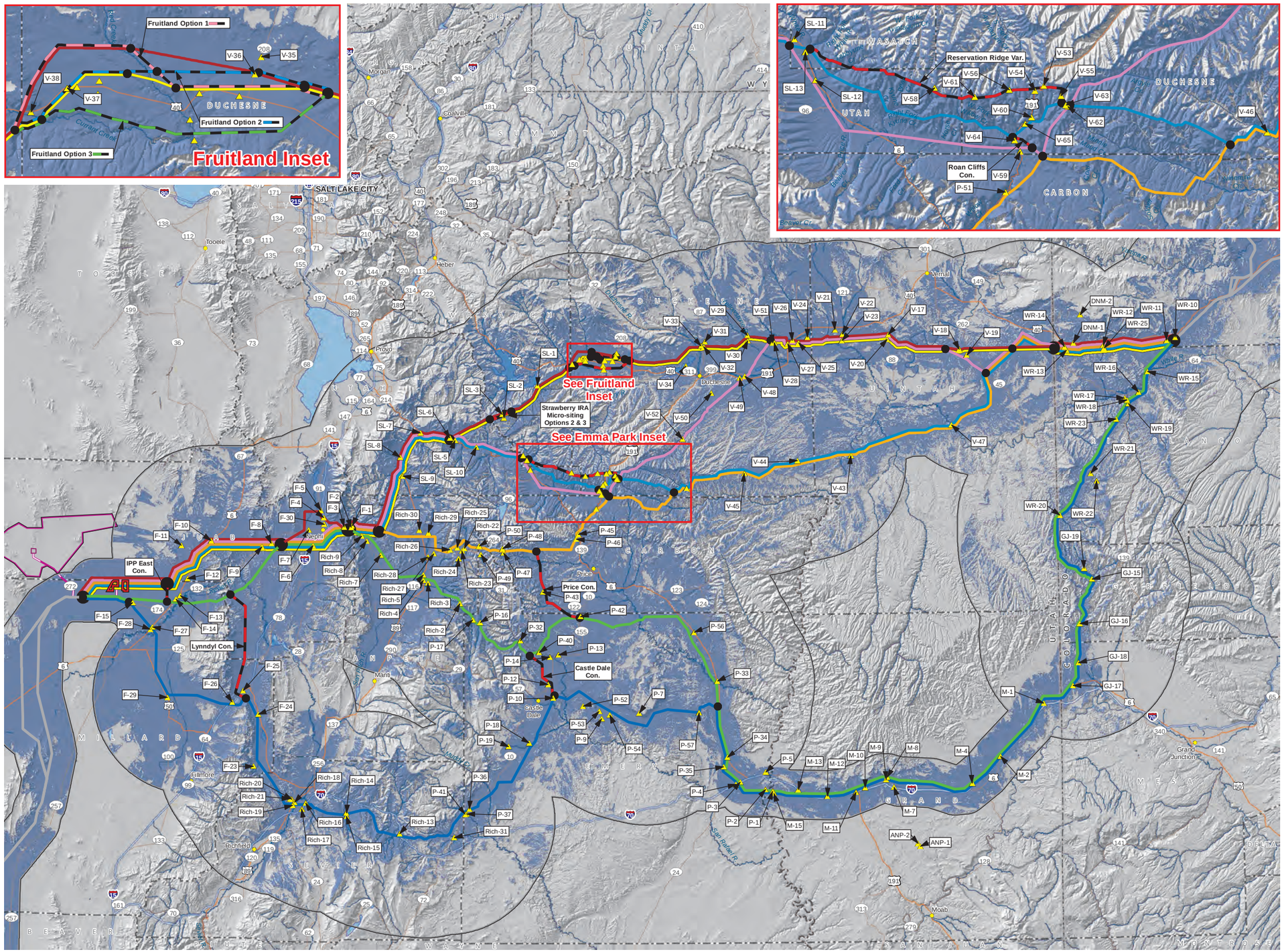
The Wyoming Basin Province is intersected by the Project in northwestern Colorado and southern Wyoming. Project jurisdictions include the Little Snake FO and Rawlins FO. The characteristic landscape is typified by a broad, open plain interrupted by linear escarpments, rolling hills and low mountains. Elevation ranges from 6,000 to 8,000 feet. Vegetation types are mostly grass, sage, rabbit brush, and greasewood with juniper and pinyon pine on higher-elevation slopes. Riparian vegetation, especially cottonwood and willow, is common along the Yampa River and the Little Snake River; both of which are recreation rivers. Cultural features in the analysis area include the National Historic Old Cherokee Trail, Continental Divide Trail, Lincoln Highway, and National Historic Overland Trail. Baggs, Craig, Maybell, Rawlins, Sinclair, and Wamsutter are viewer population centers. Major roads with viewing opportunities are I-80, Wyoming SH-70 from Baggs to Encampment, Wyoming SH-789 from Baggs to I-80, US-40, Colorado SH-13 and Colorado SH-394, and numerous recreational BLM and county roads. Designated scenic roads include the Battle Scenic Highway from Baggs to Encampment; the Outlaw Trail Scenic Highway from Baggs to I-80; and the Dinosaur Diamond National Scenic Byway from Vernal to I-70.

3.12.5.2 Uinta Basin Section of the Colorado Plateaus Province (Region I and Region II)

The Uinta Basin Section of the Colorado Plateaus Province is intersected by the Project in western Colorado and northern Utah. Project jurisdictions include the Little Snake FO, Salt Lake FO, Vernal FO, White River FO, Ashley National Forest, and Uinta National Forest Planning Area. The characteristic landscape is defined by low mountains, rolling hills, and broad valleys. Elevation ranges from 6,200 to 7,300 feet. Vegetation types include juniper-pinyon woodlands and saltbush-greasewood and grasslands-shrubs with big sagebrush. Dinosaur National Monument's lower visitor center and middle and upper scenic overlooks are within the viewshed of the analysis area. Major recreational rivers include the Green River, Duchesne River, Strawberry River, and Currant Creek. Water-related recreational facilities include the Bottle Hollow Reservoir, campground, and boat launch; San Rafael River boat launch and overlook; and Starvation Reservoir, campground, beach, and boat launch. Cultural features consist of Dinosaur, Duchesne, Roosevelt, and Vernal, which are major viewer population centers. Major roads with viewing opportunities include Colorado SH-64, Utah SH-35, Utah SH-45, Utah SR-87, Utah SH-88, and Utah SR-208. Designated scenic roads include Brown's Park Road Scenic Backway; Dinosaur Diamond Scenic Byway/US-40; and Jones Hole Road Scenic Backway.

3.12.5.3 Northern Canyonlands Section of the Colorado Plateaus Province (Regions I and II)

The Northern Canyonlands Section of the Colorado Plateaus Province is intersected by the Project in western Colorado and eastern Utah. Project jurisdictions include the Grand Junction FO, Moab FO, and Price FO. The characteristic landscape is defined by steep, sheer-walled canyons, canyonlands, linear cliffs, low plateaus, mesas, buttes, and badlands. The region's major landforms are the San Rafael Swell and Book Cliffs and overall elevation ranges from 4,200 to 12,700 feet. Vegetation types are blackbrush, juniper-pinyon woodlands, saltbush-greasewood, and shrub steppe. The Colorado River and Green River are major visual and recreational destinations of the region. Cultural features in the analysis area consist of numerous pictograph sites. Viewer population centers include Green River, Thompson Center, and Ferron. The Huntington Lake State Park, beach, and campground is located within view of the Project. Major roads with viewing opportunities include I-70, US-6, Utah SR-10, Utah SR-31. Designated scenic roads include: Dinosaur Quarry-Cedar Overlook Scenic Backway; Energy Loop Huntington-Eccles Canyons Scenic Byway; Wedge Overlook Buckhorn Drive Scenic Backway; and Old Railroad Grade/pictograph access.



TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-2
Region II
Key Observation Points and Project Visibility

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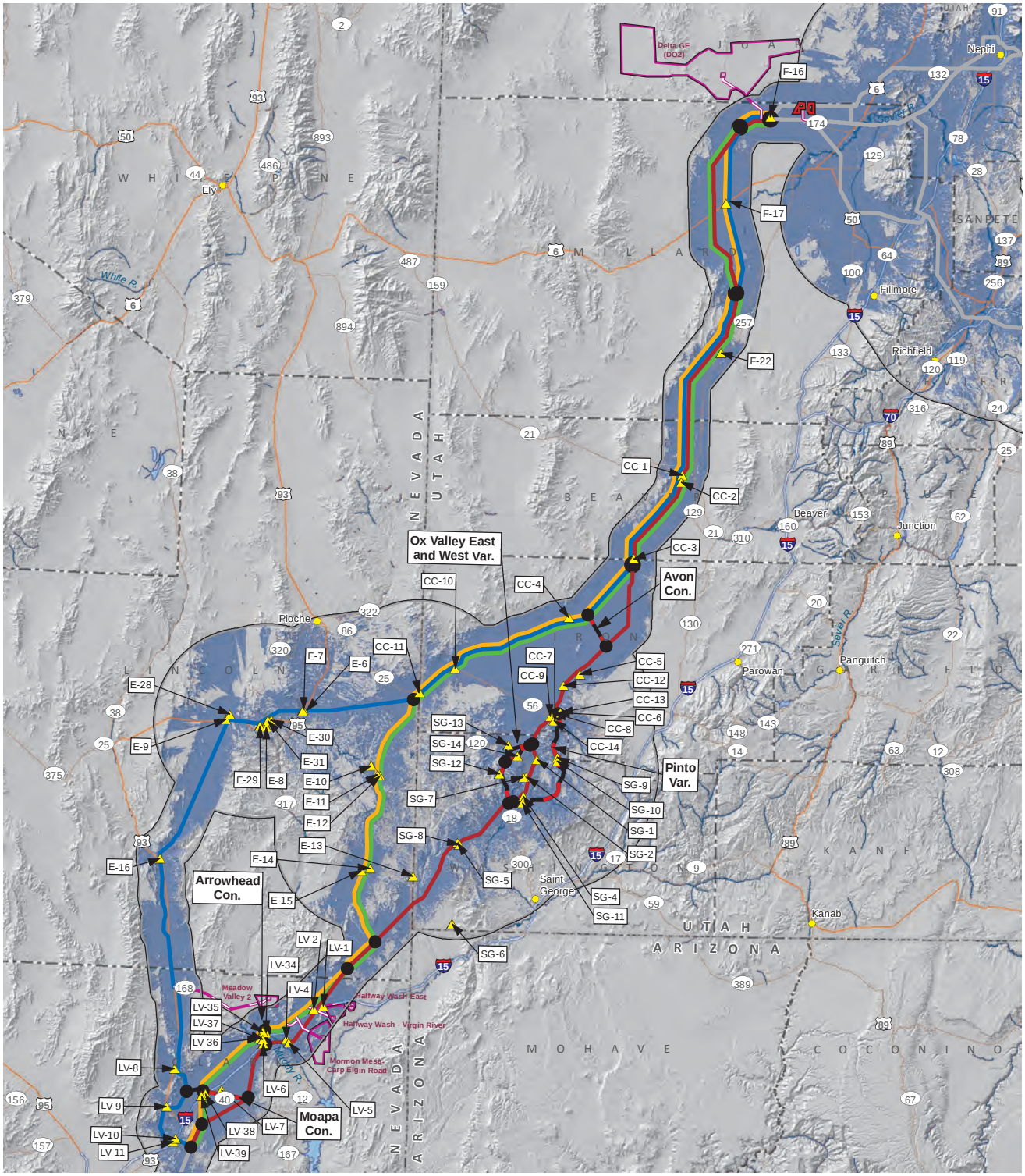

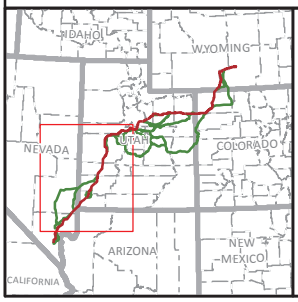

EIS Alternative Routes
- Applicant Proposed III-A
- Alternative III-B
- Alternative III-C
- Agency Preferred III-D
- Alternative Variation (Var.) or Alternative Connector (Con.)
- Segment not in this Region
- Terminal Siting Area
- Potential Ground Electrode Siting Area
- Potential Ground Electrode Site
- Potential Ground Electrode Overhead Electrical Line
- Stream/River
- Waterbody
- Key Observation Point

Project Visibility
- Towers Visible
- Visibility Study Area

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-3
Region III
Key Observation Points and Project Visibility

0 10 20 40 Miles
0 10 20 40 km
1:2,000,000
N

Western AREA POWER ADMINISTRATION

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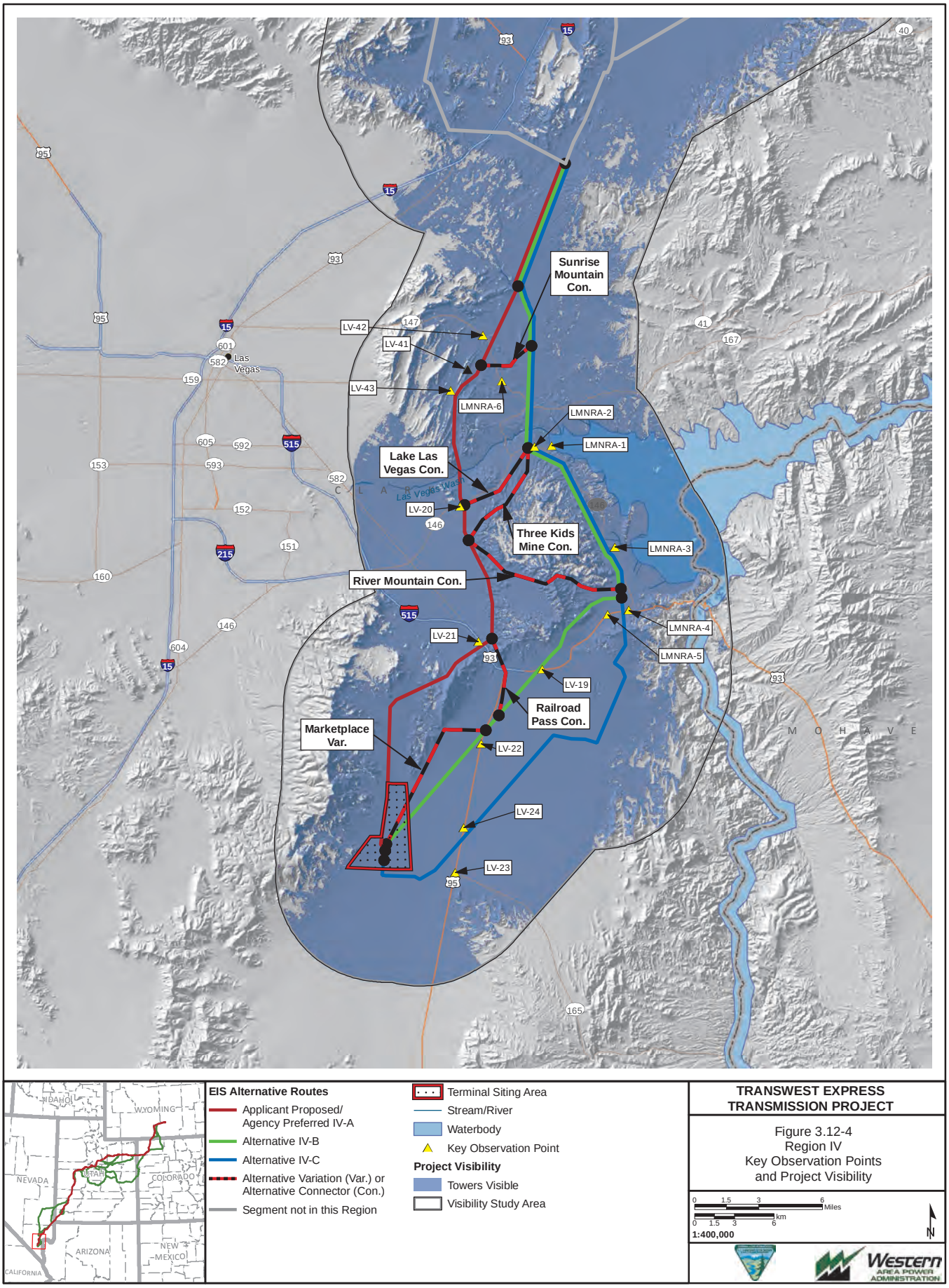

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3.12.5.4 Middle Rocky Mountains Province (Region II)

The Middle Rocky Mountains Province is intersected by the Project in western Colorado and northern Utah. Project jurisdictions include the Little Snake FO, Richfield FO, Salt Lake FO, Vernal FO, and Ashley National Forest, Manti-La Sal National Forest, and Uinta National Forest Planning Area. The characteristic landscape is defined by steep mountains and inclined to flat valleys, with elevations ranging from 5,000 to 8,000 feet. Vegetation types include the spruce-fir, aspen and ponderosa pine, mountain shrub, valley grassland, and riparian communities. Recreational features in the analysis area consist of the Indian Creek and Potters Ponds Campgrounds and recreational facilities associated with Cleveland Lake, Electric Lake, Fairview Lakes, Huntington Reservoir, and Joe Reservoir. Major roads with viewing opportunities include US-6, US-87, Utah SR-31, Utah SR-264, and Utah SH-764. Designated scenic roads include the Skyline Drive Scenic Backway and Strawberry-White River Scenic Backway.

3.12.5.5 High Plateaus of Utah Section of the Colorado Plateaus Province (Region II)

The High Plateaus of Utah Section of the Colorado Plateaus Province is intersected by the Project in central Utah. Project jurisdictions are the Richfield FO, and Fishlake National Forest, and Manti-La Sal National Forest. USFS campgrounds and recreational locations in the affected environment include the Maple Grove Campground and Scipio Lake. Viewer population centers include Aurora and Mount Pleasant. Major roads with viewing opportunities include I-70, US-89, US-50, and numerous recreational roads. Designated scenic roads include the Gooseberry-Fremont Road Scenic Backway, Skyline Drive Scenic Backway, and Bitter Springs Backcountry Byway.

3.12.5.6 Great Basin Section of the Basin and Range Province (Region II and Region III)

The Great Basin Section of the Basin and Range Province is intersected by the Project in western Utah and eastern Nevada. Project jurisdictions include the Cedar City FO, Caliente FO, Fillmore FO, Las Vegas FO, Richfield FO, St. George FO, and Dixie National Forest, Fishlake National Forest, and Manti-La Sal National Forest. The characteristic landscape is defined by steep mountain ranges and wide, flat valleys. Elevation ranges from 3,000 to 10,000 feet. Vegetation types are sagebrush, juniper-pinyon woodlands, dwarf-cedar, mountain mahogany, and saltbush-greasewood. The towns of Caliente, Central, Enterprise, Newcastle, and Pinto represent viewer population centers. Recreational viewer locations include the Little Sahara RA and Newcastle Reservoir. Cultural features include the Antelope Springs-Old Spanish Trail and Mountain Meadows Massacre Site and Overlook. Major roads with viewing opportunities include I-15, US-50, US-93, US-95, US-93/US-95, Nevada SH-40, Nevada SH-55, Nevada SR-147, Nevada SR-168, Nevada SH-319, Utah SR-18, Utah SR-21, Utah SR-56, Utah SH-100, Utah SR-132, Utah SR-174, and Utah SH-257. The Silver State Trail is crossed by the Project and its trailheads are located within the Project's immediate foreground viewsheds. Designated scenic roads include the Mojave Desert-Joshua Tree Scenic Backway and Rainbow Backcountry Byway.

3.12.5.7 Sonoran Desert Section of the Basin and Range Province (Region IV)

The Sonoran Desert Section of the Basin and Range Province is intersected by the Project in southern Nevada. The Project jurisdiction is the Las Vegas FO. The characteristic landscape is defined by steep, arid, widely separated short mountain ranges in desert plains, fans, and terraces. Elevation ranges from 300 to 3,500 feet. Lake Mead is the major water formation in the region and the McCullough Mountain Range, Highland Range, and Eldorado Valley are the major landforms. Vegetation communities include palo verde, creosote bush, saguaro, mesquite series, and bursage. The Colorado River is the major visual and recreational destination in the region. Cultural features in the analysis area include the National Historic Old Spanish Trail. Lake Mead, Lake Mead National RA, and Valley of Fire State Park are major recreational viewing opportunity areas. Viewer population centers include Boulder City, Henderson, and Las Vegas. Numerous recreational roads, recreational sites, and hiking trails are associated with these communities and RAs. Roads with viewing opportunities include US-93, US-95, US-93/US-95, Nevada SH-146, Nevada SR-147, Nevada SH-166, and Nevada SH-582.

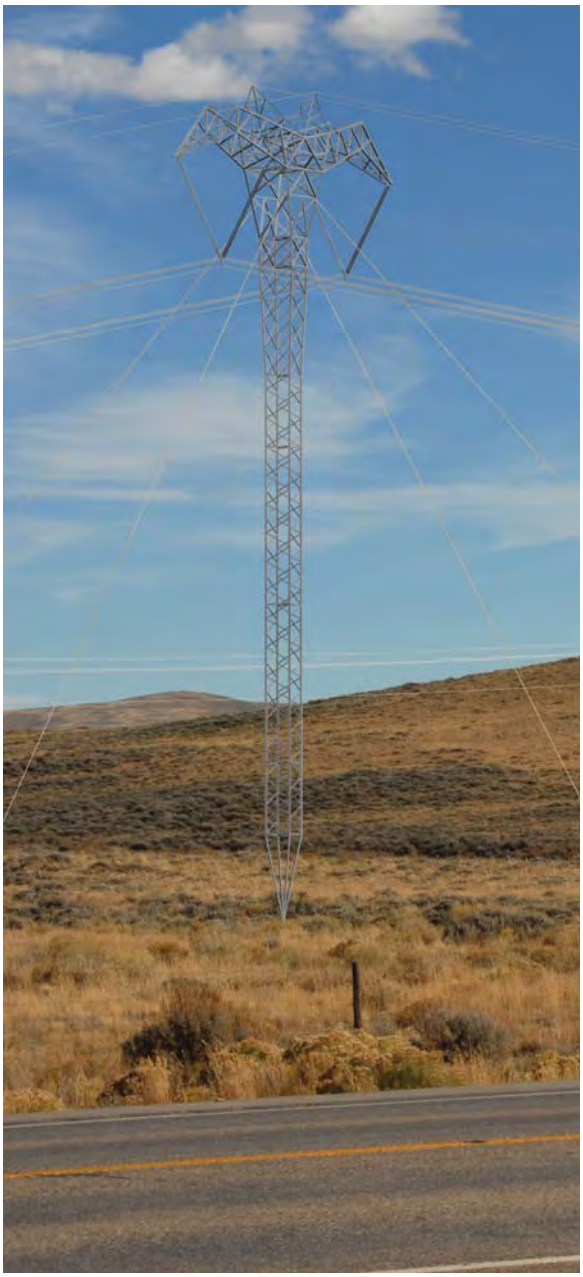
3.12.6 Issues, Considerations, and Impact Methodology for Visual Resources

Potential changes and impacts to visual resources were identified through BLM and USFS consultation and public scoping. These include potential impacts to people (the viewing public) and impacts to scenery. Public scoping resulted in the following issues: Determination of conformance with BLM VRM objectives or consistency with USFS SIO or VQOs, based on comparison of the existing conditions and land use plans with the effects of the Project. Land use plan conformance issues are presented in Chapter 4.0 and shown in this section for spatial context for the reader.

Visual resource changes and impacts would occur during the construction phase of the Project, caused by vegetation clearing within the ROW and ground disturbance for access roads, transmission line, terminal, and electrode bed construction. Changes to the visual environment and impacts would continue into the operational phase with visibility of structures, overhead conductors, cleared ROWs in tree-covered landscapes, access roads, terminal areas, and electrode bed areas and associated roads and small voltage (138-kV) electrical lines. Visible elements would be steel lattice guyed towers (with four guy wires), and/or tubular pole towers, steel lattice free-standing towers, up to 180 feet in height, two sets of three (bundled) electrical conductors, not less than 38 feet above the ground, and two shield wires connecting the tops of the towers. The guyed towers are constructed along tangents (straight lines) of the ROW at 1,200- to 1,500-foot spans and the free-standing towers are constructed at the points-of-intersection (angles) and any spans greater than 1,500 feet. This latter detail becomes a conformance or consistency issue when applying mitigation **VR-3** (see Section 3.12.6.3), due to the need to replace guyed structures with self-supporting structures for spans greater than 1,500 feet. The larger, more contrasting, self-supported structures increase noticeable change to the visual environment. Impacts of the decommissioning phase would be similar to those of construction. A Visual Resources Mitigation Plan would be developed prior to construction and would include plans to address specific impacts.

Figure 3.12-5 portrays the visible features of guyed steel lattice (left-hand image) and self-supporting steel lattice (right-hand image) transmission line structures. **Figures 3.12-6** and **3.12-7** portray the comparisons of guyed, self-supporting, and tubular pole structures at 0.25 mile, 0.5 mile, 1 mile, and 2 miles with sky as background and landforms as background, respectively. **Figure 3.12-8**, **Figure 3.12-9**, **Figure 3.12-10**, **Figure 3.12-11**, **Figure 3.12-12**, and **Figure 3.12-13** show comparison illustrations of the 1,500-foot separations and 250-foot co-locates in three environmental conditions. Nine standard BLM criteria for determination of visual contrasts are analyzed for the two structure types in the tables in **Appendix I**.

Construction and operation phase impacts from any needed access roads are considered along with vegetation clearing of the 250-foot-wide transmission line ROW. An Access Road Plan would be developed for the Agency Preferred Alternative during final engineering and design, which would define site-specific access to each structure and temporary work area and would be included as part of the POD.



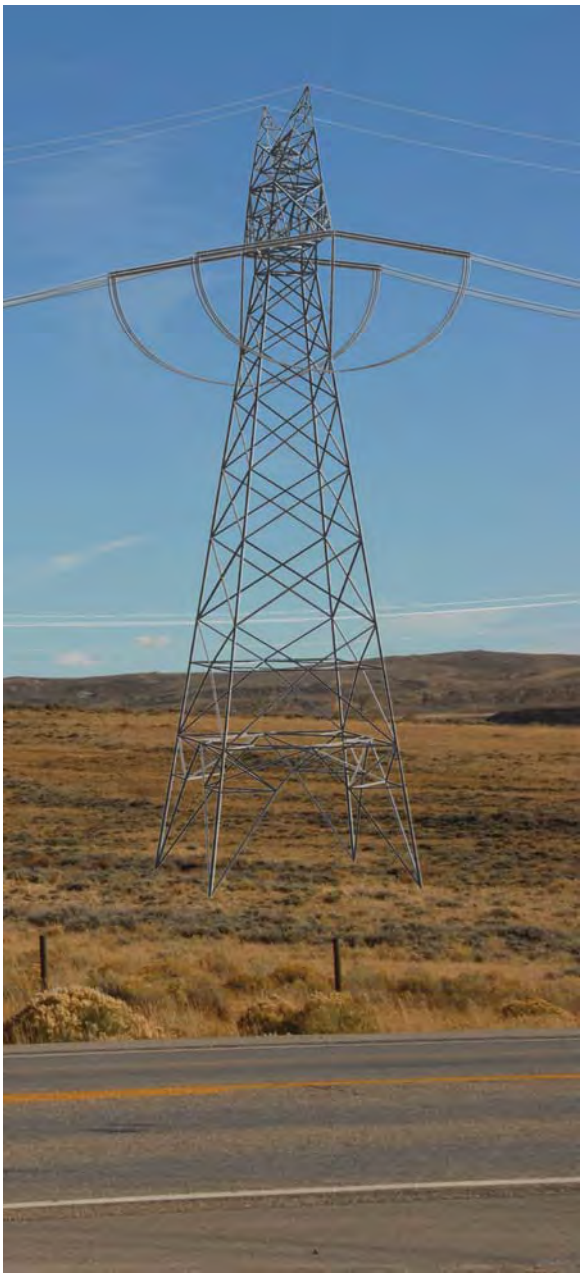


Figure 3.12-5 Guyed Steel Lattice (left) and Self-supporting Steel Lattice (right) Transmission Line Structures

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-6 Comparisons of Guyed, Self-supporting, and Tubular Pole Structures at 2.0, 1.0, 0.5, and 0.25 miles with Sky as Background

TRANSWEST EXPRESS TRANSMISSION PROJECT

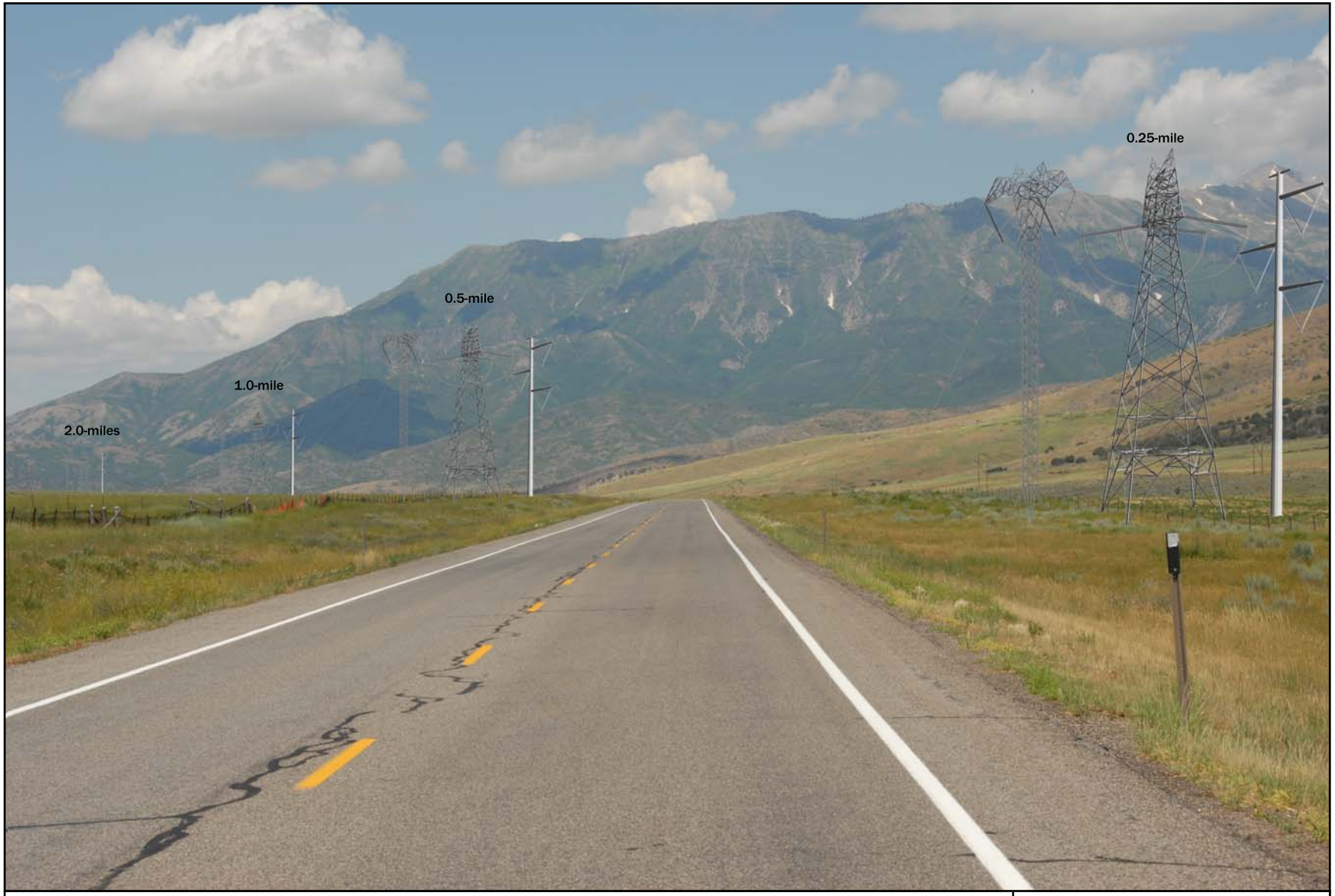


Figure 3.12-7 Comparisons of Guyed, Self-supporting, and Tubular Pole Structures at 2.0, 1.0, 0.5, and 0.25 miles with Landforms as Background

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-8 Illustration of Parallel View of Alignment with 1,500-foot Separation from Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

Figure 3.12-9 Illustration of Parallel View of Alignment with 250-foot Co-locate with Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

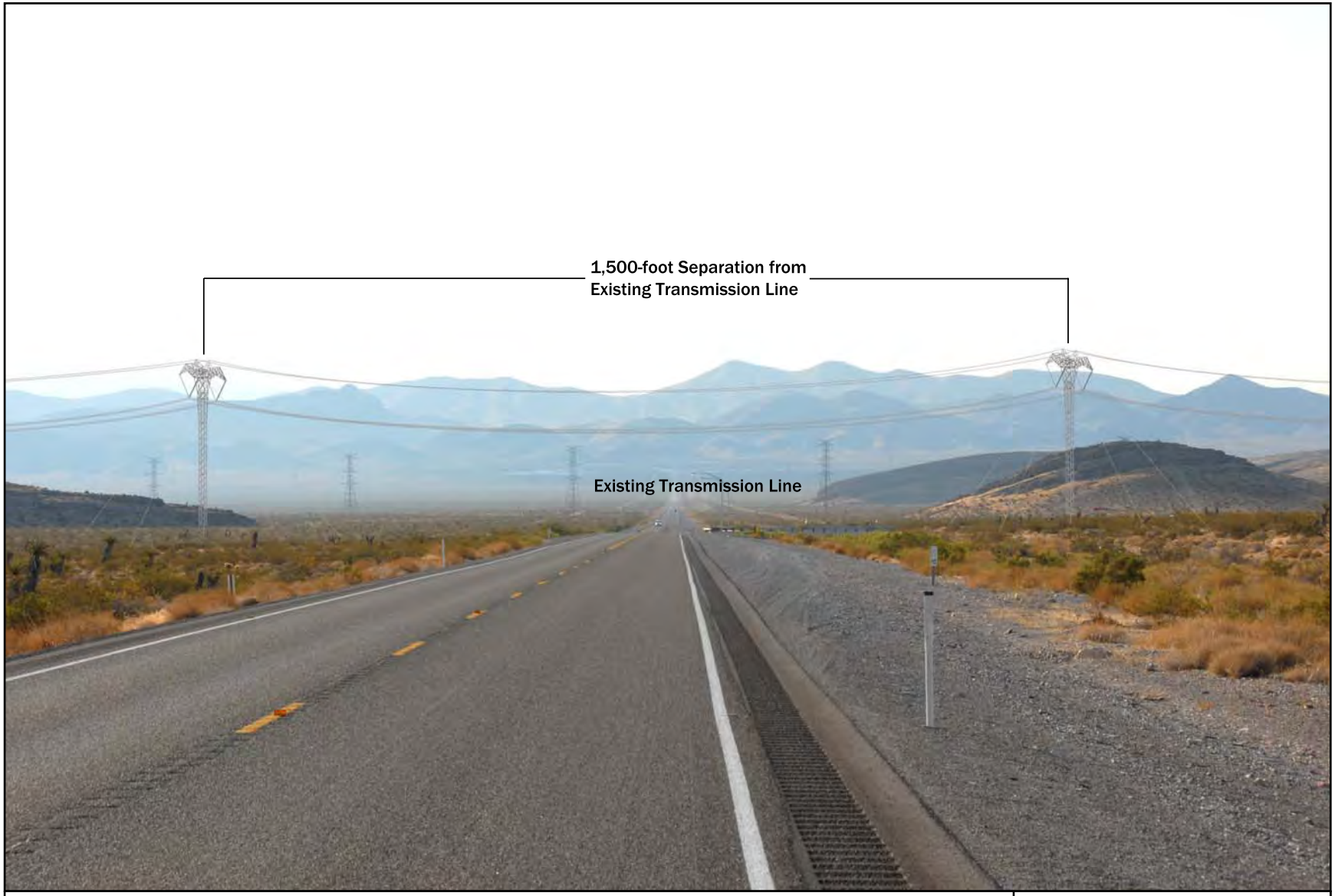


Figure 3.12-10 Illustration of Perpendicular View of Alignment with 1,500-foot Separation from Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

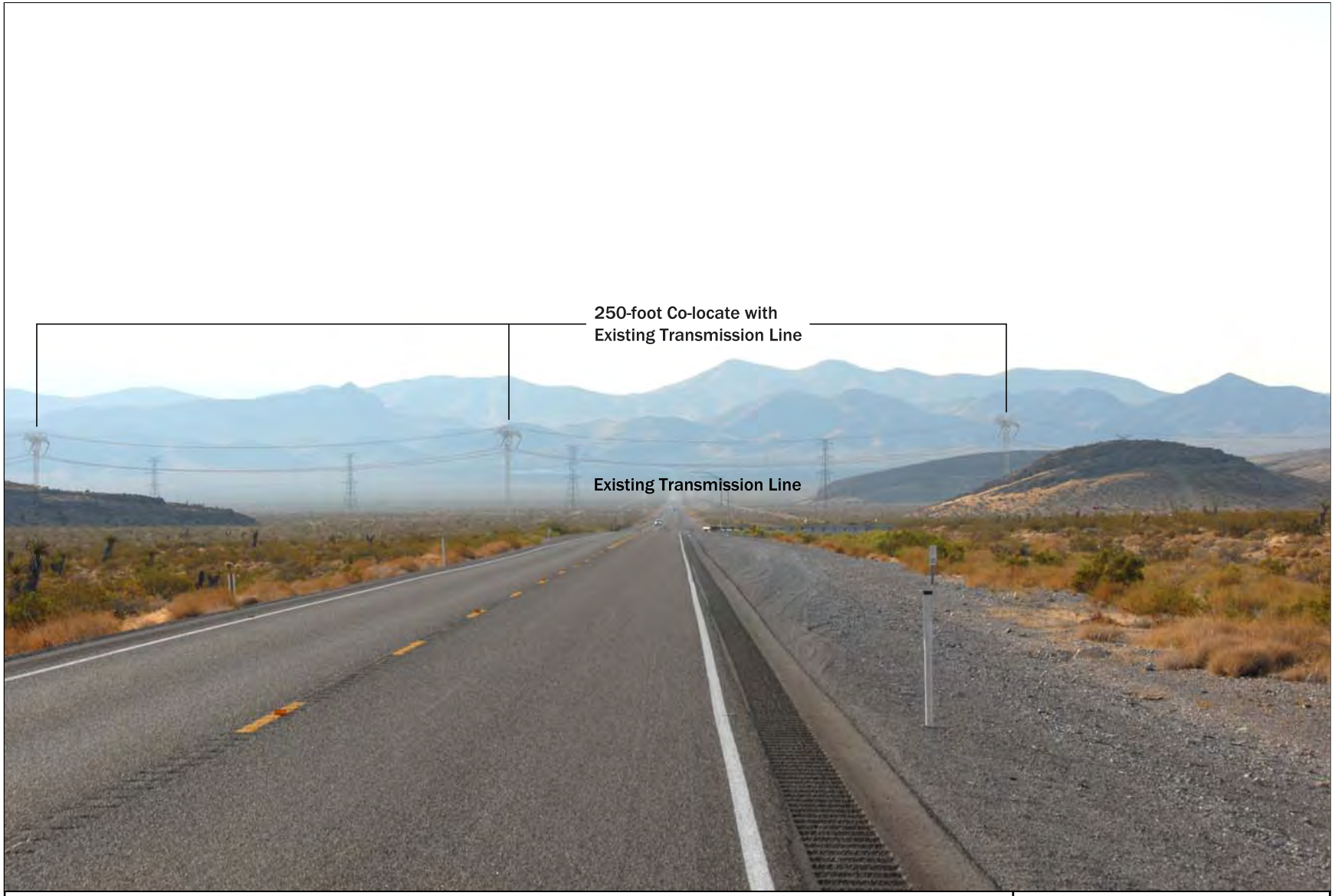


Figure 3.12-11 Illustration of Perpendicular View of Alignment with 250-foot Co-locate with Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

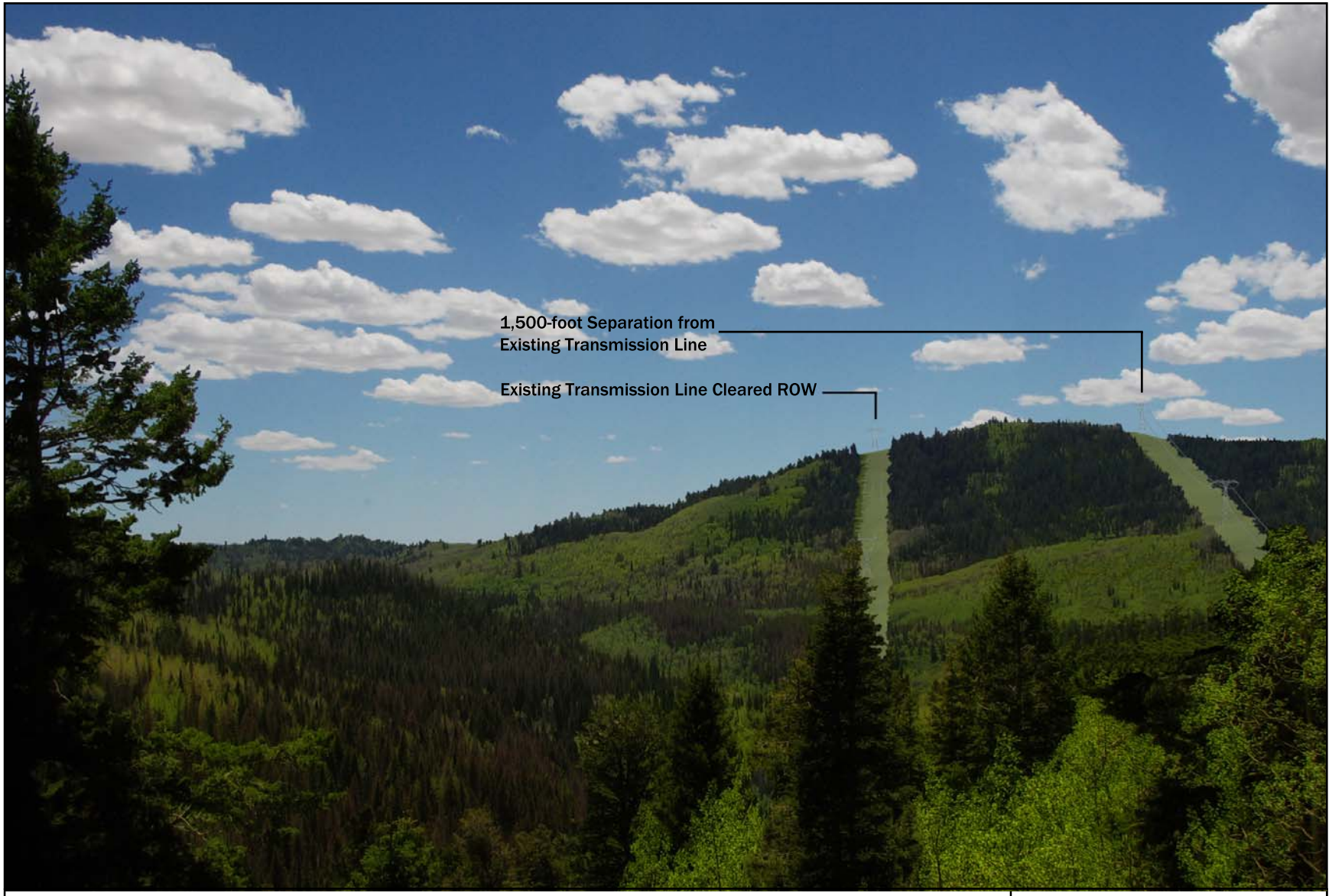


Figure 3.12-12 Illustration of ROW Clearing and Aligment with 1,500-foot Separation from Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

Figure 3.12-13 Illustration of ROW Clearing and Alignment with 250-foot Co-locate with Existing Transmission Line

TRANSWEST EXPRESS
TRANSMISSION PROJECT

Overall analysis considerations for visual resources are described in **Table 3.12-3**. The analysis of visual resources impacts to the human environment (land, people, and exposures) is based on the assumptions that degradation of public views and degradation in the scenic landscape are impact parameters that would affect how the public engages or interacts with a visual resource. In addition, non-conformance or inconsistency with agency management objectives indicates need for agency concern about land use plan management of visual resources. Steel transmission line structures and conductors create visual contrasts out to 5 miles in Project landscapes, depending on sun-lighting conditions and relative viewer positions. Vegetation management, which includes vegetation removal in linear ROWs, exerts visual contrasts in views up to 20 miles in tree-covered landscapes. These contrasts remain until decommissioning and replanting or feathering of the ROW. Visual contrasts from vegetation management in landscapes without tree cover would remain until grasses and shrubs re-inhabit disturbed areas. These contrasts typically diminish within 3 to 5 years. **Appendix I**, **Table I-10** shows estimates of reclamation recovery time based on topographic slopes, topographic aspects, and vegetation cover.

Table 3.12-3 Analysis Considerations for Visual Resources

Topic	Analysis Considerations and Relevant Assumptions
Impacts to people (the viewing public)	Measure the extent of and describe the effects of the Project's structures and disturbed ROWs on people through spatial analysis of BLM's visual resource inventory sensitivity levels and distance zones, USFS viewer concern levels and distances, and viewer sensitivity levels and sensitive receptors (residential, recreation, and other places of public value) on private, state, and other federal receptors (**Appendix I** tables).
Impacts to the scenic landscape	Measure the extent of and describe the effects of the Project's structures, cleared ROWs, and access roads on the scenic landscape through spatial analysis of BLM's visual resource inventory scenic quality classifications, USFS scenic attractiveness ratings, and scenic quality on private, state, and other federal lands (**Appendix I** tables).
Conformance or consistency with agency management objectives	Apply the BLM's visual contrast rating process and forms for views from key observation points to descr be the form, line, color, and texture of the characteristic landscape's landform/water, vegetation, and structures and the form, line, color, and texture of the Project's landform/water, vegetation, and structures. Compare the Project with the characteristic landscape to determine visual contrasts between proposed conditions and existing conditions (**Appendix I** tables). Visual contrast determination includes application of BLM's nine standard criteria for assessing visual contrasts.

The greatest impacts to visual resources would result if any of the following were to occur from construction or operation of the Project:

- Visually obvious degradation of the foreground character or scenic quality of a visually important landscape.
- Dominant visual changes in the landscape that are seen from highly sensitive viewer locations in the human environment such as community enhancement areas (e.g., community gateways, roadside parks, viewpoints and historic markers) or locations with special scenic, historic, recreation, cultural, archaeological and/or natural qualities that have been recognized as such through legislation or some other official declaration.

A contrast rating analysis was performed to determine if the following were to occur from construction or operation of the Project:

- Whether the level of modification to the landscape character and the accompanying level of public attention that the action solicits are within the limits allowed by the agency visual resource management objectives; and,
- Whether the aspects of the Project that are not in conformance or consistent with the agency visual resource management objectives would be addressed either through applying specific mitigations/design considerations, or through consideration of a plan amendment.

Methodology

Study methods were developed in close coordination with, and direction from, the BLM and USFS to conform or be consistent with policies of both agencies. The BLM provided visual resource inventories and resource management plans for each of the 14 FOs: Cedar City FO, Caliente FO, Fillmore FO, Grand Junction FO, Las Vegas FO, Little Snake FO, Moab FO, Price FO, Rawlins FO, Richfield FO, Salt Lake FO, St. George FO, Vernal FO, and White River FO. The USFS provided SIOs or VQOs and land management plans for each of the five national forests: Ashley National Forest, Dixie National Forest, Fishlake National Forest, Manti La-Sal National Forest, and Uinta National Forest Planning Area. KOPs were selected based on visibility of the Project and through approval by each FO and forest. Please see **Figures 3.12-1** through **3.12-4** (Project Regions I through IV) for general locations of alternative routes, KOPs, and viewsheds of the Project. Please see **Appendix I**, **Figure I-1** for specific locations of KOPs, Project alignments, mileposts, and viewsheds.

Impacts to landscape scenery were determined by measuring the extent of effects of the Project's structures, access roads, and disturbed ROWs on the scenic landscape through spatial analysis of BLM's visual resource inventory and visual quality classifications, USFS scenic attractiveness ratings, and scenic quality on private, state, and other federal lands

Impacts to viewers were determined by measuring the extent effects of the Project's structures, access roads, and disturbed ROWs on people through spatial analysis of BLM's visual resource inventory sensitivity levels and distance zones, USFS viewer concern levels and distances, and viewer sensitivity levels on private (including residences), state, and other federal receptors.

Conformance or consistency with agency management objectives involves application of the BLM's visual contrast rating process forms for views from key observation points to describe the form, line, color, and texture of the characteristic landscape's landform/water, vegetation, and structures and the form, line, color, and texture of the Project's landform/water, vegetation, and structures. It also involves comparison of the Project with the characteristic landscape to determine visual contrasts between proposed conditions and existing conditions. Visual contrast determination includes application of BLM's nine standard criteria for assessing visual contrasts. For USFS lands, consistency with SIOs or VQOs involves the comparison of existing landscape integrity with integrity that would occur with implementation of proposed conditions. The presence of utility corridors or utility windows takes precedence over issues of conformance or consistency with agency management objectives.

Impact Parameters

Impacts were assessed based on an analysis of visual impact caused by the Project, visually sensitive stakeholders and places considered visually significant, how the visually sensitive stakeholders would experience the Project, affected landscape scenery, project visibility and distance zones**.** Existing transmission lines within 0.5 mile (immediate foreground) of the Project alignment are documented by segment and milepost in **Appendix I**, **Table I-8**. The visual contrasts (strong, moderate, and weak) between the Project's guyed or self-supporting transmission line structures' form, line, and color and existing structures' form, line, and color, within 0.5 mile, are documented in **Appendix I**, **Table I-9**.

Consideration of impacts included the assessment of change caused by the Project to landscape scenery and sensitive viewers based on the characteristics of the Project within the characteristic landscape, visibility, and distance zones.

The ten standard BLM criteria for ways people would be exposed and the attention afforded to visual contrasts were interpreted for applicability for a transmission line and ancillary facilities project of the magnitude of the Project and reduced to nine criteria. The nine criteria are documented in **Appendix I**, **Table I-10** and listed as follows: 1) the distance between observer and Project; 2) length of time the Project is in view (linear or stationary viewers – KOPs); 3) the angle of observation; 4) whether the structures and conductors are sun lit (brighter, lighter grays) or in shade (darker, less apparent grays);

5) the presence of guyed, steel lattice tangent structures or larger self-supported, steel lattice angle structures; 6) types of structures in view; 7) relative size or scale; 8) scenic or historic; 9) presence of residential; and 10) reclamation recovery time.

Landscape scenery impacts (**Table 3.12-4**) were determined based on the comparison of change caused by the Project with the scenic quality inventory of the affected environment (**Appendix I**, **Table I-11** and **Figure I-11**). Segments were documented and mapped where the existing scenic quality would be lowered by the Project to a lower class (Class A to Class B or Class B to Class C) as shown by milepost in **Appendix I**, **Table I-12**. The viewshed area (acreage) of influence and change out to 2.5 miles for each scenic quality inventory class is analyzed for each alternative. The viewshed area (acreage) of influence out to 2.5 miles for each sensitivity level is analyzed for each alternative. The results are based on consideration of existing scenic quality rating/scores, existing landscape character, presence or absence of existing industrial development (transmission lines, pipelines, etc.), and the effect of introducing the Project into the landscape as either a new or additional cultural modification. The range of scores for Class A scenery is 19 to 32 and 12 to 18 for Class B Scenery. The Class C scenery threshold is 11 or less. The most impactful score for a detracting cultural modification is minus four (-4). If there are existing cultural modification scores from minus one (-1) through minus four (-4), the effect of the Project would result in no less than a minus four (-4) in total. Thus, the range of possibilities for reducing Class A to Class B is based on an existing Class A score of 19 to 22 and for reducing Class B to Class C, 12 to 15.

Table 3.12-4 Landscape Scenery Impacts

Landscape Scenery Impacts			
	Project Visual Change		
Scenic Quality	**Strong**	**Moderate**	**Weak**
Class A	High	High	Moderate
Class B	High	Moderate	Low
Class C	Moderate	Low	Low

Sensitive viewers' impacts were determined based on the comparison of change caused by the Project with sensitivity/user concern levels, distance zones (0 to 0.5 mile, 0.5 to 2.5 miles, 2.5 to 5 miles, and greater than 5 miles) (**Table 3.12-5**), and visibility of the Project (**Table 3.12-6**) (**Appendix I**, **Figures I-5** and **I-6**). The sensitive viewers' impact tables are located in the regional summaries (by Alternative) and Impacts sections (by alternative and segment) and shown by segment and milepost in **Appendix I**, **Table I-14** for high sensitivity viewers, and in **Appendix I**, **Table I-15** for moderate sensitivity viewers.

Conformance with BLM VRM objectives and consistency with USFS SIOs and VQOs was determined by comparison of objectives with visual contrast ratings from 303 KOPs and in High SIO and Retention VQO areas with and without the presence of KOPs. Mitigations **VR-1** through **VR-12** (see Section 3.12.6.3) are applied where appropriate and feasible to reduce impacts as much as possible and to identify location and level of residual impacts. The agency management objectives conformance and consistency tables are located in the regional summaries (by alternative) and Impacts sections (by alternative and segment) and in **Appendix I**, **Tables I-16** and **I-17**. Visual impact levels are summarized in **Table 3.12-7**. BLM conformance or USFS consistency criteria are summarized in **Table 3.12-8**.

Table 3.12-5 Sensitivity Level/User Concern Impacts

High Sensitivity Level/User Concern Impacts			
	Project Visual Change		
Project Visibility	Strong	Moderate	Weak
0 – 0.5 mile	High	Moderate	Moderate
0.5 – 2.5 miles	Moderate	Moderate	Low
2.5 – 5 miles	Moderate	Low	Low
Greater Than 5 miles	Low	Low	Low
Medium Sensitivity Level/User Concern Impacts			
0 – 0.5 mile	High	Moderate	Moderate
0.5 – 2.5 miles	Moderate	Low	Low
2.5 – 5 miles	Low	Low	Low
Greater Than 5 miles	Low	Low	Low

Table 3.12-6 Distance Zones and Project Visibility

Distance Zones and Project Structures Visibility	
Distances	**Project**
Immediate Foreground	0 – 0.5 mile
Foreground-Middleground	0.5 – 2.5 miles
Background	2.5 – 5 miles
Seldom Seen	Greater Than 5 miles
Distance Zones and Project ROW Visibility	
Immediate Foreground	0 – 0.5 mile
Foreground-Middleground	0.5 – 5 miles
Background	5 – 20 miles
Seldom Seen	Greater Than 20 miles

Table 3.12-7 Impact Level Criteria

Impact	Criteria
High	The project would be dominant in Class A or Class B landscape scenery. The project would be visible within 0.5 mile of high sensitivity or high user concern viewers.
Moderate	The project would be co-dominant in Class B landscape scenery. The project would be visible within 0.5 to 2.5 miles of medium sensitivity or medium user concern viewers. The project would parallel existing linear features such as roads or pipeline ROWs, or transmission line features at 250 feet or more.
Low	The project would be dominant or co-dominant in Class C landscape scenery. The project would be visible with greater than 2.0 miles of medium sensitivity or medium user concern viewers. The project would parallel and be co-dominant with existing transmission line features.

Table 3.12-8 BLM Conformance or USFS Consistency Criteria

VRM/SIO/VQO	Standard
No	The project would have a high or moderate contrast in areas with VRM Class II, SIO High, or VQO Retention management objectives. The project would have a high contrast in areas with VRM Class III, SIO Moderate, or VQO Partial Retention management objectives. The project would have a moderate contrast in areas with VRM Class III, SIO Moderate, or VQO Partial Retention management objectives.
Yes	The project would be in VRM Class IV, SIO Low, or Very Low, or VQO Modification or Maximum Modification.

In addition to the KOP-based analyses of the BLM system that was applied for purposes of consistency on USFS lands, analysis has been conducted in those areas of the national forests with High and Moderate SIO and areas of Retention and Partial Retention VQO crossed by the Project where the Project would be inconsistent with management objectives. Portions of the Project that include one or more existing transmission lines and ROW clearings would be fully consistent with the definition of a High and Moderate SIO or Retention and Partial Retention VQO because the landscape character is not intact and the introduction of strong forms in the landscape would not deviate substantially from the existing character. Where the Project does not parallel an existing transmission line, it would not meet the definition of a High or Moderate SIO or Partial Retention VQO if located within 0.5 mile of the viewer, and more so, in moderate to steep terrain.

If the Project is located within a USFS-designated utility window or corridor, which allows for the construction and operation of transmission line projects, the SIO or VQO classification is negated.

Project Visibility

The ArcGIS viewshed application was used to determine visibility of the Project between zero miles and five miles where the alignment would be in shrub, grassland, and cropland landscapes and between zero miles and 20 miles where there would be cleared ROWs in forested landscapes. The visible height threshold for structures was set at 150 feet, the height of the tallest structures' crossarms. That threshold assumes that a person seeing at least the crossarms would perceive the presence of the Project. Permanent access roads would be 14 feet wide. The cleared ROW would be 250 feet wide.

Landscape character and scenic integrity for USFS lands crossed by the Project is described by alternative, segment, and milepost in **Appendix I**, **Table I-18**. Landscape character for BLM land (by Region and Alternative) is described at the scenic quality rating unit level by Segment and milepost in **Appendix I**, **Table I-19**.

3.12.6.1 Impacts from Terminal and Ground Electrode Construction and Operation

The Northern and Southern terminals would be constructed regardless of alternative route or design option.

<u>Northern Terminal and Ground Electrode Bed</u>

The Northern Terminal and ground electrode bed would be sited on private land (BLM-private checkerboard), in the area along I-80 west of Rawlins, Wyoming. The terminal would require initial disturbance of 504 acres for construction and long-term disturbance of 234 acres for operation. The electrode bed disturbance would be limited within a 1-mile square area. Terminal and alternative electrode bed locations (Bolten Ranch, Eight Mile Basin, Separation Creek, and Separation Flat) are in largely undisturbed, flat areas of sagebrush and/or un-vegetated playa.

Due to limited visibility of the Project by the casual observer, impacts to the human environment would be low. Due to diminished visual quality, impacts to the area of Class B scenery would be moderate to

high, which would lower the Scenic Quality rating in the immediate area (0.5 mile) to Class C scenery. Project elements would have moderate to strong contrast with the existing characteristic landscape. These contrasts would be due to cylindrical and pyramidal forms, vertical and horizontal lines of structures and conductors, silvery-grey and tan colors, smooth textures resulting from the structures of the terminal site, multiple guyed steel lattice structures along the tangent near the terminal site, wider, larger-appearing self-supporting steel lattice structures at the points-of-intersection, fences, and vegetation clearing for roads. Since the color of terminal materials would cause contrasts with the characteristic landscape and also emphasizes form, line, and texture contrasts of those materials, application of mitigation **VR-2** (see Section 3.12.6.3) through use of the BLM standard environmental colors (Standard Environmental Color Chart, CC-001, 2008) for the surfaces of terminal and ground electrode structures, tanks and fencing would mitigate contrasts to a weak to moderate level for the terminal in this landscape. Implementation of mitigation **VR-8** (see Section 3.12.6.3) lighting guidelines would reduce night-time glare to minimal levels, minimally noticeable in the human environment.

Southern Terminal

The Southern Terminal would be sited on private land in the Eldorado Valley near Boulder City, Nevada, in an area that is already developed with numerous transmission lines, two substations and two solar facilities. This terminal would require initial disturbance of 412 acres for construction and long-term disturbance of 203 acres for operation.

The Project would be located in flat topography that is largely devoid of vegetation.

Due to visual compatibility of the Project with existing electrical utility structures and developments, the casual observer (viewers in the human environment) would not consider visual quality to be substantially diminished. As such, impacts to the human environment and to Class C scenery would be low. Project elements would have weak to moderate contrast with the existing landscape. These contrasts would be due to cylindrical and pyramidal forms, vertical and horizontal lines of structures and conductors, silvery-grey and tan colors, smooth textures resulting from the structures of the terminal site, multiple guyed steel lattice structures near the terminal site, wider, larger-appearing self-supporting steel lattice structures at the points-of-intersection, fences, and vegetation clearing for roads. Implementation of mitigation **VR-2** and **VR-8** would diminish the visibility of the Project and further reduce contrasts and/or impacts.

Design Option 2 – Southern Terminal near IPP

The implementation of Design Option 2 would utilize the same alternative routes and construction techniques as the proposed action. As such, impacts from construction and operation of this design option would be the similar to those discussed under the alternative routes. Differences between this design option and the proposed action include the locations of the southern converter station and ground electrode system, as well as the addition of a series compensation station midway between IPP and Marketplace. The southern converter station would be located near IPP in Utah instead of Marketplace in Nevada, and the ground electrode system would be within 50 miles of IPP. Construction and operation of a converter station near IPP, ground electrode system, and series compensation station would be expected to impact visual resources as discussed under the Southern Terminal.

Design Option 3 – Phased Build Out

The implementation of Design Option 3 would utilize the same alternative routes, facilities, and construction techniques as the proposed action. Impacts from construction and operation of this design option would be the same as those discussed under the other terminals and design options.

3.12.6.2 Impacts Common to All Alternative Routes and Associated Components

Construction Impacts

Visual resources in the human environment would be affected by transmission line construction due to the activities necessary to build the transmission line and related facilities. Viewshed disturbance, including project visibility in the human environment, includes the addition of guyed steel lattice and self-supporting steel lattice structures (**Figure 3.12-5**), conductors, cleared ROWs, temporary buildings and shelters, fences, and construction-related equipment, debris storage, and ground areas cleared for construction, such as for Project access roads, transmission line tower work areas, conductor stringing and tensioning sites, communication and regeneration sites, material storage yards, batch plants, fly yards, staging areas, ground electrode systems, and one low voltage (138-kV) electrical line associated with each ground electrode system. Designated locations would be affected by the addition of orange, visibility-enhancing guy-wire sleeves (see Section, 3.13, Recreation Resources, proposed mitigation measure **REC-9**). The intended result would increase contrasts and related impacts to the human environment through strong color contrasts, particularly in foreground viewing situations.

Direct impacts to people and scenery in the human environment would occur from visual changes to the context of the human environment, or modifications of the characteristic landscape, and/or from introductions of contrasting forms, lines, colors and textures of landform, vegetation, and structures needed to accommodate Project construction activities.

In undeveloped areas, impacts to the human environment caused by pyramidal forms of structures, vertical and horizontal lines of structures and conductors, silvery-grey and tan (ROW) colors, and smooth textures would result from multiple guyed steel lattice structures along the tangents, a single, wider, larger appearing, self-supporting steel lattice structure at the points-of-intersection and longer spans, and vegetation clearing, fences, and roads. These elements would contrast with existing characteristic landscapes to a moderate to strong degree. In viewsheds with existing electrical transmission line structures and ground disturbances, contrasts would be weak to moderate, depending on distance from the observer and number and type of structures (**Appendix I**, **Tables I-8** and **I-9**). In all cases, construction activities occurring in the immediate foreground of the observer would cause greater contrasts and/or impacts to the human environment than those appearing at a further distance.

The introduction of the Project's construction-related structures, equipment, and areas' cubed forms, horizontal and vertical lines, multiple colors, and smooth textures in undeveloped areas would contrast with the characteristic landscape to a strong degree. In viewsheds with existing developed activities, contrasts would be weak to moderate, depending on proximity of the Project with similar activities and distance from observers.

In the short term of construction, direct impacts to people and scenery in the human environment would be expected to be moderate to high and contrasts would conform with BLM VRM Class IV management objectives, and be consistent with USFS Low and Very SIOs and USFS Modification and Maximum Modification VQOs. Project construction activities, as discussed in the plan of development, that are located within 0.5 mile of high or moderate sensitivity viewers and have strong or moderate contrasts and/or impacts to the human environment, would not be expected to conform with BLM VRM Class III, or be consistent with USFS SIO High, or Medium, and USFS VQO Retention, or Partial Retention management objectives. Mitigations involving project facilities constructed at distances greater than 0.5 mile from stationary and linear KOPs typically would reduce visual contrasts to moderate and, therefore, result in conformance with VRM Class III, and consistency with SIO Medium, and VQO Partial Retention management objectives.

Mitigation

The following twelve mitigations are proposed for the Project. These mitigations would be applied, as appropriate, to all high and moderate impacts to reduce impact levels for views from stationary and linear KOPs, BLM Class A landscape scenery, sensitive viewers, conformance with BLM VRM objectives,

consistency with USFS SIOs or VQOs, and landscapes associated with ROS designations, *Pristine, Semi-primitive Non-motorized, Semi-primitive Motorized, and Roaded Natural* (figures and tables conclude this section). The USFS allows for clearing of hazardous materials and edge-feathering outside of the 250-foot-wide transmission line ROW, based on a cooperative agreement between the USFS and Applicant. Any clearing beyond the areas analyzed in this EIS would be subject to site-specific NEPA on a case-by-case basis. For the purposes of analysis, impacts of these mitigations and residuals are disclosed by Project alternative in the following sections of this visual resources report and by Project alternative and segment in **Tables I-16** and **I-17**, **Appendix I**.

VR-1: Remove pinyon-juniper woodlands only as necessary for construction and maintenance of transmission *towers and access roads (TWE Level 3 Selective Vegetation Management) for foreground, middleground, and background views from linear or stationary KOPs on BLM lands, foreground, middleground, and background views in ROS Pristine, Semi-primitive Non-motorized, Semi-primitive Motorized, and Roaded Natural on USFS lands, and Class A Scenic Quality on BLM lands (**Figures 3.12-17**, **3.12-18**, **3.12-19**, and **3.12-20** and **Tables 3.12-9**, **3.12-10**, **3.12-11**, and **3.12-12**). This information is shown in detail by segment in **Appendix I**, **Figure I-12** (Level 3 Mitigation by Segment). Feather the edges of any clearings along the 250-foot-wide transmission line ROW. The USFS allows for clearing of hazardous materials and edge-feathering outside of the 250-foot-wide transmission line ROW, based on a cooperative agreement between the USFS and Applicant. Any clearing beyond the areas analyzed in this EIS would be subject to site-specific NEPA on a case-by-case basis. While feathering, leave in place as many as possible of the pinyon-juniper woodlands in the ROW that are outside of the tower and road construction zone. Leave other trees in the ROW that would not present a safety or engineering hazard or otherwise interfere with operations. Where feasible, top rather than remove trees that exceed the allowable height. Openings in pinyon-juniper woodlands for facilities, structures, and roads should mimic, to the extent possible, the size, shape, and characteristics of naturally occurring openings.*

Effectiveness: This mitigation would substantially reduce impacts in immediate foreground, foreground-middleground, and background viewing situations.

***VR-2**: Use BLM environmental colors (Standard Environmental Colors, Color Chart CC-001, 2008) for surface coatings of permanent buildingsand tanks at terminal sites. Color selection is based on a site-specific assessment. Paint grouped structures the same color to reduce visual complexity and color contrast.*

Effectiveness: This mitigation would substantially reduce impacts of the terminal sites.

***VR-3**: Locate structures, roads, and other project elements as far back from road, trail, and river crossings (linear KOPs) as possible, and, where feasible, employ terrain and vegetation to screen views from crossings.*

Effectiveness: This mitigation would substantially reduce visual contrasts by decreasing the apparent size and extent of structures.

***VR-4**: In areas with no existing transmission lines, move the transmission line (alignment) away from the immediate foreground of stationary (non-linear) KOPs to a distance of 0.5 mile or more. Where feasible, approach and cross at right angles to linear KOPs such as roads, trails, and rivers.*

Effectiveness: This mitigation would reduce visual contrasts from strong to moderate and moderate to weak.

***VR-5**: Materials and surface treatments of structures and land disturbances (e.g., Permeon) should repeat and/or blend with the existing form, line, color, and texture of the landscape and have little or no reflectivity (non-specular).*

Effectiveness: This mitigation would substantially reduce visual contrasts.

***VR-6**: Where paralleling an existing transmission line, where possible, place the structures to match the locations of structures in the existing line.*

Effectiveness: This mitigation would reduce line and form structure contrasts by blending structures with existing structures.

***VR-7**: Where possible, position roads at the toe of a slope, at the edge of vegetation openings, and perpendicular with the line of sight.*

Effectiveness: This mitigation would substantially reduce visual contrasts by blending roads and associated grading into the landscape.

***VR-8**: Minimize lighting at terminal and construction facilities to the extent permitted by Occupational Safety and Health Administration (OSHA) and down-shield lights to reduce night glare and light pollution.*

Effectiveness: This mitigation would substantially reduce night-time visual contrasts by diminishing the effects of lighting on the night landscape.

***VR-9**: Where possible in tree-covered moderate to steep terrain, perform construction operations for towers and conductors with helicopters to reduce the need for access roads and laydown clearings.*

Effectiveness: This mitigation would substantially reduce visual contrasts by eliminating the need for terrain modification, grading and drainage disturbances and tree removal.

***VR-10**: Feather hard ROW edges along the 250-foot-wide transmission line ROW in USFS landscapes with vegetation types taller than 6 feet (mountain maple and taller) while employing TWE Level 3 Selective Vegetation Management in areas of intact landscapes, including ROS lands designated as Pristine, Semi-primitive Non-motorized, Semi-primitive Motorized, and Roaded Natural categories in the foreground, middleground, and background distance zones, views in the same three distance zones from linear and stationary KOPs on BLM lands, and Class A Scenic Quality on BLM lands (**Figures 3.12-17**, **3.12-18**, **3.12-19**, and **3.12-20**). The USFS allows for clearing of hazardous materials and edge-feathering outside of the 250-foot-wide transmission line ROW, based on a cooperative agreement between the USFS and Applicant. Any clearing beyond the areas analyzed in this EIS would be subject to site-specific NEPA on a case-by-case basis.*

Effectiveness: This mitigation would substantially reduce visual contrasts in the most visually sensitive landscapes.

***VR-11**: Where co-locating with existing cleared ROW(s) that have feathered ROW edges, feather edges along the 250-foot-wide transmission line ROW to match the character of feathering in the existing ROW(s). The USFS allows for clearing of hazardous materials and edge-feathering outside of the 250-foot-wide transmission line ROW, based on a cooperative agreement between the USFS and Applicant. Any clearing beyond the areas analyzed in this EIS would be subject to site-specific NEPA on a case-by-case basis.*

Effectiveness: This mitigation would substantially reduce visual contrasts by repeating the visual character of the immediate landscape.

***VR-12**: Reconfigure hard ROW edges with the naturalistic-, landform-related patterns similar to those of controlled fire management, where possible. The USFS allows for clearing of hazardous materials and edge-feathering outside of the 250-foot-wide transmission line ROW, based on a cooperative agreement*

between the USFS and Applicant. Any clearing beyond the areas analyzed in this EIS would be subject to site-specific NEPA on a case-by-case basis.

Effectiveness: This mitigation would substantially reduce visual contrasts by repeating the patterns of historic openings in the forests.

Implementation of mitigations **VR-1**, **VR-10**, **VR-11**, and **VR-12**, selective clearing of pinyon-juniper vegetation in the 250-foot-wide transmission line ROW, would substantially reduce impacts in the immediate foreground, foreground-middleground, and background viewing situations. **Figures 3.12-14**, **3.12-15**, and **3.12-16** show a representative existing condition, simulated condition with full ROW clearing, and simulated mitigation with selective clearing in the zone of construction for structures, respectively. This example is located in Utah near the Mountain Meadows National Historic Landmark and Site, along Alternative III-A, Segment 1501, Milepost 7. Please refer to **Figures 3.12-17**, **3.12-18**, **3.12-19**, and **3.12-20** and **Tables 3.12-9**, **3.12-10**, **3.12-11**, and **3.12-12** for maps and applicable miles of Level 3 mitigation along the alignments in each of the four Regions. Please refer to **Appendix I**, **Figure I-12** for detailed maps of Level 3 Selective Vegetation Management.

Table 3.12-9 Region I Level 3 Mitigation

Alternative	Length (miles)
I-A	2.47
I-B	2.53
I-C	1.34
I-D	2.47
Tuttle Ranch Micro-siting Option 3	–
Tuttle Ranch Micro-siting Option 3 Variation Comparison	<1
Tuttle Ranch Micro-siting Option 4	1.17
Tuttle Ranch Micro-siting Option 4 Variation Comparison	<1

Table 3.12-10 Region II Level 3 Mitigation

Alternative	Length (miles)
II-A	14.03
II-B	20.01
II-C	27.13
II-D	18.61
II-E	11.48
II-F	17.11
II-G	15.31
Fruitland Micro-siting Option 1	–
Fruitland Micro-siting Option 2	–
Fruitland Micro-siting Option 3	–
Fruitland Micro-siting Option (II-A)	–
Fruitland Micro-siting Option 3 (II-G)	–
Strawberry IRA Micro-siting Option 2	3.36
Strawberry IRA Micro-siting Option 2 Variation Comparison	3.43
Strawberry IRA Micro-siting Option 3	3.04
Strawberry IRA Micro-siting Option 3 Variation Comparison	3.43

Table 3.12-10 Region II Level 3 Mitigation

Alternative	Length (miles)
Reservation Ridge Alternative Variation	3.20
Reservation Ridge Alternative Variation Comparison	2.24
Roan Cliffs Alternative Connector	–
Castle Dale Alternative Connector	–
Price Alternative Connector	1.54
Lynndyl Alternative Connector	1.00
IPP East Alternative Connector	–

Table 3.12-11 Region III Level 3 Mitigation

Alternative	Length (miles)
III-A	14.98
III-B	8.27
III-C	2.44
III-D	8.27
Ox Valley East Alternative Variation	8.34
Ox Valley East Alternative Variation Comparison	8.54
Ox Valley West Alternative Variation	8.62
Ox Valley West Alternative Variation Comparison	8.54
Pinto Alternative Variation	11.14
Pinto Alternative Variation Comparison	12.01
Avon Alternative Connector	–
Arrowhead Alternative Connector	–
Moapa Alternative Connector	<1

Table 3.12-12 Region IV Level 3 Mitigation

Alternative	Length (miles)
IV-A	–
IV-B	–
IV-C	–
Marketplace Alternative Variation	–
Marketplace Alternative Variation Comparison	–
Sunrise Mountain Alternative Connector	–
Lake Las Vegas Alternative Connector	–
Three Kids Mine Alternative Connector	–
River Mountain Alternative Connector	–
Railroad Pass Alternative Connector	–

Figure 3.12-14 Existing Condition for the Mountain Meadows National Historic Landmark and Site KOP Showing One Steel Lattice Transmission Line, Two H-frame Transmission Lines, and One Pipeline ROW Clearing

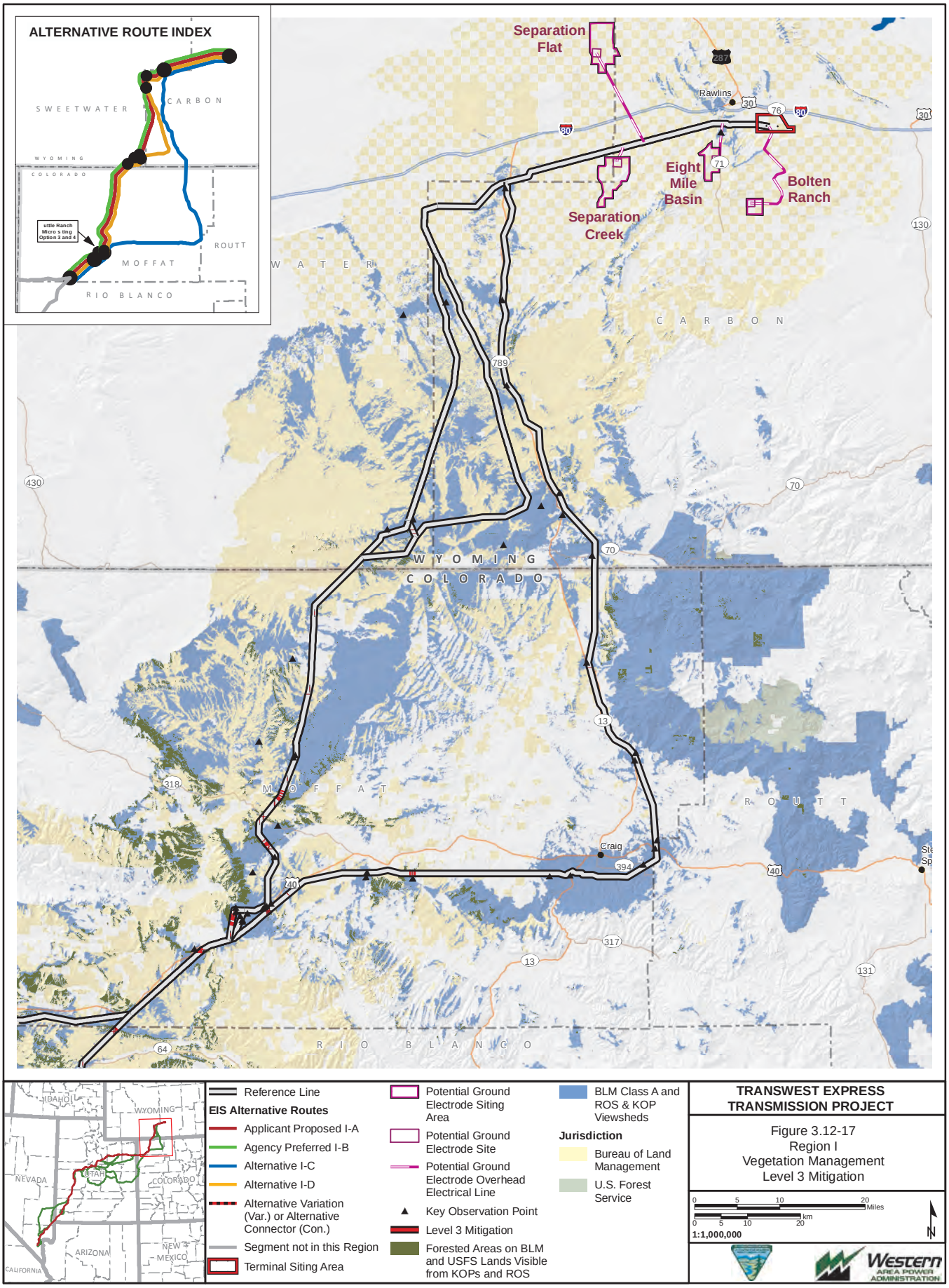
TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-15 Simulated Condition for the Mountain Meadows National Historic Landmark and Site showing the TWE Guyed Transmission Line Structures and the Cleared 250-foot ROW

TRANSWEST EXPRESS TRANSMISSION PROJECT

Figure 3.12-16 Simulated Mitigation Condition for the Mountain Meadows National Historic Landmark and Site KOP showing the TWE Guyed Transmission Line Structures and the Selectively-cleared 250-foot ROW

TRANSWEST EXPRESS TRANSMISSION PROJECT



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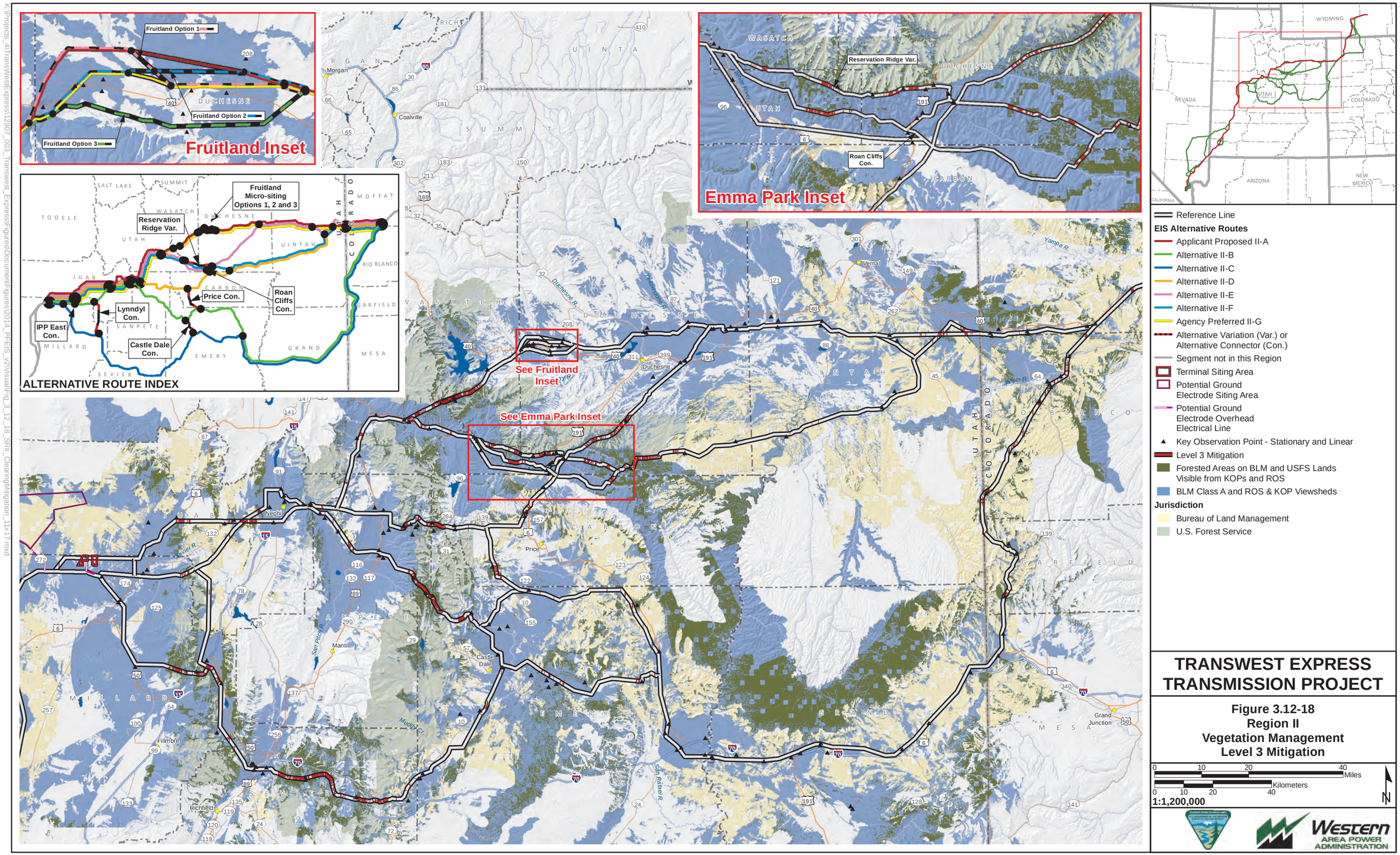

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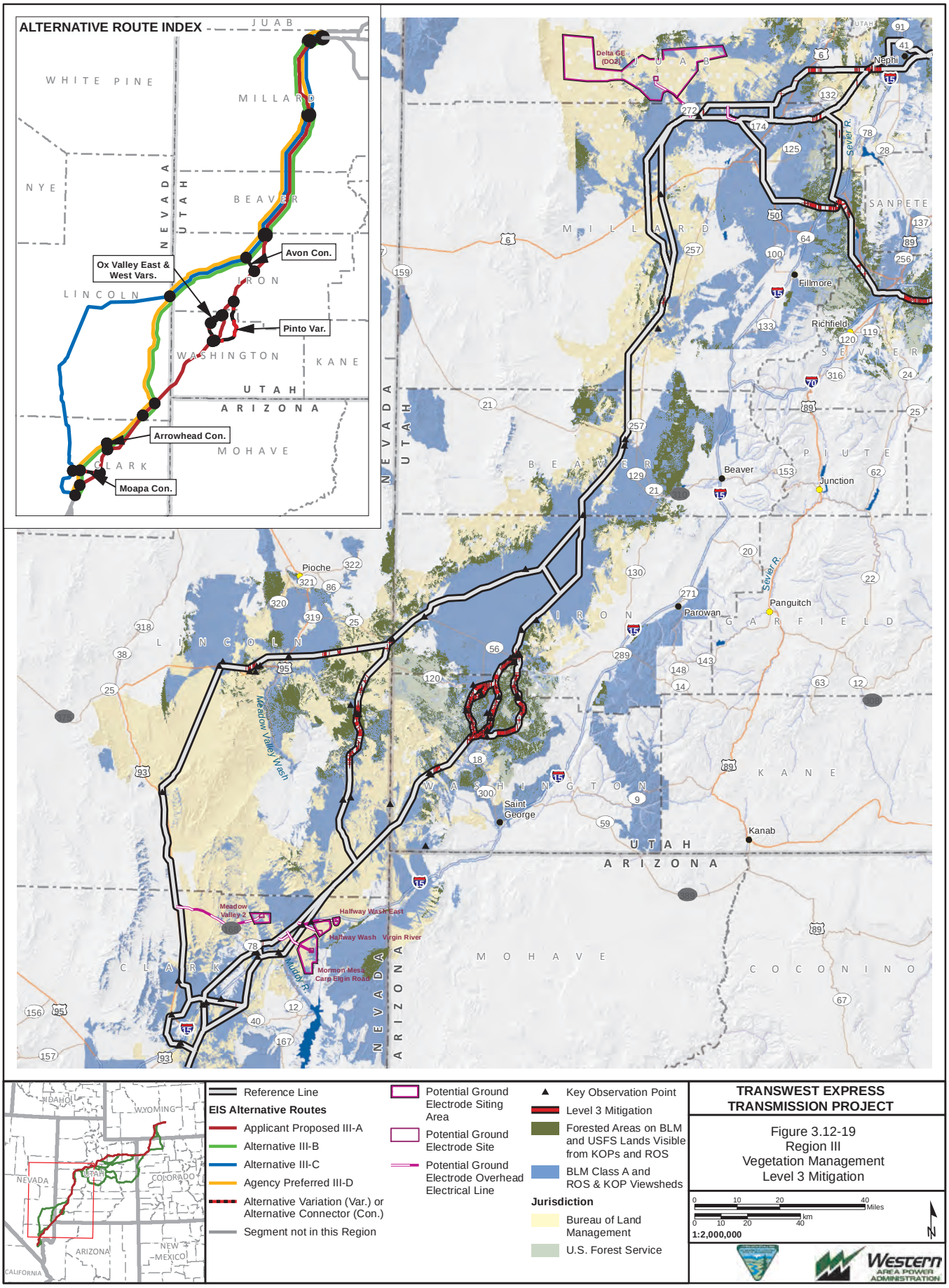

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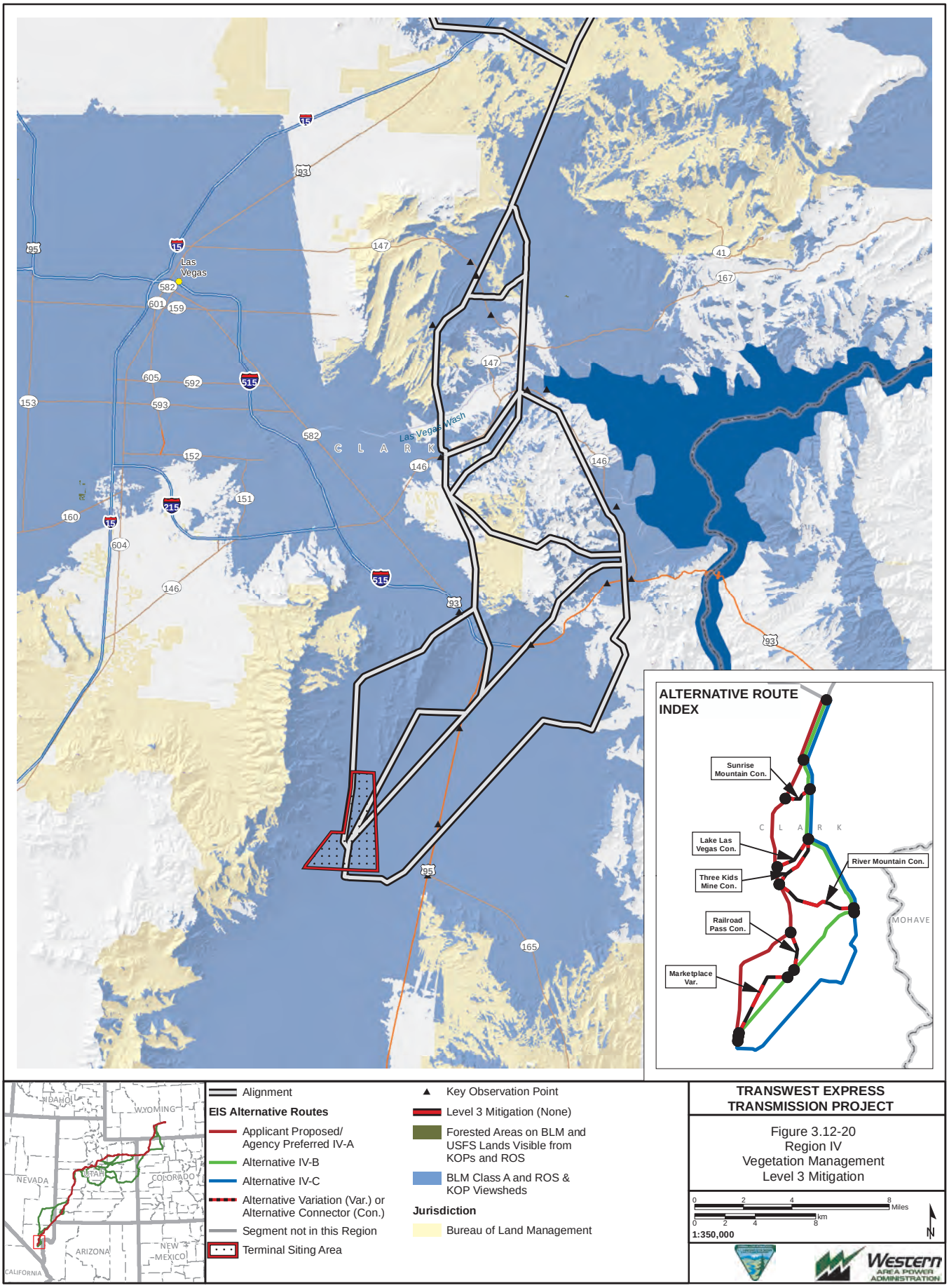

Exported On: 2/18/2015

Operation Impacts

Visual resources would be impacted during the operation of the Project due to contrasts from guyed steel lattice and/or self-supporting steel lattice structures, two electrical conductor phases with three wires per phase, terminal facilities, ground electrode facilities, and disturbance by cleared ROWs, permanent access roads and other areas of ground or vegetation disturbance.

Direct impacts to viewsheds similar to those discussed for the construction phase would be expected.

Direct impacts to the human environment by alteration of the ways in which humans perceive and interact with the landscape (people and scenery impacts) would be expected to be moderate to high and contrasts would conform with BLM VRM Class IV management objectives, and be consistent with USFS Low and Very Low SIOs and USFS Modification and Maximum Modification VQOs. Project construction activities, as discussed in the plan of development, that are located within 0.5 mile of high or moderate sensitivity viewers and have strong or moderate contrasts, would not be expected to conform with BLM VRM Classes II or III, or be consistent with USFS SIO High, or Medium, and USFS VQO Retention, or Partial Retention management objectives. Mitigations involving distances greater than 0.5 mile typically would reduce visual contrasts to moderate and, therefore, result in conformance with VRM Class III, and consistency with SIO Medium, and VQO Partial Retention management objectives.

Indirect viewshed impacts would result from disturbance by human recreational activities, artifacts of activities, and vehicles with access to scenic landscapes by the Project's permanent access roads. Indirect impacts during operation would be expected to conform with agency management objectives in BLM VRM Class III and IV areas and be consistent with USFS SIO Medium and Low or USFS VQO Partial Retention, Modification, or Maximum Modification management objectives. Due to effects in landscapes without existing cultural modifications or with intact scenic integrity, indirect impacts in the immediate foreground 0.5 mile from sensitive viewers may not conform with BLM VRM Class II management objectives or be consistent with USFS SIO High or USFS VQO Retention management objectives. It is expected these impacts would be mitigated as much as possible on a case-by-case basis.

Design Option 2

Design Option 2 would consist of a 600-kV DC tubular pole transmission line from the Northern Terminal near Rawlins, Wyoming, to a new AC/DC converter station near the existing IPP substation near Delta, Utah and a Series Compensation Station along Alternative III-A, Alternative III-B, and Alternative III-C. The series compensation station would occupy 23 acres for construction and 15 acres for operations, and would be similar in appearance to a 500-kV substation. From the new converter station, a 500-kV AC transmission line would be constructed to connect with one of the existing substations in the Eldorado Valley, south of Boulder City, Nevada (Marketplace Hub). Design Option 2 would consist of the following elements that are different from the Project, that would cause effects to visual resources, scenery, and people: 1) 100- to 150-foot tall tubular pole structures with three conductors, and two static/ communication wires (**Figures 3.12-6** and **3.12-7** show the character of these structures at distances of 0.25, 0.5, 1.0, and 2.0 miles with sky as background and landforms as background, respectively); 2) 345-kV AC transmission line of less than 5 miles between the new converter station and the existing IPP 345-kV AC substation; a series compensation station (visually similar to a 500-kV substation) near the halfway point in the 500-kV line between IPP and Marketplace Hub.

The effects of Design Option 2 ROW clearing and access roads would be the same as for the Project. The tubular pole structures would cause decreased effects in the immediate foreground with sky as background (all road, river, and trail crossings) as compared with the guyed and self-supporting lattice structures (**Figure 3.12-6**). The tubular pole structures would cause increased effects beyond the immediate foreground with landforms as background, as compared with the guyed and self-supporting lattice structures (**Figure 3.12-7**). Non-specular (dulled surfaces) structure mitigations would decrease visual impacts in all cases as compared with specular (reflective) structures. However, the tubular pole

structures would still have increased effects beyond the immediate foreground, as compared with guyed and self-supporting lattice structures. The additional (3rd) conductor, as compared with the Project's two conductors with three phases (wires), would have minimal increased effects on visual resources and not be consequential to the casual observer. The existing character of the IPP area is dominated by utility structures, roads, and buildings. As such, the addition of the new AC/DC converter station and transmission line would have minimal increased effects as compared to the existing conditions.

Design Option 3

Design Option 3 would consist of a "phased-buildout" of the Project and have similar effects to visual resources as those described under Design Option 2.

Decommissioning Impacts

Impacts to visual resources during the decommissioning phase of the Project would be similar to construction impacts.

3.12.6.3 Region I

Impact parameters that relate to the impact discussion in Section 3.12.6.3, Impacts Common to All Alternative Routes and Associated Components, and differences by alternative are presented in this section. The segment-specific table information for high and moderate sensitivity viewers distance zones, scenic quality, visual resource inventory classifications, agency management classifications, residual impacts, conformance or consistency with BLM VRM, USFS SIO or VQO, and intersection of the Project alignment with utility corridors or utility windows are summarized in **Table 3.12-13**. Segment- and milepost-specific Region I inventory data and impact results for these topics are shown in the corresponding tables in **Appendix I**. The KOP figures in **Appendix I** indicate the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation.

The application of substantive mitigation measures would reduce visual impacts from high to moderate, or moderate to low. These reductions are applicable to viewing situations involving stationery (non-linear) viewers and to landscapes where tree cover and moderate to steep landforms contribute strongly to visual impacts. Residual impacts by Alternative and Segment are listed for landscape scenery, high viewer sensitivity and moderate viewer sensitivity in **Table 3.12-13**. Residual impacts by region, alternative, segment, and mileposts (as if, "walking the line") are listed in the corresponding tables in **Appendix I**.

Conformance or Consistency with Agency Management Objectives

Maps showing locations where agency management objectives would be met and would not be met are shown in **Appendix I**, **Figure I-13**. Photographic simulations of the Project, for those KOP locations where agency management objectives would not be met, are shown in the KOP figures in **Appendix I**, following the applicable KOP analysis sheet. Maps showing locations where applications of mitigation **VR-4** to the alignment would reduce impacts to levels to conform or be consistent with agency management objectives are shown in **Appendix I**, **Figure I-14**. Maps showing locations where agency management objectives would be met with mitigation and where agency management objectives are not applicable are shown in **Appendix I**, **Figure I-15**. Mitigation **VR-4** would be applicable to, and subject to routing engineering study for alignments within 0.5 mile of linear KOPs, except for those alignments crossing roads. Designated utility corridors considered in the analysis are shown in **Appendix I**, **Figure I-16**.

Table 3.12-13 Region I Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative I-A																																						
Alternative I-A Totals	**156**	**17**	**73**	**55**	**9**	**19**	**65**	**33**	**38**	**1**	**60**	**94**	**30**	**30**	**95**	**–**	**66**	**37**	**–**	**–**	**–**	**45**	**42**	**67**	**6**	**91**	**58**	**13**	**32**	**110**	**95**	**8**	**52**	**103**	**–**	**52**	**26**
1030	32	8	13	11	–	3	28	1	–	–	15	17	18	1	14	–	–	13	–	–	–	–	–	32	–	10	22	–	3	29	13	–	20	13	–	20	12
1040	9	1	3	4	2	1	3	3	2	–	–	9	–	–	9	–	–	5	–	–	–	–	–	9	–	2	7	–	1	8	5	–	4	5	–	4	–
1100	15	1	10	4	–	6	9	–	–	–	2	13	–	–	15	–	12	–	–	–	–	2	13	–	1	14	–	6	9	–	12	–	3	12	–	3	12
1101	1	–	–	1	–	1	<1	–	–	–	–	1	–	–	1	–	<1	–	–	–	–	–	1	–	–	1	–	1	<1	–	<1	–	<1	<1	–	<1	<1
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1
1110	7	–	2	5	–	–	–	2	5	–	–	7	–	–	7	–	2	2	–	–	–	–	–	7	–	–	7	–	–	7	4	–	3	4	–	3	–
1120	33	3	10	13	6	1	6	8	17	–	8	24	–	18	14	–	9	18	–	–	–	8	11	13	–	18	14	1	2	30	24	2	6	24	2	6	–
1120.2	3	–	3	–	–	1	2	–	–	–	<1	3	<1	3	–	–	3	–	–	–	–	<1	3	–	–	3	–	1	2	–	2	1	–	2	1	–	–
1180	4	2	2	–	–	1	4	–	–	–	4	–	4	–	–	–	4	–	–	–	–	4	–	–	2	2	–	1	4	–	2	3	–	2	3	–	–
1187	45	3	25	16	1	5	9	18	14	1	30	15	8	8	30	–	35	–	–	–	–	30	15	–	3	41	1	5	9	32	32	3	10	32	3	10	1
Alternative I-B																																						
Alternative I-B Totals	**158**	**17**	**76**	**55**	**9**	**18**	**62**	**39**	**38**	**1**	**63**	**93**	**33**	**29**	**95**	**–**	**68**	**37**	**–**	**–**	**–**	**48**	**42**	**67**	**5**	**94**	**58**	**12**	**29**	**116**	**98**	**6**	**52**	**98**	**6**	**52**	**26**
1030	32	8	13	11	–	3	28	1	–	–	15	17	18	1	14	–	–	13	–	–	–	–	–	32	–	10	22	–	3	29	13	–	20	13	–	20	12
1040	9	1	3	4	2	1	3	3	2	–	–	9	–	–	9	–	–	5	–	–	–	–	–	9	–	2	7	–	1	8	5	–	4	5	–	4	–
1100	15	1	10	4	–	6	9	–	–	–	2	13	–	–	15	–	12	–	–	–	–	2	13	–	1	14	–	6	9	–	12	–	3	12	–	3	12
1101	1	–	–	1	–	1	<1	–	–	–	–	1	–	–	1	–	<1	–	–	–	–	–	1	–	–	1	–	1	<1	–	<1	–	<1	<1	–	<1	<1
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1
1110	7	–	2	5	–	–	–	2	5	–	–	7	–	–	7	–	2	2	–	–	–	–	–	7	–	–	7	–	–	7	4	–	3	4	–	3	–
1116	7	1	6	–	–	–	1	6	–	–	7	<1	7	<1	–	–	7	–	–	–	–	7	<1	–	1	6	–	–	1	6	6	1	–	6	1	–	–
1120	33	3	10	13	6	1	6	8	17	–	8	24	–	18	14	–	9	18	–	–	–	8	11	13	–	18	14	1	2	30	24	2	6	24	2	6	–
1120.1	2	<1	2	–	–	<1	2	–	–	–	–	2	–	2	–	–	2	–	–	–	–	–	2	–	<1	2	–	<1	2	–	1	1	–	1	1	–	–
1187	45	3	25	16	1	5	9	18	14	1	30	15	8	8	30	–	35	–	–	–	–	30	15	–	3	41	1	5	9	32	32	3	10	32	3	10	1
Alternative I-C																																						
Alternative I-C Totals	**186**	**73**	**85**	**28**	**–**	**75**	**99**	**12**	**–**	**<1**	**90**	**95**	**28**	**58**	**100**	**–**	**36**	**42**	**–**	**–**	**–**	**44**	**49**	**94**	**34**	**89**	**63**	**42**	**66**	**79**	**75**	**2**	**108**	**75**	**2**	**108**	**62**
1030	32	8	13	11	–	3	28	1	–	–	15	17	18	1	14	–	–	13	–	–	–	–	–	32	–	10	22	–	3	29	13	–	20	13	–	20	12
1100	15	1	10	4	–	6	9	–	–	–	2	13	–	–	15	–	12	–	–	–	–	2	13	–	1	14	–	6	9	–	12	–	3	12	–	3	12
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1
1190	134	65	57	12	–	64	59	11	–	<1	73	60	10	58	66	–	23	29	–	–	–	42	36	56	33	65	35	36	51	47	50	2	81	50	2	81	37

Table 3.12-13 Region I Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative I-D																																					
Alternative I-D Totals	**168**	**21**	**102**	**42**	**3**	**17**	**67**	**56**	**28**	**1**	**77**	**90**	**33**	**30**	**105**	**–**	**78**	**39**	**–**	**–**	**–**	**50**	**46**	**72**	**9**	**104**	**55**	**11**	**30**	**127**	**102**	**15**	**51**	**102**	**15**	**51**	**26**
1030	32	8	13	11	–	3	28	1	–	–	15	17	18	1	14	–	–	13	–	–	–	–	–	32	–	10	22	–	3	29	13	–	20	13	–	20	12
1040	9	1	3	4	2	1	3	3	2	–	–	9	–	–	9	–	–	5	–	–	–	–	–	9	–	2	7	–	1	8	5	–	4	5	–	4	–
1100	15	1	10	4	–	6	9	–	–	–	2	13	–	–	15	–	12	–	–	–	–	2	13	–	1	14	–	6	9	–	12	–	3	12	–	3	12
1101	1	–	–	1	–	1	<1	–	–	–	–	1	–	–	1	–	<1	–	–	–	–	–	1	–	–	1	–	1	<1	–	<1	–	<1	<1	–	<1	<1
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1
1110	7	–	2	5	–	–	–	2	5	–	–	7	–	–	7	–	2	2	–	–	–	–	–	7	–	–	7	–	–	7	4	–	3	4	–	3	–
1115	46	8	38	–	–	–	13	26	7	–	23	23	–	21	24	–	21	20	–	–	–	10	18	18	4	30	12	–	5	41	29	12	5	29	12	5	–
1116	7	1	6	–	–	–	1	6	–	–	7	<1	7	<1	–	–	7	–	–	–	–	7	<1	–	1	6	–	–	1	6	6	1	–	6	1	–	–
1187	45	3	25	16	1	5	9	18	14	1	30	15	8	8	30	–	35	–	–	–	–	30	15	–	3	41	1	5	9	32	32	3	10	32	3	10	1
Tuttle Ranch Micro-siting Option 3																																					
Tuttle Ranch Micro-siting Option 3 Totals	**7**	**2**	**4**	**1**	**–**	**7**	**–**	**–**	**–**	**–**	**<1**	**7**	**–**	**2**	**5**	**–**	**<1**	**–**	**–**	**–**	**–**	**<1**	**7**	**–**	**2**	**5**	**–**	**7**	**–**	**–**	**<1**	**–**	**7**	**<1**	**–**	**7**	**<1**
1103	3	–	2	1	–	3	–	–	–	–	–	3	–	–	3	–	–	–	–	–	–	–	3	–	–	3	–	3	–	–	–	–	3	–	–	3	–
1104	4	2	2	–	–	4	–	–	–	–	<1	4	–	2	2	–	<1	–	–	–	–	<1	4	–	2	2	–	4	–	–	<1	–	4	<1	–	4	<1
Tuttle Ranch Micro-siting Option 3 Variation Comparison																																					
Tuttle Ranch Micro-siting Option 3 Variation Comparison Totals	**6**	**–**	**5**	**1**	**–**	**3**	**4**	**–**	**–**	**–**	**1**	**6**	**–**	**–**	**6**	**–**	**2**	**–**	**–**	**–**	**–**	**–**	**1**	**6**	**–**	**1**	**6**	**1**	**2**	**4**	**2**	**–**	**5**	**2**	**–**	**5**	**2**
1101	1	–	–	1	–	1	<1	–	–	–	–	1	–	–	1	–	<1	–	–	–	–	–	1	–	–	1	–	1	<1	–	<1	–	<1	<1	–	<1	<1
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1
Tuttle Ranch Micro-siting Option 4																																					
Tuttle Ranch Micro-siting Option 4 Totals	**8**	**2**	**5**	**1**	**–**	**4**	**4**	**–**	**–**	**–**	**2**	**5**	**–**	**3**	**4**	**–**	**2**	**–**	**–**	**–**	**–**	**2**	**5**	**–**	**2**	**6**	**–**	**4**	**4**	**–**	**2**	**–**	**5**	**2**	**–**	**5**	**<1**
1103	3	–	2	1	–	3	–	–	–	–	–	3	–	–	3	–	–	–	–	–	–	–	3	–	–	3	–	3	–	–	–	–	3	–	–	3	–
1105	5	2	3	–	–	1	4	–	–	–	2	3	–	3	2	–	2	–	–	–	–	2	3	–	2	3	–	1	4	–	2	–	3	2	–	3	<1

Table 3.12-13 Region I Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Tuttle Ranch Micro-siting Option 4 Variation Comparison																																					
Tuttle Ranch Micro-siting Option 4 Variation Comparison Totals	**6**	**–**	**5**	**1**	**–**	**3**	**4**	**–**	**–**	**–**	**1**	**6**	**–**	**–**	**6**	**–**	**2**	**–**	**–**	**–**	**–**	**–**	**1**	**6**	**–**	**1**	**6**	**1**	**2**	**4**	**2**	**–**	**5**	**2**	**–**	**5**	**2**
1101	1	–	–	1	–	1	<1	–	–	–	–	1	–	–	1	–	<1	–	–	–	–	–	1	–	–	1	–	1	<1	–	<1	–	<1	<1	–	<1	<1
1106	6	–	5	1	–	2	4	–	–	–	1	5	–	–	6	–	1	–	–	–	–	–	–	6	–	–	6	–	2	4	1	–	4	1	–	4	1

[1] High Sensitivity and Moderate Sensitivity Viewers' analysis and mapping for the Project encompass public and private viewers' concern for landscape scenery (**Appendix I, Tables I-3** and **I-4**; **Appendix I**, **Figure I-4**). The distance and visibility factors are based on the characteristics of Project facilities, divided into four zones(**Appendix I**, **Tables I-3** and **I-4**; **Appendix I**, **Figures I-4**, **I-5**, and **I-6**).

[2] Scenic Quality or scenic attractiveness is rated Class A, Class B, or Class C for highest to lowest quality or attractiveness (**Appendix I**, **Table I-1**; **Appendix I**, **Figures I-2** and **I-3**).

[3] BLM VRI classifications represent this relative value of visual resources and provide the basis for considering visual values in the resource management planning process. VRI Classes II, III, and IV (high to low) are determined based on he combina ion of scenic quality, sensitivity levels, and distance zones. VRI Class I is assigned to special management areas (**Appendix I**, **Table I-5**; **Appendix I**, **Figure I-7**).

[4] BLM VRM classifica ions result from the RMP land use planning process for all BLM-administered lands (**Table 3.12-1**) (**Appendix I**, **Table I-6**; **Appendix I**, **Figure I-8**).

[5] USFS SIO or VQO Classifications result from the na ional forest planning process for all USFS-administered lands (**Table 3.12-2**) (**Appendix I, Table I-7**; **Appendix I**, **Figure I-8**).

[6] Residual Impacts for Landscape Scenery (**Table 3.12-7**) involves the comparison of contrasts after mitigation with he scenic quality inventory of the affected environment (**Table 3.12-4**).

[7] Residual Impacts for High Sensi ivity and Moderate Sensi ivity Viewers (**Table 3.12-5**) involves comparison of contrasts after mitigation with distance zones (**Table 3.12-6**) and viewers' concern levels (**Table 3.12-5**).

[8] BLM VRM, USFS SIO, or USFS VQO Conformance or Consistency (**Table 3.12-8**) involves comparisons of agency management objectives wi h contrast ratings from 303 KOPs (KOP figures in **Appendix I**).

[9] Calculations associated wi h Utility Corridors and Utility Windows involve the intersection of the Project alignment with the areas/polygons of the corridors or windows. These corridors or windows take precedence over he conformance and consistency determinations and as such negate the need for updates of the land use plans.

Note: Discrepancies in totals due to rounding.

Scenic Quality

Existing scenic quality may be lowered by the Project, depending on the context. This is determined based on analysis of existing scenic quality rating/scores, existing landscape character, presence or absence of existing industrial development (transmission lines, pipelines, land disturbances, etc.), and the effect of introducing the Project into the landscape as either a new or additional cultural modification. Those segments where the existing scenic quality would be lowered by the Project to a lower class (Class A to Class B or Class B to Class C) are shown in **Table 3.12-14**. Segment- and milepost-specific data for change in scenic quality is shown in **Appendix I**, **Table I-12**. Acreages of scenic quality Class A, Class B, and Class C visible within 2.5 miles of the Project and acreages of changes in scenic quality visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-15**.

Public Viewers and Visibility of the Project

Immediate foreground (0 to 0.5-mile) visibility of the Project is influential in the experiences of viewers and indicative of the level of impacts to people. **Table 3.12-16** indicates visibility by alternative and segment for those immediate foreground residential and public places, designated special management areas, lakes and reservoirs, rivers, roads, scenic byways and backways, and historic trails where visual resources are important to recreational and viewer experiences. Viewing situations in these locations are both stationary and mobile. Acreages of human environment/visual sensitivity levels, high, medium, and low, that are visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-15**.

Vegetation Treatments

Scenarios for vegetation treatments are listed in the POD (**Appendix D**). Clearing of plants above 6 feet in height would occur in the 250-foot-wide transmission line ROW unless otherwise specified in the POD. Only the 90-foot-wide “wire zone” and 250-foot square structure construction area would be cleared in corridors classified as VRM Class II, SIO High, and VQO Retention. Key factors in the determination of impacts to the visual resource include viewing distances, presence or absence of tree cover, and steepness of topographic slopes. Application of mitigations **VR-1**, **VR-10**, **VR-11**, and **VR-12** would preserve pinyon-juniper trees, except for those impeding tower and access road construction. The edges between clearings and forest would be feathered in all species. The presence of moderate to steep slopes increases visibility of vegetation treatments for ROWs and for access roads, as compared to flat slopes. These factors are included in the analysis of impacts to scenery and to sensitive viewers. Reclamation recovery time analyses, specific to views from the 303 KOPs and involving topographic slope, topographic aspect and vegetation type, are shown in **Appendix I**, **Table I-10**. The results are central components in **Table 3.12-13**.

The geographic context, distances, and spatial relationship between visual resources and the Project alignments by segment and milepost for Region I are portrayed by tables and maps of scenic quality classes (**Appendix I**, **Table I-1** and **Figure I-2**), sensitivity levels (**Appendix I**, **Table I-2** and **Figure I-4**), visual resource inventory classes (**Appendix I**, **Table I-5** and **Figure I-7**), and visual resource management classes (**Appendix I**, **Table I-6** and **Figure I-8**). All BLM VRI distance zones were inventoried as foreground-middleground for the Project study area and therefore are not shown with map figures. Project-specific distance zones are included in the analyses for impacts to landscape scenery, sensitive viewers, and conformance or consistency with BLM or USFS management objectives, respectively.

There were 42 KOPs selected, photographed, and analyzed in Region I. The KOP figures in **Appendix I** portray the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation. Thirty-one photographic simulations of the Project in Region I are shown in a photographic figure following each applicable KOP in the KOP figures in **Appendix I**.

Table 3.12-14 Region I Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative I-A				
1030	32	–	–	32
1040	9	–	–	9
1100	15	–	–	15
1101	1	–	–	1
1106	6	–	–	6
1110	7	–	–	7
1120	33	–	1	32
1120.2	3	–	<1	3
1180	4	–	4	–
1187	45	–	24	21
Alternative I-B				
1030	32	–	–	32
1040	9	–	–	9
1100	15	–	–	15
1101	1	–	–	1
1106	6	–	–	6
1110	7	–	–	7
1116	7	–	7	<1
1120	33	–	1	32
1120.1	2	–	–	2
1187	45	–	24	21
Alternative I-C				
1030	32	–	–	32
1100	15	–	–	15
1106	6	–	–	6
1190	134	<1	32	101
Alternative I-D				
1030	32	–	–	32
1040	9	–	–	9
1100	15	–	–	15
1101	1	–	–	1
1106	6	–	–	6
1110	7	–	–	7
1115	46	–	23	23
1116	7	–	7	<1
1187	45	–	24	21
Tuttle Ranch Micro-siting Option 3				
1103	3	–	–	3
1104	4	–	–	4

Table 3.12-14 Region I Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Tuttle Ranch Micro-siting Option 3 Comparison				
1101	1	–	–	1
1106	6	–	–	6
Tuttle Ranch Micro-siting Option 4				
1103	3	–	–	3
1105	5	–	–	5
Tuttle Ranch Micro-siting Option 4 Comparison				
1101	1	–	–	1
1106	6	–	–	6

Note: Segment numbers depicted in **Figure 2-22**.

Table 3.12-15 Region I Visible Scenic Quality Classes and Sensitivity Levels (acres) – 2.5-mile Viewshed

Alternative	Existing Scenic Quality			Proposed Scenic Quality			Change in Scenic Quality			Viewer Sensitivity		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A to B	Class B to C	No Change	High	Medium	Low
Alternative I-A	7,009	143,348	252,724	7,009	73,828	322,243	–	69,520	333,560	118,190	124,482	157,122
Alternative I-B	7,009	150,460	254,464	7,009	73,828	331,096	–	76,633	335,301	124,483	126,969	157,195
Alternative I-C	12,648	218,439	251,783	8,571	156,948	317,352	4,077	65,568	413,226	109,641	202,020	167,928
Alternative I-D	7,009	191,520	247,683	7,009	58,097	381,107	–	133,424	312,789	118,633	153,877	170,417
Tuttle Ranch Micro-si ing Option 3	–	3,172	16,206	–	3,172	16,206	–	–	19,378	719	8,591	10,069
Tuttle Ranch Micro-si ing Option 3 Variation Comparison	–	1,888	16,349	–	1,888	16,349	–	–	18,237	9	5,858	12,370
Tuttle Ranch Micro-si ing Option 4	<1	3,780	16,166	<1	3,780	16,166	–	–	19,946	977	9,065	9,903
Tuttle Ranch Micro-si ing Option 4 Variation Comparison	–	1,888	16,349	–	1,888	16,349	–	–	18,237	9	5,858	12,370

Table 3.12-16 Region I Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
I-A	1030	Building, Cherokee Trail Historic Trail - Northern Route, Coal Mine Draw, Continetnal Divide National Scenic Trail SRMA, Hay Gulch, Hogback Lake, Rawlins to Baggs Road Historic Trail, Rawlins to Baggs Stage Road Historic Trail, Red Rim-Daley Wildlife Habitat Management Area, SR-71, SR-789, Twentymile Rd 8 Residences
I-A	1040	Echo Springs, SR-789 0 Residences
I-A	1100	Baking Powder Reservoir, CR-14b, CR-14c, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-A	1101	US-40 0 Residences
I-A	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-A	1110	8 Mile Lake Rd, Coal Bank Wash, Echo Springs Draw, Eightmile Lake, Fivemile Lake, Wamsutter Crooks Gap Rd, Wamsutter Rd 0 Residences
I-A	1120	8 Mile Lake Rd, Cedar Breaks Draw, Cherokee Trail Historic Trail, Coal Bank Lake, Coal Gulch, North Barrel Springs Draw, Overland Trail Historic Trail, Shell Creek Stock Trl, Standard Rd, W Hangout Rd, Wamsutter Rd, West Flat Top Mountain 0 Residences
I-A	1120.2	Adobe Town Dispersed Recreation Use Area, Cherokee Trail Rd, Shell Creek Stock Trl 0 Residences
I-A	1180	Adobe Town Dispersed Recreation Use Area, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail - Sou hern Route, Cherokee Trail Rd 0 Residences
I-A	1187	Cedar Springs Draw, CR-10, CR-21, CR-23, CR-26, CR-4, CR-66, CR-66n, CR-85, East Fork Anthill Draw, SH-318, South Cross Mtn. Trailhead, US-40 0 Residences
I-B	1030	Building, Cherokee Trail Historic Trail - Northern Route, Coal Mine Draw, Continetnal Divide National Scenic Trail SRMA, Hay Gulch, Hogback Lake, Rawlins to Baggs Road Historic Trail, Rawlins to Baggs Stage Road Historic Trail, Red Rim-Daley Wildlife Habitat Management Area, SR-71, SR-789, Twentymile Rd 8 Residences
I-B	1040	Echo Springs, SR-789 0 Residences
I-B	1100	Baking Powder Reservoir, CR-14b, CR-14c, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-B	1101	US-40 0 Residences
I-B	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences

Table 3.12-16 Region I Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
I-B	1110	8 Mile Lake Rd, Coal Bank Wash, Echo Springs Draw, Eightmile Lake, Fivemile Lake, Wamsutter Crooks Gap Rd, Wamsutter Rd 0 Residences
I-B	1116	Cherokee Draw, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail - Southern Route 0 Residences
I-B	1120	8 Mile Lake Rd, Cedar Breaks Draw, Cherokee Trail Historic Trail, Coal Bank Lake, Coal Gulch, North Barrel Springs Draw, Overland Trail Historic Trail, Shell Creek Stock Trl, Standard Rd, W Hangout Rd, Wamsutter Rd, West Flat Top Mountain 0 Residences
I-B	1120.1	Cherokee Trail Historic Trail - Sou hern Route, Shell Creek Stock Trl 0 Residences
I-B	1187	Cedar Springs Draw, CR-10, CR-21, CR-23, CR-26, CR-4, CR-66, CR-66n, CR-85, East Fork Anthill Draw, SH-318, South Cross Mtn. Trailhead, US-40 0 Residences
I-C	1030	Building, Cherokee Trail Historic Trail - Northern Route, Coal Mine Draw, Continetnal Divide National Scenic Trail SRMA, Hay Gulch, Hogback Lake, Rawlins to Baggs Road Historic Trail, Rawlins to Baggs Stage Road Historic Trail, Red Rim-Daley Wildlife Habitat Management Area, SR-71, SR-789, Twentymile Rd 8 Residences
I-C	1100	Baking Powder Reservoir, CR-14b, CR-14c, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-C	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-C	1190	4wd Rd, 5th Ave, 8 Mile Lake Rd, Access Rd, Aiken St, Bitter Brush SWMA, Blue Gap Draw, Blue Gravel Creek, Bogenschutz Creek, Burbank Draw, Cc Road 601, Cc Road 702, Cherokee Creek, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail - Southern Route, Coal Bank Spring, Cottonwood Creek, Cottonwood Draw Rd, CR 101, CR-100, CR-103, CR-107, CR-11, CR-110, CR-117, CR-120, CR-13, CR-139, CR-143, CR-17, CR-173, CR-18, CR-2, CR-213, CR-23, CR-27, CR-30, CR-33, CR-35, CR-38, CR-40, CR-53, CR-57, CR-59, CR-70, CR-73, CR-74, CR-78, CR-86, CR-90, Craig Raw Water Reservoir, Culverwell Reservoir, Deep Creek, Dry Cottonwood Creek, Duck Lake Rd, Hangout Rd, Hicox Draw, Johnson Gulch, Juniper Mountain SRMA, Lay Creek, Little Cottonwood Creek, Little Robbers Gulch, Mesa Ave, Mexican Creek, Overland Trail Historic Trail, Pine Butte, Pines Draw, Rangely Way, Rawlins to Baggs Road Historic Trail, Rawlins to Baggs Stage Road Historic Trail, Robbers Gulch, Saddorus Rd, Sheehan Lane Rd, South Beach Trail Area, SR-13, SR-394, SR-70, SR-789, Thompson Way, Union St, Upper Muddy Creek/Grizzly ACEC, US-40, W Mesa Rd, Wamsutter Rd, Wheatridge Dr, White Rock Draw, Wild Cow Rd, Wild Horse Draw, Willow Creek, Wilson St, Yampa River Boat Launch, Yampa River State Park 124 Residences
I-D	1030	Building, Cherokee Trail Historic Trail - Northern Route, Coal Mine Draw, Continetnal Divide National Scenic Trail SRMA, Hay Gulch, Hogback Lake, Rawlins to Baggs Road Historic Trail, Rawlins to Baggs Stage Road Historic Trail, Red Rim-Daley Wildlife Habitat Management Area, SR-71, SR-789, Twentymile Rd 8 Residences
I-D	1040	Echo Springs, SR-789 0 Residences
I-D	1100	Baking Powder Reservoir, CR-14b, CR-14c, Tuttle Ranch Conserva ion Easement, US-40 0 Residences

Table 3.12-16 Region I Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
I-D	1101	US-40 0 Residences
I-D	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
I-D	1110	8 Mile Lake Rd, Coal Bank Wash, Echo Springs Draw, Eightmile Lake, Fivemile Lake, Wamsutter Crooks Gap Rd, Wamsutter Rd 0 Residences
I-D	1115	8 Mile Lake Rd, Barrel Springs Draw, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail - Southern Route, Cottonwood Draw Rd, CR-144, Duck Lake, Duck Lake Rd, E Hangout Rd, Government Rd, Hangout Rd, Hangout Wash, Lit le Coal Gulch, Little Robbers Rd, Main Fork Trail, Middle Prong Red Creek, Nor h Fork Cottonwood Creek, Overland Trail Historic Trail, Straten Rd, Wamsutter Rd 0 Residences
I-D	1116	Cherokee Draw, Cherokee Trail Historic Trail, Cherokee Trail Historic Trail - Southern Route 0 Residences
I-D	1187	Cedar Springs Draw, CR-10, CR-21, CR-23, CR-26, CR-4, CR-66, CR-66n, CR-85, East Fork Anthill Draw, SH-318, South Cross Mtn. Trailhead, US-40 0 Residences
Tuttle Ranch Micro-siting Option 3	1101	US-40 0 Residences
Tuttle Ranch Micro-siting Option 3	1103	CR-85, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
Tuttle Ranch Micro-siting Option 3	1104	CR-123, CR-14c, Dinosaur Na ional Monument, Tuttle Ranch Conservation Easement, US-40 0 Residence
Tuttle Ranch Micro-siting Option 3	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
Tuttle Ranch Micro-siting Option 4	1101	US-40 0 Residences
Tuttle Ranch Micro-siting Option 4	1103	CR-85, Tuttle Ranch Conserva ion Easement, US-40 0 Residences
Tuttle Ranch Micro-siting Option 4	1105	CR-123, CR-14c, Dinosaur Na ional Monument, Tuttle Ranch Conservation Easement, US-40 0 Residences
Tuttle Ranch Micro-siting Option 4	1106	CR-14c, Elk Springs Ridge, Tuttle Ranch Conserva ion Easement, US-40 0 Residences

Segment numbers depicted in **Figure 2-22**.

Estimates of impacts to scenery and impacts to humans are based on comparisons of the Project's visual characteristics with characteristics of the landscape and locations and visual sensitivities of people. Conformance or consistency with agency management objectives is based on the agencies' planned limits of acceptable alteration or changes to the landscape. The Project's visual characteristics, affected environment, and analysis of environmental effects are documented in this report and in **Appendix I**.

Alternative I-A (Applicant Proposed)

Alternative I-A would cross 156 miles of landscapes in the Wyoming Basin Province (Section 3.12.5.1). It would cross the Continental Divide Trail, Outlaw Scenic Highway, Overland Trail, Old Cherokee Trail-South, Little Snake River, Yampa River, and US-40, in addition to several recreational roads and trails (**Table 3.12-16**), and would be "sky-lined" (increased impact) in those areas. Recreationally important landscapes include the Cedar Breaks Draw, Powder Rim, The Nipple, Nipple Gulch, Little Snake River, and Yampa River Valley/Cross Mountain areas, where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures or oil and gas facilities. Landscape photography and project simulations are located in **Appendix I**, in the Rawlins and Little Snake FO sections.

Comparisons with other Alternatives

Alternative I-A is comparable to Alternative I-B and Alternative I-D, except where it would cross the Powder Rim area which would cause increased impacts over Alternative I-B. Alternative I-A has decreased impacts as compared with Alternative I-C, Tuttle Ranch Micro-siting Option 3, and Tuttle Ranch Micro-siting Option 4.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative I-A would be visible in the immediate foreground from seven residences. Twenty-nine percent of Alternative I-A would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 7,009 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Four percent of Alternative I-A would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5 mile) viewing situations (**Table 3.12-16**). All of Alternative I-A would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-17** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Seventeen percent of the Alternative I-A alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

The Tuttle Ranch micro-siting options could be utilized with outcomes similar to those discussed under Alternative I-D.

Alternative I-B (Agency Preferred)

Alternative I-B would cross 158 miles of landscapes in the Wyoming Basin Province (Section 3.12.5.1) and is similar to Alternative I-A, except where it deviates to the southeast from near Stock Trail Road and traverses the Cherokee Basin. It reconnects with Alternative A near the West Fork of Cherokee Creek. Alternative I-B would cross the Continental Divide Trail, Outlaw Scenic Highway, Overland Trail, Old Cherokee Trail-South, Little Snake River, Yampa River, and US-40, in addition to several recreational roads and trails (**Table 3.12-16**), and would be "sky-lined" (increased impact) in those areas.

Recreationally important landscapes include the Cedar Breaks Draw, Little Snake River, and Yampa River Valley/Cross Mountain areas, where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures or oil and gas facilities. Landscape photography and project simulations are located in **Appendix I**, in the Rawlins and Little Snake FO sections. Alternative I-B would be visible in the immediate foreground from seven residences.

Comparisons with other Alternatives

Alternative I-B has decreased impacts as compared with Alternative I-C, Alternative I-D, Tuttle Ranch Micro-siting Option 3, and Tuttle Ranch Micro-siting Option 4.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Thirty-one percent of Alternative I-B would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 7,009 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Three percent of Alternative I-B would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5 mile) viewing situations (**Table 3.12-16**). Four percent of Alternative I-B would not conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Table 3.12-17** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Alternative I-B is comparable to Alternative I-A, except where it would cross through the Cherokee Basin which would cause decreased impacts over Alternative I-A's location near the Powder Rim. Seventeen percent of the Alternative I-B alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

The Tuttle Ranch micro-siting options could be utilized with outcomes similar to those discussed under Alternative I-D.

<u>Alternative I-C</u>

Alternative I-C would cross 186 miles of landscapes in the Wyoming Basin Province (Section 3.12.5.1). It would closely parallel the Outlaw Scenic Highway in Wyoming and Colorado SH-13 in Colorado. It would cross the Continental Divide Trail, Outlaw Scenic Highway, Overland Trail, Old Cherokee Trail-South, Little Snake River east of Baggs, Yampa River east of Craig, and US-40, in addition to several recreational roads and trails (**Table 3.12-16**), and would be "sky-lined" (increased impact) in those areas. Recreationally important landscapes include the Little Snake River and Yampa River Valley areas, where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures or oil and gas facilities. It would closely parallel the Yampa River in the Juniper Mountain area west of Craig, however, it is co-located with an existing 345-kV steel lattice and wooden H-frame transmission lines. Landscape photography and project simulations are located in **Appendix I**, in the Rawlins and Little Snake FO sections.

Comparisons with other Alternatives

Alternative I-C has increased impacts as compared with Alternative I-A, I-B, and I-D.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative I-C would be visible in the immediate foreground from 129 residences. Twenty-four percent of Alternative I-C would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 12,648 acres of Class A scenery visible within 2.5 miles of the alignment. 4,077 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Eighteen percent of Alternative I-C would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-16**). One percent of Alternative I-C would not conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. Thirty-three percent of the Alternative I-C alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

The Tuttle Ranch micro-siting options could be utilized with outcomes similar to those discussed under Alternative I-D.

Alternative I-D

Alternative I-D would cross 168 miles of landscapes in the Wyoming Basin Province (Section 3.12.5.1). It would cross the Continental Divide Trail, Outlaw Scenic Highway, Overland Trail, Old Cherokee Trail-South, Little Snake River, Yampa River, and US-40, in addition to several recreational roads and trails (**Table 3.12-16**) and would be "sky-lined" (increased impact) in those areas. It would parallel the Outlaw Scenic Highway and the Stockman Trail. Recreationally important landscapes include the Cedar Breaks Draw, The Nipple, Nipple Gulch, Little Snake River, and Yampa River Valley/Cross Mountain areas, where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures or oil and gas facilities. Landscape photography and project simulations are located in **Appendix I**, in the Rawlins and Little Snake FO sections.

Comparisons with other Alternatives

Alternative I-D has increased impacts as compared with Alternative I-A and Alternative I-B, except where it coincides with their alignments.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative I-D would be visible in the immediate foreground from seven residences. Thirty percent of Alternative I-D would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 7,009 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Fifty-four percent of Alternative I-D would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-16**). One percent of Alternative I-D would not conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinon-juniper (**Table 3.12-17** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Alternative I-D has decreased impacts as compared with Alternative I-C, Tuttle Ranch Micro-siting Option 3, and Tuttle Ranch Micro-siting Option 4. Fifteen percent of the Alternative I-D alignment would be located within a utility corridor or utility window, where

conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Tuttle Ranch Micro-siting Option 3

The Tuttle Ranch Option 3 would cross landscapes in the Wyoming Basin Province (Section 3.12.5.1) and Uintah Basin Section of the Colorado Plateaus Province (Section 3.12.5.2). It would cross Deerlodge Road, an entry road to Dinosaur National Monument, and would be “sky-lined” (increased impact) in this area. The Tuttle Ranch Option 3 would cause high impacts to high sensitivity recreational and residential viewers at the Deerlodge Road crossing. This location is associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-16**). It would cross no Class A scenery within 2.5 miles of the alignment. Tuttle Ranch Option 3 would cross VRM Class III landscapes, where changes may attract attention, but should not dominate the view of the casual observer. The Tuttle Ranch Option 3 would have increased impacts as compared to Alternative I-A, Alternative I-B, Alternative I-C, and Alternative I-D and decreased impacts as compared to Tuttle Ranch Option 4. Less than 1 percent of the Tuttle Ranch Micro-siting Option 3 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Tuttle Ranch Micro-siting Option 4

The Tuttle Ranch Option 4 would cross landscapes in the Wyoming Basin Province (Section 3.12.5.1) and Uintah Basin Section of the Colorado Plateaus Province (Section 3.12.5.2). It would cross Deerlodge Road, an entry road to Dinosaur National Monument, and would be “sky-lined” (increased impact) in this area. The Tuttle Ranch Option 4 would cause high impacts to high sensitivity recreational and residential viewers at the Deerlodge Road crossing. This location is associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-16**). It would cross no Class A scenery visible within 2.5 miles of the alignment. Tuttle Ranch Option 4 would cross VRM Class III landscapes, where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinon-juniper (**Table 3.12-17** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). The Tuttle Ranch Option 4 would have increased impacts as compared Alternative I-A, Alternative I-B, Alternative I-C, Alternative I-D and Tuttle Ranch Micro-siting Option 3. Less than 1 percent of the Tuttle Ranch Micro-siting Option 4 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

3.12.6.4 Region II

Impact parameters relate to the impact discussion in Section 3.12.6.3, Impacts Common to All Alternative Routes and Associated Components, and differences by alternative are presented below. The segment-specific table information for high and moderate sensitivity viewers distance zones, scenic quality, visual resource inventory classifications, agency management classifications, residual Impacts, conformance or consistency with BLM VRM, USFS SIO or VQO, and intersection of the Project alignment with utility corridors or utility windows are summarized in **Table 3.12-17**.

Segment- and milepost-specific Region I inventory data and impact results for these topics are shown in the corresponding tables in **Appendix I**. The KOP figures in **Appendix I** indicate the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation.

<u>Residual Impacts</u>

The application of substantive mitigation measures would reduce visual impacts from high to moderate, or moderate to low. These reductions are applicable to viewing situations involving stationery (non-linear)

viewers and to landscapes where tree cover and moderate to steep landforms contribute strongly to visual impacts. Residual impacts by alternative and segment are listed for landscape scenery, high viewer sensitivity and moderate viewer sensitivity in **Table 3.12-17**. Residual impacts by region, alternative, segment, and mileposts (as if, "walking the line") are listed in the corresponding tables in **Appendix I**.

Conformance or Consistency with Agency Management Objectives

Maps showing locations where agency management objectives would be met and would not be met are shown in **Appendix I**, **Figure I-13**. Photographic simulations of the Project, for those KOP locations where agency management objectives would not be met, are shown in the KOP figures in **Appendix I** following the applicable KOP analysis sheet. Maps showing locations where applications of mitigation **VR-4** to the alignment would reduce impacts to levels to conform or be consistent with agency management objectives are shown in **Appendix I**, **Figure I-14**. Maps showing locations where agency management objectives would be met with mitigation and where agency management objectives are not applicable are shown in **Appendix I**, **Figure I-15**. Mitigation **VR-4** would be applicable to, and subject to routing engineering study for, alignments within 0.5 mile of linear KOPs, except for those alignments crossing roads. Designated utility corridors considered in the analysis are shown in **Appendix I**, **Figure I-16**.

Scenic Quality

Existing scenic quality may be lowered by the Project, depending on the context. This is determined based on analysis of existing scenic quality rating/scores, existing landscape character, presence or absence of existing industrial development (transmission lines, pipelines, land disturbances, etc.), and the effect of introducing the Project into the landscape as either a new or additional cultural modification. Those segments where the existing scenic quality would be lowered by the Project to a lower class (Class A to Class B or Class B to Class C) are shown in **Table 3.12-18**. Segment- and milepost-specific data for change in scenic quality is shown in **Appendix I**, **Table I-12**. Acreages of scenic quality Class A, Class B, and Class C visible within 2.5 miles of the Project and acreages of changes in scenic quality visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-19.**

Public Viewers and Visibility of the Project

Immediate foreground (0 to 0.5-mile) visibility of the Project is influential in the experiences of viewers and indicative of the level of impacts to people. The following **Table 3.12-20** indicates visibility by alternative and segment for those immediate foreground residential and public places, designated special management areas, lakes and reservoirs, rivers, roads, scenic byways and backways, and historic trails where visual resources are important to recreational and viewer experiences. Viewing situations in these locations are both stationary and mobile. Acreages of human environment/visual sensitivity levels, high, medium, and low, that are visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-19**.

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative II-A																																					
Alternative II-A Totals	**258**	**79**	**130**	**32**	**17**	**73**	**132**	**43**	**9**	**<1**	**141**	**117**	**10**	**34**	**110**	**–**	**46**	**51**	**–**	**–**	**4**	**90**	**62**	**106**	**54**	**109**	**95**	**47**	**93**	**119**	**112**	**4**	**142**	**113**	**3**	**142**	**71**
1210	25	1	23	–	–	10	14	–	–	–	–	25	–	–	25	–	16	–	–	–	–	–	4	21	1	3	21	–	15	10	16	–	9	16	–	9	16
1211	8	–	2	6	–	–	1	3	5	–	8	<1	–	–	8	–	8	1	–	–	–	8	<1	–	–	8	–	–	1	8	8	–	<1	8	–	<1	3
1212	14	–	4	8	2	2	6	3	2	–	14	–	–	–	14	–	3	11	–	–	–	–	–	14	–	–	14	–	2	12	14	–	–	14	–	–	6
1320.05	37	16	22	–	–	7	14	15	2	<1	17	21	–	–	18	–	5	10	–	–	–	8	3	27	9	9	20	2	7	28	15	–	22	15	–	22	8
1320.15	28	12	16	–	–	10	12	7	–	–	27	1	9	–	7	–	–	–	–	–	<1	27	1	–	12	16	–	10	12	7	1	–	26	1	–	26	–
1320.2	6	2	5	–	–	2	4	1	–	–	6	<1	–	<1	6	–	<1	1	–	–	–	6	<1	–	2	5	–	2	4	1	1	–	5	1	–	5	–
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1321.01	31	11	20	–	<	3	23	4	–	–	19	12	–	–	–	–	–	–	–	–	–	–	2	29	–	15	16	–	3	28	–	–	31	–	–	31	–
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	<	–	1	<	–	–	1	–	–	1	–	–	1	–
1322.01	2	1	1	–	–	<	1	–	–	–	2	<	–	–	–	–	–	–	–	–	–	–	–	2	–	1	1	–	<	1	–	–	2	–	–	2	–
1322.02	5	<	5	–	–	1	4	–	–	–	2	3	–	–	–	–	–	–	–	–	–	2	1	2	<	3	2	–	3	2	–	–	5	–	–	5	–
1323.01	7	5	1	–	–	1	5	–	–	–	7	–	–	–	–	–	–	–	–	–	–	6	1	–	5	2	–	1	5	<	–	–	7	–	–	7	–
1323.02	15	6	8	1	–	2	13	1	–	–	14	1	–	–	–	–	–	–	–	–	1	8	6	1	6	8	1	2	7	7	–	–	15	–	–	15	4
1324	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	–	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	2
1325	9	8	2	–	–	7	3	–	–	–	7	2	1	–	–	–	–	–	–	–	3	7	2	–	8	2	–	7	3	–	8	–	1	8	–	1	8
1340	20	9	11	–	–	10	8	2	–	–	9	11	–	16	4	–	1	2	–	–	–	8	1	11	4	10	6	5	9	6	4	–	16	4	–	16	2
1360	27	1	5	8	14	12	14	2	–	–	5	22	–	15	12	–	13	10	–	–	–	5	22	–	1	13	14	12	14	2	19	4	4	20	3	4	6
1430	18	3	6	9	1	2	9	7	–	–	–	18	–	3	15	–	–	16	–	–	–	–	18	–	3	15	1	2	9	7	16	–	2	16	–	2	16
Alternative II-B																																					
Alternative II-B Totals	**346**	**103**	**193**	**36**	**14**	**186**	**130**	**30**	**–**	**1**	**129**	**215**	**19**	**49**	**249**	**6**	**136**	**64**	**–**	**–**	**4**	**101**	**113**	**131**	**51**	**211**	**84**	**94**	**167**	**85**	**190**	**32**	**124**	**219**	**3**	**124**	**137**
1220	180	64	94	12	10	115	58	8	–	1	64	115	14	24	142	6	113	32	–	–	–	56	54	70	23	122	35	63	85	32	118	32	30	147	3	30	95
1222.05	41	11	24	6	–	17	19	5	–	–	13	28	–	7	34	–	13	18	–	–	–	6	23	13	3	38	–	6	21	14	31	–	11	31	–	11	18
1222.3	14	1	5	8	–	2	8	4	–	–	1	13	5	–	9	–	1	<1	–	–	–	–	–	14	–	1	13	–	2	12	2	–	12	2	–	12	<1
1310	50	20	30	<1	–	18	24	9	–	–	29	21	<1	5	23	–	6	<1	–	–	4	29	21	–	20	30	–	18	24	9	21	–	29	21	–	29	7
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1350	15	4	11	–	–	7	8	–	–	–	9	5	–	12	2	–	–	3	–	–	–	9	5	–	4	11	–	7	8	–	3	–	12	3	–	12	1
1370	15	1	4	6	4	2	9	3	–	–	10	4	–	–	15	–	–	9	–	–	–	–	10	4	–	5	9	–	2	13	9	–	5	9	–	5	9
1380	13	2	11	–	–	8	4	<1	–	–	2	11	–	–	11	–	2	<1	–	–	–	–	–	13	–	3	10	–	8	5	4	–	9	4	–	9	4
1420	8	–	4	4	–	8	–	–	–	–	–	8	–	–	8	–	1	–	–	–	–	–	–	8	–	–	8	–	8	–	1	–	7	1	–	7	1
1440	10	–	10	–	–	10	–	–	–	–	–	8	–	1	4	–	–	1	–	–	–	–	–	8	–	–	10	–	10	–	1	–	8	1	–	8	1

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative II-C																																					
Alternative II-C Totals	**365**	**101**	**207**	**47**	**10**	**217**	**135**	**13**	**–**	**2**	**121**	**241**	**22**	**59**	**242**	**6**	**152**	**53**	**–**	**–**	**–**	**84**	**140**	**140**	**40**	**239**	**87**	**122**	**170**	**74**	**197**	**47**	**121**	**227**	**18**	**121**	**147**
1220	180	64	94	12	10	115	58	8	–	1	64	115	14	24	142	6	113	32	–	–	–	56	54	70	23	122	35	63	85	32	118	32	30	147	3	30	95
1225.2	38	7	24	8	–	27	12	–	–	–	15	23	8	24	7	–	23	–	–	–	–	12	16	11	4	27	8	21	13	5	13	10	16	13	10	16	10
1330.1	99	27	53	19	–	49	46	4	–	1	39	59	–	10	59	–	12	13	–	–	–	13	35	51	10	55	35	20	42	37	47	4	48	47	4	48	32
1410	38	3	26	9	–	18	20	<1	–	–	3	35	–	–	30	–	5	7	–	–	–	3	35	–	3	35	–	18	20	<1	19	<1	19	19	<1	19	9
1440	10	–	10	–	–	10	–	–	–	–	–	8	–	1	4	–	–	1	–	–	–	–	–	8	–	–	10	–	10	–	1	–	8	1	–	8	1
Alternative II-D																																					
Alternative II-D Totals	**259**	**51**	**119**	**45**	**44**	**74**	**102**	**44**	**38**	**26**	**101**	**132**	**44**	**63**	**133**	**2**	**48**	**89**	**–**	**–**	**–**	**103**	**87**	**69**	**48**	**131**	**81**	**49**	**97**	**113**	**134**	**14**	**112**	**137**	**11**	**112**	**96**
1210	25	1	23	–	–	10	14	–	–	–	–	25	–	–	25	–	16	–	–	–	–	–	4	21	1	3	21	–	15	10	16	–	9	16	–	9	16
1214	10	–	5	5	–	–	1	3	6	–	9	1	–	–	10	–	6	1	–	–	–	9	1	–	–	10	–	–	1	9	6	–	3	6	–	3	7
1215	7	1	3	3	1	1	2	3	2	–	2	5	–	–	7	–	–	7	–	–	–	–	–	7	–	1	6	–	1	7	7	–	<1	7	–	<1	3
1217.01	77	17	22	10	28	18	20	15	24	13	30	34	25	10	39	2	7	51	–	–	–	27	15	35	16	25	36	11	14	52	54	6	16	54	6	16	43
1217.02	16	1	15	–	–	–	1	10	6	13	1	1	16	–	–	–	2	–	–	–	–	15	1	–	1	15	–	–	1	15	2	–	14	2	–	14	–
1217.1	21	9	6	6	1	11	8	2	–	–	12	9	2	14	5	–	2	1	–	–	–	7	10	4	6	12	2	5	12	4	2	–	19	2	–	19	2
1217.15	36	13	18	5	–	10	22	4	–	–	26	11	–	9	11	–	3	–	–	–	–	26	9	2	13	22	1	10	21	5	7	4	26	9	2	26	3
1320.2	6	2	5	–	–	2	4	1	–	–	6	<1	–	<1	6	–	<1	1	–	–	–	6	<1	–	2	5	–	2	4	1	1	–	5	1	–	5	–
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1350	15	4	11	–	–	7	8	–	–	–	9	5	–	12	2	–	–	3	–	–	–	9	5	–	4	11	–	7	8	–	3	–	12	3	–	12	1
1360	27	1	5	8	14	12	14	2	–	–	5	22	–	15	12	–	13	10	–	–	–	5	22	–	1	13	14	12	14	2	19	4	4	20	3	4	6
1430	18	3	6	9	1	2	9	7	–	–	–	18	–	3	15	–	–	16	–	–	–	–	18	–	3	15	1	2	9	7	16	–	2	16	–	2	16
Alternative II-E																																					
Alternative II-E Totals	**268**	**86**	**128**	**32**	**23**	**79**	**115**	**47**	**27**	**10**	**138**	**120**	**33**	**46**	**113**	**–**	**41**	**57**	**–**	**–**	**14**	**115**	**86**	**67**	**69**	**127**	**72**	**57**	**93**	**118**	**115**	**4**	**149**	**116**	**3**	**149**	**83**
1210	25	1	23	–	–	10	14	–	–	–	–	25	–	–	25	–	16	–	–	–	–	–	4	21	1	3	21	–	15	10	16	–	9	16	–	9	16
1214	10	–	5	5	–	–	1	3	6	–	9	1	–	–	10	–	6	1	–	–	–	9	1	–	–	10	–	–	1	9	6	–	3	6	–	3	7
1215	7	1	3	3	1	1	2	3	2	–	2	5	–	–	7	–	–	7	–	–	–	–	–	7	–	1	6	–	1	7	7	–	<1	7	–	<1	3
1215.05	10	–	<1	3	7	2	7	–	–	–	7	2	–	–	10	–	1	9	–	–	–	–	–	10	–	–	10	–	2	7	10	–	–	10	–	–	10
1217.051	20	5	13	2	–	10	10	–	–	<1	11	9	8	12	–	–	<1	–	–	–	–	11	9	–	5	15	–	10	10	–	<1	–	20	<1	–	20	–
1217.052	16	13	2	–	–	11	4	–	–	<1	13	2	8	–	–	–	–	–	–	–	2	13	2	–	13	2	–	11	4	–	8	–	8	8	–	8	7
1219.4	1	1	<1	–	–	–	1	–	–	–	1	–	1	–	–	–	–	–	–	–	–	1	–	–	1	<1	–	–	1	–	–	–	1	–	–	1	<1
1320.05	37	16	22	–	–	7	14	15	2	<1	17	21	–	–	18	–	5	10	–	–	–	8	3	27	9	9	20	2	7	28	15	–	22	15	–	22	8
1320.15	28	12	16	–	–	10	12	7	–	–	27	1	9	–	7	–	–	–	–	–	<1	27	1	–	12	16	–	10	12	7	1	–	26	1	–	26	–
1320.2	6	2	5	–	–	2	4	1	–	–	6	<1	–	<1	6	–	<1	1	–	–	–	6	<1	–	2	5	–	2	4	1	1	–	5	1	–	5	–
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1325.1	43	26	13	4	–	3	14	9	17	6	30	8	6	–	–	–	–	–	–	–	12	21	19	3	18	25	<1	–	5	38	12	–	31	12	–	31	10
1325.2	4	1	3	–	–	–	2	2	–	3	1	–	1	3	–	–	<1	–	–	–	–	4	–	–	1	3	–	–	2	2	<1	–	4	<1	–	4	<1
1350	15	4	11	–	–	7	8	–	–	–	9	5	–	12	2	–	–	3	–	–	–	9	5	–	4	11	–	7	8	–	3	–	12	3	–	12	1

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
1360	27	1	5	8	14	12	14	2	–	–	5	22	–	15	12	–	13	10	–	–	–	5	22	–	1	13	14	12	14	2	19	4	4	20	3	4	6
1430	18	3	6	9	1	2	9	7	–	–	–	18	–	3	15	–	–	16	–	–	–	–	18	–	3	15	1	2	9	7	16	–	2	16	–	2	16
Alternative II-F																																						
Alternative II-F Totals	**265**	**64**	**124**	**34**	**43**	**76**	**109**	**39**	**41**	**47**	**102**	**117**	**77**	**41**	**124**	**2**	**48**	**89**	**<1**	**7**	**2**	**130**	**71**	**63**	**63**	**125**	**77**	**57**	**101**	**107**	**139**	**10**	**117**	**140**	**9**	**117**	**99**
1210	25	1	23	–	–	10	14	–	–	–	–	25	–	–	25	–	16	–	–	–	–	–	4	21	1	3	21	–	15	10	16	–	9	16	–	9	16
1214	10	–	5	5	–	–	1	3	6	–	9	1	–	–	10	–	6	1	–	–	–	9	1	–	–	10	–	–	1	9	6	–	3	6	–	3	7
1215	7	1	3	3	1	1	2	3	2	–	2	5	–	–	7	–	–	7	–	–	–	–	–	7	–	1	6	–	1	7	7	–	<1	7	–	<1	3
1217.01	77	17	22	10	28	18	20	15	24	13	30	34	25	10	39	2	7	51	–	–	–	27	15	35	16	25	36	11	14	52	54	6	16	54	6	16	43
1217.052	16	13	2	–	–	11	4	–	–	<1	13	2	8	–	–	–	–	–	–	6	2	13	2	–	13	2	–	11	4	–	8	–	8	8	–	8	7
1218	12	4	8	<1	–	–	<1	3	9	12	–	–	12	–	–	–	3	–	–	–	–	12	–	–	4	8	–	–	<1	12	3	–	9	3	–	9	–
1219.1	1	1	–	–	–	–	1	–	–	1	–	–	1	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	–	–	–	1	–	–	1	–
1219.3	1	1	–	–	–	1	–	–	–	–	–	1	1	–	–	–	–	–	–	–	–	–	1	–	1	–	–	1	–	–	–	–	1	–	–	1	–
1219.5	17	2	15	–	–	<1	16	–	–	17	–	<1	16	–	–	–	3	–	–	–	–	17	<1	–	2	15	–	<1	16	–	3	–	14	3	–	14	–
1219.6	5	3	2	–	–	–	4	1	–	5	–	–	4	1	–	–	–	–	–	–	–	5	–	–	3	2	–	–	4	1	–	–	5	–	–	5	–
1320.15	28	12	16	–	–	10	12	7	–	–	27	1	9	–	7	–	–	–	<1	1	<1	27	1	–	12	16	–	10	12	7	1	–	26	1	–	26	–
1320.2	6	2	5	–	–	2	4	1	–	–	6	<1	–	<1	6	–	<1	1	–	–	–	6	<1	–	2	5	–	2	4	1	1	–	5	1	–	5	–
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1350	15	4	11	–	–	7	8	–	–	–	9	5	–	12	2	–	–	3	–	–	–	9	5	–	4	11	–	7	8	–	3	–	12	3	–	12	2
1360	27	1	5	8	14	12	14	2	–	–	5	22	–	15	12	–	13	10	–	–	–	5	22	–	1	13	14	12	14	2	19	4	4	20	3	4	6
1430	18	3	6	9	1	2	9	7	–	–	–	18	–	3	15	–	–	16	–	–	–	–	18	–	3	15	1	2	9	7	16	–	2	16	–	2	16
Alternative II-G																																						
Alternative II-G Totals	**252**	**77**	**125**	**32**	**17**	**75**	**126**	**42**	**9**	**<1**	**141**	**111**	**10**	**31**	**108**	**–**	**45**	**51**	**<1**	**15**	**4**	**90**	**65**	**96**	**54**	**112**	**86**	**51**	**89**	**112**	**113**	**4**	**142**	**114**	**3**	**142**	**70**
1210	25	1	23	–	–	10	14	–	–	–	–	25	–	–	25	–	16	–	–	–	–	–	4	21	1	3	21	–	15	10	16	–	9	16	–	9	16
1211	8	–	2	6	–	–	1	3	5	–	8	<	–	–	8	–	8	1	–	–	–	8	<	–	–	8	–	–	1	8	–	–	8	–	–	8	3
1212	14	–	4	8	2	2	6	3	2	–	14	–	–	–	14	–	3	11	–	–	–	–	–	14	–	–	14	–	2	12	–	–	14	–	–	14	6
1320.05	37	16	22	–	–	7	14	15	2	<1	17	21	–	–	18	–	5	10	–	–	–	8	3	27	9	9	20	2	7	28	15	–	22	15	–	22	8
1320.15	28	12	16	–	–	10	12	7	–	–	27	1	9	–	7	–	–	–	<1	1	<1	27	1	–	12	16	–	10	12	7	1	–	26	1	–	26	–
1320.2	6	2	5	–	–	2	4	1	–	–	6	<1	–	<1	6	–	<1	1	–	–	–	6	<1	–	2	5	–	2	4	1	1	–	5	1	–	5	–
1320.21	<1	<1	–	–	–	<1	–	–	–	–	<1	–	–	<1	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	–	–	<1	–	–	<1	–
1321.01	31	11	20	–	<	3	23	4	–	–	19	12	–	–	–	–	–	–	–	–	–	–	2	29	–	15	16	–	3	28	–	–	31	–	–	31	–
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	<	–	1	<	–	–	1	–	–	1	–	–	1	–
1322.21	2	2	<	–	–	–	2	–	–	–	2	–	–	–	–	–	–	–	–	–	–	2	–	–	2	<	–	–	2	–	–	–	2	–	–	2	–
1322.22	4	4	–	–	–	2	2	–	–	–	2	3	–	–	–	–	–	–	–	–	–	–	–	4	–	4	–	–	2	2	–	–	4	–	–	4	–
1322.23	1	1	<	–	–	1	1	–	–	–	1	<	–	–	–	–	–	–	–	–	–	–	1	1	–	1	–	–	1	1	–	–	1	–	–	1	–
1322.51	5	3	2	–	–	3	2	–	–	–	5	–	–	–	–	–	–	–	–	–	–	5	–	–	3	2	–	3	2	–	–	–	5	–	–	5	–
1323.02	15	6	8	1	–	2	13	1	–	–	14	1	–	–	–	–	–	–	–	–	1	8	6	1	6	8	1	2	7	7	–	–	15	–	–	15	4

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
1324	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	4	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	2
1325	9	8	2	–	–	7	3	–	–	–	7	2	1	–	–	–	–	–	–	6	3	7	2	–	8	2	–	7	3	–	8	–	1	8	–	1	8
1350	15	4	11	–	–	7	8	–	–	–	9	5	–	12	2	–	–	3	–	–	–	9	5	–	4	11	–	7	8	–	3	–	12	3	–	12	1
1360	27	1	5	8	14	12	14	2	–	–	5	22	–	15	12	–	13	10	–	–	–	5	22	–	1	13	14	12	14	2	19	4	4	20	–	4	6
1430	18	3	6	9	1	2	9	7	–	–	–	18	–	3	15	–	–	16	–	–	–	–	18	–	3	15	1	2	9	7	16	–	2	16	–	2	16
Fruitland Micro-siting Option 1																																					
Fruitland Micro-siting Option 1 Totals	**15**	**9**	**5**	**–**	**–**	**4**	**10**	**–**	**–**	**–**	**15**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**13**	**1**	**<**	**9**	**6**	**<**	**4**	**9**	**1**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	<	–	1	<	–	–	1	–	–	1	–	–	1	–
1322.51	5	3	2	–	–	3	2	–	–	–	5	–	–	–	–	–	–	–	–	–	–	5	–	–	3	2	–	3	2	–	–	–	5	–	–	5	–
1322.52	1	<	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	<	1	–	–	1	–	–	–	1	–	–	1	–
1322.53	1	1	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	1	1	–	–	1	–	–	–	1	–	–	1	–
1323.01	7	5	1	–	–	1	5	–	–	–	7	–	–	–	–	–	–	–	–	–	–	6	1	–	5	2	–	1	5	<	–	–	7	–	–	7	–
Fruitland Micro-siting Option 2																																					
Fruitland Micro-siting Option 2 Totals	**13**	**7**	**6**	**–**	**–**	**4**	**9**	**–**	**–**	**–**	**7**	**6**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**1**	**12**	**–**	**8**	**5**	**13**	**4**	**9**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	<	–	1	<	1	–	1	–	–	1	–	–	1	–
1322.01	2	1	1	–	–	<	1	–	–	–	2	<	–	–	–	–	–	–	–	–	–	–	–	2	–	1	1	2	<	1	–	–	2	–	–	2	–
1322.11	4	<	4	–	–	1	3	–	–	–	1	3	–	–	–	–	–	–	–	–	–	–	–	4	–	<	4	4	1	3	–	–	4	–	–	4	–
1322.12	1	1	<	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	1	–	1	<	1	–	1	–	–	1	–	–	1	–
1322.22	4	4	–	–	–	2	2	–	–	–	2	3	–	–	–	–	–	–	–	–	–	–	–	4	–	4	–	4	2	2	–	–	4	–	–	4	–
1322.23	1	1	<	–	–	1	1	–	–	–	1	<	–	–	–	–	–	–	–	–	–	–	1	1	–	1	–	1	1	1	–	–	1	–	–	1	–
Fruitland Micro-siting Option 3																																					
Fruitland Micro-siting Option 3 Totals	**13**	**10**	**3**	**–**	**–**	**2**	**11**	**–**	**–**	**–**	**10**	**4**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**9**	**4**	**1**	**9**	**4**	**–**	**1**	**11**	**1**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
1322.23	1	1	0	–	–	1	1	–	–	–	1	<	–	–	–	–	–	–	–	–	–	–	1	1	–	1	–	–	1	1	–	–	1	–	–	1	–
1322.71	12	9	3	–	–	1	10	–	–	–	9	3	–	–	–	–	–	–	–	–	–	9	3	<	9	3	–	1	10	–	–	–	12	–	–	12	–
Fruitland Micro-siting Option Variation Comparison (II-A)																																					
Fruitland Micro-siting Option Variation Comparison (II-A) Totals	**14**	**6**	**3**	**–**	**–**	**1**	**8**	**–**	**–**	**–**	**9**	**<**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**6**	**1**	**2**	**5**	**3**	**1**	**1**	**6**	**3**	**–**	**–**		**–**	**–**	**–**	**–**
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	<	–	1	<	–	–	1	–	–	1	–	–	1	–
1322.01	2	1	1	–	–	<	1	–	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	2	–	1	1	–	<	1	–	–	2	–	–	2	–
1322.02	5	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5	–	–	5	–
1323.01	7	5	1	–	–	1	5	–	–	–	7	–	–	–	–	–	–	–	–	–	–	6	1	–	5	2	–	1	5	<	–	–	7	–	–	7	–

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Fruitland Micro-siting Option Variation Comparison (II-G)																																						
Fruitland Micro-siting Option Variation Comparison (II-G) Totals	**13**	**7**	**3**	**–**	**–**	**6**	**4**	**–**	**–**	**–**	**8**	**3**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**5**	**1**	**5**	**3**	**8**	**<**	**3**	**5**	**3**	**–**	**–**		**–**	**–**	**–**	**–**
1321.02	1	–	1	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	<	–	1	<	–	–	1	–	–	1	–	–	1	–
1322.21	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	2	–
1322.22	4	4	–	–	–	2	2	–	–	–	2	3	–	–	–	–	–	–	–	–	–	–	–	4	–	4	–	–	2	2	–	–	4	–	–	4	–
1322.23	1	–	–	–	–	–	–	–	–	–	1	<	–	–	–	–	–	–	–	–	–	–	1	1	–	1	–	–	1	1	–	–	1	–	–	1	–
1322.51	5	3	2	–	–	3	2	–	–	–	5	–	–	–	–	–	–	–	–	–	–	5	–	–	3	2	–	3	2	–	–	–	5	–	–	5	–
Strawberry IRA Micro-siting Option 2																																						
Strawberry IRA Micro-siting Option 2 Totals	**5**	**5**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**1**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**–**
1324.2	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	–	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	2
Strawberry IRA Micro-siting Option 2 Variation Comparison																																						
Strawberry IRA Micro-siting Option 2 Variation Comparison Totals	**5**	**5**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**1**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**–**
1324	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	–	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	2
Strawberry IRA Micro-siting Option 3																																						
Strawberry IRA Micro-siting Option 3 Totals	**5**	**5**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**1**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**–**
1324.4	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	–	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	5
Strawberry IRA Micro-siting Option 3 Variation Comparison																																						
Strawberry IRA Micro-siting Option 3 Variation Comparison Totals	**5**	**5**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**5**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**1**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**5**	**–**	**–**	**–**
1324	5	5	–	–	–	5	–	–	–	–	5	–	–	–	–	–	–	–	–	–	1	5	–	–	5	–	–	5	–	–	5	–	–	5	–	–	2
Reservation Ridge Alternative Variation																																						
Reservation Ridge Alternative Variation Totals	**20**	**18**	**2**	**–**	**–**	**13**	**6**	**–**	**–**	**20**	**–**	**<1**	**15**	**–**	**–**	**–**	**2**	**3**	**–**	**–**	**1**	**20**	**<1**	**–**	**18**	**2**	**–**	**13**	**6**	**–**	**5**	**3**	**11**	**8**	**–**	**11**	**–**
1219.2	20	18	2	–	–	13	6	–	–	20	–	<1	15	–	–	–	2	3	–	–	1	20	<1	–	18	2	–	13	6	–	5	3	11	8	–	11	–
Reservation Ridge Alternative Variation Comparison																																						
Reservation Ridge Alternative Variation Comparison Totals	**21**	**5**	**16**	**–**	**–**	**<1**	**20**	**1**	**–**	**21**	**–**	**<1**	**20**	**1**	**–**	**–**	**3**	**–**	**–**	**–**	**–**	**21**	**<1**	**–**	**5**	**16**	**–**	**<1**	**20**	**1**	**3**	**–**	**18**	**3**	**–**	**18**	**–**
1219.5	17	2	15	–	–	<1	16	–	–	17	–	<1	16	–	–	–	3	–	–	–	–	17	<1	–	2	15	–	<1	16	–	3	–	14	3	–	14	–
1219.6	5	3	2	–	–	–	4	1	–	5	–	–	4	1	–	–	–	–	–	–	–	5	–	–	3	2	–	–	4	1	–	–	5	–	–	5	–
Roan Cliffs Alternative Connector																																						
Roan Cliffs Alternative Connector Totals	**2**	**1**	**<1**	**–**	**–**	**–**	**2**	**–**	**–**	**1**	**<1**	**–**	**<1**	**1**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**2**	**–**	**–**	**1**	**<1**	**–**	**–**	**2**	**–**	**–**	**–**	**2**	**–**	**–**	**2**	**–**
1219.45	2	1	<1	–	–	–	2	–	–	1	<1	–	<1	1	–	–	–	–	–	–	–	2	–	–	1	<1	–	–	2	–	–	–	2	–	–	2	–

Table 3.12-17 Region II Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Castle Dale Alternative Connector																																					
Castle Dale Alternative Connector Totals	**11**	**<1**	**10**	**–**	**–**	**2**	**6**	**2**	**–**	**–**	**3**	**8**	**3**	**4**	**4**	**–**	**2**	**<1**	**–**	**–**	**–**	**–**	**–**	**11**	**–**	**<1**	**10**	**–**	**2**	**9**	**2**	**<1**	**9**	**2**	**<1**	**9**	**–**
1270	11	<1	10	–	–	2	6	2	–	–	3	8	3	4	4	–	2	<1	–	–	–	–	–	11	–	<1	10	–	2	9	2	<1	9	2	<1	9	2
Price Alternative Connector																																					
Price Alternative Connector Totals	**18**	**–**	**4**	**14**	**–**	**4**	**11**	**2**	**–**	**–**	**4**	**14**	**–**	**6**	**12**	**–**	**4**	**<1**	**–**	**–**	**–**	**–**	**–**	**18**	**–**	**–**	**18**	**–**	**4**	**14**	**4**	**–**	**14**	**4**	**–**	**14**	**–**
1223	18	–	4	14	–	4	11	2	–	–	4	14	–	6	12	–	4	<1	–	–	–	–	–	18	–	–	18	–	4	14	4	–	14	4	–	14	4
Lynndyl Alternative Connector																																					
Lynndyl Alternative Connector Totals	**24**	**3**	**21**	**–**	**–**	**7**	**11**	**7**	**–**	**–**	**9**	**15**	**–**	**18**	**6**	**–**	**1**	**9**	**–**	**–**	**–**	**9**	**15**	**–**	**3**	**21**	**–**	**7**	**11**	**7**	**10**	**–**	**14**	**10**	**–**	**14**	**–**
1400	24	3	21	–	–	7	11	7	–	–	9	15	–	18	6	–	1	9	–	–	–	9	15	–	3	21	–	7	11	7	10	–	14	10	–	14	<1
IPP East Alternative Connector																																					
IPP East Alternative Connector Totals	**4**	**–**	**3**	**1**	**–**	**1**	**2**	**1**	**–**	**–**	**–**	**4**	**–**	**<1**	**3**	**–**	**2**	**1**	**–**	**–**	**–**	**–**	**4**	**–**	**–**	**4**	**–**	**1**	**2**	**1**	**3**	**–**	**1**	**3**	**–**	**1**	**–**
1390	4	–	3	1	–	1	2	1	–	–	–	4	–	<1	3	–	2	1	–	–	–	–	4	–	–	4	–	1	2	1	3	–	1	3	–	1	<1

1 High Sensitivity and Moderate Sensitivity Viewers' analysis and mapping for the Project encompass public and private viewers' concern for landscape scenery (**Appendix I, Tables I-3** and **I-4**; **Appendix I**, **Figure I-4**). The distance and visibility factors are based on the characteristics of Project facilities, divided into four zones(**Appendix I**, **Tables I-3** and **I-4**; **Appendix I**, **Figures I-4**, **I-5**, and **I-6**).

2 Scenic Quality or scenic attractiveness is rated Class A, Class B, or Class C for highest to lowest quality or attractiveness (**Appendix I**, **Table I-1**; **Appendix I**, **Figures I-2** and **I-3**).

3 BLM VRI classifications represent this relative value of visual resources and provide the basis for considering visual values in the resource management planning process. VRI Classes II, III, and IV (high to low) are determined based on he combina ion of scenic quality, sensitivity levels, and distance zones. VRI Class I is assigned to special management areas (**Appendix I**, **Table I-5**; **Appendix I**, **Figure I-7**).

4 BLM VRM classifica ions result from the RMP land use planning process for all BLM-administered lands (**Table 3.12-1**) (**Appendix I**, **Table I-6**; **Appendix I**, **Figure I-8**).

5 USFS SIO or VQO Classifications result from the na ional forest planning process for all USFS-administered lands (**Table 3.12-2**) (**Appendix I, Table I-7**; **Appendix I**, **Figure I-8**).

6 Residual Impacts for Landscape Scenery (**Table 3.12-7**) involves the comparison of contrasts after mitigation with he scenic quality inventory of the affected environment (**Table 3.12-4**).

7 Residual Impacts for High Sensi ivity and Moderate Sensi ivity Viewers (**Table 3.12-5**) involves comparison of contrasts after mitigation with distance zones (**Table 3.12-6**) and viewers' concern levels (**Table 3.12-5**).

8 BLM VRM, USFS SIO, or USFS VQO Conformance or Consistency (**Table 3.12-8**) involves comparisons of agency management objectives wi h contrast ratings from 303 KOPs (KOP figures in **Appendix I**).

9 Calculations associated wi h Utility Corridors and Utility Windows involve the intersection of the Project alignment with the areas/polygons of the corridors or windows. These corridors or windows take precedence over he conformance and consistency determinations and as such negate the need for updates of the land use plans.

Note: Discrepancies in totals due to rounding.

Table 3.12-18 Region II Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative II-A				
1210	25	–	–	25
1211	8	–	–	8
1212	14	–	–	14
1320.05	37	–	–	37
1320.15	28	–	–	28
1320.2	6	–	–	6
1320.21	<1	–	–	<1
1321.01	31	–	–	31
1321.02	1	–	–	1
1322.01	2	–	–	2
1322.02	5	–	–	5
1323.01	7	–	–	7
1323.02	15	–	–	15
1324	5	–	–	5
1325	9	–	–	9
1340	20	–	–	20
1360	27	–	–	27
1430	18	–	–	18
Alternative II-B				
1220	180	–	29	151
1222.05	41	–	4	37
1222.3	14	–	–	14
1310	50	–	–	50
1320.21	<1	–	–	<1
1350	15	–	–	15
1370	15	–	–	15
1380	13	–	–	13
1420	8	–	–	8
1440	9	–	–	8
Alternative II-C				
1220	180	–	29	151
1225.2	38	–	2	36
1330.1	99	–	–	99
1410	38	–	–	38
1440	9	–	–	8
Alternative II-D				
1210	25	–	–	25
1214	10	–	–	10
1215	7	–	–	7
1217.01	77	13	<1	64
1217.02	16	13	–	3

Table 3.12-18 Region II Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
1217.1	21	–	1	20
1217.15	36	–	–	36
1320.2	6	–	–	6
1320.21	<1	–	–	<1
1350	15	–	–	15
1360	27	–	–	27
1430	18	–	–	18
Alternative II-E				
1210	25	–	–	25
1214	10	–	–	10
1215	7	–	–	7
1215.05	10	–	–	10
1217.051	20	<1	–	20
1217.052	16	<1	–	16
1219.4	1	–	–	1
1320.05	37	–	–	37
1320.15	28	–	–	28
1320.2	6	–	–	6
1320.21	<1	–	–	<1
1325.1	43	6	–	38
1325.2	4	3	–	1
1350	15	–	–	15
1360	27	–	–	27
1430	18	–	–	18
Alternative II-F				
1210	25	–	–	25
1214	10	–	–	10
1215	7	–	–	7
1217.01	77	13	<1	64
1217.052	16	<1	–	16
1218	12	12	–	–
1219.1	1	1	–	–
1219.3	1	–	–	1
1219.5	17	17	–	<1
1219.6	5	5	–	–
1320.15	28	–	–	28
1320.2	6	–	–	6
1320.21	<1	–	–	<1
1350	15			15
1360	27	–	–	27
1430	18	–	–	18

Table 3.12-18 Region II Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative II-G				
1210	25	–	–	25
1211	8	–	–	8
1212	14	–	–	14
1320.05	37	–	–	37
1320.15	28	–	–	28
1320.2	6	–	–	6
1320.21	<1	–	–	<1
1321.01	31	–	–	31
1321.02	1	–	–	1
1322.21	2	–	–	2
1322.22	4	–	–	4
1322.23	1	–	–	1
1322.51	5	–	–	5
1323.02	15	–	–	15
1324	5	–	–	5
1325	9	–	–	9
1350	15	–	–	15
1360	27	–	–	27
1430	18	–	–	18
Fruitland Micro-siting Option 1				
1321.02	1	–	–	1
1322.51	5	–	–	5
1322.52	1	–	–	1
1322.53	1	–	–	1
1323.01	7	–	–	7
Fruitland Micro-siting Option 2				
1321.02	1	–	–	1
1322.01	2	–	–	2
1322.11	4	–	–	4
1322.12	1	–	–	1
1322.22	4	–	–	4
1322.23	1	–	–	1
Fruitland Micro-siting Option 3				
1322.23	1	–	–	1
1322.71	12	–	–	12
Fruitland Micro-siting Option - II-A Comparison				
1321.02	1	–	–	1
1322.01	2	–	–	2
1322.02	5	-	-	5
1323.01	7	–	–	7

Table 3.12-18 Region II Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Fruitland Micro-siting Option - II-G Comparison				
1321.02	1	–	–	1
1322.21	2	-	-	2
1322.22	4	–	–	4
1322.23	1	–	–	1
1322.51	5	–	–	5
Strawberry IRA Micro-siting Option 2				
1324.2	5	–	–	5
Strawberry IRA Micro-siting Option 2 Comparison				
1324	5	–	–	5
Strawberry IRA Micro-siting Option 3				
1324.4	5	–	–	5
Strawberry IRA Micro-siting Option 3 Comparison				
1324	5	–	–	5
Reservation Ridge Alternative Variation				
1219.2	20	20	–	<1
Reservation Ridge Alternative Variation Comparison				
1219.5	17	17	–	<1
1219.6	5	5	–	–
Roan Cliffs Alternative Connector				
1219.45	2	1	–	<1
Castle Dale Alternative Connector				
1270	11	–	–	11
Price Alternative Connector				
1223	18	–	<1	18
Lynndyl Alternative Connector				
1400	24	–	<1	24
IPP East Alternative Connector				
1390	4	–	–	4

Segment numbers depicted in **Figure 2-23**.

Table 3.12-19 Region II Visible Scenic Quality Classes and Sensitivity Levels (acres) - 2.5-mile Viewshed

Alternative	Existing Scenic Quality			Proposed Scenic Quality			Change in Scenic Quality			Viewer Sensitivity		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A to B	Class B to C	No Change	High	Medium	Low
Alternative II-A	10,927	333,468	313,268	10,927	333,468	313,268	–	–	659,231	53,273	176,553	201,271
Alternative II-B	9,597	294,161	547,836	8,396	227,853	615,344	1,201	67,509	782,884	125,371	385,285	334,457
Alternative II-C	16,017	301,119	588,388	16,017	245,944	643,562	–	55,175	850,349	94,584	542,240	206,481
Alternative II-D	45,649	227,426	357,719	518	261,265	369,010	45,130	11,291	574,372	200,745	184,272	237,127
Alternative II-E	31,074	267,252	273,397	2,876	295,450	273,397	28,198	–	543,525	85,812	221,996	165,633
Alternative II-F	71,020	238,895	337,974	1,530	302,034	344,326	69,490	6,352	572,048	153,106	274,418	203,335
Alternative II-G	10,927	324,458	306,221	10,927	324,458	306,221	–	–	643,174	53,273	166,666	196,700
Fruitland Micro-siting Option 1	–	37,739	7,481	–	37,739	7,481	–	–	45,221	–	–	–
Fruitland Micro-siting Option 2	–	33,389	7,686	–	33,389	7,686	–	–	41,076	–	–	–
Fruitland Micro-siting Option 3	–	29,956	8,543	–	29,956	8,543	–	–	38,499	–	–	–
Fruitland Micro-siting Option - II-A Comparison	–	31,082	5,099	–	31,082	5,099	–	–	36,181	–	–	–
Fruitland Micro-siting Option 3 - II-G Comparison	–	31,671	8,240	–	31,671	8,240	–	–	39,910	–	–	–
Strawberry IRA Micro-siting Option 2	434	11,095	–	434	11,095	–	–	–	11,530	–	2,629	–
Strawberry IRA Micro-siting Option 2 Comparison	1,067	11,974	–	1,067	11,974	–	–	–	13,040	–	2,513	–
Strawberry IRA Micro-siting Option 3	420	10,810	–	420	10,810	–	–	–	11,230	–	2,634	–
Strawberry IRA Micro-siting Option 3 Comparison	1,067	11,974	–	1,067	11,974	–	–	–	13,040	–	2,513	–
Reservation Ridge Alternative Variation	31,519	5,001	2,566	51	36,470	2,566	31,469	–	7,618	9,096	27,636	–
Reservation Ridge Alternative Variation Comparison	29,184	5,817	7,858	45	34,955	7,858	29,138	–	13,720	11,156	31,554	–
Roan Cliffs Alternative Connector	4,385	2,760	2,559	–	7,145	2,559	4,385	–	5,319	8,025	1,679	–
Castle Dale Alternative Connector	183	7,108	25,872	183	7,108	25,872	–	–	33,164	12,003	21,161	–
Price Alternative Connector	–	15,022	32,469	–	11,474	36,017	–	3,548	43,942	18,303	–	29,188
Lynndyl Alternative Connector	1,335	21,076	45,278	1,335	20,052	46,301	–	1,024	66,664	749	41,825	10,326
IPP East Alternative Connector	–	862	21,489	–	862	21,489	–	–	22,351	5,917	15,316	1,157

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-A	1210	Box Elder Reservoir Number 2, Box Elder Reservoir Number 3, Box Elder Reservoir Number 4, Skull Creek Reservoir, 95c Rd, Blue Mountain Rd, CR-134, CR-61, CR-98, SR-64, US-40, Box Elder Creek, East Twin Wash, Miller Creek, Skull Creek, West Twin Wash, Willow Creek, Spencer Draw 0 Residences
II-A	1211	4wd Rd, Old Bonanza Rd, Snake John Reef Cutoff Rd 0 Residences
II-A	1212	Redwash Rd, SR-45, Stirrup Rd 0 Residences
II-A	1320.05	Storage Building, Storage Buildings, 0 Rd, 1000w Rd, 1100 Rd, 1780w Rd, 2000 Rd, 2100 Rd, 2200 Rd, 2250 Rd, 2500 Rd, 2750 Rd, 2825w Rd, 3000s Rd, 3000w Rd, 3390 Rd, 3390s Rd, 3760s Rd, 4000s Rd, 4000w Rd, 4235s Rd, 4wd Rd, 5000 Rd, 6000w Rd, 7000 Rd, Baeser Rd, Brennan Btm Rd, Fort Duchesne Rd, Gusher Randlett Rd, Hilltop Rd, Pole Line Rd, SR-87, SR-88, State Rd, Stirrup Rd, US-40, Wyasket Bottom Rd, Cobble Hollow Dr 165 Residences
II-A	1320.15	Cedar Knoll Roadless Area, Coal Hollow Roadless Area, Golden Ridge Roadless Area, Jackson Wildlife Management Area, Spencer Fork Wildlife Management Area, Nebo Cr Rd, US-6, US-89, North Nebo WMA, Northwest Manti WMA, Corral Fork, Crab Creek, Lake Fork, Nebo Creek, Wheat Grass Creek, Cat Canyon, Knoll Hollow, Left Fork Spencer Canyon, Right Fork Spencer Canyon, Spencer Canyon, Tank Hollow, Wildcat Canyon 9 Residences
II-A	1320.2	Big Mountain Campground, Hop Creek Ridge Roadless Area, Sanpitch Roadless Area, Storage Building, Nebo Loop Rd, SR-132, South Nebo WMA, Hop Creek, Bradley Canyon, Mud Spring Hollow, Water Hollow 1 Residences
II-A	1320.21	Big Mountain Campground, Sanpitch Roadless Area, SR-132, Bradley Canyon, Mud Spring Hollow 0 Residences
II-A	1321.01	Sand Wash/Sink Draw, Rabbit Gulch Wildlife Management Area, Grant Hansen Reservoir Number Three, 11000 Rd, 13000 Rd, 3000s Rd, 3450s Rd, 35 Rd, 36730 Rd, 4445s Rd, 7000 Rd, Burgess Rd, Center Rd, Koch Rd, Granite Rd, SR-87, Starvation State Rd, Utahn Rd, Starvation State Park, Tabby Mountain WMA, Sink Draw 37 Residences
II-A	1321.02	Sand Wash/Sink Draw, 36730 Rd 1 Residences
II-A	1322.01	Sand Wash/Sink Draw, SR-208 1 Residences
II-A	1322.02	Sand Wash/Sink Draw, SR-208, Tabby Mountain WMA 0 Residences
II-A	1323.01	Storage Building, Unknown Building, Currant Creek Wildlife Management Area, 45000w Rd, 46000w Rd, 5000s Rd, Coleman Rd, Currant Creek Rd, US-40, Currant Creek WMA, Tabby Mountain WMA 26 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-A	1323.02	Double R Ranch, Willow Creek, Willow Creek Roadless Area, Strawberry River Day Use Area, Wildcat Wildlife Management Area, A Rd, Forest Rd, Currant Creek WMA, Strawberry River WMA 5 Residences
II-A	1324	Chipman Creek Roadless Area, Chipman Creek Roadless Area, Tie Fork Roadless Area, Willow Creek Roadless Area, 79 Rd, Forest Rd, Little Baldy Mountain 0 Residences
II-A	1325	Chipman Creek Roadless Area, Diamond Fork Roadless Area, Strawberry Ridge Roadless Area, Tie Fork Roadless Area, Rays Valley Rd, Sheep Creek Rd, US-6, Sheep Creek (Snowmobile), Northwest Manti WMA, Knoll Hollow, Tank Hollow 2 Residences
II-A	1340	Nephi Roadless Area, Sanpitch Roadless Area, Big Mountain Campground, 1450 North Rd, 1450 Rd, 550 Rd, 600 Rd, 650 Rd, Cr Rd, Exit 228, Frontage Rd, I-15, Ramp Rd, SR-132, SR-41, SR-91, Nephi WMA, South Nebo WMA, Gardner Creek, West Creek, Cazier Canyon, Footes Canyon, Government Canyon, Quaking Asp Canyon, Red Canyon, Rocky Ridge Canyon, Salt Spring Canyon, Mount Nebo Wilderness NWA 63 Residences
II-A	1360	Little Sahara RA, 1812 Rd, Jericho Callao Rd, SR-132, US-6, Tanner Creek 2 Residences
II-A	1430	6000 West Rd, Desert Mountain Rd, SR-174 0 Residences
II-B	1220	1 8/10 Rd, 2 8/10 Rd, 4th Rd, 4wd Rd, 5/10 Rd, 60th Rd, Atchee Ridge Rd, Badger Wash ACEC, Bitter Creek Rd, Blaze Canyon, Box Elder Reservoir, Bryson Wash, Buttermilk Canyon, Cactus Reservoir, Coal Rd, CR, CR-100, CR-104, CR-107, CR-108, CR-109, CR-112, CR-113, CR-114, CR-138, CR-201, CR-23, CR-25, CR-268, CR-65, CR-73, CR-78, CR-95c, Crystal Geyser Overlook, Demaree Wilderness Study Area, Desolation Canyon WCR, Displacement Point, Exit 212, Exit 220, Flint Trl, Floy Wash, Frontage Rd, Gillam Draw, Green River Overlook, Historic School, I-70, Iron Wash Kiosk Site, Kinney Reservoir, Labyrinth Canyon SRMA, Labyrinth Rims/Gemini Bridges SRMA, Little Gillam Draw, Little Valley Rd, Lost Spring Wash, Lost Spring Wash WCR, McInnis Canyons NCA, Mitchell Rd, Oil Spring Mountain ACEC, Oil Spring Mountain Wilderness Study Area, Old Hwy, Old Hwy Hanksville, Old Railroad Rd, Old Spanish Historic Trail, Park Canyon Rd, Prairie Canyon, Railroad Rd, Red Wash, San Arroyo Wash, Scullion Gulch, Sego Canyon Rd, Shale Dr, Side Canyon, South Canyon, Spring Canyon, SR-128, SR-139, SR-64, SR-94, Taylor Draw, Thompson Canyon, US-40, US-6, Utah Rims SRMA, Villard Flats Reservoir, VRM Class 2, Wagon Canyon, West Canyon, White River Riparian ACEC, Windy Mesa Rd 36 Residences
II-B	1222.05	Cedar Rd, Cleveland Rd, Desolation Canyon WCR, Drop Wash, Farnham Rd, Marsh Flat Wash, Mathis Wash, Midway Reservoir, Mounds Rd, Mounds Reservoir, Mud Spring Rd, Never Sweat Wash WCR, Noviatt Ln, Price River WCR, SR-10, Upper Miller Creek Rd, US-6, Well Rd 8 Residences
II-B	1222.3	Brockbank Hollow, Burma Rd, Cleveland Rd, SR-10, SR-122, SR-31, West 400 Rd 0 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-B	1310	200 Rd, 4wd Rd, Arapeen ATV Area, Bacon Rind Canyon Rd, Bear Creek Campground, Bear Creek Campground, Bear Mountain CWMU, Big Hollow Rd, Big Mountain Campground, Booths Canyon, Boulger - Black Canyon Manti-La Sal National Forest Roadless Area, Browns Canyon, Cottonwood Creek Rd, Cottonwood Dispersed Camping, Cove Creek Rd, Devils Peak, Dry Pole Fork, Dublin Wash, East Mountain Manti-La Sal National Forest Roadless Area, Flat Canyon, Indian Creek Campground, Indian Creek Rd, Indian Hollow, Little North Creek, Lower Miller's Flat & Lowry Dispersed Camping, Marinus Canyon, Meetinghouse Canyon, Miller Flat Rd, Moroni or Morris Cook Conservation Easement, Mountainville Hwy, Mountainville Rd, Mule Creek, North 570 Rd, North Canyon, North Creek, North Fork Meetinghouse Canyon, North Nebo SWMA, Parley Ln, Pollys Peak, Potters Canyon, Potters Canyon Rd, Potters Pond Campground, Potter's Pond Campground, Potters Ponds, Round Hills, Sanpitch Manti-La Sal National Forest Roadless Area, Skyline Dr, South Nebo SWMA, SR-132, Unnamed Campsite , US-89, West 1780 Rd, Whetstone Creek 28 Residences
II-B	1320.21	Big Mountain Campground, Sanpitch Manti-La Sal National Forest Roadless Area, SR-132 0 Residences
II-B	1350	4wd Rd, Airport Rd, Andrews Spring Canyon, Big Mountain Campground, Broad Canyon, I-15, Old Pinery Canyon, Sanpitch Manti-La Sal National Forest Roadless Area, Sheep Dr, Sheep Ln, South Nebo SWMA, Spring Canyon, SR-132, SR-28, Triangle Ranch WMA 1 Residence
II-B	1370	Leamington Pass Rd, Little Sage Valley, West Fork Reservoir 3 Residence
II-B	1380	Leamington Pass Rd, Oak Creek Fishlake National Forest Roadless Area, Pass Canyon, Sink Rd, SR-125, Taylors Flat Rd, US-6, West 600 Rd 2 Residences
II-B	1420	4wd Rd, SR-174, West 8500 North St 0 Residences
II-B	1440	Desert Mountain Rd, Jones Rd, North 4000 Rd, North 6000 West St, North 8000 West St, SR-174, West 8500 North St 0 Residences
II-C	1220	1 8/10 Rd, 2 8/10 Rd, 4th Rd, 4wd Rd, 5/10 Rd, 60th Rd, Atchee Ridge Rd, Badger Wash ACEC, Bitter Creek Rd, Blaze Canyon, Box Elder Reservoir, Bryson Wash, Buttermilk Canyon, Cactus Reservoir, Coal Rd, CR, CR-100, CR-104, CR-107, CR-108, CR-109, CR-112, CR-113, CR-114, CR-138, CR-201, CR-23, CR-25, CR-268, CR-65, CR-73, CR-78, CR-95c, Crystal Geyser Overlook, Demaree Wilderness Study Area, Desolation Canyon WCR, Displacement Point, Exit 212, Exit 220, Flint Trl, Floy Wash, Frontage Rd, Gillam Draw, Green River Overlook, Historic School, I-70, Iron Wash Kiosk Site, Kinney Reservoir, Labyrinth Canyon SRMA, Labyrinth Rims/Gemini Bridges SRMA, Little Gillam Draw, Little Valley Rd, Lost Spring Wash, Lost Spring Wash WCR, McInnis Canyons NCA, Mitchell Rd, Oil Spring Mountain ACEC, Oil Spring Mountain Wilderness Study Area, Old Hwy, Old Hwy Hanksville, Old Railroad Rd, Old Spanish Historic Trail, Park Canyon Rd, Prairie Canyon, Railroad Rd, Red Wash, San Arroyo Wash, Scullion Gulch, Sego Canyon Rd, Shale Dr, Side Canyon, South Canyon, Spring Canyon, SR-128, SR-139, SR-64, SR-94, Taylor Draw, Thompson Canyon, US-40, US-6, Utah Rims SRMA, Villard Flats Reservoir, VRM Class 2, Wagon Canyon, West Canyon, White River Riparian ACEC, Windy Mesa Rd 36 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-C	1225.2	Chimney Rock Flat, Desolation Canyon WCR, Dry Mesa, Job Corps Pond, Lost Spring Wash WCR, Lynns Pond, Never Sweat Wash WCR, Old Spanish Historic Trail, Red Seep Wash Rd, Saleratus Reservoir, San Rafael Canyon ACEC, San Rafael Swell SRMA, Smith Pond, Summerville Point, US-6 0 Residences
II-C	1330.1	3550 Rd, 4wd Rd, Antone Hollow, Bar J Ranch Conservation Easement, Browns Hole, Castle Valley Outdoors CWMU, Catamount Canyon, CR-801, CR-803, CR-805, CR-903, CR-906, CR-909, CR-912, CR-913, CR-916, Creepy Spring Rd, Crooked Canyon, Cutler Canyon, Dry X Reservoir, E 100 Rd, E 1600 North St, E 200 Rd, East 11000 North St, East 2600 North St, East 300 Rd, East 3300 North St, East 3700 North St, East 400 Rd, East 4000 North St, East 5400 North St, Forest Service Rd, FS 037 Rd, FS 038 Rd, FS 047 Rd, FS 048 Rd, FS 290 Rd, Goosberry Rd, I-70, Johnson Mountain Ranch CWMU, Link Canyon Wash, Loafers Canyon, Lost Creek Rd, Molen Cutoff Rd, Molen Seep Wash, Mud Lake Reservoir, N 300 Rd, Noon Rock Canyon, North 9200 East St, North 9400 East St, North Pavant Fishlake National Forest Roadless Area, Oak Ranch CWMU, Old Spanish Historic Trail, Paradise Ln, Pharo Canyon, Pharo Creek, Ranch Rd, Raspberry Canyon, Rock Art ACEC, Rocky Ford Canal Rd, Round Valley CWMU, South Center St, Sage Flat Rd, San Rafael Swell SRMA, Santa Fe Creek, Sawmill Canyon, Shearing Corral Draw, South 100 Rd, South 200 Rd, South 300 Rd, South Old Hwy 89, South Wash, Spring Branch Canyon, SR-10, SR-322, Telephone Hollow, US-50, US-89, W 300 Rd, Water Hollow, West 400 Rd 63 Residences
II-C	1410	4wd Rd, D M A D Reservoir, D M A D Reservoir, East 4500 South St, East Fork Eightmile Creek, Exit 184, Fillmore SWMA, Frontage Rd, Graball Canyon, I-15, Long Canyon, N 100 Rd, North 400 West St, North Pavant Fishlake National Forest Roadless Area, Scipio Pioneer Trl, SR-100, SR-125, SR-174, US-50, US-6, West 8500 North St, West Fork Eightmile Creek, Whisky Creek 2 Residences
II-C	1440	Desert Mountain Rd, Jones Rd, North 4000 Rd, North 6000 West St, North 8000 West St, SR-174, West 8500 North St 0 Residences
II-D	1210	Blue Mountain Ave, Box Elder Creek, Box Elder Reservoir Number 2, Box Elder Reservoir Number 3, Box Elder Reservoir Number 4, CR-134, CR-61, CR-95c, CR-98, East Twin Wash, Miller Creek, Skull Creek, Skull Creek Reservoir, Spencer Draw, SR-64, US-40, West Twin Wash, Willow Creek 0 Residences
II-D	1214	4wd Rd, Old Bonanza Hwy, Snake John Reef Cutoff Rd 0 Residences
II-D	1215	Grave, SR-45 0 Residences
II-D	1217.01	0401009 Ashley National Forest Roadless Area, 4wd Rd, 9 Mile Canyon Rd, 9 Mile Rd, Argyle Canyon Rd, Camping Unit, Dry Canyon, Enron Middle Campsite, Enron North Campsite, Enron South Campsite, Fourmile Wash, Glen Bench Rd, Lears Canyon ACEC, Leers Canyon, Lower Green River Corridor ACEC, Lower Green River WSR, Mountain Fuel Bridge Rd, Nine Mile Canyon ACEC, Nine Mile SRMA, Seep Ridge Rd, SR-45, Turkey Trl, Watson Rd, White River Raft Access 1 Residence

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-D	1217.02	4wd Rd, Badger Canyon, Big Sulphur Canyon Rd, Butchers Rd, Dry Fork, Jack Canyon Rd, Lion Canyon, Minnie Maud Creek Rd, Minnie Maud Ridge, Minnie Maud Ridge Cooperative Wildlife Management Unit, Pasture Canyon, Pole Canyon, Sams Canyon Rd, Sky-high Pond, Wash Canyon, Whitmore Park Rd 2 Residences
II-D	1217.1	5th Rd, 9th Rd, Arriotti Rd, Benches Rd, Castle Gate Dr, Castle Gate Rd, Cedar Bench Rd, Cemetary, Deep Canyon, Dry Canyon, Dry Canyon, Dump Rd, Frontage Rd, Gentile Wash, Gordon Creek WMA, Gun Club Rd, Gun Range Rd, Hardscrabble Canyon, Hardscrabble Canyon Rd, Hardscrabble Rd, Helper Dr, Jack Canyon Rd, Ketchum Rd, Mathis Canyon, Mathis Canyon Rd, Minne Maud Ridge CWMU, Mountian Rd, North Lincoln Rd, North Main St, North Martin Rd, Orchard St, Panther Canyon, Panther Canyon Rd, Pipeline Bench, Pit Rd, Power Plant Rd, Price Canyon, Red Diamond Rd, Rock Rd, Royal St, Royal Way, S 5th Ave, Shooters Aly, South 4th Ave, Spring Canyon Cir, Spring Canyon Rd, SR-139, The Flats Rd, Trestle Rd, Upper Fish Rd, US-191, US-6, W 100 Rd, Waldo Rd, West 1000 Rd, West 200 Rd, West 300 Rd, West 400 Rd, West 500 Rd, West 600 Rd, West 700 Rd, West 800 Rd, West 900 Rd, Whitmore Park Rd 155 Residences
II-D	1217.15	Barn Canyon, Benches Rd, Big Hollow Rd, Blind Fork, Boarding House Canyon Rd, Boardinghouse Canyon, Boneyard Canyon, Broads Canyon Rd, Burnt Fork, Castle Valley Ridge Rd, Cedar Bench Rd, Dry Creek, Finn Canyon, Finn Canyon Rd, Gooseberry Campground, Gordon Creek SWMA, Hill Top Rd, Hys Fork, Lone Rock Ravine, Magazine Canyon, Maple Fork, Milburn Rd, Narrows Tunnel, North Fork Swens Canyon, North Skyline Winter Staging, Northwest Manti SWMA, Oak Creek Manti-La Sal National Forest Roadless Area, Peterson Ln, S Fork Eccles Creek Rd, Skyline Dr, SR-264, SR-31, SR-96, Swens Canyon, Telephone Bench Rd, The Elbow, Tough Springs Rd, Trail Canyon Rd, Unnamed Campsite, US-89, Wasatch Academy SUP, White Pine Fork 51 Residences
II-D	1320.2	Big Mountain Campground, Big Mountain Campground, Bradley Canyon, Hop Creek, Hop Creek Ridge Uinta National Forest Planning Area Roadless Area, Mud Spring Hollow, Nebo Loop Rd, Sanpitch Manti-La Sal National Forest Roadless Area, South Nebo SWMA, SR-132, Water Hollow 1 Residences
II-D	1320.21	Big Mountain Campground, Sanpitch Manti-La Sal National Forest Roadless Area, SR-132 0 Residences
II-D	1350	4wd Rd, Airport Rd, Andrews Spring Canyon, Big Mountain Campground, Broad Canyon, I-15, Old Pinery Canyon, Sanpitch Manti-La Sal National Forest Roadless Area, Sheep Dr, Sheep Ln, South Nebo SWMA, Spring Canyon, SR-132, SR-28, Triangle Ranch WMA 1 Residence
II-D	1360	Jericho Callao Rd, Little Sahara RA, RT-1812, SR-132, Tanner Creek, US-6 1 Residences
II-D	1430	Desert Mountain Rd, North 6000 West St, SR-174 0 Residences
II-E	1210	Blue Mountain Ave, Box Elder Creek, Box Elder Reservoir Number 2, Box Elder Reservoir Number 3, Box Elder Reservoir Number 4, CR-134, CR-61, CR-95c, CR-98, East Twin Wash, Miller Creek, Skull Creek, Skull Creek Reservoir, Spencer Draw, SR-64, US-40, West Twin Wash, Willow Creek 0 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-E	1214	4wd Rd, Old Bonanza Hwy, Snake John Reef Cutoff Rd 0 Residences
II-E	1215	Grave, SR-45 0 Residences
II-E	1215.05	Glen Bench Rd, Siddoways Reservoir, SR-45, Stirrup Rd 0 Residences
II-E	1217.051	Beaver Creek, Camp Site, Center St, Church Rd, Cleary St, Colton Scenic Byway Kiosk Site, Emma Park CWMU, Horse Creek Rd, Kyune Creek, Quarry Rd, Scofield Canyons CWMU, Soldier Summit CWMU, Spring Canyon, SR-96, Tabbyune Canyon, Tabbyune Creek, US-191, US-6, Viaduct St, White River, Woods Canyon 12 Residences
II-E	1217.052	Camp Site, Campground, Center St, Cleary St, Cottonwood Canyon, Dairy Fork, Davidson Canyon, East St, Garner Canyon, Garner Hollow, Great Western South Trailhead, Heslington Canyon, Hicks Canyon, Northwest Manti SWMA, Oak St, Private Picnic Site, Rays Valley Rd, RV Park, Sheep Creek, Sheep Creek Rd, Soldier Summit CWMU, Spring Canyon, Tie Fork, Tie Fork Uinta National Forest Planning Area Roadless Area, US-6, Viaduct St 14 Residences
II-E	1219.4	Jack Canyon, Jack Canyon Rd, Minne Maud Ridge CWMU, Whitmore Park Rd 2 Residences
II-E	1320.05	1000 West Rd, 1780 West Rd, 2000 Rd, 2200 Rd, 2250 Rd, 2500 Rd, 2750 Rd, 2825w Rd, 3000 West Rd, 3000s Rd, 3390 Rd, 3390s Rd, 3760s Rd, 4000 South Rd, 4000 West Rd, 4235s Rd, 4wd Rd, 5000 Rd, 6000 West Rd, Baeser Rd, Brennan Btm Rd, Cobble Hollow Dr, Fort Duchesne Rd, Gusher Randlett Rd, Hilltop Rd, Industrial, North 2100 Rd, Pole Line Rd, S 7000 Rd, South 1100 Rd, South State St, SR-87, SR-88, Stirrup Rd, US-40, Wyasket Bottom Rd 165 Residences
II-E	1320.15	Cat Canyon, Cedar Knoll Manti-La Sal National Forest Roadless Area, Coal Hollow Manti-La Sal National Forest Roadless Area, Corral Fork, Crab Creek, Golden Ridge Uinta National Forest Planning Area Roadless Area, Jackson WMA, Knoll Hollow, Lake Fork, Left Fork Spencer Canyon, Nebo Cr Trl, Nebo Creek, North Nebo SWMA, Northwest Manti SWMA, Right Fork Spencer Canyon, Spencer Canyon, Spencer Fork WMA, Tank Hollow, US-6, US-89, Wheat Grass Creek, Wildcat Canyon 9 Residences
II-E	1320.2	Big Mountain Campground, Big Mountain Campground, Bradley Canyon, Hop Creek, Hop Creek Ridge Uinta National Forest Planning Area Roadless Area, Mud Spring Hollow, Nebo Loop Rd, Sanpitch Manti-La Sal National Forest Roadless Area, South Nebo SWMA, SR-132, Water Hollow 1 Residences
II-E	1320.21	Big Mountain Campground, Sanpitch Manti-La Sal National Forest Roadless Area, SR-132 0 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-E	1325.1	0401010 Ashley National Forest Roadless Area, 0401011 Ashley National Forest Roadless Area, 10000 West Rd, 101060 West Rd, 11000 West Rd, 11490 West Rd, 4000 Rd, 4725 Rd, 4725 South Rd, 4730s Rd, 6000 Rd, 6000 South Rd, 6450 South Rd, 8000 Rd, 9000 Rd, 9000 West Rd, 9000s Rd, 9500 West Rd, Antelope Canyon Rd, Antelope Creek, Antelope Creek CWMU, Argyle Canyon Rd, Broad Hollow, Camp Site, Center St, Clem Hollow, Corral Hollow, Deathtrap Canyon, E River Rd, Indian Canyon SWMA, Jolie Hollow, Lance Canyon, Mine Hollow, North Lost Hollow, North Twin Hollow, Quitchampau Canyon, Road Hollow, S 7000 Rd, South Lost Hollow, South Twin Hollow, Sowers Canyon Rd, Spring Hollow, SR-87, Tabby Canyon, Trail Hollow, Trapper Canyon, US-40, Wa kway, Wire Fence Canyon, Y Canyon 73 Residences
II-E	1325.2	Camp Site, Jack Canyon Rd, Minnie Maud Ridge CWMU, Whitmore Park Rd 10 Residences
II-E	1350	4wd Rd, Airport Rd, Andrews Spring Canyon, Big Mountain Campground, Broad Canyon, I-15, Old Pinery Canyon, Sanpitch Manti-La Sal National Forest Roadless Area, Sheep Dr, Sheep Ln, South Nebo SWMA, Spring Canyon, SR-132, SR-28, Triangle Ranch WMA 1 Residence
II-E	1360	Jericho Callao Rd, Little Sahara RA, RT-1812, SR-132, Tanner Creek, US-6 2 Residences
II-E	1430	Desert Mountain Rd, North 6000 West St, SR-174 0 Residences
II-F	1210	Blue Mountain Ave, Box Elder Creek, Box Elder Reservoir Number 2, Box Elder Reservoir Number 3, Box Elder Reservoir Number 4, CR-134, CR-61, CR-95c, CR-98, East Twin Wash, Miller Creek, Skull Creek, Skull Creek Reservoir, Spencer Draw, SR-64, US-40, West Twin Wash, Willow Creek 0 Residences
II-F	1214	4wd Rd, Old Bonanza Hwy, Snake John Reef Cutoff Rd 0 Residences
II-F	1215	Grave, SR-45 0 Residences
II-F	1217.01	0401009 Ashley National Forest Roadless Area, 4wd Rd, 9 Mile Canyon Rd, 9 Mile Rd, Argyle Canyon Rd, Camping Unit, Dry Canyon, Enron Middle Campsite, Enron North Campsite, Enron South Campsite, Fourmile Wash, Glen Bench Rd, Lears Canyon ACEC, Leers Canyon, Lower Green River Corridor ACEC, Lower Green River WSR, Mountain Fuel Bridge Rd, Nine Mile Canyon ACEC, Nine Mile SRMA, Seep Ridge Rd, SR-45, Turkey Trl, Watson Rd, White River Raft Access 1 Residence
II-F	1217.052	Camp Site, Campground, Center St, Cleary St, Cottonwood Canyon, Dairy Fork, Davidson Canyon, East St, Garner Canyon, Garner Hollow, Great Western South Trailhead, Heslington Canyon, Hicks Canyon, Northwest Manti SWMA, Oak St, Private Picnic Site, Rays Valley Rd, RV Park, Sheep Creek, Sheep Creek Rd, Soldier Summit CWMU, Spring Canyon, Tie Fork, Tie Fork Uinta National Forest Planning Area Roadless Area, US-6, Viaduct St 14 Residences
II-F	1218	4wd Rd, Argyle Ridge, Big Sulphur Canyon Rd, Camp Site 10 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-F	1219.1	Amphitheater, Cabin, Camp Site, Outbuilding 14 Residences
II-F	1219.3	Camp Site, Center St, Cleary St, East St, Gas Station, Left Fork White River, Oak St, Right Fork White River, Soldier Summit (Snowmobile), Soldier Summit CWMU, Timber Canyon Rd, US-6, Viaduct St 11 Residences
II-F	1219.5	Anderson Hollow, Emma Park CWMU, Logge Canyon, Right Fork Kyune Creek, Soldier Summit CWMU, Soldier Summit Uinta National Forest Planning Area Roadless Area, Timber Canyon Rd, US-191, US-6 0 Residences
II-F	1219.6	Emma Park CWMU, Jones Hollow, US-191 4 Residences
II-F	1320.15	Cat Canyon, Cedar Knoll Manti-La Sal National Forest Roadless Area, Coal Hollow Manti-La Sal National Forest Roadless Area, Corral Fork, Crab Creek, Golden Ridge Uinta National Forest Planning Area Roadless Area, Jackson WMA, Knoll Hollow, Lake Fork, Left Fork Spencer Canyon, Nebo Cr Trl, Nebo Creek, North Nebo SWMA, Northwest Manti SWMA, Right Fork Spencer Canyon, Spencer Canyon, Spencer Fork WMA, Tank Hollow, US-6, US-89, Wheat Grass Creek, Wildcat Canyon 9 Residences
II-F	1320.2	Big Mountain Campground, Big Mountain Campground, Bradley Canyon, Hop Creek, Hop Creek Ridge Uinta National Forest Roadless Area, Mud Spring Hollow, Nebo Loop Rd, Sanpitch Manti-La Sal National Forest Roadless Area, South Nebo SWMA, SR-132, Water Hollow 1 Residences
II-F	1320.21	Big Mountain Campground, Sanpitch Manti-La Sal National Forest Roadless Area, SR-132 0 Residences
II-F	1350	4wd Rd, Airport Rd, Andrews Spring Canyon, Big Mountain Campground, Broad Canyon, I-15, Old Pinery Canyon, Sanpitch Manti-La Sal National Forest Roadless Area, Sheep Dr, Sheep Ln, South Nebo SWMA, Spring Canyon, SR-132, SR-28, Triangle Ranch WMA 1 Residence
II-F	1360	Jericho Callao Rd, Little Sahara RA, RT-1812, SR-132, Tanner Creek, US-6 2 Residences
II-F	1430	Desert Mountain Rd, North 6000 West St, SR-174 0 Residences
II-G	1210	Box Elder Reservoir Number 2, Box Elder Reservoir Number 3, Box Elder Reservoir Number 4, Skull Creek Reservoir, 95c Rd, Blue Mountain Rd, CR-134, CR-61, CR-98, SR-64, US-40, Box Elder Creek, East Twin Wash, Miller Creek, Skull Creek, West Twin Wash, Willow Creek, Spencer Draw 0 Residences
II-G	1211	4wd Rd, Old Bonanza Rd, Snake John Reef Cutoff Rd 0 Residences
II-G	1212	Redwash Rd, SR-45, Stirrup Rd 0 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-G	1320.05	Storage Building, Storage Buildings, 0 Rd, 1000w Rd, 1100 Rd, 1780w Rd, 2000 Rd, 2100 Rd, 2200 Rd, 2250 Rd, 2500 Rd, 2750 Rd, 2825w Rd, 3000s Rd, 3000w Rd, 3390 Rd, 3390s Rd, 3760s Rd, 4000s Rd, 4000w Rd, 4235s Rd, 4wd Rd, 5000 Rd, 6000w Rd, 7000 Rd, Baeser Rd, Brennan Btm Rd, Fort Duchesne Rd, Gusher Randlett Rd, Hilltop Rd, Pole Line Rd, SR-87, SR-88, State Rd, Stirrup Rd, US-40, Wyasket Bottom Rd, Cobble Hollow Dr 165 Residences
II-G	1320.15	Cedar Knoll Roadless Area, Coal Hollow Roadless Area, Golden Ridge Roadless Area, Jackson Wildlife Management Area, Spencer Fork Wildlife Management Area, Nebo Cr Rd, US-6, US-89, North Nebo WMA, Northwest Manti WMA, Corral Fork, Crab Creek, Lake Fork, Nebo Creek, Wheat Grass Creek, Cat Canyon, Knoll Hollow, Left Fork Spencer Canyon, Right Fork Spencer Canyon, Spencer Canyon, Tank Hollow, Wildcat Canyon 9 Residences
II-G	1320.2	Big Mountain Campground, Hop Creek Ridge Roadless Area, Sanpitch Roadless Area, Storage Building, Nebo Loop Rd, SR-132, South Nebo WMA, Hop Creek, Bradley Canyon, Mud Spring Hollow, Water Hollow 1 Residences
II-G	1320.21	Big Mountain Campground, Sanpitch Roadless Area, SR-132, Bradley Canyon, Mud Spring Hollow 0 Residences
II-G	1321.01	Sand Wash/Sink Draw, Rabbit Gulch Wildlife Management Area, Grant Hansen Reservoir Number Three, 11000 Rd, 13000 Rd, 3000s Rd, 3450s Rd, 35 Rd, 36730 Rd, 4445s Rd, 7000 Rd, Burgess Rd, Center Rd, Koch Rd, Granite Rd, SR-87, Starvation State Rd, Utahn Rd, Starvation State Park, Tabby Mountain WMA, Sink Draw 37 Residences
II-G	1321.02	Sand Wash/Sink Draw, 36730 Rd 1 Residences
II-G	1322.21	Sand Wash/Sink Draw, 43270 Rd, 43800 Rd 15 Residences
II-G	1322.22	43800 Rd, 45000w Rd, 46000w Rd, 46990w Rd, 5000s Rd, 6000s Rd, US-40, Currant Creek WMA 56 Residences
II-G	1322.23	US-40, Currant Creek WMA 15 Residences
II-G	1322.51	Sand Wash/Sink Draw, 39225 Rd, SR-208, US-40 15 Residences
II-G	1323.02	Double R Ranch, Willow Creek, Willow Creek Roadless Area, Strawberry River Day Use Area, Wildcat Wildlife Management Area, A Rd, Forest Rd, Currant Creek WMA, Strawberry River WMA 5 Residences
II-G	1324	Chipman Creek Roadless Area, Chipman Creek Roadless Area, Tie Fork Roadless Area, Willow Creek Roadless Area, 79 Rd, Forest Rd, Little Baldy Mountain 0 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
II-G	1325	Chipman Creek Roadless Area, Diamond Fork Roadless Area, Strawberry Ridge Roadless Area, Tie Fork Roadless Area, Rays Valley Rd, Sheep Creek Rd, US-6, Sheep Creek (Snowmobile), Northwest Manti WMA, Knoll Hollow, Tank Hollow 2 Residences
II-G	1350	Sanpitch Roadless Area, Triangle Ranch Wildlife Management Area, Big Mountain Campground, 4wd Rd, Airport Rd, I-15, Ramp Rd, Sheep Rd, SR-132, SR-28, South Nebo WMA, Andrews Spring Canyon, Broad Canyon, Footes Canyon, Old Pinery Canyon, Salt Spring Canyon, Spring Canyon 1 Residences
II-G	1360	Little Sahara RA, 1812 Rd, Jericho Callao Rd, SR-132, US-6, Tanner Creek 2 Residences
II-G	1430	6000 West Rd, Desert Mountain Rd, SR-174 0 Residences
Fruitland Micro-siting Option 1	1321.02	Sand Wash/Sink Draw, 36730 Rd 1 Residences
Fruitland Micro-siting Option 1	1322.51	Sand Wash/Sink Draw, 39225 Rd, SR-208, US-40 15 Residences
Fruitland Micro-siting Option 1	1322.52	Sand Wash/Sink Draw, Tabby Mountain WMA 0 Residences
Fruitland Micro-siting Option 1	1322.53	Sand Wash/Sink Draw, Tabby Mountain WMA 0 Residences
Fruitland Micro-siting Option 1	1323.01	Storage Building, Unknown Building, Currant Creek Wildlife Management Area, 45000w Rd, 46000w Rd, 5000s Rd, Coleman Rd, Currant Creek Rd, US-40, Currant Creek WMA, Tabby Mountain WMA 0 Residences
Fruitland Micro-siting Option 2	1321.02	Sand Wash/Sink Draw, 36730 Rd 1 Residences
Fruitland Micro-siting Option 2	1322.01	Sand Wash/Sink Draw, SR-208 0 Residences
Fruitland Micro-siting Option 2	1322.11	Sand Wash/Sink Draw, SR-208, Tabby Mountain WMA 0 Residences
Fruitland Micro-siting Option 2	1322.12	Sand Wash/Sink Draw, 43800 Rd, Tabby Mountain WMA 0 Residences
Fruitland Micro-siting Option 2	1322.22	43800 Rd, 45000w Rd, 46000w Rd, 46990w Rd, 5000s Rd, 6000s Rd, US-40, Currant Creek WMA 56 Residences
Fruitland Micro-siting Option 2	1322.23	US-40, Currant Creek WMA 15 Residences

Table 3.12-20 Region II Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
Fruitland Micro-siting Option 3	1322.23	US-40, Currant Creek WMA 15 Residences
Fruitland Micro-siting Option 3	1322.71	Sand Wash/Sink Draw, 36730 Rd, 39225 Rd, 41950 Rd, 42430 Rd, 44210 Rd, 4wd Rd, Lindsay Rd, Pine Rd, Red Creek Rd, Sams Wash Rd, US-40, Currant Creek WMA, Currant Creek, Sand Wash 0 Residences
Strawberry IRA Micro-siting Option 2	1324	Chipman Creek Uinta National Forest Planning Area Roadless Area, Forest Rd, RD 079, Tie Fork Uinta National Forest Planning Area Roadless Area, Willow Creek Uinta National Forest Roadless Area 0 Residences
Strawberry IRA Micro-siting Option 2	1324.2	Chipman Creek Uinta National Forest Planning Area Roadless Area, Forest Rd, Little Baldy Mountain, RD 079, Tie Fork Uinta National Forest Planning Area Roadless Area, Willow Creek Uinta National Forest Planning Area Roadless Area 0 Residences
Strawberry IRA Micro-siting Option 3	1324	Chipman Creek Uinta National Forest Planning Area Roadless Area, Forest Rd, RD 079, Tie Fork Uinta National Forest Planning Area Roadless Area, Willow Creek Uinta National Forest Planning Area Roadless Area 0 Residences
Strawberry IRA Micro-siting Option 3	1324.4	Chipman Creek Uinta National Forest Planning Area Roadless Area, Forest Rd, RD 079, Tie Fork Uinta National Forest R Planning Area oadless Area, Willow Creek Uinta National Forest Planning Area Roadless Area 0 Residences
Reservation Ridge Alternative Variation	1219.2	0401011 Ashley National Forest Roadless Area, 0401012 Ashley National Forest Roadless Area, 0401013 Ashley National Forest Roadless Area, 4wd Rd, Amphitheater, Argyle Canyon Rd, Avintaquin USFS Campground, Camp Site, Cat Peak, Dock, Emma Park CWMU, Horse Rd, Indian Head, Res Ridge Rd, Reservation Ridge, Soldier Summit CWMU, Soldier Summit Uinta National Forest Planning Area Roadless Area, Timber Canyon Rd, Unnamed Campsite , US-191, US-6 0 Residences
Reservation Ridge Alternative Variation	1219.5	Anderson Hollow, Emma Park CWMU, Logge Canyon, Right Fork Kyune Creek, Soldier Summit CWMU, Soldier Summit Uinta National Forest Planning Area Roadless Area, Timber Canyon Rd, US-191, US-6 0 Residences
Reservation Ridge Alternative Variation	1219.6	Emma Park CWMU, Jones Hollow, US-191 4 Residences
Roan Cliffs Alternative Connector	1219.45	Emma Park CWMU, US-191, West Fork Willow Creek 0 Residences
Castle Dale Alternative Connector	1270	4wd Rd, Lawrence County Rd, SR-10 0 Residences

Vegetation Treatments

Scenarios for vegetation treatments are listed in the POD (**Appendix D**). Clearing of plants above 6 feet in height would occur in the 250-foot-wide transmission line ROW unless otherwise specified in the POD.

Only the 90-foot-wide "wire zone" and 250-foot square structure construction area would be cleared in corridors classified as VRM Class II, SIO High, and VQO Retention. Key factors in the determination of impacts to the visual resource include viewing distances, presence or absence of tree cover, and steepness of topographic slopes. Application of mitigation **VR-1** would preserve pinyon-juniper trees, except for those impeding tower and access road construction. The edges between clearings and forest would be feathered in all species. The presence of moderate to steep slopes increases visibility of vegetation treatments for ROWs and for access roads, as compared to flat slopes. These factors are included in the analysis of impacts to scenery and to sensitive viewers. Reclamation recovery time analyses, specific to views from the 303 KOPs and involving topographic slope, topographic aspect and vegetation type, are shown in **Appendix I**, **Table I-10**. The results are central components in **Table 3.12-17**.

The geographic context, distances, and spatial relationship between visual resources and the Project alignments by segment and milepost for Region II are portrayed by tables and maps of scenic quality classes (**Appendix I**, **Table I-1** and **Figure I-2**), sensitivity levels (**Appendix I**, **Table I-2** and **Figure I-4**), visual resource inventory classes (**Appendix I**, **Table I-5** and **Figure I-7**), and visual resource management classes (**Appendix I**, **Table I-6** and **Figure I-8**). All BLM VRI distance zones were inventoried as foreground-middleground for the Project study area and therefore are not shown with map figures. Project-specific distance zones are included in the analyses for impacts to landscape scenery, sensitive viewers, and conformance or consistency with BLM or USFS management objectives, respectively.

There were 186 KOPs selected, photographed, and analyzed in Region II. The KOP figures in **Appendix I** portray the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation. Twenty-three photographic simulations of the Project in Region II are shown in a photographic Figure following each applicable KOP in the KOP figures **Appendix I**.

Alternative II-A (Applicant Proposed)

Alternative II-A would cross 258 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from the visitor center of Dinosaur National Monument, Colorado SH-64 just south of Dinosaur, the Green River just south of The Stirrup, US-40 southwest of Roosevelt and again in Deer Creek Canyon, Utah SH-87, Strawberry Road Scenic Backway, US-6, US-89, Utah SH-132 east of Nephi, in addition to several recreational roads and trails (**Table 3.12-20**). It would cross Utah SH-132 west of Nephi, US-6 adjacent to Little Sahara RA, and Utah SH-174 in areas where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually (higher contrasts) more than they would if seen with existing transmission line structures.

Recreationally important landscapes include Dinosaur National Monument, Bottle Hollow Reservoir, Starvation Reservoir, Strawberry Reservoir, Aspen Cove Campground, Strawberry River Day Use Area, and Strawberry Road Scenic Backway and camping areas, where the Project's structures would be seen with existing transmission line structures or oil and gas facilities. The Project would be visible from the Little Sahara RA and associated sand dunes areas where guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument; White River, Vernal, Salt Lake, Richfield, and Fillmore FOs; and the Uinta National Forest Planning Area sections.

Comparisons with other Alternatives

Alternative II-A has increased impacts as compared with Alternative II-E. Alternative II-A has decreased impacts as compared with Alternative II-B, Alternative II-C, Alternative II-D, Alternative II-F, and Alternative II-G.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-A would be visible in the immediate foreground from 282 residences. Thirty-five percent of Alternative II-A would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 10,927 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B.
Twenty-one percent of Alternative II-A would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). Less than 1 percent of Alternative II-A would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Twenty-eight percent of the Alternative II-A alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Fruitland Micro-siting Option 1

The Fruitland Micro-siting Option 1 would cross landscapes in the Uintah Basin Section of the Colorado Plateaus Province (Section 3.12.5.2). It would be in the immediate foreground of US-40 and cross Utah SH-208, and would be “sky-lined” (increased impact) in these areas. This location is associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). It would cross no Class A scenery visible within 2.5 miles of the alignment. Fruitland Micro-siting Option 1 would cross no BLM or USFS landscapes. The Fruitland Micro-siting Option 1 would have increased impacts as compared Alternative II-A, decreased impacts as compared with Fruitland Micro-siting Option 3, and similar impacts as Alternative II-G and Fruitland Micro-siting Option 2, None of the Fruitland Micro-siting Option 1 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Fruitland Micro-siting Option 2

The Fruitland Micro-siting Option 2 would cross landscapes in the Uintah Basin Section of the Colorado Plateaus Province (Section 3.12.5.2). It would be in the immediate foreground of US-40 and cross Utah SH-208, and would be “sky-lined” (increased impact) in these areas. This location is associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). It would cross no Class A scenery visible within 2.5 miles of the alignment. Fruitland Micro-siting Option 2 would cross no BLM or USFS landscapes. The Fruitland Micro-siting Option 2 would have increased impacts as compared Alternative II-A, decreased impacts as compared with Fruitland Micro-siting Option 3, and similar impacts to Alternative II-G and Fruitland Micro-siting Option 1. None of the Fruitland Micro-siting Option 2 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Fruitland Micro-siting Option 3

The Fruitland Micro-siting Option 3 would cross landscapes in the Uintah Basin Section of the Colorado Plateaus Province (Section 3.12.5.2). It would be in the immediate foreground of US-40 and cross Red Creek Road, and would be “sky-lined” (increased impact) in these areas. This location is associated with

immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). It would cross no Class A scenery visible within 2.5 miles of the alignment. Fruitland Micro-siting Option 3 would cross no BLM or USFS landscapes. The Fruitland Micro-siting Option 3 would have increased impacts as compared with Fruitland Micro-siting Option , Fruitland Micro-siting Option 1, Alternative II-A and Alternative II-G. None of the Fruitland Micro-siting Option 3 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Strawberry IRA Micro-siting Option 2

This option is similar to Alternative II-A, except that it would cross the Strawberry Road Scenic Backway immediate foreground viewshed nearer to the existing transmission line. However, it has two additional, substantially more dominant, self-supported structures at the road crossing near Little Baldy Mountain. These features would stand out visually and have increased visual impacts. Thus, it has increased impacts as compared with Alternative II-A. It would cross 434 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). None of the Strawberry IRA Micro-siting Option 2 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Strawberry IRA Micro-siting Option 3

This option is similar to Alternative II-A, except that it would cross over or under the existing transmission line in the Strawberry Road Scenic Backway immediate foreground viewshed and has at least four additional, substantially more dominant, self-supported structures at the road crossings near Little Baldy Mountain and Buffalo Canyon. These features would stand out visually and have increased visual impacts. Thus, this option has increased impacts as compared with Alternative II-A. It would cross 420 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). None of the Strawberry IRA Micro-siting Option 3 alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative II-B</u>

Alternative II-B would cross 346 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from Colorado SH-64 east of Rangely, Colorado SH-139 south of Rangely, the Crystal Geyser Road and Green River south of the Town of Green River, I-70 west of Green River and would closely parallel US-6 from I-70 to near the Carbon County/Emery County line, the Upper Joe's Valley Road, Skyline Road Backway, US-89, Utah SH-132, US-6 near Lynndyl, and Utah SH-174, in addition to several recreational roads and trails (**Table 3.12-20**). It does not parallel existing transmission lines as it would cross the Old Spanish Trail and I-70 west of the Green River to the Colorado/Utah border, and would cross and would closely parallel the winding Baxter Pass Road from near the Garfield County/Mesa County border over Baxter Pass to the White Face Butte area where the Project's predominantly self-supported structures would be "sky-lined" for the majority of the distance. It also would cross Rangely Dragon Road, Texas Creek recreational roads and trails, Utah SH-10, Utah SH-31, and I-15 in areas where the Project's guyed and, substantially more dominant, self-supported structures would stand out visually (higher contrasts) more than they would if seen with existing transmission line structures and oil and gas structures.

Recreationally important landscapes include the Texas Creek area, Baxter Pass area, Cisco Desert area, Green River area, Cedar Mountain area, and Joe's Valley area, where guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument, White River, Grand Junction, Moab, Price, Richfield, and Fillmore FO sections.

Comparisons with other Alternatives

Alternative II-B has decreased impacts as compared with Alternative II-C and Alternative II-F. All of the alternatives have increased impacts as compared with Alternative II-A, Alternative II-D, Alternative II-E, and Alternative II-G.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-B would be visible in the immediate foreground from 75 residences. Twenty-nine percent of Alternative II-B would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 9,597 acres of Class A scenery visible within 2.5 miles of the alignment. 1,201 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Fifteen percent of Alternative II-B would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**).

Less than 1 percent of Alternative II-B would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Forty percent of the Alternative II-B alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative II-C</u>

Alternative II-C would cross 365 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross along with one or more existing transmission lines (reduced contrasts) in the view from Colorado SH-64 east of Rangely, Colorado SH-139 south of Rangely, the Crystal Geyser Road and Green River south of the Town of Green River, I-70 west of Green River, would closely parallel US-6 from I-70 to the intersection with the Green River Cutoff Road, Wedge Overlook Road, Utah SH-10, I-70, Gooseberry Road, US-70, US-50, I-15, would closely parallel US-50, and would cross US-6. At the intersection of the Green River Cutoff Road it aligns west through complex and highly scenic surface geology where it would predominantly consist of self-supported structures that would be "sky-lined" along the roadway to the Cedar Mountain area, in addition to several local recreational roads and trails (**Table 3.12-20**). It does not parallel existing transmission lines as it would cross and would closely parallel the Rangely Dragon Road, Texas Creek recreational roads and trails, the winding Baxter Pass Road (where predominantly self-supporting structures would be required) from near the White Face Butte area over Baxter Pass to the Garfield County/Mesa County and would parallel the Old Spanish Trail and I-70 from the Colorado/Utah Border to the crossings just east of Green River.

All of these locations would be subject to “sky-lining” of the Project’s guyed and self-supported structures.

Recreationally important landscapes include the Texas Creek area, Baxter Pass area, Cisco Desert area, and US-6 to Cedar Mountain area, Wedge Overlook area, Saleratus Benches area, Gooseberry Road area, Maple Grove Campground area, Scipio Lake area, and Canyon Mountains area, where guyed and self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument, White River, Grand Junction, Moab, Price, Richfield, Fishlake and Fillmore FO sections.

Comparisons with other Alternatives

Alternative II-C has increased impacts as compared with Alternative II-A, Alternative II-B, Alternative II-D, Alternative II-E, and Alternative II-G. Alternative II-C has decreased impacts as compared with Alternative II-F.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-C would be visible in the immediate foreground from 100 residences. Twenty-three percent of Alternative II-C would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 16,017 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Eleven percent of Alternative II-C would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Five percent of Alternative II-C would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view.

Forty percent of the Alternative II-C alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative II-D</u>

Alternative II-D would cross 259 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from the visitor center of Dinosaur National Monument, Colorado SH-64 just south of Dinosaur, the Chapita Wells Gas Field area, and US-6. It would cross with higher contrasts the White River near the Enron Boat Takeout spot, the Uintah and Ouray Indian Reservation, the Green River, Sand Wash Road, Nine Mile Canyon Scenic Backway, Argyle Canyon Road, would closely parallel US-191, Energy Loop Scenic Byway north of Clear Creek, again near Fairview Lakes, and again east of Fairview, US-89 north of Fairview, Utah SH-132 east and west of Nephi, US-6 adjacent to Little Sahara RA, and Utah SH-174, in addition to numerous recreational roads and trails (**Table 3.12-20**).

Recreationally important landscapes include Dinosaur National Monument, Fantasy Canyon, White River, Green River, Electric Lake, Fairview Lakes and the Little Sahara RA and associated sand dunes areas where guyed and, substantially more dominant, self-supported structures would stand out visually

more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument; and the White River, Vernal, Manti-La Sal, Richfield, and Fillmore FOs sections.

Comparisons with other Alternatives

Alternative II-D has increased impacts as compared with Alternative II-A, Alternative II-E, and Alternative II-G, due to the (Alternative II-D) crossings of Argyle Canyon, Electric Lake, and Fairview Lakes areas. Alternative II-D has decreased impacts as compared with Alternative II-B, Alternative II-C, and Alternative II-F.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-D would be visible in the immediate foreground from 212 residences. Forty percent of Alternative II-D would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 45,649 acres of Class A scenery visible within 2.5 miles of the alignment; 45,130 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Nineteen percent of Alternative II-D would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). Four percent of Alternative II-D would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes should not attract attention (VRM Class II) and where changes may attract attention, but should not dominate the view of the casual observer (VRM Class III). These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Thirty-seven percent of the Alternative II-D alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative II-E</u>

Alternative II-E would cross 268 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from the visitor center of Dinosaur National Monument, Colorado SH-64 just south of Dinosaur, the Green River just south of The Stirrup, US-40 southwest of Roosevelt, Sowers Canyon Road, Argyle Canyon Road, the Latter-day Saints Camp Timberlane, US-6 in Soldier Canyon, Utah SH-87, Strawberry Road Scenic Backway, US-6, US-89, Utah SH-132 east of Nephi, in addition to several recreational roads and trails (**Table 3.12-20**). It would cross Utah SH-132 west of Nephi, US-6 adjacent to Little Sahara RA, and Utah SH-174 in areas where the Project’s guyed and, substantially more dominant, self-supported structures would stand out visually (higher contrasts) more than they would if seen with existing transmission line structures.

Recreationally important landscapes include Dinosaur National Monument, Bottle Hollow Reservoir, Sowers Canyon, Argyle Canyon, and the Latter-day Saints Camp Timberland, where the Project’s structures would be seen with existing transmission line structures. The Project would be visible from the Little Sahara RA and associated sand dunes areas where guyed and self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument;

White River, Vernal, Salt Lake, Richfield, and Fillmore FOs; Ashley National Forest; and Uinta National Forest Planning Area sections.

Comparisons with other Alternatives

Alternative II-E has decreased impacts as compared with Alternative II-A, Alternative II-B, Alternative II-C, Alternative II-D, Alternative II-F, and Alternative II-G.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-E would be visible in the immediate foreground from 237 residences. Forty-three percent of Alternative II-E would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 31,074 acres of Class A scenery visible within 2.5 miles of the alignment. 28,198 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Twenty-six percent of Alternative II-E would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). One percent of Alternative II-E would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Twenty-seven percent of the Alternative II-E alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative II-F</u>

Alternative II-F would cross 265 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from the visitor center of Dinosaur National Monument, Colorado SH-64 just south of Dinosaur, the Chapita Wells Gas Field area, and US-6. It would cross with higher contrasts the White River near the Enron Boat Takeout spot, the Uintah and Ouray Indian Reservation, the Green River, Sand Wash Road, Nine Mile Canyon Scenic Backway, Argyle Canyon Road, access road to the Latter-day Saints Camp Timberlane, US-191, Crescent Regional Recreation Camp, US-6, Utah SH-132 east and west of Nephi, US-6 adjacent to Little Sahara RA, and Utah SH-174, in addition to numerous recreational roads and trails (**Table 3.12-20**).

Recreationally important landscapes include Dinosaur National Monument, Fantasy Canyon, Four-mile Bottom, White River, Green River, the Latter-day Saints Camp Timberlane, Crescent Regional Recreation Camp, and the Little Sahara RA and associated sand dunes areas where guyed and self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument, White River, Vernal, Manti-La Sal, Richfield, and Fillmore FO sections.

Comparisons with other Alternatives

Alternative II-F has substantially increased impacts as compared with Alternative II-A, Alternative II-B, Alternative II-C, Alternative II-D, Alternative II-E, and Alternative II-G. The Argyle Canyon Road and

Crescent Regional Recreation Camp locations cause the highest impacts to high sensitivity viewers of all Project alternatives (Region I, Region II, Region III, and Region IV).

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-F would be visible in the immediate foreground from 88 residences. Forty-eight percent of Alternative II-F would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 71,020 acres of Class A scenery visible within 2.5 miles of the alignment. 69,490 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Twenty-three percent of Alternative II-F would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). Three percent of Alternative II-F would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes should not attract attention (VRM Class II), and where changes may attract attention, but should not dominate the view of the casual observer (VRM Class III). These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Thirty-seven percent of the Alternative II-F alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative II-G (Agency Preferred)

Alternative II-G would cross 252 miles of landscapes in the Uinta Basin Section of the Colorado Plateaus Province (Section 3.12.5.2), Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3), Middle Rocky Mountains Province (Section 3.12.5.4), High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5), and Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross, along with one or more existing transmission lines (reduced contrasts), in the view from the visitor center of Dinosaur National Monument, Colorado SH-64 just south of Dinosaur, the Green River just south of The Stirrup, Utah SH-208, US-40 southwest of Roosevelt and again in Deer Creek Canyon, Utah SH-87, Strawberry Road Scenic Backway, US-6, US-89, Utah SH-132 east of Nephi, in addition to several recreational roads and trails (**Table 3.12-20**). It would cross Utah SH-132 west of Nephi, US-6 adjacent to Little Sahara RA, and Utah SH-174 in areas where the Project’s guyed and, substantially more dominant, self-supported structures would stand out visually (higher contrasts) more than they would if seen with existing transmission line structures.

Recreationally important landscapes include Dinosaur National Monument, Bottle Hollow Reservoir, Starvation Reservoir, Strawberry Reservoir, Aspen Cove Campground, Strawberry River Day Use Area, and Strawberry Road Scenic Backway and camping areas, where the Project’s structures would be seen with existing transmission line structures or oil and gas facilities. The Project would be visible from the Little Sahara RA and associated sand dunes areas where guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Dinosaur National Monument; White River, Vernal, Salt Lake, Richfield, and Fillmore FOs; and Uinta National Forest Planning Area sections.

Comparisons with other Alternatives

Alternative II-G has increased impacts as compared with Alternative II-A and Alternative II-E. Alternative II-G has decreased impacts as compared with Alternative II-B, Alternative II-C, Alternative II-D, and Alternative II-F.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative II-G would be visible in the immediate foreground from 459 residences. Thirty-six percent of Alternative II-G would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 10,927 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Twenty-one percent of Alternative II-G would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). Less than 1 percent of Alternative II-G would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). Twenty-eight percent of the Alternative II-G alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative Variation in Region II

Reservation Ridge Alternative Variation

The Reservation Ridge Alternative Variation would cross 20 miles of landscapes in the High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5). It would cross with higher contrasts the access road to the Latter-day Saints Camp Timberlane, US-191, (parallel and crossings) the Reservation Ridge Scenic Backway, in addition to numerous recreational roads and trails (**Table 3.12-20**).

Recreationally important landscapes include the Latter-day Saints Camp Timberlane, Reservation Ridge Scenic Backway, USFS Avintaquin Campground, Reservation Ridge Scenic Backway camping locations, and the Crescent Regional Recreation Camp, where guyed and self-supported structures would stand out visually more than they would if seen with existing transmission line structures. Landscape photography and project simulations are located in **Appendix I**, in the Salt Lake FO and Vernal FO sections.

Comparisons with other Alternatives

Reservation Ridge Alternative Variation has substantially increased impacts as compared with Alternative II-E and Alternative II-F. The Reservation Ridge locations cause the highest impacts to landscape scenery combined with high sensitivity viewers of all Project alternatives (Region I, Region II, Region III, and Region IV).

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The Reservation Ridge Alternative Variation would be visible in the immediate foreground from 40 residences. The entire length of the Reservation Ridge Alternative Variation (100 percent) would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 31,519 acres of Class A scenery visible within 2.5 miles of the alignment. Approximately 31,469 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Ninety percent of Reservation Ridge Alternative Variation would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the Reservation Ridge Alternative Variation would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations

primarily are associated with crossings of roads, and trails, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Field photography, preparation of visual contrast worksheets, and visual simulations are located in **Appendix I**. None of the Reservation Ridge Alternative Variation alignment would be located within a utility corridor or utility window.

Alternative Connectors in Region II

Price Alternative Connector

The Price Connector would cross 18 miles of landscapes in the Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3) and the High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5). It would cross the Wattis Road along with a pair of existing transmission lines and would be “sky-lined” (increased impact) in that area. It would closely parallel these steel lattice transmission lines for the majority of the route.

Comparisons with other Alternatives

The Price Connector would have decreased impacts over its reach due to the existing transmission lines, but would involve the increased impacts of Alternative II-B.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The Price Connector would be visible in the immediate foreground from zero residences. None of the Price Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross no Class A scenery visible within 2.5 miles of the alignment. None of the Price Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the Price Connector would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

None of the Price Connector alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Castle Dale Alternative Connector

The Castle Dale Alternative Connector would cross 11 miles of landscapes in the Northern Canyonlands Section of the Colorado Plateaus Province (Section 3.12.5.3) and the High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5). It would cross Utah SH-10 in an area with existing transmission lines and would be “sky-lined” in that area. It would cross in front of Red Point, a major visual landmark in the Huntington area.

Comparisons with other Alternatives

The Castle Dale Alternative Connector would have decreased impacts over its reach, but would involve the increased impacts of Alternatives II-B and II-C.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The Castle Dale Alternative Connector would be visible in the immediate foreground from zero residences. None of the Castle Dale Alternative Connector would cause high impacts to landscape

scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 183 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. None of the Castle Dale Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the Castle Dale Alternative Connector would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

None of the Castle Dale Connector alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Lynndyl Alternative Connector

The Lynndyl Alternative Connector would cross 24 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross numerous recreational roads and trails (**Table 3.12-20**) and would be “sky-lined” (increased impact) in those areas with no other transmission lines present.

Comparisons with other Alternatives

The Lynndyl Alternative Connector would have increased impacts over its reach.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The Lynndyl Alternative Connector would be visible in the immediate foreground from zero residences. Thirty-eight percent of the Lynndyl Alternative Connector would cause high impacts landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 1,335 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Thirteen percent of the Lynndyl Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the Lynndyl Alternative Connector would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

None of the Lynndyl Connector alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

IPP East Alternative Connector

The IPP Alternative Connector would cross 4 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross no roads or trails.

Comparisons with other Alternatives

The IPP Alternative Connector would have minimal impacts over its reach.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The IPP Alternative Connector would be visible in the immediate foreground from zero residences. None of the IPP Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross none of Class A scenery visible within 2.5 miles of the alignment. None of the IPP Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the IPP Alternative Connector would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

None of the IPP East Connector alignment would be located within a utility corridor or utility window.

Roan Cliffs Alternative Connector

The Roan Cliffs Alternative Connector would cross 2 miles of landscapes in the High Plateaus of Utah Section of the Colorado Plateaus Province (Section 3.12.5.5). It would cross no roads or trails.

Comparisons with other Alternatives

The Roan Cliffs Alternative Connector would have moderate impacts over its reach.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

The Roan Cliffs Alternative Connector would be visible in the immediate foreground from two residences. One hundred percent of the Roan Cliffs Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 4,385 acres of Class A scenery visible within 2.5 miles of the alignment. 4,385 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Fifty percent of the Roan Cliffs Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-20**). All of the Roan Cliffs Alternative Connector would conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-18** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

None of the Roan Cliffs East Connector alignment would be located within a utility corridor or utility window.

<u>Region II Series Compensation Stations (Design Option 3)</u>

The Series Compensation Station 1-Design Option 3 (Alternatives II-A, II-E and II-G) is located near Randlette Butte in private lands. Due to the presence of an existing transmission line, the visual impact to the human environment's people and scenery would be moderate and in conformance with VRM Class IV objectives. The Series Compensation Station 2-Design Option 3 (Alternative II-B and Alternative II-C) is located in the immediate foreground of an I-70 scenic overlook in VRM Class III lands in the Bitter Creek area. The visual impact to the human environment's people and scenery would be high and not in conformance with VRM Class III objectives. The Series Compensation Station 3-Design Option 3 (Alternative II-D and Alternative II-F) is located in the Little Desert area in Four Mile Wash in VRM Class IV and private lands. The visual impact to the human environment's people and scenery would be high and in conformance with VRM Class IV objectives.

3.12.6.5 Region III

Impact parameters relate to the impact discussion in Section 3.12.6.3, Impacts Common to All Alternative Routes and Associated Components, and specific differences by alternative are presented below. The segment-specific table information for high and moderate sensitivity viewers distance zones, scenic quality, visual resource inventory classifications, agency management classifications, residual Impacts, conformance or consistency with BLM VRM, USFS SIO or VQO, and intersection of the Project alignment with utility corridors or utility windows are summarized in **Table 3.12-21**. Segment- and milepost-specific Region I inventory data and impact results for these topics are shown in the corresponding tables in **Appendix I**.

The KOP figures in **Appendix I** indicate the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance with agency management objectives, and recommended mitigation.

Residual Impacts

The application of substantive mitigation would reduce visual impacts from high to moderate, or moderate to low. These reductions are applicable to viewing situations involving stationery (non-linear) viewers and to landscapes where tree cover and moderate to steep landforms contribute strongly to visual impacts. Residual impacts by alternative and segment are listed for landscape scenery, high viewer sensitivity and moderate viewer sensitivity in **Table 3.12-21**. Residual impacts by Region, Alternative, Segment, and mileposts (as if, “walking the line”) are listed in the corresponding tables in **Appendix I**.

Conformance or Consistency with Agency Management Objectives

Maps showing locations where agency management objectives would be met and would not be met are shown in **Appendix I**, **Figure I-13**. Photographic simulations of the Project, for those KOP locations where agency management objectives would not be met, are shown in the KOP figures in **Appendix I** following the applicable KOP analysis sheet. Maps showing locations where applications of mitigation **VR-4** to the alignment would reduce impacts to levels to conform or be consistent with agency management objectives are shown in **Appendix I**, **Figure I-14**. Maps showing locations where agency management objectives would be met with mitigation and where agency management objectives are not applicable are shown in **Appendix I**, **Figure I-15**. Mitigation **VR-4** would be applicable to, and subject to the standard routing engineering study for alignments within 0.5 mile of linear KOPs, except for those alignments crossing roads. Designated utility corridors considered in the analysis are shown in **Appendix I**, **Figure I-16**.

Scenic Quality

Existing scenic quality may be lowered by the Project, depending on the context. This is determined based on analysis of existing scenic quality rating/scores, existing landscape character, presence or absence of existing industrial development (transmission lines, pipelines, land disturbances, etc.), and the effect of introducing the Project into the landscape as either a new or additional cultural modification. Those segments where the existing scenic quality would be lowered by the Project to a lower class (Class A to Class B or Class B to Class C) are shown in **Table 3.12-22**. Segment- and milepost-specific data for change in scenic quality is shown in **Appendix I**, **Table I-12**. Acreages of scenic quality Class A, Class B, and Class C visible within 2.5 miles of the Project and acreages of changes in scenic quality visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-23.**

Public Viewers and Visibility of the Project

Immediate foreground (0 to 0.5-mile) visibility of the Project is influential in the experiences of viewers and indicative of the level of impacts to people. The following **Table 3.12-24** indicates visibility by alternative and segment for those immediate foreground residential and public places, designated special management areas, lakes and reservoirs, rivers, roads, scenic byways and backways, and historic trails where visual resources are important to recreational and viewer experiences. Viewing situations in these locations are both stationary and mobile. Acreages of human environment/visual sensitivity levels, high, medium, and low, that are visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-23**.

Vegetation Treatments

Scenarios for vegetation treatments are listed in the POD (**Appendix D**). Clearing of plants above 6 feet in height would occur in the 250-foot-wide transmission line ROW unless otherwise specified in the POD. Only the 90-foot-wide "wire zone" and 250-foot square structure construction area would be cleared in corridors classified as VRM Class II, SIO High, and VQO Retention. Key factors in the determination of impacts to the visual resource include viewing distances, presence or absence of tree cover, and steepness of topographic slopes. Application of mitigation **VR-1** would preserve pinyon-juniper trees, except for those impeding tower and access road construction. The edges between clearings and forest would be feathered in all species. The presence of moderate to steep slopes increases visibility of vegetation treatments for ROWs and for access roads, as compared to flat slopes. These factors are included in the analysis of impacts to scenery and to sensitive viewers. Reclamation recovery time analyses, specific to views from the 303 KOPs and involving topographic slope, topographic aspect and vegetation type, are shown in **Appendix I**, **Table I-10**. The results are central components in **Table 3.12-21**.The geographic context, distances, and spatial relationship between visual resources and the Project alignments by segment and milepost for Region III are portrayed by tables and maps of scenic quality classes (tables in **Appendix I** and **Figure I-2**), sensitivity levels (tables in **Appendix I** and **Figure I-4**), visual resource inventory classes (tables in **Appendix I** and **Figure I-7**), and visual resource management classes (tables in **Appendix I** and **Figure I-8**). All BLM VRI distance zones were inventoried as foreground-middleground for the Project study area and, therefore, are not shown with map figures. Project-specific distance zones are included in the analyses for impacts to landscape scenery, sensitive viewers, and conformance or consistency with BLM or USFS management objectives, respectively.

There were 61 KOPs selected, photographed, and analyzed in Region III. The KOP figures in **Appendix I**, portray the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance with agency management objectives, and recommended mitigation. Sixteen photographic simulations of the Project in Region III are shown in a photographic Figure following each applicable KOP in the KOP figures in **Appendix I**.

Alternative III-A (Applicant Proposed)

Alternative III-A would cross 276 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross US-50, where the Project's guyed structures would stand out visually more (increased impact) than they would if seen with existing transmission line structures. At the eastern edge of the Cricket Mountains' crossing, the Project would join and parallel existing transmission lines southward to the Region III, Alternative III-A terminus just north of Las Vegas. The Project would cross and or parallel numerous highways (Utah SH-257, SH-21, SH-56, and SH-18, and I-15), recreational roads, and trails (**Table 3.12-24**), and in all cases it would parallel existing transmission lines

Table 3.12-21 Region III Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)				Moderate Sensitivity Viewers (miles)				Scenic Quality (miles)			BLM VRI Classifications (miles)			BLM VRM Classifications (miles)			USFS SIO or VQO Classifications (miles)			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)						Utility Corridor or Utility Window[9]
																						Landscape Scenery			High Sensitivity Viewers			Moderate Sensitivity Viewers			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	III-A	III-B	III-C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative III-A																																					
Alternative III-A Totals	**276**	**34**	**81**	**70**	**92**	**53**	**92**	**72**	**60**	**1**	**95**	**180**	**15**	**92**	**148**	**1**	**73**	**138**	**–**	**–**	**–**	**68**	**64**	**144**	**26**	**77**	**173**	**27**	**77**	**172**	**230**	**2**	**44**	**230**	**2**	**44**	**202**
1450	7	–	3	4	–	<1	4	2	–	–	–	7	–	7	–	–	–	7	–	–	–	–	–	7	–	–	7	–	<1	7	7	–	–	7	–	–	7
1470	39	1	4	7	26	2	8	12	16	–	13	26	–	6	32	–	–	34	–	–	–	13	26	–	1	11	26	2	8	28	34	–	4	34	–	4	33
1480	64	2	15	28	19	22	20	23	–	–	12	53	–	10	55	–	–	54	–	–	–	<1	9	55	–	6	59	8	16	41	54	–	11	54	–	11	46
1500	19	–	–	2	17	1	7	7	3	–	–	19	–	–	19	–	–	12	–	–	–	–	–	19	–	–	19	–	1	18	12	–	7	12	–	7	13
1500.02	19	2	10	3	4	11	5	2	–	–	1	18	–	1	18	–	–	3	–	–	–	1	–	18	<1	2	16	1	10	7	3	–	16	3	–	16	2
1500.05	9	6	3	–	–	2	3	4	–	–	8	2	–	4	2	–	–	5	–	–	–	8	2	–	6	3	–	2	3	4	8	–	2	8	–	2	3
1501.1	14	14	–	–	–	5	8	1	–	–	13	1	–	–	<1	–	–	–	–	–	–	10	4	–	11	3	–	5	5	4	14	–	<1	14	–	<1	13
1501.15	1	1	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	1	–	–	1	–	–	1
1502.5	43	3	12	9	20	1	5	6	31	1	24	18	2	22	16	–	25	12	–	–	–	13	<1	30	3	10	30	1	5	37	40	–	3	40	–	3	40
1530	7	–	–	2	5	–	–	–	7	–	1	6	<1	6	1	1	–	6	–	–	–	–	–	7	–	–	7	–	–	7	7	–	–	7	–	–	7
1550.1	25	1	18	6	–	6	13	4	3	–	20	5	10	10	4	1	19	4	–	–	–	20	2	3	1	21	3	6	13	6	24	–	1	24	–	1	20
1550.2	12	1	4	7	–	1	9	2	–	–	2	10	2	9	<1	–	12	–	–	–	–	2	10	–	1	11	–	1	9	2	12	–	–	12	–	–	–
1560	11	3	9	–	–	1	6	5	–	–	<1	11	<1	11	–	–	11	–	–	–	–	<1	11	–	3	9	–	1	6	5	9	2	–	9	2	–	6
1600	5	–	4	2	–	–	2	3	–	–	–	5	–	5	–	–	5	–	–	–	–	–	–	5	–	–	5	–	–	5	5	–	–	5	–	–	6
Alternative III-B																																					
Alternative III-B Totals	**284**	**21**	**100**	**106**	**57**	**79**	**95**	**48**	**62**	**13**	**79**	**192**	**24**	**76**	**169**	**1**	**63**	**148**	**–**	**–**	**–**	**58**	**103**	**123**	**14**	**118**	**152**	**55**	**64**	**165**	**211**	**1**	**72**	**211**	**1**	**72**	**153**
1450	7	–	3	4	–	<1	4	2	–	–	–	7	–	7	–	–	–	7	–	–	–	–	–	7	–	–	7	–	<1	7	7	–	–	7	–	–	7
1470	39	1	4	7	26	2	8	12	16	–	13	26	–	6	32	–	–	34	–	–	–	13	26	–	1	11	26	2	8	28	34	–	4	34	–	4	33
1480	64	2	15	28	19	22	20	23	–	–	12	53	–	10	55	–	–	54	–	–	–	<1	9	55	–	6	59	8	16	41	54	–	11	54	–	11	46
1490	14	–	2	12	–	1	13	–	–	–	–	14	–	–	14	–	–	5	–	–	–	–	14	–	–	14	–	1	13	–	5	–	9	5	–	9	<1
1490.05	42	7	29	7	–	37	5	–	–	–	1	42	–	1	42	–	2	8	–	–	–	1	42	–	7	35	–	37	5	–	10	<1	33	10	<1	33	–
1510	57	6	23	24	3	7	11	3	35	13	32	12	13	25	19	–	27	28	–	–	–	44	12	–	6	47	3	7	11	38	55	1	1	55	1	1	27
1530	7	–	–	2	5	–	–	–	7	–	1	6	<1	6	1	1	–	6	–	–	–	–	–	7	–	–	7	–	–	7	7	–	–	7	–	–	7
1540.1	22	1	11	10	–	1	14	5	3	–	19	3	9	8	5	<1	19	3	–	–	–	–	–	22	–	1	21	–	1	22	22	–	<1	22	–	<1	18
1540.2	19	2	4	10	3	7	11	<1	–	–	2	17	2	2	<1	–	2	2	–	–	–	–	–	19	–	2	16	–	7	12	4	–	14	4	–	14	2
1590	7	1	6	–	–	1	6	–	–	–	–	7	–	6	1	–	7	–	–	–	–	–	–	7	–	1	6	–	1	6	7	–	–	7	–	–	7
1600	5	–	4	2	–	–	2	3	–	–	–	5	–	5	–	–	5	–	–	–	–	–	–	5	–	–	5	–	–	5	5	–	–	5	–	–	6
Alternative III-C																																					
Alternative III-C Totals	**308**	**60**	**100**	**81**	**66**	**95**	**100**	**69**	**44**	**8**	**100**	**200**	**24**	**79**	**204**	**5**	**70**	**179**	**–**	**–**	**–**	**87**	**104**	**117**	**50**	**123**	**134**	**76**	**78**	**154**	**246**	**8**	**54**	**246**	**8**	**54**	**195**
1450	7	–	3	4	–	<1	4	2	–	–	–	7	–	7	–	–	–	7	–	–	–	–	–	7	–	–	7	–	<1	7	7	–	–	7	–	–	7
1460	36	–	–	10	26	2	8	16	10	–	6	30	–	7	29	–	–	35	–	–	–	–	–	36	–	–	36	–	2	34	35	–	1	35	–	1	35
1480	64	2	15	28	19	22	20	23	–	–	12	53	–	10	55	–	–	54	–	–	–	<1	9	55	–	6	59	8	16	41	54	–	11	54	–	11	46
1490	14	–	2	12	–	1	13	–	–	–	–	14	–	–	14	–	–	5	–	–	–	–	14	–	–	14	–	1	13	–	5	–	9	5	–	9	<1
1490.05	42	7	29	7	–	37	5	–	–	–	1	42	–	1	42	–	2	8	–	–	–	1	42	–	7	35	–	37	5	–	10	<1	33	10	<1	33	–

Table 3.12-21 Region III Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)				Moderate Sensitivity Viewers (miles)				Scenic Quality (miles)			BLM VRI Classifications (miles)			BLM VRM Classifications (miles)			USFS SIO or VQO Classifications (miles)			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)						Utility Corridor or Utility Window[9]
																						Landscape Scenery			High Sensitivity Viewers			Moderate Sensitivity Viewers			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	III-A	III-B	III-C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
1520	125	43	45	15	21	30	39	22	35	8	77	39	24	49	52	5	55	64	–	–	–	86	39	–	43	60	21	30	39	56	117	8	1	117	8	1	87
1610	19	8	6	5	–	3	10	6	–	–	5	15	–	6	13	–	13	6	–	–	–	–	–	19	–	8	11	–	3	17	19	–	1	19	–	1	19
Alternative III-D																																					
Alternative III-D Totals	**281**	**19**	**97**	**109**	**56**	**79**	**94**	**53**	**55**	**13**	**73**	**196**	**25**	**77**	**167**	**2**	**62**	**148**	**–**	**–**	**–**	**46**	**77**	**158**	**13**	**106**	**160**	**53**	**57**	**172**	**211**	**2**	**70**	**211**	**2**	**70**	**155**
1450	7	–	3	4	–	<1	4	2	–	–	–	7	–	7	–	–	–	7	–	–	–	–	–	7	–	–	7	–	<1	7	7	–	–	7	–	–	7
1460	36	–	–	10	26	2	8	16	10	–	6	30	–	7	29	–	–	35	–	–	–	–	–	36	–	–	36	–	2	34	35	–	1	35	–	1	35
1480	64	2	15	28	19	22	20	23	–	–	12	53	–	10	55	–	–	54	–	–	–	<1	9	55	–	6	59	8	16	41	54	–	11	54	–	11	46
1490	14	–	2	12	–	1	13	–	–	–	–	14	–	–	14	–	–	5	–	–	–	–	14	–	–	14	–	1	13	–	5	–	9	5	–	9	<1
1490.05	42	7	29	7	–	37	5	–	–	–	1	42	–	1	42	–	2	8	–	–	–	1	42	–	7	35	–	37	5	–	10	<1	33	10	<1	33	–
1510	57	6	23	24	3	7	11	3	35	13	32	12	13	25	19	–	27	28	–	–	–	44	12	–	6	47	3	7	11	38	55	1	1	55	1	1	27
1530	7	–	–	2	5	–	–	–	7	–	1	6	<1	6	1	1	–	6	–	–	–	–	–	7	–	–	7	–	–	7	7	–	–	7	–	–	7
1540.1	22	1	11	10	–	1	14	5	3	–	19	3	9	8	5	<1	19	3	–	–	–	–	–	22	–	1	21	–	1	22	22	–	<1	22	–	<1	18
1540.2	19	2	4	10	3	7	11	<1	–	–	2	17	2	2	<1	–	2	2	–	–	–	–	–	19	–	2	16	–	7	12	4	–	14	4	–	14	2
1590	7	1	6	–	–	1	6	–	–	–	–	7	–	6	1	–	7	–	–	–	–	–	–	7	–	1	6	–	1	6	7	–	–	7	–	–	7
1600	5	–	4	2	–	–	2	3	–	–	–	5	–	5	–	–	5	–	–	–	–	–	–	5	–	–	5	–	–	5	5	–	–	5	–	–	6
Ox Valley East Alternative Variation																																					
Ox Valley East Alternative Variation Totals	**17**	**15**	**2**	**–**	**–**	**2**	**7**	**8**	**–**	**–**	**16**	**–**	**–**	**<1**	**<1**	**–**	**–**	**–**	**–**	**–**	**–**	**16**	**–**	**–**	**15**	**2**	**–**	**2**	**7**	**8**	**2**	**15**	**<1**	**2**	**15**	**<1**	**3**
1503	7	5	1	–	–	2	4	1	–	–	7	–	–	–	–	–	–	–	–	–	–	7	–	–	5	1	–	2	4	1	<1	6	–	<1	6	–	1
1503.5	1	<1	<1	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	<1	<1	–	–	–	1	1	–	–	1	–	–	1
1505	9	9	–	–	–	–	2	7	–	–	9	–	–	<1	<1	–	–	–	–	–	–	9	–	–	9	–	–	–	2	7	1	8	<1	1	8	<1	1
Ox Valley East Alternative Variation Comparison																																					
Ox Valley East Alternative Variation Comparison Totals	**15**	**15**	**–**	**–**	**–**	**5**	**9**	**1**	**–**	**–**	**14**	**1**	**–**	**–**	**<1**	**–**	**–**	**–**	**–**	**–**	**–**	**10**	**5**	**–**	**11**	**4**	**–**	**5**	**5**	**5**	**15**	**–**	**<1**	**15**	**–**	**<1**	**14**
1501.1	14	14	–	–	–	5	8	1	–	–	13	1	–	–	<1	–	–	–	–	–	–	10	4	–	11	3	–	5	5	4	14	–	<1	14	–	<1	13
1501.15	1	1	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	1	–	–	1	–	–	1
Ox Valley West Alternative Variation																																					
Ox Valley West Alternative Variation Totals	**17**	**14**	**3**	**–**	**–**	**1**	**8**	**8**	**–**	**–**	**16**	**<1**	**–**	**<1**	**1**	**–**	**–**	**<1**	**–**	**–**	**–**	**16**	**<1**	**–**	**14**	**3**	**–**	**1**	**8**	**8**	**2**	**14**	**<1**	**2**	**14**	**<1**	**3**
1503.5	1	<1	<1	–	–	–	–	1	–	–	1	–	–	–	–	–	–	–	–	–	–	1	–	–	<1	<1	–	–	–	1	1	–	–	1	–	–	1
1504	7	5	2	–	–	1	5	<1	–	–	6	<1	–	–	1	–	–	<1	–	–	–	6	<1	–	5	2	–	1	5	<1	1	6	<1	1	6	<1	1
1505	9	9	–	–	–	–	2	7	–	–	9	–	–	<1	<1	–	–	–	–	–	–	9	–	–	9	–	–	–	2	7	1	8	<1	1	8	<1	1
Ox Valley West Alternative Variation Comparison																																					
Ox Valley West Alternative Variation Comparison Totals	**15**	**15**	**–**	**–**	**–**	**5**	**9**	**1**	**–**	**–**	**14**	**1**	**–**	**–**	**<1**	**–**	**–**	**–**	**–**	**–**	**–**	**10**	**5**	**–**	**11**	**4**	**–**	**5**	**5**	**5**	**15**	**–**	**<1**	**15**	**–**	**<1**	**14**
1501.1	14	14	–	–	–	5	8	1	–	–	13	1	–	–	<1	–	–	–	–	–	–	10	4	–	11	3	–	5	5	4	14	–	<1	14	–	<1	13
1501.15	1	1	–	–	–	–	1	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	–	–	1	1	–	–	1	–	–	1

Table 3.12-21 Region III Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)				Moderate Sensitivity Viewers (miles)				Scenic Quality (miles)			BLM VRI Classifications (miles)			BLM VRM Classifications (miles)			USFS SIO or VQO Classifications (miles)			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)						Utility Corridor or Utility Window[9]
																						Landscape Scenery			High Sensitivity Viewers			Moderate Sensitivity Viewers			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	III-A	III-B	III-C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Pinto Alternative Variation																																					
Pinto Alternative Variation Totals	**29**	**14**	**15**	**–**	**–**	**19**	**9**	**–**	**–**	**–**	**24**	**5**	**–**	**5**	**4**	**–**	**2**	**4**	**–**	**–**	**–**	**24**	**5**	**–**	**14**	**15**	**–**	**19**	**9**	**–**	**6**	**20**	**3**	**6**	**20**	**3**	**2**
1506	29	14	15	–	–	19	9	–	–	–	24	5	–	5	4	–	2	4	–	–	–	24	5	–	14	15	–	19	9	–	6	20	3	6	20	3	2
Pinto Alternative Variation Comparison																																					
Pinto Alternative Variation Comparison Totals	**23**	**21**	**3**	**–**	**–**	**7**	**11**	**5**	**–**	**–**	**21**	**2**	**–**	**4**	**3**	**–**	**–**	**5**	**–**	**–**	**–**	**18**	**5**	**–**	**18**	**6**	**–**	**7**	**8**	**8**	**21**	**–**	**2**	**21**	**–**	**2**	**16**
1500.05	9	6	3	–	–	2	3	4	–	–	8	2	–	4	2	–	–	5	–	–	–	8	2	–	6	3	–	2	3	4	8	–	2	8	–	2	3
1501.1	14	14	–	–	–	5	8	1	–	–	13	1	–	–	<1	–	–	–	–	–	–	10	4	–	11	3	–	5	5	4	14	–	<1	14	–	<1	13
Avon Alternative Connector																																					
Avon Alternative Connector Totals	**8**	**–**	**1**	**3**	**4**	**8**	**–**	**–**	**–**	**–**	**–**	**8**	**–**	**–**	**8**	**–**	**–**	**3**	**–**	**–**	**–**	**–**	**8**	**–**	**–**	**4**	**4**	**8**	**–**	**–**	**3**	**–**	**4**	**3**	**–**	**4**	**–**
1495	8	–	1	3	4	8	–	–	–	–	–	8	–	–	8	–	–	3	–	–	–	–	8	–	–	4	4	8	–	–	3	–	4	3	–	4	–
Arrowhead Alternative Connector																																					
Arrowhead Alternative Connector Totals	**3**	**2**	**2**	**–**	**–**	**3**	**–**	**–**	**–**	**–**	**1**	**2**	**1**	**1**	**–**	**–**	**2**	**–**	**–**	**–**	**–**	**<1**	**2**	**1**	**1**	**3**	**–**	**2**	**1**	**–**	**2**	**–**	**1**	**2**	**–**	**1**	**1**
1545	3	2	2	–	–	3	–	–	–	–	1	2	1	1	–	–	2	–	–	–	–	<1	2	1	1	3	–	2	1	–	2	–	1	2	–	1	1
Moapa Alternative Connector																																					
Moapa Alternative Connector Totals	**13**	**3**	**9**	**2**	**–**	**4**	**9**	**<1**	**–**	**–**	**<1**	**13**	**<1**	**9**	**4**	**–**	**11**	**3**	**–**	**–**	**–**	**<1**	**9**	**4**	**3**	**7**	**4**	**4**	**6**	**4**	**12**	**1**	**–**	**12**	**1**	**–**	**3**
1570	10	3	6	1	–	4	6	–	–	–	<1	9	<1	9	<1	–	10	–	–	–	–	<1	9	–	3	7	–	4	6	–	9	1	–	9	1	–	1
1580	4	–	3	1	–	–	3	<1	–	–	–	4	–	–	4	–	1	3	–	–	–	–	–	4	–	–	4	–	–	4	4	–	–	4	–	–	2

1 High Sensitivity and Moderate Sensitivity Viewers' analysis and mapping for the Project encompass public and private viewers' concern for landscape scenery (**Appendix I, Tables I-3** and **I-4**; **Appendix I**, **Figure I-4**). The distance and visibility factors are based on the characteristics of Project facilities, divided into four zones(**Appendix I**, **Tables I-3** and **I-4**; **Appendix I**, **Figures I-4**, **I-5**, and **I-6**).

2 Scenic Quality or scenic attractiveness is rated Class A, Class B, or Class C for highest to lowest quality or attrac iveness (**Appendix I**, **Table I-1**; **Appendix I**, **Figures I-2** and **I-3**).

3 BLM VRI classifications represent this relative value of visual resources and provide the basis for considering visual values in the resource management planning process. VRI Classes II, III, and IV (high to low) are determined based on the combination of scenic quality, sensitivity levels, and distance zones. VRI Class I is assigned to special management areas (**Appendix I**, **Table I-5**; **Appendix I**, **Figure I-7**).

4 BLM VRM classifications result from the RMP land use planning process for all BLM-administered lands (**Table 3.12-1**) (**Appendix I**, **Table I-6**; **Appendix I**, **Figure I-8**).

5 USFS SIO or VQO Classifica ions result from he national forest planning process for all USFS-administered lands (**Table 3.12-2**) (**Appendix I, Table I-7**; **Appendix I**, **Figure I-8**).

6 Residual Impacts for Landscape Scenery (**Table 3.12-7**) involves the comparison of contrasts after mitiga ion with the scenic quality inventory of the affected environment (**Table 3.12-4**).

7 Residual Impacts for High Sensitivity and Moderate Sensitivity Viewers (**Table 3.12-5**) involves comparison of contrasts after mi igation wi h distance zones (**Table 3.12-6**) and viewers' concern levels (**Table 3.12-5**).

8 BLM VRM, USFS SIO, or USFS VQO Conformance or Consistency (**Table 3.12-8**) involves comparisons of agency management objectives with contrast ratings from 303 KOPs (KOP figures in **Appendix I**).

9 Calcula ions associated with Utility Corridors and Utility Windows involve the intersection of the Project alignment with the areas/polygons of the corridors or windows. These corridors or windows take precedence over the conformance and consistency determinations and as such negate the need for updates of the land use plans.

Note: Discrepancies in totals due to rounding.

Table 3.12-22 Region III Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative III-A				
1450	7	–	–	7
1470	39	–	–	39
1480	64	–	–	64
1500	19	–	–	19
1500.02	19	–	–	19
1500.05	9	–	–	9
1501.1	14	–	–	14
1501.15	1	–	–	1
1502.5	43	1	–	42
1530	7	–	–	7
1550.1	25	–	–	25
1550.2	12	–	–	12
1560	11	–	–	11
1600	5	–	–	5
Alternative III-B				
1450	7	–	–	7
1470	39	–	–	39
1480	64	–	–	64
1490	14	–	–	14
1490.05	42	–	1	42
1510	57	–	13	43
1530	7	–	–	7
1540.1	22	–	–	22
1540.2	19	–	–	19
1590	7	–	–	7
1600	5	–	–	5
Alternative III-C				
1450	7	–	–	7
1460	36	–	–	36
1480	64	–	–	64
1490	14	–	–	14
1490.05	42	–	1	42
1520	125	7	–	118
1610	19	–	–	19

Table 3.12-22 Region III Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative III-D				
1450	7	–	–	7
1460	36	–	–	36
1480	64	–	–	64
1490	14	–	–	14
1490.05	42	–	1	42
1510	57	–	13	43
1530	7	–	–	7
1540.1	22	–	–	22
1540.2	19	–	–	19
1590	7	–	–	7
1600	5	–	–	5
Ox Valley East Alternative Variation				
1503	7	–	–	7
1503.5	1	–	–	1
1505	9	–	–	9
Ox Valley East Alternative Variation Comparison				
1501.1	14	–	–	14
1501.15	1	–	–	1
Ox Valley West Alternative Variation				
1503.5	1	–	–	1
1504	7	–	–	7
1505	9	–	–	9
Ox Valley West Alternative Variation Comparison				
1501.1	14	–	–	14
1501.15	1	–	–	1
Pinto Alternative Variation				
1506	29	–	–	29
Pinto Alternative Variation Comparison				
1500.05	9	–	–	9
1501.1	14	–	–	14
Avon Alternative Connector				
1495	8	–	–	8
Arrowhead Alternative Connector				
1545	3	–	–	3
Moapa Alternative Connector				
1570	10	–	–	10
1580	4	–	–	4

Note: Segment numbers depicted in **Figure 2-24**.

Table 3.12-23 Region III Visible Scenic Quality Classes and Sensitivity Levels (acres) - 2.5-mile Viewshed

Alternative	Existing Scenic Quality			Proposed Scenic Quality			Change in Scenic Quality			Viewer Sensitivity		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A to B	Class B to C	No Change	High	Medium	Low
Alternative III-A	4,327	261,179	516,602	–	264,510	517,597	4,327	996	776,785	168,040	289,030	313,663
Alternative III-B	22,353	224,728	564,419	22,353	179,177	609,971	–	45,551	765,949	114,919	373,115	277,022
Alternative III-C	19,213	238,402	604,385	5,841	243,802	612,357	13,372	7,972	840,655	98,124	391,142	305,108
Alternative III-D	22,353	205,284	577,522	22,353	159,733	623,073	–	45,551	760,985	117,499	364,210	758,726
Ox Valley East Alternative Variation	–	38,587	2,633	–	38,587	2,633	–	–	41,220	747	3,574	36,899
Ox Valley East Alternative Variation Comparison	–	34,166	6,621	–	34,166	6,621	–	–	40,787	137	4,748	35,900
Ox Valley West Alternative Variation	–	38,939	5,824	–	38,939	5,824	–	–	44,763	747	3,469	40,548
Ox Valley West Alternative Variation Comparison	–	34,166	6,621	–	34,166	6,621	–	–	40,787	137	4,748	35,900
Pinto Alternative Variation	212	57,033	10,955	212	57,033	10,955	–	–	68,201	759	18,947	47,926
Pinto Alternative Variation Comparison	–	43,128	16,877	–	43,128	16,877	–	–	60,005	115	10,881	47,798
Avon Alternative Connector	–	–	37,013	–	–	37,013	–	–	37,013	–	–	37,013
Arrowhead Alternative Connector	–	8,346	8,798	–	8,346	8,798	–	–	17,144	12,477	–	–
Moapa Alternative Connector	–	2,404	47,302	–	2,404	47,302	–	–	49,705	26,743	5,223	4,456

Table 3.12-24 Region III Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
III-A	1450	SR-174, Brush Hwy 0 Residences
III-A	1470	4wd Rd, Cricket Mountains ATV Area, Old US-6/US-50, Smelter Knolls Reservoir, US-6/US-50 0 Residences
III-A	1480	4wd Rd, Beryl Milford Rd, Cat Canyon Reservoir, Crystal Peak Rd, Cricket Mountains ATV Area, Georges Valley, Jockey Rd, Lower Big Wash Reservoir, Mollies Nipple, Moscow Reservoir, Red Rock Number 1 Reservoir, Red Rock Number 2 Reservoir, S 24300 West St, SR-21, The Big Wash, Twelvemile Knoll 0 Residences
III-A	1500	16000 Rd, 18200 Rd, 21600 Rd, Blue Knoll, E 18200 Rd, E 20600 Rd, Iron Springs Creek, Lund Hwy, Schoppmann Rd 0 Residences
III-A	1500.02	10400 Rd, 1600 Rd, 3700 Rd, 8000 Rd, Chloride Canyon, Cow Trl, Old Spanish Historic Trail, Pinto Creek, Sand Spring Canyon, Sand Spring Rd, SR-56, Urie Hollow, W Antelope Rd 5 Residences
III-A	1500.05	2600 Rd, Bench Rd, Cove Mountain Dixie National Forest Roadless Area, Jefferson Hunt Monument, Jefferson Hunt Monument, Newcastle Reservoir, Old Spanish Historic Trail, SR-56, W Pinto Rd 13 Residences
III-A	1501.1	Atchinson Dixie National Forest Roadless Area, California Hollow, Carson Cir, Cave Cir, Cove Mountain Dixie National Forest Roadless Area, Dodge City Trl, E Christie Ln, E Forest Dr, E Rye Dr, E Sumac Dr, Hardin Trl, Hole N Rock Cir, Launa Ln, Lodge Rd, Mogotsu Dixie National Forest Roadless Area, N Butch Cassidy Trl, N Cedar Dr, N Doc Holiday Ln, N Lodge Rd, N Matt Dillon Trl, N Pinion Cir, N Sundance Kid Trl, Old Spanish Historic Trail, Old State Hwy 144, Orchard Dr, Pine Valley Hwy, Rancho Veyo Rd, Red Butte, Rex Layne Dr, SR-18, Unnamed Campsite, W Butch Cassidy Cir, Younger Cir 130 Residences
III-A	1501.15	Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Old Spanish Historic Trail, Rancho Veyo Rd 0 Residences
III-A	1502.5	Beaver Dam Slope ACEC, Beaver Dam Wash NCA, Biglow Ranch Rd, Burgess Wash, Grapevine Wash, Jackson Reservoir, Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Mormon Mesa ACEC - Ely, Snow Spring Wash, Snow Spring Wash, Unnamed Campsite, Veyo Shoal Creek Rd 0 Residences
III-A	1530	Mormon Mesa ACEC - Ely 0 Residences
III-A	1550.2	Frontage Rd 0 Residences
III-A	1550.1	Carp Elgin Rd, Frontage Rd, I-15, Mormon Mesa ACEC, Mormon Mesa ACEC - Ely, Muddy River WSR, Old Spanish Historic Trail, SR-12, Waterline Rd, Weiser Wash 0 Residences

Table 3.12-24 Region III Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
III-A	1560	Muddy Mountains SRMA, Old Spanish Trail Rd Historic Trail, RT-167, RT-169, SR-40 0 Residences
III-A	1600	Old Spanish Historic Trail, Old Spanish Trail Rd, Old Spanish Trail Rd Historic Trail 0 Residences
III-B	1450	SR-174, Brush Hwy 0 Residences
III-B	1470	4wd Rd, Cricket Mountains ATV Area, Old US-6/US-50, Smelter Knolls Reservoir, US-6/US-50 0 Residences
III-B	1480	4wd Rd, Beryl Milford Rd, Cat Canyon Reservoir, Crystal Peak Rd, Cricket Mountains ATV Area, Georges Valley, Jockey Rd, Lower Big Wash Reservoir, Mollies Nipple, Moscow Reservoir, Red Rock Number 1 Reservoir, Red Rock Number 2 Reservoir, S 24300 West St, SR-21, The Big Wash, Twelvemile Knoll 0 Residences
III-B	1490	13300 Rd, 9300 Rd, E 14900 Rd, E 18200 Rd, E 20600 Rd, E 23200 Rd, E 24000 Rd, Lund Hwy, N 10100 Rd, N 10900 Rd, N 12500 Rd 0 Residences
III-B	1490.05	4wd Rd, 50 Rd, 5600 Rd, Beryl Milford Rd, Beryl Rd, Center St, Cow Trl, Deer Rd, Dick Palmer Wash, E 12000 Rd, Gold Springs Rd, Hamblin Valley Rd, Modena Reservoir, N 10000 Rd, N 10100 Rd, N 10200 Rd, N 10300 Rd, N 1600 Rd, N 3000 Rd, N 7200 Rd, N 8000 Rd, N 8800 Rd, North 4000 Rd, North 800 Rd, Sheep Spring Draw, SR-319, SR-56, Uvada Reservoir, W 6600 Rd, W Center St, Zane CWMU, Zane Rd 22 Residences
III-B	1510	Abe Spring, Bally Knolls, Caliente Special Recreation Permit, Clover Mountains Wilderness, Jumbled Mountain, Lafes Reservoir, Mormon Mesa ACEC - Ely, Mud Springs, Sams Camp Reservoir, Shoemake Spring, SR-75, Summit Spring, The Ribbons, Topah Spring, Tule Spring 3 Residences
III-B	1530	Mormon Mesa ACEC - Ely 0 Residences
III-B	1540.1	Casaby Ave, Dry Gulch Trl, Henry Dr, Meadow Valley Wash WSR, Moapa Community & Recreation Center, Moapa Recreation Center Park, Mormon Mesa ACEC, Mormon Mesa ACEC - Ely, Old Spanish Historic Trail, Patriots Way, Pulsipher Ave, S Lawson Dr, S Sandy St, SR-168 21 Residences
III-B	1540.2	Casaby Ave, Henry Dr, Lincoln Rd, Livingston Number Two Spring, Muddy River WSR, Old Spanish Historic Trail, Patriots Way, Pulsipher Ave, Reservation Rd, S Sandy St, SR-168, SR-78 4 Residences
III-B	1590	I-15, N Vegas Blvd, Old Spanish Historic Trail, SR-40 0 Residences
III-B	1600	Old Spanish Historic Trail, Old Spanish Trail Rd, Old Spanish Trail Rd Historic Trail 0 Residences
III-C	1450	SR-174, Brush Hwy 0 Residences

Table 3.12-24 Region III Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
III-C	1460	Little Drum Reservoir, North Clay Knoll Reservoir, Rocky Knoll, S 18000, Squire Ln, Old US-6/US-50, US-6, W 13000 Rd, W 2500 South St, West Clay Knoll Reservoir, West Marshall Tract Reservoir 0 Residences
III-C	1480	4wd Rd, Beryl Milford Rd, Cat Canyon Reservoir, Crystal Peak Rd, Cricket Mountains ATV Area, Georges Valley, Jockey Rd, Lower Big Wash Reservoir, Mollies Nipple, Moscow Reservoir, Red Rock Number 1 Reservoir, Red Rock Number 2 Reservoir, S 24300 West St, SR-21, The Big Wash, Twelvemile Knoll 0 Residences
III-C	1490	13300 Rd, 9300 Rd, E 14900 Rd, E 18200 Rd, E 20600 Rd, E 23200 Rd, E 24000 Rd, Lund Hwy, N 10100 Rd, N 10900 Rd, N 12500 Rd 0 Residences
III-C	1490.05	4wd Rd, 50 Rd, 5600 Rd, Beryl Milford Rd, Beryl Rd, Center St, Cow Trl, Deer Rd, Dick Palmer Wash, E 12000 Rd, Gold Springs Rd, Hamblin Valley Rd, Modena Reservoir, N 10000 Rd, N 10100 Rd, N 10200 Rd, N 10300 Rd, N 1600 Rd, N 3000 Rd, N 7200 Rd, N 8000 Rd, N 8800 Rd, North 4000 Rd, North 800 Rd, Sheep Spring Draw, SR-319, SR-56, Uvada Reservoir, W 6600 Rd, W Center St, Zane CWMU, Zane Rd 22 Residences
III-C	1520	Antelope Canyon Rd, Arrow Canyon Wilderness, Buckboard Spring, Caliente Special Recreation Permit, Cedar Wash, Chief Mountain SRMA, Coyote Spring, Coyote Springs Valley ACEC, Delamar Mountains Wilderness, Delamar Valley, Desert National Wildlife Refuge, Helene Wash, Kane Springs ACEC, Lien Draw, Meadow Valley, Miller Spring, Miser Gulch, Nelson Spring, Pahranagat National Wildlife Refuge, Perkins Number Two Reservoir, Powerline Reservoir, Pwr Line Maintenance Rd, Sawmill Rd, Silver State OHV Trail, Silver State OHV Trail, Southeast Reservoirs, SR-168, SR-75, Unit #1, Unit #2, Unit #3, Unit 3/Sheep Range, US-93, Wamp Springs Trl 2 Residences
III-C	1610	Apex Rd, Coyote Springs Valley ACEC, I-15, Old Spanish Historic Trail, Old Spanish Trail Rd, Old Spanish Trail Rd Historic Trail, Power Line Rd, Salt Lake Hwy, Service Rd, Unit #3, US-93 0 Residences
III-D	1460	Little Drum Reservoir, North Clay Knoll Reservoir, Rocky Knoll, S 18000, Squire Ln, Old US-6/US-50, US-6, W 13000 Rd, W 2500 South St, West Clay Knoll Reservoir, West Marshall Tract Reservoir 0 Residences
III-D	1480	4wd Rd, Beryl Milford Rd, Cat Canyon Reservoir, Crystal Peak Rd, Cricket Mountains ATV Area, Georges Valley, Jockey Rd, Lower Big Wash Reservoir, Mollies Nipple, Moscow Reservoir, Red Rock Number 1 Reservoir, Red Rock Number 2 Reservoir, S 24300 West St, SR-21, The Big Wash, Twelvemile Knoll 0 Residences
III-D	1490	13300 Rd, 9300 Rd, E 14900 Rd, E 18200 Rd, E 20600 Rd, E 23200 Rd, E 24000 Rd, Lund Hwy, N 10100 Rd, N 10900 Rd, N 12500 Rd 0 Residences

Table 3.12-24 Region III Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
III-D	1490.05	4wd Rd, 50 Rd, 5600 Rd, Beryl Milford Rd, Beryl Rd, Center St, Cow Trl, Deer Rd, Dick Palmer Wash, E 12000 Rd, Gold Springs Rd, Hamblin Valley Rd, Modena Reservoir, N 10000 Rd, N 10100 Rd, N 10200 Rd, N 10300 Rd, N 1600 Rd, N 3000 Rd, N 7200 Rd, N 8000 Rd, N 8800 Rd, North 4000 Rd, North 800 Rd, Sheep Spring Draw, SR-319, SR-56, Uvada Reservoir, W 6600 Rd, W Center St, Zane CWMU, Zane Rd 22 Residences
III-D	1510	Abe Spring, Bally Knolls, Caliente Special Recreation Permit, Clover Mountains Wilderness, Jumbled Mountain, Lafes Reservoir, Mormon Mesa ACEC - Ely, Mud Springs, Sams Camp Reservoir, Shoemake Spring, SR-75, Summit Spring, The Ribbons, Topah Spring, Tule Spring 3 Residences
III-D	1530	Mormon Mesa ACEC - Ely 0 Residences
III-D	1540.1	Casaby Ave, Dry Gulch Trl, Henry Dr, Meadow Valley Wash WSR, Moapa Community & Recreation Center, Moapa Recreation Center Park, Mormon Mesa ACEC, Mormon Mesa ACEC - Ely, Old Spanish Historic Trail, Patriots Way, Pulsipher Ave, S Lawson Dr, S Sandy St, SR-168 21 Residences
III-D	1540.2	Casaby Ave, Henry Dr, Lincoln Rd, Livingston Number Two Spring, Muddy River WSR, Old Spanish Historic Trail, Patriots Way, Pulsipher Ave, Reservation Rd, S Sandy St, SR-168, SR-78 4 Residences
III-D	1590	I-15, N Vegas Blvd, Old Spanish Historic Trail, SR-40 0 Residences
III-D	1600	Old Spanish Historic Trail, Old Spanish Trail Rd, Old Spanish Trail Rd Historic Trail 0 Residences
Ox Valley East Alternative Variation	1501.1	Atchinson Dixie National Forest Roadless Area, California Hollow, Carson Cir, Cave Cir, Cove Mountain Dixie National Forest Roadless Area, Dodge City Trl, E Christie Ln, E Forest Dr, E Rye Dr, E Sumac Dr, Hardin Trl, Hole N Rock Cir, Launa Ln, Lodge Rd, Mogotsu Dixie National Forest Roadless Area, N Butch Cassidy Trl, N Cedar Dr, N Doc Holiday Ln, N Lodge Rd, N Matt Dillon Trl, N Pinion Cir, N Sundance Kid Trl, Old Spanish Historic Trail, Old State Hwy 144, Orchard Dr, Pine Valley Hwy, Rancho Veyo Rd, Red Butte, Rex Layne Dr, SR-18, Unnamed Campsite, W Butch Cassidy Cir, Younger Cir 130 Residences
Ox Valley East Alternative Variation	1501.15	Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Old Spanish Historic Trail, Rancho Veyo Rd 0 Residences
Ox Valley East Alternative Variation	1503	Gum Hill, Gum Hill Dixie National Forest Roadless Area, Meadow Canyon Rd, Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Natl Forest Rd, Old Spanish Historic Trail, SR-18 0 Residences
Ox Valley East Alternative Variation	1503.5	Cove Mountain Dixie National Forest Roadless Area, Meadow Canyon Rd, Old Spanish Historic Trail 0 Residences

Table 3.12-24 Region III Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
Ox Valley East Alternative Variation	1505	Bullrush Creek, Hardscrabble Hollow, Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Natl Forest Rd, Red Hardscrabble Trail, Shinbone Creek, Unnamed Campsite, Valley Canyon 0 Residences
Ox Valley West Alternative Variation	1501.15	Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Old Spanish Historic Trail, Rancho Veyo Rd 0 Residences
Ox Valley West Alternative Variation	1503.5	Cove Mountain Dixie National Forest Roadless Area, Meadow Canyon Rd, Old Spanish Historic Trail 0 Residences
Ox Valley West Alternative Variation	1504	Gum Hill Dixie National Forest Roadless Area, Meadow Canyon Rd, Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Natl Forest Rd, Old Spanish Historic Trail, S 1200th St, SR-18, Unnamed Campsite 8 Residences
Ox Valley West Alternative Variation	1505	Bullrush Creek, Hardscrabble Hollow, Mogotsu Dixie National Forest Roadless Area, Moody Wash Dixie National Forest Roadless Area, Natl Forest Rd, Red Hardscrabble Trail, Shinbone Creek, Unnamed Campsite, Valley Canyon 0 Residences

(reduced impacts). Recreationally important landscapes include the Sevier River plain and Cricket Mountains, where the Project's guyed and, substantially more dominant, self-supported structures are sky-lined (increased impact) in the landscape. All other recreationally important landscapes have existing transmission lines in the Projects' immediate viewshed. Of particular note is the Mountain Meadows National Historic Landmark Site viewshed where the Project would be placed on the far side of three existing transmission lines and two pipeline ROWs. This results in decreased impacts to viewers and landscape scenery. Landscape photography and project simulations are located in **Appendix I**, in the Fillmore, Cedar City, St. George, and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative III-A has decreased impacts as compared with Alternative III-B, Alternative III-C, and Alternative III-D.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative III-A would be visible in the immediate foreground from 148 residences. Twenty-five percent of Alternative III-A would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 4,327 acres of Class A scenery visible within 2.5 miles of the alignment. Approximately 4,327 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Nine percent of Alternative III-A would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). One Percent of Alternative III-A would not conform or be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the

view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Seventy-three percent of the Alternative III-A alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative III-B

Alternative III-B would cross 284 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). In areas with no existing transmission lines, it would cross US-50 and closely parallel and would cross Utah SH-56, and would cross the Rainbow Backcountry Byway in two locations. The Project would cross several recreational roads and trails (**Table 3.12-24**) and recreationally important landscapes in the Sevier River Sand Dunes, Sevier River, Cricket Mountain, Red Pass, and landscapes east, north, west, and south of Caliente, including the Matthews Canyon Reservoir area, where there are no existing transmission lines (higher impacts). Landscape photography and project simulations are located in **Appendix I**, in the Fillmore, Cedar City, Ely, and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative III-B has increased impacts as compared with Alternative III-A. Alternative III-B is comparable to Alternative III-C and Alternative III-D.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative III-B would be visible in the immediate foreground from 46 residences. Twenty percent of Alternative III-B would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 22,353 acres of Class A scenery visible within 2.5 miles of the alignment. Approximately 13,372 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Five percent of Alternative III-B would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). All of Alternative III-B would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Fifty-four percent of the Alternative III-B alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative III-C

Alternative III-C would cross 308 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). Adjacent to one or more existing transmission lines (reduced contrasts), it would cross US-50, parallel Utah SH-257, would cross Utah SH-21 and parallel US-93 in the Pahranagat and Coyote Spring Valleys. In areas with no existing transmission lines, it would closely parallel and would cross Utah SH-56, would cross US-93 north and west of Caliente, and would cross the Silver State Trail in two locations. The Project would cross several recreational roads and trails (**Table 3.12-24**) and recreationally important landscapes east, north, and west of Caliente, where there are no existing transmission lines (higher impacts). All other recreationally important landscapes have existing

transmission lines in the Projects' immediate viewshed. Landscape photography and project simulations are located in **Appendix I**, in the Fillmore, Cedar City, Ely, and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative III-C has increased impacts as compared with Alternative III-A. Alternative III-C is comparable to Alternative III-B and Alternative III-D.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative III-C would be visible in the immediate foreground from 24 residences. Twenty-eight percent of Alternative III-C would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 19,213 acres of Class A scenery visible within 2.5 miles of the alignment. Approximately 13,372 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Sixteen percent of Alternative III-C would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). Three percent of Alternative III-C would not conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers, where the Project is "sky-lined" and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Sixty-three percent of the Alternative III-C alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

<u>Alternative III-D (Agency Preferred)</u>

Alternative III-D would cross 281 miles of landscapes in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). In areas with no existing transmission lines, it would cross US-50 and closely parallel and would cross Utah SH-56, and would cross the Rainbow Backcountry Byway in two locations. The Project would cross several recreational roads and trails (**Table 3.12-24**) and recreationally important landscapes in the Sevier River Sand Dunes, Sevier River, and landscapes east and south of Caliente, including the Matthews Canyon Reservoir area, where there are no existing transmission lines (higher impacts). Landscape photography and project simulations are located in **Appendix I**, in the Fillmore, Cedar City, Ely, and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative III-D has increased impacts as compared with Alternative III-A. Alternative III-D is comparable to Alternative III-B and Alternative III-C.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative III-D would be visible in the immediate foreground from 50 residences. Sixteen percent of Alternative III-D would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 22,353 acres of Class A scenery visible within 2.5 miles of the alignment. None of the acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. One percent of Alternative III-D would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). All of Alternative III-D would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads, trails, and rivers,

where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**).

Fifty-five percent of the Alternative III-D alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Region III Alternative Variations

Ox Valley East Alternative Variation

The Ox Valley East Alternative Variation would cross 17 miles of landscape in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross Utah SH-18, be in the immediate foreground of the Ox Valley Ranch and be visible from the Town of Enterprise. The Ox Valley East Alternative Variation would be visible in the immediate foreground from 130 residences. All of the Ox Valley East Alternative Variation would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross no Class A scenery visible within 2.5 miles of the alignment.

Ninety-four percent of the Ox Valley East Alternative Variation would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). Ninety-four percent of the Ox Valley East Alternative Variation would not be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). The Ox Valley East Alternative Variation would have high impacts over its reach. The Ox Valley East Alternative Variation would have increased impacts as compared to Alternative III-A. Nineteen percent of the Ox Valley East Alternative Variation alignment would be located within a utility corridor or utility window.

Ox Valley West Alternative Variation

The Ox Valley West Alternative Variation would cross 17 miles of landscape in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross Utah SH-18, be in the immediate foreground of the Ox Valley Ranch and be visible from the Town of Enterprise. The Ox Valley West Alternative Variation would be visible in the immediate foreground from eight residences. Ninety-four percent of the Ox Valley West Alternative Variation would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross no Class A scenery visible within 2.5 miles of the alignment.

Eight-two percent of the Ox Valley West Alternative Variation would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). Eighty-two percent of the Ox Valley West Alternative Variation would not be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). The Ox Valley West Alternative Variation would have high impacts over its reach. The Ox Valley West Alternative Variation would have increased impacts as compared to Alternative III-A. Eighteen percent of the Ox Valley West Alternative Variation alignment would be located within a utility corridor or utility window.

Pinto Alternative Variation

The Pinto Alternative Variation would cross 29 miles of landscape in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would parallel and cross several times the Pinto Road, be in the immediate foreground of the Town of Pinto. The Pinto Alternative Variation would be visible in the immediate foreground from 24 residences. 83 percent of the Pinto Alternative Variation would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 212 acres of Class A scenery visible within 2.5 miles of the alignment.

Forty-eight percent of the Pinto Alternative Variation would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). Seventy percent of the Pinto Alternative Variation would not be consistent with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. It would cross a sky-lined area of pinion-juniper (**Figure 3.12-19** and **Appendix I**, **Figure I-12**) that would benefit from Level 3 mitigation of **VR-1**, **VR-10**, **VR-11**, and **VR-12** (**Appendix I**, **Table I-13**). The Pinto Alternative Variation would have increased impacts as compared to Alternative III-A. The Pinto Variation would have high impacts over its reach. Nine percent of the Pinto Alternative Variation alignment would be located within a utility corridor or utility window.

Region III Alternative Connectors

Avon Alternative Connector

The Avon Alternative Connector would cross 8 miles of landscape in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would closely parallel the Union Pacific Railroad. The Avon Alternative Connector would be visible in the immediate foreground from zero residences. None of the Avon Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross no Class A scenery visible within 2.5 miles of the alignment.

None of the Avon Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-24**). All of the Avon Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. The Avon Alternative Connector would have minimal impacts over its reach, and would provide connection with Alternative II-A (decreased impacts). None of the Avon Connector alignment would be located within a utility corridor or utility window.

Moapa Alternative Connector

The Moapa Alternative Connector would cross 13 miles of landscape in the Great Basin Section of the Basin and Range Province (Section 3.12.5.6). It would cross I-15 in an area with several existing steel lattice transmission lines in the view to the west (toward Alternative III-C) and no existing transmission lines to the east (toward Alternative III-A). It would be “sky-lined” (increased impact) in the immediate foreground of I-15. It would cross no Class A scenery visible within 2.5 miles of the alignment. The Moapa Alternative Connector would cause high impacts to moderate sensitivity I-15 viewers in this immediate foreground (0 to 0.5-mile) viewing situation (**Table 3.12-24**). The Moapa Alternative Connector would cross VRM Class III landscapes, where changes may attract attention, but should not dominate the view of the casual observer.

The Moapa Alternative Connector would have increased impacts as compared to Alternative III-A or Alternative III-C, in part due to the need for heavier self-supporting transmission line structures at the points-of-intersection with the alternatives. Twenty-three percent of the Moapa Connector alignment

would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Region III Series Compensation Stations (Design Option 2)

The Series Compensation Station 1-Design Option 2 (Alternative III-A) is located near Iron Springs Creek in Frontal Lund Flats in VRM IV and private lands. Due to the presence of an existing transmission line, the visual impact to the human environment's people and scenery would be moderate and in conformance with VRM Class IV objectives. The Series Compensation Station 2-Design Option 2 (Alternative III-C) is located at Red Rock Wash in VRM Class III and IV lands. Due to the presence of an existing transmission line, the visual impact to the human environment's people and scenery would be moderate and in conformance with VRM Class III and IV objectives. The Series Compensation Station 3-Design Option 2 (Alternatives III-B and III-D) is located in McDonald Wash in private lands in the Escalante Desert area. Due to the presence of the existing railroad corridor, the visual impact to the human environment's people and scenery would be moderate.

3.12.6.6 Region IV

Impact parameters relate to the impact discussion in Section 3.12.6.3, Impacts Common to All Alternative Routes and Associated Components, and specific differences by alternative are presented below. The segment-specific table information for high and moderate sensitivity viewers distance zones, scenic quality, visual resource inventory classifications, agency management classifications, residual Impacts, conformance or consistency with BLM VRM, USFS SIO or VQO, and intersection of the Project alignment with utility corridors or utility windows are summarized in **Table 3.12-25**. Segment- and milepost-specific Region I inventory data and impact results for these topics are shown in the corresponding tables in **Appendix I**.

The KOP figures in **Appendix I** indicate the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation.

Residual Impacts

The application of substantive mitigation measures would reduce visual impacts from high to moderate, or moderate to low. These reductions are applicable to viewing situations involving stationery (non-linear) viewers and to landscapes where tree cover and moderate to steep landforms contribute strongly to visual impacts. Residual impacts by alternative and segment are listed for landscape scenery, high viewer sensitivity and moderate viewer sensitivity in **Table 3.12-25**. Residual impacts by region, alternative, segment, and mileposts (as if, "walking the line") are listed in the corresponding tables in **Appendix I**.

Conformance or Consistency with Agency Management Objectives

Maps showing locations where agency management objectives would be met and would not be met are shown in **Appendix I**, **Figure I-13**. Photographic simulations of the Project, for those KOP locations where agency management objectives would not be met, are shown in the KOP figures in **Appendix I** following the applicable KOP analysis sheet. Maps showing locations where applications of mitigation **VR-4** to the alignment would reduce impacts to levels to conform or be consistent with agency management objectives are shown in **Appendix I**, **Figure I-14**. Maps showing locations where agency management objectives would be met with mitigation and where agency management objectives are not applicable are shown in **Appendix I**, **Figure I-15**. Mitigation **VR-4** would be applicable to, and subject to routing engineering study for, alignments within a 0.5 mile of linear KOPs, except for those alignments crossing roads. Designated utility corridors considered in the analysis are shown in **Appendix I**, **Figure I-16**.

Scenic Quality

Existing scenic quality may be lowered by the Project, depending on the context. This is determined based on analysis of existing scenic quality rating/scores, existing landscape character, presence or absence of existing industrial development (transmission lines, pipelines, land disturbances, etc.), and the effect of introducing the Project into the landscape as either a new or additional cultural modification. Those segments where the existing scenic quality would be lowered by the Project to a lower class (Class A to Class B or Class B to Class C) are shown in **Table 3.12-26**. Segment- and milepost-specific data for change in scenic quality is shown in **Appendix I**, **Table I-12**. Acreages of scenic quality Class A, Class B, and Class C visible within 2.5 miles of the Project and acreages of changes in scenic quality visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-27**.

Public Viewers and Visibility of the Project

Immediate foreground (0 to 0.5-mile) visibility of the Project is influential in the experiences of viewers and indicative of the level of impacts to people. The following **Table 3.12-28** indicates visibility by alternative and segment for those immediate foreground residential and public places, designated special management areas, lakes and reservoirs, rivers, roads, scenic byways and backways, and historic trails where visual resources are important to recreational and viewer experiences. Viewing situations in these locations are both stationary and mobile. Acreages of human environment/visual sensitivity levels, high, medium, and low, that are visible within 2.5 miles of the Project are shown by alternative in **Table 3.12-27**.

Vegetation Treatments

Scenarios for vegetation treatments are listed in the POD (**Appendix D**). Clearing of plants above 6 feet in height would occur in the 250-foot-wide transmission line ROW unless otherwise specified in the POD. Only the 90-foot-wide “wire zone” and 250-foot square structure construction area would be cleared in corridors classified as VRM Class II, SIO High, and VQO Retention. Key factors in the determination of impacts to the visual resource include viewing distances, presence or absence of tree cover, and steepness of topographic slopes. Application of mitigation **VR-1** would preserve pinyon-juniper trees, except for those impeding tower and access road construction. The edges between clearings and forest would be feathered in all species. The presence of moderate to steep slopes increases visibility of vegetation treatments for ROWs and for access roads, as compared to flat slopes. These factors are included in the analysis of impacts to scenery and to sensitive viewers. Reclamation recovery time analyses, specific to views from the 303 KOPs and involving topographic slope, topographic aspect and vegetation type, are shown in **Appendix I**, **Table I-10**. The results are central components in **Table 3.12-25**.

The geographic context, distances, and spatial relationship between visual resources and the Project alignments by segment and milepost for Region IV are portrayed by tables and maps of scenic quality classes (tables in **Appendix I** and **Figure I-1**), sensitivity levels (**Appendix I**, **Table I-2** and **Figure I-4**), visual resource inventory classes (tables in **Appendix I** and **Figure I-7**), and visual resource management classes (tables in **Appendix I** and **Figure I-8**). All BLM VRI distance zones were inventoried as foreground-middleground for the Project study area and, therefore, are not shown with map figures. Project-specific distance zones are included in the analyses for impacts to landscape scenery, sensitive viewers, and conformance or consistency with BLM or USFS management objectives, respectively.

Table 3.12-25 Region IV Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Alternative IV-A																																						
Alternative IV-A Totals	**37**	**22**	**8**	**8**	**–**	**8**	**20**	**9**	**–**	**5**	**15**	**17**	**12**	**8**	**7**	**–**	**24**	**3**	**–**	**–**	**–**	**–**	**5**	**32**	**–**	**22**	**16**	**–**	**8**	**29**	**27**	**–**	**10**	**27**	**–**	**10**	**25**
1620	6	2	2	2	–	2	5	–	–	–	–	6	–	5	–	–	5	–	–	–	–	–	–	6	–	2	4	–	2	5	5	–	1	5	–	1	5
1630	4	4	–	–	–	1	3	–	–	–	4	<1	4	–	–	–	4	–	–	–	–	–	–	4	–	4	–	–	1	3	4	–	<1	4	–	<1	4
1660	7	7	–	–	–	3	5	–	–	2	5	1	5	–	<1	–	5	–	–	–	–	–	2	5	–	7	–	–	3	5	5	–	2	5	–	2	5
1700	2	2	–	–	–	1	1	–	–	2	–	–	–	–	–	–	–	–	–	–	–	–	2	–	–	2	–	–	1	1	–	–	2	–	–	2	–
1740	5	5	–	–	–	<1	5	–	–	1	2	2	2	–	–	–	2	–	–	–	–	–	1	4	–	5	–	–	<1	5	2	–	3	2	–	3	2
1790	13	2	6	5	–	1	3	8	–	1	4	8	2	2	7	–	8	3	–	–	–	–	1	12	–	2	11	–	1	11	11	–	2	11	–	2	10
1830	<1	–	–	<1	–	–	–	<1	–	–	–	<1	–	–	–	–	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–
Alternative IV-B																																						
Alternative IV-B Totals	**40**	**18**	**14**	**7**	**–**	**18**	**19**	**3**	**–**	**7**	**2**	**31**	**2**	**5**	**–**	**–**	**7**	**–**	**–**	**–**	**–**	**5**	**10**	**24**	**8**	**14**	**18**	**7**	**16**	**16**	**7**	**–**	**33**	**7**	**–**	**33**	**5**
1620	6	2	2	2	–	2	5	–	–	–	–	6	–	5	–	–	5	–	–	–	–	–	–	6	–	2	4	–	2	5	5	–	1	5	–	1	5
1640	3	3	–	–	–	–	3	–	–	–	1	2	1	–	–	–	1	–	–	–	–	1	2	1	2	1	–	–	2	1	1	–	2	1	–	2	–
1670	5	3	2	–	–	3	2	–	–	3	1	1	1	–	–	–	1	–	–	–	–	4	1	–	3	2	–	3	2	–	1	–	4	1	–	4	–
1710	8	5	3	–	–	7	1	–	–	3	–	5	–	–	–	–	–	–	–	–	–	1	6	2	3	5	1	4	4	<1	–	–	8	–	–	8	–
1750	<1	–	<1	–	–	<1	–	–	–	<1	–	–	–	–	–	–	–	–	–	–	–	–	<1	–	–	–	<1	–	<1	–	–	–	<1	–	–	<1	–
1760	8	5	3	–	–	4	5	–	–	1	–	7	–	–	–	–	–	–	–	–	–	–	1	7	–	5	3	–	4	5	–	–	8	–	–	8	–
1772	<1	–	–	<1	–	–	–	<1	–	–	–	<1	–	–	–	–	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–
1800	1	–	1	–	–	1	–	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	1	–	–	1	–	1	–	–	–	1	–	–	1	–
1820	7	–	2	5	–	1	4	2	–	–	–	7	–	–	–	–	–	–	–	–	–	–	–	7	–	–	7	–	1	6	–	–	7	–	–	7	–
1830	<1	–	–	<1	–	–	–	<1	–	–	–	<1	–	–	–	–	–	–	–	–	–	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–	–	<1	–
Alternative IV-C																																						
Alternative IV-C Totals	**44**	**15**	**17**	**8**	**4**	**16**	**27**	**2**	**–**	**8**	**2**	**34**	**2**	**5**	**–**	**–**	**7**	**–**	**–**	**–**	**–**	**5**	**11**	**28**	**8**	**10**	**26**	**7**	**14**	**23**	**7**	**–**	**37**	**7**	**–**	**37**	**5**
1620	6	2	2	2	–	2	5	–	–	–	–	6	–	5	–	–	5	–	–	–	–	–	–	6	–	2	4	–	2	5	5	–	1	5	–	1	5
1640	3	3	–	–	–	–	3	–	–	–	1	2	1	–	–	–	1	–	–	–	–	1	2	1	2	1	–	–	2	1	1	–	2	1	–	2	–
1670	5	3	2	–	–	3	2	–	–	3	1	1	1	–	–	–	1	–	–	–	–	4	1	–	3	2	–	3	2	–	1	–	4	1	–	4	–
1710	8	5	3	–	–	7	1	–	–	3	–	5	–	–	–	–	–	–	–	–	–	1	6	2	3	5	1	4	4	<1	–	–	8	–	–	8	–
1750	<1	–	<1	–	–	<1	–	–	–	<1	–	–	–	–	–	–	–	–	–	–	–	–	<1	–	–	–	<1	–	<1	–	–	–	<1	–	–	<1	–
1771	21	1	10	6	4	3	16	2	–	2	–	20	–	–	–	–	–	–	–	–	–	–	2	20	–	1	20	–	3	18	–	–	21	–	–	21	–
Marketplace Alternative Variation																																						
Marketplace Alternative Variation Totals	**8**	**–**	**4**	**4**	**–**	**1**	**4**	**3**	**–**	**–**	**–**	**8**	**–**	**1**	**2**	**–**	**3**	**–**	**–**	**–**	**–**	**–**	**6**	**2**	**–**	**6**	**2**	**1**	**4**	**3**	**3**	**–**	**5**	**3**	**–**	**5**	**<1**
1810	8	–	4	4	–	1	4	3	–	–	–	8	–	1	2	–	3	–	–	–	–	–	6	2	–	6	2	1	4	3	3	–	5	3	–	5	<1
Marketplace Alternative Variation Comparison																																						
Marketplace Alternative Variation Comparison Totals	**7**	**–**	**2**	**5**	**–**	**1**	**4**	**2**	**–**	**–**	**–**	**7**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**7**	**–**	**–**	**7**	**–**	**1**	**6**	**–**	**–**	**7**	**–**	**–**	**7**	**–**
1820	7	–	2	5	–	1	4	2	–	–	–	7	–	–	–	–	–	–	–	–	–	–	–	7	–	–	7	–	1	6	–	–	7	–	–	7	–

Table 3.12-25 Region IV Route Comparison by Alternative and Segment

Alternative/Segment	Total Miles	High Sensitivity Viewers (miles)[1]				Moderate Sensitivity Viewers (miles)[1]				Scenic Quality (miles)[2]			BLM VRI Classifications (miles)[3]			BLM VRM Classifications (miles)[4]			USFS SIO or VQO Classifications (miles)[5]			Residual Impacts (miles)									BLM VRM USFS SIO or VQO Conformance/Consistency (miles)[8]						Utility Corridor or Utility Window[9]
																						Landscape Scenery[6]			High Sensitivity Viewers[7]			Moderate Sensitivity Viewers[7]			Before Mitigation			After Mitigation			
		0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	0–0.5 mile	0.5–2.5 miles	2.5–5 miles	>5 miles	A	B	C	Class II	Class III	Class IV	Class II	Class III	Class IV	High or Retention	Moderate or Partial Retention	Low or Modification	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	Conformance	Non-conformance	NA	Conformance	Non-conformance	NA	
Sunrise Mountain Alternative Connector																																						
Sunrise Mountain Alternative Connector Totals	**3**	**3**	**–**	**–**	**–**	**1**	**2**	**–**	**–**	**1**	**2**	**–**	**2**	**–**	**–**	**–**	**2**	**–**	**–**	**–**	**–**	**2**	**<1**	**<1**	**2**	**<1**	**–**	**1**	**2**	**<1**	**2**	**–**	**1**	**2**	**–**	**1**	**<1**
1650	3	3	–	–	–	1	2	–	–	1	2	–	2	–	–	–	2	–	–	–	–	2	<1	<1	2	<1	–	1	2	<1	2	–	1	2	–	1	<1
Lake Las Vegas Alternative Connector																																						
Lake Las Vegas Alternative Connector Totals	**4**	**3**	**1**	**–**	**–**	**4**	**–**	**–**	**–**	**3**	**–**	**1**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**3**	**1**	**–**	**3**	**1**	**–**	**4**	**–**	**–**	**–**	**–**	**4**	**–**	**–**	**4**	**–**
1680	4	3	1	–	–	4	–	–	–	3	–	1	–	–	–	–	–	–	–	–	–	3	1	–	3	1	–	4	–	–	–	–	4	–	–	4	–
Three Kids Mine Alternative Connector																																						
Three Kids Mine Alternative Connector Totals	**5**	**5**	**1**	**–**	**–**	**1**	**5**	**–**	**–**	**1**	**1**	**4**	**1**	**–**	**–**	**–**	**1**	**–**	**–**	**–**	**–**	**2**	**4**	**–**	**5**	**1**	**–**	**1**	**5**	**–**	**1**	**–**	**5**	**1**	**–**	**5**	**–**
1690	5	5	1	–	–	1	5	–	–	1	1	4	1	–	–	–	1	–	–	–	–	2	4	–	5	1	–	1	5	–	1	–	5	1	–	5	–
River Mountain Alternative Connector																																						
River Mountain Alternative Connector Totals	**8**	**4**	**4**	**–**	**–**	**<1**	**6**	**2**	**–**	**1**	**3**	**5**	**3**	**–**	**–**	**–**	**3**	**–**	**–**	**–**	**–**	**3**	**5**	**–**	**4**	**4**	**–**	**<1**	**6**	**2**	**3**	**–**	**6**	**3**	**–**	**6**	**–**
1730	8	4	4	–	–	<1	6	2	–	1	3	5	3	–	–	–	3	–	–	–	–	3	5	–	4	4	–	<1	6	2	3	–	6	3	–	6	–
Railroad Pass Alternative Connector																																						
Railroad Pass Alternative Connector Totals	**4**	**1**	**3**	**–**	**–**	**4**	**<1**	**–**	**–**	**–**	**–**	**4**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**4**	**–**	**1**	**3**	**–**	**4**	**<1**	**–**	**–**	**4**	**–**	**–**	**4**	**–**
1780	4	1	3	–	–	4	<1	–	–	–	–	4	–	–	–	–	–	–	–	–	–	–	–	4	–	1	3	–	4	<1	–	–	4	–	–	4	–

[1] High Sensitivity and Moderate Sensitivity Viewers' analysis and mapping for the Project encompass public and private viewers' concern for landscape scenery (**Appendix I, Tables I-3** and **I-4**; **Appendix I**, **Figure I-4**). The distance and visibility factors are based on the characteristics of Project facilities, divided into four zones(**Appendix I**, **Tables I-3** and **I-4**; **Appendix I**, **Figures I-4**, **I-5**, and **I-6**).

[2] Scenic Quality or scenic attractiveness is rated Class A, Class B, or Class C for highest to lowest quality or attractiveness (**Appendix I**, **Table I-1**; **Appendix I**, **Figures I-2** and **I-3**).

[3] BLM VRI classifications represent this relative value of visual resources and provide the basis for considering visual values in the resource management planning process. VRI Classes II, III, and IV (high to low) are determined based on he combina ion of scenic quality, sensitivity levels, and distance zones. VRI Class I is assigned to special management areas (**Appendix I**, **Table I-5**; **Appendix I**, **Figure I-7**).

[4] BLM VRM classifica ions result from the RMP land use planning process for all BLM-administered lands (**Table 3.12-1**) (**Appendix I**, **Table I-6**; **Appendix I**, **Figure I-8**).

[5] USFS SIO or VQO Classifications result from the na ional forest planning process for all USFS-administered lands (**Table 3.12-2**) (**Appendix I, Table I-7**; **Appendix I**, **Figure I-8**).

[6] Residual Impacts for Landscape Scenery (**Table 3.12-7**) involves the comparison of contrasts after mitigation with he scenic quality inventory of the affected environment (**Table 3.12-4**).

[7] Residual Impacts for High Sensi ivity and Moderate Sensi ivity Viewers (**Table 3.12-5**) involves comparison of contrasts after mitigation with distance zones (**Table 3.12-6**) and viewers' concern levels (**Table 3.12-5**).

[8] BLM VRM, USFS SIO, or USFS VQO Conformance or Consistency (**Table 3.12-8**) involves comparisons of agency management objectives wi h contrast ratings from 303 KOPs (KOP figures in **Appendix I**).

[9] Calculations associated wi h Utility Corridors and Utility Windows involve the intersection of the Project alignment with the areas/polygons of the corridors or windows. These corridors or windows take precedence over he conformance and consistency determinations and as such negate the need for updates of the land use plans.

Note: Discrepancies in totals due to rounding.

Table 3.12-26 Region IV Scenic Quality Class Changes by Alternative and Segment (miles)

Alternative/Segment	Total Miles	Class A to B	Class B to C	No Change
Alternative IV-A				
1620	6	–	–	6
1630	4	–	–	4
1660	7	–	–	7
1700	2	–	–	2
1740	5	–	–	5
1790	13	–	–	13
1830	<1	–	–	<1
Alternative IV-B				
1620	6	–	–	6
1640	3	–	–	3
1670	5	–	–	5
1710	8	–	–	8
1750	<1	–	–	<1
1760	8	–	–	8
1772	<1	–	–	<1
1800	1	–	–	1
1820	7	–	–	7
1830	<1	–	–	<1
Alternative IV-C				
1620	6	–	–	6
1640	3	–	–	3
1670	5	–	–	5
1710	8	–	–	8
1750	<1	–	–	<1
1771	21	–	–	21
Marketplace Alternative Variation				
1810	8	–	–	8
Marketplace Alternative Variation Comparison				
1820	7	–	–	7
Sunrise Mountain Alternative Connector				
1650	3	–	–	3
Lake Las Vegas Alternative Connector				
1680	4	–	–	4
Three Kids Mine Alternative Connector				
1690	5	–	–	5
River Mountain Alternative Connector				
1730	8	–	–	8
Railroad Pass Alternative Connector				
1780	4	–	–	4

Note: Segment numbers depicted in **Figure 2-25**.

Table 3.12-27 Region IV Visible Scenic Quality Classes and Sensitivity Levels (acres) - 2.5-mile Viewshed

Alternative	Existing Scenic Quality			Proposed Scenic Quality			Change in Scenic Quality			Viewer Sensitivity		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A to B	Class B to C	No Change	High	Medium	Low
Alternative IV-A	13,250	33,969	50,735	13,250	33,969	50,735	–	–	97,954	46,037	1,133	7,410
Alternative IV-B	23,839	12,795	77,151	17,383	19,252	77,151	6,457	–	107,329	26,430	2,031	3,225
Alternative IV-C	24,845	10,578	92,363	18,388	17,035	92,363	6,457	–	121,329	24,751	800	1,161
Marketplace Alternative Variation	–	4,250	29,061	–	4,250	29,061	–	–	33,311	4,364	682	3,783
Marketplace Alternative Variation Comparison	–	2,565	30,332	–	2,565	30,332	–	–	32,897	3,463	642	2,520
Sunrise Mountain Alternative Connector	3,072	8,540	2,621	3,072	8,540	2,621	–	–	14,232	8,540	–	–
Lake Las Vegas Alternative Connector	8,585	933	6,441	8,365	1,153	6,441	220	–	15,739	883	–	143
Three Kids Mine Alternative Connector	10,949	1,189	8,183	10,729	1,409	8,183	221	–	20,100	1,150	–	531
River Mountain Alternative Connector	11,776	3,713	9,377	9,609	5,880	9,377	2,167	–	22,699	3,711	–	470
Railroad Pass Alternative Connector	2,721	2,298	15,171	2,721	2,298	15,171	–	–	20,190	910	1,297	904

Table 3.12-28 Region IV Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
IV-A	1620	Apex Rd, Gypsum Rd, Old Spanish Trail Rd, Rainbow Gardens ACEC, Sunrise Mountain SRMA 0 Residences
IV-A	1630	Gypsum Rd, Gypsum Rd, Gypsum Spring, Lake Mead NRA, Pabco Rd, Rainbow Gardens ACEC, SR-147, Sunrise Mountain SRMA 0 Residences
IV-A	1660	4wd Rd, Argonaunt Rd, Armillaria St, Armillaria St, AVE Sorrento Rd, Bee Balm Ct, Black Lava Ct, Boletus Dr, Brown Hill Ct, Camelia Dr, Candy Tuft Dr, Candy Tuft Dr, Cerchio Alto, Cerchio Basso, Chanterelle Dr, Charlene Ct, Clark County Wetlands Park, Companion Way, Cutter St, Feather Haven Ct, Feather Point Ct, Golda Way, Golf Course, Grand Mediterra Blvd, Hyperion Dr, Lake Las Vegas Pky, Lake Mead NRA, Las Vegas Valley SRMA, Luca Ln, Majesty Ct, Montelago Blvd, Morning Melody Ct, Norellat Rd, Old Spanish Historic Trail, Pyrite Ave, Rainbow Gardens, Rainbow Gardens ACEC, Red Needle, Rhyolite Ter, Roy Way, Skysail Dr, SR-146, Strada Bella Vis Rd, Strada Christopher Rd, Strada Montecatini Rd, Strada Nathan Rd, Strada Principale, Strada Riva Del Nord Rd, Strada William Rd, Sunrise Mountain SRMA, Verdite Ave, VIA Ravello, VIA Salerno Rd, Weatherboard St, Whistle Ct 576 Residences
IV-A	1700	4wd Rd, Argonaunt Rd, Armillaria St, Berlin Ave, Cadiz Ave, Candy Tuft Dr, Charlene Ct, Companion Way, Cutter St, Dublin Ave, E Athens Ave, Essex Ave, Essex Ave, Firth Ave, Foothill Dr, Foothill Dr, Geneva Ave, Golda Way, Havre Ave, Hyperion Dr, Ithaca Ave, Ithaca Ave, Jakarta Ave, Jakarta Ave, Las Vegas Valley SRMA, London Ave, London Ave, Luca Ln, Majesty Ct, N Magic Way, N Magic Way, N Naples St, N Naples St, N Parawan St, Naples St, Naples St, Norellat Rd, Orleans St, Parawan St, Parawan St, River Mountains ACEC, Roy Way, Skysail Dr, SR-146, Weatherboard St 276 Residences
IV-A	1740	Foothill Dr, Foothill Dr, Ithaca Ave, Jakarta Ave, Las Vegas Valley SRMA, London Ave, N Magic Way, Old Spanish Historic Trail, River Mountains ACEC 0 Residences
IV-A	1790	4wd Rd, Black Hill, Car Country Blvd, E Horizon Ridge Pky, High Tec Cir, Las Vegas Valley SRMA, Nelson/ Eldorado SRMA, Old Spanish Historic Trail, Paradise Hills Dr, River Mountains ACEC, Sloan Canyon NCA, US-93 50 Residences
IV-A	1830	Boulder City Conservation Easement 0 Residences
IV-B	1620	Apex Rd, Gypsum Rd, Old Spanish Trail Rd, Rainbow Gardens ACEC, Sunrise Mountain SRMA 0 Residences
IV-B	1640	Gypsum Rd, Pabco Rd, Rainbow Gardens ACEC, Sunrise Mountain SRMA 0 Residences
IV-B	1670	Lake Mead National RA, Lake Mead National RA Rd, Lake Mead NRA, Las Vegas Wash, Lava Butte Wash, Old Spanish Historic Trail, Rainbow Gardens ACEC, SR-146, SR-147, SR-166, SR-167, Sunrise Mountain SRMA 0 Residences

Table 3.12-28 Region IV Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
IV-B	1710	Boulder Beach Campground, Boulder Canyon Project Federal Reservation, Lake Mead National RA, Lake Mead National RA Rd, Lake Mead NRA, Las Vegas Bay Rd, Old Spanish Historic Trail, Picnic Area, SR-146, SR-166, SR-166 15 Residences
IV-B	1750	Lake Mead NRA, Las Vegas Bay Rd, Las Vegas Bay Rd, SR-166 0 Residences
IV-B	1760	Aaron Way, Black Canyon Cove, Bluebird Dr, Bootleg Canyon, Bootleg Canyon, Bootleg Wash, Calumet Ln, Canary Way, Canyon Rd, Donner Way, Fleetwood St, Fleetwood St, Foothill Dr, Forest Ln, Genni Pl, Gingerwood St, Graham Ct, Greenbriar Pl, Hazelwood St, Hemenway Cove, Hidden Cove, Hillcrest Ln, Industrial Rd, Ironwood St, Isabel Ln, Island Cove, Jani Pl, Judi Pl, Kati Pl, Katzenbach Dr, Kelpwood St, Kendall Ln, Keys Dr, Kingman Cove, Lake Erie Ln, Lake Havasu Ln, Lake Huron Ln, Lake Mead National RA, Lake Mead NRA, Lake Merritt Ln, Lake Michigan Ln, Lake Michigan Ln, Lake Mountain Dr, Lake Ontario Ln, Lake Superior Ln, Lake Tahoe Ln, Lake Terrace Dr, Lake Winnebago Ln, Lakes Dr, Lakeview Dr, Lakeview Dr, Las Vegas Bay Rd, Las Vegas Valley SRMA, Lido Dr, Lynwood St, Malaga Ct, Marina Cove, Marina Dr, Marina Dr, Marwood St, Mead Way, Mount Antero Way, Mount Bear Way, Mount Blackburn Ln, Mount Bona Way, Mount Elbert Way, Mount Hunter Way, Mount Tamalpais Way, Mount Williamson Way, Mt Ranier Way, Nelson/ Eldorado SRMA, Old Spanish Historic Trail, Oriole Way, Pacifica Way, Palmwood St, Patti Pl, Pelican Way, Potosi St, Pyramid Ln, Redwood St, Ridge Rd, Ridge Rd, Robin Way, Robinson Ln, Robinson Ln, Robinson Way, Sandpiper Way, Sandpiper Way, Seneca Ln, Shenandoah St, Slate Mountain Dr, Slate Mountain Dr, SR-166, Swallow Cove, Tara Ct, Teakwood St, US-93, US-93, US-95, Valley View Ln, Veterans Dr, Veterans Memorial Dr, Ville Dr, Walker Way, Wells Rd, Woodacre Dr, Woodcrest Dr, Yates Ln, Yucca St, Yucca St 807 Residences
IV-B	1800	Boulder City Conservation Easement, Lake Mead National RA, Nelson/ Eldorado SRMA, Old Spanish Historic Trail, US-95 0 Residences
IV-B	1820	Boulder City Conservation Easement, Lake Mead National RA, Lake Mead National RA Rd, Nelson/ Eldorado SRMA, Old Spanish Historic Trail, US-95 0 Residences
IV-B	1830	Boulder City Conservation Easement 0 Residences
IV-C	1620	Apex Rd, Gypsum Rd, Old Spanish Trail Rd, Rainbow Gardens ACEC, Sunrise Mountain SRMA 0 Residences
IV-C	1640	Gypsum Rd, Pabco Rd, Rainbow Gardens ACEC, Sunrise Mountain SRMA 0 Residences
IV-C	1670	Lake Mead National RA, Lake Mead National RA Rd, Lake Mead NRA, Las Vegas Wash, Lava Butte Wash, Old Spanish Historic Trail, Rainbow Gardens ACEC, SR-146, SR-147, SR-166, SR-167, Sunrise Mountain SRMA 0 Residences

Table 3.12-28 Region IV Immediate Foreground Viewing Situations by Alternative and Segment

Alternative	Segment	Human Environment
IV-C	1710	Boulder Beach Campground, Boulder Canyon Project Federal Reservation, Lake Mead National RA, Lake Mead National RA Rd, Lake Mead NRA, Las Vegas Bay Rd, Old Spanish Historic Trail, Picnic Area, SR-146, SR-166, SR-166 16 Residences
IV-C	1750	Lake Mead NRA, Las Vegas Bay Rd, Las Vegas Bay Rd, SR-166 0 Residences
IV-C	1771	Adams Blvd, Alaska Ave, Boulder City Conservation Easement, Bronco Rd, Chestnut Ln, Del Prado Dr, El Canto Way, Lake Mead National RA, Lake Mead NRA, Las Vegas Bay Rd, Old Spanish Historic Trail, Olmo Way, Otono Dr, Rawhide Rd, Smoke Ranch Rd, Sorrel Rd, SR-166, SR-166, US-93, US-95 95 Residences

There were 14 KOPs selected, photographed, and analyzed in Region IV. The KOP figures in **Appendix I** portray the location information for each KOP, photograph of the existing condition for each KOP, estimated structure locations, Google Earth 3D locations and heights of Project structures, associated visual contrast rating form analysis, conformance or consistency with agency management objectives, and recommended mitigation. Three photographic simulations of the Project in Region IV are shown in a photographic figure following each applicable KOP in the KOP figures in **Appendix I**.

Alternative IV-A (Agency Preferred and Applicant Proposed)

Alternative IV-A would cross 37 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would cross 13,250 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce it to Class B. It would cross the Old Spanish Trail, Lake Mead Boulevard (the accessway to Lake Mead NRA), I-15, and US-93/US-95, in addition to several recreational roads and trails (**Table 3.12-28**), and would be “sky-lined” (increased impact) in those areas. Recreationally important landscapes include the Clark County Wetlands Park, Rainbow Gardens ACEC, and the Las Vegas Wash area, where the Project’s guyed and, substantially more dominant, self-supported structures would stand out visually more than they would if seen in the same viewshed with existing transmission line structures. The majority of Alternative IV-A would closely parallel existing transmission lines in valley situations. Landscape photography and project simulations are located in **Appendix I**, in the Lake Mead NRA and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative IV-A has decreased impacts compared with Alternative IV-B and Alternative IV-C, except where it would cross a larger length of the Rainbow Gardens ACEC area which is undeveloped and would cause localized increased impacts compared to Alternative IV-B and Alternative IV-C.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative IV-A would be visible in the immediate foreground from 681 residences. None of Alternative IV-A would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). None of Alternative IV-A would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). However, in this area, it would closely parallel four existing transmission lines. All of Alternative IV-A would conform with agency management objectives after mitigations (Section 3.12.6.3),

where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads and trails, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view.

Eighty-six percent of the Alternative IV-A alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative IV-B

Alternative IV-B would cross 40 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would cross the Old Spanish Trail, Lakeshore Road through Lake Mead NRA, I-15, and US-93/US-95, in addition to several recreational roads and trails (**Table 3.12-28**), and would be “sky-lined” (increased impact) in those areas. Recreationally important landscapes include the Lake Mead NRA, the Las Vegas Bay boat launch area, Lake Mead Marina, and Boulder Harbor, where the Project’s guyed and, substantially more dominant, self-supported structures would be seen with existing transmission line structures. The majority of Alternative IV-B would closely parallel existing transmission lines in valley situations. Landscape photography and project simulations are located in **Appendix I**, in the Lake Mead NRA and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative IV-B has increased impacts compared with Alternative IV-A, and has comparable impacts to Alternative IV-C.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative IV-B would be visible in the immediate foreground from 823 residences. Thirteen percent of Alternative IV-B would cause high impacts to landscape scenery. It would cross 23,839 acres of Class A scenery visible within 2.5 miles of the alignment. 6,457 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). Two percent of Alternative IV-B would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of Alternative IV-B would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads and trails, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view.

Thirteen percent of the Alternative IV-B alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Alternative IV-C

Alternative IV-C would cross 44 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would cross the Old Spanish Trail, Lakeshore Road through Lake Mead NRA, I-15, and US-93/US-95, in addition to several recreational roads and trails (**Table 3.12-28**), and would be “sky-lined” (increased impact) in those areas. Recreationally important landscapes include the Lake Mead NRA, the Las Vegas Bay boat launch area, Lake Mead Marina, Boulder Harbor, and the south entry to Lake Mead NRA, where the Project’s guyed and, substantially more dominant, self-supported structures would be seen with existing transmission line structures. The majority of Alternative IV-C would closely parallel existing transmission lines in valley situations. Landscape

photography and project simulations are located in **Appendix I**, in the Lake Mead NRA and Las Vegas FO sections.

Comparisons with other Alternatives

Alternative IV-C has increased impacts compared with Alternative IV-A, and has comparable impacts to Alternative IV-B.

Summary Impacts and Conformance or Consistency with Agency Management Objectives

Alternative IV-C would be visible in the immediate foreground from 111 residences. Eleven percent of Alternative IV-C would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 24,845 acres of Class A scenery visible within 2.5 miles of the alignment; 6,457 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Eighteen percent of Alternative IV-C would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of Alternative IV-C would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer. These locations primarily are associated with crossings of roads and trails, where the Project is “sky-lined” and cannot be moved out of view, where there are no existing transmission lines, and where the Project dominates the view.

Eleven percent of the Alternative IV-C alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

Sunrise Mountain Alternative Connector

The Sunrise Mountain Alternative Connector would cross 3 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would cross Lake Mead Boulevard in an area with an existing transmission line and would cross four additional transmission lines near its terminus with Alternative IV-A. The Sunrise Mountain Alternative Connector would be visible in the immediate foreground from zero residences. Sixty-seven percent of the Sunrise Mountain Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 3,072 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to be reduced to Class B. Sixty-seven percent of The Sunrise Mountain Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the Sunrise Mountain Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3).

Due to its location in developed landscape, the Sunrise Mountain Alternative Connector has comparable impacts to the Lake Las Vegas Alternative Connector and River Mountain Alternative Connector. It has decreased impacts over the Railroad Pass Alternative Connector. The Sunrise Mountain Alternative Connector has increased impacts over the Three Kids Mine Alternative Connector. Less than 1 percent of the Sunrise Mountain Connector alignment would be located within a utility corridor or utility window.

Lake Las Vegas Alternative Connector

The Lake Las Vegas Alternative Connector would cross 4 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would parallel Lake Mead Drive in an area with an existing transmission line. The Lake Las Vegas Alternative Connector would be visible in the immediate foreground from two residences. Seventy-five percent of the Lake Las Vegas Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A

scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 8,585 acres of Class A scenery visible within 2.5 miles of the alignment; 220 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Eighty percent of The Lake Las Vegas Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the Lake Las Vegas Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer.

Due to its location in developed landscape, the Lake Las Vegas Alternative Connector has comparable impacts to the Sunrise Mine Alternative Connector and River Mountain Alternative Connector. It has decreased impacts over the Railroad Pass Alternative Connector. The Lake Las Vegas Alternative Connector has increased impacts over the Three Kids Mine Alternative Connector. None of the Lake Las Vegas Connector alignment would be located within a utility corridor or utility window.

Three Kids Mine Alternative Connector

The Three Kids Mine Alternative Connector would cross 5 miles of undeveloped landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would be visible in the immediate foreground from zero residences. Forty percent of the Three Kids Mine Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 10,949 acres of Class A scenery visible within 2.5 miles of the alignment; 221 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. One hundred percent of the Three Kids Mine Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the Three Kids Mine Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer.

Due to its location in undeveloped landscape, the Three Kids Mine Alternative Connector has increased impacts over the Sunrise Mine Alternative Connector, Railroad Pass Alternative Connector, and River Mountain Alternative Connector. None of the Three Kids Mine Connector alignment would be located within a utility corridor or utility window.

River Mountain Alternative Connector

The River Mountain Alternative Connector would cross 8 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would parallel an existing transmission line. The River Mountain Alternative Connector would be visible in the immediate foreground from zero residences. Thirty-eight percent of the River Mountain Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 11,776 acres of Class A scenery visible within 2.5 miles of the alignment; 2,2167 acres of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. Fifty percent of the River Mountain Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the River Mountain Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer.

Due to its location in developed landscape, the River Mountain Alternative Connector has comparable impacts with the Sunrise Mine Alternative Connector, Railroad Pass Alternative Connector, and River Mountain Alternative Connector. It has increased impacts over the Three Kids Mine Alternative

Connector. None of the River Mountain Connector alignment would be located within a utility corridor or utility window.

Railroad Pass Alternative Connector

The Railroad Pass Alternative Connector would cross 4 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would parallel an existing transmission line. The Railroad Pass Alternative Connector would be visible in the immediate foreground from zero residences. None of the Railroad Pass Alternative Connector would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross 2,721 acres of Class A scenery visible within 2.5 miles of the alignment. None of the Class A scenery would be changed to the extent to reduce those landscapes to Class B. None of The Railroad Pass Alternative Connector would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the Railroad Pass Alternative Connector would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer.

Due to its location in developed landscape, the Railroad Pass Alternative Connector has comparable impacts with the Sunrise Mine Alternative Connector, Railroad Pass Alternative Connector, and River Mountain Alternative Connector. It has decreased impacts over the Three Kids Mine Alternative Connector. None of the Railroad Pass Connector alignment would be located within a utility corridor or utility window.

Marketplace Variation

The Marketplace Variation would cross 8 miles of landscapes in the Sonoran Desert Section of the Basin and Range Province (Section 3.12.5.7). It would cross US-95 and would be “sky-lined” (increased impact) in that area. The Marketplace Variation would be visible in the immediate foreground from zero residences. None of the Marketplace Variation would cause high impacts to landscape scenery. These locations are associated with Class A scenery with high or moderate contrasts or Class B scenery with high contrasts (**Table 3.12-4**). It would cross no Class A scenery visible within 2.5 miles of the alignment. None of The Marketplace Variation would cause high impacts to high sensitivity recreational and residential viewers. These locations are associated with immediate foreground (0 to 0.5-mile) viewing situations (**Table 3.12-28**). All of the Marketplace Variation would conform with agency management objectives after mitigations (Section 3.12.6.3), where changes may attract attention, but should not dominate the view of the casual observer.

Due to its location in undeveloped landscape, the Marketplace Variation has increased impacts over Alternative IV-B (which would parallel multiple transmission lines). Less than 1 percent of the Marketplace Variation alignment would be located within a utility corridor or utility window, where conformance or consistency with agency visual management objectives would be preempted by the utility corridor.

3.12.6.7 Residual Impacts

All of the action alternatives would result in residual impacts to people and scenery. Topographic modifications on moderate to steep slopes, vegetation management, and sky-lined structures situated in the immediate foreground would impact sensitive viewers and Class A and Class B scenery.

The application of substantive mitigation measures would reduce visual impacts from high to moderate, or moderate to low. These reductions are applicable to viewing situations involving stationery (non-linear) viewers and to landscapes where tree cover and moderate to steep landforms contribute strongly to visual impacts. Residual impacts (what would remain after mitigation) for landscape scenery, high viewer sensitivity and moderate viewer sensitivity by alternative and segment are listed in regional impacts

sections. Residual impacts to landscape scenery, high viewer sensitivity and moderate viewer sensitivity by region, alternative, segment, and mileposts (as if, “walking the line”) are listed in **Appendix I**, **Tables I-11** through **I-14**, respectively.

3.12.6.8 Irreversible and Irretrievable Commitment of Resources

Irretrievable impacts to visual resources are anticipated where pinyon-pine, ponderosa, spruce-fir, cottonwood and aspen are involved in ROW management, since trees would not be replanted, or would be replanted and result in age disparities, and the effects would be noticeable to the casual observer.

Vegetation management effects in these ROWs would be irretrievable in the long term (50 to 100 years), or until wildland fires or large scale vegetation management actions clear vegetation in patterns informed by the topography. The impacts are noted in the tables in the impacts sections for Regions I, II, and III. No irreversible impacts would occur assuming long-term time frames and complete restoration after decommissioning.

3.12.6.9 Relationship between Local Short-term Uses and Long-term Productivity

Short-term vegetation management may impair long-term visual resources.

3.12.6.10 Impacts from the No Action Alternative

Current management across the study area would be maintained under the No Action alternative. Under this alternative, there would be no Project construction or operation to impact visual resources from the proposed Project.