

## Appendix H3 PHOTO SIMULATIONS

Photo simulations for the B2H Project originally were developed in 2013, and additional simulations were completed in 2016. The 2013 simulations were developed in support of the Visual Resource Report 1. These simulations generally include a panoramic photo, in addition to a cropped photo that is meant to be representative of a person’s specific cone of view from the viewing platform. Table H3-1 provides a list of the 2013 simulations, along with the alternative(s) or variation(s), or both, that the simulations represent, and additional notes that provide a description of what is being depicted in each simulation.

The simulations developed in 2016 provide photos that are meant to be representative of a person’s specific cone of view from the viewing platform and include a reference to the approximate number of degrees that the photos represent. Table H3-2 provides a list of the 2016 simulations, along with the alternative(s) or variation(s), or both, that the simulations represent, and additional notes that provide a description of what is being depicted in each simulation.

<b>Table H3-1. Simulations Completed for Visual Resource Report 1 in 2013</b>		
<b>Viewpoint</b>	<b>Alternative Route(s) and/or Variation(s) Simulated</b>	<b>Notes</b>
KOP 3-20 McKay Creek National Wildlife Refuge – Boat Launch	<u>Segment 1—Morrow-Umatilla</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• East of Bombing Range Road Alternative</li> <li>• Interstate-84 Alternative</li> <li>• Longhorn Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 4-5 Blue Mountain Forest State Scenic Corridor – Old Emigrant Hill Scenic Frontage Road	<u>Segment 1—Morrow-Umatilla</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• Applicant’s Proposed Action Alternative – Southern Route</li> <li>• East of Bombing Range Road Alternative</li> <li>• Interstate 84 Alternative</li> <li>• Interstate 84 – Southern Route Alternative</li> <li>• Longhorn Alternative</li> <li>• West of Bombing Range Road – Southern Route</li> <li>• Variation S1-B1</li> </ul>	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.
I-84 Linear Viewing Platform (formerly KOP 4-23)	<u>Segment 2—Blue Mountain</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• Glass Hill Alternative</li> <li>• Variation S2-F1</li> </ul>	Simulation depicts galvanized steel lattice structures. This viewing location was known in Resource Report 1 as KOP 4-23, but it was incorporated into the I-84 linear viewing platform for analysis in the DEIS.
KOP 4-28 Morgan Lake Park	<u>Segment 2—Blue Mountain</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• Variation S2-C1</li> </ul>	Photo was taken near the entrance to the parking lot. Simulation depicts a view from near the entrance to the Morgan Lake recreation area.

<b>Table H3-1. Simulations Completed for Visual Resource Report 1 in 2013</b>		
<b>Viewpoint</b>	<b>Alternative Route(s) and/or Variation(s) Simulated</b>	<b>Notes</b>
KOP 4-32 Oregon Trail Interpretive Park	<u>Segment 1—Morrow-Umatilla</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• Applicant’s Proposed Action Alternative – Southern Route</li> <li>• East of Bombing Range Road Alternative</li> <li>• Interstate 84 Alternative</li> <li>• Interstate 84 – Southern Route</li> <li>• Longhorn Alternative</li> <li>• West of Bombing Range Road – Southern Route</li> <li>• Variation S1-B1</li> </ul>	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 4-40 Spring Creek USFS Campground	<u>Segment 1—Morrow-Umatilla</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> <li>• Applicant’s Proposed Action Alternative – Southern Route</li> <li>• East of Bombing Range Road Alternative</li> <li>• Interstate 84 Alternative</li> <li>• Interstate 84 – Southern Route</li> <li>• Longhorn Alternative</li> <li>• West of Bombing Range Road – Southern Route</li> <li>• Variation S1-B1</li> </ul>	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 5-25A NHOTIC – Flagstaff Hill Trail, South	<u>Segment 3—Baker Valley</u> <ul style="list-style-type: none"> <li>• Applicant’s Proposed Action Alternative</li> </ul>	Three simulations are included from this location, each depicting a different type of tower structure. The first depicts galvanized lattice structures, the second depicts lattice structures with a Natina finish, and the third depicts galvanized steel H-frame structures. However, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 5-25C NHOTIC Panorama Point	<u>Segment 3—Baker Valley</u> <ul style="list-style-type: none"> <li>• Flagstaff A Alternative</li> </ul>	Three simulations are included from this location, each depicting a different type of tower structure. The first depicts galvanized lattice structures, the second depicts lattice structures with a Natina finish, and the third depicts galvanized steel H-frame structures. However, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 5-25D NHOTIC Main Building	<u>Segment 3—Baker Valley</u> Flagstaff A Alternative	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.

<b>Table H3-1. Simulations Completed for Visual Resource Report 1 in 2013</b>		
<b>Viewpoint</b>	<b>Alternative Route(s) and/or Variation(s) Simulated</b>	<b>Notes</b>
KOP 5-25E NHOTIC Wagon Encampment	<u>Segment 3—Baker Valley</u> <ul style="list-style-type: none"> <li>• Flagstaff A Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 5-60 NHOTIC Entrance, State Highway 86	<u>Segment 3—Baker Valley</u> <ul style="list-style-type: none"> <li>• Applicant's Proposed Action Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures; however, Cor-ten H-frame structures are proposed as mitigation within this area.
KOP 5-82 Durkee Community	<u>Segment 3—Baker Valley</u> <ul style="list-style-type: none"> <li>• Flagstaff A – Burnt River Alternative</li> <li>• Variation S3-C3</li> </ul>	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 8-3 Oregon Trail ACEC – Birch Creek	<u>Segment 4—Brogan</u> <ul style="list-style-type: none"> <li>• Tub Mountain South Alternative</li> </ul>	Two simulations are included from this location, each depicting a different type of tower structure. The first depicts galvanized lattice structures and the second depicts lattice structures with a Natina finish. The galvanized lattice structures without Natina finish are proposed in this location.
KOP 8-6 Brogan Community	<u>Segment 4—Brogan</u> <ul style="list-style-type: none"> <li>• Applicant's Proposed Action Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 8-8 Jamieson Community	<u>Segment 4—Brogan</u> <ul style="list-style-type: none"> <li>• Willow Creek Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 8-52 Lower Owyhee Interpretive Site	<u>Segment 5—Malheur</u> <ul style="list-style-type: none"> <li>• Applicant's Proposed Action Alternative</li> <li>• Variation S5-B1</li> </ul>	Three simulations are included from this location, each depicting galvanized lattice structures. The simulations illustrate differences in visibility of the B2H Project components based on alternative tower locations in this area. The first simulation depicts the tower in the location that best matches the existing B2H Project alignment. The second simulation depicts a tower location that would be less visible from this KOP. The third simulation illustrates how another alternative tower location would result in the least amount of visibility from this KOP.
KOP 8-96 Lower Owyhee River Site H1	<u>Segment 5—Malheur</u> <ul style="list-style-type: none"> <li>• Malheur S Alternative</li> </ul>	Simulation depicts galvanized steel lattice structures, per B2H Project description.

<b>Table H3-2. Simulations Completed for the Final Environmental Impact Statement in 2016</b>		
<b>Viewpoint</b>	<b>Alternative Route(s) and/or Variation(s) Simulated</b>	<b>Notes</b>
Blue Mountain Interpretive Park Entry Road, approximately 0.1 mile southeast of KOP 4-33	<u>Segment 1—Morrow-Umatilla</u> • Variation S1-B2	Simulation depicts Cor-ten H-frame structures, which are proposed as mitigation within this area. Because the simulated towers are difficult to see, arrows have been added to the simulation to identify the tower locations.
Blue Mountain Interpretive Park Entry Road, approximately 0.1 mile southwest of KOP 4-32	<u>Segment 1—Morrow-Umatilla</u> • Variation S1-B2	Simulation depicts Cor-ten H-frame structures, which are proposed as mitigation within this area.
KOP 4-28 Morgan Lake Park	<u>Segment 2—Blue Mountain</u> • Variation S2-B2	Photo was taken from picnic structure near parking lot. Simulation depicts galvanized steel lattice structures, per B2H Project description.
Owyhee Lake Road	<u>Segment 2—Blue Mountain</u> • Variation S5-B2	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 5-81 Burnt River Trailhead	<u>Segment 3—Baker Valley</u> • Flagstaff B – Burnt River West Alternative • Variation S3-C5	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 5-81 Burnt River Trailhead	<u>Segment 3—Baker Valley</u> • Flagstaff B – Durkee Alternative • Variation S3-C6	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 8-84 Burnt Mountain (Old Mormon Handcart Trail)	<u>Segment 5—Malheur</u> • Malheur A Alternative	Simulation depicts galvanized steel lattice structures, per B2H Project description.
KOP 5-25D NHOTIC Main Building (from primary picture window)	<u>Segment 3—Baker Valley</u> • Flagstaff B Alternative • Flagstaff B – Burnt River West Alternative • Flagstaff B – Durkee Alternative • Variation S3-B2 • Variation S3-B3	Simulation depicts Cor-ten H-frame structures, which are proposed as mitigation within this area. Because the simulated towers are difficult to see, arrows have been added to the simulation to identify the tower locations.



**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 9:28 AM  
 Date of photograph: 5.5.2011  
 Weather condition: Cloudy  
 Viewing direction: Southwest  
 Latitude: 45°34'13.438"N  
 Longitude: 118°46'48.701"W  
 Nearest tower in view: 3.45 mi

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Key Observation Point 3-20**

Photo Point 034

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-3**

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 9:28 AM  
 Date of photograph: 5.5.2011  
 Weather condition: Cloudy  
 Viewing direction: Southwest  
 Latitude: 45°34'13.438"N  
 Longitude: 118°46'48.701"W  
 Nearest tower in view: 3.45 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative**

**Key Observation Point 3-20**

Photo Point 034

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-4**

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 3:38 PM  
 Date of photograph: 10.12.2011  
 Weather condition: Sunny  
 Viewing direction: Northeast  
 Latitude: 45°22'26.36"N  
 Longitude: 118°18'53.52"W

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Existing Conditions  
 Key Observation Point 4-5**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 July 2013

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Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



Legend

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

Photograph Information

Time of photograph: 3:38 PM  
 Date of photograph: 10.12.2011  
 Weather condition: Sunny  
 Viewing direction: Northeast  
 Latitude: 45°22'26.36"N  
 Longitude: 118°18'53.52"W  
 Nearest tower in view: 0.14 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative  
 Key Observation Point 4-5**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 July 2013

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 4:34 PM  
 Date of photograph: 5/5/2011  
 Weather condition: Cloudy  
 Viewing direction: North  
 Latitude: 45°7'26.788"N  
 Longitude: 117°57'44.61"W  
 Nearest tower in view: .41 mi

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmittission Line Project  
 Existing Conditions  
 Key Observation Point 4-23  
 Photo Point 55**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-5**

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**Legend**

-  Key Observation Point  
Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 4:34 PM  
 Date of photograph: 5/5/2011  
 Weather condition: Cloudy  
 Viewing direction: North  
 Latitude: 45°7'26.788"N  
 Longitude: 117°57'44.61"W  
 Nearest tower in view: .41 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



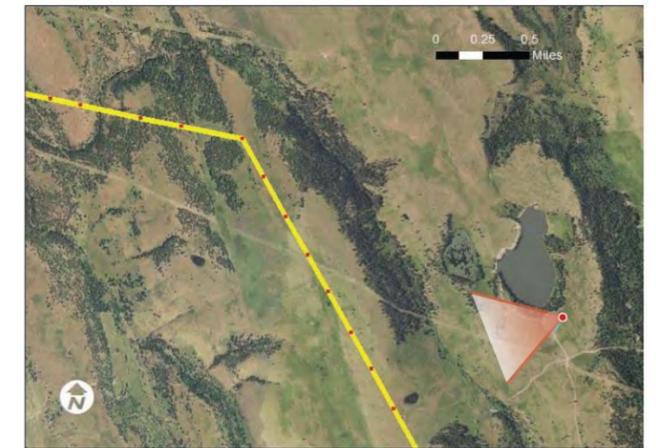
**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative  
 Key Observation Point 4-23**

Photo Point 55

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-6**

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 3:09 PM  
 Date of photograph: 5.5.2011  
 Weather condition: Mostly Cloudy  
 Viewing direction: West  
 Latitude: 45°17'47.443"N  
 Longitude: 118°8'0.135"W  
 Nearest tower in view: 0.96 mi

-  Foreground Treeline and Topography
-  Potential Slight View to Structure

The Photo image above shows the existing view from a key use location adjacent to Morgan Lake. The photo location is near the entrance to the park on the southern boundary of the property looking west. The fencing visible in the photo are the boundary of the park. The aerial image at right shows the locations of the viewpoint, forest cover surrounding the viewpoint, and the Proposed Route approximately 1.0 mile southwest of the viewpoint.

Through a “virtual camera” process matching the existing view and local topography with the three-dimensional coordinates for the proposed transmission line structures, grey cylinders have been placed on the photo image to represent the correct height/elevation and direction of structures on the Proposed Route relative to the viewer. For illustrative purposes, those objects have been placed in front of the trees and topography to indicate their relation to the height/elevation of the tree canopy and terrain. The majority of the structures on the Proposed Route would have top elevations that are lower than the elevation of the tree canopy and intermediate terrain (represented by the green line in the photo), and would not be visible from this location. The portion of the Proposed Structures that extend above the green line have been highlighted by red circles and represents a slight view of the uppermost portion of these structures. According to the analysis there are only two potentially visible structures.

**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Pre-Simulation  
 Key Observation Point 4-28**

Photo Point 049

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-7**

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Alternative Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 1:14 PM  
 Date of photograph: 7.24.2012  
 Weather condition: Sunny  
 Viewing direction: Southwest  
 Latitude: 45°23'39.31"N  
 Longitude: 118°18'44.88"W

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Existing Conditions  
 Key Observation Point 4-32**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 July 2013

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Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Legend**

-  Key Observation Point  
Cone of Vision
-  Alternative Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 1:14 PM  
 Date of photograph: 7.24.2012  
 Weather condition: Sunny  
 Viewing direction: Southwest  
 Latitude: 45°23'39.31"N  
 Longitude: 118°18'44.88"W  
 Nearest tower in view: 1.19 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative  
 Key Observation Point 4-32**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 July 2013

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 12:48 PM  
 Date of photograph: 5.5.2011  
 Weather condition: Mostly Cloudy  
 Viewing direction: Southwest  
 Latitude: 45°22'4.639"N  
 Longitude: 118°17'51.263"W  
 Nearest tower in view: 0.12 mi

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Existing Conditions  
 Key Observation Point 4-40**

Photo Point 044

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: 1B-8**

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**Legend**

-  Key Observation Point
-  Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 12:48 PM  
 Date of photograph: 5.5.2011  
 Weather condition: Mostly Cloudy  
 Viewing direction: Southwest  
 Latitude: 45°22'4.639"N  
 Longitude: 118°17'51.263"W  
 Nearest tower in view: 0.12 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation  
 Key Observation Point 4-40**

Photo Point 044

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

**Figure: IB-9**

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Legend

-  Key Observation Point  
Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

Photograph Information

Time of photograph: 11:08 AM  
 Date of photograph: 1.25.2012  
 Weather condition: Partly Cloudy  
 Viewing direction: Southeast  
 Latitude: 44°48'47.807"N  
 Longitude: 117°43'44.474"W  
 Nearest tower in view: 1.03 mi

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



Boardman to Hemingway  
 Transmission Line Project  
 Existing Conditions  
 Key Observation Point 5-25A  
 Photo Point 169

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 December 2012

Figure: 1B-13

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**Legend**

-  Key Observation Point  
Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 11:08 AM  
 Date of photograph: 1.25.2012  
 Weather condition: Partly Cloudy  
 Viewing direction: Southeast  
 Latitude: 44°48'47.807"N  
 Longitude: 117°43'44.474"W  
 Nearest tower in view: 1.03 mi  
 Structure Type/ Material: Lattice/ Galvanized Steel

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative  
 Key Observation Point 5-25A**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 January 2013

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**Legend**

-  Key Observation Point  
Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 11:08 AM  
 Date of photograph: 1.25.2012  
 Weather condition: Partly Cloudy  
 Viewing direction: Southeast  
 Latitude: 44°48'47.807"N  
 Longitude: 117°43'44.474"W  
 Nearest tower in view: 1.03 mi  
 Structure Type/ Material: Lattice/ Natina

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed Action  
 Alternative  
 Key Observation Point 5-25A**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 April 2013

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**Legend**

-  Key Observation Point  
Cone of Vision
-  Proposed Right-of-Way
-  Proposed Structure Locations

**Photograph Information**

Time of photograph: 11:08 AM  
 Date of photograph: 1.25.2012  
 Weather condition: Partly Cloudy  
 Viewing direction: Southeast  
 Latitude: 44°48'47.807"N  
 Longitude: 117°43'44.474"W  
 Nearest tower in view: 1.03 mi  
 Structure Type/ Material: H-Frame/ Galvanized Steel

Above photograph is intended to be viewed 18 inches from viewer's eyes when printed on 11x17 paper. The photograph below has been cropped to show a wide angle of view with the above photograph's area shown in yellow.



**Boardman to Hemingway  
 Transmission Line Project  
 Photographic Simulation of  
 Applicant's Proposed  
 Action Alternative  
 Key Observation Point 5-25A**

Boardman to Hemingway  
 500-kV Transmission Project  
 Idaho, Oregon, Washington  
 April 2013

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