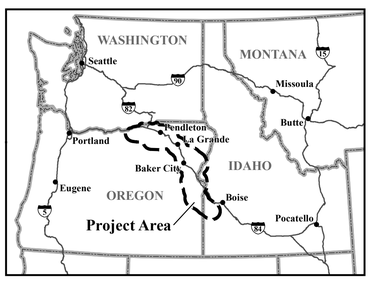
MV-25

Lewis and Clark and Oregon National Historic Trails

BOARDMAN TO HEMINGWAY TRANSMISSION LINE PROJECT



Resource Inventory

LEWIS AND CLARK NATIONAL HISTORIC TRAIL (NHT)

- Associated Sites
- High Potential Historic Sites
- Congressionally Designated Alignment
- NHT Auto Tour Route

OREGON NATIONAL HISTORIC TRAIL

- High Potential Historic Sites
- Congressionally Designated Alignment
- High Potential Trail Segments
- NHT Auto Tour Route
- Associated Sites
- Visual Resource Key Observation Points
- Associated Contributing Segments
- Area of Critical Environmental Concern[1]

TRAIL STUDY AREA

- Visible Area
- Non Visible Area

VISUAL INFLUENCE ZONES

- 0 to 0.5 mile
- 0.5 to 1.0 mile
- 1.0 to 2.0 miles
- 2.0 to 3.0 miles
- 3.0 to 5.0 miles

Residual Impact Levels

- High
- Moderate
- Low
- No Identifiable

Project Features

- Project Area Boundary
- Longhorn Substation (Planned)
- Hemingway Substation (Existing)
- Link
- Link Number
- Link Node
- Segment Line
- Flagstaff 230-kV Rebuild (Insets C and D)
- Double-circuit 138/69-kV Rebuild (Inset E)

General Reference

- City or Town
- 500-kV Transmission Line
- 345-kV Transmission Line
- 230-kV Transmission Line
- 138-kV Transmission Line
- 69- to 115-kV Transmission Line
- Pipeline
- Railroad
- Interstate Highway
- U.S. Highway
- State Highway
- Lake or Reservoir
- River or Stream
- State Boundary
- County Boundary
- Jurisdictional Boundary

Sources:

Lewis and Clark National Historic Trail Associated Sites, Montana Tech 2004; Lewis and Clark National Historic Trail High Potential Historic Sites, NPS 2015; Lewis and Clark National Historic Trail Congressionally Designated Alignment, NPS 2015; Lewis and Clark National Historic Trail Auto Tour Route, NPS 2015; Oregon National Historic Trail High Potential Historic Sites, NPS 2015; Oregon National Historic Trail High Potential Segments, NPS 2015; Oregon National Historic Trail Associated Sites, Logan Simpson Design 2014, U.S. Navy 2014; Oregon National Historic Trail Associated Intact Segments, BLM 2003, U.S. Navy 2014; Oregon National Historic Trail Congressionally Designated Alignment, NPS 2015; Oregon National Historic Trail Auto Tour Route, ESRI 2010; Key Observation Points, Logan Simpson Design 2012; Areas of Critical Environmental Concern, BLM 2015; Public Land Survey System, BLM 2015; Contours generated by EPG, USGS NED 1 arc-second data 2014; Cities and Towns, ESRI 2013; Transmission Lines, Bonneville Power Administration 2009, Idaho Power Company 2007, Logan Simpson Design 2011, Ventyx 2012; Pipelines, ESRI 2012; Railroads, Idaho DOT 2006, Oregon DOT 2014; Highways, ESRI 2013; Waterbodies, ESRI 2013; State and County Boundaries, ESRI 2013; Jurisdictional Boundaries, BLM 2014, 2015, USFS 2015

Notes:

[1]Areas of critical environmental concern are shown only within the Project area boundary.

- The alternative routes shown on this map are draft and may be revised or refined throughout the development of the Project.
- Substation symbols do not necessarily represent precise locations.
- The B2H Project area boundary is defined by buffering the alternative route centerlines.
- Contour interval: 150 meters
- Each alternative route is composed of links, which are discrete sections of the route sharing common endpoints determined by the point of intersection with other adjacent links; the common endpoint is referred to as a link node. Links generally are numbered from north to south. Similarly, a segment is composed of alternative routes that share common endpoints determined by the point of intersection with other adjacent alternative routes; the common endpoint is referred to as a segment node.
- No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.

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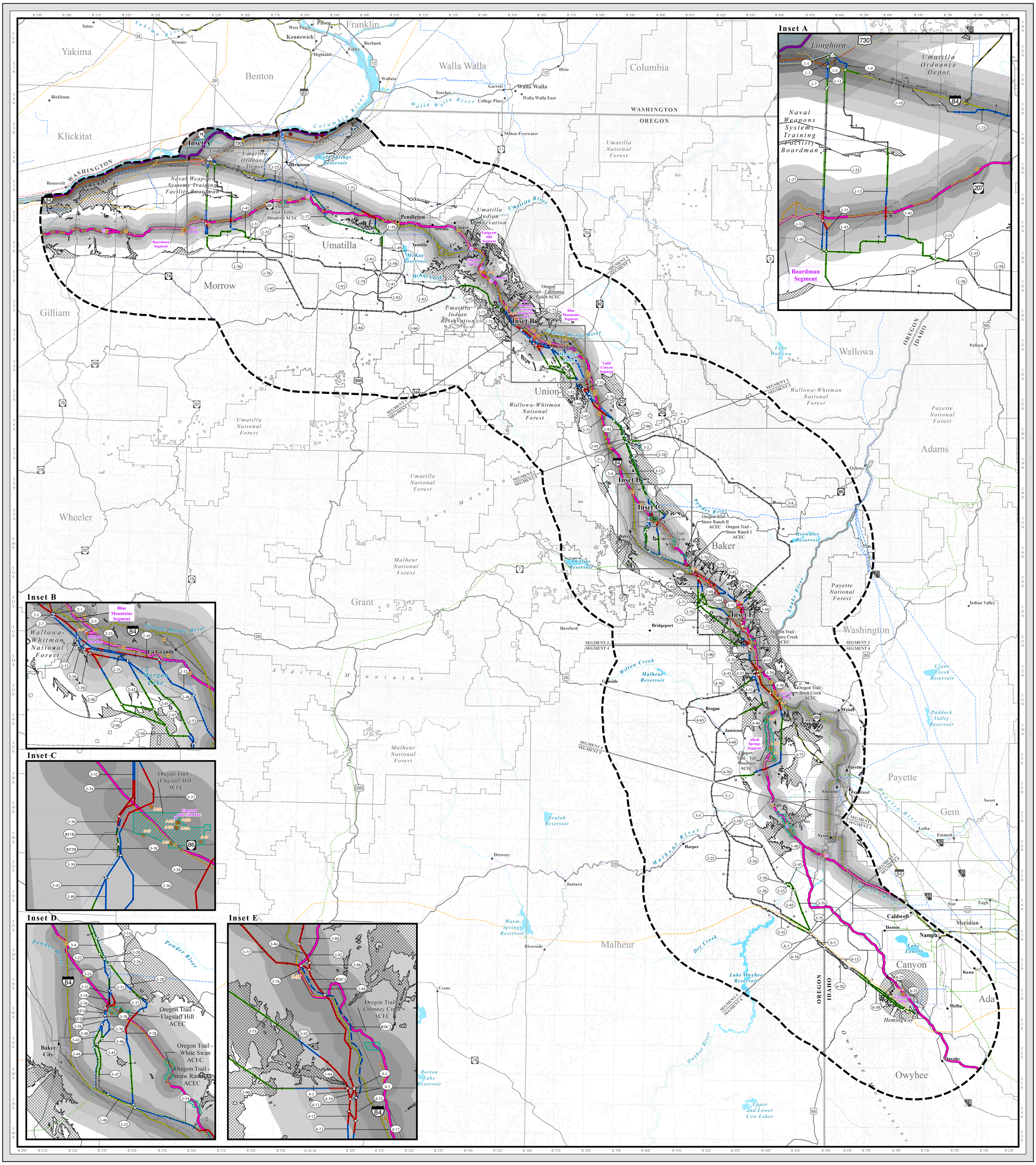
November 2016

Scale in Miles
0 3 6 12 18 Miles
1:380,160 or 1 inch = 6 miles