Appendix J

Visual Resources Technical Report

September 11, 2025

HORIZON WEST TRANSMISSION, LLC

Ironwood Transmission Line Project

Visual Resources Technical Report

PROJECT NUMBER:
0257826_0000

PROJECT CONTACT:
Darrin Gilbert
EMAIL:
darrin.gilbert@powereng.com
PHONE:
208-288-6123

POWER ENGINEERS
MEMBER OF WSP

Visual Resources Technical Report

PREPARED FOR: *HORIZON WEST TRANSMISSION, LLC*
PREPARED BY: *DARRIN GILBERT*
208-288-6123
DARRIN.GILBERT@POWERENG.COM

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ACRONYMS AND ABBREVIATIONS

AC	Alternating current
ACEC	Areas of Critical Environmental Concern
APM	Applicant Proposed Measures
AZDOT	Arizona Department of Transportation
AZGFD	Arizona Game and Fish Department
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BMP	Best Management Practices
CA	California
Caltrans	California Department of Transportation
CDCA	California Desert Conservation Area
CEC	Certificate of Environmental Compatibility
CEQA	California Environmental Quality Act
CMA	Conservation and Management Action
CPUC	California Public Utilities Commission
DFA	Development Focus Areas
DoD	Department of Defense
DRECP	Desert Renewable Energy Conservation Plan
FAA	Federal Aviation Administration
FLPMA	Federal Land Policy and Management Act of 1976
GIS	geographic information system
GPL	General Public Lands
HWT	Horizon West Transmission, LLC
I-8	Interstate 8
KOP	key observation points
kV	kilovolt
LCU	Landscape Character Unit
LTVA	Long Term Visitor Area
LUPA	Land Use Plan Amendment
NECO CMP	Northern and Eastern Colorado Desert Coordinated Management Plan
NEPA	National Environmental Policy Act
OHV	off-highway vehicle
O&M	operation and maintenance

NHT	National Historic Trail
Project	Ironwood Transmission Project
Proponent	Horizon West Transmission, LLC
PT	pulling and tensioning
RAMP	Recreation Area Management Plan
Rd	Road
Reclamation	US Bureau of Reclamation
Report	Visual Resources Technical Report
RMP	Resource Management Plan
ROD	Record of Decision
ROW	right-of-way
RQV	resources, qualities, values, settings, and primary use or uses
RV	recreational vehicle
SDG&E	San Diego Gas & Electric
SH	State Highway
SQRU	Scenic quality Rating Unit
Study	Visual Resources Technical Report
SVRA	State Vehicular Recreation Area
SWPL	Southwest Power Link
US	United States
VRI	Visual Resource Inventory
VRM	Visual Resource Management
WSA	Wilderness Study Areas

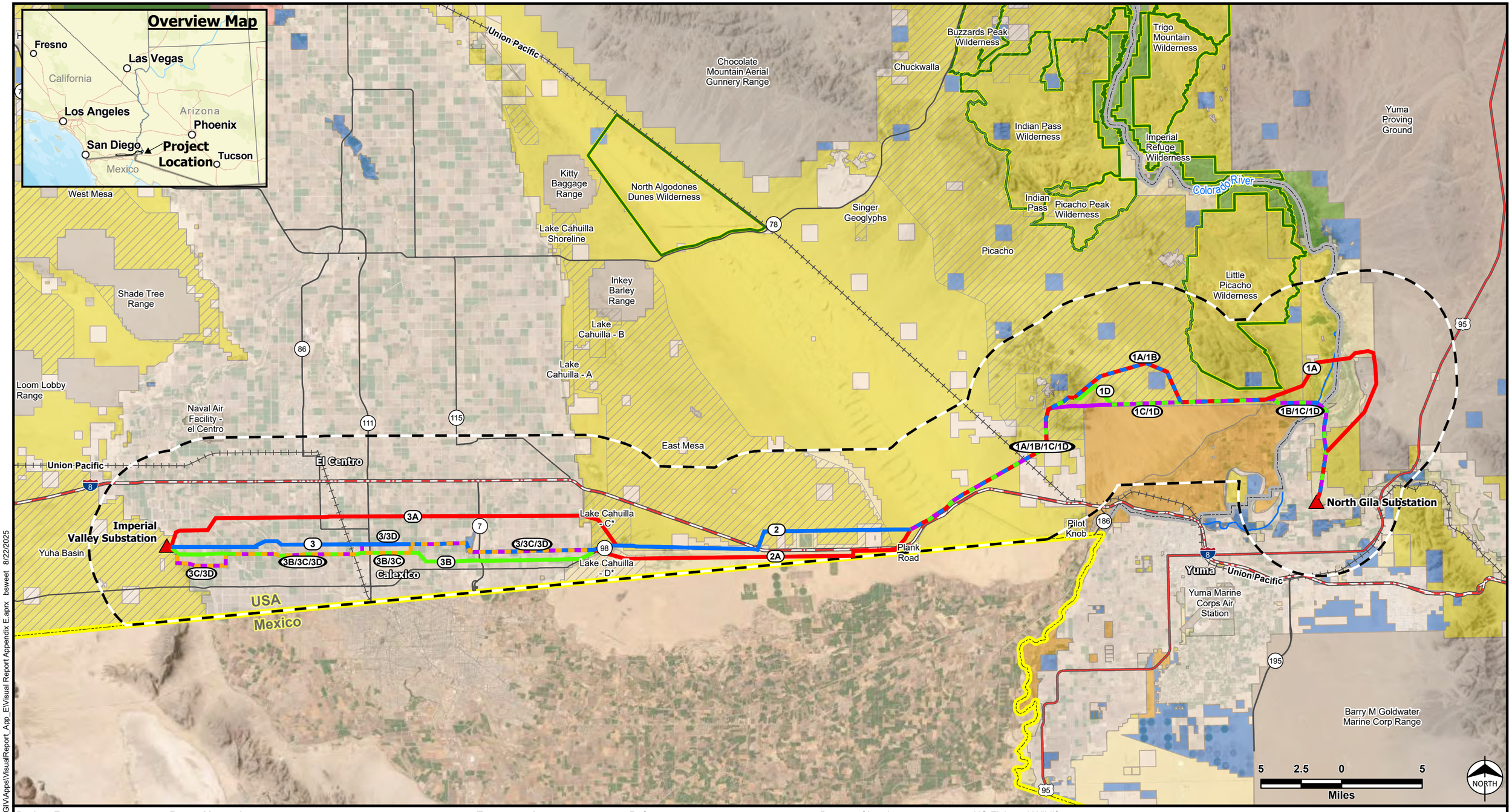
1.0 INTRODUCTION

Horizon West Transmission, LLC's (HWT, also referred to as Proponent) is proposing the construction, operation and maintenance, and decommissioning of the Ironwood Transmission Line Project (Project). The Project would consist of a new single-circuit 500-kilovolt (kV) alternating current (AC) overhead transmission line between the Arizona Public Service Company's North Gila Substation located east of Yuma, Arizona and the San Diego Gas & Electric (SDG&E) Imperial Valley Substation, located west of El Centro, California. The Proposed Project would be located in Yuma County in Arizona, and Imperial County in California (Figure 1). The Project would include the installation of approximately 86 miles of 500-kV transmission line between the existing the North Gila Substation and the Imperial Valley Substation. This proposed transmission line would be the second 500-kV line between these substations; the existing transmission line is commonly referred to as the Southwest Powerlink (SWPL) constructed in the 1980s by SDG&E.

The purpose of this Visual Resources Technical Report (Report or Study) is to provide a baseline inventory and impact analysis for the Proposed Project for use in environmental supporting documents related to federal and state permitting, including federal National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA) and Arizona Certificate of Environmental Compatibility (CEC).

1.1 Study Corridors

Study corridors were established based on potential route alternatives developed as a result of a Routing Study conducted in 2024 and 2025. The Routing Study identified feasible routing options between the North Gila Substation in Arizona and Imperial Valley Substation in California. A 10-mile-wide Project Study Area was established centered on the route alternatives (five miles on either side of the assumed centerline) identified in the Routing Study. The study corridors were established based on previous federal and state agency approved projects in similar settings and industry established standards for projects of a similar scale (Sullivan et al. 2014).



Project Features
- Study Area
- Existing Substation

Route Alternatives
- Route Alternative 1A
- Route Alternative 1B (Proposed Project)
- Route Alternative 1C
- Route Alternative 1D
- Route Alternative 2 (Proposed Project)
- Route Alternative 2A
- Route Alternative 3
- Route Alternative 3A
- Route Alternative 3B
- Route Alternative 3C (Proposed Project)
- Route Alternative 3D

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River

Jurisdiction
- Bureau of Indian Affairs (BIA)
- Bureau of Land Management (BLM)
- Department of Defense (DOD)
- International Boundary and Water Commission (USIBWC)
- Bureau of Reclamation (Reclamation)
- US Fish and Wildlfe Service (USFWS)
- Local Government
- State Lands
- Private/Undetermined
- Wilderness Area
- Area of Critical Environmental Concern

Figure 1

VISUAL RESOURCES STUDY AREA

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

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Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025

1.2 Study Personnel

The Study was conducted by POWER Engineers, Inc. (a wholly owned subsidiary of WSP USA, Inc.) representatives specializing in the assessment of aesthetic and scenic resources. The principal investigator for the Study was senior environmental planner and lead visual resource specialist Darrin Gilbert. Over the last 21 years, Mr. Gilbert has worked on a wide variety of visual assessments for energy facilities collecting visual baseline data, performing impact analysis, developing project siting criteria, and coordinating photo simulations and visualizations in support of federal, state and local permitting processes. These studies have focused on transmission line facilities, wind farms, solar facilities, and mining operations located in variety of landscape settings within California, Arizona, Nevada, New Mexico and elsewhere.

Assisting on this Visual Resource Technical Report was Andy Hughes, an environmental planner working under the principal investigator. Mr. Hughes has worked on several visual assessments focusing on transmission lines located in Oregon, Nevada, and Utah.

1.3 Field Verification

A field review was conducted to document existing conditions within the Project Study Area on March 31 through April 2, 2025. During the field review, Project Study Area photography was taken, and the existing landscape setting, landscape character areas, and potential Project visibility and contrast were assessed and documented within the Project Study Area.

1.4 Project Description and Alternatives

1.4.1 Major Project Design Features

Transmission Facilities and Structures

One single-circuit 500-kV AC overhead transmission line would be constructed for the Project between the existing North Gila Substation and existing Imperial Valley Substation. Typical 500-kV structure types, as described below, could be used for the Project, including the following:

Guyed Structures

- Lattice Guyed “V” (LGV)

Self-Supporting Structures

- Lattice Tower Tangent (LTT)
- Lattice Tower Angle (LTA)
- Lattice Tower Dead-End (LTD)
- Lattice H-Frame Tangent (LHT)
- Lattice Mast Tangent (LMT)
- Tubular Monopole Tangent (TMT)

» Tubular Monopole Y-Frame Tangent (TYT)

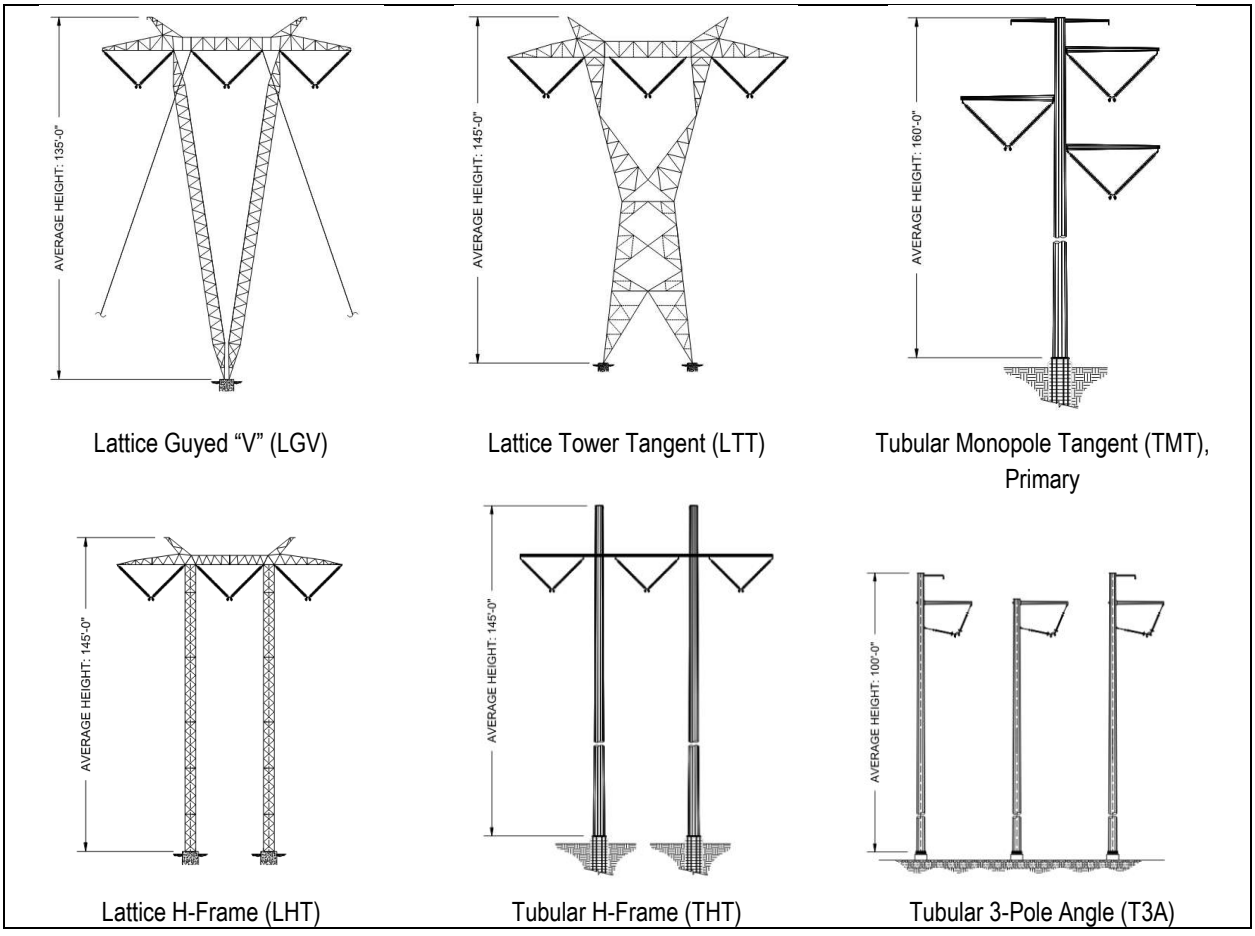
» Tubular Monopole Angle (TMA)

» Tubular H-Frame Tangent (THT)

» Tubular 3-Pole Angle (T3A)

» Tubular 3-Pole Dead-End (T3D)

Additional structure types may be identified during future engineering and design but are anticipated to result in similar visual impacts. The locations for each structure type would be determined during final design, and selected based on site-specific conditions (e.g., topography, terrain, constrained right-of-way [ROW]) or to mitigate impacts resulting from the Project. Spans between structures would be 1,200 to 1,600 feet. Proposed structures vary in height, with none anticipated to exceed 200 feet, in order to remain below the threshold at which the structure may affect navigable airspace based on Federal Aviation Administration (FAA) regulations. The primary structures anticipated to be used for the Project are shown in Figure 2.



Note: Structure sizes not to relative scale.

FIGURE 2 PRIMARY PROJECT STRUCTURES

Work Areas, Pull/Stringing Sites

Structure work areas (also interchangeably referred to as construction work areas or temporary work areas) serve as short-term working areas for crews and where Project related equipment and/or materials are placed at or near each structure location. Temporary work areas would be 250 feet by 250 feet. The activities that may be performed at any given temporary work area would include, but is not limited to, the following:

- Install structures
- Install conductor and cable on new structure
- Splice conductor
- Vegetation trimming
- Surface grading, leveling, and/or compaction
- Benching

Structure work areas would be cleared of vegetation as needed. These areas may be available for future maintenance of the transmission line structures and would be identified in the permanent ROW authorization.

Pull-and-Tension (PT)/stringing sites are those locations where the equipment necessary for installation of conductor and cable would be set-up and operated. The PT/stringing sites associated with the Project would be temporary.

“Wire pull” is the term used to describe the length of any given continuous wire installation process between two selected points along the line. In general, PT/stringing sites would be located approximately every 12,500 feet to 20,000 feet with an additional midspan sleeving site located roughly in the middle of the wire pull. Generally, PT/stringing sites would be in direct line with the direction of the overhead conductors and established at a distance equal to approximately three times the height of the adjacent structure. PT/stringing sites would require an approximately 250-foot by 600-foot work area.

Each conductor or cable installation operation consists of a puller set-up positioned in a PT/stringing site located at one end of a wire pull, and a tensioner set-up with wire reel stand truck positioned in a PT/stringing site at the other end of a wire pull. PT/stringing sites may also be utilized for splicing and field snubbing of the conductors. Field snubs (i.e., anchoring and dead-end hardware) would be temporarily installed to sag conductor wire to the correct tension at locations where stringing equipment cannot be positioned in back of a dead-end structure.

Staging/Storage

Staging areas would be used for various purposes like vehicle parking, crew meet-ups, material receiving and storage, etc. A main laydown yard would be used for office trailers, refueling center, material storage, and as a show-up location.

If necessary, the staging areas may be secured through installation of temporary perimeter chain link fencing. In some instances, existing fencing may be present at the staging area location; in these instances, temporary perimeter fencing would not be installed. Other security methods that may be employed at staging areas could include security cameras, privacy screening, and security personnel.

Access

Five types of access would be used for this Project:

- **Type 1: Existing Roads, No Improvement** - Typically consists of state, county, agricultural, or private paved or dirt roads. These roads are well established and require no construction to further develop. They may require light maintenance, within previously disturbed areas, including but not limited to repair of culverts, cattle guards, fences, ingress/egress, or other existing road elements or repair of rutting or wash boarding with minor blading.
- **Type 2: Existing Road, Needs Improvements** - Typically a double track road that requires widening, blading, regrading, and possibly crushed rock for soft spots or water crossings. A Type 2 road would be left in place for future maintenance on the transmission line. No reclamation is required.
- **Type 3: New Roads** - New construction and pioneering. Requires grading and cut and fill on slopes to build the road. A Type 3 road would be left in place for future maintenance on the transmission line. No reclamation is required. Road locations would be coordinated with the landowner.
- **Type 4: Temporary Roads** - Temporary roads are typically new roads that would be constructed and are required to be reclaimed and rehabilitated at the end of the Project. During reclamation the road would be removed and restored to its original contour and reseeded and mulched as required. This could be applied in sensitive areas to discourage public access.
- **Type 5: Overland/Drive and Crush Access** - This could be applied to wetland areas that require matting or other sensitive areas where regular roads are not feasible. No restoration would be necessary, and matting would be removed. This can only be applied to areas that are already flat and safe to travel on with no improvements. “Drive and Crush” would be used in limited situations. This road is typically used for temporary access and could require cutting of vegetation or mulching post-construction. This would only be applied to non-operation and maintenance roads.

Access to the ROW would be via existing roads and trails to the extent practicable. These existing roads and trails would be used in their present condition without improvements, unless improvements are required or are deemed to be in the best interest of the Project and for future use (Type 1). In areas where improvements are required for safety, roads and trails would be graded to provide a smooth travel surface (Type 2). Where existing roads and trails can be used to access the ROW, only spur roads to each structure site would be required. Access on the ROW, other than in specific areas, would require a road graded at varying widths depending on terrain and turning radii, with up to a 2.0-foot berm on either side. New roads would typically go directly from structure to structure, except on hillsides, ridgebacks, rock outcrop areas, wash crossings, treed areas, or in areas where sensitive environmental resources can be avoided. In such cases, the road would follow suitable topography from structure to structure and would be built in areas that generally cause the least amount of overall disturbance and reduce safety concerns. New roads that must be graded for access in steep terrain (side-hill roads) would require exceeding a 24-foot width of disturbance, due to cut and fill conditions.

Further detail regarding Project components and construction methods are provided in the Plan of Development submitted to the Bureau of Land Management (BLM) in March 2025.

1.4.2 Route Alternatives

As a result of a study completed in the summer of 2025, HWT has divided the Project into three segments and identified 11 segment Alternatives within the Project (Figure 1). These segment alternatives are displayed in greater detail on Appendix E maps. All alternatives are composed of individual impact assessment "links" denoted with the letters A through Y. Segment 1 is located in the easternmost portion of the Study Area. Segment 1 alternatives connect the North Gila Substation to the eastern edge of Segment 2 near the southern end of Coachella Canal Road. Segment 2 begins where the western portion of Segment 1 terminates and ends at the southern end of Desert Road in East Mesa. Segment 3 begins where the western portion of Segment 2 terminates and ends at the Imperial Valley substation.

» Segment 1
  - Alternative 1A: Links A, C, D, E, G, and J
  - Alternative 1B (Proposed Project): Links A, B, D, E, G, and J
  - Alternative 1C: Links A, B, D, F, G, H, and J
  - Alternative 1D: Links A, B, D, F, I, G, and J

» Segment 2
  - Alternative 2 (Proposed Project): Link K
  - Alternative 2A: Link L

» Segment 3
  - Alternative 3: Links N, O, P, and Y
  - Alternative 3A: Links M and Y
  - Alternative 3B: Links S, T, U, W, X, and Y
  - Alternative 3C (Proposed Project): Links N, R, T, U, V, X, and Y
  - Alternative 3D: Links N, O, Q, U, V, X, and Y

2.0 REGULATORY FRAMEWORK

The Project Study Area encompasses private, federal, state, and municipal land within Imperial County, California and Yuma County, Arizona. These lands include unincorporated areas of Imperial and Yuma Counties, the cities of Calexico and El Centro within California and Yuma within Arizona, tribal lands including the Fort Yuma Indian Reservation and Cocopah Indian Reservation, and public lands under the jurisdiction or management of the BLM, United States Bureau of Indian Affairs (BIA), United States Bureau of Reclamation (Reclamation), United States Department of Defense (DoD), California State Lands Commission, California Department of Parks and Recreation, and the Arizona State Trust Land Department.

2.1.1 Federal

Federal Land Policy and Management Act of 1976

The Federal Land Policy and Management Act of 1976 (FLPMA) (43 United States Code 1701) and the BLM's *Land Use Planning Handbook* (BLM 2005) both emphasize the importance of protecting the quality of scenic resources on public lands. FLPMA sections relevant to the Project are:

- 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 archaeological values."
- Section 103(c): Identifies "scenic values" as resources for public management.
- Section 201(a): "The Secretary shall prepare and maintain on a continuing basis and inventory of all public lands and their resources and other values (including...scenic values)."
- Section 505(a): "Each right-of-way shall contain terms and conditions which will...minimize damage to the scenic and esthetic values."

FLPMA's legal mandate to protect the quality of scenic resources on public lands is carried out by BLM and detailed in BLM's Visual Resource Management (VRM) system, described below.

BLM Visual Resource Management System

The BLM VRM system requires the inventory of scenic values and the establishment of management class objectives; VRM class objectives are derived from the BLM Visual Resource Inventory (VRI) process conducted by the BLM. The BLM has developed the VRM system for visual resource inventory, management, and impact assessment. Class designations are derived from an analysis of scenic quality (rated by landform, vegetation, water, color, influence of adjacent scenery, scarcity, and cultural modification), a determination of viewer sensitivity levels (sensitivity of people to changes in the landscape), and distance zones. The VRM classes set objectives for lands in each class and describe the limits of allowable visual change in the landscape character with which proposed management activities must comply and are detailed in applicable Resource Management Plans. Management Classes describe the different degrees of modification allowed to the basic elements of the landscape (form, line, color, texture).

TABLE 1 BLM VISUAL RESOURCE MANAGEMENT CLASSES

VRM CLASS	OBJECTIVE	ALLOWED LEVEL OF CHANGE	EXAMPLE WITHIN STUDY AREA
I	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.	Low and must not attract attention. (No Contrast)	Little Picacho Wilderness
II	The objective of this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be very low. Management activities may be seen but should not attract attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.	May be seen but should not attract the attention of the casual observer. (Weak Contrast)	Patton Valley / Glamis Dunes
III	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.	May attract attention but shall not dominate the view of the casual observer. (Moderate Contrast)	Colorado River / West of Glamis Dunes
IV	The objective of this class is to provide for management activities that require major modifications 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 repetition of the basic elements.	May dominate the view and be major source of focus but should be minimized. (Strong Contrast)	Winterhaven / Yuma

Federal Land Use Management Plans

The Project Study Area includes lands managed by the BLM, Reclamation, DoD, states of California and Arizona, Imperial County, Yuma County, the cities of El Centro, Calexico, and Yuma, and private parties. The entirety of the Project in California is located within the BLM-managed California Desert Conservation Area (CDCA) and is covered by the California Desert Conservation Area Plan, Desert Renewable Energy Conservation Plan (DRECP), Imperial Sand

Dunes Recreation Area Management Plan (RAMP), and Northern and Eastern Colorado Desert Coordinated Management Plan (NECO CMP). A small portion of the Project Study Area within Arizona is managed under the Yuma Field Office Resource Management Plan (RMP). Portions of the Project Study Area within the CDCA and DRECP also include private and municipal lands. A significant portion of the Project Study Area is managed by the BLM.

The following subsections include potential requirements associated with aesthetic, scenic and visual resource-related goals, objectives, stipulations, and management actions identified in BLM-land management RMPs or land management plans.

California Desert Conservation Area, Land Management Plan

Management goals for visual resources in the Planning Area are established by the CDCA Plan's Recreation Element. The BLM will take the following actions to effectively manage for natural character alteration activities:

1. The appropriate levels of management, protection, and rehabilitation on all public lands in the CDCA will be identified, commensurate with visual resource management objectives in the multiple-use class guidelines.
2. Proposed activities will be evaluated to determine the extent of change created in any given landscape and to specify appropriate design or mitigation measures using the BLM's contrast rating process.

Desert Renewable Energy Conservation Plan, Land Use Plan Amendment

The DRECP Land Use Plan Amendment (LUPA) identifies a comprehensive suite of required Conservation and Management Actions (CMAs) to avoid, minimize, and/or mitigate adverse impacts on visual resources. Additionally, potentially relevant CMAs associated with visual, scenic and aesthetic resources in the LUPA, California Desert National Conservation Lands, General Public Lands, and Development Focus Areas (DFA) were identified and include:

LUPA-Wide CMAs

LUPA-VRM-3: Ensure that transmission facilities are designed and located to meet the VRM Class objectives for the area in which they are located. New transmission lines routed through designated corridors where they do not meet VRM Class Objectives will require RMP amendments to establish a conforming VRM Objective. All reasonable effort must be made to reduce visual contrast of these facilities in order to meet the VRM Class before pursuing RMP amendments. This includes changes in routing, using lattice towers (vs. monopole), color treating facilities using an approved color from the BLM Environmental Color Chart CC-001 (dated June 2008, as updated on April 2014, or the most recent version) (vs. galvanized) on towers and support facilities, and employing other Best Management Practices (BMP) to reduce contrast. Such efforts will be retained even if an RMP amendment is determined to be needed. Visual Resource BMPs that reduce adverse visual contrast will be applied in VRM Class conforming situations. For a reference of BMPs for reducing visual impacts see the *Best Management Practices for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands* or the most recent version of the document or BMPs for VRM, as determined by BLM.

California Desert National Conservation Lands CMAs

NLCS-NSHT-15: Mitigation Requirements – If there is overlap between a National Scenic or Historic Trail, National Trail Management Corridor on BLM land, or trail under study for possible designation and a DFA, BLM Manual 6280 must be followed. Efforts will be made to avoid conflicting activities and approved activities will be subject to mitigation for adverse impacts to the resources, qualities, values, settings, and primary use or uses (RQVs), including, but not limited to, the following: avoidance, the cost of trail relocation, on-site mitigation and off-site mitigation. Compensation can include acquisition or restoration of corridor RQVs, features and landscapes will be at a minimum of 2:1, and must result in a net benefit to the overall trail corridor. Proposed development of high potential route segments must not substantially interfere with the nature and purposes of the National Scenic or Historic Trail.

General Public Lands CMAs

GPL-VRM-1: Development in General Public Lands (GPL) is required to incorporate visual design standards and include the best available, most recent BMPs, as determined by BLM (e.g., solar, wind, West Wide Energy Corridor, and geothermal programmatic Environmental Impact Statements, the BMPs for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands, and other programmatic BMP documents).

GPL-VRM-2: Required Visual Resource BMPs. All development will abide by the BMPs addressed in the most recent version of the document *Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands* or its replacement, including, but not limited to the following:

<u>Transmission:</u>

- » Color-treat monopoles Shadow Gray per the BLM Environmental Color Chart CC001 unless a more effective color choice is selected by the local Field Office VRM specialist.
- » Lattice towers and conductors will have non-specular qualities.
- » Lattice towers will be located a minimum of 0.75 miles away from key observation points (KOPs) such as roads, scenic overlooks, trails, campgrounds, navigable rivers and other areas people tend to congregate and located against a landscape backdrop when topography allows.
- » Night Sky – BMPs to minimize impacts to night sky including light shielding will be employed.

GPL-VRM-3: Regional mitigation is required for visual impacts in GPLs. Mitigation will be based on the VRI class and the underlying visual values (scenic quality, sensitivity, and distance zone) for the development area as it stands at the time the Record of Decision (ROD) is signed for the DRECP. Compensation may involve reclamation of visual impacts that are present within other areas designated as BLM VRM Class I or II lands (so that they are no longer visible in the long term), mitigation on BLM lands inventoried as having equal to or greater visual resource values, or amending RMP for lands located within VRM Class III or IV to a higher level of protection (VRM Class I or II) for areas that are visually intact with no cultural modifications and have visual resource inventoried values that are equal to or greater in value and place a protective Visual Area of Critical Environmental Concern (ACEC) delineation around the compensatory mitigated area. The following mitigation ratios will be applied:

- » VRI Class II 2:1 ratio
- » VRI Class III 1:1 ratio
- » VRI Class IV no mitigation required

Additional mitigation will be required where projects affect viewsheds of specially designated areas (e.g., National Scenic and Historic Trails).

Development Focus Areas CMAs

DFA-VRM-2: Regional mitigation for visual impacts is required in DFAs. Mitigation will be based on the VRI class and the underlying visual values (scenic quality, sensitivity, and distance zone) for the activity area as it stands at the time the ROD is signed for the DRECP LUPA. Compensatory mitigation may take the form of reclamation of other BLM lands to maintain (neutral) or enhance (beneficial) visual values on VRI Class II and III lands. Other considerations may include acquisition of conservation easements to protect and sustain visual quality within the viewshed of BLM lands. The following mitigation ratios will be applied in DFAs:

- » VRI Class II 1:1 ratio
- » VRI Class III ½ (0.5):1 ratio
- » VRI Class IV, no mitigation required

Additional mitigation will be required where activities affect viewsheds of specially designated areas (e.g., National Scenic and Historic Trails).

Another critically important element of the BMPs is the requirement for development and implementation of a Visual Resource Impact Monitoring and Mitigation Compliance Plan. This plan is a detailed, Project-specific document that will be prepared and submitted for approval at the onset of the Project planning process, prior to individual Project approval, to serve as a guide to siting and design.

Northern and Eastern Colorado Desert Coordinated Management Plan

The NECO CMP does not include specific regulations or standards pertaining to visual resources. Appendix E of the NECO CMP identifies peripheral provisions for the rehabilitation and restoration of disturbed areas that would potentially affect scenic quality.

Imperial Sand Dunes Recreation Area Management Plan

The El Centro Field Office designated VRM classes for the Imperial Sand Dunes RAMP. In addition to the requirement for VRM compliance with established VRM Classes, relevant management actions identified in the RAMP include:

- » VRM-02 Incorporate design considerations to minimize potential impacts to public lands' visual values into all surface-disturbing activities, regardless of size. Proponents will be encouraged to meet with the BLM personnel to discuss and provide input during the initial planning and design phase to minimize costly redesign and mitigation at a later time.
- » VRM-04 Use visual resource design techniques and best management practices to mitigate the potential for short- and long-term visual impacts from other uses and activities until demonstrated to meet the VRM class objectives.

Yuma Resource Management Plan

The Yuma RMP identifies Desired Future Conditions, Management Actions and Administrative Actions typically associated with the establishment of VRM Classes. Other potentially relevant conditions and actions include:

- VR-007: Maintain viewsheds of important cultural resources whose settings contribute significantly to their scientific, public, traditional, or conservation values (Desired Future Condition).
- VR-012: Within lands being managed to maintain wilderness characteristics, decrease the visual effect of existing facilities on naturalness or scenic resources during reconstruction, replacement, or major maintenance (Management Action).
- VR-014: All ROWs meet VRM objectives and mitigation measures stipulated in the authorization (Management Action).
- AA-241: Incorporate design considerations to minimize potential impacts to public lands' visual values into all BLM-authorized surface disturbing activities, regardless of size. Emphasis will be on BLM providing input during the initial planning and design phase to minimize costly redesign and mitigation at a later time (Administrative Action).
- AA-242: Analyze all surface-disturbing projects that require BLM authorization according to the Visual Resource Contrast Rating guidelines and procedures as required by BLM Manual 8431-1. Assess the degree of visual contrast to the landscape's form, line, color, and texture from implementing these projects (Administrative Action).
- AA-243: Evaluate proposed surface-disturbing projects from KOP for the following factors: distance (between project and KOPs), angle of observation, length of time the Project will be in view, relative size or scale, season of use, light conditions, recovery time, spatial relationships, atmospheric conditions, and motion (Administrative Action).
- AA-244: Use visual resource design techniques and BMPs (summarized in the RMP) to mitigate the potential for short- and long-term visual impacts from other uses and activities (Administrative Action).
- AA-245: Encourage visual resource simulations to be incorporated into the Contrast Rating Analysis for major BLM-authorized ground-disturbing activities, as recommended by BLM Manual 8431-1. Simulations will accurately convey to the public the anticipated impacts to visual scenery of the Project area from the identified KOPs. Simulations would also serve as a point of reference to ensure that the project proponents reclaim and restore disturbed public lands as agreed to in the authorizing document (Administrative Action).
- AA-246: Since the overall VRM goal is to minimize impacts to the scenic values of the public lands, mitigation measures are typically developed during project-specific NEPA analysis. During and after project implementation, these measures will be monitored by the BLM for their effectiveness at reducing impacts to scenic values (Administrative Action).

BMPs for Reducing Visual Impact of Renewable Energy Facilities on BLM-Administered Lands

In the *BMPs for Reducing Visual Impact of Renewable Energy Facilities on BLM-Administered Lands* (BLM 2013a), the BLM presents 122 BMP recommendations and guidance to avoid or reduce potential visual impacts associated with the siting, design, construction, operation, and

decommissioning of utility-scale renewable energy generation facilities, including wind, solar, and geothermal facilities as well as ancillary components, such as electric transmission structures and access. Selection of structure types and selection of appropriate materials and surface treatments are among the pertinent BMPs outlined in this document to minimize potential visual effects and contrast associated with transmission facilities.

Other Federal Agencies

Reclamation and BIA also manage lands within the Project Study Area. Both of these agencies are required under the NEPA to evaluate scenic resources and visual impacts of federal actions affecting lands they administer. Neither of these agencies have specific regulations, guidance documents, or procedures on how to conduct visual and aesthetic resource impact analysis for NEPA compliance.

2.2 State Regulations

2.2.1 California

CEQA

CEQA mandates that state and local agencies identify and mitigate significant environmental impacts of their actions. The aesthetics section evaluates visual impacts and scenic resources. The California Public Utilities Commission (CPUC) has sole and exclusive state jurisdiction over the siting and design of the Project in California. Pursuant to CPUC General Order 131-E, Section XI.B:

> "Local jurisdictions acting pursuant to local authority are preempted from regulating electric power line projects, distribution lines, substations, or electric facilities constructed by public utilities subject to the Commission's jurisdiction. However, in locating such projects, the public utilities shall consult with local agencies regarding land use matters."

Consequently, local agencies do not have jurisdiction over the Project, but public utilities must consult with local agencies and consider their regulations.

California Department of Transportation: Scenic Highway Program

The State Scenic Highway Program—a provision of Sections 260 through 263 of the Streets and Highways Code—was established by the Legislature in 1963 to preserve and enhance the natural beauty of California through special conservation treatment. The State Scenic Highway System includes both designated scenic highways and "eligible" scenic highways. The status of a State Scenic Highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives the designation from Caltrans. A city or county may propose adding routes with outstanding scenic elements to the list of eligible highways. However, state legislation is required. No designated state scenic highways are located in the vicinity of the Project alignment. SH 58, which extends through the southern extent of the Project alignment, is listed as "eligible" for State Scenic Highway designation (Caltrans 2024).

2.2.2 Arizona

CEC requirements

Arizona Corporation Commission's Arizona Power Plant and Transmission Line Siting Committee has state jurisdiction over the Project. This committee may approve or deny a Certificate of Environmental Compatibility application and impose reasonable conditions. However, pursuant to Arizona Revised Statutes Section 40-360.06(D):

> "Any certificate granted by the committee shall be conditioned on compliance by the applicant with all applicable ordinances, master plans and regulations of the state, a county or an incorporated city or town, except that the committee may grant a certificate notwithstanding any such ordinance, master plan or regulation, exclusive of franchises, if the committee finds as a fact that compliance with such ordinance, master plan or regulation is unreasonably restrictive and compliance therewith is not feasible in view of technology available."

Arizona Department of Transportation (AZDOT): Scenic Highway Program

The Arizona Scenic Highways Program was established under Arizona Revised Statutes 41-512 through ARS 41-518 in 1982. These laws created the framework for the state's Parkways, Historic and Scenic Roads Program, which is administered by the AZDOT (2024).

2.3 County and City Plans, Policies, and Codes

2.3.1 California

Imperial County

Within the Imperial County General Plan (Imperial County 1993), preservation of scenic highways and the visual resources within highway corridors is stated as one of the county's main priorities. The Circulation and Scenic Highways Element of the general plan states the goal for scenic highways is to "make every effort to develop a circulation system that highlights and preserves the environmental and scenic amenities of the area." One of these objectives is to design new facilities and infrastructure to merge with the surrounding environment. Outside of designated scenic highways the county stated, "Objective 1.16 Design transportation corridors to be co-located/joint use (within the ROW) with transmission, water and other infrastructure corridors to the extent possible." With no designated scenic highways passing through the Project Study Area, the county intends on consolidating new transmission ROWs within transportation corridors (Imperial County General Plan, Circulation and Scenic Highways Element, page 48).

The Imperial County General Plan includes policies which aim to protect and conserve scenic resources and open spaces within Imperial County. The Conservation and Open Space Element and the Land Use Element provide goals and objectives for protecting and maintaining the aesthetic character of the County. The following policies are related to aesthetics and glare:

- » Conservation and Open Space Element – Goal 7: The aesthetic character of the region shall be protected and enhanced to provide a pleasing environment for residential, commercial, recreational, and tourist activity.
- » Land Use Element – Objective 3.4: Protect/improve the aesthetics of Imperial County and its communities.
- » Circulation and Scenic Highways Element – Policy 9 (b): The County shall emphasize protection of scenic highway resources in all County actions affecting land use.

Light and glare zoning regulations established under Imperial County Code apply to building signage and billboard lighting.

City of El Centro

The *City of El Centro General Plan* (2021) outlines the city's priorities and objectives for the preservation and conservation of their visual resources. While specific language about transmission structures is not included in the document, the plan does include guidelines for preserving visual resources through the establishment of Visual Enhancement Areas. The Visual Enhancement Area Plans have a strong focus on streetscape improvements that may affect the permitting process for new transmission lines in these areas.

Sec. 29-149. – Lighting standards: *No light or glare shall be transmitted or reflected in such concentrated quantities or intensities as to be detrimental or harmful to, or to interfere with, the use of surrounding properties or streets*

City of Calexico

The *City of Calexico General Plan Conservation and Open Space Element* highlights the city's priorities for their landform features and scenic resources.

Objective 6: *The preservation of agricultural lands as community open space has many inherent benefits such as those related to economics, aesthetic beauty, and maintenance of the City's rural character. The City recognizes that need and shall therefore act to preserve agricultural land wherever possible and minimize conflicts between agricultural and residential land uses.*

Within the city's specific regulations are several ordinances relevant to light and glare requirements.

> *17.07.131 : All lighting shall be shielded to confine light spread within the site boundaries and reduce glare impacts to adjacent properties*
>
> *17.07.140 : No light or glare shall be transmitted or reflected in such concentrated quantities or intensities as to be detrimental or harmful to, or to interfere with, the use of surrounding properties or streets.*

These regulations are applicable in zones within the city that are zoned as industrial and would apply to new transmission lines constructed in such zones

City of Holtville

The City of Holtville adopted its last comprehensive General Plan update in September of 2017 (City of Holtville 2017). The City of Holtville General Plan is composed of seven mandatory elements consisting of Land Use, Circulation, Housing, Safety, Noise, Conservation, and Open Space Elements. The Conservation/Open Space Element expresses community goals to protect environmental and historic resources and open space. Resources addressed in this element include natural resources and open space, agricultural and soils conservation, parks and recreation, community and historic resources, water supply and quality, air quality, energy conservation, and waste disposal and recycling. The Issues, Goals and Policies section of each element contains a description of identified planning issues, goals, and policies related to the element topic. The issues, goals, and policies are based on input received from the community, members of the Planning Commission and City Council and City staff. The goals are overall statements of community desires and consist of broad statements of purpose or direction. The policies serve as guides to the City Council, Planning Commission, other City commissions and boards, and City staff in reviewing development proposals and making other decisions that affect the future growth and development of Holtville.

The City of Holtville generally recognizes natural and cultural resources located in or adjacent to Holtville include the Alamo River Corridor, historic and archaeological sites, and geothermal resources, which provide aesthetic, social, economic, or other benefits to the community.

The City of Holtville specifically recognizes the visual benefits of farmland, and reflects these visual preferences within its City limits and sphere of influence.

» Conservation and Open Space Element-Goal 2: Protect agricultural resources for their numerous benefits to the community and the region.
    - Policy 2.1: Preserve the most valuable agricultural land for crop production
    - Policy 2.2: Discourage non-agricultural development on prime farmland or farmland of statewide and local importance.

Also, a number of these agricultural areas are designated for parks and open space on the Land Use Policy Map for recreational and aesthetic purposes, and the Open Space/Recreation Land Use Designation (OS-R) provides for open space uses that preserve natural and scenic resources, allow the managed production of resources, and provide recreational opportunities, and also allows for public facilities.

2.3.2 Arizona

Yuma County

The *Yuma County 2030 Comprehensive Plan Open Space Policies and Priorities* detail preservation of scenic and aesthetic resources, including the following relevant to the Project:

» OSPP.2: Yuma County will work to preserve mountainous areas such as the Gila, Mohawk, Laguna and Muggins Mountains and riparian areas along the Colorado and Gila Rivers as the open space areas most valued by Yuma County residents.

Yuma County has specific regulations regarding light and glare that are outlined in the Yuma County Zoning Ordinance, Article 18 - Outdoor Lighting Regulations. Outdoor lighting must be

shielded and directed downward to minimize glare and light trespass onto adjacent properties. The intensity of outdoor lighting is regulated to ensure it does not exceed specified levels that could cause discomfort or hazards.

City of Yuma

The City of Yuma adopted their General Plan in 2022 which details the city's goals and priorities for their preservation of scenic and aesthetic resources. This plan includes several objectives that are applicable to this project:

Objective 2.1: Protect roadways designated as Gateway and Scenic/Historic Routes from nearby incompatible land uses, visual clutter, and traffic congestion.

> 80 Code, App. A, § 50: *Any outdoor lighting as may be provided shall not cast any shadow or glare upon adjoining streets or property.*
>
> *80 Code, App. A, § 120: All buildings shall be designed and constructed so that no odor, dust, noise, vibration, smoke, heat, glare, noxious gas, radio communication interference, radiation or other emission shall occur outside the building.*
>
> *Title 49 - The Environment, Chapter 7 - Light Pollution, shall be followed to uphold the "Dark Sky" goals of reducing waste, glare, light trespass, interference of artificial light, and effects on wildlife; therefor increasing safety, and the visibility of the night sky*

3.0 INVENTORY METHODS

The assessment of visual resources and impacts of the Project are modeled on the BLM's Visual Resource Management System, or VRM, as detailed in the 8400 Series Manuals (BLM 1986a and 1986b). CEQA guidelines were incorporated into the methodology to properly establish baseline environmental conditions and assess the significance of environmental impacts. In order to satisfy CEQA guidelines and to assess the current condition of visual resources and aesthetics in the Project Study Area, existing visual resource data were gathered in order to ultimately estimate the significance of expected impacts caused as a result of the construction of the proposed 500-kV transmission line.

Visual resource data were collected to determine sensitive viewers and viewing locations, to conduct the scenic quality evaluation, and to determine agency visual management standards and objectives. Visual resource data within the Project Study Area were obtained from the following sources, including, but not limited to:

- United States Geological Survey Base Mapping
- Google Earth
- TIGER/LINE road data
- Environmental Protection Agency Level III and IV Ecoregions
- United States Geological Survey Gap Analysis Program National Terrestrial Ecosystems Geographic Information System (GIS) data
- BLM National Data – Interactive Mapping and Landscape Approach Data Portal
- California Department of Transportation/State Scenic Highway System Map

- Arizona Department of Transportation-Arizona State Scenic Highways.
- Federal Highways Administration – America's Scenic Byways website (2024)
- National Park Service – National Trails Viewer website (NPS 2024)
- Recreation.gov website
- California Desert Conservation Area Plan
- NECO CMP
- Imperial Sand Dunes RAMP and ROD
- Desert Renewable Energy Conservation Plan
- Yuma Field Office ROD Approved RMP
- Local/County/City Parks and Recreation websites: Imperial and Yuma Counties; Cities of Yuma, El Centro, Calexico, and Holtville

3.1 Landscape Character and Scenic Quality

Scenic quality is defined by the BLM in Manual H-8410-1 (BLM 1986b) as the measure of the visual appeal of a tract of land. Public land is given a Class A, B, or C rating, based on the evaluation of seven landscape factors: landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Scenic quality was evaluated within landscape units delineated based on similar landscape characteristics using the seven factors noted above. Preliminary Scenic Quality Rating Units were delineated and enumerated for undeveloped landscapes based on similar landscape patterns. These units were field verified to the extent possible considering unit access, adjusted as appropriate, and documented using BLM Form 8400-1 and photography. The units were assigned an A, B, or C Scenic Quality Class Rating as appropriate. The rating sheets are provided as part of the Project record (see Appendix A).

In areas dominated by development (typically within non-BLM landscapes), a similar method was used where units of similar land use, architectural patterns, and cultural patterns were delineated. Using topographic maps, aerial photography, and site reconnaissance, areas of similar visual character were identified along the alternative routes. These were used as a basis for assessing scenic quality and visual integrity. Landscape Character LCU (LCUs) are landscapes where similar natural and cultural patterns occur within the Project Study Area. In developed areas, LCUs do not correlate with broader physiographic patterns as well as more natural, undeveloped landscapes. LCUs in developed areas are more dependent on settlement patterns, socio-economic factors, local planning and zoning, architectural styles, and numerous other culturally influenced factors. Appendix B shows representative views of LCUs located within the Project Study Area.

3.2 Viewers and Viewer Sensitivity

Sensitivity levels are a measure of public concern for the maintenance of scenic quality. Visual sensitivity also is associated with particular viewing locations, points, and corridors. High, medium, or low sensitivity is assigned by analyzing the various indicators of public concern, including type of user, amount of use, public interest, adjacent land uses, and special areas, among other factors. For this study, the concern/sensitivity level of viewing locations and KOPs provided the basis for evaluating visual impacts relative to areas seen by the public or from private viewing locations (e.g., residences).

TABLE 2 VISUAL SENSITIVITY MATRIX

USER ATTITUDE TOWARD LANDSCAPE CHANGE	DURATION OF VIEW	USE VOLUME	RESULTING VISUAL SENSITIVITY LEVEL
High	Long	High	***High***
High	Long	Moderate	***High***
High	Moderate	Moderate	***High***
High	Moderate	Low	***High***
High	Long	Low	***Moderate***[1]
High	Short	High	***High***
Moderate	Long	High	***Moderate***
Moderate	Long	Moderate	***Moderate***
Moderate	Moderate	High	***Moderate***
Moderate	Moderate	Moderate	***Moderate***
Moderate	Short	Low	***Low***
Moderate	Long	Low	***Moderate***

[1] Although user attitude, duration of view and use volumes are similar, residential areas considered High visual sensitivity.

4.0 INVENTORY RESULTS

4.1 Regional Setting and Landscape Character

The Project will be located in Imperial County, California and Yuma County, Arizona on federal, state, municipal, and private land. These lands include unincorporated areas of Imperial and Yuma counties, the cities of Calexico, California and Yuma, Arizona, tribal lands including the Fort Yuma Indian Reservation and Cocopah Indian Reservation, and public lands under the jurisdiction or management of the BLM, Reclamation, BIA, DoD, California State Lands Commission, California Department of Parks and Recreation, and the Arizona State Trust Land Department. The Project Study Area includes mostly undeveloped open areas with some developed areas in unincorporated Imperial County, California and the City of Yuma, Arizona.

The Project landscape setting is located within California's Imperial Valley and southwestern Arizona within the Sonoran Basin and Range ecoregion (United States Environmental Protection Agency 2024). The landscape is generally characterized by flat desert bounded by high-relief mountains and foothills provided as backdrop or set within the viewshed. The topography of the Project Study Area ranges from relatively flat to slightly sloping valleys to steeply sloping, rugged mountain ranges. Elevations in the valley bottoms range from slightly below sea level to over 2,000 feet at some mountain peaks in the background viewshed (Stud Mountain, Quartz Peak). More typically, surrounding mountain peaks are in the 500- to 1,500-foot (above mean sea level) elevation range. The desert landscape provides a dramatic contrast against the backdrop of the surrounding mountain ranges. Ecoregions in the Project Study Area include Western Sonoran Basins (western uplands), Imperial Valley, Central Sonoran/Colorado Desert Mountains, Sand Hills/Dunes, Central Sonoran/Colorado Desert Basin uplands, and Lower Colorado River Valley riparian landscape. Vegetation consists of Sonoran Desert communities which contain large areas of paloverde-cactus shrub and giant saguaro cactus. Microphyll woodland trees and shrubs, such as ironwood, blue paloverde, smoketree, and desert willow generally are unique to this desert, occupying desert washes with occasional moisture flow. Water features in the Project Study Area consist of irrigation ditches, the Central Arizona Project Canal, and the Colorado River, with the Salton Sea occupying the extreme northern portion of the regional landscape.

4.2 Scenic Quality and Landscape Character Units

Scenic resources are defined as landscape patterns and features that are considered visually or aesthetically pleasing, and therefore contribute positively to the definition of a distinct community or region. Natural and built features that comprise landscape patterns are visual resources that can be viewed by the general public, thus contributing to the public's experience and appreciation of the environment. Scenic resources may include trees or important vegetation; landform elements (e.g., hills, ridgelines, or rock outcroppings); water features (e.g., rivers, bays, or reservoirs); parks, recreation and special management areas; and landmarks, important buildings, or historic structures.

LCUs were delineated on all lands within the Project Study Area. Scenic Quality Rating Units (SQRUs) were delineated on all BLM land and in undeveloped areas for the purposes of rating project level scenic quality, and overlap with LCUs in these areas.

A total of eight SQRUs and 13 LCUs (Types) were identified in the Project Study Area. These are summarized in Table 3 and Table 4 and shown on Appendix E1. Scenic Quality Evaluation Forms are provided in Appendix A.

TABLE 3 SCENIC QUALITY RATINGS.

SQRU NAME	DESCRIPTION	RATING FACTORS / RATINGS							
		Landform	Vegetation	Water	Color	Adjacent Scenery	Scarcity	Cultural Modifications	*Total Score/Rating (A, B, C)*
SQRU #1- Algodones Dunes/ Desert	Large fields of sand dunes formed from sands exposed from the ancient Lake Cahuilla. The dunes are now a popular destination for off-road vehicle owners especially during winter holiday weekends.	4	1	0	3	4	6	-1	***B (17)***
SQRU #2- Sonoran Desert	Consists of low shrubs like creosote bush and white bursage, consistent with plant communities within the Lower Sonoran Desert ecoregion. Low open spans of this sparse vegetation are bordered by distant mountain ranges that are partially obscured by sand and dust.	1	1	0	2	2	3	0	***C (9)***
SQRU #3- Desert Mountains	Consists of rugged, low, dark brown peaks in direct contrast to the neighboring light sands of the Algodones Dunes and the surrounding Sonoran Desert.	4	0	0	3	2	3	0	***B (12)***
SQRU #4- Desert Foothills	Consists of sparsely vegetated, slopes often cut through by seasonal drainages. The Cargo Muchacho mountains dominate the foreground in one direction while expansive stretches of the Sonoran Desert.	4	1	0	2	3	1	-1	***C (10)***
SQRU #6 Colorado River Riparian	Meandering river bound by level floodplains; water flow is consistent and maintained by upstream dams. This consistent flow has allowed for a riparian corridor to be dominated by tall woody vegetation and lower growing riparian species. This stark difference in vegetation from the surrounding desert provides significant contrast, color, line, and movement to the landscape. Although the river is meandering, much of the river within the study corridor has been channelized and controlled, separating a significant portion of the river from its historical floodplain.	2	2	5	2	2	4	0	***B (18)***

SQRU NAME	DESCRIPTION	RATING FACTORS / RATINGS							
		Landform	Vegetation	Water	Color	Adjacent Scenery	Scarcity	Cultural Modifications	*Total Score/Rating (A, B, C)*
SQRU #7 Riparian	Similar to riparian areas found on the neighboring Colorado River. However, the channelization and more active management of these smaller waterways has eliminated the presence of taller woody vegetation, giving way to low growing shrubs and grasses.	1	2	3	3	2	2	-1	***B (12)***
SQRU #8 Mittry Lake Riparian/ Wetland	Consists of large amounts of impounded water as a result of the Laguna Dam downstream. This impounded water has resulted in shorelines featuring wetland vegetation like cattails and bullrush. The tall woody vegetation occludes most of the midground views of the surrounding mountain ranges.	2	2	4	2	3	4	-1	***B (16)***

Note: Rating factors are numerically evaluated for visual appeal from -4 to +5 (depending on criteria for each); the total for each determines scenic quality class: 19+=A, 12-18=B, 11 or less=C.

TABLE 4 LANDSCAPE CHARACTER TYPES.

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
California		
LCU #1 Agricultural/ Rural Residential	Open expanses of agricultural fields with the occasional farmhouse. The differing crop types offer some contrast but for the most part fields are monocultures. Some transmission structures are already present in this setting but are not nearly as common as local distribution and irrigation infrastructure.	
LCU #2 Colorado River Riparian/ Floodplain	Meandering river bound by level floodplains; water flow is consistent and maintained by upstream dams. This consistent flow has allowed for a riparian corridor to be dominated by tall woody vegetation and lower growing riparian species. This stark difference in vegetation from the surrounding desert provides significant contrast, color, line, and movement to the landscape. Although the river is meandering, much of the river within the study corridor has been channelized and controlled, separating a significant portion of the river from its historical floodplain.	

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
LCU #3 Residential	Consists of mostly single family homes separated from more commercial or mixed uses.	
LCU #4 Urban/ Suburban	Consists of a mix of residential and commercial buildings usually in higher density than residential areas.	
LCU #5 Utility Solar	Utility scale solar arrays providing large amounts of electricity to the local power grid. The concentration of solar panels in the same area creates an industrial, homogenous setting.	

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
LCU #6 Industrial	Consists of warehouses or other production facilities conducive to industrial uses.	
LCU #7 Desert Foothills	Consists of plant communities dominated by low shrubs and grasses scattered among gradually rising topography. Much of this topography may have been carved from seasonal rains resulting in defined drainages.	

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
LCU #8 Sonoran Desert	Consists of low shrubs like creosote bush and white bursage, consistent with plant communities within the Lower Sonoran Desert ecoregion. Low open spans of this sparse vegetation are bordered by distant mountain ranges that are partially obscured by sand and dust.	
LCU #9 Desert Mountains	Consists of rugged, low, dark brown peaks in direct contrast to the neighboring light sands of the Algodones Dunes and the surrounding Sonoran Desert.	

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
LCU #10 Desert Foothills	Consists of sparsely vegetated slopes often cut through by seasonal drainages. The Cargo Muchacho mountains dominate the foreground in one direction while expansive stretches of the Sonoran Desert extend in all others.	
LCU #11 Riparian/ Floodplain	Similar to riparian areas found on the neighboring Colorado River. However, the channelization and more active management of these smaller waterways has eliminated the presence of taller woody vegetation, giving way to low growing shrubs and grasses.	

NAME	DESCRIPTION	REPRESENTATIVE PHOTO
LCU #12 Algodones Dunes	Large fields of sand dunes formed from sands exposed from the ancient Lake Cahuilla. The dunes are now a popular destination for off road vehicle owners especially during winter holiday weekends.	
Arizona		
LCU #13 Mittry Lake/ Wetlands	Consists of large amounts of impounded water as a result of the Laguna Dam downstream. This impounded water has resulted in shorelines featuring wetland vegetation like cattails and bullrush. The tall woody vegetation occludes most of the midground views of the surrounding mountain ranges.	

4.3 Viewers and Viewer Sensitivity

Potentially affected viewer groups within the Project Study Area include residents, motorists and recreational facility users. The following subsections describe these viewer groups and their sensitivity. Residents are mostly concentrated in suburban neighborhoods, with some sparse farmhouses throughout more agricultural areas. Motorists constitute the most substantial viewer group and include both local and regional travelers who are familiar with the visual setting, as well as those using the roads on a less regular basis. Interstate 8 (I-8) is the main east-west travel route that connects Yuma and southern Arizona with the Imperial Valley and southern California. This route also provides access to a majority of the recreation opportunities in the area like Imperial Dunes off-highway vehicle (OHV) Area, Dune Buggy Flats, Holtville Hot Springs, and other desert recreational areas. State Highway (SH) 98 parallels I-8 throughout most of the Project Study Area and provides access to additional recreational sites. Recreationists use parks and trails in the Project Study Area. Recreationists' views range from relatively brief to longer in duration. The sensitivity of this viewer group is considered moderate to high due to the potential for views for extended durations. Viewer sensitivity for motorists would range from low when views are at highway speed and brief to moderately high when views are for a longer duration or a lower speed. Sensitive viewers are shown on Appendix E3 and summarized in Table 5.

4.3.1 California

Residences

Residences within the Project Study Area are mostly limited to single family homes concentrated around the suburbs of population centers like El Centro, Calexico, Heber and Yuma. Outside of this main group there are dispersed residential farmhouses in more agricultural areas throughout the Project Study Area. Depending on the proximity to the Project, residential viewers tend to have high viewer exposure and awareness; therefore, the sensitivity of this viewer group is always considered high even though use volumes are low. Residences in the Project Study Area are shown on Appendix E3.

Parks, Recreation, Special Designations, and Historic Sites

Bureau of Land Management

Special Management Areas

Kw'tsan (Proposed) National Monument – This proposed 390,000-acre special management area was proposed by the Fort Yuma Quechan Indian Tribe on historical tribal land that is now primarily federally managed BLM land to protect cultural, ecological, recreational, scenic and historic values. It covers the entire area north of the Fort Yuma Reservation to the United States (US)/Mexico border and west to the Imperial Sand Dunes Recreation Area.

Little Picacho Wilderness – Established in 1994, this wilderness area is located on the northeastern portion of the Project Study Area north of the Yuma Reservation and occupies 38,214 acres in western California.

East Mesa ACEC – Located to east of Holtville and to the south of SH 78, and includes scenic/culturally relevant and important values.

Lake Cahuilla ACEC – Located north of the East Mesa ACEC between the Kitty Baggage and Inky Barley ranges. It includes scenic/culturally relevant and important values.

Picacho ACEC – Located north of the Fort Yuma Reservation just west of the California/Arizona state border. It includes scenic relevant and important values.

Pilot Knob ACEC – Located southwest of the Fort Yuma Reservation and just north of the US/Mexico border. It includes scenic/culturally relevant and important values.

Plank Road ACEC/Plank Road Historic Marker (BLM) – Located just east of the southern border of the East Mesa ACEC.

Yuha Basin ACEC – Located on the US/Mexico border and southwest of the Imperial Valley Substation. It includes scenic relevant and important values.

Parks, Recreation Areas and Trails

Imperial Dam Long Term Visitor Area/Campground (BLM / Reclamation) – Is located south of Highway 24, where the highway crosses the Arizona / California state boundary. It includes campsites and access to an OHV area.

Imperial San Dunes Recreation Area:

- Ogilbly Camp Area – Located south of the Singer Geoglyphs and the Union Pacific railroad. It includes a public restroom, as well as access to campsites and an OHV area.
- Hot Springs Long Term Visitor Area (LTVA) – Located north of I-8, and west of East Mesa ACEC. It includes access to campgrounds, hot springs, and a public restroom.
- Grays Well Camping – Located just north of the US/Mexico border and south of Kennedy's Day Use Site. It includes access to OHV area and campsites.
- Buttercup Campground – Located south of I-8 between the East Mesa ACEC and Fort Yuma Reservation. It includes access to campsites, multiple public restrooms, and is near the Buttercup Ranger Station.
- Kennedy's Day Use Site – Located southeast of East Mesa ACEC and south of I-8. It includes a small cul-de-sac and public restroom.
- Midway Campground – Located northwest of Plank Road site and south of I-8. It includes access to a public restroom, campgrounds, and OHV areas.
- Dune Buggy Flats – Located to the east of the southeast corner of East Mesa ACEC and north of I-8. It includes several public restrooms and access to an OHV area.

Tamarisk Long Term Visitor Area – Located east of Calexico between SH 98 and the US/Mexico border. It includes access to campsites.

Senator Wash Reservoir Quail Hill LTVA/Campsites – Located north of Highway 24 southwest of the Imperial Dam on the Colorado River. It includes access to campsites.

Senator Wash Boat Ramp Day Use Area – Located on the southern shore of Senator Wash Reservoir and includes boat ramps, public restrooms, and picnic tables.

Senator Wash Reservoir -T.K. Jones Recreation Site – Located on the western shore of Xanyo Xamshre Lake. It includes access to boat ramps, public restrooms, and picnic tables.

Senator Wash Reservoir Kripple Kreek LTVA/Campsite (BLM) – Located south of Senator Wash Reservoir and north of the Quail Hill LTVA/ Campsites. It includes access to campsites and OHV areas.

Senator Wash Reservoir Skunk Hollow LTVA-Music Pavillion – Located southwest of the Senator Wash Reservoir. It includes access to a music pavilion structure and a public restroom.

Senator Wash North Shore Boat Ramp Day Use Area – Located west of the Colorado River on the north shore of the Senator Wash Reservoir. It includes access to trails and boat ramps.

Historic Sites

Butterfield Overland National Historic Trail (NHT) – Located within the Project Study Area between the Imperial Substation and El Centro, oriented in a northwest-southeast direction generally following the New River northwest to the Plaster City area.

Camp Pilot Knob Historical Marker – Located west of Yuma and south of I-8. It is comprised of a small stone memorial structure.

Juan Bautista de Anza NHT – Located on the western portion of the Project Study Area west of the Imperial Substation oriented north to south over both SH 98 and I-8 between Plaster City and the US / Mexico border.

State/Local

Heber Dunes State Vehicular Recreation Area (SVRA) (California State Parks) – This 343-acre State Park is located northeast of Calexico and is bisected by SH 7. Facilities available at Heber Dunes SVRA include shade ramadas with BBQ pits and picnic tables, restrooms, and a shower/restroom facility. This facility offers running water, flush toilets and coin-operated showers. The park is for day use only.

Las Casitas Park (City of Calexico) – Located in the northwest corner of Calexico. It includes picnic pavilions with tables, soccer fields, and small bleachers.

Bucklin Park (City of El Centro) – Located in southcentral El Centro. It includes a playground, paved paths, a veteran’s memorial, restrooms, and a pond. It also has multiple structures that serve unidentified purposes.

Desert Garden Park (City of El Centro) – Located in southcentral El Centro and includes soccer fields, outdoor basketball courts, restrooms, and covered picnic areas with tables.

Estancia Park (City of Heber) – Located in northwest Heber. It includes an outdoor basketball court, a covered playground, benches, and an off-leash dog park.

Edward “Jiggs” Johnson Park (City of Heber) – Located in Heber to the west and includes a covered playground, restrooms, and soccer fields.

Margarito “Tito” Huerta Jr. Park (City of Heber) – Located in northwest Heber. It includes soccer fields, a baseball field, and a public restroom.

Earl Walker Park/ Pete Mellinger Alamo River Recreation Trail (City of Holtville) – Located south of Highway 115 in southwest Holtville. It is comprised of walking paths.

Private/Other

Desert Tails Golf Course – Located in southeast El Centro and includes the course, a clubhouse, pool, tennis courts, and recreational vehicle (RV) park.

Hidden Shores Resort – Located in Arizona on the eastern shore of the Colorado River, adjacent to the Imperial Dam. It includes RV parking, rentable cabins, boat launches, and trail access.

Quechan Casino Resort – Located northwest of Steam, California. It includes the hotel/resort, as well as outdoor pools.

Rio Bend RV & Golf Resort – Located southwest of El Centro California, under I-8. It includes RV parking, a pool, golf course, tennis courts, and clubhouse/ restaurant access.

Sunbeam Lake RV Resort – Located west of El Centro, above I-8. It includes RV parking, a pool, a clubhouse, tennis courts, and frontage to Sunbeam Lake.

Travel Routes and Scenic Highways

There are no California State Designated or Eligible Scenic Highways in the Project Study Area (Caltrans 2024). Other travel corridors and recreation destination routes included in the analysis are discussed below.

I-8 (Sand Hills I-8 Rest Area) and US 98 serve as the major travel corridors within the Project Study Area within California; the rest area is located in the Imperial Sand Dunes area and viewers would have longer duration views. Other significant arterials and collectors include E. Heber Road/Hwy 86, SH 7, SH 111, and SH 115. Other high use volume local roads include:

- Laguna Dam Road-7 1/2 Road
- Mittry Lake Road
- Ross Road
- Picacho Road
- Levee Road/S24
- Bonds Corner Road
- Ogilby Road
- Anderholt Road
- E. Jasper Road
- Dogwood Road

Recreation destination routes are travel corridors that serve as primary access points to recreation features, sites, or areas such as Mittry Lake, Senator Wash, scenic back-country areas, dispersed recreation areas within the Imperial Sand Dunes. Recreation destination routes within California considered in the analysis include:

- Barney Oldfield Road – Cargo Muchacho Mountains Recreation/Sacred Site Destination Route – Provides access to the Cargo Muchacho Mountains and public lands in the area northwest of the Fort Yuma Quechan Indian Tribal area.
- Pilot Knob Recreation Destination Route – Provides access to the Pilot Knob Long Term Visitor's Center and Pilot Knob ACEC.
- Senator Wash Road Recreation Destination Route – Provides access to camping and day use areas of Senator Wash Reservoir and the Colorado River (Imperial Dam LTVA, T.K. Jones Campground, Senator Wash Reservoir boat launches, etc.)

4.3.2 Arizona

Residences

Residences in the Project area are limited to scattered farmhouses and single-family homes. Depending on the proximity to the Project, residential viewers tend to have high viewer exposure and awareness; therefore, the sensitivity of this viewer group is considered high. Residences in the Project Study Area are shown on Appendix E3.

Parks, Recreation, Special Designations, and Historic Sites

Bureau of Land Management

Mittry Lake Wildlife Area:

- Mittry Lake Wildlife Area - Betty's Kitchen Watchable Wildlife Area (BLM/Reclamation/Arizona Game and Fish Department [AZGFD]) – Located south of the Imperial Dam Long Term Visitor Area on the west end of Mittry Lake. It includes access to public restrooms and a nature trail.
- Mittry Lake Wildlife Area - Mittry Lake Boat Ramp/Camp (BLM/Reclamation/AZGFD) – Located on the eastern shore of Mittry Lake and east of Betty's Kitchen Watchable Wildlife Area. It includes access to multiple campsites and boat ramps.
- Mittry Lake Day Use Area/ Mittry Lake Overnight Camping Area (BLM/Reclamation/AZGFD) – Located east of Betty's Kitchen Watchable Wildlife Area and includes access to designated camping areas, a public restroom and a boat ramp.

Other Federal

Yuma Proving Ground Air Museum / Yuma Proving Ground Heritage Center (DoD) – This is an outdoor museum located along East Imperial Dam Road just west of the US 95 intersection. The site displays military artillery, vehicles and other equipment.

State/Local

Fortuna Pond-AZGFD – This recreational site provides day use and fishing opportunities along the Gila River east of the City of Yuma.

Private/Other

Hidden Shores Resort – This private resort operated as a BLM concessionaire is located along the Colorado River east of the Imperial Dam, and includes vacation homes, a marina, golfing, horseback riding, ATV and watersport access, hiking, and other amenities.

Travel Routes and Scenic Highways

There are no Arizona State Designated or Eligible Scenic Highways in the Project Study Area (AZDOT 2024). Other travel corridors and recreation destination routes included in the analysis include:

- I-8
- SH 98
- Laguna Dam Road-7 1/2 Road
- Mittry Lake Road

TABLE 5 SENSITIVE VIEWERS AND VIEWPOINTS

VIEWER/VIEWPOINT	STATE	USER ATTITUDE TOWARD LANDSCAPE CHANGE	DURATION OF VIEW	USE VOLUME	RESULTING VISUAL SENSITIVITY LEVEL
Residences (All)	CA/AZ	High	Long	Low	***High***
Parks, Recreation, Special Management and Historic					
Federal					
Special Management Areas					
East Mesa ACEC (BLM)	CA	High	Long	Low	***High***[2]
Lake Cahuilla ACEC (BLM)	CA	High	Long	Low	***High***[2]
Little Picacho Wilderness (BLM)	CA	High	Long	Low	***High***[2]
Picacho ACEC (BLM)	CA	High	Long	Low	***High***[2]
Pilot Knob ACEC (BLM)	CA	High	Long	Low	***High***[2]
Kw'tsan National Monument (Proposed, BLM)1	CA	High	Long	Variable	***High***[2]
Yuha Basin ACEC (BLM)	CA	High	Long	Low	***High***[2]
Parks and Recreation Area and Trails					
Kennedy's Day Use Site (BLM)	CA	High	Long	High	***High***
Imperial Sand Dunes Recreation Area-Dune Buggy Flats (BLM)	CA	High	Long	High	***High***
Imperial Dam Long Term Visitor Area/Campground (BLM/Reclamation)	CA	High	Long	High	***High***
Imperial Dam LTVA Campsite (BLM/Reclamation)	CA	High	Long	High	***High***
Imperial Sand Dunes Recreation Area-Ogilbly Camp Area (BLM)	CA	High	Long	High	***High***
Imperial Sand Dunes Recreation Area-Hot Springs Long Term Visitor Area (LTVA) (BLM)	CA	High	Long	High	***High***
Imperial Sand Dunes Recreation Area-Grays Well Camping (BLM)	CA	High	Long	High	***High***

VIEWER/VIEWPOINT	STATE	USER ATTITUDE TOWARD LANDSCAPE CHANGE	DURATION OF VIEW	USE VOLUME	RESULTING VISUAL SENSITIVITY LEVEL
Imperial Sand Dunes Recreation Area-Buttercup Campground (BLM)	CA	High	Long	High	***High***
Mittry Lake Wildlife Area- Betty's Kitchen Watchable Wildlife Area (BLM/USBR/AZGFD)	CA	High	Long	High	***High***
Mittry Lake Wildlife Area- Betty's Kitchen National Recreation Trail (BLM/USBR/AZGFD)	CA	High	Long	High	***High***
Mittry Lake Wildlife Area- Mittry Lake Boat Ramp/Camp (BLM/USBR/AZGFD)	AZ	High	Long	High	***High***
Mittry Lake Day Use Area/ Mittry Lake Overnight Camping Area (BLM/USBR/AZGFD)	AZ	High	Long	High	***High***
Midway Campground (BLM)	CA	High	Long	High	***High***
Tamarisk Long Term Visitor Area	CA	High	Long	Moderate	***High***
Senator Wash Reservoir Quail Hill LTVA/Campsites (BLM/Reclamation)	CA	High	Long	High	***High***
Senator Wash Boat Ramp Day Use Area (BLM/Reclamation)	CA	High	Long	High	***High***
Senator Wash Reservoir -T.K. Jones Recreation Site	CA	High	Long	High	***High***
Senator Wash Reservoir Kripple Kreek LTVA/Campsite (BLM)	CA	High	Long	High	***High***
Senator Wash Reservoir Skunk Hollow LTVA-Music Pavillion	CA	High	Long	High	***High***
Senator Wash North Shore Boat Ramp Day Use Area	CA	High	Long	High	***High***
Yuma Proving Ground Air Museum (DoD)	AZ	Moderate	Long	High	***Moderate***
Historic Areas/Sites					
Butterfield Overland National Historic Trail	CA	High	Long	Variable	***High***
Camp Pilot Knob Historical Marker	CA	High	Long	Moderate	***High***
Plank Road ACEC/Plank Road Historic Marker (BLM)	CA	High	Long	Low	***Moderate***
Juan Bautista de Anza National Historic Trail3	CA/AZ	High	Long	Variable	***High***

VIEWER/VIEWPOINT	STATE	USER ATTITUDE TOWARD LANDSCAPE CHANGE	DURATION OF VIEW	USE VOLUME	RESULTING VISUAL SENSITIVITY LEVEL
State					
Heber Dunes State Vehicular Recreation Area (SVRA) (California State Parks)	CA	High	Long	High	***High***
Fortuna Pond-AZGFD	AZ	Moderate	Long	High	***Moderate***
County and Local					
Adrian C. Cordova Park (City of Calexico)	CA	Moderate	Long	High	***Moderate***
Las Casitas Park (City of Calexico)	CA	Moderate	Long	High	***Moderate***
Bucklin Park (El Centro)	CA	Moderate	Long	High	***Moderate***
Desert Garden Park (El Centro)	CA	Moderate	Long	High	***Moderate***
Estancia Park (Heber)	CA	Moderate	Long	High	***Moderate***
Edward “Jiggs” Johnson Park (Heber)	CA	Moderate	Long	High	***Moderate***
Margarito "Tito" Huerta Jr. Park (Heber)	CA	Moderate	Long	High	***Moderate***
Earl Walker Park/ Pete Mellinger Alamo River Recreation Trail (City of Holtville)	CA	Moderate	Long	High	***Moderate***
Private					
Desert Tails Golf Course	CA	High	Long	Moderate	***High***
Hidden Shores Resort	AZ	High	Long	Moderate	***High***
Quechan Casino Resort	CA	High	Long	Moderate	***High***
Rio Bend RV & Golf Resort	CA	High	Long	Moderate	***High***
Sunbeam Lake RV Resort	CA	High	Long	Moderate	***High***
Travel Corridors					
I-8	CA/AZ	Moderate/Low	Long	High	***Moderate***
US 95	AZ	Moderate/Low	Long	High	***Moderate***
SH 98	CA	Moderate/Low	Long	High	***Moderate***

VIEWER/VIEWPOINT	STATE	USER ATTITUDE TOWARD LANDSCAPE CHANGE	DURATION OF VIEW	USE VOLUME	RESULTING VISUAL SENSITIVITY LEVEL
SH 7	CA	Moderate/Low	Long	Moderate	***Moderate***
SH 111	CA	Moderate/Low	Long	Moderate	***Moderate***
SH 115	CA	Moderate/Low	Long	Moderate	***Moderate***
Laguna Dam Rd-7 1/2 Rd	AZ	Moderate/Low	Long	Moderate	***Moderate***
Mittry Lake Rd	AZ	Moderate/Low	Long	Moderate	***Moderate***
Ross Road	CA	Moderate/Low	Long	Moderate	***Moderate***
Picacho Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
Levee Rd/S24	CA	Moderate/Low	Long	Moderate	***Moderate***
Bonds Corner Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
Ogilby Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
Anderholt Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
E Jasper Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
Dogwood Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
E. Heber Rd/Hwy 86	CA	Moderate/Low	Long	Moderate	***Moderate***
Ferrel Rd	CA	Moderate/Low	Long	Moderate	***Moderate***
Sand Hills I-8 Rest Area	CA	Moderate/Low	Long	High	***Moderate***
Pilot Knob Recreation Destination Route	CA	High	Long	Moderate	***High***
Senator Wash Road Recreation Destination Route	CA	High	Long	Moderate	***High***
Barney Oldfield Rd-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route	CA	High	Long	Low	***High***
Ogliby Camp Recreation Destination Route	CA	High	Long	Low	***Moderate***

CA = California; AZ = Arizona; Rd = Road
[1] Not included in viewshed analysis.
[2] Special Management Area relevant values override sensitivity attitude, use and volume factors.
[3] Locations of intact portions of the NHT not determined.

4.4 Representative Viewpoints

A total of 19 KOPs were identified and selected to provide a comprehensive set of assessment locations that represent typical views from major developed areas, high visibility/use volume travel corridors, residential clusters, recreation areas, and restrictive (e.g., VRM Class 2) visual management designations. From these 19 KOPs, five have been selected for the development of photo simulations. Key Observation Points are shown on Appendix E3. Table 6 provides a summary of the KOPs, the rationale for selection, and notation of which KOPs photo simulations have been developed.

TABLE 6 KEY OBSERVATION POINTS

KOP NAME[1]	KOP CATEGORY/ VIEWER GROUP	SENSITIVITY	RATIONALE FOR SELECTION	PHOTO SIMULATION[2]
KOP 1 - S29-Fisher Road	Residential	High	Significant local travel corridor and rural residential cluster	No
KOP 2 - W Wahl East	Residential	High	Rural residential cluster	No
KOP 3 - El Centro: W McCabe Rd	Residential/Travel	High	Significant local travel and views from southern El Centro	No
KOP 4 - Heber: W Black Hills-Wild Horse Drive	Residential	High	Views from potential High Impact residential area north Heber	No
KOP 5 - Heber: E Fawcett Drive and Heber Ave	Residential	High	Views from south Heber/residential	No
KOP 6 - Calexico: Meadows Rd-Paseo Del Ocaso	Residential	High	Views from north Calexico residential area	Yes
KOP 7- Heber Dunes SRVA	Recreational	High	Main use area of state park where visual impacts are expected	Yes
KOP 8- SH 98	Travel	Moderate	Among highest use volume travel corridor	No
KOP 9- Dunebuggy Flats	Recreational	High	BLM VRM Class II area of concern/recreational staging/camping area and VRM Class II	No
KOP 10- Buttercup Campground	Recreational	High	BLM VRM II area of concern - Recreational staging/camping area and VRM Class II	Yes
KOP 11- Interstate 8	Travel	Moderate	Highest volume travel corridor in Project Study Area	Yes
KOP 12 - Barney Oldfield Rd	Travel/Recreational	Moderate	Cargo Muchacho Mt area access, high scenic quality area, cultural resource	No
KOP 13- VRM CLASS II	Recreational	High	BLM VRM Class II area of concern	No

KOP NAME[1]	KOP CATEGORY/ VIEWER GROUP	SENSITIVITY	RATIONALE FOR SELECTION	PHOTO SIMULATION[2]
KOP 14- 11th St	Residential	High	Tribal residential area	No
KOP 15- Betty's Kitchen Watchable Wildlife Area	Recreational	High	Designated viewing and recreation area	Yes
KOP 16- Mittry Lake Recreational Area	Recreational	High	Recreation Area with High Project visibility	Yes
KOP 17- County Highway S24 (Imperial Dam Road)	Recreational	High	BLM VRM Class II area of concern	Yes
KOP 18- 7 1/2 Rd.	Residential	High	Residential area and significant travel corridor from Yuma to Mittry Lake area with potential views of Project.	Yes
KOP 19- Yuma Lakes RV Resort	Residential/ Recreational	High	Resort/residential area with high Project visibility	Yes

[1] See Appendix B for photos.
[2] See Appendix C for photo simulations.

4.5 Agency Visual Management

As shown on Appendix E2, VRI Classes in the Project Study Area are VRI Class II and Class II, with minimal areas of VRI Class IV. The general locations are as follows:

- VRI Class II: Little Picacho Wilderness, Mittry Lake and surrounding areas, Imperial Sand Dunes and East Mesa.
- VRI Class III: Mittry Lake, Imperial Sand Dunes and East Mesa, Yuha Buttes and Yuha Desert.
- VRI Class IV: East Mesa, Laguna Mountains, Cargo Muchacho Mountains, and surrounding the City of Yuma.

As shown in Appendix E2, VRM Classes in the Project Study Area range from VRM Class I to Class IV, with general locations as follows:

- VRM Class I: Little Picacho Wilderness.
- VRM Class II: Portions of Mittry Lake, Laguna Mountains, Imperial Sand Dunes, Yuha Buttes and Yuha Desert (west).
- VRM Class III: East Mesa (east), Cargo Muchacho Mountains and surrounding desert, west of Mittry Lake, Laguna Mountains north of North Gila Substation.
- VRM Class IV: East Mesa (west), Yuha Buttes and Yuha Desert around Imperial Substation, I-8 corridor through Imperial Sand Dunes.

5.0 IMPACT ASSESSMENT METHODS

5.1 Introduction

Because the Project components potentially affect lands under the jurisdiction of multiple agencies and the analysis contained in this report must be consistent across all alternatives in accordance with NEPA, CEQA and CEC guidelines, the impact assessment is based on the BLM VRM system 8400 series, industry-accepted visual resource impact methodologies used on numerous extra-high voltage transmission line projects, and the Proponent's environmental consultant's experience in conducting visual impact analysis for extra-high voltage transmission lines. This method evaluates anticipated vegetation, landform and structure contrast levels based on land cover data and vegetation visual characteristics, slope, clearing and grading requirements, the presence of existing infrastructure, anticipated access road construction requirements, and Project design and engineering characteristics. These contrasts are compared against visibility and distance (zones) using BLM Manual 8431 and Project-level distance zones, viewing location concern/sensitivity levels, inherent scenic quality, and agency visual management classes.

An impact model as described below was used to determine initial impacts and to uniformly and consistently evaluate impacts across all alternatives for comparative purposes. Impacts were evaluated on scenic quality or compatibility with developed landscape character types, sensitive viewers, and agency management objectives based on Project contrast, visibility and distance, viewing variables, and the implementation of Applicant Proposed Measures (APM) and consideration of potential mitigation measures (see Section 6.3).

This method evaluates anticipated vegetation, landform and structure contrast levels based on land cover data and vegetation visual characteristics, slope, clearing and grading requirements, the presence of existing infrastructure, anticipated access road construction requirements, and Project design and engineering characteristics. These contrasts are compared against visibility and distance (zones) using Project-level distance zones, viewing location sensitivity levels, inherent scenic quality, and agency visual management classes.

5.2 Visual Contrast

Visual change is described in terms of contrast, which is affected by visibility, distance and the aspects of the Project that bring about change in the landscape such as the introduction of structure and conductor wires, access roads, work areas, equipment, and other Project features. For this project, landscape contrast was combined with structure contrast to determine overall contrast along segments of the Project centerline. Project contrasts were assigned one of the five following contrast levels: weak (W), weak-moderate (WM), moderate (M), moderate-strong (MS), and strong (S).

- Weak – contrast is discernible (visible) but subordinate (does not attract attention) in the landscape
- Weak-Moderate – contrast begins to attract attention and is moderately subordinate in the landscape
- Moderate – contrast attracts attention but is co-dominant in the landscape

» Moderate-Strong – contrast begins to demand attention and is still moderately dominant in the landscape

» Strong – contrast demands attention and strongly dominates the landscape

5.2.1 Landscape Contrast

Landscape contrast was determined by combining vegetation groups based on LandFire Existing Vegetation Cover (United States Department of Agriculture 2025) data with Project slope as determined along the assumed centerlines. Table 7 summarizes the vegetation groupings based on a hierarchy of expected visual contrast where vegetation clearing would produce changes in the landscape. For example, removal of Group 1 vegetation or cover (e.g., grassland dominated, developed) would be expected to cause moderate to weak vegetation contrasts due to the low growing, uniform, fine textured visual attributes associated with the cover group that would likely cause weaker levels of contrast when disturbed. Conversely, strong-to-moderate vegetation contrasts would be expected where visually complex, course-textured, dominant-overstory vegetation removal necessary as a result of Project construction would likely contrast with adjacent intact areas after construction. When combined with the potential grading necessary in steeper slope areas, Landscape Contrasts (Table 8) can be predicted.

TABLE 7 VEGETATION GROUPS-IMPACT MODEL

GROUP	VEGETATION/COVER TYPE[1]
1	Agriculture
2	Barren; sand dune; developed, water
3	Shrub- (e.g., Desert Scrub; Desert Wash)
4	Overstory Woodland/Forest

[1] Based on LandFire Existing Vegetation Cover (United States Department of Agriculture 2025).

TABLE 8 LANDSCAPE CONTRAST IMPACT MODEL

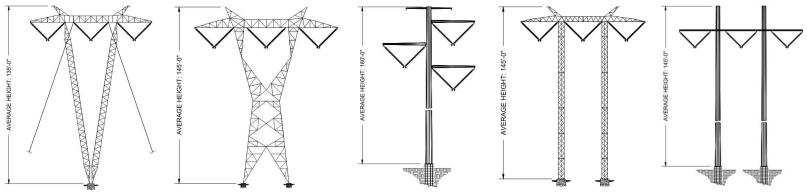
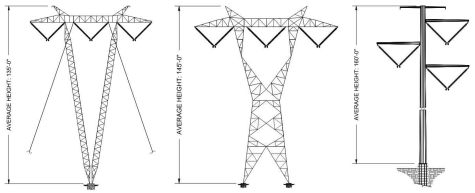
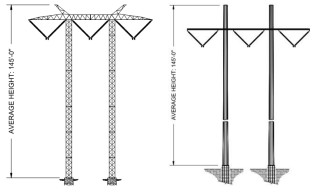
VEGETATION GROUP	SLOPE			
	0 TO 9.99%	10% TO 19.99%	20% TO 34.99%	35%+
1-Agriculture	*W*	*W*	*W*	*W*
2-Barren; sand dune; developed, water	*W*	*W*	*WM*	*WM*
3-Shrub (e.g., Desert Scrub; Desert Wash)	*M*	*M*	*MS*	*S*
4-Overstory Woodland/Forest	*S*	*S*	*S*	*S*

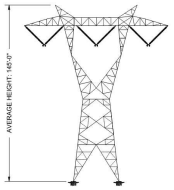
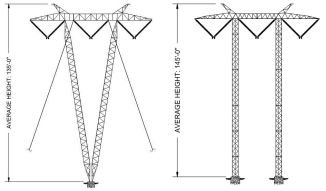
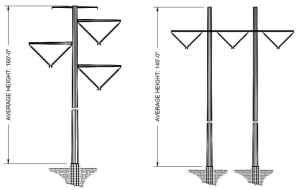
S= strong; MS=moderate-strong; M=moderate; WM=weak moderate; W=weak.

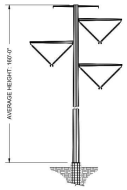
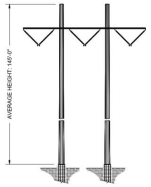
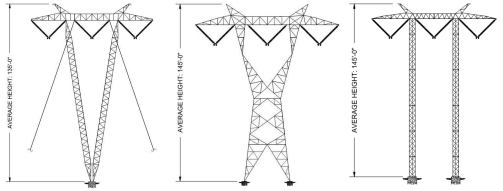
5.2.2 Structure Contrast

Structure contrast is determined as shown in Table 9 and is assigned along the centerline. Strong structure contrasts are expected wherever 500-kV guyed-V lattice or other proposed structures are introduced in a landscape that has no similar feature. Conversely, the introduction of a 500-kV guyed-V lattice or other proposed structure that parallels a similar existing transmission line or feature would cause weaker contrasts than those described above. The Landscape Contrasts are combined with Structure Contrasts to determine Project contrasts (Table 10).

TABLE 9 STRUCTURE CONTRAST-IMPACT MODEL

EXISTING CORRIDOR (PARALLELLED WITHIN 1,200 FEET [TYP. SPAN])	PROPOSED STRUCTURE	STRUCTURE CONTRAST
A No existing transmission	LGV, LTT, TMT, LHT/THT 	S
B Existing 161 kV (H-Frame) 	LGV, LTT, TMT 	S
	LHT/THT 	M

EXISTING CORRIDOR (PARALLELLED WITHIN 1,200 FEET [TYP. SPAN])	PROPOSED STRUCTURE	STRUCTURE CONTRAST
C Existing 500 kV (Lattice) 	LTT 	W
	LGV, LHT 	WM
	TMT, THT 	MS

EXISTING CORRIDOR (PARALLELLED WITHIN 1,200 FEET [TYP. SPAN])	PROPOSED STRUCTURE	STRUCTURE CONTRAST
D Existing 500 kV (Monopole) 	TMT 	W
	THT 	M
	LGV, LTT, LHT 	MS

S= strong; MS=moderate-strong; M=moderate; WM=weak moderate; W=weak

TABLE 10 OVERALL PROJECT CONTRAST IMPACT MODEL

STRUCTURE CONTRAST	LANDSCAPE CONTRAST				
	Weak	Weak-Moderate	Moderate	Moderate-Strong	Strong
Weak	*W*	*WM*	*M*	*MS*	*S*
Weak-Moderate	*WM*	*WM*	*M*	*MS*	*S*
Moderate	*M*	*M*	*M*	*MS*	*S*
Moderate-Strong	*MS*	*MS*	*MS*	*MS*	*S*
Strong	*S*	*S*	*S*	*S*	*S*

[1] Potentially reduced to Less than significant with mitigation.
[2] Not likely to be reduced to less than significant with mitigation.

5.2.3 Distance Zones

Consistent with Manual H-8410-1 (BLM 1986b), landscapes are subdivided into three distance zones based on relative visibility from KOPs. The three distance zones are foreground-middleground (0 to 5.0 miles), background (5.0 to 15 miles), and seldom seen (greater than 15 miles) distance zone utilized by the BLM are used to establish VRI and VRM Classes for managed lands.

Project-specific distance zones were developed to quantify visibility specifically associated with the Project (i.e., 500-kV transmission lines and associated access roads). Project-level distance zones were developed based on existing, similarly scaled facilities in comparable landscapes and a review of agency-approved (BLM) visual resource assessments relating to 500-kV facilities.

For this Project, the following distance zone were established:

- 0 to 1,000 feet: Immediate Foreground (IFG)
- 1,000 feet to 0.5 mile: Foreground (FG)
- 0.5 miles to 2.0 miles: Middleground (MG)
- Beyond 2.0 mile: Background (BG)

5.3 Viewshed Analysis and Impacts

When combined with sensitivity level (high and moderate) and visibility based on Project-specific distance zone or scenic quality class, Project contrast determined initial impacts along the modified route centerline. Table 11 shows the initial impact level of the transmission line for high-concern viewers and Table 12 shows the initial impact level for moderate-concern viewers. Table 13 provides the anticipated initial impact levels on scenic quality relative to Project contrast level. For example, moderate-strong Project contrast seen in the foreground would yield a moderate-high impact for high sensitivity viewers, but the same contrasts viewed at the same distance for moderate concern viewers would yield a slightly lower moderate initial impact.

Similarly, scenic quality impacts resulting from moderate-strong Project contrast crossing a Class A landscape would result in a high initial impact.

Potential impacts (low, moderate, or high) were recorded into a data table in 1/10-mile increments along the length of each link (see Appendix D). The assigned impact levels were determined by evaluation of the results for scenic values, residential, and sensitive viewpoints. Other variables or impact modifiers, such as viewer orientation, Project location in relation to the viewer, and nature of development context, were also evaluated to obtain the overall impact levels. Where appropriate, impact modifiers, and APMs (see Section 6.2.3) were recognized and also incorporated to reflect final impact levels; impact modifiers and APMs were not assumed to be effective in the immediate foreground from moderate and high sensitivity viewers. Modifiers were considered to reduce impact levels (from H to MH, MH to M, M to ML, and ML to L) under the following conditions: views are fully or partially obscured by buildings and/or structures; views are oriented away from the Project; use levels or view expectations are consistently very low; and development context (commercial, industrial, infrastructure, etc.) is compatible with the Project and not degrading.

Impact levels are defined as high, moderate, or low. Significant impacts related to visual resources would be the result of high impacts from the Project that cannot be mitigated effectively. For this analysis, impacts also may be categorized as an intermediate value between high/moderate, and moderate/low (e.g., moderate-high, moderate-low) depending on sensitivity, visibility, and Project contrast. Impact levels are defined as follows:

- High Impact – High visual impact would result from strong, strong-moderate or moderate contrasts in Class A scenic quality landscapes and strong contrasts in Class B landscapes. High impacts would also occur as a result of strong Project contrasts being viewed in the immediate foreground or foreground of high and moderate sensitivity viewers, and strong contrasts seen in the middleground of high sensitivity viewers. High impacts would also occur as a result of strong-moderate Project contrasts being seen in the immediate foreground or foreground of high sensitivity viewers, and in the immediate foreground of moderate sensitivity viewers. High impacts would also result from moderate contrasts being seen in the middleground by high sensitivity viewers
- Moderate Impact – Moderate potential visual impacts would result from moderate-weak or weak contrasts in Class A scenic quality landscapes, from strong-moderate or moderate contrasts in Class B landscapes, and from strong or strong-moderate contrasts in Class C landscapes. Moderate impacts would also occur as a result of strong contrasts being seen in the background of high sensitivity viewers, or in the middleground or background of moderate sensitivity viewers.
- Low Impact – Low potential visual impacts would result from moderate weak or weak contrasts in Class B scenic quality landscapes or moderate, moderate-weak or weak contrasts in Class C landscapes. Low impacts would result from weak contrasts being viewed in the foreground of high sensitivity viewers, or in the immediate foreground of moderate sensitivity viewers.

TABLE 11 INITIAL IMPACT LEVEL/SIGNIFICANCE - HIGH SENSITIVITY

PROJECT DISTANCE ZONE	PROJECT CONTRAST				
	Weak	Weak-Moderate	Moderate	Moderate-Strong	Strong
Immediate Foreground (IFG) 0 to 999 feet	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant	High Impact/Significant[1]	High Impact/Significant[2]
Foreground (FG) (1,000 feet to 0.499 mile)	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant	High Impact/Significant[1]
Middleground (MG) (0.5 miles to 1.99 miles)	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant
Background (BG) (beyond 2.0 miles)	Low Impact/Not Significant	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant

[1] Potentially reduced to Less than significant with mitigation.
[2] Not likely to be reduced to less than significant with mitigation.

TABLE 12 INITIAL IMPACT LEVEL/SIGNIFICANCE - MODERATE SENSITIVITY

PROJECT DISTANCE ZONE	PROJECT CONTRAST				
	Weak	Weak-Moderate	Moderate	Moderate-Strong	Strong
Immediate Foreground (IFG) 0 to 999 feet	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant	High Impact/Significant[1]
Foreground (FG) (1,000 feet to 0.499 mile)	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant
Middleground (MG) (0.5 miles to 1.99 miles)	Low Impact/Not Significant	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant
Background (BG) (beyond 2.0 miles)	Low Impact/Not Significant	Low Impact/Not Significant	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant

[1] Potentially reduced to Less than significant with mitigation.
[2] Not likely to be reduced to less than significant with mitigation.

TABLE 13 SCENERY IMPACT MODEL

SCENIC QUALITY CLASS	PROJECT CONTRAST				
	Weak	**Weak-Moderate**	**Moderate**	**Moderate-Strong**	**Strong**
A	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant	H	H
B	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate-High Impact/ Potentially Significant	H
C	Low Impact/Not Significant	Low Impact/Not Significant	Low-Moderate Impact/Not Significant	Moderate Impact/Adverse but less than Significant	Moderate Impact/Adverse but less than Significant
Developed (see Table 14)	-	-	-	-	-

[1] Potentially reduced to Less than significant with mitigation.
[2] Not likely to be reduced to less than significant with mitigation.

TABLE 14 LANDSCAPE CHARACTER COMPATIBILITY MODEL

LCU	PROJECT CONTRAST				
	Weak	**Weak-Moderate**	**Moderate**	**Moderate-Strong**	**Strong**
Rural Residential/Agricultural; Residential;	Low Impact/ Compatible	Moderate Impact/ Compatibility	Moderately-High Impact/ Moderately-Low Compatibility	High Impact/ Low Compatibility	High Impact/ Low Compatibility
Mixed Urban/Suburban Development	Low Impact/ Compatible	Low Impact/ Compatible	Moderately Low Impact/ Moderately-High Compatibility	Moderate Impact/ Compatibility	Moderate Impact/ Compatibility
Utility Solar/Industrial	Low Impact/ Compatible	Low Impact/ Compatible	Low Impact/ Compatible	Low Impact/ Compatible	Moderately Low Impact/ Moderately-High Compatibility
Riparian/Desert/ Mountains/ Foothills/Dunes	Moderate Impact/ Compatibility	Moderately Low Impact/ Moderately-High Compatibility	Moderate Impact/ Compatibility	Moderately-High Impact/ Moderately-Low Compatibility	High Impact/ Low Compatibility

5.4 Land Use Plan Consistency

5.4.1 BLM

BLM VRM classifications and associated objectives define the levels of acceptable visual change (contrast) allowed on BLM-administered land as previously discussed. Compliance with VRM classifications was determined by a contrast analysis from viewing locations and KOPs (see Appendix B). For example, a strong Project contrast would be compliant in a VRM Class IV objective area, because "the level of change to the characteristic landscape can be high," or management activities may contrast strongly with the existing character of the landscape. Similarly, in a Class III objective VRM area, "change to the characteristic landscape should be moderate." Therefore, moderate Project contrast seen from the foreground resulting from management activities of the Project would be compliant. Class II VRM objectives allow for weak Project contrast, or a "low level of change" in the landscape; strong or moderate contrasts seen in the middleground, foreground, or immediate foreground may not be consistent with the VRM Class II objective.

TABLE 15 BLM VRM CLASS CONSISTENCY

VRM CLASS	PROJECT CONTRAST				
	Weak	Weak-Moderate	Moderate	Moderate-Strong	Strong
II	Yes	Yes	No	No	No
III	Yes	Yes	Yes	No	No
IV	Yes	Yes	Yes	Yes	Yes

5.4.2 Local Plans

Each local plan goal, objective, and/or standard was compared with anticipated Project contrast, scenic quality impact and LCU compatibility to determine potential consistency with the stated goal, objective, and/or standard.

5.5 Photography and Photo Simulations

Photographic simulations were created to depict Project components and their potential changes to the existing landscape condition. The simulations were used to determine the level of contrast between the existing landscape and the expected landscape after the Project is implemented. Of the 19 KOP locations selected for the analysis, nine KOPs were selected for development of simulations to demonstrate how the constructed Project would appear to future viewers (see Appendix C).

Photo collection was conducted during the field visit. Photos were taken from each KOP using a Canon 5D Mark IV 50-millimeter digital camera, with the following conditions documented including:

» GPS coordinates (latitude/longitude)

- Date, Time of Day
- Atmospheric conditions
- Viewing Direction

The simulations were created using Esri's ArcMap GIS software, Autodesk 3D Studio Max®, and rendering and Photoshop software. To create the simulations, the location data captured by the GPS device were transferred to ArcMap, where it was combined with GIS data of the preliminary layouts of Project components and facilities. The data were exported at true scale and imported into 3D Studio Max®. Using this scaled data as a base, 3D models of the Project were created to scale. These 3D models of the Project features, previously modeled to scale in 3D Studio Max®, were added in their appropriate locations and elevations. The views from the existing digital photographs were then matched in the 3D model using virtual cameras with the same focal length and field of view as the digital single-lens reflex camera setting. After date- and time-specific lighting was added to the 3D model, renderings from the virtual cameras were created. These renderings were then blended into the existing conditions photographs in Adobe Photoshop software. Any necessary modifications to the existing landscape (such as removal of trees) were completed in Photoshop as well. This process of creating a 3D model at true scale and rendering images using the same specifications used by the camera ensures that the spatial relationships of the landscape, Project features, and viewer perspective are accurate and match the existing site photographs.

6.0 IMPACT ASSESSMENT RESULTS

6.1 Impact Types

The following impacts could occur as a result of the construction and operation of the Project. Applicable impacts are for each alternative are described in Sections 6.2 through 6.12. Impacts unique to Project segments are discussed in the respective sections. APMs used to reduce visual impacts as described in Section 6.3 are discussed as applicable in Sections 6.2 through 6.12.

6.1.1 Construction

Impact VIS-1 (Construction): Construction activities would result in visual contrasts due to the presence of equipment, vehicles, materials, workforce, fugitive dust, and generation of waste and trash.

Construction of the Project would cause temporary visual effects due to the presence of equipment, vehicles, materials, and workforce. These effects would occur throughout the Project Study Area. Construction would involve the use of cranes, heavy construction equipment, temporary storage and office facilities, and temporary laydown/staging areas. Structure contrasts would be variable and dependent on the scale and finishes of the equipment. The presence of these activities and equipment would cause structure contrasts and would affect sensitive viewers from travel corridors, recreation areas, and residential areas. The duration of these specific construction activities that require the presence of equipment, such as work area and access road preparation, structure erection and conductor stringing would take place over several days in any specific structure location. Temporary laydown/storage area contrasts would occur over a longer duration depending on the number and size of each site to service construction activities, and the presence of office buildings and facilities resulting in structure contrast could potentially occur over the temporary construction duration.

Impact VIS-2 (Construction): *Construction could result in visual contrast associated with fugitive dust, waste, and trash.*

Grading activities for the construction of specific sites, access roads, and spur roads have the potential to generate dust clouds, creating visual contrast that can degrade the visual quality of in the viewshed of the construction area. Also, during construction, there is the potential for trash and food-related waste to be discarded inappropriately at construction sites and then be transported by wind and/or animals across the landscape, resulting in additional visual contrast and degradation of landscape quality and character.

Impact VIS-3 (Construction): Construction activities could require nighttime lighting which could cause undesirable night light effects.

Construction activities could take place at night, which could result in temporary adverse night lighting visual effects because a significant portion of all alternative cross area where there is limited or no artificial light sources. Lighting impacts could occur at greater distances than Project contrasts due to atmospheric diffusion and existing relative dark-sky condition of much of the Project Study Area. Temporary lighting may also be necessary during emergency or maintenance activities. No permanent lighting for operation is anticipated for the Project.

6.1.2 Operation

Impact VIS-4 (Operation): The presence of transmission structures would result in the industrialization of the landscape or change existing character.

Along significant portions of all Project Alternatives, the landscape is undeveloped or has limited developed features within the viewshed. Rural agricultural areas dominated by cropland, farming operations, and isolated rural residences, intact sand dunes, mountain ranges and foothills, open water, wetland and riparian areas, and desert shrubland where there is no significant built features, utility generation and transmission development, or other industrial facilities are most susceptible to industrialization brought on by the operation and presence transmission line infrastructure.

Impact VIS-5 (Operation): *Project components would result in visual contrasts due to vegetation removal that would result in vegetation change and scarring of the landscape.*

Areas of vegetation removal would remain visible from various vantage points for an extended period after the conclusion of construction activities because revegetation of areas in arid and semi-arid environments where the Project would be located can be difficult and generally of limited success.

Impact VIS-6 (Operation): *Project components would result in visual contrasts due to grading and earthwork activities that would result in landform change and scarring of the landscape.*

Areas of ground surface disturbance as a result of road building, work area grading, and other earthwork activities would result in exposed underlying soils that would produce potentially strong color, line, and texture contrasts. Due to the extended length of construction and the slow pace of revegetation in the Project Study Area, this impact and the visual contrast created could appear prominent from some viewing locations for many years, and cause Moderate to High levels of visual impact, which could result in significant visual effects. The Project's prominent visual contrast associated with vegetation removal can be reduced through the implementation of APM-AES-01 (Minimize Vegetation Removal).

Impact VIS-7 (Operation): Project features could result in the installation of reflective surfaces or additional light sources, which could cause undesirable glare effects.

It is anticipated that some construction activity could take place at night, which could result in adverse night lighting visual effects given the minimal lighting along Project route within the rural agricultural landscape. Also, galvanized steel is initially very reflective if untreated. There is also potential for daytime (or nighttime) glare off of the Project's structures that could cause visual glare. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area.

Impact VIS-8 (Operation): The presence of Project components would conflict with agency visual management objectives.

Project contrasts as seen from sensitive viewpoint and KOPs in some cases would conflict with Class III and Class IV VRM as established by the BLM. Typically, moderate to strong contrasts created by VIS-4, VIS-5, VIS-6 and VIS-7 as seen in the immediate foreground and foreground would not comply with VRM Class II areas. Similarly, strong contrasts created by VIS-4, VIS-5,

VIS-6 and VIS-7 as seen in the immediate foreground and foreground would not comply with VRM Class III areas in isolated areas. Portions of these impact areas coincide with federally designated utility corridors (WWEC) which may reduce the impact significance of Project VRM conflicts depending on the NEPA-action required for a change in VRM within affected corridors. These conflicts may result in having to amend applicable BLM Resource Management Plans or implement a plan maintenance action to allow for the operation of the Project.

Portions of Project alternatives would also potentially conflict with Imperial County General Plan Conservation and Open Space Element-Goal 7, which seeks to preserve, protect and enhance the aesthetic character of the regional environment for residential, commercial, recreational, and tourist activity. These areas typically coincide with rural agricultural and undeveloped desert character areas that are not substantially influenced by the presence of existing utility or other visual deviations that detract from the overall visual quality of the setting.

6.2 Project Alternative Impacts

6.2.1 Introduction and Alternative Impact Summary

Sections 6.2.2 through 6.2.12 includes an analysis of Segment Alternative, summarizing overall impacts and those related to CEQA significance criteria. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to each Segment Alternative. Table 16 summarizes potential impacts of all alternatives detailed in Appendix D impact results. Impacts from each KOP are provided in the CEQA Significance section below.

TABLE 16 IMPACT SUMMARY

DATA CATEGORY	ALTERNATIVE ROUTE (MILES)										
	Segment 1				Segment 2		Segment 3				
	1A	1B (PR)	1C	1D	2 (PR)	2A	3	3A	3B	3C (PR)	3D
Route Length	45.9	37.4	35.3	36.3	20.5	20.7	26.8	29.7	27.0	28.7	28.7
SQ Class											
B	10.7	10.3	9.8	10.3	0.4	0.5	0.6	0.5	0.8	0.8	0.8
C	17.6	22.5	20.8	21.4	19.9	19.9	2.4	4.3	2	2.3	2.3
Visibility-KOP											
IFG	0.4	0.3	0.3	0.3	0.4	0	0.1	0.5	0	0.4	0.4
FG	1.7	2.2	3.1	2.2	0.7	1.6	2.1	0.6	0.4	1.1	1.1
MG	14.4	14.8	16.4	17.3	6.3	5.8	12.7	8.7	16	16	14.9
BG	27.9	19.2	13.7	14.6	12.9	13	12.1	19.9	10.8	11.5	12.6
NS	1.7	1	1.8	2	0	0	0	0	0	0	0
Visibility-High Sensitivity											
IFG	4.5	3.3	9	8.6	6.4	4.2	3.2	7.3	4.3	5.7	5.7
FG	10	7.6	7	7	4.2	8.7	9.3	11.5	11	9.7	10.3
MG	27.4	22.8	17.1	18.6	9.7	6.9	14.5	10.9	11.9	13.6	13
BG	4.2	3.8	2.2	2.2	0	0.6	0	0	0	0	0
NS	0	0	0	0	0	0	0	0	0	0	0
Visibility-Moderate Sensitivity											
IFG	5.9	4.4	3.5	3.5	10.3	3.5	3.3	3.5	10.6	8.6	6
FG	10	7.7	7	7	0.4	10.5	5.5	5.7	8.9	4.8	5.4
MG	15.7	11.6	11.5	11.5	9.6	6.4	12.3	13	5.9	14.8	16.8
BG	14.5	13.8	13.2	14.4	0	0	5.9	7.5	1.8	0.8	0.8
NS	0	0	0.1	0	0	0	0	0	0	0	0
Project Contrast (Miles)											
S	42.2	33.6	31	32.1	20.3	19.1	3.8	29.1	27	18.5	15.4
MS	1.4	1.4	1.4	1.4	0	0	0.1	0	0	0.2	0.2
M	1.2	1.2	1.5	1.5	0	1.1	9.6	0.6	0.2	3	3.9
MW	0	0	0	0	0	0.2	0	0	0	0	0
W	1.3	1.3	1.4	1.4	0	0	13.5	0	0	7.3	9.5
BLM VRM Class											

DATA CATEGORY	ALTERNATIVE ROUTE (MILES)										
	Segment 1				Segment 2		Segment 3				
	1A	1B (PR)	1C	1D	2 (PR)	2A	3	3A	3B	3C (PR)	3D
II	7.7	4.5	4.5	4.5	1.1	0.5	0	0	0	0	0
III	25.3	25	22.8	23.9	8.9	0.2	0.2	3	0.2	0.2	0.2
IV	4.3	4.3	4.3	4.3	5.3	2.6	0.4	0.9	0.6	1.9	1.9
BLM VRM Compliance											
Non-Compliant	13	10.9	13.6	13.2	5.4	0.2	0.2	2.8	0.2	0.2	0.2
Compliant	24.3	22.9	18	19.5	9.9	3.1	0.4	1.1	0.6	1.9	1.9
Final Impacts											
H	11.4	9.9	13.8	13.4	15.6	12.2	1.8	8.7	12.3	10.6	7.5
MH	21.2	14.1	12.5	13.9	0.4	4.4	3.5	20.3	14.9	8.9	9.4
M	7.1	7.1	4.1	4.2	4.3	2.3	7.4	0.7	0	1.6	2
ML	4.2	4.2	2.6	2.6	0	0.2	0.5	0	0	0.3	0.3
L	2.2	2.2	2.3	2.3	0	1.3	13.8	0	0	7.6	9.8

NOTES:
Numbers have been rounded for presentation purposes. Totals may not reflect the sum of the addends.
[1] Project distance zones where used for the purposes of impact analysis differ from agency defined distance zones.
S=Strong; MS=Moderate-Strong; M=Moderate; WM=Weak-Moderate; W=Weak; N=Negligible/No Contrast
H=High; MH=Moderate-High; M=Moderate; ML=Moderate-Low; L=Low
IFG=Immediate Foreground; FG=Foreground; MG=Middleground; BG=Background; NS=Not Seen

6.2.2 Impact Results: Segment Alternative 1A

Impact Summary

Scenic Quality/Visual Character Impacts

Most of the visual character of Alternative 1A includes desert foothills (SQRU 4/LCU 7), Mittry Lake riparian/wetlands (SQRU 8/LCU 13), Sonoran desert (SQRU 2/LCU 8), desert mountains (SQRU 3/LCU 9), and sand dune (SQRU 1/LCU 12) landscapes that have the existing SWPL transmission line influencing the visual quality and character along portions of the site (see Appendix E1). Approximately 10.7 miles of Alternative 1A crosses Class B landscapes, and 17.6 miles crosses Class C landscapes. A portion of Alternative 1A (approximately 13 miles) deviates from the SWPL corridor and traverses natural landscapes that are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes is strongly influenced by the presence of existing transmission line structures along the remaining portion of the alternative. High and moderate-high initial impacts in areas of strong Project contrast in Class B SQRU landscapes are present for approximately 27.0 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and recreational areas in and around Mittry Lake, Senator Wash, and the Imperial Sand Dunes Recreational Area (KOP 9, KOP 10,17, KOP 18, KOP 19). Visual impact VIS-4, VIS-5, VIS-6 and VIS-7 would occur where the Project deviates from the existing SWPL transmission line. Middleground views from the Yuma Lakes RV Resort where weak to moderate contrasts would be viewed would occur and the existing SWPL transmission line would be seen in the viewshed (see Appendix B and Appendix C, KOP 19). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Laguna Dam Road, Levee Road/S24, Picacho Road, Ogilby Road). The high sensitivity Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route would also be crossed. For approximately 5.5 miles, Alternative 1A parallels the moderate sensitivity I-8 within the foreground and immediate foreground. Approximately 14.5 miles of immediate foreground and foreground views from high sensitivity viewers causing 12.8 miles of high and moderate-high impact, and approximately 15.9 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 14.4 miles of high and moderate-high impact would occur for Alternative 1A where Project contrast is strong.

The Picacho ACEC, holding includes scenic relevant and important values, is crossed by Alternative 1 A for approximately 13.2 miles. Strong Project contrasts would occur along most of Alternative 1A within the ACEC except where it parallels the SWPL transmission line for approximately one mile on the east end of the ACEC, causing high impacts on important scenic values.

Agency Management

Alternative 1A crosses 2.7 miles of VRM Class II where immediate foreground and foreground views of strong or moderate contrasts would occur and the Project would be non-compliant with the designation. Alternative 1A also crosses 10.3 miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the

Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains and expansive dune landscapes where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1A would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

Less than significant impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes, such as the Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. However, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1A would not substantially affect the number of unimpeded views throughout the Project Study Area and impacts on scenic vistas during construction would be less than significant under this criterion.

Overall Project

Less than significant impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area in California and Arizona due to unimpeded views of the moderately-high scenic value (e.g., Class B) where no existing transmission facilities affect those views. Therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1A would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in some locations within the Alternative 1A Project Study Area where views of the surrounding mountains and the west side of Mittry Lake occur and where existing transmission does not dominate the viewshed. A portion of Alternative 1A would be located adjacent to existing utility ROWs that include existing high voltage transmission structures. Views of the surrounding mountains and Mittry Lake area landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed and where VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur. The operation of

Alternative 1A would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 1A would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors) and distance at which those views would occur. Following construction of Alternative 1A, routine operation and maintenance (O&M) activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A within Arizona, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in some locations within the Alternative 1A Project Study Area where views of the surrounding mountains and the east side of Mittry Lake occur and where existing transmission does not dominate the viewshed. A portion of Alternative 1A north of North Gila Substation would be located adjacent to existing utility ROWs that include existing high voltage transmission structures. Views of the surrounding mountains and Mittry Lake area landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed and where VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur. The operation of Alternative 1A would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 1A would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors) and distance at which those views would occur. Following construction of Alternative 1A, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Overall Project

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1A within Arizona or California, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0. Views of the surrounding mountains and Mittry Lake area landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed and where VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur. The operation of Alternative 1A would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 1A would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors) and distance at which those views would occur. Following construction of Alternative 1A, routine O&M activities would not prevent public views of areas that are unofficially valued for their

scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1A Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 1A construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the

installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14), motorists (KOP 11, KOP 12, KOP 17), and recreation site users (KOP 9, KOP 10). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

Less than Significant Impact. Alternative 1A construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 18, KOP 19), motorists, and recreation site users (KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Overall Project

Less than Significant Impact. Alternative 1A construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14, KOP 18, KOP 19), motorists (KOP 11, KOP 12, KOP 17), and recreation site users (KOP 9, KOP 10, KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 1A crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project

would be non-compliant with the designation. The implementation of APM-AES-03 (use non-specular conductors) and APM-AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9 and KOP 10) would generally be from the foreground and middleground. Typically, Alternative 1A is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Similarly, for views from recreational sites in the eastern Mittry Lake and Senator Wash camping and recreational areas of California, Alternative 1A does not parallel the existing SWPL transmission line, and strong Project contrasts would occur. In these areas, the implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1A and seen in the foreground and immediate foreground. These corridors include I-8, Ogilby Camp Recreation Destination Route, Ogilby Road, Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route, Picacho Road, and Levee Road/S24 and cross in LCUs that generally have low compatibility with transmission facilities. However, with the exception of Levee Road/S2, these crossings and parallel viewing conditions would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, Adverse but less than Significant impacts would occur due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 1A compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

KOP 10. Less than Significant Impact with Mitigation. The existing condition of KOP 10 is primarily of a dune landscape strongly influenced by recreational and utility facility development (SQRU 1/LCU 12). From this high sensitivity KOP, Alternative 1A is approximately 0.6 miles to the northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV as seen from this KOP. The existing SWPL transmission line as seen in the foreground contributes to the visual character of the site and

surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. With the implementation of AM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (use non-specular conductors) and APM-AES-04 (use dulled/self-weathering finish), the character of the site would be minimally affected, and the project would be in conformance with VRM Class IV objective.

KOP 11. Less than Significant Impact. The existing condition for KOP 11 as shown in Appendix B is primarily of a dune landscape strongly influenced by transportation and utility facility development (SQRU 1/LCU 12). From this moderate sensitivity KOP, Alternative 1A is approximately 0.5 miles to the north and northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV in the immediate foreground and foreground, and Class III in the middleground as seen from this KOP. The existing SWPL transmission line is seen in the foreground and middle contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected and the Project would be in compliance with VRM Class II and Class III.

KOP 12. Less than Significant Impact. The existing condition for KOP 12 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1A is over 1.6 miles to the north, would be partially screened by the Cargo Muchacho Mountains, and would be seen in the background. The existing SWPL transmission line as seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.

KOP 13. Significant Unavoidable Impacts. The existing condition for KOP 13 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1A is over 0.4 miles to the north and would be seen in the foreground and in the skyline. Although the existing SWPL transmission line as seen in the foreground contributes to the visual character of the site and surroundings, the Project would cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of APM-AES-03 (use non-specular conductors) and APM-AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

KOP 14. Less than Significant Impact with Mitigation. The existing condition for KOP 14 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU7 and LCU 1). From this high sensitivity KOP, Alternative 1A is 1.4 miles to the north and would be seen in the middleground. The existing SWPL transmission line as seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) the character of the site

would be minimally affected, and the project would be in conformance with VRM Class II and Class III objective, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 17. Significant Unavoidable Impacts. The existing condition for KOP 17 as shown in Appendix B is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1A is less than 0.2 miles to the south and would be seen in the immediate foreground. Alternative 1A crosses VRM Class II areas where immediate foreground strong structure contrasts would occur and the Project would be non-compliant with the designation. The implementation of APM-AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Project Components in Arizona

Significant Unavoidable Impacts. Alternative 1A crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line.

Views from residential areas would be in the middleground, typically, except for those associated with Yuma Proving Grounds and Hidden Shores Resort. From these locations, foreground views of strong structure contrasts would occur. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to a less than significant level.

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1A and seen in the foreground and immediate foreground for short distances. These corridors include Laguna Dam Road, and Mittry Lake Road. These areas are located in LCUs that generally have low compatibility with transmission facilities, and strong contrasts would occur. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to a less than significant level except in the immediate foreground areas crossing Laguna Dam Road.

KOP 15. No Impact. The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1A is 1.8 miles to the east and northeast and would not be seen due to screening

topography and vegetation. Therefore, no impacts on the scenic quality or character of the site would occur.

KOP 16. No Impact. The existing condition for KOP 16 as shown in Appendix B is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1A is 1.25 miles to the southeast and would not be seen due to screening topography. Therefore, no impacts on the scenic quality or character of the site would occur.

KOP 18. No Impact. The existing condition for KOP 18 as shown in Appendix B is dominated by generally open, unobstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by mixed used development. From this high sensitivity KOP, Alternative 1A is one mile to the east and would not be seen due to screening topography. Therefore, no impacts on the scenic quality or character of the site would occur.

KOP 19. Less than Significant Impact. The existing condition for KOP 19 as shown in Appendix B is dominated by open, unobstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by multiple transmission line corridors. From this high sensitivity KOP, Alternative 1A is over 0.7 miles to the north and would be seen in the middleground (see Appendix C for a photo simulation from this KOP). The existing transmission line, with SWPL seen in the middle ground and an existing 500-kV transmission line in the foreground, contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line corridor in the foreground. Therefore, the character of the site would be minimally affected.

Overall Project

Significant Unavoidable Impacts. Alternative 1A crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground.

Views from recreational sites would generally be from the foreground and middleground. In some locations, Alternative 1A is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would. However, views occur where the Project is located near the SWPL corridor, but is separated by I-8, and viewed are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. In other areas, views from recreational sites would generally be from the middleground and background (see Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but

strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1A and seen in the foreground and immediate foreground and cross in LCUs that generally have low compatibility with transmission facilities. Under some conditions, these crossings and parallel viewing conditions would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results degradation of site visual character or quality and making Alternative 1A compatible in these LCUs. The implementation of APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

Impacts on KOPs in California and Arizona as described above would occur for the overall project.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs in the agricultural areas of the Levee Road/S24 and within the Fort Yuma tribal lands. Existing sources of light and glare are generally limited to utility corridors (existing transmission line facilities). Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1A, activities may occur at night while electrical demand is low and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area to the Yuma Proving Grounds area and utility corridors (existing transmission line facilities). Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1A, activities may occur at night while electrical demand is low and would

require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Overall Project

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, Levee Road/S24, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area and along utility corridors (existing transmission line facilities). Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1A, activities may occur at night while electrical demand is low and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Operation

Project Components in California

Less than Significant Impact. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area and along utility corridors. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height. However, Laguna Army Airfield (Yuma Proving Grounds) is approximately four miles east of Alternative 1A alignment within California. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements, and lighting impacts may occur. As currently designed, Alternative 1A does not include aviation lighting.

Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and

portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area and along utility corridors. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height. However, Laguna Army Airfield (Yuma Proving Grounds) is approximately 1.5 miles east of Alternative 1A alignment within Arizona. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements, and lighting impacts may occur. As currently designed, Alternative 1A does not include aviation lighting.

Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) andAPM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area, along the I-8 and SH 98 travel corridors, a communication tower, the existing communication and utility development sites

(transmission and distribution lines, solar generation sites), rural residential development in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, in and around the Yuma Proving Grounds area, in the urbanized areas of Heber, El Centro and Calexico.

Laguna Army Airfield (Yuma Proving Grounds) is approximately 1.5 miles east of Alternative 1A alignment within at its closest point. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements, and lighting impacts may occur. As currently designed, Alternative 1A does not include aviation lighting, and therefore, no impacts as a result of aviation lighting are anticipated.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.3 Impact Results: Segment Alternative 1B (Proposed Project)

Impact Summary

Scenic Quality/Visual Character Impacts

Most of the visual character of Alternative 1B includes desert foothills (SQRU 4/LCU 7), Mittry Lake riparian/wetlands (SQRU 8/LCU 13), Sonoran desert (SQRU 2/LCU 8), desert mountains (SQRU 3/LCU 9), and sand dune (SQRU 1/LCU 12) landscapes have the existing SWPL transmission line influencing the visual quality and character. Approximately 10.3 miles of Alternative 1B crosses Class B landscapes, and 22.5 miles crosses Class C landscapes. A portion of Alternative 1B (approximately 17 miles) deviates from the SWPL corridor and traverses natural landscapes that are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes is strongly influenced by the presence of existing transmission line structures along the remaining portion of the alternative. High and moderate-high initial impacts in areas of strong Project contrast would occur in desert foothills, riparian/wetlands, desert, desert mountains, and sand dune LCUs and Class B riparian SQRU landscapes for approximately 8.9 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and recreational areas in and around Mittry Lake, south of Senator Wash, and around the Imperial Sand Dunes Recreational Area (KOP 9, KOP 10, KOP 15, KOP 16, KOP 18, KOP 19). Visual impact VIS-4, VIS-5, VIS-6 and VIS-7 would occur where the Project deviates from the existing SWPL transmission line in the area where the Project crosses Mittry Lake (see Appendix C, KOP 15 and KOP 16). Middleground views from the Yuma Lakes RV Resort where weak to moderate contrasts would be viewed would occur and the existing SWPL transmission line

would be seen in the viewshed (see Appendix B and Appendix C, KOP 19). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Laguna Dam Road-7 1/2 Road, Levee Road/S24, Laguna Dam Road, Picacho Road, Ogilby Road). The high sensitivity Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route would also be crossed. For approximately 5.5 miles, Alternative 1B parallels the moderate sensitivity I-8 within the foreground and immediate foreground. Approximately 10.9 miles of immediate foreground and foreground views from high sensitivity viewers causing 9.5 miles of high and moderate-high impact, and approximately 12.1 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 10.7 miles of high and moderate-high impact to occur for Alternative 1B where Project contrast is strong.

The Picacho ACEC, holding scenic relevant and important values, is crossed by Alternative 1B for approximately 13.2 miles. Strong Project contrasts would occur along most of Alternative 1B within the ACEC except where it parallels the SWPL transmission line for approximately one mile on the east end of the ACEC cause high impacts on important scenic values.

Agency Management

Alternative 1B crosses 1.6 miles of VRM Class II, where immediate foreground and foreground views of moderate to strong contrasts would occur, and crosses 8.8 miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designations. The majority of those areas are located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than Significant Impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1B, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains and expansive dune landscapes where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1B would not substantially affect the number of unimpeded views throughout the

Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1B, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1B would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Overall Project

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1B, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains, Imperial Dunes area, Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1B would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Project Components in Arizona

No Impact. No Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Overall Project

No Impact. No California or Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1B Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 1B construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previously disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14), motorists (KOP 11, KOP 12, KOP 17), and recreation site users (KOP 9, KOP 10). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

Less than Significant Impact. Alternative 1B construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2, and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previously disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local,

dispersed residents (KOP 18, KOP 19), motorists, and recreation site users (KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Overall Project

Less than Significant Impact. Alternative 1B construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2, and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previously disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14, KOP 18, KOP 19), motorists (KOP 11, KOP 12), and recreation site users (KOP 9, KOP 10, KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 1B crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9 and KOP 10) would generally be from the foreground and middleground. Typically, Alternative 1B is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03, APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1B and seen in the foreground and immediate foreground. These corridors include: I-8, Ogilby Camp Recreation Destination Route, Ogilby Road, Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route, Picacho Road, and Levee Road/S24 and cross in LCUs that generally have low compatibility with transmission facilities. However, with the exception of Levee Road/S24, these crossings and parallel viewing conditions would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results degradation of site visual character or quality and making Alternative 1B compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

KOP 10. Less than Significant Impact with Mitigation. The existing condition of KOP 10 is primarily of a dune landscape strongly influenced by recreational and utility facility development (SQRU 1/LCU 12). From this high sensitivity KOP, Alternative 1B is approximately 0.6 miles to the northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV as seen from this KOP. The existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish), the character of the site would be minimally affected, and the project would be in conformance with VRM Class IV objective.

KOP 11. Less than Significant Impact. The existing condition for KOP 11 as shown in Appendix B is primarily of a dune landscape strongly influenced by transportation and utility facility development (SQRU 1/LCU 12). From this moderate sensitivity KOP, Alternative 1B is approximately 0.5 miles to the north and northwest and would be seen in the foreground / middleground transition distance zone. The project would cross BLM VRM Class IV in the immediate foreground and foreground, and Class III in the middleground as seen from this KOP. The existing SWPL transmission line is seen in the foreground and middle contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected and the Project would be in compliance with VRM Class II and Class III.

KOP 12. Less than Significant Impact. The existing condition for KOP 12 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1B is over 1.6 miles to the north, would be partially screened by the Cargo Muchacho Mountains, and would be seen in the background. The existing SWPL transmission line seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.

KOP 13. Significant Impact Unavoidable Impact. The existing condition for KOP 13 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU

8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1B is less than 0.2 miles to the north and would be seen in the immediate foreground and in the skyline. Although the existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings, the Project would cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of AES-03 (use non-specular conductors), AES-04 (use dulled/self-weathering finish) and AES-05 (match spans) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

KOP 14. Less than Significant Impact with Mitigation. The existing condition for KOP 14 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU 7 and LCU 1). From this high sensitivity KOP, Alternative 1B is 1.5 miles to the north and would be seen in the middleground. The existing SWPL transmission line as seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), AES-03 (use non-specular conductors), AES-04 (use dulled/self-weathering finish), and AES-05 (match spans) the character of the site would be minimally affected, and the Project would be in conformance with VRM Class II and Class III objectives, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 15. Significant Unavoidable Impacts The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1B is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01 (Minimize Vegetation Removal), AES-03 (use non-specular conductors), and AES-04 (use dulled/self-weathering finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 17. No Impact. The existing condition for KOP 17 is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 13 LCU 1). From this high sensitivity KOP, Alternative 1B is 3.0 miles to the south and would not be seen.

Project Components in Arizona

Significant Unavoidable Impacts. Alternative 1B crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors),

APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line.

Residential areas located along Laguna Dam Road-7 1/2 Road would view the Project in the middleground where it parallels the existing SWPL transmission line. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts to a less than significant level from residences.

Laguna Dam Road, a moderate sensitivity travel corridor where public views of existing visual character or quality of the site and its surroundings occur, would be crossed by Alternative 1B and seen in the foreground and immediate foreground. This area is located in an LCU that has low compatibility with transmission facilities, and strong contrasts would occur because the Project deviates from the existing SWPL transmission line in this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to a less than significant level except in the immediate foreground areas crossing Laguna Dam Road.

KOP 15. Significant Unavoidable Impacts The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1B is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 16. Significant Unavoidable Impacts. The existing condition for KOP 16 as shown in Appendix B is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1B is less than 0.4 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). Weak landform and color contrasts would occur due to the construction of access roads requiring cut and fill that would expose underlying soils. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 18. Less than Significant Impact with Mitigation. The existing condition for KOP 18 as shown in Appendix B is dominated by generally open, partially obstructed views of desert foothills (SQRU 4/LCU7). From this high sensitivity KOP, Alternative 1B is 0.9 miles to the east and would be seen in the middleground and partially skylined. The existing SWPL transmission line as seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) the character of the site would be minimally affected, and the Project would be in conformance with VRM Class II objective, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 19. Less than Significant Impact. The existing condition for KOP 19 as shown in Appendix B is dominated by open, unobstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by multiple transmission line corridors. From this high sensitivity KOP, Alternative 1B is over 0.7 miles to the north and would be seen in the middleground (see Appendix C for a photo simulation from this KOP). The existing transmission line, with SWPL seen in the middle ground and an existing 500-kV transmission line in the foreground, contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line corridor in the foreground. Therefore, the character of the site would be minimally affected.

Overall Project

Significant Unavoidable Impacts. Alternative 1B crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground.

Views from recreational sites in and around the Imperial Sand Dunes and Mittry Lake area would generally be from the immediate foreground to middleground. Typically, Alternative 1B is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1B and seen in the foreground and immediate foreground, and cross in LCUs that generally have low compatibility with transmission facilities. Adverse, but less than significant impacts would occur in some locations due to the presence of the SWPL that already results degradation of site visual character or quality and making Alternative 1B compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs in the agricultural areas of the Levee Road/S24 and within the Fort Yuma tribal lands. Existing sources of light and glare are generally limited. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1B, activities may occur at night while electrical demand is low and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area and utility development sites (transmission and distribution lines). Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1B, activities may occur at night while electrical demand is low and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Overall Project

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, Levee Road/S24, and within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1B, activities may occur at night while

electrical demand is low and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Operation

Project Components in California

Less than Significant Impact. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area and utility development sites (transmission and distribution lines). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

Less than Significant Impact with Mitigation. As previously stated, Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport; the Laguna Army Airfield (Yuma Proving Grounds)

is approximately over five miles northeast from the Proposed Project alignment. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and AMP-AES-4 would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area, along the I-8 and SH 98 travel corridors, a communication tower, the existing communication and utility development sites (transmission and distribution lines, solar generation sites), rural residential development in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, in and around the Yuma Proving Grounds area, in the urbanized areas of Heber, El Centro and Calexico.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.4 Impact Results: Segment Alternative 1C

Impact Summary

Scenic Quality/Visual Character Impacts

Most of the visual character of Alternative 1C includes desert foothills (SQRU 4/LCU 7), Mittry Lake riparian/wetlands (SQRU 8/LCU 13), Sonoran desert (SQRU 2/LCU 8), desert mountains

(SQRU 3/LCU 9), and sand dune (SQRU 1/LCU 12) landscapes have the existing SWPL transmission line influencing the visual quality and character. Approximately 9.8 miles of Alternative 1C crosses Class B landscapes, and 20.8 miles crosses Class C landscapes. A portion of Alternative 1C (approximately 5.8 miles) deviates from the SWPL corridor and traverses natural landscapes that are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes is strongly influenced by the presence of existing transmission line structures along the remaining portion of the alternative. High and moderate-high initial impacts in areas of strong Project contrast would occur in desert foothills, riparian/wetlands, desert, desert mountains, and sand dune LCUs and Class B riparian SQRU landscapes for approximately 8.3 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors, and recreational areas in and around Mittry Lake, south of Senator Wash, and around the Imperial Sand Dunes Recreational Area (KOP 9, KOP 10, KOP 15, KOP 16, KOP 18, KOP 19). Visual impacts VIS-4, VIS-5, VIS-6 and VIS-7 would occur where the Project deviates from the existing SWPL transmission line in the area where the Project crosses Mittry Lake (see Appendix C, KOP 15 and KOP 16). Middleground views from the Yuma Lakes RV Resort where weak to moderate contrasts would be viewed would occur and the existing SWPL transmission line would be seen in the viewshed (see Appendix B and Appendix C, KOP 19). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Laguna Dam Road-7 1/2 Road, Levee Road/S24, Laguna Dam Road, Picacho Road, Ogilby Road). The high sensitivity Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route would also be crossed. For approximately 5.5 miles, Alternative 1C parallels the moderate sensitivity I-8 within the foreground and immediate foreground. Approximately 16 miles of immediate foreground and foreground views from high sensitivity viewers causing 14.5 miles of high and moderate-high impact, and approximately 10.5 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 8.9 miles of high and moderate-high impact would occur for Alternative 1C where Project contrast is strong.

The Picacho ACEC, holding scenic relevant and important values, is crossed by Alternative 1C for approximately 11.2 miles. Strong Project contrasts would occur along most of Alternative 1C within the ACEC except where it parallels the SWPL transmission line for approximately one mile on the east end of the ACEC, causing high impacts on important scenic values.

Agency Management

Alternative 1C crosses 1.6 miles of VRM Class II where immediate foreground and foreground views of moderate to strong contrasts would occur, and crosses 12.4 miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur, and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1C, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains and expansive dune landscapes where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1C would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1C, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1C would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Overall Project

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1C, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains, Imperial Dunes area, Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1C would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Project Components in Arizona

No Impact. No Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Overall Project

No Impact. No California or Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1C Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 1C construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of

equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14), motorists (KOP 11, KOP 12, KOP 17), and recreation site users (KOP 9, KOP 10). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

Less than Significant Impact. Alternative 1C construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 18, KOP 19), motorists, and recreation site users (KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Overall Project

Less than Significant Impact. Alternative 1C construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14, KOP 18, KOP 19), motorists (KOP 11, KOP 12), and recreation site users (KOP 9, KOP 10, KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 1C crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would

reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 1C. Table 16 summarizes potential impacts of Alternative 1C detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9 and KOP 10) would generally be from the foreground and middleground. Typically, Alternative 1C is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1C and seen in the foreground and immediate foreground. These corridors include: I-8, Ogilby Camp Recreation Destination Route, Ogilby Road, Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route, Picacho Road, and Levee Road/S24 and cross in LCUs that generally have low compatibility with transmission facilities. However, with the exception of Levee Road/S24, these crossings and parallel viewing conditions would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 1C compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

KOP 10. Less than Significant Impact with Mitigation. The existing condition of KOP 10 is primarily of a dune landscape strongly influenced by recreational and utility facility development (SQRU 1/LCU 12). From this high sensitivity KOP, Alternative 1C is approximately 0.6 miles to the northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV as seen from this KOP. The existing SWPL transmission line as seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. With the implementation of APM-AES-01(Minimize Vegetation Removal), AES-03 (use non-specular conductors) and AES-04 (Use Dulled/Self-weathering Finish), the character of the site would be minimally affected, and the project would be in conformance with VRM Class IV objective.

KOP 11. Less than Significant Impact. The existing condition for KOP 11 as shown in Appendix B is primarily of a dune landscape strongly influenced by transportation and utility facility development (SQRU 1/LCU 12). From this moderate sensitivity KOP, Alternative 1C is approximately 0.5 miles to the north and northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV in the immediate foreground and foreground, and Class III in the middleground as seen from this KOP. The existing SWPL transmission line is seen in the foreground and middle contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected and the Project would be in compliance with VRM Class II and Class III.

KOP 12. Less than Significant Impact. The existing condition for KOP 12 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1C is over 0.3 miles to the north and would be seen in the foreground. The existing SWPL transmission line as seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.

KOP 13. Significant Unavoidable Impact. The existing condition for KOP 13 as shown in Appendix is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1C is less than 0.2 miles to the north and would be seen in the immediate foreground and in the skyline. Although the existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings, the Project would cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of AES-03 (use non-specular conductors), AES-04 (use dulled/self-weathering finish) and AES-05 (match spans) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

KOP 14. Less than Significant Impact with Mitigation. The existing condition for KOP 14 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU7 and LCU 1). From this high sensitivity KOP, Alternative 1C is 1.5 miles to the north and would be seen in the middleground. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), AES-03 (Use Non-Specular Conductors), AES-04 (Use Dulled/Self-weathering Finish), and AES-05 (Match Spans) the character of the site would be minimally affected, and the project would be in conformance with VRM Class II and Class III objective, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 15. Significant Unavoidable Impacts The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1C is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the

Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01 (Minimize Vegetation Removal), AES-03 (Use non-specular Conductors), and AES-04 (Use Dulled/Self-weathering Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 17. No Impact. The existing condition for KOP 17 is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 13 LCU 1). From this high sensitivity KOP, Alternative 1C is 3.0 miles to the south and would not be seen.

Project Components in Arizona

Significant Unavoidable Impacts. Alternative 1C crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line.

Views from residential areas located along Laguna Dam Road-7 1/2 Road would view the Project in the middleground where it parallels the existing SWPL transmission line. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts to a less than significant level from residences.

Laguna Dam Road, a moderate sensitivity travel corridor where public views of existing visual character or quality of the site and its surroundings occur, would be crossed by Alternative 1C and seen in the foreground and immediate foreground. This area is located in an LCU that has low compatibility with transmission facilities, and strong contrasts would occur because the Project deviates from the existing SWPL transmission line in this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to a less than significant level except in the immediate foreground areas crossing Laguna Dam Road.

KOP 15. Significant Unavoidable Impacts The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1C is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 16. Significant Unavoidable Impacts. The existing condition for KOP 16 as shown in Appendix B is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1C is less than 0.4 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). Weak landform and color contrasts would occur due to the construction of access roads requiring cut and fill that would expose underlying soils. The implementation of APM-AES-01 (Minimize Vegetation Removal), AES-03 (use non-specular conductors), and AES-04 (use dulled/self-weathering finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 18. Less than Significant Impact with Mitigation. The existing condition for KOP 18 as shown in Appendix B is dominated by generally open, partially obstructed views of desert foothills (SQRU 4/LCU 7). From this high sensitivity KOP, Alternative 1C is 0.9 miles to the east and would be seen in the middleground and partially skylined. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01 (Minimize Vegetation Removal), AES-03 (use non-specular conductors), AES-04 (use dulled/self-weathering finish), and AES-05 (match spans) the character of the site would be minimally affected, and the project would be in conformance with VRM Class II objective, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 19. Less than Significant Impact. The existing condition for KOP 19 as shown in Appendix B is dominated by open, unobstructed views of desert foothills (SQRU 4/LCU 7 and LCU 1) influenced by multiple transmission line corridors. From this high sensitivity KOP, Alternative 1C is over 0.7 miles to the north and would be seen in the middleground (see Appendix C for a photo simulation from this KOP). The existing transmission line, with SWPL seen in the middle ground and an existing 500 kV transmission line in the foreground, contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line corridor in the foreground. Therefore, the character of the site would be minimally affected.

Overall Project

Significant Unavoidable Impacts. Alternative 1C crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 1C. Table 16 summarizes potential impacts of Alternative 1C detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes and Mittry Lake area would generally be from the immediate foreground to middleground. Typically, Alternative 1C is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. Views from recreational sites in and around Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1C and seen in the foreground and immediate foreground, and cross LCUs that generally have low compatibility with transmission facilities. Adverse, but less than significant impacts would occur in some locations due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 1C compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs in the agricultural areas of the Levee Road/S24 and within the Fort Yuma tribal lands. Existing sources of light and glare are generally limited. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1C, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1C, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Overall Project

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, Levee Road/S24, and within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1C, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Operation

Project Components in California

Less than Significant Impact. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area and utility development sites (transmission and distribution lines). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and

towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

Less than Significant Impact with Mitigation. As previously stated, Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport; the Laguna Army Airfield (Yuma Proving Grounds) is approximately over five miles northeast from the Proposed Project alignment. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area, along the I-8 and SH 98 travel corridors, a communication tower, the existing communication and utility development sites (transmission and distribution lines, solar generation sites), rural residential development in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, in and around the Yuma Proving Grounds area, in the urbanized areas of Heber, El Centro and Calexico.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.5 Impact Results: Segment Alternative 1D

Impact Summary

Scenic Quality/Visual Character Impacts

Most of the visual character of Alternative 1D includes desert foothills (SQRU 4/LCU 7), Mittry Lake riparian/wetlands (SQRU 8/LCU 13), Sonoran desert (SQRU 2/LCU 8), desert mountains (SQRU 3/LCU 9), and sand dune (SQRU 1/LCU 12) landscapes have the existing SWPL transmission line influencing the visual quality and character. Approximately 10.3 miles of Alternative 1D crosses Class B landscapes, and 21.4 miles crosses Class C landscapes. A portion of Alternative 1D (approximately eight miles) deviates from the SWPL corridor and traverses natural landscapes that are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes is strongly influenced by the presence of existing transmission line structures along the remain portion of the alternative. The visual character of natural or naturalistic landscapes is strongly influenced by the presence of existing transmission line structures along the remain portion of the alternative. High and moderate-high initial impacts in areas of strong Project contrast would occur in desert foothills, riparian/wetlands, desert, desert mountains, and sand dune LCUs and Class B riparian SQRU landscapes for approximately 8.9 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and recreational areas in and around Mittry Lake, south of Senator Wash, and around the Imperial Sand Dunes Recreational Area (KOP 9, KOP 10, KOP 15, KOP 16, KOP 18, KOP 19). Visual impact VIS-4, VIS-5, VIS-6 and VIS-7 would occur where the Project deviates from the existing SWPL transmission line in the area where the Project crosses Mittry Lake (see Appendix C, KOP 15 and KOP 16). Middleground views from the Yuma Lakes RV Resort where weak to

moderate contrasts would be viewed would occur and the existing SWPL transmission line would be seen in the viewshed (see Appendix B and Appendix C, KOP 19). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Laguna Dam Road-7 1/2 Road, Levee Road/S24, Laguna Dam Road, Picacho Road, Ogilby Road). The high sensitivity Barney Oldfield Road-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route would also be crossed. For approximately 5.5 miles, Alternative 1D parallels the moderate sensitivity I-8 within the foreground and immediate foreground. Approximately 15.6 miles of immediate foreground and foreground views from high sensitivity viewers causing 14.1 miles of high and moderate-high impact, and approximately 10.3 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing nine miles of high and moderate-high impact for Alternative 1D.

The Picacho ACEC, holding includes scenic relevant and important values, is crossed by Alternative 1D for approximately 12.2 miles. Strong Project contrasts would occur along most of Alternative 1D within the ACEC except where it parallels the SWPL transmission line for approximately one mile on the east end of the ACEC, causing high impacts on important scenic values.

Agency Management

Alternative 1D crosses 1.4 miles of VRM Class II where immediate foreground and foreground views of moderate to strong contrasts would occur, and crosses 10.3 miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction Project Components in California

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1D, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains and expansive dune landscapes where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1D would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

Less than Significant Impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1D, there

are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1C would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Overall Project

Less than significant impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 1D, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Some scenic vistas exist throughout the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes such as the Cargo Muchacho Mountains, the Chocolate Mountains, Imperial Dunes area, Mittry Lake Wildlife Area and Laguna Mountains where no existing transmission facilities affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 1D would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Project Components in Arizona

No Impact. No Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Overall Project

No Impact. No California or Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 1D Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 1D construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14), motorists (KOP 11, KOP 12, KOP 17), and recreation site users (KOP 9, KOP 10). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

Less than Significant Impact. Alternative 1D construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 18, KOP 19), motorists, and recreation site users (KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Overall Project

Less than Significant Impact. Alternative 1D construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from local, dispersed residents (KOP 14, KOP 18, KOP 19), motorists (KOP 11, KOP 12), and recreation site users (KOP 9, KOP 10, KOP 15, KOP 16). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 1D crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 1D. Table 16 summarizes potential impacts of Alternative 1D detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9 and KOP 10) would generally be from the foreground and middleground. Typically, Alternative 1D is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1D and seen in the foreground and immediate foreground. These corridors include: I-8, Ogilby Camp Recreation Destination Route, Ogilby Road, Barney Oldfield Road-Cargo Muchacho

Mountains Recreation/Sacred Site Destination Route, Picacho Road, and Levee Road/S24 and the alternative crosses LCUs that generally have low compatibility with transmission facilities. However, with the exception of Levee Road/S24, these crossings and parallel viewing conditions would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results degradation of site visual character or quality and making Alternative 1D compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

KOP 10. Less than Significant Impact with Mitigation. The existing condition of KOP 10 is primarily of a dune landscape strongly influenced by recreational and utility facility development (SQRU 1/LCU 12). From this high sensitivity KOP, Alternative 1D is approximately 0.6 miles to the northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV as seen from this KOP. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the Project being subdominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), AES-03 (Use Non-specular Conductors) and AES-04 (Use Dulled/self-weathering Finish), the character of the site would be minimally affected, and the project would be in conformance with VRM Class IV objective.

KOP 11. Less than Significant Impact. The existing condition for KOP 11 as shown in Appendix B is primarily of a dune landscape strongly influenced by transportation and utility facility development (SQRU 1/LCU 12). From this moderate sensitivity KOP, Alternative 1D is approximately 0.5 miles to the north and northwest and would be seen in the foreground / middleground transition distance zone. The project would cross BLM VRM Class IV in the immediate foreground and foreground, and Class III in the middleground as seen from this KOP. The existing SWPL transmission line seen in the foreground and middle contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected and the Project would be in compliance with VRM Class II and Class III objectives.

KOP 12. Less than Significant Impact. The existing condition for KOP 12 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line and crossing VRM Class III. From this high sensitivity KOP, Alternative 1D is approximately 0.8 miles to the northeast and would be seen in the middleground. The existing SWPL transmission line seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the VRM Class III designation.

KOP 13. Significant Unavoidable Impact. The existing condition for KOP 13 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1D is less than 0.2 miles to the north and would be seen in the immediate foreground and in the skyline. Although the existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, the Project would

cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of AES-03 (use non-specular conductors), AES-04 (use dulled/self-weathering finish) and AES-05 (match spans) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

KOP 14. Less than Significant Impact with Mitigation. The existing condition for KOP 14 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU7 and LCU 1). From this high sensitivity KOP, Alternative 1D is 1.5 miles to the north and would be seen in the middleground. The existing SWPL transmission line seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of APM-AES-01(Minimize Vegetation Removal), AES-03 (Use Non-specular Conductors), AES-04 (Use Dulled/Self-weathering Finish), and AES-05 (Match Spans) the character of the site would be minimally affected, and the project would be in conformance with VRM Class II and Class III objective, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 17. No Impact. The existing condition for KOP 17 is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 13 LCU 1). From this high sensitivity KOP, Alternative 1D is 3.0 miles to the south and would not be seen.

Project Components in Arizona

Significant Unavoidable Impacts. Alternative 1D crosses VRM Class II areas where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line.

Views from residential areas located Laguna Dam Road-7 1/2 Road would view the Project in the middleground where it parallels the existing SWPL transmission line. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts to a less than significant level from residences.

Laguna Dam Road, a moderate sensitivity travel corridor where public views of existing visual character or quality of the site and its surroundings occur, would be crossed by Alternative 1D and seen in the foreground and immediate foreground for a short distance. This area is located in an LCU that has low compatibility with transmission facilities, and strong contrasts would

occur because the Project deviates from the existing SWPL transmission line in this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to a less than significant level except in the immediate foreground areas crossing Laguna Dam Road.

KOP 15. Significant Unavoidable Impacts The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1D is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01 (Minimize Vegetation Removal), AES-03 (use non-specular conductors), and AES-04 (use dulled/self-weathering finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 16. Significant Unavoidable Impacts. The existing condition for KOP 16 as shown in Appendix B is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 13). From this high sensitivity KOP, Alternative 1D is less than 0.4 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). Weak landform and color contrasts would occur due to the construction of access roads requiring cut and fill that would expose underlying soils. The implementation of APM-AES-01 (Minimize Vegetation Removal), AES-03 (use non-specular conductors), and AES-04 (use dulled/self-weathering finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 18. Less than Significant Impact with Mitigation. The existing condition for KOP 18 as shown in Appendix B is dominated by generally open, partially obstructed views of desert foothills (SQRU 4/LCU7). From this high sensitivity KOP, Alternative 1D is 0.9 miles to the east and would be seen in the middleground and partially skylined. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01(Minimize Vegetation Removal), AES-03 (Use non-specular Conductors), AES-04 (Use dulled/Self-weathering Finish), and AES-05(Match Spans) the character of the site would be minimally affected, and the project would be in conformance with VRM Class II objectives, and the rural agricultural and foothills character of the site would be minimally affected.

KOP 19. Less than Significant Impact. The existing condition for KOP 19 as shown in Appendix B is dominated by open, unobstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by multiple transmission line corridors. From this high sensitivity KOP, Alternative 1D is over 0.7 miles to the north and would be seen in the middleground (see Appendix C for a photo simulation from this KOP). The existing transmission line, with SWPL seen in the middle ground and an existing 500 kV transmission line in the foreground, contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line corridor in the foreground. Therefore, the character of the site would be minimally affected.

Overall Project

Significant Unavoidable Impacts. Alternative 1D crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 1D. Table 16 summarizes potential impacts of Alternative 1D detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes and Mittry Lake area would generally be from the immediate foreground to middleground. Typically, Alternative 1D is somewhat offset, but parallels SWPL within the viewshed and weak structure contrasts would occur (KOP 10 Photo Simulation, Appendix C). However, where the Project is located near the SWPL corridor, but is separated by I-8, and views are oriented north of I-8 toward the sand dune landscape, the existing visual character or quality of public views of the site and its surroundings could be altered under some conditions. Views from recreational sites in and around the Mittry Lake would generally be from the middleground and background (see Appendix C, KOP 16 and Appendix E5), and under some conditions, partially or fully screened by topography and/or vegetation. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate and high sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 1D and seen in the foreground and immediate foreground, and cross in LCUs that generally have low compatibility with transmission facilities. Adverse, but less than significant impacts would occur in some locations due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 1D compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Levee Road/S24 and within the Fort Yuma tribal lands. Existing sources of light and glare are generally limited. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1D, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1D, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Overall Project

Less than Significant Impact. Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, Levee Road/S24, and within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 1D, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any

required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Operation

Project Components in California

Less than Significant Impact. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area and utility development sites (transmission and distribution lines). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

Less than Significant Impact with Mitigation. As previously stated, Rural residential development occurs in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, and in and around the Yuma Proving Grounds area. Existing sources of light and glare are greatest in the Yuma Proving Grounds area. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport; the Laguna Army Airfield (Yuma Proving Grounds) is approximately over five miles northeast from the Proposed Project alignment. Upon

completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare are greatest in the Yuma Proving Grounds area, along the I-8 and SH 98 travel corridors, a communication tower, the existing communication and utility development sites (transmission and distribution lines, solar generation sites), rural residential development in the agricultural areas of Laguna Dam Road-7 1/2 Road, within the Fort Yuma tribal lands, in and around the Yuma Proving Grounds area, in the urbanized areas of Heber, El Centro and Calexico.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.6 Impact Results: Segment Alternative 2 (Proposed Project)

Impact Summary

Scenic Quality/Visual Character Impacts

The visual character of Alternative 2 is primarily desert and dune landscape (SQRU 2/LCU 8 and SQRU 1/LCU 12) that have the existing SWPL transmission line influencing the visual

quality and character within a portion of the Project Study Area. Nearly the entirety of Alternative 2 crosses Class C landscapes; a short 0.4 mile increment crosses a Class B landscape. A portion of Alternative 2, approximately two miles, is situated along an existing wood H-frame transmission corridor that detracts from the characteristic landscape; multiple other transmission lines (including SWPL) are also within the viewshed along an approximately 10-mile segment that influence the overall scenic quality and character of the Project setting. Impacts VIS-5, VIS-6 and VIS-7 would occur along the western portion of the Project that would affect Project Study Area scenic quality and visual character. Along the eastern portion of the Project, Alternative 2 deviates from this existing corridor resulting in impact VIS-4, additionally. Within these landscapes, high initial impacts totaling 0.4 miles within Class B in areas of strong Project contrast would occur.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur primarily on travel corridors between the Imperial Sand Dunes Recreation Area and Imperial Valley agricultural area (I-8 and SH 98; see KOP 8) and from the periphery of the Imperial Sand Dunes Recreational Area (Dune Buggy Flats; see KOP 9). The Hot Springs and Tamarisk Long Term Visitor Areas are also located within the Project Study Area of Alternative 2. Visual impacts VIS-4, VIS-5, VIS-6 and VIS-7 would occur from I-8 and SH 98 where the Project deviates from the existing transmission line corridor on the north side of I-8. Alternative 2 crosses the moderate sensitivity I-8 within the foreground and immediate foreground, and parallels it within the middleground for approximately nine miles. Approximately 10.6 miles of immediate foreground and foreground views from high sensitivity viewers causing 10.6 miles of high and moderate-high impact, and approximately 14.0 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 10.7 miles of high and moderate-high impact for Alternative 2 where Project contrast is strong.

The East Mesa ACEC and Lake Cahuilla ACEC, both holding scenic relevant and important values, are crossed by Alternative 2. East Mesa ACEC is crossed for approximately 8.6 miles. Strong Project contrasts would occur along most of Alternative 2 within the ACEC, causing high impacts to important scenic values.

The Lake Cahuilla ACEC is crossed by Alternative 2 for approximately 2.4 miles. Where the Project deviates from the existing H-frame transmission line through the ACEC and strong contrasts occur, high impacts to important scenic values would also occur.

Agency Management

Alternative 2 crosses 0.4 miles of VRM Class II where immediate foreground and foreground views of moderate to strong contrasts would occur, and crosses five miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The majority of those areas are located within designated (WWEC-Section 368) utility corridor 115-238. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than Significant Impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 2, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Limited scenic vistas exist in the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes toward the Imperial Sand Dunes Recreation Area and distant mountains where existing transmission does not affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 2 would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 2 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are some expansive views of the surrounding landscape of scenic areas within the proposed Project Study Area for Alternative 2, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

However, unimpeded scenic vistas exist in limited locations within the Alternative 2 Project Study Area where views of the surrounding mountains occur and dunes and where existing transmission does not dominate the viewshed. Views of the surrounding mountains and dune landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed and where VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur and would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 2 would affect a given view in some isolated locations,

the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors) or limited viewpoint locations. Following construction of Alternative 2, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 2 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Project Components in Arizona

No Impact. No Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Overall Project

No Impact. No California or Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2 Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 2 construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from motorists (KOP 8) and recreation site users (KOP 9). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 2 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 2 crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from the I-8 and SH 98 travel corridors and recreation sites that would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure

and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 2. Table 16 summarizes potential impacts of Alternative 2 detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9) would generally be from the foreground and middleground, but also would occur in the immediate foreground. Typically, Alternative 2 views from the Imperial Sand Dunes Recreation Area occur where the Project crosses average scenery landscapes (e.g., Class C), where the existing utility corridor is not seen in the viewshed resulting in the existing visual character or quality of public views of the site and its surroundings being altered. Foreground views of Alternative 2 from Tamarisk Long Term Visitor Area would occur where strong structure contrasts would occur, but much of this site is screened by surrounding vegetation resulting in limited impacts. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate sensitivity travel corridors (I-8 and SH 98) where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 2 and seen in the foreground and immediate foreground. The Project crosses in LCUs that generally have low compatibility with transmission facilities. However, south of I-8, parallel viewing conditions would occur along SH 98 where the existing H-frame transmission line corridor and a communication tower are also seen within the viewshed. In these locations, adverse but less than significant impacts would occur due to the presence of these features that already results in degradation of site visual character or quality and making Alternative 2 compatible in these LCUs along a substantial portion of the alignment. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce impacts at these travel corridor crossings and parallel viewing conditions.

KOP 8. Less than Significant Impact with Mitigation. The existing condition for KOP 8 as shown in Appendix B is dominated by generally open, unobstructed views of scenic quality class C desert landscape (SQRU 2/LCU 8), and the Project would cross VRM Class III designation in the middleground. From this moderate sensitivity KOP, Alternative 2 is within approximately 200 feet to the north paralleling SH 98 and would be seen in the immediate foreground within the context of the existing multiple transmission line that contributes to the visual character of the site and surroundings. Strong structure contrasts would occur due to the project being dominant in the viewshed to the north. However, the existing transmission line corridor would be seen within the viewshed, and with implementation of AES-1, AES-03 (use non-specular conductors), and AES-04 (use dulled/self-weathering finish), the existing character would be moderately affected, and the Project would be compliant with the Class III designation.

KOP 9. Less than Significant Impact. The existing condition for KOP 9 as shown in Appendix B is primarily of a dune landscape strongly influenced by recreational, irrigation and utility facility development (SQRU 1/LCU 12). The project would cross BLM VRM Class IV as seen from this KOP. From this high sensitivity KOP, Alternative 2 is approximately 0.8 miles to the northeast and would be seen in the middleground. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line located in the foreground from this KOP. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the VRM Class IV designation.

Project Components in Arizona

No Impact. Alternative 2 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Existing sources of light and glare occur in the viewshed of Alternative 2, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 2, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 2 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, existing sources of light and glare occur in the viewshed of Alternative 2, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the

Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare occur in the viewshed of Alternative 2, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.7 Impact Results: Segment Alternative 2A

Impact Summary

Scenic Quality/Visual Character Impacts

The visual character of Alternative 2A is primarily desert and dune landscape (SQRU 2/LCU 8 and SQRU 1/LCU 12) that has an existing transmission line influencing the visual quality and character within a majority of the Project Study Area. Nearly the entirety of Alternative 2A crosses Class C landscapes; a short 0.5 mile increment crosses a Class B landscape. Most of Alternative 2A, except an approximately one mile segment, is situated along an existing transmission corridor that contains a wood H-frame transmission and/or the SWPL transmission line that detracts from the characteristic landscape and Project setting. Impacts VIS-5, VIS-6 and VIS-7 would occur along the western portion of the Project that would affect Project Study Area scenic quality and visual character. Along the eastern portion of the Project north of I-8, Alternative 2A deviates from this existing corridor resulting in impact VIS-4, additionally. Within these landscapes, high initial impacts totaling 0.5 mile within Class B in areas of strong Project contrast would occur, with the remaining causing moderate scenic quality and landscape character impacts.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur primarily on travel corridors between the Imperial Sand Dunes Recreation Area and Imperial Valley agricultural area (I-8 and SH 98; see KOP 8) and from the periphery of the Imperial Sand Dunes Recreational Area (Dune Buggy Flats; see KOP 9). The Hot Springs and Tamarisk Long Term Visitor Areas are also located within the Project Study Area of Alternative 2A. Visual impact VIS-5, VIS-6 and VIS-7 would occur from I-8 where the Project deviates from the existing transmission line corridor on the north side of I-8. For most of alignment, Alternative 2A parallels within the immediate foreground or foreground of the moderate sensitivity I-8 and SH 98 corridors where views of the Project would be seen in the context of the existing transmission line corridor. Approximately 12.9 miles of immediate foreground and foreground views from high sensitivity viewers causing 12.9 miles of high and moderate-high initial impact, and approximately 14.0 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 13.8 miles of high and moderate-high initial impact would occur for Alternative 2A where Project contrast is strong.

The Lake Cahuilla ACEC, holding scenic relevant and important values, is crossed by Alternative 2A for approximately 3.1 miles. Where the Project deviates from the existing H-frame transmission line through the ACEC and strong contrasts occur, high impacts to important scenic values would also occur.

Agency Management

Alternative 2A crosses 0.2 miles of VRM Class II where immediate foreground and foreground views of moderate to strong contrasts would occur, and crosses 0.2 miles of VRM Class III where immediate foreground and foreground views of strong contrasts would occur and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 2A, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area. Very limited scenic vistas exist in the Project Study Area due to unimpeded views of the moderately-high scenic value (e.g., Class B) landscapes toward the Imperial Sand Dunes Recreation Area and distant mountains where existing transmission does not affect those views. Temporary construction related activities would not cause strong visual contrasts, and therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 2A would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 2A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are limited expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 2A, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in very limited locations within the Alternative 2A Project Study Area where views of the surrounding mountains occur and dunes and where existing transmission does not dominate the viewshed. Views of the surrounding mountains and dune landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed and where VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur and would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 2A would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors) or limited viewpoint locations. Following construction of Alternative 2A, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality.

Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 2A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Project Components in Arizona

No Impact. No state Arizona scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Overall Project

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Operation

Project Components in California

No Impact. No California state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Project Components in Arizona

No Impact. No Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Overall Project

No Impact. No California or Arizona state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 2A Segment under this criterion.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 2A construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed and impacts would be short in duration. Construction activity would be noticeable from motorists (KOP 8) and recreation site users (KOP 9). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, of short duration in any one area, and generally located away from sensitive viewers, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 2A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 2A crosses VRM Class II and Class III areas where immediate foreground and foreground views of moderate to strong contrasts resulting primarily from vegetation clearing would occur and the Project would be non-compliant with the designations. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II and Class III objectives would not be met, and significant unavoidable impacts would occur.

Impacts VIS-4, VIS-5, VIS-6 and VIS-7, as described above, would occur primarily from the I-8 travel corridors where the Project is not seen within the context of the existing transmission lines. In these areas, Alternative 2A would substantially degrade the existing visual character or quality of public views of the site and its surroundings where strong structure and overall Project contrasts would be seen in the immediate foreground and foreground. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 2A. Table 16 summarizes potential impacts of Alternative 2A detailed in Appendix D impact results for each link.

Views from recreational sites in and around the Imperial Sand Dunes (see KOP 9) would generally be from the foreground and middleground, but also would occur in the immediate foreground where the Project is not seen within the context of the existing transmission line corridor north of I-8. Typically, Alternative 2A views from the Imperial Sand Dunes Recreation Area occur where the Project crosses average scenery landscapes (e.g., Class C), where the existing utility corridor is seen in the viewshed resulting in the existing visual character or quality of public views of the site and its surroundings being minimally affected. Foreground views of Alternative 2A from Tamarisk Long Term Visitor Area would occur where weak structure contrasts would occur and much of this site is screened by surrounding vegetation resulting in limited impacts. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from some portions of the line, but strong Project contrasts as seen in the immediate foreground would result in significant unavoidable impacts.

Moderate sensitivity travel corridors (I-8 and SH 98) where public views of existing visual character or quality of the site and its surroundings occur would be crossed by or paralleled by Alternative 2A and seen in the foreground and immediate foreground. The Project crosses in LCUs that generally have low compatibility with transmission facilities, but are significantly influenced by the presence of the existing transmission line corridor. South of I-8, parallel viewing conditions would occur along both SH 98 and I-8 where the existing H-frame and SWPL transmission line corridor and a communication tower are also seen within the viewshed. In these locations, adverse but less than significant impacts would occur due to the presence of these features that already result in degradation of site visual character or quality and making Alternative 2A compatible in these LCUs along a substantial portion of the alignment. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings and parallel viewing conditions.

KOP 8. Less than Significant Impact with Mitigation. The existing condition for KOP 8 as shown in Appendix B is dominated by generally open, unobstructed views of scenic quality class C desert landscape (SQRU 2/LCU 8), and project would cross VRM Class III designation. From this moderate sensitivity KOP, Alternative 2A is within approximately 0.5 miles to the south and would be seen in the foreground/middleground transition distance zone within the context of the existing SWPL transmission line and multiple transmission line corridor that contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing transmission line corridor and impacts would be less than significant.

KOP 9. Less than Significant Impact. The existing condition for KOP 9 as shown in Appendix B is primarily of a dune landscape strongly influenced by recreational, irrigation and utility facility development (SQRU 1/LCU 12). The project would cross BLM VRM Class IV as seen from this KOP. From this high sensitivity KOP, Alternative 2A is over 0.4 miles to the southeast and northeast and would be seen in the middleground. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line located in the foreground from this KOP. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the VRM Class IV designation.

Project Components in Arizona

No Impact. Alternative 2A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Existing sources of light and glare occur in the viewshed of Alternative 2A, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL. Construction of the Project would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 2A, activities may occur at night while electrical demand is low, and would require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 2A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. Existing sources of light and glare occur in the viewshed of Alternative 2A, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL. It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within

20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, existing sources of light and glare occur in the viewshed of Alternative 2A, and consist of the I-8 and SH 98 travel corridors, a communication tower and the existing transmission line utility corridor that include SWPL.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.8 Impact Results: Segment Alternative 3

Impact Summary

Scenic Quality/Visual Character Impacts

Most of the visual character of Alternative 3 includes agricultural landscapes have the existing SWPL transmission line influencing the visual quality and character of the site. A portion of Alternative 3 (approximately 1.8 miles) deviates a short distance from the SWPL corridor and traverses agricultural areas where agricultural and riparian corridor landscapes are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes outside of the agricultural areas in and around the Imperial Substation and on the eastern-most portion of the Project is strongly influenced by the presence of existing utility infrastructure. The visual character of natural or naturalistic landscapes outside of the agricultural areas, such as Heber Dunes SVRA, is strongly influenced by the presence of existing transmission line structures. High and moderate-high initial impacts in areas of strong Project contrast would occur in agricultural/rural residential and riparian LCUs and Class B riparian SQRU landscapes for approximately 12.2 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and the Heber Dunes SVRA (KOP 2, KOP 5, KOP 6, KOP 7), primarily. Visual impact VIS-4 would occur where the Project deviates from the existing SWPL transmission line. Foreground and immediate foreground views from the Heber Dunes SVRA where moderate to strong contrasts would be viewed would occur; however, the existing SWPL transmission line would also be seen in the viewshed from Heber Dunes SVRA (see Appendix B and Appendix C, KOP 7). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, and Barbara Worth Road, SH 111 and E. Jasper Road). Approximately 12.5 miles of immediate foreground and foreground views from high sensitivity viewers causing 3.0 miles of high and moderate-high impact, and approximately 8.9 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 1.0 miles of high and moderate-high impact would occur for Alternative 3 where Project contrast is strong.

Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3. Table 16 summarizes potential impacts of Alternative 3 detailed in Appendix D impact results for each link. Impacts from each KOP provided in below.

The Yuha Basin ACEC, holding scenic relevant and important values, is crossed by Alternative 3 for approximately 0.4 miles. Around the Imperial Substation, the presence of existing transmission infrastructure currently affects scenic relevant and important values and impacts would be low to moderate.

Agency Management

Alternative 3 crosses VRM Class IV (0.4 miles) in the vicinity of Imperial Substation within the Yuha Basin ACEC. Overall contrasts would be weak to moderate, primarily due to the presence

of the Imperial Valley Substation and multiple transmission lines within the viewshed, and the Project would be consistent with VRM Class IV. Alternative 3 also crosses 0.2 miles of VRM Class III where immediate foreground and foreground views of moderate to strong contrasts would occur, and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class III objectives would not be met.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than Significant Impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 3, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area, but some limited scenic vistas occur due to unimpeded views of the moderately-high scenic value (e.g., Class B) surrounding mountains and expansive agriculturally dominated rural landscape where no existing transmission infrastructure affects those views. Therefore, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 3 would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 3, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

However, unimpeded scenic vistas exist in limited locations within the Alternative 3 Project Study Area where views of the surrounding mountains occur and where existing transmission does not dominate the viewshed. The presence of Alternative 3 would be located primarily adjacent to the existing SWPL project that includes existing high voltage transmission structures and associated visual intrusions. Views of the surrounding mountains and agricultural landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed. Impact VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur in these areas but would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 3 would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors). Following construction of Alternative 3, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3 Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3 Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 3 construction impacts would occur as described in Section 6.1.1 (Impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previously disturbed or developed. Construction activity would be noticeable from local, dispersed residents (KOP 1, KOP 2, KOP 3), surrounding rural communities such as Heber and Calexico (KOP 4, KOP 5, KOP 6), motorists, and recreation site users (KOP 7). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. Alternative 3 crosses VRM Class IV (0.4 miles) in the vicinity of Imperial Substation within the Yuha Basin ACEC. Overall contrasts would be weak to moderate, primarily due to the presence of the Imperial Valley Substation and multiple transmission lines within the viewshed, and the Project would be consistent with VRM Class IV objectives. Alternative 3 also crosses 0.2 miles of VRM Class III where immediate foreground and foreground views of moderate to strong contrasts would occur, and the Project would be non-compliant with the designation. The implementation of AES-03 (use non-specular

conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class III objectives would not be met.

The implementation of AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) mitigation would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.

As described above, visual impacts VIS-5 and VIS-7 would occur from travel corridors (KOP 2, KOP 5, KOP 6) that would substantially degrade the existing visual character or quality of public views of the site and its surroundings because along portion of Alternative 3, strong structure and overall Project contrasts would be seen in the immediate foreground and foreground along some portions of Alternative 3. Although residential viewers are not considered publicly accessible, strong contrasts as seen in the immediate foreground and foreground from these viewpoints would cause adverse, but not significant impacts. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3. Table 16 summarizes potential impacts of Alternative 3 detailed in Appendix D impact results for each link.

Views from Heber Dunes SVRA (see KOP 7) would be from the immediate foreground and foreground, where Alternative 3 parallels SWPL and weak structure contrasts would occur (KOP 7 Photo Simulation, Appendix C). However, some overstory tree clearing would occur that would result in strong landscape contrasts as seen from limited areas within the park. Resulting strong overall Project contrasts could occur from locations within Heber Dunes SVRA, but some viewpoints within the park would have limited visibility of structure and vegetation contrasts due to distance and/or vegetation screening (see KOP 7 discussion below). The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from most viewing locations within the park. KOP 07 represents views that are typical from within the park where structure contrasts would be weak due to the presence of SWPL and impacts would be less than significant

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by Alternative 3 and seen in the foreground and immediate foreground. These corridors include: Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, Barbara Worth Road, SH 111 and E. Jasper Road, and cross in LCUs that that generally have low compatibility with transmission facilities. However, all of these crossings would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 3 compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts at these travel corridor crossings.

KOP 1. Less than Significant Impact. The existing condition for KOP 1 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU 11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3 is a minimum of one mile to the north and would be seen in the middleground. The Project would be noticeable, but would be subordinate in the landscape and collocated with the existing SWPL transmission line where seen. Therefore, its presence would

cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.

KOP 2. Significant Unavoidable Impacts. The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU 11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3 is a minimum of 0.24 mile to the south and would be seen in the foreground where the Project deviates from the existing SWPL transmission line, which is located over 0.5 miles to the south or more causing impact VIS-4. Although the existing SWPL transmission line is within the viewshed, Alternative 3 would be more dominant in the viewshed and would alter the rural agricultural character of the site. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce the overall impacts of Alternative 3, but strong Project contrasts as seen in the foreground would substantially degrade the existing visual character of the site and its surroundings and result in significant unavoidable impacts.

KOP 3. Less than Significant Impact. The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3 is a minimum of 2.5 miles to the south and would be seen in the background. The Project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.

KOP 4. No Impact. The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3 is a minimum of 1.7 miles to the south and is completely screened by existing residential structures. Therefore, the existing rural agricultural character of the site would not be affected.

KOP 5. Less than Significant Impact with Mitigation. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground contribute to the visual character of the site and surroundings but the operation of Alternative 3 would cause impact VIS-4. From this high sensitivity KOP, Alternative 3 is a minimum of 0.4 miles to the south and would be seen in the foreground. The Project would be noticeable, but would be codominant in the landscape being collocated with the existing SWPL transmission line, causing weak structure contrasts. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce the overall impacts of Alternative 3 to a less than significant level, and the rural agricultural and urban residential character of the site would be minimally affected.

KOP 6. Less than Significant Impact with Mitigation. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3 is a minimum of 0.6 mile to the north and would be seen in the

middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3 would cause impact VIS-7. Weak structure contrasts would occur due to the Project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce the overall impacts of Alternative 3 to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

KOP 7. Less than Significant Impact with Mitigation. The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3 is approximately 0.35 miles to the south and would be seen in the foreground causing impact VIS-4. The Project would be prominent in the viewshed, but collocated with the existing SWPL transmission line. Therefore, its presence would cause weak structure overall contrasts, and the dunes character of the site would be moderately affected from this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts resulting in less than significant impacts from this KOP.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs throughout the Project Study Area for Alternative 3. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Construction of Alternative 3 would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 3, may be required or finished at night while electrical demand is low, and these activities will require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded,

downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 3 is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites).

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.9 Impact Results: Segment Alternative 3A

Impact Summary

Scenic Quality/Visual Character Impacts

Most of Alternative 3A traverses areas where agricultural and riparian corridor landscapes are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and impacts VIS-4, VIS-5 and VIS-7 would occur. The visual character of natural or naturalistic landscapes outside of the agricultural areas in and around the Imperial Substation and on the eastern-most portion of the Project is strongly influenced by the presence of existing utility infrastructure. High initial impacts in areas of strong Project contrast would occur in agricultural/rural residential and riparian LCUs and Class B SQRU landscapes for approximately 25.4 miles

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences and several travel corridors (KOP 2, KOP 3), primarily. Visual impact VIS-4 would occur along most of the Project because existing utility infrastructure is not apparent within the viewshed and strong structure contrasts would occur. Several crossings would occur from moderate sensitivity travel corridors in the foreground and immediate foreground (Anderholt Road, E. Heber Road/HWY 86, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, SH 111 and E. Jasper Road). Approximately 18.8 miles of immediate foreground and foreground views from high sensitivity viewers causing 18.8 miles of high and moderate-high impact, and approximately 9.1 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 9.1 miles of high and moderate-high impact would occur for Alternative 3A where Project contrast is strong.

Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3A. Table 16 summarizes potential impacts of Alternative 3A detailed in Appendix D impact results for each link. Impacts from each KOP are provided below.

The Yuha Basin ACEC, holding scenic relevant and important values, is crossed by Alternative 3A for approximately 0.6 miles. Around the Imperial Substation, the presence of existing transmission infrastructure currently affects scenic relevant and important values and impacts would be low to moderate.

Agency Management

A portion of Alternative 3A (0.6 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the alternative. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along the eastern portion of Alternative 3A (approximately 2.9 miles), strong contrasts resulting primarily from vegetation clearing and the presence of transmission structures would occur in the immediate foreground and foreground within VRM Class III landscapes on the east end of the Project, and the Project would not be compliant.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. There are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area, but scenic vistas occur within the Project Study Area of Alternative 3A due to unimpeded views of the moderately-high scenic value (e.g., Class B) surrounding mountains and expansive agriculturally dominated rural landscape where no existing transmission infrastructure affects those views. However, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 3A would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the Project Study Area for Alternative 3A, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in these locations within the Alternative 3A Project Study Area where views of the surrounding mountains occur and where existing transmission does not dominate the viewshed. VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur but would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 3A would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors). Following construction of Alternative 3A, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3A Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3A Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 3A construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previously disturbed or developed. Construction activity would be noticeable from local, dispersed residents (KOP 1, KOP 2, KOP 3), surrounding rural communities such as Heber and Calexico (KOP 4, KOP 5, KOP 6), and motorists. While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. A portion of Alternative 3A (0.6 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the alternative Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along the eastern portion of Alternative 3A (approximately 2.9 miles), strong contrasts resulting primarily from vegetation clearing and the presence of transmission structures would occur in the immediate foreground and foreground within VRM Class III landscapes on the east end of the Project, and the Project would not be compliant.

As described above, impacts VIS-4,VIS-5, VIS-6 and VIS-7 would occur from travel corridors that would substantially degrade the existing visual character or quality of public views of the

site and its surroundings because along portion of Alternative 3A, strong structure and overall Project contrasts would be seen in the immediate foreground and foreground along some portions of the Project. Although residential viewers are not considered publicly accessible, strong contrasts as seen in the immediate foreground and foreground from these viewpoints would cause less than significant impacts with mitigation AES-03 (use non-specular conductors) and AES-04 (use dulled/self-weathering finish) implemented.

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by Alternative 3A and seen in the foreground and immediate foreground. These corridors include: Anderholt Road, E. Heber Road/HWY 86, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, SH 111 and E. Jasper Road, and cross LCUs that that generally have low compatibility with transmission facilities. Significant and unavoidable impacts would occur where the Project deviates from the SWPL corridor and would result in the degradation of site visual character or quality and making Alternative 3A incompatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts from these travel corridors, but impacts would remain unavoidable.

KOP 1. Less than Significant Impact. The existing condition for KOP 1 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU 11) subordinate within the viewshed and not noticeable by the casual viewer. From this high sensitivity KOP, Alternative 3A would be over 2.0 miles to the north and would be seen in the background within the context of the existing SWPL transmission line.

KOP 2. Less than Significant Impact with Mitigation. The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU 11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3A is over 1.2 miles to the north and would be seen in the middleground. The implementation of AES-01 (Minimize Vegetation Removal), AES-03 (Use Non-specular Conductors) and AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to less than significant level.

KOP 3. Less than Significant Impact with Mitigation. The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3A is over 0.7 miles to the south and would be seen in the middleground. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts to less than significant level.

KOP 4. Significant Unavoidable Impacts. The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3A crosses in the immediate foreground, would cause strong structure contrasts, and would significantly change the viewshed from residences. The implementation of APM-AES-01 (Minimize Vegetation

Removal), APM-AES-03 (Use Non-specular Conductors), and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant.

KOP 5. No Impact. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground contribute to the visual character of the site and surroundings. From this high sensitivity KOP, Alternative 3A is over 1.2 miles to the north and would be completely screened from view by intervening structures and development.

KOP 6. Less than Significant Impact. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3A is over 2.8 miles to the north and would be seen in the background. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

KOP 7. No Impact. The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3A is approximately 1.4 miles to the north and would be screened from view by intervening vegetation resulting in no impacts.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs throughout the Project Study Area for Alternative 3A. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Construction of Alternative 3A would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 3A, may be required or finished at night while electrical demand is low, and these activities will require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially

sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 3A is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3A. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, Rural residential development occurs throughout the Project Study Area for Alternative 3A. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.10 Impact Results: Segment Alternative 3B

Impact Summary

Scenic Quality/Visual Character Impacts

Most of Alternative 3B traverses areas where agricultural and riparian corridor landscapes are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and impacts VIS-4, VIS-5 and VIS-7 would occur. The visual character of natural or naturalistic landscapes outside of the agricultural areas in and around the Imperial Substation and on the eastern-most portion of the Project is strongly influenced by the presence of existing utility infrastructure. High and moderate-high initial impacts in areas of strong Project contrast would occur in agricultural/rural residential and riparian LCUs and Class B riparian SQRU landscapes for approximately 12.2 miles. High and moderate-high initial impacts in areas of strong Project contrast would occur in agricultural/rural residential, desert and riparian LCUs and Class B SQRU landscapes for approximately 25.0 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences and several travel corridors (KOP 1, KOP 2, KOP 5, KOP 6), primarily. Visual impact VIS-4 would occur along most of the Project because existing utility infrastructure is not apparent within the viewshed and strong structure contrasts would occur. Several crossings and parallel 18.8 viewing conditions would occur from moderate sensitivity travel corridors in the foreground and immediate foreground (SH 98, Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, and Barbara Worth Road, SH 111 and E. Jasper Road). Approximately 18.8 miles of immediate foreground and foreground views from high sensitivity viewers causing 15.3 miles of high and moderate-high impact, and approximately 20.0 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 19.5 miles of high and moderate-high impact would occur for Alternative 3B where Project contrast is strong.

Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3B. Table 16 summarizes potential impacts of Alternative 3B detailed in Appendix D impact results for each link. Impacts from each KOP provided in below.

The Yuha Basin ACEC, holding includes scenic relevant and important values, is crossed by Alternative 3B for approximately 0.2 mile. Around the Imperial Substation, the presence of existing transmission infrastructure currently affects scenic relevant and important values and impacts would be low to moderate.

Agency Management

A portion of Alternative 3B (0.6 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3B (approximately 0.2 miles), strong contrasts resulting from vegetation clearing as seen from SH 98 would occur in immediate foreground within VRM Class III landscapes on the east end of the Project, and the Project would not be compliant.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. There are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area, but scenic vistas occur Project Study Area of Alternative 3B due to unimpeded views of the moderately-high scenic value (e.g., Class B) surrounding mountains and expansive agriculturally dominated rural landscape where no existing transmission infrastructure affects those views. However, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 3B would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas throughout the Project Study Area for Alternative 3B, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in these locations within the Alternative 3B Project Study Area where views of the surrounding mountains occur and where existing transmission does not dominate the viewshed. VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur but would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new infrastructure associated with Alternative 3B would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors). Following construction of Alternative 3B, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3B Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3B Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 3B construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed. Construction activity would be noticeable from local, dispersed residents (KOP 1, KOP 2, KOP 3), surrounding rural communities such as Heber and Calexico (KOP 4, KOP 5, KOP 6), and motorists. While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. A portion of Alternative 3B (0.6 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3B (approximately 0.2 miles), strong contrasts resulting from vegetation clearing as seen from SH 98 would occur in immediate foreground within VRM Class III landscapes on the east end of the Project, and the Project would not be compliant.

As described above, impacts VIS-4,VIS-5, VIS-6 and VIS-7 would occur from travel corridors that would substantially degrade the existing visual character or quality of public views of the site and its surroundings because along portion of Alternative 3B, strong structure and overall Project contrasts would be seen in the immediate foreground and foreground along some portions of the Project. Although residential viewers are not considered publicly accessible, strong contrasts as seen in the immediate foreground and foreground from these viewpoints would cause less than significant impacts with AES-03 (use non-specular conductors) and AES-03 (use dulled/self-weathering finish) implemented. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3B. Table 16 summarizes potential impacts of Alternative 3B detailed in Appendix D impact results for each link.

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by Alternative 3B and seen in the foreground and immediate foreground. These corridors include: SH 98, Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, Barbara Worth Road, SH 111 and E. Jasper Road, and cross or parallel in LCUs that that generally have low compatibility with transmission facilities. Significant and unavoidable impacts would occur where the Project deviates from the SWPL corridor and would result in the degradation of site visual character or quality and making Alternative 3B compatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts from these travel corridors, but impact would remain unavoidable.

KOP 1. Significant Unavoidable Impacts. The existing condition for KOP 1 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU 11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3B would be over 0.5 miles to the north and would be seen in the foreground. Although the existing SWPL transmission line is seen, the Project would dominate the viewshed and cause strong structure contrasts. The implementation of APM-AES-03 (Use Non-specular Conductors) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 2. Less than Significant Impact. The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU 11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3B is over one mile to the south and would be seen in the middleground within the context of existing SWPL transmission line. Alternative 3B would be less dominant in the

viewshed than the SWPL transmission line and would not further alter the rural agricultural character of the site.

KOP 3. Less than Significant Impact. The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3B is over three miles to the south and would be seen in the background. The Project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.

KOP 4. No Impact. The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3B is a minimum of 1.7 miles to the south and is completely screened by existing residential structures. Therefore, the rural agricultural existing character of the site would not be affected.

KOP 5. Less than Significant Impact. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground that contributes to the visual character of the site and surroundings. From this high sensitivity KOP, Alternative 3B is over one mile to the south and would be seen in the middleground in the context of the existing SWPL transmission line. The Project would be noticeable, but would be subdominant in the landscape, and the rural agricultural and urban residential character of the site would be minimally affected.

KOP 6. Less than Significant Impact with Mitigation. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3B is a minimum of 0.6 miles to the north and would be seen in the middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3B would cause impact VIS-7. Weak structure contrasts would occur due to the Project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce the overall impacts of Alternative 3B to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

KOP 7. Less than Significant Impact with Mitigation. The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3B is approximately 1.8 miles to the south and would be screened from view by intervening vegetation resulting in no impacts.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs throughout the Project Study Area for Alternative 3B. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Construction of Alternative 3B would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 3B, may be required or finished at night while electrical demand is low, and these activities will require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 3B is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3B. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination

of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, Rural residential development occurs throughout the Project Study Area for Alternative 3B. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.11 Impact Results: Segment Alternative 3C (Proposed Project)

Impact Summary

Scenic Quality/Visual Character Impacts

Much of Alternative 3C includes agricultural landscapes where the existing SWPL transmission line influences the visual quality and character of the site. The western half of Alternative 3C

deviates from the SWPL corridor and traverses agricultural areas where agricultural and riparian corridor landscapes are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes outside of the agricultural areas in and around the Imperial Substation and on the eastern-most portion of the alternative Project is strongly influenced by the presence of existing utility infrastructure. The visual character of natural or naturalistic landscapes outside of the agricultural areas, such as Heber Dunes SVRA, is strongly influenced by the presence of existing transmission line structures. High and moderate-high initial impacts in areas of strong Project contrast would occur in agricultural/rural residential and riparian LCUs and Class B riparian SQRU landscapes for approximately 19.2 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and the Heber Dunes SVRA (KOP 1, KOP 2, KOP 5, KOP 6, KOP 7), primarily. Visual impact VIS-4 would occur where the Project deviates from the existing SWPL transmission line. Foreground and immediate foreground views from the Heber Dunes SVRA where moderate to strong contrasts could be viewed would occur; however, the existing SWPL transmission line would also be seen in the viewshed from Heber Dunes SVRA (see Appendix B and Appendix C, KOP 7). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, and Barbara Worth Road, SH 111 and E. Jasper Road). Approximately 15.4 miles of immediate foreground and foreground views from high sensitivity viewers causing 10.3 miles of high and moderate-high impact, and approximately 14.2 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 9.2 miles of high and moderate-high impact would occur for Alternative 3C where Project contrast is strong.

Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3C. Table 16 summarizes potential impacts of Alternative 3C detailed in Appendix D impact results for each link. Impacts from each KOP provided in below.

The Yuha Basin ACEC, holding includes scenic relevant and important values, is crossed by Alternative 3C for approximately one mile. Around the Imperial Substation, the presence of existing transmission infrastructure currently affects scenic relevant and important values and impacts would be low to moderate.

Agency Management

A portion of Alternative 3C (1.9 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3C (approximately 0.2 miles), strong contrasts would occur in immediate foreground or foreground of high or moderate sensitivity viewers within VRM Class III landscapes on the east end of the alternative, and the Project would not be compliant.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 3C, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area, but some scenic vistas occur on the western portion of the Project due to unimpeded views of the moderately-high scenic value (e.g., Class B) surrounding mountains and expansive agriculturally dominated rural landscape where no existing transmission infrastructure affects those views. However, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 3C would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas primarily on the western portion of the Project Study Area for Alternative 3C, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in these locations within the Alternative 3C Project Study Area where views of the surrounding mountains occur and where existing transmission does not dominate the viewshed. Alternative 3C would be located adjacent to the existing SWPL project that includes existing high voltage transmission structures and associated visual intrusions along the eastern portion of the alternative. Views of the surrounding mountains and agricultural landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed. In other areas, VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur but would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new

infrastructure associated with Alternative 3C would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors). Following construction of Alternative 3C, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3C Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3C Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 3C construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed. Construction activity would be noticeable from local, dispersed residents (KOP 1, KOP 2, KOP 3), surrounding rural communities such as Heber and Calexico (KOP 4, KOP 5, KOP 6), motorists, and recreation site users (KOP 7). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. A portion of Alternative 3C (1.9 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the alternative. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3C (approximately 0.2 miles), strong contrasts would occur in immediate foreground or foreground of high or moderate sensitivity viewers within VRM Class III landscapes on the east end of the alternative, and the Project would not be compliant.

As described above, visual impacts VIS-5 and VIS-7 would occur from travel corridors (KOP 2, KOP 5, KOP 6) that would substantially degrade the existing visual character or quality of public views of the site and its surroundings because along portion of Alternative 3C, strong structure and overall Project contrasts would be seen in the immediate foreground and foreground along some portions of the Project. Although residential viewers are not considered publicly accessible, strong contrasts as seen in the immediate foreground and foreground from these viewpoints would cause adverse, but not significant impacts. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3C. Table 16

summarizes potential impacts of Alternative 3C detailed in Appendix D impact results for each link.

Views from Heber Dunes SVRA (see KOP 7) would be from the immediate foreground and foreground, where Alternative 3C parallels SWPL and weak structure contrasts would occur (KOP 7 Photo Simulation, Appendix C). However, some overstory tree clearing would occur that would result in strong landscape contrasts as seen from limited areas within the park. Resulting strong overall Project contrasts could occur from locations within Heber Dunes SVRA, but some viewpoints within the park would have limited visibility of structure and vegetation contrasts due to distance and/or vegetation screening (see KOP 7 discussion below). The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from most viewing locations within the park. KOP 07 represents views that are typical from within the park where structure contrasts would be weak due to the presence of SWPL and impacts would be less than significant.

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by Alternative 3C and seen in the foreground and immediate foreground. These corridors include: Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, Barbara Worth Road, SH 111 and E. Jasper Road, and cross or parallel in LCUs that that generally have low compatibility with transmission facilities. Some of these crossings would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 3C compatible in these LCUs. Significant and unavoidable impacts would occur where the Project deviates from the SWPL corridor and would result in the degradation of site visual character or quality and making Alternative 3C incompatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts from these travel corridors.

KOP 1. Significant Unavoidable Impacts. The existing condition for KOP 1 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU 11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3C and 3D would be less than 1,000 feet to south and would be seen in the foreground. Project would dominate the viewshed and cause strong structure contrasts. The implementation of APM-AES-03 (Use Non-specular Conductors) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would reduce impacts, but they would remain significant and unavoidable.

KOP 2. Less than Significant Impact. The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU 11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3C is over one mile to the south and would be seen in the middleground where the Project deviates from the existing SWPL transmission line. The existing SWPL transmission line is within the viewshed, Alternative 3C would be less dominant in the viewshed and would not further alter the rural agricultural character of the site.

KOP 3. Less than Significant Impact. The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3C is over three miles to the south and would be seen in the background. The Project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.

KOP 4. No Impact. The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3C is a minimum of 1.7 miles to the south and is completely screened by existing residential structures. Therefore, the existing rural agricultural character of the site would not be affected.

KOP 5. Less than Significant Impact. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground contribute to the visual character of the site and surroundings but the operation of Alternative 3C would cause impact VIS-4. From this high sensitivity KOP, Alternative 3C is over one mile to the south and would be seen in the middleground. The Project would be noticeable, but would be subdominant in the landscape, and the rural agricultural and urban residential character of the site would be minimally affected.

KOP 6. Less than Significant Impact with Mitigation. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3C is a minimum of 0.6 mile to the north and would be seen in the middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3C would cause impact VIS-7. Weak structure contrasts would occur due to the Project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce the overall impacts of Alternative 3C to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

KOP 7. Less than Significant Impact with Mitigation. The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3C is approximately 0.35 miles to the south and would be seen in the foreground causing impact VIS-4. The Project would be prominent in the viewshed, but collocated with the existing SWPL transmission line. Therefore, its presence would cause weak structure overall contrasts, and the dunes character of the site would be moderately affected from this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts resulting in less than significant impacts from this KOP.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs throughout the Project Study Area for Alternative 3C. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Construction of Alternative 3C would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 3C, may be required or finished at night while electrical demand is low, and these activities will require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 3C is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3C. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines,

solar generation sites). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3C. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.2.12 Impact Results: Segment Alternative 3D

Impact Summary

Scenic Quality/Visual Character Impacts

Much of Alternative 3D includes agricultural landscapes where the existing SWPL transmission line influences the visual quality and character of the site. The western half of Alternative 3D deviates from the SWPL corridor and traverses agricultural areas where agricultural and riparian corridor landscapes are not significantly influenced by the SWPL transmission line or other detracting landscape elements, and VIS-4 impacts would occur. The visual character of natural or naturalistic landscapes outside of the agricultural areas, such as Heber Dunes SVRA, around the Imperial Substation and on the eastern-most portion of the Project, is strongly influenced by the presence of existing transmission line structures. High and moderate-high initial impacts in areas of strong Project contrast would occur in agricultural/rural residential and riparian LCUs and Class B riparian SQRU landscapes for approximately 19.2 miles.

Viewer Impacts

Visual impacts VIS-5 and VIS-7 would occur on rural residences, several travel corridors and the Heber Dunes SVRA (KOP 1, KOP 2, KOP 5, KOP 6, KOP 7), primarily. Visual impact VIS-4 would occur where the Project deviates from the existing SWPL transmission line. Foreground and immediate foreground views from the Heber Dunes SVRA where moderate to strong contrasts could be viewed would occur; however, the existing SWPL transmission line would also be seen in the viewshed from Heber Dunes SVRA (see Appendix B and Appendix C, KOP 7). Several crossings of moderate sensitivity travel corridors would also occur in the foreground and immediate foreground (Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, and Barbara Worth Road, SH 111 and E. Jasper Road). Approximately 15.4 miles of immediate foreground and foreground views from high sensitivity viewers causing 10.3 miles of high and moderate-high impact, and approximately 14.2 miles of immediate foreground and foreground views from moderate sensitivity viewers, causing 9.2 miles of high and moderate-high impact would occur for Alternative 3D where Project contrast is strong.

The Yuha Basin ACEC, holding scenic relevant and important values, is crossed by Alternative 3D for approximately one mile. Around the Imperial Substation, the presence of existing transmission infrastructure currently affects scenic relevant and important values and impacts would be low to moderate.

Agency Management

A portion of Alternative 3D (1.9 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3D (approximately 0.2 miles), strong contrasts would occur in immediate foreground or foreground of high or moderate sensitivity viewers within VRM Class III landscapes on the east end of the alternative, and the Project would not be compliant.

CEQA Significance Criteria

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Construction

Project Components in California

Less than significant impact. A scenic vista is generally considered a specific viewpoint or viewing location (often an elevated overlook) that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are typically officially designated by public agencies and are often a noted in a designated area by signage or in land management plans, and accessible to the public for the specific purposes of scenic landscape viewing. Although there are expansive views of the surrounding landscape of scenic areas throughout the proposed Project Study Area for Alternative 3D, there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0 in the Project Study Area, but some scenic vistas occur on the western portion of the Project due to unimpeded views of the moderately-high scenic value (e.g., Class B) surrounding mountains and expansive agriculturally dominated rural landscape where no existing transmission infrastructure affects those views. However, construction activity and the results of impacts VIS-1, VIS-2, and VIS-3 associated with Alternative 3D would not substantially affect the number of unimpeded views throughout the Project Study Area, and impacts on scenic vistas during construction would be less than significant under this criterion.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously discussed, there are expansive views of the surrounding landscape of scenic areas primarily on the western portion of the Project Study Area for Alternative 3D, but there are no officially designated or community recognized scenic vista viewpoints identified in the associated land use plans discussed in Section 2.0.

Unimpeded scenic vistas exist in these locations within the Alternative 3D Project Study Area where views of the surrounding mountains occur and where existing transmission does not dominate the viewshed. Alternative 3D would be located adjacent to the existing SWPL project that includes existing high voltage transmission structures and associated visual intrusions along the eastern portion of the Project. Views of the surrounding mountains and agricultural landscapes would remain unimpeded or would not substantially change where existing transmission is already within the viewshed. In other areas, VIS-4, VIS-5, VIS-6, and/or VIS-7 impacts would occur but would not prevent public views of areas that are unofficially valued for their scenic quality. While there are locations throughout the Project vicinity where the new

infrastructure associated with Alternative 3D would affect a given view in some isolated locations, the new infrastructure would not impede expansive public views of a highly valued landscape due to the transient nature of those public views (e.g., along travel corridors). Following construction of Alternative 3D, routine O&M activities would not prevent public views of areas that are unofficially valued for their scenic quality. Therefore, impacts under this criterion on scenic vistas during operation would be less than significant.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3D Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

No Impact. No state scenic highways are located within the aesthetics Project Study Area. Therefore, there would be no impacts from Alternative 3D Segment under this criterion.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Construction

Project Components in California

Less than Significant Impact. Alternative 3D construction impacts would occur as described in Section 6.1.1 (impacts VIS-1, VIS-2 and VIS-3). Staging area preparation would include the installation of temporary perimeter fencing that would be removed once construction is complete. Construction-related visual impacts resulting from the temporary presence of equipment, materials, and work crews along the Project alignment, staging and work areas, and stringing sites would not substantially degrade the existing visual character of the landscape because these would be located in areas that are previous disturbed or developed. Construction activity would be noticeable from local, dispersed residents (KOP 1, KOP 2, KOP 3), surrounding rural communities such as Heber and Calexico (KOP 4, KOP 5, KOP 6), motorists, and recreation site users (KOP 7). While overall construction activities would be visible for a period of many months, individual activities would be considerably shorter in duration at any one location. Because construction impacts are temporary, impacts will be less than significant.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Significant Unavoidable Impacts. A portion of Alternative 3D (1.9 miles) crosses VRM Class IV in the vicinity of Imperial Substation within the Yuha Basin ACEC and on the eastern end of the Project. In these areas, overall contrasts would be moderate to strong and the Project would be in compliance with VRM Class IV. Along a short section of Alternative 3D (approximately 0.2 miles), strong contrasts would occur in immediate foreground or foreground of high or moderate sensitivity viewers within VRM Class III landscapes on the east end of the alternative, and the Project would not be compliant.

As described above, Visual impacts VIS-5 and VIS-7 would occur from travel corridors(KOP 2, KOP 5, KOP 6) that would substantially degrade the existing visual character or quality of public views of the site and its surroundings because along portion of Alternative 3D, strong structure and overall Project contrasts would be seen in the immediate foreground and foreground along some portions of the Project. Although residential viewers are not considered publicly accessible, strong contrasts as seen in the immediate foreground and foreground from these viewpoints would cause adverse, but not significant impacts. Appendices E5, E6, and E7 show the viewsheds of sensitive viewers and KOPs as they relate to Alternative 3D. Table 16

summarizes potential impacts of Alternative 3D detailed in Appendix D impact results for each link.

Views from Heber Dunes SVRA (see KOP 7) would be from the immediate foreground and foreground, where Alternative 3D parallels SWPL and weak structure contrasts would occur (KOP 7 Photo Simulation, Appendix C). However, some overstory tree clearing would occur that would result in strong landscape contrasts as seen from limited areas within the park. Resulting strong overall Project contrasts would occur from locations within Heber Dunes SVRA, but some viewpoints within the park would have limited visibility of structure and vegetation contrasts due to distance and/or vegetation screening (see KOP 7 discussion below). The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts from most viewing locations within the park. KOP 07 represents views that are typical from within the park where structure contrasts would be weak due to the presence of SWPL and impacts would be less than significant.

Moderate sensitivity travel corridors where public views of existing visual character or quality of the site and its surroundings occur would be crossed by Alternative 3D and seen in the foreground and immediate foreground. These corridors include: Anderholt Road, Barbara Worth Road, Dogwood Road, Ferrel Road, SH 7/Orchard Road, Barbara Worth Road, SH 111 and E. Jasper Road, and cross or parallel in LCUs that that generally have low compatibility with transmission facilities. Some of these crossings would occur where the SWPL project is also seen within the viewshed resulting in weak structure contrasts. In these locations, adverse but less than significant impacts would occur due to the presence of the SWPL that already results in degradation of site visual character or quality and making Alternative 3D compatible in these LCUs. Significant and unavoidable impacts would occur where the Project deviates from the SWPL corridor and would result in the degradation of site visual character or quality and making Alternative 3C incompatible in these LCUs. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would help to reduce impacts from these travel corridors.

KOP 1. Significant Unavoidable Impacts. The existing condition for KOP 1 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU 11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3D is less than 1,000 feet to the south and would be seen in the immediate foreground causing significant, unavoidable impacts.

KOP 2. Less than Significant Impact. The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU 11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3D is over one mile to the south and would be seen in the middleground where the Project deviates from the existing SWPL transmission line. The existing SWPL transmission line is within the viewshed, Alternative 3D would be less dominant in the viewshed and would not further alter the rural agricultural character of the site.

KOP 3. Less than Significant Impact. The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic

character of the area. From this high sensitivity KOP, Alternative 3D is over three miles to the south and would be seen in the background. The Project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.

KOP 4. No Impact. The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3D is a minimum of 1.7 miles to the south and is completely screened by existing residential structures. Therefore, the rural agricultural existing character of the site would not be affected.

KOP 5. Less than Significant Impact. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings but the operation of Alternative 3D would cause impact VIS-4. From this high sensitivity KOP, Alternative 3D is over one mile to the south and would be seen in the middleground. The Project would be noticeable, but would be subdominant in the landscape, and the rural agricultural and urban residential character of the site would be minimally affected.

KOP 6. Less than Significant Impact with Mitigation. The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3D is a minimum of 1.1 mile to the north and would be seen in the middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3D would cause impact VIS-7. Weak structure contrasts would occur due to the Project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce the overall impacts of Alternative 3D to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

KOP 7. Less than Significant Impact with Mitigation. The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3D is approximately 0.35 miles to the south and would be seen in the foreground causing impact VIS-4. The Project would be prominent in the viewshed, but collocated with the existing SWPL transmission line. Therefore, its presence would cause weak structure overall contrasts, and the dunes character of the site would be moderately affected from this location. The implementation of APM-AES-01 (Minimize Vegetation Removal), APM-AES-03 (Use Non-specular Conductors), APM-AES-04 (Use Dulled Galvanized Structure Finish), and APM-AES-05 (Match Existing Structure Spans) would reduce impacts resulting in less than significant impacts from this KOP.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Project Components in California

Less than Significant Impact. Rural residential development occurs throughout the Project Study Area for Alternative 3D. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Construction of Alternative 3D would generally occur during daytime hours. However, at limited times some construction activities, such as de-energizing and re-energizing existing lines along Alternative 3D, may be required or finished at night while electrical demand is low, and these activities will require lighting for safety resulting in impact VIS-5. Any required lighting during construction would be limited to individual work areas and would be temporary in nature. Staging yards may be lit for security; however, with the implementation of APM-AES-02 (Minimize Nighttime Lighting), lighting would be directed on-site and away from potentially sensitive receptors. If temporary lighting is needed along the Project alignment or at staging areas, portable light standards would be placed along the perimeter of the work area or staging area, as necessary. The light standards would be shielded, resulting in light being directed downward and inward (toward the work or staging area). With implementation of shielded, downward and Project-facing lighting, temporary impacts of nighttime light and glare on neighboring properties during construction would be less than significant.

Project Components in Arizona

No Impact. Alternative 3D is not located within Arizona.

Overall Project

Less than Significant Impact. Impacts of the overall Project are identical to those described for Project components in California.

Operation

Project Components in California

Less than Significant Impact. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3D. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). It is not anticipated that any new structure lighting would be required as part of the Proposed Project because Project structures are not anticipated to be in excess of 200 feet in height and the Project alignment is not within 20,000 feet of a public-use or military airport. Upon completion of final design, HWT would file with the FAA for official determination

of lighting and/or marking requirements. Operation and maintenance activities associated with the Proposed Project would potentially include repairing conductors, washing or replacing insulators, repairing or replacing other hardware components, repairing or replacing poles and towers, tree trimming, brush and weed control, and access road maintenance. O&M would also include routine inspections and emergency repair throughout ROWs, which would require the use of vehicles and equipment. O&M activities are not anticipated to occur outside of daylight hours. In the event that O&M activities are required outside of daylight hours, vehicular headlights may be required, and portable light standards similar to those utilized during construction may be used. However, vehicular headlights are an existing source of light in the vicinity, and any additional lighting associated with nighttime O&M activities would be temporary, infrequent, shielded, and directed downward.

Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures which are initially very reflective if untreated. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

Project Components in Arizona

No Impact. This alternative is not located in Arizona.

Overall Project

Less than Significant Impact with Mitigation. As previously stated, rural residential development occurs throughout the Project Study Area for Alternative 3D. Existing sources of light and glare include the urbanized areas of Heber, El Centro and Calexico, as well as major travel corridors (I-8, SH 98), communication towers, and existing utility development (transmission and distribution lines, solar generation sites). Impact VIS-7 could occur as a result of the introduction of reflective galvanized steel structures. Lattice steel and tubular steel structures when untreated are highly reflective and would produce structure contrasts and glare due to the reflection of sunlight off the finished surface causing the structure to be more visually intrusive at shorter distances and making the structure more visible at greater distances. The implementation of APM-AES-02 (Minimize Nighttime Lighting) and APM-AES-04 (Use Dulled Galvanized Structure Finish) would help to reduce the potential for day or nighttime light or glare that would affect general views in the Project Study Area, and resulting impacts would be less than significant.

6.3 Environmental Measures

6.3.1 Mitigation Measures

No additional selectively applied mitigation measures to reduce potential visual impacts were identified during the impact analysis. Applicant Proposed Measures as described in Section 6.3.2 were applied Project-wide to reduce potential visual impacts.

6.3.2 Applicant Proposed Measures

The following APMs would be implemented to reduce aesthetic and visual impacts associated with the Project:

APM-AES-01	Vegetation removal would be minimized to the greatest extent feasible to allow for the safe construction and operation of the facilities and to minimize potentially significant visual impacts resulting from land scars.
APM-AES-02	Night lighting during construction activities, if necessary, would be the minimum brightness to ensure safety and security for nighttime activities. Where safe to do so, night lighting used for construction or operations and maintenance activities would be shielded and pointed downward to eliminate off-site light.
APM-AES-03	Non-specular conductors would be used to reduce visual impacts.
APM-AES-04	“Dulled” galvanized steel or self-weathering finish structures would be used to reduce visual impacts.
APM-AES-05	Match Spans - Standard tower design would be modified to correspond with spacing of existing transmission line structures where feasible, and within limits of standard tower design. The typical span would be modified to correspond with existing structures, but not necessarily at every location. This would reduce visual contrast and/or potential operational conflicts.

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APPENDIX A SCENIC QUALITY RATING FORMS

Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: El Centro

Resource Area: CDCA/Yuma

Scenic quality rating unit: 01_Algodones Dunes

1. Evaluators *(names)* Andy Hughes

	2. LANDSCAPE CHARACTER *(Feature)*		
	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Series of large sand dunes of varying sizes and shapes	Little to no vegetation	Oval, elongated, waves
	Portions of the All-American Canal are visible, separating the dunes from the highway		
LINE	Undulating ridgelines caused by layers of sand dunes extending to the north	Not applicable, there is not enough vegetation to create significant line	rounded
	The all American canal is much straighter and angular than the adjacent dunes.		Linear, angular
	The highway that parallels much of the canal reinforces this rigidity, in contrast with the softer, wavier lines of the dunes.		Linear, angular
COLOR	Mostly homogenous light tan colored dunes. Most color contrast comes from shadows created by the dunes themselves.		Tan dominant
TEXTURE	fine	Very little vegetation, what does exist is sparse and coarse	Even and fine

3. Narrative

This SQRU includes the extensive dune network that makes up the Algodones Dunes. These dunes are significantly different from the surrounding desert in terms of both topography and vegetation. The dunes themselves host no vegetation which stands out even among the sparsely vegetated desert surrounding them. Outside influences have affected the area but is contained within a narrow corridor that includes the highway, the All-American canal, and a major utility corridor. These do provide significant contrast to the surrounding dunes, but the visual impacts are limited to the immediate area as the topography significantly reduces visibility. The lack of water and vegetation in the area puts further emphasis on the dunes themselves as dominant features of the landscape.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Mediu m	Low	Explanation or Rationale	
a. Landform	5	3 (4)	1		___ A= 19 or more
b. Vegetation	5	3 (1)	1		
c. Water	5	3 (0)	0		_18_ B= 12-18
d. Color	5	3 (3)	1		
e. Adjacent Scenery	5	3 (4)	0		___ C= 11 or less
f. Scarcity	5+	3 (7)	1		
g. Cultural Modification	2	0 (-1)	-4		
TOTALS	+ 18 + =				

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for ”color” falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the “explanation and rationale” column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: El Centro/ Yuma

Resource Area: CDCA/Yuma

Scenic quality rating unit: 02-Sonoran Desert

1. Evaluators *(names)*
Andy Hughes

	2. LANDSCAPE CHARACTER *(Feature)*		
	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Open expanses of desert with very little topography outside of seasonal washes.	Scattered shrubs and low grasses	Little definable form other than sparse vegetation
LINE	Horizontal, flowing	Vegetation is sparse and does not support cohesive lines	some
COLOR	Limited to shades of tan and grey with some shades of red	Mainly shades of brown and darker greens	Muted earth tones with some contrast between soils and vegetation
TEXTURE	coarse	Coarse	coarse

3. Narrative

This SQRU includes the flat, open expanses that make up the Sonoran Desert. The vegetation consists of sparsely distributed shrubs and small grasses. Ranges like the Chocolate and Cargo Muchacho Mountains are visible in the distant background but are often obscured by dust and sand kicked up by the wind.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Medium	Low	Explanation or Rationale	
a. Landform	5	3 (1)	1		___ A= 19 or more
b. Vegetation	5	3 (1)	1		
c. Water	5	3 (0)	0		__ B= 12-18
d. Color	5	3 (2)	1		
e. Adjacent Scenery	5	3 (2)	0		_9__ C= 11 or less
f. Scarcity	5+	3 (3)	1		
g. Cultural Modification	2	0 (0)	-4		
TOTALS		+ 9	+	=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for "color" falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the "explanation and rationale" column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: El Centro

Resource Area: CDCA/Yuma

Scenic quality rating unit: 03-Desert Mountains

1. Evaluators *(names)*
Andy Hughes

2. LANDSCAPE CHARACTER *(Feature)*

	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Jagged peaks with high prominence relative to the surrounding desert	Scattered shrubs and low grasses	Form dominated by isolated mountain range
LINE	Jagged lines following the ridgeline of the mountains.	Vegetation is sparse and does not support cohesive lines	Defined lines limited to the ridgeline and drainages
	Lower, lighter rock layers are visible from eroded drainages		
COLOR	Darker shades of brown that are distinctive from the surrounding desert	Mainly shades of brown and darker greens	Vegetation on the mountains offers little contrast most color is the result of the geologic features on the peaks themselves
TEXTURE	Coarse	Med grain size, what vegetation there is can be found concentrated within drainages on the slopes	Most of the texture comes from the irregularity of the rock formations within the mountains.

3. Narrative

This SQRU includes the rough terrain of the Cargo Muchacho Mountains. This consists of a small, isolated but prominent range of mountains. Very little vegetation can be found here as a result of the sparse rainfall and the rocky, steep terrain. The geology of the range does offer stark contrast, with the dark browns and black of the mountains standing out in comparison to the lighter soils of the surrounding Sonoran Desert.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Medium	Low	Explanation or Rationale	
a. Landform	5	3 (4)	1		___ A= 19 or more
b. Vegetation	5	3 (0)	1		
c. Water	5	3 (0)	0		_12_ B= 12-18
d. Color	5	3 (3)	1		
e. Adjacent Scenery	5	3 (2)	0		___ C= 11 or less
f. Scarcity	5+	3 (3)	1		
g. Cultural Modification	2	0 (0)	-4		
TOTALS		+ 12 +		=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for ”color” falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the “explanation and rationale” column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: El Centro

Resource Area: CDCA/Yuma

Scenic quality rating unit: 04-Cargo Muchacho Foothills

1. Evaluators *(names)*
Andy Hughes

2. LANDSCAPE CHARACTER *(Feature)*

	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Rolling hills carved by seasonal drainages	Scattered shrubs and low grasses	Form dictated by hills carved by seasonal runoff
LINE	Some soft lines created by the crests of rolling hills but the lack of contrast prevents strong, solid lines	Vegetation is sparse and does not support cohesive lines	Soft oscillating lines
COLOR	Mainly shades of brown and tan	Mainly shades of brown and darker greens	Muted earth tones with minimal contrast
TEXTURE	coarse	Coarse	Coarse

3. Narrative

This SQRU includes the foothills of the Cargo Muchacho Mountains which dominate views in the immediate foreground. Topography in this area is generally comprised of rolling hills with steep drainages carved out from seasonal run off.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Medium	Low	Explanation or Rationale	
a. Landform	5	3 (4)	1		___ A= 19 or more
b. Vegetation	5	3 (1)	1		
c. Water	5	3 (0)	0		__ B= 12-18
d. Color	5	3 (2)	1		
e. Adjacent Scenery	5	3 (3)	0		__10_ C= 11 or less
f. Scarcity	5+	3 (1)	1		
g. Cultural Modification	2	0 (-1)	-4		
TOTALS		+ 10	+	=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for ”color” falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the “explanation and rationale” column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: Yuma/ El Centro

Resource Area: CDCA/Yuma

Scenic quality rating unit: 06-Colorado River Riparian

1. Evaluators *(names)*
Andy Hughes

2. LANDSCAPE CHARACTER *(Feature)*

	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	River with gently slopping banks that quickly level off to blend in with surrounding desert	Consists of grasses and reeds along the banks with taller stands of trees scattered up and down the banks.	Linear
LINE	Soft curve created by the course of the river. This line changes significantly depending on the stretch of river as the low gradient results in large curves and oxbows.	Vegetation emphasizes the meeting point of the water and the shoreline	Line dominated by the course of the river
COLOR	Shades of green and blue	Ranges from lighter shades of greens and golds along the shoreline to much deeper, darker greens in the taller, denser vegetation.	Most of landform covered by vegetation shades of green dominant
TEXTURE	fine	Ranges from medium to coarse as you move up the banks. The grasses and reeds along the water form a much finer grain size than the large coarse fronds from the palm trees and the low growing scrub brush found further uphill	Blend of textures ranging from fine to coarse.

3. Narrative

This SQRU includes the flat, meandering riverbed of the Colorado River and it's associated riparian edge. This ribbon of dense vegetation differs significantly from the surrounding desert in terms of vegetation type and density. This vegetation masks most of the landform in the immediate area but views of the Chocolate Mountains can be seen in the background.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Medium	Low	Explanation or Rationale	
a. Landform	5	3 (2)	1		___ A= 19 or more
b. Vegetation	5	3 (2)	1		
c. Water	5	3 (5)	0		_18_ B= 12-18
d. Color	5	3 (2)	1		
e. Adjacent Scenery	5	3 (2)	0		___ C= 11 or less
f. Scarcity	5+	3 (4)	1		
g. Cultural Modification	2	0 (0)	-4		
TOTALS		+ 18	+	=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for "color" falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the "explanation and rationale" column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: El Centro/ Yuma

Resource Area: CDCA/Yuma

Scenic quality rating unit: 07- Riparian

1. Evaluators *(names)*
Andy Hughes

	2. LANDSCAPE CHARACTER *(Feature)*		
	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Channelized waterways in the form of tributaries and canals with engineered banks and little to no floodplain connection	Limited to shrubs and grasses growing in high density along the steep banks	Channelized waterways lined with dense vegetation
LINE	Straight rigid lines that follow the channelized waterways	Vegetation is clumped and in high density the only cohesive lines are those formed at the intersection of different plant types	Line dominated by the rigid, engineered course of the canal/tributary
COLOR	Light colored sands with patches of grey stone split by dark brown/green water	Ranges from shades of green to light browns and faded yellow	Some contrast between the darker shades of green and the surrounding lighter desert soils
TEXTURE	Mainly med but scattered stones along the banks add larger grain sizes	Ranges from coarse to med depending on vegetation type. Finer grains can be found closer to the waterline with coarser grains more common further up the bank	Relatively wide range of textures from the coarse shrubs and rocks to fine sands and water

3. Narrative

This SQRU includes the small tributaries and canals that cross through the landscape. These act as narrow ribbons of water and vegetation in a normally arid environment. The steep slopes of the bank and lower water levels limits the vegetation to mainly shrubs and grasses but the density of this vegetation stands out among the surrounding desert.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Medium	Low	Explanation or Rationale	
a. Landform	5	3 (1)	1		___ A= 19 or more
b. Vegetation	5	3 (2)	1		
c. Water	5	3 (3)	0		_12_ B= 12-18
d. Color	5	3 (3)	1		
e. Adjacent Scenery	5	3 (2)	0		___ C= 11 or less
f. Scarcity	5+	3 (2)	1		
g. Cultural Modification	2	0 (-1)	-4		
TOTALS		+ 12 +		=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for "color" falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the "explanation and rationale" column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



Form 8400-1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SCENIC QUALITY FIELD INVENTORY

Date: 05/13/2025

District/ Field Office: Yuma

Resource Area: CDCA/Yuma

Scenic quality rating unit:08- Mittry Lake

1. Evaluators *(names)*
Andy Hughes

	2. LANDSCAPE CHARACTER *(Feature)*		
	a. LANDFORM/WATER	b. VEGETATION	C. STRUCTURE (*General*)
FORM	Large body of impounded water surrounded by dense vegetation.	Shoreline vegetation forms a wall separating the shoreline from more upland areas.	Flat, concave, open
	Slow moving water through the area		
LINE	Contrast between the water and shoreline vegetation creates a strong line that wraps around the lake's edge	Sparse vegetation does not result in cohesive lines	Rounded, vertical
COLOR	Muted shades of brown and tan	Muted shades of green (olive) and tan	Muted colors ranging from olive and sage green to lighter shades of brown like tan and khaki
TEXTURE	Coarse grain and mostly uniform	Uniform around water edge with small grain	Ranging from fine to coarse grain

3. Narrative

This SQRU includes an impounded area of slow-moving water along the Colorado River. The amount of water present in this area is in stark contrast to the surrounding desert. The resulting vegetation from this water availability is significantly different from the vegetation found in the surrounding desert. The combination of these two factors creates a unique ecosystem within the larger desert environment. However, it is not removed from all outside influences. The views of existing transmission structures in the background provide some contrast to the existing natural environment. Larger rock formations can also be seen in the background but are often blocked by tall vegetation.

4. SCORE *(Circle Appropriate Level)**					SCENIC QUALITY CLASSIFICATION
	High	Mediu m	Low	Explanation or Rationale	
a. Landform	5	3 (2)	1		___ A= 19 or more _16_ B= 12-18 ___ C= 11 or less
b. Vegetation	5	3 (2)	1		
c. Water	5	3 (4)	0		
d. Color	5	3 (2)	1		
e. Adjacent Scenery	5	3 (3)	0		
f. Scarcity	5+	3 (4)	1		
g. Cultural Modification	2	0 (-1)	-4		
TOTALS		+ 16_	+	=	

INSTRUCTIONS

Following are the instructions for completing the form. The numbers correspond with the item numbers on the form.

1. **Evaluators.** List the names of the persons involved in the rating.

2. **Landscape Character.** Briefly describe the major features and elements in the landscape. Refer to illustrations 4, 5, 6, and 7 of the BLM Handbook 1-8431-1 for guidelines on the terminology to be used to describe the elements.

3. **Narrative.** Briefly describe the general character of the landscape as it relates to the immediate surroundings and to similar landscape features within the physiographic province.

4. **Scores.** Rate the scenic quality using the criteria and guidelines in the BLM Handbook 1-8410-1 Section II. Record the scores by circling the appropriate numbers. If the rating more appropriately falls between the listed numbers, write in the desired number and circle it. For example, if the desired number for ”color” falls between 3 and 5, write in the number 4 and circle it. Explain any unusual factors affecting a rating under the “explanation and rationale” column. If more space is needed, continue the explanation on this page. After the ratings are completed total the scores and check the appropriate classification block.



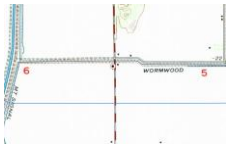
APPENDIX B KOP PHOTOS AND CONTRAST RATING FORMS

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3	Township: 17S; Range: 13E Section 6	
2. Key Observation Point (KOP) Name KOP 1 - S29 Fisher Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°42'4.06"N 115°40'29.12"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	sparse grasses and small shrubs occurring naturally, trees surrounding residences	occasional residences and agricultural buildings (sheds, barns, etc.), existing transmission lines and paved roads
LINE	irregular continuous line from background mountains to the south.	distant tree canopy offers some irregular line to contrast the horizon	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	dried grasses are typically shades of brown/gold with shrubs and trees providing shades of sage and olive	building materials are pale shades of tan and slate grey, transmission line structures are darker browns
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	trees and shrubs are close enough to provide coarse textures while fine grasses have a smaller grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric, indistinct
LINE	none	none	indistinct vertical/horizontal lines provide some contrast but similar to existing structures
COLOR	none	none	dull gray in middleground
TEX-TURE	none	none	additional structures would minimally increase density

SECTION D. CONTRAST RATING ___SHORT TERM ✔ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔			✔	
	LINE				✔				✔			✔	
	COLOR				✔				✔			✔	
	TEXTURE				✔				✔			✔	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ✔ No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 1.0 mile from Alternative 3 and would be seen in the middleground.

Only structure contrasts would be visible from this KOP.

The existing condition for KOP 1 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3 is a minimum of one mile to the north and would be seen in the middleground. The project would be noticeable, but would be subordinate in the landscape and collocated with the existing SWPL transmission line where seen. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.



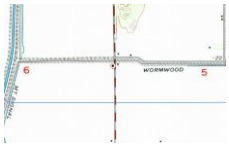
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3A	Township: 17S; Range: 13E Section 6	
2. Key Observation Point (KOP) Name KOP 1 - S29 Fisher Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°42'4.06"N 115°40'29.12"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	sparse grasses and small shrubs occurring naturally, trees surrounding residences	occasional residences and agricultural buildings (sheds, barns, etc.), existing transmission lines and paved roads
LINE	irregular continuous line from background mountains to the south.	distant tree canopy offers some irregular line to contrast the horizon	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	dried grasses are typically shades of brown/gold with shrubs and trees providing shades of sage and olive	building materials are pale shades of tan and slate grey, transmission line structures are darker browns
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	trees and shrubs are close enough to provide coarse textures while fine grasses have a smaller grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	increase in number of geometric structures minimally apparent
LINE	none	none	indistinct vertical/horizontal lines would provide some contrast with the irregular ridgelines
COLOR	none	none	faint dull gray in background
TEX-TURE	none	none	additional structures would minimally increase density

SECTION D. CONTRAST RATING __SHORT TERM ✔ LONG TERM

1. DEGREE OF CONTRAST		FEATURES											
		LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔			✔	
	LINE				✔				✔			✔	
	COLOR				✔				✔			✔	
	TEXTURE				✔				✔			✔	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ✔ No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 2.0 mile from Alternative 3A and would be seen in the background.

Only structure contrasts would be visible from this KOP.

The existing condition for KOP 1 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU11) subordinate within the viewshed and not noticeable by the casual viewer. From this high sensitivity KOP, Alternative 3A would be over 2.0 miles to the north and would be seen in the background within the context of the existing SWPL transmission line.



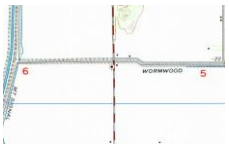
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3B	Township: 17S; Range: 13E Section 6	
2. Key Observation Point (KOP) Name KOP 1 - S29 Fisher Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°42'4.06"N 115°40'29.12"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	sparse grasses and small shrubs occurring naturally, trees surrounding residences	occasional residences and agricultural buildings (sheds, barns, etc.), existing transmission lines and paved roads
LINE	irregular continuous line from background mountains to the south.	distant tree canopy offers some irregular line to contrast the horizon	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	dried grasses are typically shades of brown/gold with shrubs and trees providing shades of sage and olive	building materials are pale shades of tan and slate grey, transmission line structures are darker browns
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	trees and shrubs are close enough to provide coarse textures while fine grasses have a smaller grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric,
LINE	none	none	strong vertical lines would provide contrast with the irregular ridgelines and angular architectural features
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would reinforce coarse textures

SECTION D. CONTRAST RATING ___SHORT TERM ✔ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔	✔			
	LINE				✔				✔	✔			
	COLOR				✔				✔		✔		
	TEXTURE				✔				✔		✔		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ✔ No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.5 mile from Alternative 3B and would be seen in the foreground.

The existing condition for KOP 1 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3B would be over 0.5 miles to the north and would be seen in the foreground. Although the existing SWPL transmission line is seen, the Project would dominate the viewshed and cause strong structure contrasts. The implementation of APM-AES-04 and APM-AES-05 would reduce impacts, but they would remain significant and unavoidable.



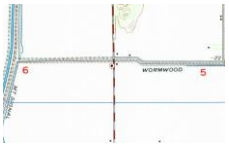
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3C/D	Township: 17S; Range: 13E Section 6	
2. Key Observation Point (KOP) Name KOP 1 - S29 Fisher Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°42'4.06"N 115°40'29.12"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	sparse grasses and small shrubs occurring naturally, trees surrounding residences	occasional residences and agricultural buildings (sheds, barns, etc.), existing transmission lines and paved roads
LINE	irregular continuous line from background mountains to the south.	distant tree canopy offers some irregular line to contrast the horizon	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	dried grasses are typically shades of brown/gold with shrubs and trees providing shades of sage and olive	building materials are pale shades of tan and slate grey, transmission line structures are darker browns
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	trees and shrubs are close enough to provide coarse textures while fine grasses have a smaller grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	strong vertical lines would provide contrast with the irregular ridgelines and angular architectural features
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would reinforce coarse textures

SECTION D. CONTRAST RATING ___SHORT TERM ✔LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔	✔			
	LINE				✔				✔	✔			
	COLOR				✔				✔		✔		
	TEXTURE				✔				✔		✔		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___✔No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.5 mile from Alternative 3C and 3D and would be seen in the foreground to the southeast.

The existing condition for KOP 1 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1), with riparian landscapes (LCU11) subordinate within the viewshed. From this high sensitivity KOP, Alternative 3C and 3D would be less than 1,000 feet to south and would be seen in the foreground. Project would dominate the viewshed and cause strong structure contrasts. The implementation of APM-AES-03 and APM-AES-04 would reduce impacts, but they would remain significant and unavoidable.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name Ironwood Transmission Line Project- Alternative 3	4. KOP Location (T.R.S) Township: 16S; Range: 13E Section: 26	5. Location Sketch
2. Key Observation Point (KOP) Name KOP 2 W Wahl Rd East		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.59"N 115°36'1.26"W	



SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive with mountain ranges in the background	agricultural fields with larger trees clustered around residences	scattered residences and agricultural buildings, paved road, and existing transmission lines in the background
LINE	irregular continuous line from background mountains	arranged rows of crops create defined straight lines	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	crops provide consistent shade of green with little variation	mostly shades of off-white and grey, much darker on asphalt
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	uniform plantings create fine/medium grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	noe	none	Tall, vertical, geometric
LINE	none	none	strong vertical lines would provide contrast with the irregular ridgelines and angular architectural features
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would reinforce coarse textures

SECTION D. CONTRAST RATING __SHORT TERM ✔LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔	✔			
	LINE				✔				✔	✔			
	COLOR				✔				✔		✔		
	TEXTURE				✔				✔		✔		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___✔No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View southwest approximately 0.24 mile from Alternative 3 and would be seen in the foreground to the southwest.

The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3 is a minimum of 0.24 mile to the south and would be seen in the foreground where the project deviates from the existing SWPL transmission line, which is located over 0.5 miles to the south or more causing impact VIS-4. Although the existing SWPL transmission line is within the viewshed, Alternative 3 would be more dominant in the viewshed and would alter the rural agricultural character of the site. The implementation of APM-AES-01, APM-AES-03, and APM-AES-04 would reduce the overall impacts of Alternative 3, but strong project contrasts as seen in the foreground would substantially degrade the existing visual character of the site and its surroundings and result in significant unavoidable impacts.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3A	Township: 16S; Range: 13E Section: 26	
2. Key Observation Point (KOP) Name KOP 2 W Wahl Rd East		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.59"N 115°36'1.26"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive with mountain ranges in the background	agricultural fields with larger trees clustered around residences	scattered residences and agricultural buildings, paved road, and existing transmission lines in the background
LINE	irregular continuous line from background mountains	arranged rows of crops create defined straight lines	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	crops provide consistent shade of green with little variation	mostly shades of off-white and grey, much darker on asphalt
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	uniform plantings create fine/medium grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	noe	none	Tall, vertical, geometric, somewhat apparent
LINE	none	none	distinct vertical/horizontal lines would provide some contrast with the irregular ridgelines
COLOR	none	none	dull gray in middleground
TEX-TURE	none	none	additional structures would increase density

SECTION D. CONTRAST RATING __SHORT TERM ✔LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔		✔		
	LINE				✔				✔		✔		
	COLOR				✔				✔		✔		
	TEXTURE				✔				✔		✔		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___✔No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View southwest approximately 1.2 mile from Alternative 3A and would be seen in the middleground to the north.

The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3A is over 1.2 miles to the north and would be seen in the middleground. The implementation of AES-01, APM-AES-03, and APM-AES-04 would reduce impacts to less than significant level.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3B/3C/3D	Township: 16S; Range: 13E Section: 26	
2. Key Observation Point (KOP) Name KOP 2 W Wahl Rd East		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.59"N 115°36'1.26"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive with mountain ranges in the background	agricultural fields with larger trees clustered around residences	scattered residences and agricultural buildings, paved road, and existing transmission lines in the background
LINE	irregular continuous line from background mountains	arranged rows of crops create defined straight lines	roof lines, roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil ranges from light to dark tans	crops provide consistent shade of green with little variation	mostly shades of off-white and grey, much darker on asphalt
TEX-TURE	mostly fine textures with some areas of coarser grains where soil has been tilled or disturbed	uniform plantings create fine/medium grain size	building surfaces and asphalt provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	noe	none	Tall, vertical, geometric, indistinct
LINE	none	none	indistinct vertical/horizontal lines provide some contrast but similar to existing structures
COLOR	none	none	indistinct vertical/horizontal lines provide some contrast but similar to existing structures
TEX-TURE	none	none	additional structures would minimally increase density

SECTION D. CONTRAST RATING ___SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View southwest approximately 1.1 mile from Alternative 3B/C/D and would be seen in the middleground to the south.

The existing condition for KOP 2 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) with riparian landscapes (LCU11) subordinate within the viewshed. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3B/C/D is over one mile to the south and would be seen in the middleground within the context of existing SWPL transmission line. Alternative 3B/C/D would be less dominant in the viewshed than the SWPL transmission line and would not further alter the rural agricultural character of the site.



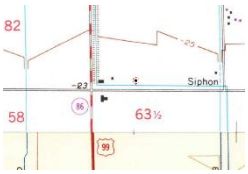
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3	Township: 16S; Range: 14E Section: 17	
2. Key Observation Point (KOP) Name KOP 3		
3. VRM Class at Project Location N/A	(Lat. Long) 32°45'9.32"N 115°32'56.26"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	linear, directional, long	regular, short agricultural crops	narrow, tall
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, directional, defined lines
COLOR	tans and browns	uniformly shades of green	brown, dark brown
TEX-TURE	fine	moderate course	smooth

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric, minimally apparent in background
LINE	none	none	vertical/horizontal lines from new transmission structures minimally apparent in background
COLOR	none	none	lighter structures would provide some contrast with darker background
TEX-TURE	none	none	additional structures would increase density which would contribute fine textures

SECTION D. CONTRAST RATING __ SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately 2.5 miles from Alternative 3 and would be seen in the middleground to the south.

The existing condition for KOP 3 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3 is a minimum of 2.5 miles to the south and would be seen in the background. The project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.



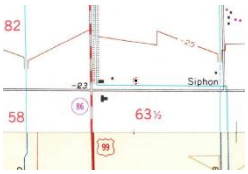
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3A	Township: 16S; Range: 14E Section: 17	
2. Key Observation Point (KOP) Name KOP 3		
3. VRM Class at Project Location N/A	(Lat. Long) 32°45'9.32"N 115°32'56.26"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	linear, directional, long	regular, short agricultural crops	narrow, tall
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, directional, defined lines
COLOR	tans and browns	uniformly shades of green	brown, dark brown
TEX-TURE	fine	moderate course	smooth

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric, apparent in middleground
LINE	none	none	vertical/horizontal lines from new transmission structures apparent in middleground
COLOR	none	none	lighter structures would provide contrast with darker background
TEX-TURE	none	none	additional structures would increase density which would contribute fine textures

SECTION D. CONTRAST RATING __ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately 2.5 miles from Alternative 3A and would be seen in the foreground to the south.

The existing condition for KOP 3 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3A is over 0.7 miles to the south and would be seen in the middleground. The implementation of AES-01, APM-AES-03, and APM-AES-04 would reduce impacts to less than significant level.



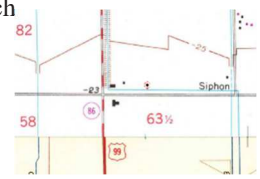
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3B/C/D	Township: 16S; Range: 14E Section: 17	
2. Key Observation Point (KOP) Name KOP 3		
3. VRM Class at Project Location N/A	(Lat. Long) 32°45'9.32"N 115°32'56.26"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	linear, directional, long	regular, short agricultural crops	narrow, tall
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, directional, defined lines
COLOR	tans and browns	uniformly shades of green	brown, dark brown
TEX-TURE	fine	moderate course	smooth

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric, minimally apparent in background
LINE	none	none	vertical/horizontal lines from new transmission structures minimally apparent in background
COLOR	none	none	lighter structures would provide some contrast with darker background
TEX-TURE	none	none	additional structures would increase density which would contribute fine textures

SECTION D. CONTRAST RATING __ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___ No
(Explain on reverses side)

3. Additional mitigating measures recommended
___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south over three miles from Alternative 3B/C/D and would be seen in the background to the south.

The existing condition for KOP 3 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1). Distribution lines are seen in the immediate foreground that contribute to the visual character of the site and surroundings. Views of nearby mountains and foothills also influence the scenic character of the area. From this high sensitivity KOP, Alternative 3B/C/D is over three miles to the south and would be seen in the background. The project would be seen within the context of the existing SWPL transmission line and not noticeable to casual viewers. Therefore, its presence would cause weak overall contrasts, and the rural agricultural character of the site would be minimally affected.



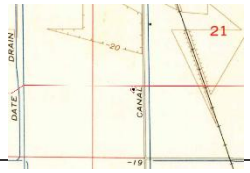
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3/3B/3C/3D	Township: 16S; Range: 14E Section: 21	
2. Key Observation Point (KOP) Name KOP 4 W Black Hills - Wild Horse Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°44'29.25"N 115°32'7.46"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat, directional	flat agricultural fields	linear, blocky
LINE	horizontal, directional	arranged rows of crops create defined straight lines	existing transmission lines and roads result in straight, vertical and horizontal, defined lines
COLOR	tans and browns	brown and green	transmission line structures are shades of grey, distribution brown; buildings tan, reddish
TEX-TURE	fine	coarse in foreground, course in middleground/background	fine/medium

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING ___SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 1.7 mile from Alternative 3/3B/3C/3D and would not be seen.

The existing condition for KOP 4 is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3/3B/3C/3D is a minimum of 1.7 miles to the south and is completely screened by existing residential structures. Therefore, the rural agricultural existing character of the site would not be affected.



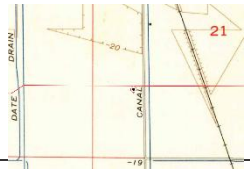
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project- Alternative 3A	Township: 16S; Range: 14E	
2. Key Observation Point (KOP) Name KOP 4 W Black Hills - Wild Horse Rd	Section: 21	
3. VRM Class at Project Location N/A	(Lat. Long) 32°44'29.25"N 115°32'7.46"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat, directional	flat agricultural fields	linear, blocky
LINE	horizontal, directional	arranged rows of crops create defined straight lines	vertical, directional; existing transmission lines and roads result in straight, vertical and horizontal, defined lines
COLOR	tans and browns	brown and green	transmission line structures are shades of grey, distribution brown; buildings tan, reddish
TEX-TURE	fine	coarse in foreground, course in middleground/background	fine/medium

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	vertical, directional
COLOR	none	none	dull gray
TEX-TURE	none	none	smooth

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X	X			
	LINE				X				X	X			
	COLOR				X				X		X		
	TEXTURE				X				X		X		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 200 feet from Alternative 3A would be seen in the immediate foreground to the north.

The existing condition for KOP 4 as shown in Appendix B is dominated by rural agricultural development (LCU 1) and urban residential development (LCU 4). From this high sensitivity KOP, Alternative 3A crosses in the immediate foreground, would cause strong structure contrasts, and would significantly change the viewshed from residences. The implementation of AES-01, AES-03, and AES-04 would reduce impacts, but they would remain significant.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3	Township: 16S; Range: 14E Section: 28	
2. Key Observation Point (KOP) Name KOP 5 W Black Hills - E Fawcett Dr		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.35"N 115°31'48.40"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive	agricultural fields	existing transmission lines and roads
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, angular, defined lines
COLOR	tans and browns	mainly one shade of green	transmission line structures are shades of grey, asphalt is darker
TEX-TURE	fine	coarse	transmission structures and pavement provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	strong vertical lines
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would contribute coarse textures

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X		X		
	LINE				X				X		X		
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately 0.4 mile from Alternative 3 and would be seen in the foreground to the south.

The existing condition for KOP 5 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings but the operation of Alternative 3 would cause impact VIS-4. From this high sensitivity KOP, Alternative 3 is a minimum of 0.4 miles to the south and would be seen in the foreground. The project would be noticeable, but would be codominant in the landscape being collocated with the existing SWPL transmission line, causing weak structure contrasts. The implementation of AES-01, AES-03, AES-04 would reduce the overall impacts of Alternative 3 to a less than significant level, and the rural agricultural and urban residential character of the site would be minimally affected.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3A	Township: 16S; Range: 14E Section: 28	
2. Key Observation Point (KOP) Name KOP 5 W Black Hills - E Fawcett Dr		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.35"N 115°31'48.40"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive	agricultural fields	existing transmission lines and roads
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, angular, defined lines
COLOR	tans and browns	mainly one shade of green	transmission line structures are shades of grey, asphalt is darker
TEX-TURE	fine	coarse	transmission structures and pavement provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___XNo (Explain on reverses side)

Evaluator's Names: Andy Hughes

Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately 0.4 mile from Alternative 3A and would not be seen to the north.

The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground that contributes to the visual character of the site and surroundings. From this high sensitivity KOP, Alternative 3A is over 1.2 miles to the north and would be completely screened from view by intervening structures and development.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3B/3C/3D	Township: 16S; Range: 14E Section: 28	
2. Key Observation Point (KOP) Name KOP 5 W Black Hills - E Fawcett Dr		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'24.35"N 115°31'48.40"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive	agricultural fields	existing transmission lines and roads
LINE	irregular continuous line from distant mountains	vegetation arranged in straight rows	existing transmission lines and roads result in straight, angular, defined lines
COLOR	tans and browns	mainly one shade of green	transmission line structures are shades of grey, asphalt is darker
TEX-TURE	fine	coarse	transmission structures and pavement provide fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	strong vertical lines
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would contribute coarse textures

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes =
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately one mile from Alternative 3 and would be seen in the middleground to the south.

The existing condition for KOP 5 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and urban residential development (LCU 4). Distribution lines seen in the immediate foreground and the existing SWPL transmission line seen in the foreground that contributes to the visual character of the site and surroundings. From this high sensitivity KOP, Alternative 3B/3C/3D is over one mile to the south and would be seen in the middleground in the context of the existing SWPL transmission line. The project would be noticeable, but would be subdominant in the landscape, and the rural agricultural and urban residential character of the site would be minimally affected.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3, 3d	Township: 17S; Range: 14E Section: 1	
2. Key Observation Point (KOP) Name: KOP 6 W Black Hills - Calexico: Meadows Rd		
3. VRM Class at Project Location	(Lat. Long) 32°42'3.33"N 115°28'55.46"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive irrigation canal	simple, rounded, short	irregular, indistinct, short, linear, blocky
LINE	irregular continuous line from distant mountains	short, inistinct	straight, defined lines
COLOR	tans and browns	brown and gray	variable; black, brown, tan
TEX-TURE	fine	coarse	fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	vertical, directional
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would contribute coarse textures

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A (Explain on reverses side)

3. Additional mitigating measures recommended ___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.6 miles from Alternative 3/3d and would be seen in the middleground.

The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3/3D is a minimum of 0.6 mile to the north and would be seen in the middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3 would cause impact VIS-7. Weak structure contrasts would occur due to the project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01, AES-03, AES-04, and AES-05 would reduce the overall impacts of Alternative 3 to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected. Refer to Appendix C for a photo simulation from this KOP.



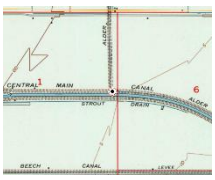
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3a	Township: 17S; Range: 14E Section: 1	
2. Key Observation Point (KOP) Name: KOP 6 W Black Hills - Calexico: Meadows Rd		
3. VRM Class at Project Location: N/A	(Lat. Long) 32°42'3.33"N 115°28'55.46"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive irrigation canal	simple, rounded, short	irregular, indistinct, short, linear, blocky
LINE	irregular continuous line from distant mountains	short, indistinct	straight, defined lines
COLOR	tans and browns	brown and gray	variable; black, brown, tan
TEX-TURE	fine	coarse	fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric, minimally apparent
LINE	none	none	vertical, directional; minimally apparent
COLOR	none	none	none from this distance
TEX-TURE	none	none	none from this distance

SECTION D. CONTRAST RATING __ SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A (Explain on reverses side)

3. Additional mitigating measures recommended ___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 2.8 miles from Alternative 3a and would be seen in the background.

The existing condition for KOP 5 is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3A is over 2.8 miles to the north and would be seen in the background. The existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the rural agricultural and suburban character of the site would be minimally affected.



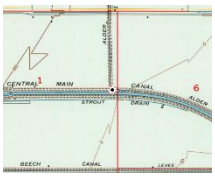
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3b/3c	Township: 17S; Range: 14E Section: 1	
2. Key Observation Point (KOP) Name KOP 6 W Black Hills - Calexico: Meadows Rd		
3. VRM Class at Project Location N/A	(Lat. Long) 32°42'3.33"N 115°28'55.46"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	open and expansive irrigation canal	simple, rounded, short	irregular, indistinct, short, linear, blocky
LINE	irregular continuous line from distant mountains	short, indistinct	straight, defined lines
COLOR	tans and browns	brown and gray	variable; black, brown, tan
TEX-TURE	fine	coarse	fine/medium textures

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	Tall, vertical, geometric
LINE	none	none	vertical, directional
COLOR	none	none	dull gray
TEX-TURE	none	none	additional structures would increase density which would contribute coarse textures

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.6 miles from Alternative 3b/3c and would be seen in the background.

The existing condition for KOP 5 as shown in Appendix B is dominated by generally open, unobstructed views of rural agricultural development (LCU 1) and suburban residential development (LCU 4). From this high sensitivity KOP, Alternative 3B/C is a minimum of 0.6 miles to the north and would be seen in the middleground. The existing SWPL transmission line seen in the foreground contributes to the visual character of the site and surroundings, but the operation of Alternative 3B would cause impact VIS-7. Weak structure contrasts would occur due to the project being codominant and collocated with the existing SWPL transmission line, and the implementation of APM-AES-01, APM-AES-03, APM-AES-04, and APM-AES-05 would reduce the overall impacts of Alternative 3B to a less than significant level. Therefore, the rural agricultural and suburban character of the site would be minimally affected.

Refer to Appendix C for a photo simulation from this KOP.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3, 3c, 3d	Township: 16S; Range: 15E Section: 35	
2. Key Observation Point (KOP) Name KOP 7 Heber Dunes SVRA		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'14.65"N 115°23'30.14"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling sand dunes	jagged, angular	irregular, complex
LINE	irregular lines from overlapping dunes	irregular	angular
COLOR	mainly light sand	shades of greens	gray, tan, brown
TEX-TURE	fine	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes

Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View northeast approximately 0.35 miles from Alternative 3/3C/3D and would be seen in the foreground.

The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3/3C/3D is approximately 0.35 miles to the south and would be seen in the foreground causing impact VIS-4. The project would be prominent in the viewshed, but collocated with the existing SWPL transmission line. Therefore, its presence would cause weak structure overall contrasts, and the dunes character of the site would be moderately affected from this location. The implementation of APM-AES-01, APM-AES-03, APM-AES-04 and APM-AES-05 would reduce impacts resulting in less than significant impacts from this KOP. Refer to Appendix C for a photo simulation from this KOP.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3a	Township: 16S; Range: 15E Section: 35	
2. Key Observation Point (KOP) Name KOP 7 Heber Dunes SVRA		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'14.65"N 115°23'30.14"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling sand dunes	jagged, angular	irregular, complex
LINE	irregular lines from overlapping dunes	irregular	angular
COLOR	mainly light sand	shades of greens	gray, tan, brown
TEX-TURE	fine	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				4
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.6 miles from Alternative 3b/3c and would be seen in the background.

The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3A is approximately 1.4 miles to the north and would be screened from view by intervening vegetation resulting in no impacts.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 3b	Township: 16S; Range: 15E Section: 35	
2. Key Observation Point (KOP) Name KOP 7 Heber Dunes SVRA		
3. VRM Class at Project Location N/A	(Lat. Long) 32°43'14.65"N 115°23'30.14"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling sand dunes	jagged, angular	irregular, complex
LINE	irregular lines from overlapping dunes	irregular	angular
COLOR	mainly light sand	shades of greens	gray, tan, brown
TEX-TURE	fine	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 1.8 miles from Alternative 3b and would be seen in the foreground.

The existing condition for KOP 7 as shown in Appendix B is dominated by views of Algodones Dunes (LCU 12) that are partially screened by vegetation and topography. From this high sensitivity KOP, Alternative 3B is approximately 1.8 miles to the south and would be screened from view by intervening vegetation resulting in no impacts.



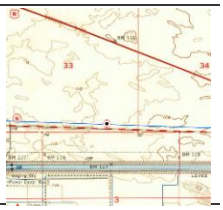
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 2	Township: 16S; Range: 18E Section: 33	
2. Key Observation Point (KOP) Name KOP 8 SR 98		
3. VRM Class at Project Location Class III & IV	(Lat. Long) 32°42'33.52"N, 115° 6'46.38"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	mounded, irregular	simple, directional, repeating
LINE	irregular continuous line from background mountains	indistinct	short to long, straight
COLOR	bare soil mainly light tan colored sand	ranges from browns to grays to dark browns	gray to dark brown
TEX-TURE	mostly fine textures	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, short
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING ___SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X		X		
	LINE				X				X		X		
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View northwest approximately 200 feet from Alternative 2 and would be seen in the immediate foreground to the north.

The existing condition for KOP 8 is dominated by generally open, unobstructed views of scenic quality class C desert landscape (SQRU 2/LCU 8), and project would cross VRM Class III designation in the middleground. From this moderate sensitivity KOP, Alternative 2 is within approximately 200 feet to the north paralleling US Hwy 98 and would be seen in the immediate foreground within the context of the existing multiple transmission line that contributes to the visual character of the site and surroundings. Strong structure contrasts would occur due to the project being dominant in the viewshed to the north. However, the existing transmission line corridor would be seen within the viewshed, and with implementation of AES-01, APM-AES-03, and APM-AES-04, the existing character would be moderately affected and the Project would be compliant with Class III designation.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name Ironwood Transmission Line Project-Alternative 2a	4. KOP Location (T.R.S) Township: 16S; Range: 18E Section: 33	5. Location Sketch 
2. Key Observation Point (KOP) Name KOP 8 SR 98		
3. VRM Class at Project Location Class II and IV	(Lat. Long) 32°42'33.52"N, 115° 6'46.38"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat and expansive	mounded, irregular	simple, directional, repeating
LINE	irregular continuous line from background mountains	indistinct	short to long, straight
COLOR	bare soil mainly light tan colored sand	ranges from browns to grays to dark browns	gray to dark brown
TEX-TURE	mostly fine textures	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING ___SHORT TERM ✔ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				✔				✔			✔	
	LINE				✔				✔			✔	
	COLOR				✔				✔			✔	
	TEXTURE				✔				✔			✔	

2. Does project design meet visual resource management objectives? ✔ Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ✔ No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northwest approximately 0.5 miles from Alternative 2a and would be seen in the foreground/middleground to the south.

The existing condition for KOP 8 is dominated by generally open, unobstructed views of scenic quality class C desert landscape (SQRU 2/LCU 8), and project would cross VRM Class III designation. From this moderate sensitivity KOP, Alternative 2A is within approximately 0.5 miles to the south and would be seen in the foreground/middleground transition distance zone within the context of the existing SWPL transmission line and multiple transmission line corridor that contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing transmission line corridor and impacts would be less than significant.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 2	Township:16S; Range: 20E Section: 31	
2. Key Observation Point (KOP) Name KOP 9 Dunebuggy Flats		
3. VRM Class at Project Location VRM IV	(Lat. Long) 32°42'47.37"N 114°56'33.01"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mostly flat and expansive with dunes beginning to take shape in the foreground and middleground	mounded, irregular	vertical, repeating; blocky, angular
LINE	irregular, faint continuous line from background mountains	indistinct	roads, and existing transmission lines result in straight, angular, defined lines
COLOR	bare soil mainly light colored sand	olive to dark green	transmission line structures are brown, service structures tan or gray
TEX-TURE	mostly fine textures	moderate to fine	fine/medium

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X		X		
	LINE				X				X		X		
	COLOR				X				X		X		
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No (Explain on reverses side)

3. Additional mitigating measures recommended ___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northeast approximately 0.8 miles from Alternative 2 and would be seen in the middleground to the north.

The existing condition for KOP 9 as shown in Appendix B is primarily of a dune landscape strongly influenced by recreational, irrigation and utility facility development (SQRU 1/LCU 12). The project would cross BLM VRM Class IV as seen from this KOP. From this high sensitivity KOP, Alternative 2 is over 0.8 miles to the north and would be seen in the middleground. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line located in the foreground from this KOP. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the VRM Class IV designation.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 2a	Township:16S; Range: 20E Section: 31	
2. Key Observation Point (KOP) Name KOP 9 Dunebuggy Flats		
3. VRM Class at Project Location VRM IV	(Lat. Long) 32°42'47.37"N 114°56'33.01"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mostly flat and expansive with dunes beginning to take shape in the foreground and middleground	mounded, irregular	vertical, repeating; blocky, angular
LINE	irregular, faint continuous line from background mountains	indistinct	roads, and existing transmission lines result in straight, vertical, defined lines;
COLOR	bare soil mainly light colored sand	olive to dark green	transmission line structures are brown, service structures tan or gray
TEX-TURE	mostly fine textures	moderate to fine	fine/medium

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X		X		
	LINE				X				X		X		
	COLOR				X				X		X		
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northwest approximately 0.4 miles from Alternative 2a and would be seen in the middleground to the northeast to southeast.

The existing condition for KOP 9 as shown in Appendix B is primarily of a dune landscape strongly influenced by recreational, irrigation and utility facility development (SQRU 1/LCU 12). The project would cross BLM VRM Class IV as seen from this KOP. From this high sensitivity KOP, Alternative 2A is over 0.4 miles to the southeast and northeast and would be seen in the middleground. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line located in the foreground from this KOP. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the VRM Class IV designation.



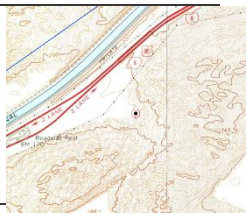
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A/B/C/D	Township: 16S; Range: 20E Section: 50	
2. Key Observation Point (KOP) Name KOP 10 Buttercup Campground		
3. VRM Class at Project Location VRM III	(Lat. Long) 32°44'19.16"N 114°52'43.63"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling sand dunes	low, mounded	horizontal punctuated by vertical, linear forms; irregular, complex; blocky
LINE	irregular continuous line from sand dunes	indistinct	complex, non directional
COLOR	light sand	olive to dark green	tan or gray
TEX-TURE	mostly fine textures	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				x				x			x	
	LINE				x				x			x	
	COLOR				x				x			x	
	TEXTURE				x				x			x	

2. Does project design meet visual resource management objectives? x Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes x No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northwest approximately 0.6 miles from Alternative 1A/1B/1C/1D and would be seen in the foreground/middleground transition distance zone to the northwest.

The existing condition of KOP 10 is primarily of a dune landscape strongly influenced by recreational and utility facility development (SQRU 1/LCU 12). From this high sensitivity KOP, Alternative 1A/1B/1C/1D is approximately 0.6 miles to the northwest and would be seen in the foreground/middleground transition distance zone. The project would cross BLM VRM Class IV as seen from this KOP. The existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. With the implementation of AM-AES-01, VIS-1 and VIS-2, the character of the site would be minimally affected, and the project would be in conformance with VRM Class IV objective. Refer to Appendix C for a photo simulation from KOP 10.



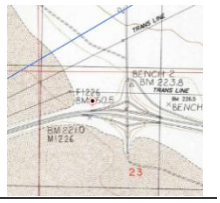
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A/B/C/D	Township: 16S ; Range: 20E Section: 23	
2. Key Observation Point (KOP) Name KOP 11 Interstate 8		
3. VRM Class at Project Location VRM IV & III	(Lat. Long) 32; 45:39.567 ; 114;50:23.136	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	relatively flat and expansive with dunes in the background and smaller dunes in the fore and mid ground	low, mounded	horizontal punctuated by vertical, linear forms; irregular, complex
LINE	irregular continuous line from background dunes	indistinct	complex, non-directional. Road provides a slightly curving line
COLOR	bare soil mainly slightly darker colored sand than background dunes	olive to dark green	gray, tan
TEX-TURE	mostly fine textures	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View northwest approximately 0.5 miles from Alternative 1A/1B/1C/1D and would be seen in the foreground/middleground transition distance zone to the northwest.

The existing condition for KOP 11 as shown in Appendix B is primarily of a dune landscape strongly influenced by transportation and utility facility development (SQRU 1/LCU 12). From this moderate sensitivity KOP, Alternative 1A/1B/1C/1D is approximately 0.5 miles to the north and northwest and would be seen in the foreground/middleground transition distance zone.
The project would cross BLM VRM Class IV in the immediate foreground and foreground, and Class III in the middleground as seen from this KOP. The existing SWPL transmission line is seen in the foreground and middle contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected and the Project would be in compliance with VRM Class III and Class IV. See Appendix C for a photo simulation of this Alternative from this KOP.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A/B	Township 15S; Range 21E Section 26	
2. Key Observation Point (KOP) Name: KOP 12 Barney Oldfield Rd		
3. VRM Class at Project Location: VRM III	(Lat. Long) 32°49'47.80"N 114°43'12.79"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling hills with rugged mountain ranges in the midground and background	low, mounded	irregular, complex
LINE	irregular, angular, and continuous line from background mountains	indistinct	complex, non-directional.
COLOR	undisturbed soils are darker greys and browns	olive to dark green, light brown	dull gray
TEX-TURE	medium and coarse textures from gravel	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING ___ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___ No (Explain on reverses side)

3. Additional mitigating measures recommended ___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View north approximately 1.6 miles from Alternative 1A/1B, but would be partially screened by terrain and seen primarily in the background to the north.

The existing condition for KOP 12 as shown in Appendix B is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWL transmission line. From this high sensitivity KOP, Alternative 1A/1B is over 1.6 miles to the north, would be partially screened by the Cargo Muchacho Mountains, and would be seen in the background. The existing SWPL transmission line is seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.



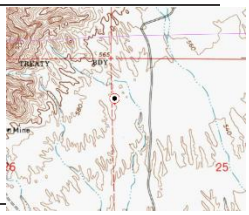
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1C	Township 15S; Range 21E Section 26	
2. Key Observation Point (KOP) Name: KOP 12 Barney Oldfield Rd		
3. VRM Class at Project Location: VRM III	(Lat. Long) 32°49'47.80"N 114°43'12.79"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling hills with rugged mountain ranges in the midground and background	low, mounded	irregular, complex
LINE	irregular, angular, and continuous line from background mountains	indistinct	complex, non-directional.
COLOR	undisturbed soils are darker greys and browns	olive to dark green, light brown	dull gray
TEX-TURE	medium and coarse textures from gravel	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING ___SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No (Explain on reverses side)

3. Additional mitigating measures recommended ___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View north approximately 0.3 miles from Alternative 1C, but would be partially screened by terrain and seen primarily in the foreground to the north.

The existing condition for KOP 12 is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWL transmission line. From this high sensitivity KOP, Alternative 1C is over 0.3 miles to the north and would be seen in the foreground. The existing SWPL transmission line is seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1D	Township 15S; Range 21E Section 26	
2. Key Observation Point (KOP) Name: KOP 12 Barney Oldfield Rd		
3. VRM Class at Project Location: VRM III	(Lat. Long) 32°49'47.80"N 114°43'12.79"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	rolling hills with rugged mountain ranges in the midground and background	low, mounded	irregular, complex
LINE	irregular, angular, and continuous line from background mountains	indistinct	complex, non-directional.
COLOR	undisturbed soils are darker greys and browns	olive to dark green, light brown	dull gray
TEX-TURE	medium and coarse textures from gravel	coarse	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	angular, complex
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING ___SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No (Explain on reverses side)

3. Additional mitigating measures recommended ___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately 0.8 miles from Alternative 1D, but would be partially screened by terrain and seen primarily in the foreground to the north.

The existing condition for KOP 12 is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWL transmission line. From this high sensitivity KOP, Alternative 1D is approximately 0.8 miles to the northeast and would be seen in the middleground. The existing SWPL transmission line is seen in the immediate foreground contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing SWPL transmission line. Therefore, the character of the site would be minimally affected, and the Project would be in compliance with the Class III designation.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A	Township: 15S ; Range: 23E Section: 22	
2. Key Observation Point (KOP) Name KOP 13-VRM Class II: All American Canal		
3. VRM Class at Project Location VRM II	(Lat. Long) 32°50'0.76"N 114°32'6.01"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes	low, mounded	irregular, complex to east (frame right; foreground)
LINE	irregular continuous line from background mountains	indistinct	complex, non-directional (frame right, foreground); distinct horizontal linear element
COLOR	soils are darker shades of grey and brown	olive to dark green, light brown	dull gray (frame right, foreground)
TEX-TURE	medium to coarse	coarse	fine (frame right, foreground)

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	road building would alter landform where cut and fill is required	removal of vegetation in areas of road building would cause a change in vegetation form	irregular, complex (foreground to west, frame left)
LINE	additional sinuous line from new road access	removal of vegetation in areas of road building would cause weak contrasts in vegetation line	complex, non-directional (frame left, foreground); additional distinct horizontal linear element
COLOR	moderate contrasts from lighter exposed soils	removal of vegetation in areas of road building would cause weak contrasts in vegetation color	dull gray
TEX-TURE	smooth texture along road cut/fill areas would cause moderate contrast	removal of vegetation in areas of road building would cause weak contrasts in vegetation texture	fine (frame left, foreground)

SECTION D. CONTRAST RATING __ SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM		X				X				X		
	LINE		X				X				X		
	COLOR		X				X				X		
	TEXTURE		X				X				X		

2. Does project design meet visual resource management objectives? ___ Yes X No
(Explain on reverses side)

3. Additional mitigating measures recommended
___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately 0.4 miles from Alternative 1A, and would be seen in the foreground to the north.

The existing condition for KOP 13 is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1A is over 0.4 miles to the north and would be seen in the foreground and in the skylined. Although the existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings, the Project would cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within the Section 368 designated utility corridor 115-238. The implementation of APM-AES-03 and APM-AES-04 would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.



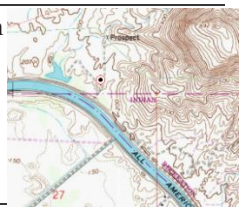
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1B/C/D	Township: 15S ; Range: 23E Section: 22	
2. Key Observation Point (KOP) Name KOP 13-VRM Class II: All American Canal		
3. VRM Class at Project Location VRM II	(Lat. Long) 32°50'0.76"N 114°32'6.01"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes	low, mounded	irregular, complex to east (frame right; foreground)
LINE	irregular continuous line from background mountains	indistinct	complex, non-directional (frame right, foreground); distinct horizontal linear element
COLOR	soils are darker shades of grey and brown	olive to dark green, light brown	dull gray (frame right, foreground)
TEX-TURE	medium to coarse	coarse	fine (frame right, foreground)

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	road building would alter landform where cut and fill is required	removal of vegetation in areas of road building would cause a change in vegetation form	irregular, complex (foreground to west, frame left)
LINE	additional sinuous line from new road access	removal of vegetation in areas of road building would cause weak contrasts in vegetation line	complex, non-directional (frame left, foreground); additional distinct horizontal linear element
COLOR	moderate contrasts from lighter exposed soils	removal of vegetation in areas of road building would cause weak contrasts in vegetation color	dull gray
TEX-TURE	smooth texture along road cut/fill areas would cause moderate contrast	removal of vegetation in areas of road building would cause weak contrasts in vegetation texture	fine (frame left, foreground)

SECTION D. CONTRAST RATING __ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM		X				X				X		
	LINE		X				X				X		
	COLOR		X				X				X		
	TEXTURE		X				X				X		

2. Does project design meet visual resource management objectives? ___Yes X No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View north approximately 0.2 miles from Alternative 1B/1C/1D, and would be seen in the foreground to the north.

The existing condition for KOP 13 is dominated by views of desert and desert mountain landscapes (SQRU 2/LCU 8) partially obstructed by the existing SWPL transmission line. From this high sensitivity KOP, Alternative 1B/1C/1D is less than 0.2 miles to the north and would be seen in the immediate foreground and in the skyline. Although the existing SWPL transmission line is seen in the foreground contributes to the visual character of the site and surroundings, the Project would cross VRM Class II areas where foreground views of moderate to strong contrasts would occur and the Project would be non-compliant with the designation. This area is located within the Section 368 designated utility corridor 115-238. The implementation of APM-AES-03, APM-AES-04 and APM-AES-05 would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would occur.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A	Township: 15S ; Range: 23E Section: 27	
2. Key Observation Point (KOP) Name KOP 14 11th St		
3. VRM Class at Project Location Class II & III	(Lat. Long) 32°49'7.33"N 114°32'5.75"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes	scattered shrubs irregular, linear	irregular, complex
LINE	irregular continuous line from background mountains	indistinct, horizontal	complex, non-directional, angular; strong vertical element
COLOR	soils are darker shades of grey and brown	green	tan in FG or dull grayin MG
TEX-TURE	medium to coarse	fine	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular
COLOR	none	none	dull gray in MG
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___XNo (Explain on reverses side)

Evaluator's Names — Date
Andy Hughes — 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately 1.4 miles from Alternative 1A and would be seen in the middleground transition distance zone to the north.

The existing condition for KOP 14 is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU7 and LCU 1). From this high sensitivity KOP, Alternative 1A is 1.4 miles to the north and would be seen in the middleground. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of APM-AES-01, APM-AES-03, APM-AES-04 and APM-AES-05 the character of the site would be minimally affected, and the project would be in conformance with VRM Class II and Class III objective, and the rural agricultural and foothills character of the site would be minimally affected.



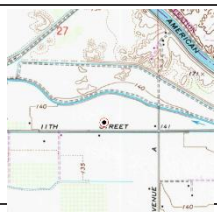
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1B/C/D	Township: 15S ; Range: 23E Section: 27	
2. Key Observation Point (KOP) Name KOP 14 11th St		
3. VRM Class at Project Location Class II & III	(Lat. Long) 32°49'7.33"N 114°32'5.75"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes	scattered shrubs irregular, linear	irregular, complex
LINE	irregular continuous line from background mountains	indistinct, horizontal	complex, non-directional, angular; strong vertical element
COLOR	soils are darker shades of grey and brown	green	tan in FG or dull gray in MG
TEX-TURE	medium to coarse	fine	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular; strong vertical element
COLOR	none	none	dull grayin MG
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately 1.5 miles from Alternative 1B/1C/1D and would be seen in the middleground transition distance zone to the north.

The existing condition for KOP 14 is dominated by generally open, unobstructed views of rural agricultural development and desert foothills (SQRU 4/LCU7 and LCU 1). From this high sensitivity KOP, Alternative 1B/C/D is 1.5 miles to the north and would be seen in the middleground. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II and Class III areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01, APM-AES-03, APM-AES-04 and APM-AES-05, the character of the site would be minimally affected, and the project would be in conformance with VRM Class II and Class III objective, and the rural agricultural and foothills character of the site would be minimally affected.



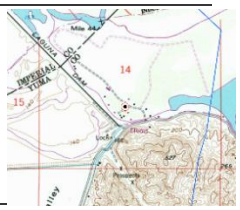
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma Field Office RMP

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A		
2. Key Observation Point (KOP) Name KOP 15 Betty's Kitchen		
3. VRM Class at Project Location N/A	(Lat. Long) 32°49'10.09"N 114°29'16.78"W	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes to east; flat to north	vase shaped; mounded to irregular	blocky, simple
LINE	irregular to north; jagged to east	curving, irregular	geometric, hard
COLOR	soils are darker shades of grey and brown	dark to medium green	light brown/tan
TEX-TURE	medium to coarse	coarse to moderate	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately 1.8 mile from Alternative 3A and would not be seen to the west.

The existing condition for KOP 15 as shown in Appendix B is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 11). From this high sensitivity KOP, Alternative 1A is 1.8 miles to the east and northeast and would not be seen due to screening topography and vegetation. Therefore, no impacts on the scenic quality or character of the site would occur.



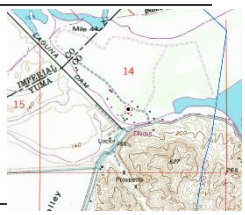
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma Field Office RMP

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1B/C/D	Township: 7S; Range:22W Section: 14	
2. Key Observation Point (KOP) Name KOP 15 Betty's Kitchen		
3. VRM Class at Project Location N/A	(Lat. Long) N32°49'10.13"; W114°29'16.63"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mountain/foothill slopes to east; flat to north	vase shaped; mounded to irregular	blocky, simple
LINE	irregular to north; jagged to east	curving, irregular	geometric, hard
COLOR	soils are darker shades of grey and brown	dark to medium green	light brown/tan
TEX-TURE	medium to coarse	coarse to moderate	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular;
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X	X			
	LINE				X				X	X			
	COLOR				X				X		X		
	TEXTURE				X				X		X		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View north approximately less than 0.5 mile from Alternative 1B/1C/1D and would be seen in the foreground.

The existing condition for KOP 15 is dominated by foreground views of foothills and wetlands (SQRU 8/LCU 11). From this high sensitivity KOP, Alternative 1B/1C/1D is less than 0.5 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). The implementation of APM-AES-01, APM-AES-03, and APM-AES-04 would reduce impacts, but they would remain significant and unavoidable.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma Field Office RMP

SECTION A. PROJECT INFORMATION

1. Project Name Ironwood Transmission Line Project-Alternative 1A	4. KOP Location (T.R.S) Township: 7S; Range:22W Section: 13	5. Location Sketch 
2. Key Observation Point (KOP) Name KOP 16-Mittry Lake Wildlife Area		
3. VRM Class at Project Location N/A	(Lat. Long) N32°49'10.06"; W114°28'25.18"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rounded, mounded and domed in BG, flat, simple in FG	amorphous, patchy	none
LINE	irregular	indistinct	none
COLOR	soils are darker shades of gray and light brown; blues in FG	dark to medium green	none
TEX-TURE	fine to medium	coarse to moderate	none

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south approximately 1.25 mile from Alternative 1A and would not be seen to the southeast.

The existing condition for KOP 16 is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 11). From this high sensitivity KOP, Alternative 1A is 1.25 miles to the southeast and would not be seen due to screening topography. Therefore, no impacts on the scenic quality or character of the site would occur.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma Field Office RMP

SECTION A. PROJECT INFORMATION

1. Project Name Ironwood Transmission Line Project-Alternative 1B/C/D	4. KOP Location (T.R.S) Township: 7S; Range:22W Section: 13	5. Location Sketch 
2. Key Observation Point (KOP) Name KOP 16-Mittry Lake Wildlife Area		
3. VRM Class at Project Location N/A	(Lat. Long) N32°49'10.06"; W114°28'25.18"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rounded, mounded and domed in BG, flat, simple in FG	amorphous, patchy	none
LINE	irregular	indistinct	none
COLOR	soils are darker shades of gray and light brown; blues in FG	dark to medium green	none
TEX-TURE	fine to medium	coarse to moderate	none

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular
COLOR	additional shades of gray and light brown due to road construction cut/fill	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X	X			
	LINE			X					X	X			
	COLOR			X					X		X		
	TEXTURE				X				X		X		

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View north approximately 0.4 miles from Alternatives 1B/C/D/E and would seen in the foreground.

The existing condition for KOP 16 is dominated by foreground views of foothills and wetlands/open water (SQRU 8/LCU 11). From this high sensitivity KOP, Alternatives 1B/C/D are less than 0.4 miles to the northeast and would be seen in the foreground. Strong structure contrasts would occur due to the introduction of the Project that would dominate the viewshed (see Appendix C photo simulation). Weak landform and color contrasts would occur due to the construction of access roads requiring cut and fill that would expose underlying soils. The implementation of APM-AES-01, APM-AES-03, and APM-AES-04 would reduce impacts, but they would remain significant and unavoidable.



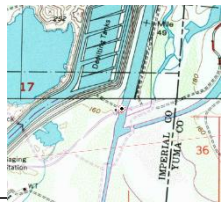
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A	Township: 15S; Range: 24E Section: 1	
2. Key Observation Point (KOP) Name KOP 17-S24		
3. VRM Class at Project Location II	(Lat. Long) N32°52'26.17"; W114°28'12.13"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat, indistinct	amorphous, rounded	none
LINE	indistinct	irregular	none
COLOR	indistinct	dark to medium green	none
TEX-TURE	course	coarse to moderate	none

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X	X			
	LINE				X				X	X			
	COLOR				X				X		X		
	TEXTURE				X				X		X		

2. Does project design meet visual resource management objectives? ___ Yes X No (Explain on reverses side)

3. Additional mitigating measures recommended __ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View south less than 0.2 miles from Alternative 1A and would seen in the immediate foreground to the south.

The existing condition for KOP 17 as shown in Appendix B is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 11 LCU 1). From this high sensitivity KOP, Alternative 1A is less than 0.2 miles to the south and would be seen in the immediate foreground. Alternative 1A crosses VRM Class II areas where immediate foreground strong structure contrasts would occur and the Project would be non-compliant with the designation. The implementation of APM-AES-03 and APM-AES-04 would reduce the impact of the Project, but VRM Class II objectives would not be met, and significant unavoidable impacts would
occur.



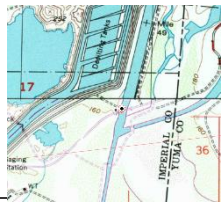
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: California Desert
Field Office: El Centro
Land Use Planning Area: CDCA

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1B/C/D	Township: 15S; Range: 24E Section: 17	
2. Key Observation Point (KOP) Name KOP 17-S24		
3. VRM Class at Project Location II	(Lat. Long) N32°52'26.17"; W114°28'12.13"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	flat, indistinct	amorphous, rounded	none
LINE	indistinct	irregular	none
COLOR	indistinct	dark to medium green	none
TEX-TURE	course	coarse to moderate	none

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	none
LINE	none	none	none
COLOR	none	none	none
TEX-TURE	none	none	none

SECTION D. CONTRAST RATING __ SHORT TERM X LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? X Yes ___ No
(Explain on reverses side)

3. Additional mitigating measures recommended
___ Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View south less than 3.0 miles from Alternative 1B/C/D and would not be seen.

The existing condition for KOP 17 is dominated by generally open, unobstructed views of riparian and wetland scenic quality class B landscapes (SQRU 8/LCU 11 LCU 1). From this high sensitivity KOP, Alternatives 1B/C/D are 3.0 miles to the south and would not be seen.



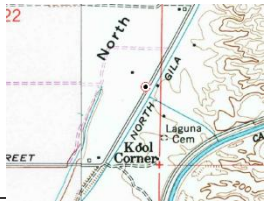
Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma RMP

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A	Township: 7S; Range: 22W Section: 22	
2. Key Observation Point (KOP) Name KOP 18-7.5 Rd		
3. VRM Class at Project Location VRM II	(Lat. Long) N32°48'12.82"; W114°29'49.53	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mounded mountain/foothill slopes	scattered shrubs irregular, clumpy	irregular, complex, vertical
LINE	irregular, sinuous continuous line from background mountains	indistinct	complex, narrow
COLOR	soils are darker shades of grey and brown	green to dark green	tan in FG or dull gray in MG
TEX-TURE	medium to coarse	fine	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular; strong vertical element
COLOR	none	none	white, tan and gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __ SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1)				VEGETATION (2)				STRUCTURES (3)			
		STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE	STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X				X
	LINE				X				X				X
	COLOR				X				X				X
	TEXTURE				X				X				X

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View east approximately 1.0 mile from Alternative 1A and would not be seen due to screening terrain.

The existing condition for KOP 18 as shown in Appendix B is dominated by generally open, partially obstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by mixed used development. From this high sensitivity KOP, Alternative 1A is one mile to the east and would not be seen due to screening topography. Therefore, no impacts on the scenic quality or character of the site would occur, and the Project would be consistent with VRM Class II designation.



Additional Mitigating Measures (See item 3)

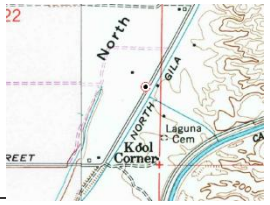
Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma RMP

SECTION A. PROJECT INFORMATION

1. Project Name Ironwood Transmission Line Project-Alternative 1B/C/D	4. KOP Location (T.R.S) Township: 7S; Range: 22W Section: 22	5. Location Sketch
2. Key Observation Point (KOP) Name KOP 18-7.5 Rd		
3. VRM Class at Project Location VRM II	(Lat. Long) N32°48'12.82"; W114°29'49.53	



SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	mounded mountain/foothill slopes	scattered shrubs irregular, clumpy	irregular, complex
LINE	irregular, sinuous continuous line from background mountains	indistinct	complex, non-directional, angular
COLOR	soils are darker shades of grey and brown	green to dark green	dull gray
TEX-TURE	medium to coarse	fine	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? X Yes ___No
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes ___XNo (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

Comments from item 2.

View east approximately 1.0 mile from Alternative 1B/1C/1D and would be seen in the middleground.

The existing condition for KOP 18 is dominated by generally open, partially obstructed views of desert foothills (SQRU 4/LCU7). From this high sensitivity KOP, Alternative 1B/1C/1D is 0.9 miles to the east and would be seen in the middleground and partially skylined. The existing SWPL transmission line is seen in the middleground contributes to the visual character of the site and surroundings. The Project would cross VRM Class II areas within the viewshed, and weak structure contrasts would occur due to the project being codominant to the existing SWPL transmission line. With the implementation of AM-AES-01, APM-AES-03, APM-AES-04 and APM-AES-05, the character of the site would be minimally affected, and the project would be in conformance with VRM Class II objective, and the rural agricultural and foothills character of the site would be minimally affected.



Additional Mitigating Measures (See item 3)

Form 8400-4
(June 2018)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VISUAL CONTRAST RATING WORKSHEET

Date: 07/21/2025
District Office: Colorado River District Office
Field Office: Yuma
Land Use Planning Area: Yuma RMP

SECTION A. PROJECT INFORMATION

1. Project Name	4. KOP Location (T.R.S)	5. Location Sketch
Ironwood Transmission Line Project-Alternative 1A/B/C/D	Township:8S ; Range: 22W Section: 11	
2. Key Observation Point (KOP) Name KOP 19-Yuma Lakes RV Resort		
3. VRM Class at Project Location n/a	(Lat. Long) N32°44'27.03"; W114°29'3.41"	

SECTION B. CHARACTERISTIC LANDSCAPE DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling, simple, rounded in BG; flat, simple in FG	scattered shrubs irregular, clumpy	irregular, complex
LINE	irregular, sinuous continuous line from background mountains	indistinct	complex, non-directional, angular
COLOR	indistinct	green to dark green	dull gray
TEX-TURE	medium to coarse	fine	fine

SECTION C. PROPOSED ACTIVITY DESCRIPTION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	none	none	irregular, complex
LINE	none	none	complex, non-directional, angular
COLOR	none	none	dull gray
TEX-TURE	none	none	fine

SECTION D. CONTRAST RATING __ SHORT TERM 4 LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND/WATER BODY (1) STRONG	MODERATE	WEAK	NONE	VEGETATION (2) STRONG	MODERATE	WEAK	NONE	STRUCTURES (3) STRONG	MODERATE	WEAK	NONE
ELEMENTS	FORM				X				X			X	
	LINE				X				X			X	
	COLOR				X				X			X	
	TEXTURE				X				X			X	

2. Does project design meet visual resource management objectives? ___Yes ___No N/A
(Explain on reverses side)

3. Additional mitigating measures recommended
___Yes X No (Explain on reverses side)

Evaluator's Names: Andy Hughes
Date: 07/21/2025

(Continued on Page 2)

SECTION D. (Continued)

Comments from item 2.

View east approximately 1.0 mile from Alternative 1B/1C/1D/1E and would be seen in the middleground.

The existing condition for KOP 19 is dominated by open, unobstructed views of desert foothills (SQRU 4/LCU7 and LCU 1) influenced by multiple transmission line corridors. From this high sensitivity KOP, Alternative 1A/1B/1C/1D/1E is over 0.7 miles to the north and would be seen in the middleground (see Appendix C for a photo simulation from this KOP). The existing transmission line, with SWPL seen in the middle ground and an existing 500 kV transmission line in the foreground, contributes to the visual character of the site and surroundings. Weak structure contrasts would occur due to the project being subdominant to the existing transmission line corridor in the foreground. Therefore, the character of the site would be minimally affected.



Additional Mitigating Measures (See item 3)

APPENDIX C PHOTO SIMULATIONS

Ironwood Transmission Line Project

Photo Location Map

1 KOP Simulation Location

1 Other KOP

Existing Substation

Route 1A · Route 1B · Route 1C · Route 1D · Route 2 · Route 2A · Route 3 · Route 3A · Route 3B · Route 3C · Route 3D

Proposed Project consists of Route 1B, 2, and 3C

HORIZONWEST TRANSMISSION



Ironwood Transmission Line Project

KOP 6
Calexico: Meadows Rd-Paseo Del Ocaso

Date: 04/02/2025 **Time:** 3:47 pm **Viewing Direction:** North **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.699567, -115.482663

6 KOP Location Route 3 Route 3D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 6
Calexico: Meadows Rd-Paseo Del Ocaso

Date: 04/02/2025 **Time:** 3:47 pm **Viewing Direction:** North **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.699567, -115.482663

6 KOP Location — Route 3B — Route 3C



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 7
Heber Dunes SRVA

Date: 04/02/2025 **Time:** 3:19 pm **Viewing Direction:** Southwest **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.720735, -115.39171

7 KOP Location — Route 3 — Route 3C — Route 3D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

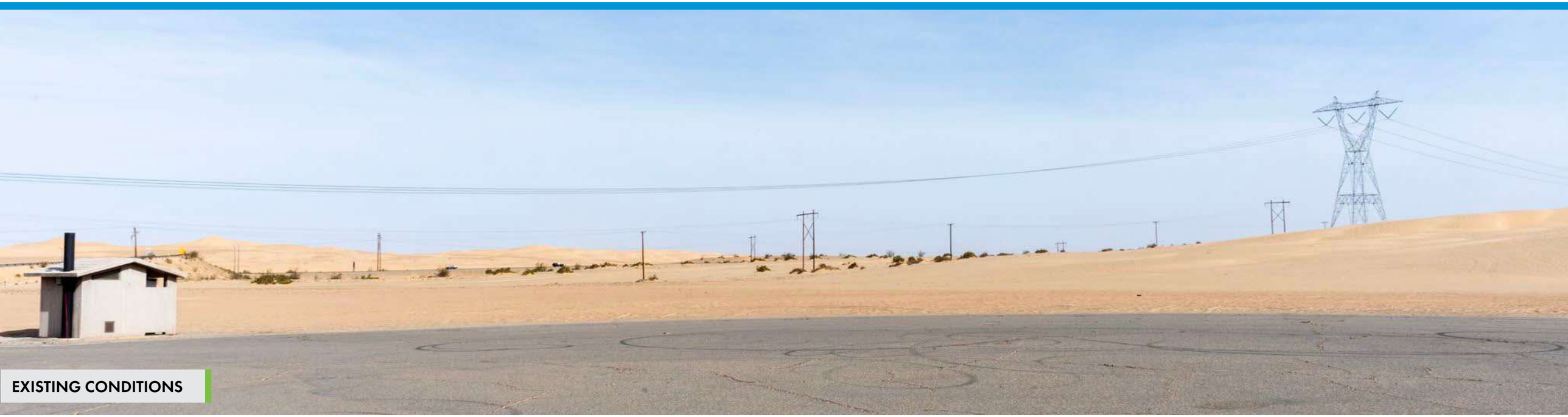
KOP 10
Buttercup Campground

Date: 04/01/2025 **Time:** 11:40 am **Viewing Direction:** North **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.738638, -114.878738

10 KOP Location Route 1A Route 1B Route 1C Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

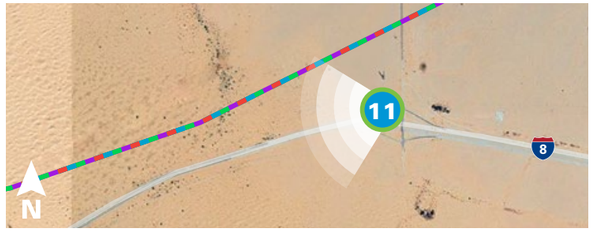
Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 11
Interstate 8

Date: 04/02/2025 **Time:** 1:39 pm **Viewing Direction:** West **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.760993, -114.83976

11 KOP Location — Route 1A — Route 1B — Route 1C — Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

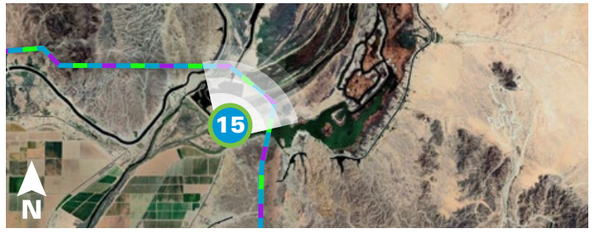
Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 15
Betty's Kitchen Watchable Wildlife Area

Date: 04/01/2025 **Time:** 12:59 pm **Viewing Direction:** Northeast **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.81948, -114.487952

15 KOP Location — Route 1B — Route 1C — Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 16
Mittry Lake Recreational Area

Date: 04/01/2025 **Time:** 1:38 pm **Viewing Direction:** West **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.819453, -114.473665

16 KOP Location — Route 1B — Route 1C — Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS: POST-CONSTRUCTION

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 16
Mittry Lake Recreational Area

Date: 04/01/2025 **Time:** 1:38 pm **Viewing Direction:** West **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.819453, -114.473665

16 KOP Location — Route 1B — Route 1C — Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS: POST RE-VEGETATION

Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 17
County Highway S24 (Imperial Dam Road)

Date: 04/01/2025 **Time:** 2:24 pm **Viewing Direction:** South **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 332.873937, -114.470037

17 KOP Location Route 1A



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

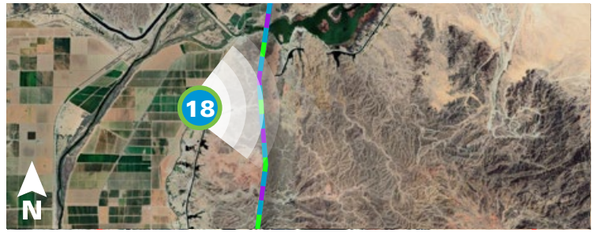
Post-construction and post re-vegetation appear identical in this simulation.
Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

KOP 18
7 1/2 Rd.

Date: 04/01/2025 **Time:** 12:51 pm **Viewing Direction:** East **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.80356, -114.497092

18 KOP Location — Route 1B — Route 1C — Route 1D



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.

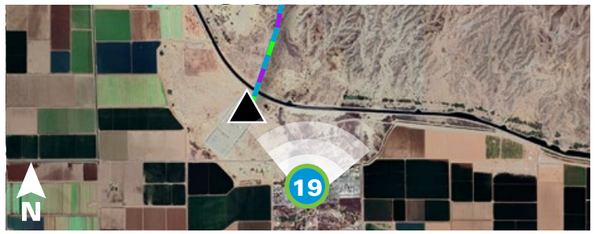
Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

Ironwood Transmission Line Project

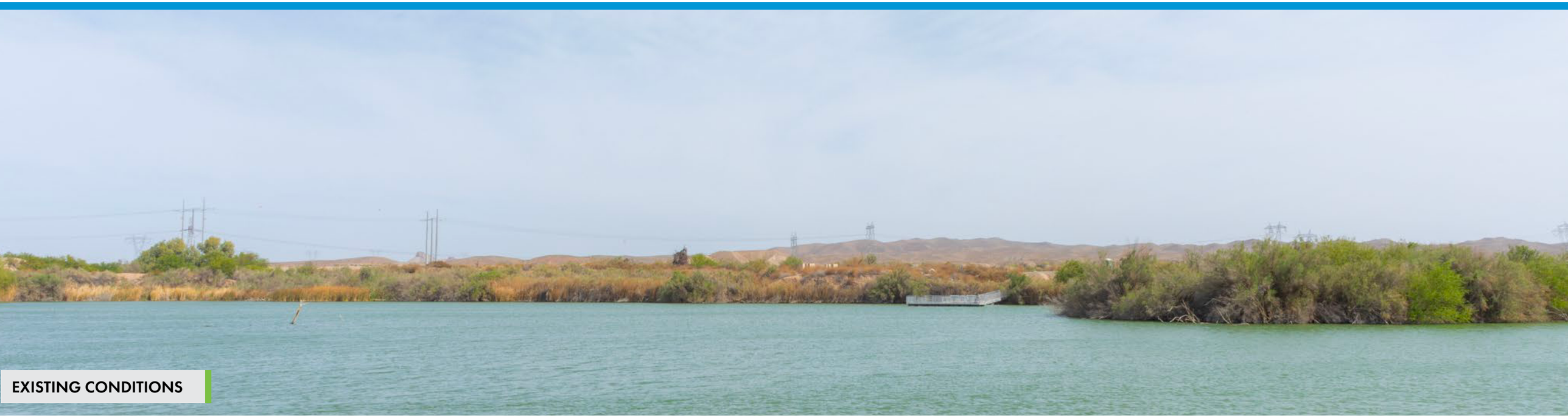
KOP 19
Yuma Lakes RV Resort

Date: 04/01/2025 **Time:** 11:40 am **Viewing Direction:** North **Focal Length:** 50mm
Viewing Height: 5'-6" **Location:** 32.738638, -114.878738

19 KOP Location
Route 1B
Route 1C
Route 1D
Existing Substation



HORIZONWEST TRANSMISSION



EXISTING CONDITIONS



PROPOSED CONDITIONS

Post-construction and post re-vegetation appear identical in this simulation.
Photo simulations are for discussion purposes only. Final design is subject to change pending public, engineering, and regulatory review.

APPENDIX D IMPACT SUMMARY (DETAILED)

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
A	1A, 1B, 1C, 1D	1	0	0.1	0.1	W	4	0 - 10%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.1	0.2	0.1	W	4	0 - 10%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.2	0.3	0.1	W	4	20% - 30%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.3	0.4	0.1	W	4	20% - 30%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.4	0.5	0.1	W	4	20% - 30%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.5	0.6	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.6	0.7	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.7	0.8	0.1	W	4	20% - 30%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.8	0.9	0.1	W	4	20% - 30%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	0.9	1	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	1	1.1	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	1.1	1.2	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	1.2	1.3	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	1.3	1.4	0.1	W	4	>35%	S	***S***	N/A	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
A	1A, 1B, 1C, 1D	1	1.4	1.5	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	1.5	1.6	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	1.6	1.7	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	1.7	1.8	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	1.8	1.9	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	1.9	2	0.1	W	4	20% - 30%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2	2.1	0.1	W	4	20% - 30%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.1	2.2	0.1	W	4	20% - 30%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.2	2.3	0.1	W	4	>35%	S	***S***	Class III	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.3	2.4	0.1	W	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.4	2.5	0.1	W	4	20% - 30%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.5	2.6	0.1	W	4	30% - 35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.6	2.7	0.1	W	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.7	2.8	0.1	W	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
A	1A, 1B, 1C, 1D	1	2.8	2.9	0.1	W	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0	0.1	0.1	W	4	>35%	S	***S***	Class II	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.1	0.2	0.1	W	4	>35%	S	***S***	Class II	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0	0.1	0.1	W	4	>35%	S	***S***	Class II	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.1	0.2	0.1	W	4	>35%	S	***S***	Class II	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.2	0.3	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.3	0.4	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.4	0.5	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.5	0.6	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.6	0.7	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.7	0.8	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.8	0.9	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	0.9	1	0.1	W	4	>35%	S	***S***	Class III	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	No	X		***MH***	N/A		
B	1B, 1C, 1D	1	1	1.1	0.1	W	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
B	1B, 1C, 1D	1	1.1	1.2	0.1	W	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
B	1B, 1C, 1D	1	1.2	1.3	0.1	W	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	1.3	1.4	0.1	W	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	1.4	1.5	0.1	S	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	1.5	1.6	0.1	S	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	1.6	1.7	0.1	S	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	FG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	1.7	1.8	0.1	S	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	FG	FG	**MH**	FG	H	**H**	N/A			***H***	N/A		
B	1B, 1C, 1D	1	1.8	1.9	0.1	S	4	>35%	S	***S***	N/A	Class IV	SQRU 4 / LCU 7	C	**H**	FG	IFG	H	FG	**H**	**H**	N/A			***H***	N/A		
B	1B, 1C, 1D	1	1.9	2	0.1	S	4	30% - 35%	S	***S***	N/A	Class IV	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	FG	**H**	**H**	N/A			***H***	N/A		
B	1B, 1C, 1D	1	2	2.1	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	FG	**H**	**H**	N/A			***H***	N/A		
B	1B, 1C, 1D	1	2.1	2.2	0.1	S	3	0 - 10%	M	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	FG	**H**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.2	2.3	0.1	S	3	0 - 10%	M	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.3	2.4	0.1	S	3	0 - 10%	M	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.4	2.5	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.5	2.6	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.6	2.7	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.7	2.8	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	MG	**M**	MG	**MH**	**H**	N/A			***MH***	N/A		
B	1B, 1C, 1D	1	2.8	2.9	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	No		
B	1B, 1C, 1D	1	2.9	3	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	MG	FG	**MH**	MG	**MH**	**H**	No			***MH***	No		
B	1B, 1C, 1D	1	3	3.1	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	MG	FG	**MH**	MG	**MH**	**H**	No			***MH***	No		
B	1B, 1C, 1D	1	3.1	3.2	0.1	S	3	0 - 10%	M	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	MG	FG	**MH**	MG	**MH**	**H**	No			***MH***	No		
B	1B, 1C, 1D	1	3.2	3.3	0.1	S	3	0 - 10%	M	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	MG	**MH**	**H**	No			***H***	No		
B	1B, 1C, 1D	1	3.3	3.4	0.1	S	3	0 - 10%	M	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	MG	**MH**	**H**	No			***H***	No		
B	1B, 1C, 1D	1	3.4	3.5	0.1	S	3	20% - 30%	MS	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	MG	**MH**	**H**	No			***H***	No		Crosses Levee Rd/S25
B	1B, 1C, 1D	1	3.5	3.6	0.1	S	4	>35%	S	***S***	Class III	Class II	SQRU 4 / LCU 7	C	**H**	MG	IFG	H	MG	**MH**	**H**	No			***H***	No		
B	1B, 1C, 1D	1	3.6	3.7	0.1	S	4	>35%	S	***S***	Class III	Class II	SQRU 4 / LCU 7	C	**H**	MG	IFG	H	MG	**MH**	**H**	No			***MH***	No		
B	1B, 1C, 1D	1	3.7	3.8	0.1	S	4	>35%	S	***S***	Class III	Class II	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	**H**	No			***MH***	No		
B	1B, 1C, 1D	1	3.8	3.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	**H**	No			***MH***	No		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
B	1B, 1C, 1D	1	3.9	4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	4	4.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	4.1	4.2	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	4.2	4.3	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	4.3	4.4	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.4	4.5	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.5	4.6	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.6	4.7	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.7	4.8	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.8	4.9	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	4.9	5	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	5	5.1	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	5.1	5.2	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	5.2	5.3	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	5.3	5.4	0.1	S	3	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
B	1B, 1C, 1D	1	5.4	5.5	0.1	S	3	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	FG	MG	**M**	MG	**MH**	**H**	No			***H***	No		
B	1B, 1C, 1D	1	5.5	5.6	0.1	S	3	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	FG	MG	**M**	MG	**MH**	H	No			***H***	No		
B	1B, 1C, 1D	1	5.6	5.7	0.1	S	3	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	IFG	MG	**M**	MG	**MH**	H	No			***H***	No		
B	1B, 1C, 1D	1	5.8	5.9	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	IFG	MG	**M**	MG	**MH**	H	No			***H***	No		
B	1B, 1C, 1D	1	5.9	6	0.1	S	4	>35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	IFG	MG	**M**	MG	**MH**	H	No			***H***	No		
B	1B, 1C, 1D	1	6	6.1	0.1	S	4	30% - 35%	S	***S***	Class II	Class II	SQRU 4 / LCU 7	C	**H**	FG	MG	**M**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	6.1	6.2	0.1	S	3	10% - 20%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	FG	MG	**M**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	6.2	6.3	0.1	S	3	0 - 10%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	FG	BG	**LM**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	6.3	6.4	0.1	S	3	0 - 10%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	FG	BG	**LM**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	6.4	6.5	0.1	S	3	0 - 10%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	FG	BG	**LM**	MG	**MH**	H	No			***MH***	No		
B	1B, 1C, 1D	1	6.5	6.6	0.1	S	3	20% - 30%	S	***S***	Class III	Class III	SQRU 4 / LCU 7	C	**H**	MG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0	0.1	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.1	0.2	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.2	0.3	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.3	0.4	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.4	0.5	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.5	0.6	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.6	0.7	0.1	S	4	30% - 35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.7	0.8	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.8	0.9	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	0.9	1	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1	1.1	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.1	1.2	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.2	1.3	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.3	1.4	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.4	1.5	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.5	1.6	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.6	1.7	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.7	1.8	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	1.8	1.9	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	1.9	2	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		Crosses Laguna Dam Rd-7 1/2 Rd
C	1A	1	2	2.1	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		Crosses Mittry :Lake
C	1A	1	2.1	2.2	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	Not Visible	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	2.2	2.3	0.1	S	4	>35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	Not Visible	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	2.3	2.4	0.1	S	4	20% - 30%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	Not Visible	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	2.4	2.5	0.1	S	4	30% - 35%	S	***S***	Class II	Class IV	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	2.5	2.6	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	2.6	2.7	0.1	S	4	20% - 30%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	2.7	2.8	0.1	S	4	30% - 35%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	2.8	2.9	0.1	S	4	20% - 30%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	2.9	3	0.1	S	4	20% - 30%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3	3.1	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.1	3.2	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.2	3.3	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.3	3.4	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.4	3.5	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.5	3.6	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
C	1A	1	3.6	3.7	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.7	3.8	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.8	3.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	3.9	4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4	4.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4.1	4.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4.2	4.3	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4.3	4.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4.4	4.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
C	1A	1	4.5	4.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		Crosses E Imperial Dam Rd
C	1A	1	4.6	4.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
C	1A	1	4.7	4.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
C	1A	1	4.8	4.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	4.9	5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5	5.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.1	5.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.2	5.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.3	5.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.4	5.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.5	5.6	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	5.6	5.7	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	5.7	5.8	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	5.8	5.9	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	5.9	6	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses Barranea Rd (YPG)
C	1A	1	6	6.1	0.1	S	4	30% - 35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	6.1	6.2	0.1	S	4	30% - 35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	6.2	6.3	0.1	S	4	30% - 35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
C	1A	1	6.3	6.4	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
C	1A	1	6.4	6.5	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
C	1A	1	6.5	6.6	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
C	1A	1	6.6	6.7	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	6.7	6.8	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	6.8	6.9	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 7	N/A	**H**	BG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	6.9	7	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7	7.1	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.1	7.2	0.1	S	4	20% - 30%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.2	7.3	0.1	S	4	0 - 10%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.3	7.4	0.1	S	4	10% - 20%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.4	7.5	0.1	S	4	30% - 35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.5	7.6	0.1	S	4	20% - 30%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.6	7.7	0.1	S	4	20% - 30%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.7	7.8	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.8	7.9	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	7.9	8	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8	8.1	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8.1	8.2	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8.2	8.3	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8.3	8.4	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8.4	8.5	0.1	S	4	>35%	S	***S***	N/A	Class III	LCU 7	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
C	1A	1	8.5	8.6	0.1	S	4	>35%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	8.6	8.7	0.1	S	4	>35%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	8.7	8.8	0.1	S	4	20% - 30%	S	***S***	N/A	Class II	LCU 7	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
C	1A	1	8.8	8.9	0.1	S	4	20% - 30%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
C	1A	1	8.9	9	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
C	1A	1	9	9.1	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
C	1A	1	9.1	9.2	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		Crosses Laguna Dam Rd
C	1A	1	9.2	9.3	0.1	S	3	0 - 10%	M	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
C	1A	1	9.3	9.4	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		
C	1A	1	9.4	9.5	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
C	1A	1	9.5	9.6	0.1	S	4	0 - 10%	S	***S***	N/A	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
C	1A	1	9.6	9.7	0.1	S	3	0 - 10%	M	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	IFG	IFG	H	FG	H	H	No			***H***	No		
C	1A	1	9.7	9.8	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	IFG	IFG	H	FG	H	H	No			***H***	No		
C	1A	1	9.8	9.9	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	IFG	IFG	H	FG	H	H	No			***H***	No		
C	1A	1	9.9	10	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	IFG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10	10.1	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	FG	IFG	**H**	IFG	H	H	No			***H***	No		Crosses Imperial Dam Rd/S24
C	1A	1	10.1	10.2	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		Crosses Senttor Wash Rd Dest RT
C	1A	1	10.2	10.3	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10.3	10.4	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10.4	10.5	0.1	S	3	10% - 20%	M	***S***	Class II	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10.5	10.6	0.1	S	3	20% - 30%	MS	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10.6	10.7	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	IFG	H	H	No			***H***	No		
C	1A	1	10.7	10.8	0.1	S	3	10% - 20%	M	***S***	Class III	Class II	SQRU 8 / LCU 13	B	**H**	BG	IFG	H	FG	H	H	No			***H***	No		
C	1A	1	10.8	10.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	FG	H	H	No			***MH***	No		
C	1A	1	10.9	11	0.1	S	3	0 - 10%	M	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	FG	H	H	No			***MH***	No		
C	1A	1	11	11.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	FG	H	H	No			***MH***	No		
C	1A	1	11.1	11.2	0.1	S	4	10% - 20%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.2	11.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.3	11.4	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.4	11.5	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.5	11.6	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.6	11.7	0.1	S	4	10% - 20%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.7	11.8	0.1	S	4	10% - 20%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.8	11.9	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	11.9	12	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	12	12.1	0.1	S	4	20% - 30%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		
C	1A	1	12.1	12.2	0.1	S	4	>35%	S	***S***	Class III	Class II	LCU 7	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	No			***MH***	No		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
C	1A	1	12.2	12.3	0.1	S	3	30% - 35%	MS	***S***	Class III	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.3	12.4	0.1	S	4	>35%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.4	12.5	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.5	12.6	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	Not Visible	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.6	12.7	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	Not Visible	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.7	12.8	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.8	12.9	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	12.9	13	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	Not Visible	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13	13.1	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	Not Visible	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.1	13.2	0.1	S	4	30% - 35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.2	13.3	0.1	S	4	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.3	13.4	0.1	S	4	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	BG	**M**	**H**	No			***MH***	Yes		
C	1A	1	13.4	13.5	0.1	S	4	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	BG	**M**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.5	13.6	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	BG	**M**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.6	13.7	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	BG	**M**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.7	13.8	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
C	1A	1	13.8	13.9	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	MG	MG	**M**	FG	**H**	**H**	No			***MH***	No		
C	1A	1	13.9	14	0.1	S	3	20% - 30%	MS	***S***	Class II	Class II	LCU 7	N/A	**H**	MG	MG	**M**	FG	**H**	**H**	No			***MH***	No		
C	1A	1	14	14.1	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	MG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
C	1A	1	14.1	14.2	0.1	S	4	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	MG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
C	1A	1	14.2	14.3	0.1	S	4	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	MG	BG	**LM**	FG	H	H	No			***MH***	No		
C	1A	1	14.3	14.4	0.1	S	3	>35%	S	***S***	Class II	Class II	LCU 7	N/A	**H**	FG	BG	**LM**	FG	H	H	No			***MH***	No		
C	1A	1	14.4	14.5	0.1	S	3	30% - 35%	MS	***S***	Class II	Class II	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	14.5	14.6	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	14.6	14.7	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	14.7	14.8	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	14.8	14.9	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	14.9	15	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	LCU 7	N/A	**H**	FG	BG	**LM**	MG	**MH**	**H**	No			***MH***	No		
C	1A	1	15	15.1	0.1	S	3	20% - 30%	MS	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0	0.1	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.1	0.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.2	0.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.3	0.4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.4	0.5	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.5	0.6	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.6	0.7	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.7	0.8	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.8	0.9	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	0.9	1	0.1	W	3	10% - 20%	M	***M***	Class III	Class III	LCU 7	N/A	**M**	MG	BG	**L**	MG	**LM**	**M**	Yes	X		***LM***	Yes		
D	1A, 1B, 1C, 1D	1	1	1.1	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.1	1.2	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.2	1.3	0.1	W	3	>35%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.3	1.4	0.1	W	3	>35%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	MG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.4	1.5	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.5	1.6	0.1	W	3	>35%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	BG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.6	1.7	0.1	W	3	>35%	S	***S***	Class III	Class III	LCU 7	N/A	**H**	BG	BG	**LM**	MG	**MH**	**H**	No	X		***MH***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.7	1.8	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	LCU 7	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.8	1.9	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	1.9	2	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	2	2.1	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	2.1	2.2	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	2.2	2.3	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	2.3	2.4	0.1	W	3	30% - 35%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**L**	MG	**LM**	**M**	Yes	X		***LM***	Yes		
D	1A, 1B, 1C, 1D	1	2.4	2.5	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**L**	MG	**LM**	**M**	Yes	X		***LM***	Yes		
D	1A, 1B, 1C, 1D	1	2.5	2.6	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	2.6	2.7	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
D	1A, 1B, 1C, 1D	1	2.7	2.8	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	2.8	2.9	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	2.9	3	0.1	W	3	20% - 30%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**L**	MG	**LM**	**M**	Yes	X		***LM***	Yes		
D	1A, 1B, 1C, 1D	1	3	3.1	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	3.1	3.2	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	3.2	3.3	0.1	W	3	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	3.3	3.4	0.1	W	3	10% - 20%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	3.4	3.5	0.1	W	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No	X		***M***	Yes	VRM Modification: MG+ View Only	
D	1A, 1B, 1C, 1D	1	3.5	3.6	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	3.6	3.7	0.1	W	3	10% - 20%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	MG	**LM**	**LM**	Yes	X		***L***	Yes		
D	1A, 1B, 1C, 1D	1	3.7	3.8	0.1	W	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	**H**	**H**	No	X		***MH***	No		
D	1A, 1B, 1C, 1D	1	3.8	3.9	0.1	W	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	**H**	**H**	No	X		***MH***	No		
D	1A, 1B, 1C, 1D	1	3.9	4	0.1	W	3	30% - 35%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**LM**	FG	**MH**	**MH**	No	X		***M***	No		
D	1A, 1B, 1C, 1D	1	4	4.1	0.1	W	3	30% - 35%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**LM**	IFG	**MH**	**MH**	No	X		***MH***	No		
D	1A, 1B, 1C, 1D	1	4.1	4.2	0.1	W	3	30% - 35%	MS	***MS***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**LM**	IFG	**MH**	**MH**	No	X		***MH***	No		
D	1A, 1B, 1C, 1D	1	4.2	4.3	0.1	W	4	20% - 30%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.3	4.4	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.4	4.5	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.5	4.6	0.1	W	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.6	4.7	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.7	4.8	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.8	4.9	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	4.9	5	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	5	5.1	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	5.1	5.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
D	1A, 1B, 1C, 1D	1	5.2	5.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
E	1A, 1B	1	0	0.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No			***H***	No		
E	1A, 1B	1	0.1	0.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	0.2	0.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	0.3	0.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	0.4	0.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	0.5	0.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	0.6	0.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	0.7	0.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	0.8	0.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	0.9	1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1	1.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.1	1.2	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		Crosses Picacho Rd
E	1A, 1B	1	1.2	1.3	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.3	1.4	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.4	1.5	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.5	1.6	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.6	1.7	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.7	1.8	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.8	1.9	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	1.9	2	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	2	2.1	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
E	1A, 1B	1	2.1	2.2	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	2.2	2.3	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	2.3	2.4	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	MG	**MH**	**MH**	No			***M***	No		
E	1A, 1B	1	2.4	2.5	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	BG	**M**	**M**	Yes			***LM***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	2.5	2.6	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	2.6	2.7	0.1	S	3	10% - 20%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	2.7	2.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	2.8	2.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	2.9	3	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3	3.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.1	3.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.2	3.3	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.3	3.4	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.4	3.5	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.5	3.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.6	3.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.7	3.8	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.8	3.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	3.9	4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	Yes			***LM***	Yes		
E	1A, 1B	1	4	4.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.1	4.2	0.1	S	2	10% - 20%	W	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.2	4.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.3	4.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.4	4.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.5	4.6	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.6	4.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.7	4.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.8	4.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	4.9	5	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contest of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
E	1A, 1B	1	5	5.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.1	5.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.2	5.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.3	5.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.4	5.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.5	5.6	0.1	S	2	0 - 10%	W	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.6	5.7	0.1	S	2	0 - 10%	W	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.7	5.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.8	5.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	5.9	6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	6	6.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	6.1	6.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	6.2	6.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
E	1A, 1B	1	6.3	6.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	6.4	6.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	6.5	6.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
E	1A, 1B	1	6.6	6.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
E	1A, 1B	1	6.7	6.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
E	1A, 1B	1	6.8	6.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		Crosses Barney Oldfield Rd-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route
E	1A, 1B	1	6.9	7	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		Cargo Muchcho MTs
E	1A, 1B	1	7	7.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
E	1A, 1B	1	7.1	7.2	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
E	1A, 1B	1	7.2	7.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
E	1A, 1B	1	7.3	7.4	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
E	1A, 1B	1	7.4	7.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	7.5	7.6	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	7.6	7.7	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	7.7	7.8	0.1	S	4	30% - 35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	7.8	7.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
E	1A, 1B	1	7.9	8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8	8.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8.1	8.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8.2	8.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8.3	8.4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8.4	8.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
E	1A, 1B	1	8.5	8.6	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
F	1C, 1D	1	0	0.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.1	0.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.2	0.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.3	0.4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		Crosses Picacho Rd
F	1C, 1D	1	0.4	0.5	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.5	0.6	0.1	W	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.6	0.7	0.1	W	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.7	0.8	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.8	0.9	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	0.9	1	0.1	W	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1	1.1	0.1	W	3	0 - 10%	M	***M***	Class III	Class IV	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	IFG	**MH**	**MH**	Yes	X		***MH***	Yes		
F	1C, 1D	1	1.1	1.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1.2	1.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1.3	1.4	0.1	W	3	10% - 20%	M	***M***	Class III	Class IV	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	IFG	**MH**	**MH**	Yes	X		***MH***	Yes		
F	1C, 1D	1	1.4	1.5	0.1	W	4	30% - 35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1.5	1.6	0.1	W	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1.6	1.7	0.1	W	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	1.7	1.8	0.1	W	2	0 - 10%	W	***W***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	IFG	**LM**	**LM**	Yes	X		***L***	Yes		
F	1C, 1D	1	1.8	1.9	0.1	W	3	0 - 10%	M	***M***	Class III	Class III	SQRU 2 / LCU 8	C	**L**	BG	MG	**L**	IFG	**MH**	**MH**	Yes	X		***MH***	Yes		
F	1C, 1D	1	1.9	2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2	2.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.1	2.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.2	2.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.3	2.4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.4	2.5	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.5	2.6	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.6	2.7	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.7	2.8	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No	X		***H***	No		
F	1C, 1D	1	2.8	2.9	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No	X		***H***	No		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
F	1C, 1D	1	2.9	3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3	3.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.1	3.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.2	3.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.3	3.4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.4	3.5	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.5	3.6	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.6	3.7	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.7	3.8	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.8	3.9	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	3.9	4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	4	4.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	4.1	4.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
F	1C, 1D	1	4.2	4.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No	X		***H***	No		
G	1A, 1B, 1D	1	0	0.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.1	0.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.2	0.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.3	0.4	0.1	S	4	30% - 35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.4	0.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.5	0.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.6	0.7	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.7	0.8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.8	0.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	0.9	1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
G	1A, 1B, 1D	1	1	1.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.1	1.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.2	1.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.3	1.4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.4	1.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.5	1.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.6	1.7	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.7	1.8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
G	1A, 1B, 1D	1	1.8	1.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	0	0.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No			***H***	No		
H	1C	1	0.1	0.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No			***H***	No		
H	1C	1	0.2	0.3	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	No			***H***	No		
H	1C	1	0.3	0.4	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		
H	1C	1	0.4	0.5	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		
H	1C	1	0.5	0.6	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Crosses Barney Oldfield Rd-Cargo Muchacho Mountains Recreation/Sacred Site Destination Route
H	1C	1	0.6	0.7	0.1	W	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	0.7	0.8	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	0.8	0.9	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	0.9	1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1	1.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.1	1.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	FG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.2	1.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	MG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.3	1.4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	MG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.4	1.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	MG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.5	1.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	MG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.6	1.7	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.7	1.8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.8	1.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	1.9	2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2	2.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2.1	2.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2.2	2.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2.3	2.4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	Not Visible	**No Impact**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2.4	2.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	2.5	2.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	2.6	2.7	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	2.7	2.8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	2.8	2.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	H	H	No			***H***	No		Cargo Muchcho MTs
H	1C	1	2.9	3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	3	3.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	H	H	No			***MH***	No		Cargo Muchcho MTs
H	1C	1	3.1	3.2	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.2	3.3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.3	3.4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.4	3.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.5	3.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.6	3.7	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	H	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
H	1C	1	3.7	3.8	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.8	3.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
H	1C	1	3.9	4	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	0	0.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.1	0.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.2	0.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
I	1D	1	0.3	0.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
I	1D	1	0.4	0.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.5	0.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.6	0.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.7	0.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.8	0.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	0.9	1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1	1.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.1	1.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.2	1.3	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.3	1.4	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.4	1.5	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.5	1.6	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	MG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
I	1D	1	1.6	1.7	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		Cargo Muchcho MTs
I	1D	1	1.7	1.8	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
I	1D	1	1.8	1.9	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
I	1D	1	1.9	2	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		Cargo Muchcho MTs
I	1D	1	2	2.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	BG	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.1	2.2	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.2	2.3	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.3	2.4	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.4	2.5	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.5	2.6	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.6	2.7	0.1	S	4	30% - 35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.7	2.8	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.8	2.9	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	2.9	3	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	3	3.1	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
I	1D	1	3.1	3.2	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 3 / LCU 9	B	**H**	Not Visible	BG	**LM**	MG	**MH**	**H**	No			***MH***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0	0.1	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.1	0.2	0.1	S	4	20% - 30%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.2	0.3	0.1	S	4	20% - 30%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.3	0.4	0.1	S	4	20% - 30%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.4	0.5	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.5	0.6	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.6	0.7	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.7	0.8	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	Cargo Muchcho MTs
J	1A, 1B, 1C, 1D	1	0.8	0.9	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	0.9	1	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	1	1.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	1.1	1.2	0.1	S	2	0 - 10%	W	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	1.2	1.3	0.1	S	2	0 - 10%	W	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	1.3	1.4	0.1	S	2	10% - 20%	W	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	1.4	1.5	0.1	S	2	10% - 20%	W	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	1.5	1.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	1.6	1.7	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	1.7	1.8	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	1.8	1.9	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	Not Visible	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	1.9	2	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	2	2.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	2.1	2.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	2.2	2.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	2.3	2.4	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	2.4	2.5	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	2.5	2.6	0.1	S	4	>35%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	**H**	**H**	No			***MH***	No		
J	1A, 1B, 1C, 1D	1	2.6	2.7	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	2.7	2.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	2.8	2.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
J	1A, 1B, 1C, 1D	1	2.9	3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3	3.1	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.1	3.2	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.2	3.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.3	3.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.4	3.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.5	3.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.6	3.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.7	3.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	Yes	VRM Modification: MG+ View Only	
J	1A, 1B, 1C, 1D	1	3.8	3.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	N/A		
J	1A, 1B, 1C, 1D	1	3.9	4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	MG	**MH**	**MH**	No			***M***	N/A		
J	1A, 1B, 1C, 1D	1	4	4.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	N/A		
J	1A, 1B, 1C, 1D	1	4.1	4.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	N/A		
J	1A, 1B, 1C, 1D	1	4.2	4.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.3	4.4	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.4	4.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.5	4.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.6	4.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.7	4.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.8	4.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	4.9	5	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5	5.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.1	5.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.2	5.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.3	5.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.4	5.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.5	5.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.6	5.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	BG	**M**	**M**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.7	5.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	BG	**M**	**MH**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.8	5.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	BG	**M**	**MH**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	5.9	6	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	BG	**M**	**MH**	No			***LM***	Yes		
J	1A, 1B, 1C, 1D	1	6	6.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	BG	**M**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	6.1	6.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	BG	**M**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	6.2	6.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		Crosses Ogilby Rd
J	1A, 1B, 1C, 1D	1	6.3	6.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	6.4	6.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	MG	**MH**	**H**	No			***H***	No		
J	1A, 1B, 1C, 1D	1	6.5	6.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	FG	IFG	**H**	MG	**MH**	**H**	Yes			***H***	Yes		
J	1A, 1B, 1C, 1D	1	6.6	6.7	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	FG	IFG	**H**	MG	**MH**	**H**	Yes			***H***	Yes		Crosses Ogilby Camp Recreation Destination Route
J	1A, 1B, 1C, 1D	1	6.7	6.8	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	FG	IFG	**H**	MG	**MH**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	6.8	6.9	0.1	W	2	0 - 10%	W	***W***	Class IV	Class II	SQRU 2 / LCU 8	C	**L**	FG	IFG	**L**	MG	**L**	**L**	Yes			***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	6.9	7	0.1	W	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	Yes	X		***M***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7	7.1	0.1	W	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	FG	FG	**MH**	FG	**H**	**H**	Yes	X		***MH***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.1	7.2	0.1	W	3	0 - 10%	M	***M***	Class II	Class II	SQRU 1 / LCU 12	B	**M**	MG	FG	**LM**	FG	**M**	**M**	No	X		***LM***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.2	7.3	0.1	W	3	0 - 10%	M	***M***	Class II	Class II	SQRU 1 / LCU 12	B	**M**	MG	FG	**LM**	FG	**M**	**M**	No	X		***LM***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.3	7.4	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.4	7.5	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.5	7.6	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.6	7.7	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.7	7.8	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.8	7.9	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	7.9	8	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8	8.1	0.1	W	2	0 - 10%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.1	8.2	0.1	W	2	10% - 20%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.2	8.3	0.1	W	2	10% - 20%	W	***W***	Class II	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.3	8.4	0.1	W	2	0 - 10%	W	***W***	Class IV	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.4	8.5	0.1	W	2	0 - 10%	W	***W***	Class IV	Class II	SQRU 1 / LCU 12	B	**L**	MG	FG	**L**	FG	**L**	**L**	Yes	X		***L***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.5	8.6	0.1	S	2	0 - 10%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes	X		***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.6	8.7	0.1	S	3	0 - 10%	M	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes	X		***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.7	8.8	0.1	S	3	10% - 20%	M	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	IFG	**H**	**H**	Yes	X		***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.8	8.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	BG	FG	**MH**	IFG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	8.9	9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	IFG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9	9.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.1	9.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.2	9.3	0.1	S	4	10% - 20%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.3	9.4	0.1	S	3	10% - 20%	M	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.4	9.5	0.1	S	2	10% - 20%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.5	9.6	0.1	S	2	10% - 20%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.6	9.7	0.1	S	2	20% - 30%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.7	9.8	0.1	S	2	20% - 30%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.8	9.9	0.1	S	2	30% - 35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	9.9	10	0.1	S	2	30% - 35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10	10.1	0.1	S	2	30% - 35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.1	10.2	0.1	S	2	20% - 30%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.2	10.3	0.1	S	2	0 - 10%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.3	10.4	0.1	S	2	0 - 10%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.4	10.5	0.1	S	2	0 - 10%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	**H**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.5	10.6	0.1	S	2	0 - 10%	W	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	**H**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.6	10.7	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	**H**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8
J	1A, 1B, 1C, 1D	1	10.7	10.8	0.1	S	4	>35%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	**H**	FG	**H**	**H**	Yes			***H***	Yes		Parallels I-8

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
J	1A, 1B, 1C, 1D	1	10.8	10.9	0.1	S	4	>35%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	10.9	11	0.1	S	4	20% - 30%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11	11.1	0.1	S	4	>35%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.1	11.2	0.1	S	3	>35%	M	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.2	11.3	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.3	11.4	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.4	11.5	0.1	S	3	>35%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	IFG	H	FG	**H**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.5	11.6	0.1	S	3	>35%	S	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	BG	FG	**MH**	FG	**H**	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.6	11.7	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	H	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.7	11.8	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	H	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.8	11.9	0.1	S	2	>35%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	H	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	11.9	12	0.1	S	2	20% - 30%	WM	***S***	Class IV	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	H	H	Yes			***H***	Yes		Paralells I-8
J	1A, 1B, 1C, 1D	1	12	12.1	0.1	S	2	20% - 30%	WM	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	FG	H	H	No			***H***	No		Paralells I-8
J	1A, 1B, 1C, 1D	1	12.1	12.2	0.1	S	2	0 - 10%	WM	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		Paralells I-8
J	1A, 1B, 1C, 1D	1	12.2	12.3	0.1	S	2	10% - 20%	W	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	FG	**MH**	MG	**MH**	H	No			***MH***	No		Paralells I-8
K	2	2	0	0.1	0.1	S	2	10% - 20%	S	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	MG + views of Project from VPs	
K	2	2	0.1	0.2	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	MG + views of Project from VPs	
K	2	2	0.2	0.3	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	MG + views of Project from VPs	
K	2	2	0.3	0.4	0.1	S	4	20% - 30%	S	***S***	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	H	No			***MH***	Yes	MG + views of Project from VPs	
K	2	2	0.4	0.5	0.1	S	4	10% - 20%	S	***S***	Class II	Class II	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	0.5	0.6	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	0.6	0.7	0.1	S	4	0 - 10%	S	***S***	Class II	Class II	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	0.7	0.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	Yes			***M***	Yes		
K	2	2	0.8	0.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class II	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	Yes			***H***	Yes		
K	2	2	0.9	1	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	Yes			***H***	Yes		
K	2	2	1	1.1	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	Yes			***H***	Yes		
K	2	2	1.1	1.2	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	Yes			***H***	Yes		
K	2	2	1.2	1.3	0.1	S	2	0 - 10%	W	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	Yes			***H***	Yes		
K	2	2	1.3	1.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	1.4	1.5	0.1	S	4	0 - 10%	S	***S***	Class II	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	1.5	1.6	0.1	S	4	0 - 10%	S	***S***	Class II	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	No			***H***	No		
K	2	2	1.6	1.7	0.1	S	4	0 - 10%	S	***S***	Class II	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	No			***H***	No		
K	2	2	1.7	1.8	0.1	S	4	0 - 10%	S	***S***	Class II	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	No			***H***	No		
K	2	2	1.8	1.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	1.9	2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2	2.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.1	2.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.2	2.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.3	2.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.4	2.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.5	2.6	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
K	2	2	2.6	2.7	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
K	2	2	2.7	2.8	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
K	2	2	2.8	2.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
K	2	2	2.9	3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
K	2	2	3	3.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A			***H***	N/A		
K	2	2	3.1	3.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A			***H***	N/A		
K	2	2	3.2	3.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	3.3	3.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.4	3.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.5	3.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.6	3.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.7	3.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.8	3.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	3.9	4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4	4.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.1	4.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.2	4.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.3	4.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.4	4.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.5	4.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.6	4.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.7	4.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.8	4.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	4.9	5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	5	5.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contest of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
K	2	2	5.1	5.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	5.2	5.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	5.3	5.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	5.4	5.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	5.5	5.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	5.6	5.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	5.7	5.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	5.8	5.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	5.9	6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6	6.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.1	6.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.2	6.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.3	6.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.4	6.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.5	6.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.6	6.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.7	6.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.8	6.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	6.9	7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	7	7.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	7.1	7.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	7.2	7.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No			***H***	No		
K	2	2	7.3	7.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	7.4	7.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	7.5	7.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	7.6	7.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	7.7	7.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	7.8	7.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	7.9	8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8	8.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.1	8.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.2	8.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.3	8.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.4	8.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.5	8.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.6	8.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.7	8.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.8	8.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	8.9	9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	9	9.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	9.2	9.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	9.3	9.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	9.4	9.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	No			***M***	Yes	MG + views of Project from VPs	
K	2	2	9.5	9.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	9.6	9.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	FG	H	H	No			***H***	No		
K	2	2	9.7	9.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	Yes			***H***	Yes		
K	2	2	9.8	9.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	IFG	H	H	Yes			***H***	Yes		
K	2	2	9.9	10	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	IFG	H	H	Yes			***H***	Yes		
K	2	2	10	10.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
K	2	2	10.1	10.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		
K	2	2	10.2	10.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.4	10.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.5	10.6	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.6	10.7	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.7	10.8	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.8	10.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	10.9	11	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11	11.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.1	11.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.2	11.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.3	11.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.4	11.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.5	11.6	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	11.6	11.7	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	IFG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	11.7	11.8	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	IFG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	11.8	11.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	IFG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	11.9	12	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	IFG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	12	12.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	12.1	12.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	12.2	12.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	IFG	H	FG	H	H	N/A			***H***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
K	2	2	12.3	12.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	12.4	12.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
K	2	2	12.5	12.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
K	2	2	12.6	12.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
K	2	2	12.7	12.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
K	2	2	12.8	12.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
K	2	2	12.9	13	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
K	2	2	13	13.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
K	2	2	13.1	13.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
K	2	2	13.2	13.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.3	13.4	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.4	13.5	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.5	13.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.6	13.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.7	13.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	MG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.8	13.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	13.9	14	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	14	14.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	14.1	14.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	14.2	14.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	14.3	14.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	No			***H***	No		
K	2	2	14.4	14.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	14.5	14.6	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	14.6	14.7	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	14.7	14.8	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	14.8	14.9	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	14.9	15	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15	15.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15.1	15.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15.2	15.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15.3	15.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15.4	15.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
K	2	2	15.5	15.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	15.6	15.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	15.7	15.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	15.8	15.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	15.9	16	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16	16.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.1	16.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.2	16.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.3	16.4	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.4	16.5	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.5	16.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.6	16.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.7	16.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.8	16.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	16.9	17	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17	17.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.1	17.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.2	17.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.3	17.4	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.4	17.5	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.5	17.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	MG	**MH**	H	Yes			***H***	Yes		
K	2	2	17.6	17.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	Yes			***H***	Yes		
K	2	2	17.7	17.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	Yes			***H***	Yes		
K	2	2	17.8	17.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	**H**	H	Yes			***H***	Yes		
K	2	2	17.9	18	0.1	S	4	0 - 10%	S	***S***	Class IV	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	Yes	X		***H***	Yes		
K	2	2	18	18.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.1	18.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.2	18.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.3	18.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.4	18.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.5	18.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.6	18.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No	X		***H***	No		
K	2	2	18.7	18.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	No	X		***H***	No		
K	2	2	18.8	18.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	18.9	19	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	19	19.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	19.1	19.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	19.2	19.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	19.3	19.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No	X		***H***	No		
K	2	2	19.4	19.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No			***H***	No		
K	2	2	19.5	19.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No			***H***	No		
K	2	2	19.6	19.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No			***H***	No		
K	2	2	19.7	19.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No			***H***	No		
K	2	2	19.8	19.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	H	No			***H***	No		
K	2	2	19.9	20	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	No			***H***	No		
K	2	2	20	20.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	No			***H***	No		
K	2	2	20.1	20.2	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	N/A			***H***	N/A		
K	2	2	20.2	20.3	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	N/A			***H***	N/A		
K	2	2	20.3	20.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	H	H	No			***H***	No		
K	2	2	20.4	20.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No			***H***	No		
L	2A	2	0	0.1	0.1	S	2	10% - 20%	S	S	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	MG+ Views from VPs only	
L	2A	2	0.1	0.2	0.1	S	4	10% - 20%	S	S	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	MG+ Views from VPs only	
L	2A	2	0.2	0.3	0.1	S	4	0 - 10%	S	S	Class II	Class II	SQRU 1 / LCU 12	B	**H**	MG	MG	**M**	MG	**MH**	**H**	No			***MH***	Yes	MG+ Views from VPs only	

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
L	2A	2	0.3	0.4	0.1	S	4	0 - 10%	S	S	Class II	Class II	SQRU 1 / LCU 12	B	H	MG	FG	MH	MG	MH	H	No			***H***	No		
L	2A	2	0.4	0.5	0.1	S	4	10% - 20%	S	S	Class II	Class II	SQRU 1 / LCU 12	B	H	MG	FG	MH	MG	MH	H	No			***H***	No		
L	2A	2	0.5	0.6	0.1	S	4	10% - 20%	S	S	Class IV	Class II	SQRU 2 / LCU 8	C	M	MG	FG	MH	MG	MH	MH	Yes			***MH***	Yes		
L	2A	2	0.6	0.7	0.1	S	4	10% - 20%	S	S	Class IV	Class II	SQRU 2 / LCU 8	C	M	MG	FG	MH	FG	H	H	Yes			***H***	Yes		
L	2A	2	0.7	0.8	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	FG	MH	FG	H	H	Yes			***H***	Yes		
L	2A	2	0.8	0.9	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	FG	MH	FG	H	H	Yes			***H***	Yes		
L	2A	2	0.9	1	0.1	S	4	20% - 30%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	FG	MH	FG	H	H	Yes			***H***	Yes		
L	2A	2	1	1.1	0.1	S	4	20% - 30%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	FG	MH	FG	H	H	Yes			***H***	Yes		
L	2A	2	1.1	1.2	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	1.2	1.3	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	1.3	1.4	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	1.4	1.5	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		Cross I-8
L	2A	2	1.5	1.6	0.1	S	3	0 - 10%	M	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	1.7	1.8	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	1.8	1.9	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	1.9	2	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	2	2.1	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	FG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	2.1	2.2	0.1	S	4	20% - 30%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	2.2	2.3	0.1	S	4	>35%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	2.3	2.4	0.1	S	4	>35%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	Yes			***H***	Yes		
L	2A	2	2.4	2.5	0.1	S	4	20% - 30%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	2.5	2.6	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	2.6	2.7	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	2.7	2.8	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	2.8	2.9	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	MG	MH	H	Yes			***H***	Yes		
L	2A	2	2.9	3	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	3	3.1	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	MG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	3.1	3.2	0.1	S	4	0 - 10%	S	S	Class IV	Class IV	SQRU 2 / LCU 8	C	M	BG	IFG	H	FG	H	H	Yes			***H***	Yes		
L	2A	2	3.2	3.3	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	Yes			***H***	N/A		
L	2A	2	3.3	3.4	0.1	S	4	10% - 20%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.4	3.5	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.5	3.6	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.6	3.7	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.7	3.8	0.1	S	4	10% - 20%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.8	3.9	0.1	S	4	10% - 20%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	3.9	4	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	4	4.1	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	4.1	4.2	0.1	S	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		
L	2A	2	4.3	4.4	0.1	MW	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	4.4	4.5	0.1	MW	4	0 - 10%	S	S	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	4.6	4.7	0.1	MW	2	0 - 10%	W	***MW***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	FG	L	FG	LM	LM	N/A	X	X	***LM***	N/A		
L	2A	2	4.7	4.8	0.1	MW	2	0 - 10%	W	***MW***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	FG	L	FG	LM	LM	N/A	X	X	***LM***	N/A		
L	2A	2	4.8	4.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	4.9	5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5	5.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.1	5.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.2	5.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.3	5.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.4	5.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.5	5.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.6	5.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.7	5.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.8	5.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	5.9	6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6	6.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.1	6.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.2	6.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.3	6.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.4	6.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.5	6.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.6	6.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.7	6.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.8	6.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	6.9	7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	7	7.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	7.1	7.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	7.2	7.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.3	7.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.4	7.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.5	7.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.6	7.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.7	7.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.8	7.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	7.9	8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	8	8.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	8.1	8.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	8.2	8.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	MG	MH	MH	N/A	X	X	***MH***	N/A		
L	2A	2	8.3	8.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.4	8.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.5	8.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.6	8.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.7	8.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.8	8.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	8.9	9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9	9.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.1	9.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.2	9.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	M	BG	FG	MH	FG	H	H	N/A	X	X	***H***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
L	2A	2	9.3	9.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.4	9.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.5	9.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.6	9.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.7	9.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.8	9.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	9.9	10	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	10	10.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	10.1	10.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	10.2	10.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	10.3	10.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	10.4	10.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	10.5	10.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	10.6	10.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	10.7	10.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	10.8	10.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	10.9	11	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11	11.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.1	11.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.2	11.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.3	11.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.4	11.5	0.1	MW	3	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.5	11.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.6	11.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.7	11.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.8	11.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	11.9	12	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	12	12.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	12.1	12.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	12.2	12.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	12.3	12.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	12.4	12.5	0.1	MW	3	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	12.5	12.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	12.6	12.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	12.7	12.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	12.8	12.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	12.9	13	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	**H**	**H**	N/A	X	X	***MH***	N/A		
L	2A	2	13	13.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	13.1	13.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	H	H	N/A	X	X	***MH***	N/A		
L	2A	2	13.2	13.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	MG	**MH**	**MH**	N/A	X	X	***MH***	N/A		
L	2A	2	13.3	13.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.4	13.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.5	13.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.6	13.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.7	13.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.8	13.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	13.9	14	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	14	14.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	14.1	14.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	14.2	14.3	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	14.3	14.4	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	14.4	14.5	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	14.5	14.6	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	14.6	14.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	14.7	14.8	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	14.8	14.9	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	BG	L	L	N/A	X	X	***L***	N/A		
L	2A	2	14.9	15	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	BG	L	L	N/A	X	X	***L***	N/A		
L	2A	2	15	15.1	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	BG	L	L	N/A	X	X	***L***	N/A		
L	2A	2	15.1	15.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**MH**	L	N/A	X	X	***L***	N/A		
L	2A	2	15.2	15.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	BG	**MH**	L	N/A	X	X	***L***	N/A		
L	2A	2	15.3	15.4	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	BG	L	L	N/A	X	X	***L***	N/A		
L	2A	2	15.4	15.5	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	15.5	15.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	15.6	15.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	15.7	15.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	15.8	15.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	15.9	16	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16	16.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.1	16.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.2	16.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.3	16.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.4	16.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.5	16.6	0.1	MW	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	L	BG	MG	L	MG	**LM**	**LM**	N/A	X	X	***L***	N/A		
L	2A	2	16.6	16.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.7	16.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.8	16.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	N/A	X	X	***M***	N/A		
L	2A	2	16.9	17	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	**H**	**H**	N/A	X	X	***H***	N/A		
L	2A	2	17	17.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.1	17.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.2	17.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.3	17.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.4	17.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.5	17.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.6	17.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.7	17.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.8	17.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	17.9	18	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
L	2A	2	18	18.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.1	18.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.2	18.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.3	18.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.4	18.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.5	18.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.6	18.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.7	18.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.8	18.9	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	18.9	19	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19	19.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.1	19.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.2	19.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.3	19.4	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.4	19.5	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.5	19.6	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.6	19.7	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	FG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.7	19.8	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.8	19.9	0.1	MW	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	19.9	20	0.1	MW	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	20	20.1	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	20.1	20.2	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	20.2	20.3	0.1	MW	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A	X	X	***H***	N/A		
L	2A	2	20.3	20.4	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A	X	X	***H***	N/A		Cross I-8
L	2A	2	20.4	20.5	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A	X		***H***	N/A		
L	2A	2	20.495482	20.595482	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	H	IFG	H	H	No	X			***H***	Yes		
L	2A	2	20.5	20.6	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	**H**	H	No	X			***H***	Yes		
M	3A	3	0	0.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No				***H***	No		
M	3A	3	0.1	0.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	No				***H***	No		
M	3A	3	0.2	0.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No				***H***	No		
M	3A	3	0.3	0.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No				***H***	No		
M	3A	3	0.4	0.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No				***H***	No		
M	3A	3	0.5	0.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No				***H***	No		
M	3A	3	0.6	0.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	0.7	0.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	0.8	0.9	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	0.9	1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	**H**	H	No				***MH***	No		
M	3A	3	1	1.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.1	1.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.2	1.3	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.3	1.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.4	1.5	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.5	1.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.6	1.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	MG	**MH**	**MH**	No				***M***	Yes	VRM Modification: MG+ View Only	
M	3A	3	1.7	1.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.8	1.9	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	1.9	2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2	2.1	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2.1	2.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2.2	2.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	Yes				***MH***	Yes		
M	3A	3	2.3	2.4	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2.4	2.5	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2.5	2.6	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	No				***MH***	No		
M	3A	3	2.6	2.7	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No				***H***	No		
M	3A	3	2.7	2.8	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No				***H***	No		
M	3A	3	2.8	2.9	0.1	S	4	10% - 20%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No				***H***	No		
M	3A	3	2.9	3	0.1	S	4	10% - 20%	S	***S***	Class III	Class IV	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	No				***H***	No		
M	3A	3	3	3.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	IFG	H	H	N/A				***H***	N/A		
M	3A	3	3.1	3.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	3.2	3.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	3.3	3.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	3.4	3.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	3.5	3.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	3.6	3.7	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	3.7	3.8	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	3.8	3.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	3.9	4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	4	4.1	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	4.1	4.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	4.2	4.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	4.3	4.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	4.4	4.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	4.5	4.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A				***H***	N/A		
M	3A	3	4.6	4.7	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A				***H***	N/A		
M	3A	3	4.7	4.8	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	H	H	N/A				***H***	N/A		
M	3A	3	4.8	4.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	4.9	5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	5	5.1	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	5.1	5.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	H	H	N/A				***MH***	N/A		
M	3A	3	5.2	5.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.3	5.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.4	5.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.5	5.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.6	5.7	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.7	5.8	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		Crosses Bonds Corner Rd
M	3A	3	5.8	5.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		
M	3A	3	5.9	6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A				***MH***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
M	3A	3	6	6.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	6.1	6.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	6.2	6.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	6.3	6.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	6.4	6.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	6.5	6.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	6.6	6.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	6.7	6.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	6.8	6.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	6.9	7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	7	7.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	7.1	7.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	7.2	7.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	7.3	7.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	7.4	7.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	7.5	7.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	7.6	7.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	7.7	7.8	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	7.8	7.9	0.1	S	3	20% - 30%	MS	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		Crosses Alamo R.
M	3A	3	7.9	8	0.1	S	3	20% - 30%	MS	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	8	8.1	0.1	S	4	20% - 30%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	8.1	8.2	0.1	S	3	10% - 20%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	8.2	8.3	0.1	S	4	20% - 30%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		Crosses Alamo R.
M	3A	3	8.3	8.4	0.1	S	4	20% - 30%	S	**S**	N/A	N/A	SQRU 7 / LCU 11	B	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Crosses Alamo R.
M	3A	3	8.4	8.5	0.1	S	4	10% - 20%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	8.5	8.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	8.6	8.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	8.7	8.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	8.8	8.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	8.9	9	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	9	9.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	9.1	9.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	9.2	9.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	FG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	9.3	9.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		Crosses SR 7/Orchard Rd
M	3A	3	9.4	9.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		Crosses SR 7/Orchard Rd
M	3A	3	9.5	9.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	9.6	9.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	9.7	9.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	9.8	9.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	9.9	10	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	10	10.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	10.1	10.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	10.2	10.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	10.3	10.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.4	10.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.5	10.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.6	10.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.7	10.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.8	10.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	10.9	11	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	11	11.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		Crosses Anderholt Rd
M	3A	3	11.1	11.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	11.2	11.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	11.3	11.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		
M	3A	3	11.4	11.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	11.5	11.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	11.6	11.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	**H**	**H**	N/A			***MH***	N/A		
M	3A	3	11.7	11.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	11.8	11.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	11.9	12	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12	12.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
M	3A	3	12.1	12.2	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		Crosses Barbara Worth Rd
M	3A	3	12.2	12.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
M	3A	3	12.3	12.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	**MH**	H	N/A			***H***	N/A		
M	3A	3	12.4	12.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12.5	12.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12.6	12.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12.7	12.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12.8	12.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	12.9	13	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13	13.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.1	13.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.2	13.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.3	13.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.4	13.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.5	13.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.6	13.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.7	13.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.8	13.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	13.9	14	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14	14.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.1	14.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.2	14.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.3	14.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.4	14.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.5	14.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	14.6	14.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
M	3A	3	14.7	14.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	14.8	14.9	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	14.9	15	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15	15.1	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.1	15.2	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.2	15.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.3	15.4	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.4	15.5	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.5	15.6	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.6	15.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	15.7	15.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	15.8	15.9	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	15.9	16	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	16	16.1	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	IFG	H	FG	H	H	N/A			H	N/A		
M	3A	3	16.1	16.2	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	BG	IFG	H	FG	H	H	N/A			H	N/A		
M	3A	3	16.2	16.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	FG	H	H	N/A			H	N/A		Crosses SR 111
M	3A	3	16.3	16.4	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	FG	H	H	N/A			H	N/A		
M	3A	3	16.4	16.5	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	16.5	16.6	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	16.6	16.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	16.7	16.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	16.8	16.9	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	16.9	17	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17	17.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.1	17.2	0.1	S	2	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.2	17.3	0.1	S	2	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.3	17.4	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.4	17.5	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.5	17.6	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.6	17.7	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	17.7	17.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	17.8	17.9	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	17.9	18	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	FG	H	H	N/A			MH	N/A		
M	3A	3	18	18.1	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	IFG	IFG	H	IFG	H	H	N/A			H	N/A		
M	3A	3	18.1	18.2	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	IFG	IFG	H	IFG	H	H	N/A			H	N/A		
M	3A	3	18.2	18.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	IFG	IFG	H	IFG	H	H	N/A			H	N/A		Croisses Dogwood Rd
M	3A	3	18.3	18.4	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	IFG	IFG	H	IFG	H	H	N/A			H	N/A		
M	3A	3	18.4	18.5	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	IFG	FG	MH	IFG	H	H	N/A			H	N/A		
M	3A	3	18.5	18.6	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	IFG	H	H	N/A			H	N/A		
M	3A	3	18.6	18.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	IFG	H	H	N/A			H	N/A		
M	3A	3	18.7	18.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	FG	FG	MH	IFG	H	H	N/A			H	N/A		
M	3A	3	18.8	18.9	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	IFG	H	H	N/A			H	N/A		
M	3A	3	18.9	19	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	IFG	H	H	N/A			MH	N/A		
M	3A	3	19	19.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	FG	H	H	N/A			H	N/A		
M	3A	3	19.1	19.2	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	FG	H	H	N/A			H	N/A		
M	3A	3	19.2	19.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	FG	H	H	N/A			H	N/A		Crosses E. Heber Rd/HWY 86
M	3A	3	19.3	19.4	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		
M	3A	3	19.4	19.5	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	19.5	19.6	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	19.6	19.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	19.7	19.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	19.8	19.9	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	19.9	20	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	20	20.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	20.1	20.2	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	20.2	20.3	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	20.3	20.4	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	20.4	20.5	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	20.5	20.6	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		
M	3A	3	20.6	20.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		
M	3A	3	20.7	20.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		Crosses Ferrel Rd
M	3A	3	20.8	20.9	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		
M	3A	3	20.9	21	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	IFG	H	MG	MH	H	N/A			H	N/A		
M	3A	3	21	21.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.1	21.2	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.2	21.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	FG	MH	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.3	21.4	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.4	21.5	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.5	21.6	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.6	21.7	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.7	21.8	0.1	S	2	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.8	21.9	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	21.9	22	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22	22.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.1	22.2	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.2	22.3	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.3	22.4	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.4	22.5	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.5	22.6	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.6	22.7	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	MG	MH	H	N/A			MH	N/A		
M	3A	3	22.7	22.8	0.1	S	3	0 - 10%	M	S	N/A	N/A	LCU 1	N/A	H	MG	MG	M	FG	H	H	N/A			MH	N/A		
M	3A	3	22.8	22.9	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	FG	H	H	N/A			MH	N/A		
M	3A	3	22.9	23	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	FG	H	H	N/A			MH	N/A		
M	3A	3	23	23.1	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	FG	H	H	N/A			MH	N/A		
M	3A	3	23.1	23.2	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	IFG	H	H	N/A			H	N/A		
M	3A	3	23.2	23.3	0.1	S	2	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	IFG	H	H	N/A			H	N/A		
M	3A	3	23.3	23.4	0.1	S	1	0 - 10%	W	S	N/A	N/A	LCU 1	N/A	H	MG	BG	LM	IFG	H	H	N/A			H	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
M	3A	3	23.4	23.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	23.5	23.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	23.6	23.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	23.7	23.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	23.8	23.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	23.9	24	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	24	24.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	24.1	24.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	24.2	24.3	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	24.3	24.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	24.4	24.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	24.5	24.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	24.6	24.7	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	24.7	24.8	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		Crosses New R.
M	3A	3	24.8	24.9	0.1	S	4	>35%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		Crosses New R.
M	3A	3	24.9	25	0.1	S	4	>35%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		Crosses New R.
M	3A	3	25	25.1	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	25.1	25.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	25.2	25.3	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	25.3	25.4	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
M	3A	3	25.4	25.5	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
M	3A	3	25.5	25.6	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	25.6	25.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	25.7	25.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	25.8	25.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	25.9	26	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	26	26.1	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	26.1	26.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	26.2	26.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	26.3	26.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	26.4	26.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	26.5	26.6	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	26.6	26.7	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	26.7	26.8	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
M	3A	3	26.8	26.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	26.9	27	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	27	27.1	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	27.1	27.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.2	27.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.3	27.4	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.4	27.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.5	27.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.6	27.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.7	27.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.8	27.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	27.9	28	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	28	28.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	28.1	28.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	28.2	28.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	28.3	28.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
M	3A	3	28.4	28.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	28.5	28.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	28.6	28.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	28.7	28.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
M	3A	3	28.8	28.9	0.1	S	3	0 - 10%	M	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	H	H	No	X		***MH***	Yes	IV Sub ini viewshed	
M	3A	3	28.9	29	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	H	H	Yes	X		***MH***	Yes	IV Sub ini viewshed	
M	3A	3	29	29.1	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
M	3A	3	29.1	29.2	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
M	3A	3	29.2	29.3	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
M	3A	3	29.3	29.4	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
M	3A	3	29.4	29.5	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
M	3A	3	29.5	29.6	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	L	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	IV Substation
N	3, 3C, 3D	2	0	0.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	FG	**MH**	IFG	H	H	No	X		***H***	No		
N	3, 3C, 3D	3	0.1	0.2	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	LCU 1	N/A	**H**	BG	FG	**MH**	IFG	H	H	No	X		***H***	No		
N	3, 3C, 3D	3	0.2	0.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.3	0.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.4	0.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.5	0.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.6	0.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.7	0.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	FG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.8	0.9	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	0.9	1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1	1.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.1	1.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.2	1.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.3	1.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.4	1.5	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	1.5	1.6	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.6	1.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.7	1.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.8	1.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	1.9	2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2	2.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.1	2.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	FG	**M**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	2.2	2.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.3	2.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.4	2.5	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	BG	MG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contest of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
N	3, 3C, 3D	3	2.5	2.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	IFG	**LM**	**LM**	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.6	2.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.7	2.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.8	2.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	2.9	3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3	3.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.1	3.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.2	3.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.3	3.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.4	3.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.5	3.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.6	3.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.7	3.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.8	3.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	3.9	4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4	4.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.1	4.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.2	4.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.3	4.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.4	4.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	4.5	4.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.6	4.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	4.7	4.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.8	4.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	4.9	5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5	5.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.1	5.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.2	5.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.3	5.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.4	5.5	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.5	5.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.6	5.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.7	5.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.8	5.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	5.9	6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	6	6.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	6.1	6.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	6.2	6.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	6.3	6.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	6.4	6.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	FG	**M**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	6.5	6.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	IFG	**MH**	**MH**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	6.6	6.7	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	IFG	**H**	**H**	N/A	X		***H***	N/A		
N	3, 3C, 3D	3	6.7	6.8	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	FG	**MH**	IFG	**H**	**H**	N/A	X		***H***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	6.8	6.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	FG	**LM**	IFG	**MH**	**LM**	N/A	X		***L***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	6.9	7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	IFG	**M**	IFG	**MH**	**MH**	N/A	X		***MH***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7	7.1	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.1	7.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	IFG	**M**	FG	**M**	**M**	N/A	X		***LM***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.2	7.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	IFG	**M**	FG	**M**	**M**	N/A	X		***LM***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.3	7.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	FG	**LM**	FG	**M**	**LM**	N/A	X		***L***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.4	7.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	FG	**LM**	FG	**M**	**LM**	N/A	X		***L***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.5	7.6	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	FG	**MH**	FG	**H**	**H**	N/A	X		***MH***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.6	7.7	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	**H**	N/A	X		***H***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.7	7.8	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	**H**	N/A	X		***H***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.8	7.9	0.1	W	3	10% - 20%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	MG	**L**	IFG	**MH**	**MH**	N/A	X		***MH***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	7.9	8	0.1	W	3	10% - 20%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	FG	MG	**L**	FG	**M**	**M**	N/A	X		***LM***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	8	8.1	0.1	W	3	20% - 30%	MS	***MS***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	MG	**LM**	FG	**MH**	**MH**	N/A	X		***M***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	8.1	8.2	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	FG	MG	**M**	FG	**H**	**H**	N/A	X		***MH***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	8.2	8.3	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	**H**	**H**	N/A	X		***MH***	N/A	Crosses Heber Dunes SP	
N	3, 3C, 3D	3	8.3	8.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	FG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	8.4	8.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	8.5	8.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	8.6	8.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	8.7	8.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	8.8	8.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	8.9	9	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	9	9.1	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A	X		***H***	N/A		
N	3, 3C, 3D	3	9.1	9.2	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	9.2	9.3	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A	Crosses Anderholt Rd	
N	3, 3C, 3D	3	9.3	9.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	9.4	9.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	9.5	9.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	9.6	9.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	9.7	9.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	9.8	9.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	9.9	10	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	10	10.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	10.1	10.2	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A	X		***H***	N/A		
N	3, 3C, 3D	3	10.2	10.3	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A	X		***H***	N/A	Crosses Barbara Worth Rd	
N	3, 3C, 3D	3	10.3	10.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	IFG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	10.4	10.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	IFG	**M**	FG	**M**	**MH**	N/A	X		***MH***	N/A		
N	3, 3C, 3D	3	10.5	10.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	10.6	10.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	10.7	10.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	FG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	10.8	10.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	10.9	11	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	11	11.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
N	3, 3C, 3D	3	11.1	11.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in context of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
N	3, 3C, 3D	3	11.2	11.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	11.3	11.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	11.4	11.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	11.5	11.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
N	3, 3C, 3D	3	11.6	11.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
O	3, 3D	3	0	0.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
O	3, 3D	3	0.1	0.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.2	0.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.3	0.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.4	0.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.5	0.6	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.6	0.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.7	0.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.8	0.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	0.9	1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1	1.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.1	1.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.2	1.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.3	1.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.4	1.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.5	1.6	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.6	1.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.7	1.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.8	1.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	1.9	2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	2	2.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
O	3, 3D	3	2.1	2.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
O	3, 3D	3	2.2	2.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
O	3, 3D	3	2.3	2.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
O	3, 3D	3	2.4	2.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
O	3, 3D	3	2.5	2.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		Crosses SR 111
O	3, 3D	3	2.6	2.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
O	3, 3D	3	2.7	2.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	IFG	**M**	MG	**LM**	**MH**	N/A	X		***MH***	N/A		
O	3, 3D	3	2.8	2.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	2.9	3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
O	3, 3D	3	3	3.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0	0.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.1	0.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.2	0.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.3	0.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.4	0.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.5	0.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	0.6	0.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	0.7	0.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	0.8	0.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	0.9	1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	1	1.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	1.1	1.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	1.2	1.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	FG	**LM**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	1.3	1.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	IFG	**M**	FG	**M**	**MH**	N/A	X		***MH***	N/A		
P	3	3	1.4	1.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	IFG	**M**	FG	**M**	**MH**	N/A	X		***MH***	N/A		
P	3	3	1.5	1.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	IFG	**M**	FG	**M**	**MH**	N/A	X		***MH***	N/A		Crosses Dogwood Rd
P	3	3	1.6	1.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	FG	IFG	**M**	FG	**M**	**MH**	N/A	X		***MH***	N/A		
P	3	3	1.7	1.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	1.8	1.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	1.9	2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2	2.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2.1	2.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	2.2	2.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	2.3	2.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	2.4	2.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	2.5	2.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2.6	2.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2.7	2.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2.8	2.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	2.9	3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	3	3.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	3.1	3.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.2	3.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.3	3.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	BG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.4	3.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	MG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.5	3.6	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.6	3.7	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	MG	L	L	N/A	X		***L***	N/A		
P	3	3	3.7	3.8	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	3.8	3.9	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	3.9	4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	4	4.1	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	FG	L	L	N/A	X		***L***	N/A		Crosses Ferrel Rd
P	3	3	4.1	4.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	4.2	4.3	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	IFG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	4.3	4.4	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	4.4	4.5	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	L	MG	FG	L	FG	L	L	N/A	X		***L***	N/A		
P	3	3	4.5	4.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	FG	**LM**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	4.6	4.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	4.7	4.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	4.8	4.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	4.9	5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	MG	L	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	5	5.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	MG	**MH**	**H**	N/A			***MH***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
P	3	3	5.1	5.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
P	3	3	5.2	5.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
P	3	3	5.3	5.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
P	3	3	5.4	5.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	IFG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
P	3	3	5.5	5.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
P	3	3	5.6	5.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
P	3	3	5.7	5.8	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
P	3	3	5.8	5.9	0.1	S	4	>35%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
P	3	3	5.9	6	0.1	S	4	20% - 30%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
P	3	3	6	6.1	0.1	S	4	>35%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
P	3	3	6.1	6.2	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
P	3	3	6.2	6.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
P	3	3	6.3	6.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
P	3	3	6.4	6.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
P	3	3	6.5	6.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
P	3	3	6.6	6.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	H	MG	BG	**LM**	FG	H	H	N/A			***MH***	N/A		
P	3	3	6.7	6.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	6.8	6.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	6.9	7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	7	7.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.1	7.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.2	7.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.3	7.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.4	7.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.5	7.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.6	7.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.7	7.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.8	7.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	7.9	8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8	8.1	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	BG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.1	8.2	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.2	8.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.3	8.4	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.4	8.5	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.5	8.6	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.6	8.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.7	8.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.8	8.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	8.9	9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 7 / LCU 11	B	**M**	MG	BG	**L**	MG	**LM**	**M**	N/A	X		***LM***	N/A		
P	3	3	9	9.1	0.1	W	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	H	MG	BG	**LM**	MG	**MH**	H	N/A	X		***MH***	N/A		
P	3	3	9.1	9.2	0.1	W	3	10% - 20%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	9.2	9.3	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	9.3	9.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	9.4	9.5	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	9.5	9.6	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	9.6	9.7	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	9.7	9.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	9.8	9.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	9.9	10	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	10	10.1	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.1	10.2	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.2	10.3	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.3	10.4	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.4	10.5	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.5	10.6	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.6	10.7	0.1	W	2	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	FG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	10.7	10.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	FG	**M**	**MH**	N/A	X		***M***	N/A		
P	3	3	10.8	10.9	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	10.9	11	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	LCU 1	N/A	**MH**	MG	BG	**L**	MG	**LM**	**MH**	N/A	X		***M***	N/A		
P	3	3	11	11.1	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	11.1	11.2	0.1	W	1	0 - 10%	W	***W***	N/A	N/A	LCU 1	N/A	**L**	MG	BG	**LM**	MG	**L**	**LM**	N/A	X		***L***	N/A		
P	3	3	11.2	11.3	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A	X		***MH***	N/A		
P	3	3	11.3	11.4	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	MG	**MH**	**MH**	N/A	X		***M***	N/A		
P	3	3	11.4	11.5	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	FG	**H**	**H**	N/A	X		***MH***	N/A		
P	3	3	11.5	11.6	0.1	W	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	FG	**H**	**H**	N/A	X		***MH***	N/A	IV Sub ini viewshed	
P	3	3	11.6	11.7	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	BG	**L**	FG	**M**	**M**	N/A	X		***LM***	N/A	IV Sub ini viewshed	
P	3	3	11.7	11.8	0.1	W	3	0 - 10%	M	***M***	N/A	N/A	SQRU 2 / LCU 8	C	**L**	MG	BG	**L**	IFG	**MH**	**MH**	N/A	X		***M***	N/A	IV Sub ini viewshed	
P	3	3	11.8	11.9	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
P	3	3	11.9	12	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
P	3	3	12	12.1	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	IFG	**MH**	**MH**	Yes	X		***M***	Yes	IV Sub ini viewshed	
Q	3D	3	0	0.1	0.1	MS	1	0 - 10%	W	***MS***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**M**	FG	**MH**	H	N/A	X		***MH***	N/A		
Q	3D	3	0.1	0.2	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	**H**	**H**	N/A	X		***MH***	N/A		
Q	3D	3	0.2	0.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	**H**	**H**	N/A	X		***MH***	N/A		
Q	3D	3	0.3	0.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
Q	3D	3	0.4	0.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
Q	3D	3	0.5	0.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
R	3C	3	0	0.1	0.1	MS	3	0 - 10%	M	***MS***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**M**	MG	**LM**	**H**	N/A	X		***MH***	N/A		
R	3C	3	0.1	0.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A	X		***MH***	N/A		
R	3C	3	0.2	0.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	**H**	**H**	N/A	X		***MH***	N/A		
R	3C	3	0.3	0.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
R	3C	3	0.4	0.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
R	3C	3	0.5	0.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A	X		***H***	N/A		
S	3B	2	0	0.1	0.1	W	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No	X		***H***	No		Paralells US 98
S	3B	3	0.1	0.2	0.1	S	4	0 - 10%	S	***S***	Class III	Class III	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	No			***H***	No		Paralells US 98
S	3B	3	0.2	0.3	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		Paralells US 98
S	3B	3	0.3	0.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	IFG	**H**	**H**	N/A			***H***	N/A		Paralells US 98
S	3B	3	0.4	0.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		Paralells US 98

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
S	3B	3	0.5	0.6	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	0.6	0.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	0.7	0.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	IFG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	0.8	0.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	0.9	1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	1	1.1	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	SQRU 2 / LCU 8	C	**M**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		Parallels US 98
S	3B	3	1.1	1.2	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	1.2	1.3	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	1.3	1.4	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	1.4	1.5	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	1.5	1.6	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	1.6	1.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	1.7	1.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	1.8	1.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	1.9	2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2	2.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.1	2.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.2	2.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.3	2.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.4	2.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.5	2.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.6	2.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.7	2.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.8	2.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	2.9	3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3	3.1	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.1	3.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.2	3.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.3	3.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.4	3.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.5	3.6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	3.6	3.7	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.7	3.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.8	3.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	3.9	4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	4	4.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	4.1	4.2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	4.2	4.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	4.3	4.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	4.4	4.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	MH	H	N/A			***H***	N/A		
S	3B	3	4.5	4.6	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	MH	H	N/A			***H***	N/A		
S	3B	3	4.6	4.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	MH	H	N/A			***H***	N/A		Crosses Bonds Corner Rd
S	3B	3	4.7	4.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	MH	H	N/A			***H***	N/A		
S	3B	3	4.8	4.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	4.9	5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5	5.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.1	5.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.2	5.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.3	5.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.4	5.5	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.5	5.6	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.6	5.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.7	5.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.8	5.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	5.9	6	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6	6.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.1	6.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.2	6.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.3	6.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.4	6.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.5	6.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.6	6.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	6.7	6.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	6.8	6.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	6.9	7	0.1	S	4	10% - 20%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	7	7.1	0.1	S	4	10% - 20%	S	**S**	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	7.1	7.2	0.1	S	3	10% - 20%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	7.2	7.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	MG	MH	H	N/A			***H***	N/A		Crosses SR 7/Orchard Rd
S	3B	3	7.3	7.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	MG	MH	H	N/A			***H***	N/A		
S	3B	3	7.4	7.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	MG	MH	H	N/A			***H***	N/A		
S	3B	3	7.5	7.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	7.6	7.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	7.7	7.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	MG	MH	H	N/A			***MH***	N/A		
S	3B	3	7.8	7.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	7.9	8	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8	8.1	0.1	S	4	0 - 10%	S	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.1	8.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.2	8.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.3	8.4	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.4	8.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.5	8.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	IFG	H	H	N/A			***H***	N/A		
S	3B	3	8.6	8.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	IFG	H	H	N/A			***H***	N/A		
S	3B	3	8.7	8.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.8	8.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	MH	FG	H	H	N/A			***MH***	N/A		
S	3B	3	8.9	9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	9	9.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	FG	H	H	N/A			***H***	N/A		
S	3B	3	9.1	9.2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	H	MG	MH	H	N/A			***H***	N/A		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
S	3B	3	9.2	9.3	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		
S	3B	3	9.3	9.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	9.4	9.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	9.5	9.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	9.6	9.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	9.7	9.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	9.8	9.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		
S	3B	3	9.9	10	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		
S	3B	3	10	10.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Crosses Barbara Worth Rd
S	3B	3	10.1	10.2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		
S	3B	3	10.2	10.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		
S	3B	3	10.3	10.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		
S	3B	3	10.4	10.5	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	10.5	10.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	10.6	10.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	10.7	10.8	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	10.8	10.9	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	FG	H	**H**	N/A			***MH***	N/A		
S	3B	3	10.9	11	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	IFG	H	**H**	N/A			***H***	N/A		
S	3B	3	11	11.1	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		
S	3B	3	11.1	11.2	0.1	S	1	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Crosses E Jasper Rd
S	3B	3	11.2	11.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	BG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
S	3B	3	11.3	11.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
S	3B	3	11.4	11.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
S	3B	3	11.5	11.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
S	3B	3	11.6	11.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
S	3B	3	11.7	11.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0	0.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	**H**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.1	0.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.2	0.3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.3	0.4	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.4	0.5	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.5	0.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.6	0.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.7	0.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.8	0.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	0.9	1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1	1.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.1	1.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.2	1.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.3	1.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.4	1.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.5	1.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.6	1.7	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.7	1.8	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.8	1.9	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	1.9	2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2	2.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.1	2.2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.2	2.3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.3	2.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.4	2.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.5	2.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.6	2.7	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.7	2.8	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.8	2.9	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	2.9	3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
T	3B, 3C	3	3	3.1	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0	0.1	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.1	0.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Crosses E Jasper Rd
U	3B, 3C, 3D	3	0.2	0.3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.3	0.4	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.4	0.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 4	N/A	**M**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.5	0.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 4	N/A	**M**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.6	0.7	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.7	0.8	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.8	0.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	0.9	1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1	1.1	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.1	1.2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	IFG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.2	1.3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.3	1.4	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.4	1.5	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.5	1.6	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.6	1.7	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.7	1.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.8	1.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	1.9	2	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2	2.1	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.1	2.2	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.2	2.3	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.3	2.4	0.1	S	2	0 - 10%	W	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.4	2.5	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.5	2.6	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.6	2.7	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.7	2.8	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.8	2.9	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	MG	**MH**	**H**	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	2.9	3	0.1	S	3	0 - 10%	M	**S**	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	**H**	N/A			***MH***	N/A		Paralells E Jasper Rd

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
U	3B, 3C, 3D	3	3	3.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.1	3.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.2	3.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.3	3.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.4	3.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.5	3.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	FG	**MH**	MG	**MH**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.6	3.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	**H**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.7	3.8	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	**H**	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.8	3.9	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	3.9	4	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	**H**	FG	H	H	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	4	4.1	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		Paralells E Jasper Rd
U	3B, 3C, 3D	3	4.1	4.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	IFG	H	H	N/A			***H***	N/A		Crosses Ferrel Rd
U	3B, 3C, 3D	3	4.2	4.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	4.3	4.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	IFG	H	FG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	4.4	4.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	4.5	4.6	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	4.6	4.7	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	4.7	4.8	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	4.8	4.9	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	FG	**MH**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	4.9	5	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
U	3B, 3C, 3D	3	5	5.1	0.1	S	4	>35%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		Crosses New R.
U	3B, 3C, 3D	3	5.1	5.2	0.1	S	3	>35%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.2	5.3	0.1	S	3	20% - 30%	MS	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.3	5.4	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.4	5.5	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.5	5.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.6	5.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.7	5.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
U	3B, 3C, 3D	3	5.8	5.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	5.9	6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6	6.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.1	6.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.2	6.3	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.3	6.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.4	6.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.5	6.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.6	6.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.7	6.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.8	6.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	6.9	7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7	7.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.1	7.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.2	7.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.3	7.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.4	7.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.5	7.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.6	7.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.7	7.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	BG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.8	7.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
U	3B, 3C, 3D	3	7.9	8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0	0.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.1	0.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.2	0.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.3	0.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.4	0.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.5	0.6	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Crosses New R.
V	3C, 3D	3	0.6	0.7	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		Crosses New R.
V	3C, 3D	3	0.7	0.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.8	0.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	0.9	1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1	1.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.1	1.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.2	1.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.3	1.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.4	1.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.5	1.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.6	1.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.7	1.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.8	1.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	1.9	2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
V	3C, 3D	3	2	2.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	2.1	2.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	2.2	2.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	2.3	2.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	IFG	MG	**M**	FG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	2.4	2.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	IFG	MG	**M**	FG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	2.5	2.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	IFG	MG	**M**	FG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	2.6	2.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	IFG	MG	**M**	FG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	2.7	2.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	2.8	2.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	2.9	3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	3	3.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	3.1	3.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	H	H	N/A			***MH***	N/A		
V	3C, 3D	3	3.2	3.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	3.3	3.4	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
V	3C, 3D	3	3.4	3.5	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	3.5	3.6	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	3.6	3.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		

Link	Associated Alternatives	Segment	From Mile	To Mile	Distance	Structure Contrast	Vegetation Group	Slope	Landscape Contrast	*Overall Project Contrast*	BLM VRM	BLM VRI	Landscape Character Area /SQ Class	Scenic Quality	SQ/LCU Impacts	KOP Visibility	Moderate Sensitivity Visibility	Moderate Sensitivity Initial Impact	High Sensitivity Visibility	High Sensitivity Initial Impact	Worst Case SQ, M, H or Visibility Initial Impact	VRM Class Consistency (Initial)	Impact Modifier- Seen in contact of existing transmission/utility development	Impact Modifier- Primary viewer orientation direct away from Project	*Final Impact*	VRM Class Consistency (Final)	Notes-Modification	Notes-General
V	3C, 3D	3	3.7	3.8	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	3.8	3.9	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	3.9	4	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4	4.1	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.1	4.2	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.2	4.3	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.3	4.4	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.4	4.5	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.5	4.6	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.6	4.7	0.1	S	4	0 - 10%	S	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.7	4.8	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	Yes			***H***	Yes		
V	3C, 3D	3	4.8	4.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	H	H	N/A			***H***	N/A		
W	3B	3	0	0.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.1	0.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.2	0.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.3	0.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.4	0.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.5	0.6	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.6	0.7	0.1	S	3	10% - 20%	M	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	0.7	0.8	0.1	S	4	10% - 20%	S	***S***	N/A	N/A	SQRU 7 / LCU 11	B	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		Crosses New R.
W	3B	3	0.8	0.9	0.1	S	3	10% - 20%	M	***S***	Class IV	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	Yes			***MH***	Yes		Crosses New R.
W	3B	3	0.9	1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	1	1.1	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	1.1	1.2	0.1	S	2	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	1.2	1.3	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	1.3	1.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	MG	**MH**	H	N/A			***MH***	N/A		
W	3B	3	1.4	1.5	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	1.5	1.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	1.6	1.7	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	1.7	1.8	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	1.8	1.9	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	BG	**LM**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	1.9	2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	FG	BG	**LM**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2	2.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	BG	**LM**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2.1	2.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
W	3B	3	2.2	2.3	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
W	3B	3	2.3	2.4	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	H	H	N/A			***H***	N/A		
W	3B	3	2.4	2.5	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
W	3B	3	2.5	2.6	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2.6	2.7	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2.7	2.8	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2.8	2.9	0.1	S	1	0 - 10%	W	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	2.9	3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	3	3.1	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	3.1	3.2	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	3.2	3.3	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	FG	**H**	H	N/A			***MH***	N/A		
W	3B	3	3.3	3.4	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	LCU 1	N/A	**H**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
W	3B	3	3.4	3.5	0.1	S	4	0 - 10%	S	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	MG	**M**	IFG	**H**	H	N/A			***H***	N/A		
W	3B	3	3.5	3.6	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	H	N/A			***H***	N/A		
X	3B, 3C, 3D	3	0	0.1	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	H	N/A	X		***MH***	N/A	IV Sub ini viewshed	
X	3B, 3C, 3D	3	0.1	0.2	0.1	S	3	0 - 10%	M	***S***	N/A	N/A	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	H	N/A	X		***MH***	N/A	IV Sub ini viewshed	
X	3B, 3C, 3D	3	0.2	0.3	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	MG	BG	**LM**	IFG	**H**	H	Yes	X		***MH***	Yes	IV Sub ini viewshed	
X	3B, 3C, 3D	3	0.3	0.4	0.1	S	3	0 - 10%	M	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	H	Yes	X		***MH***	Yes	IV Sub ini viewshed	
X	3B, 3C, 3D	3	0.4	0.5	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	IFG	**MH**	**MH**	Yes	X		***MH***	Yes	IV Sub ini viewshed	
X	3B, 3C, 3D	3	0.5	0.6	0.1	W	3	0 - 10%	M	***M***	Class IV	Class III	SQRU 2 / LCU 8	C	**L**	BG	BG	**L**	IFG	**MH**	**MH**	Yes	X		***MH***	Yes	IV Sub ini viewshed	IV Substation
Y	3, 3A, 3B, 3C, 3D	3	0	0.1	0.1	W	4	0 - 10%	S	***S***	Class IV	Class III	SQRU 2 / LCU 8	C	**M**	BG	BG	**LM**	IFG	**H**	H	Yes	X		***MH***	Yes	IV Sub ini viewshed	IV Substation

APPENDIX E PROJECT MAPS

EI SCENIC QUALITY AND LANDSCAPE CHARACTER UNITS

E2 BLM VRI CLASSES

E3 SENSITIVE VIEWERS AND KOPS

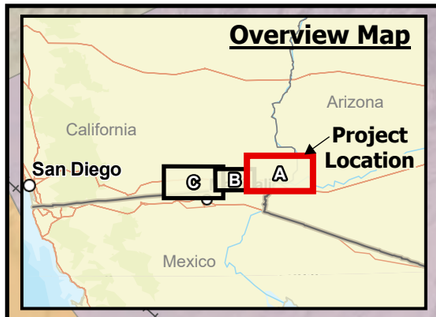
E4 BLM VRM CLASSES

E5 PROJECT VIEWSHED-HIGH SENSITIVITY

E6 PROJECT VIEWSHED-MODERATE SENSITIVITY

E7 PROJECT VIEWSHED-KOPS

E8 FINAL VISUAL IMPACTS



SQRU 3 LCU 9 Class B
SQRU 4 LCU 7 Class C
SQRU 6 LCU 2 Class B
SQRU 8 LCU 13 Class B
SQRU 1 LCU 12 Class B
SQRU 2 LCU 8 Class C
SQRU 7 LCU 11 Class B
LCU 1
LCU 4
LCU 5
LCU 3
LCU 6
Colorado River
Union Pacific
USA
Mexico
California
Arizona
Yuma
North Gila Substation
A
B
C
D
E
F
G
H
I
J
K
L
9
10
11
12
13
14
15
16
17
18
19
24
95
186
8
NORTH
2 1 0 2
Miles

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Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Scenic Quality & Landscape Units
- LCU 1
- LCU 3
- LCU 4
- LCU 5
- LCU 6
- SQRU 1/LCU 12
- SQRU 2/LCU 8
- SQRU 3/LCU 9
- SQRU 4/LCU 7
- SQRU 4
- SQRU 6
- SQRU 6/LCU 2
- SQRU 7/LCU 11
- SQRU 8/LCU 13

Appendix E1

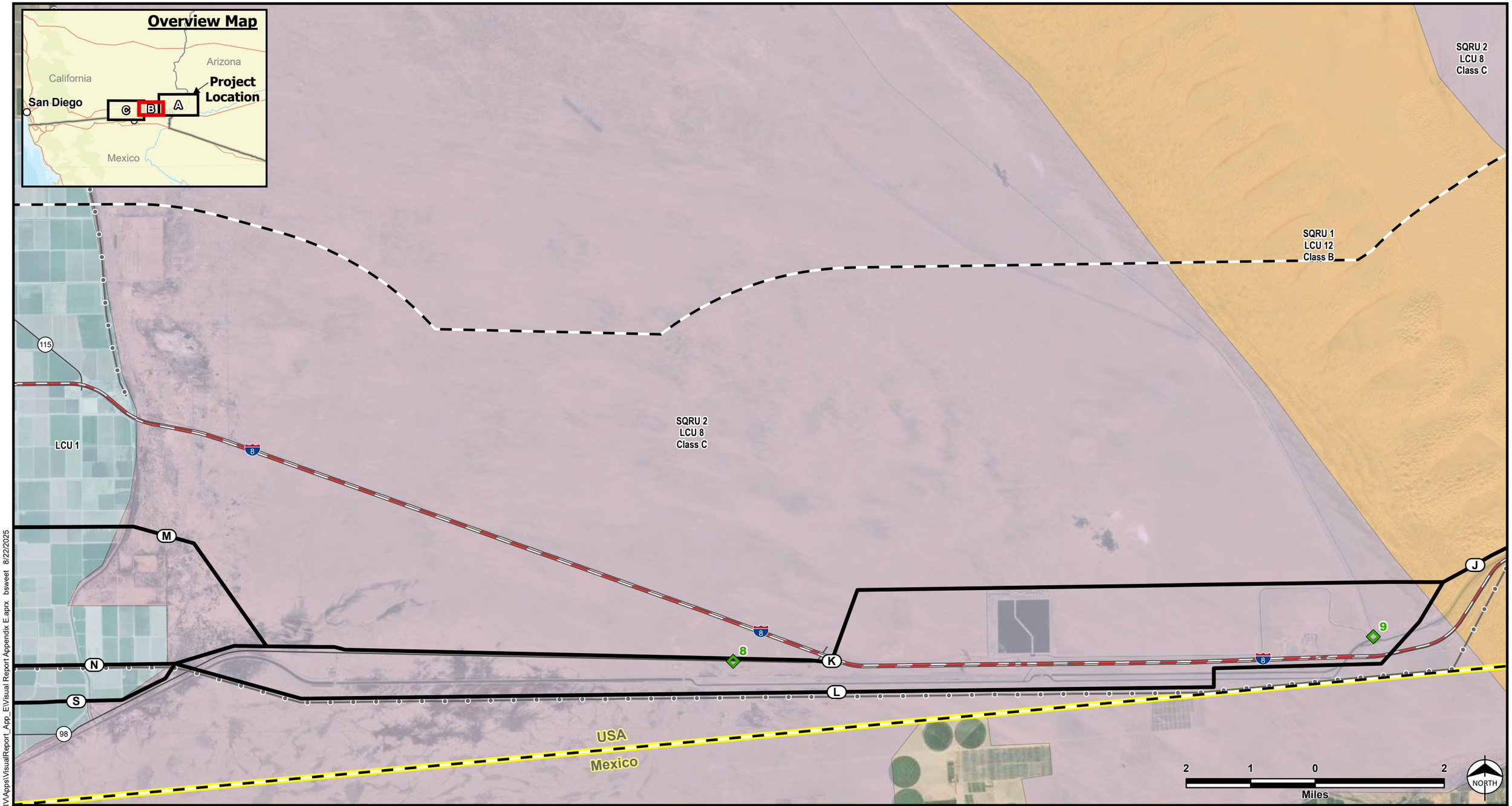
SCENIC QUALITY AND LANDSCAPE CHARACTER UNITS
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- No Photo Simulation

Scenic Quality & Landscape Units
- LCU 1
- SQRU 1/LCU 12
- SQRU 2/LCU 8

Appendix E1

SCENIC QUALITY AND LANDSCAPE CHARACTER UNITS
Segment 2

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Scenic Quality & Landscape Units
- LCU 1
- LCU 3
- LCU 4
- LCU 5
- LCU 6
- SQRU 2/LCU 12
- SQRU 2/LCU 8
- SQRU 7/LCU 11

Appendix E1

SCENIC QUALITY AND LANDSCAPE CHARACTER UNITS
Segment 3

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Inventory Class
- Class I
- Class II
- Class III
- Class IV

Appendix E2

BLM VRI CLASSES
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/21/2025



Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Inventory Class
- Class I
- Class II
- Class III
- Class IV

Appendix E2

BLM VRI CLASSES
Segment 2

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/21/2025



Union Pacific
El Centro
Imperial Valley Substation
Calexico
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Miles
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Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Inventory Class
- Class I
- Class II
- Class III
- Class IV

Appendix E2

BLM VRI CLASSES
Segment 3

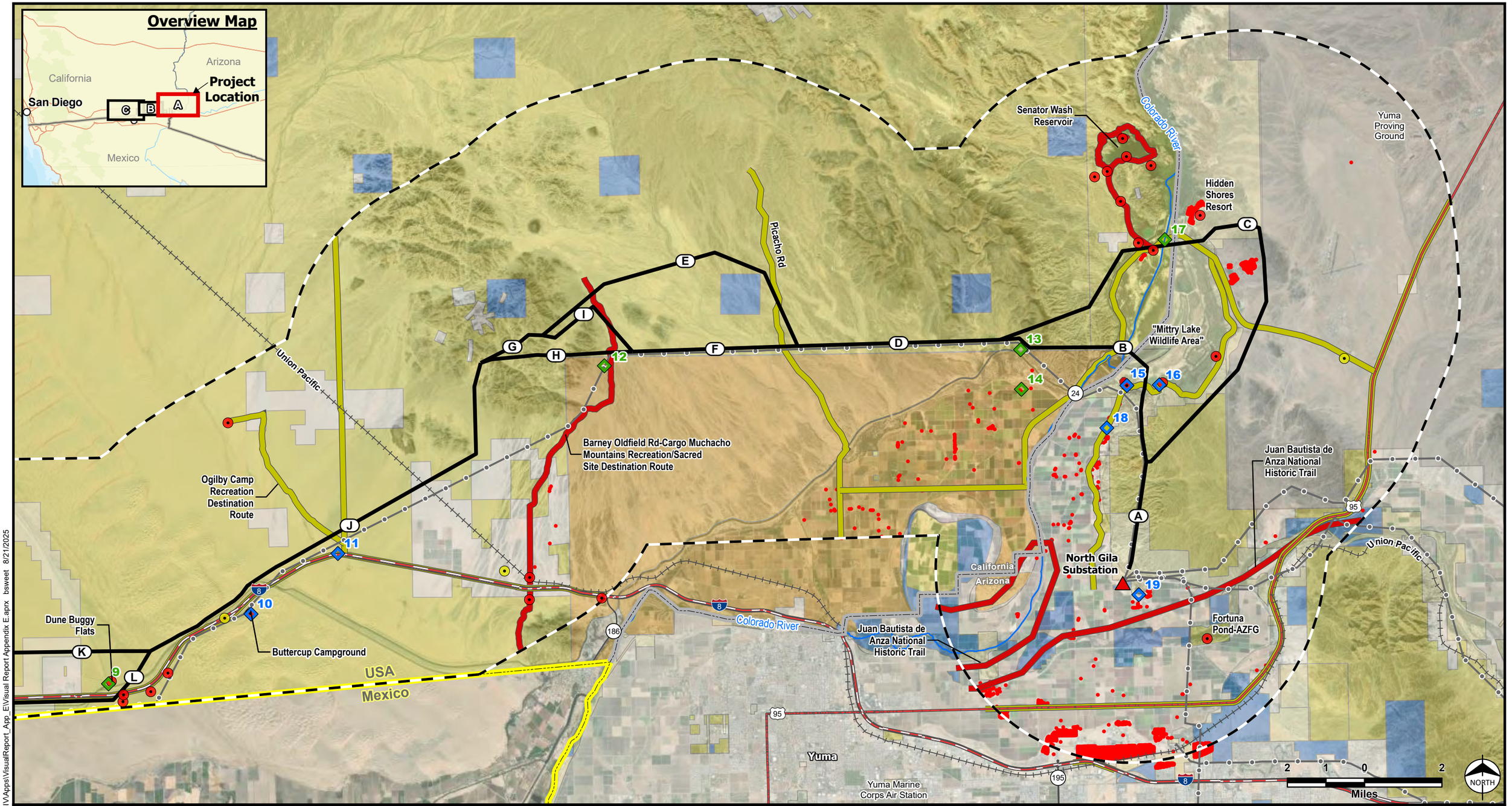
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/21/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Sensitive Viewers

Point Features
- High Sensitivity
- Moderate Sensitivity
- High Sensitivity - Residences

Linear Features
- High Sensitivity
- Moderate Sensitivity

Jurisdiction
- Bureau of Indian Affairs (BIA)
- Bureau of Land Management (BLM)
- Department of Defense (DOD)
- Bureau of Reclamation (Reclamation)
- US Fish and Wildlfe Service (USFWS)
- State Lands
- Private/Undetermined

Appendix E3

SENSITIVE VIEWERS AND KOPS
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/21/2025



Hot Springs Long Term Visitor Area

Tamarisk Long-Term Visitor Area

Dune Buggy Flats

USA

Mexico

2 1 0 2

Miles

NORTH

Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Sensitive Viewers

Point Features
- High Sensitivity
- Moderate Sensitivity
- High Sensitivity - Residences

Linear Features
- High Sensitivity
- Moderate Sensitivity

Jurisdiction
- Bureau of Land Management (BLM)
- Department of Defense (DOD)
- Bureau of Reclamation (Reclamation)
- Private/Undetermined

Appendix E3

SENSITIVE VIEWERS AND KOPS Segment 2

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

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Naval Air Facility - el Centro

Union Pacific

El Centro

Hot Springs Long Term Visitor Area

Butterfield Overland National Historic Trail

Heber Dunes State Vehicular Recreation Area

Imperial Valley Substation

Calexico

Juan Bautista de Anza National Historic Trail

USA

Mexico

2 1 0 2

Miles

NORTH

Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Sensitive Viewers

Point Features
- High Sensitivity
- Moderate Sensitivity
- High Sensitivity - Residences

Linear Features
- High Sensitivity
- Moderate Sensitivity

Jurisdiction
- Bureau of Land Management (BLM)
- Department of Defense (DOD)
- Bureau of Reclamation (Reclamation)
- State Lands
- Private/Undetermined

Appendix E3

SENSITIVE VIEWERS AND KOPS Segment 3

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/21/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/21/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Management Classes
- Class I
- Class II
- Class III
- Class IV

Appendix E4

BLM VRM CLASSES
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGI\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Union Pacific

USA
Mexico

USA
Mexico

2 1 0 2
Miles

NORTH

Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Management Classes
- Class I
- Class II
- Class III
- Class IV

Appendix E4

BLM VRM CLASSES Segment 2

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

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Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)
- BLM Utility Corridor
- Section 368 Energy Corridor

Key Observation Points
- Photo Simulation
- No Photo Simulation

BLM Visual Resource Management Classes
- Class I
- Class II
- Class III
- Class IV

Appendix E4

BLM VRM CLASSES
Segment 3

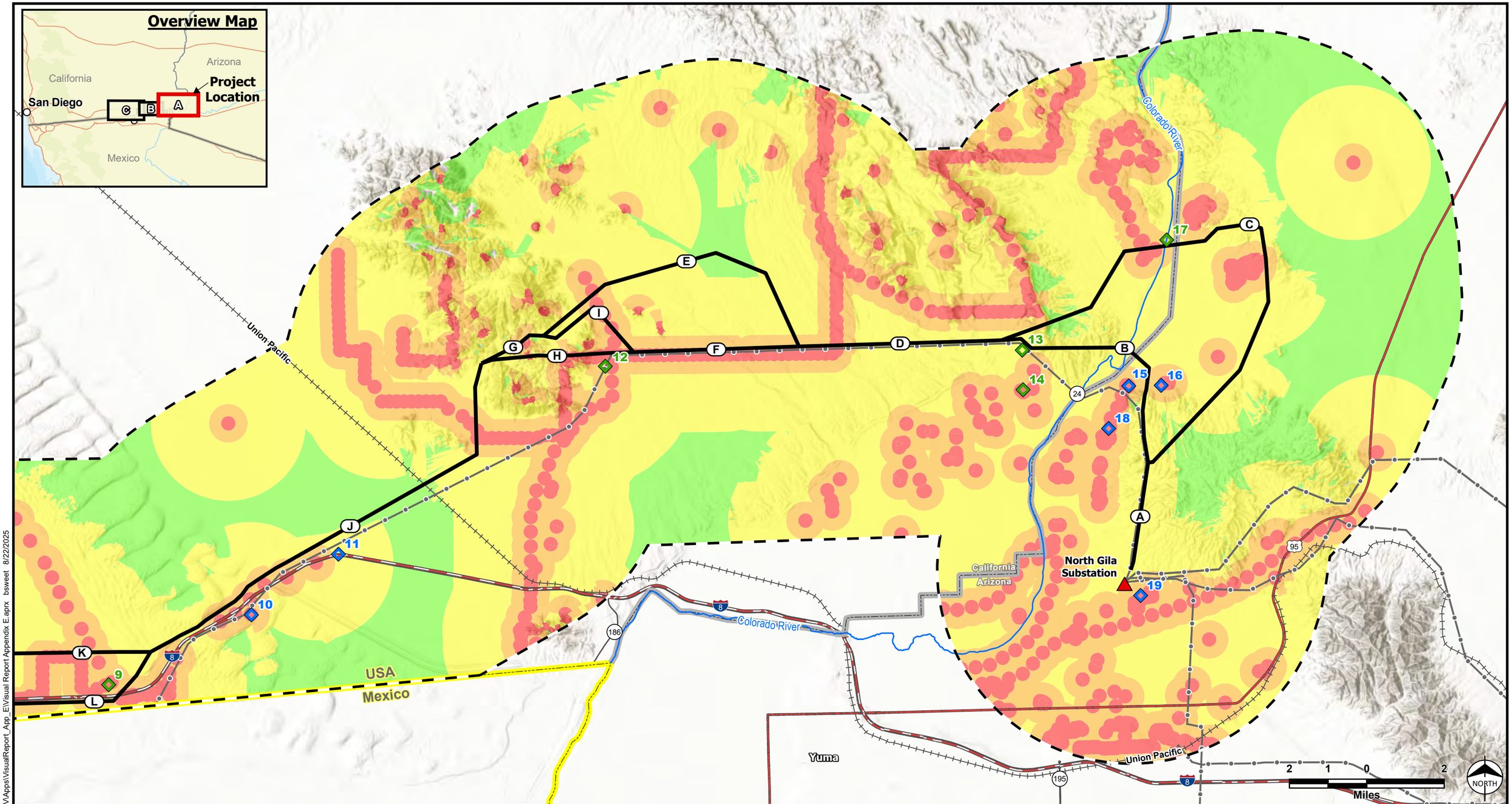
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

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Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

- State Boundary
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

High Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E5

PROJECT VIEWSHED-HIGH SENSITIVITY
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

High Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E5

PROJECT VIEWSHED-HIGH SENSITIVITY Segment 2

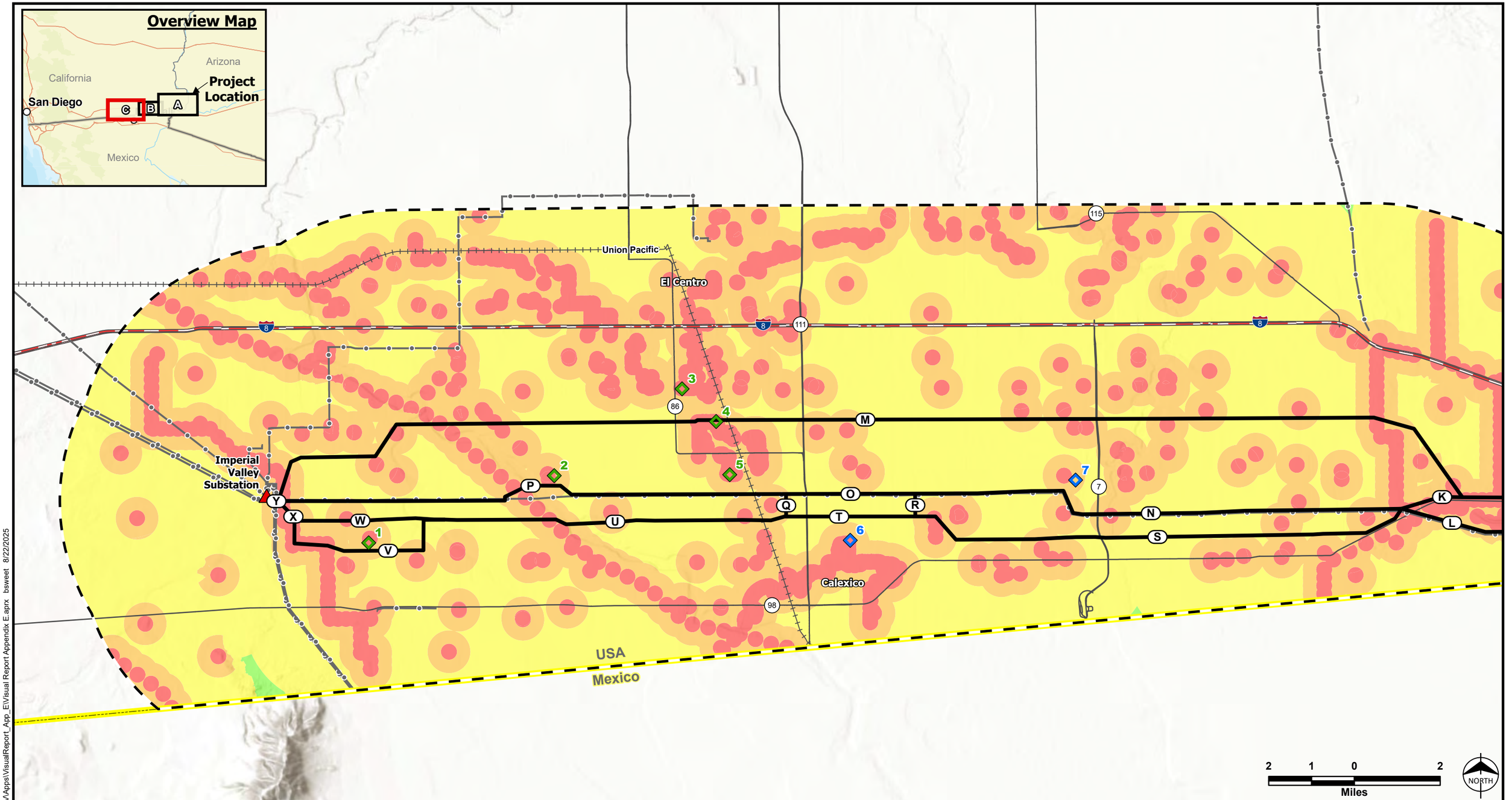
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

High Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E5

PROJECT VIEWSHED-HIGH SENSITIVITY
Segment 3

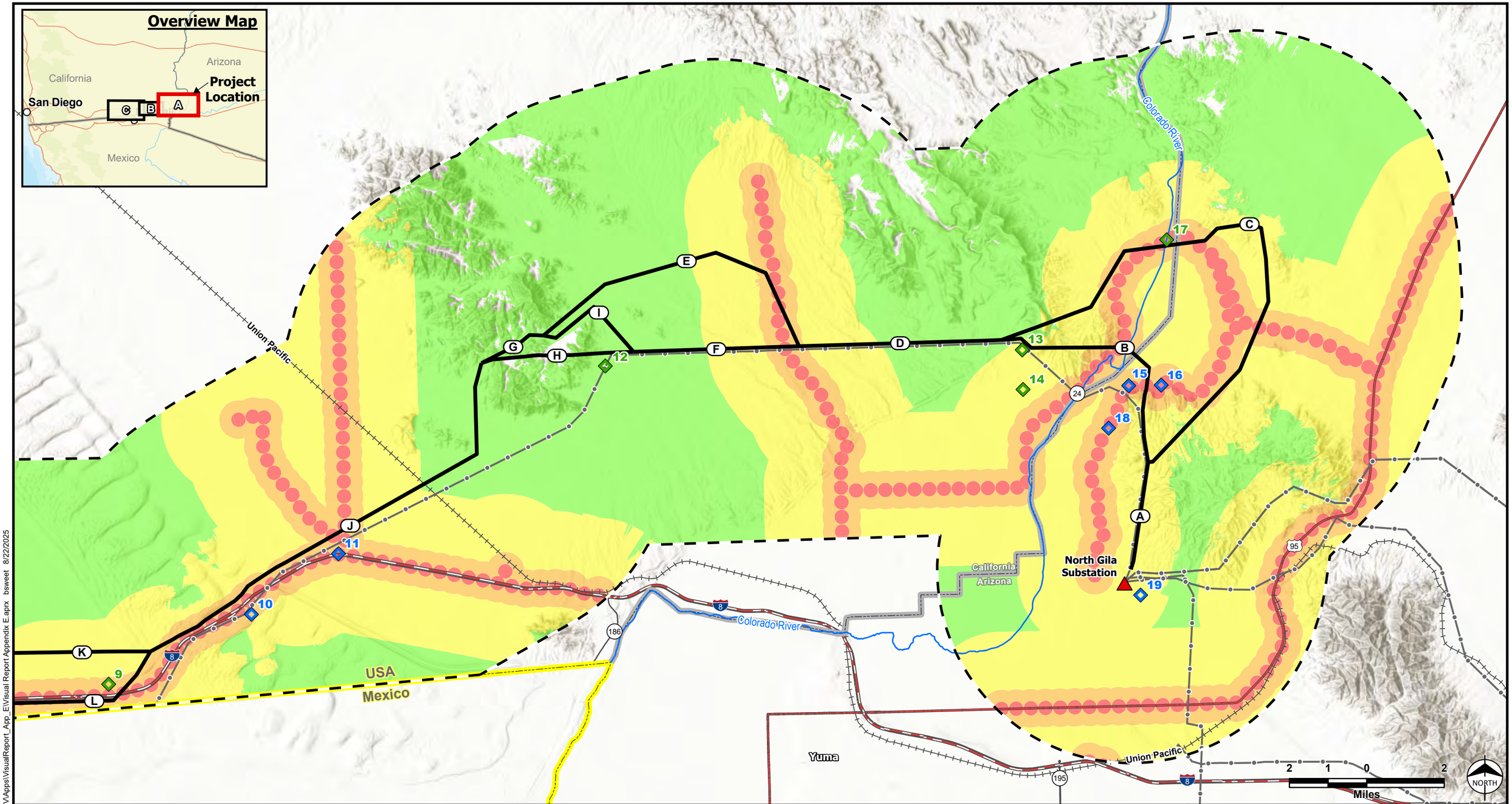
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NG\V\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Moderate Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E6

PROJECT VIEWSHED-MODERATE SENSITIVITY
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Moderate Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E6

PROJECT VIEWSHED-MODERATE SENSITIVITY Segment 2

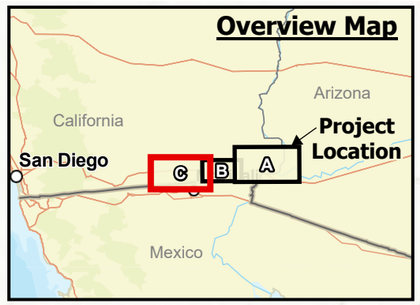
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Union Pacific
El Centro
Imperial Valley Substation
Calexico
USA
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Miles
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Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Moderate Sensitivity Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E6

PROJECT VIEWSHED-MODERATE SENSITIVITY Segment 3

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad
- U.S. Route

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

KOP Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E7

PROJECT VIEWSHED-KOPS
Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Project Features
- Study Area
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

KOP Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E7

PROJECT VIEWSHED-KOPS Segment 2

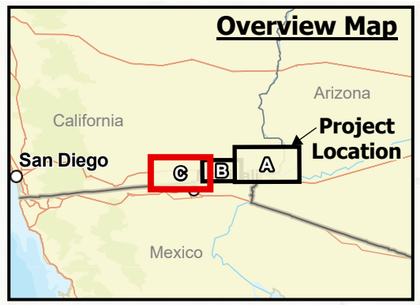
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGI\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Union Pacific
El Centro
Imperial Valley Substation
Calexico
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Project Features
- Study Area
- Existing Substation
- Impact Analysis Link

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

KOP Viewshed

Distance Zones
- Immediate Foreground (0 to 1,000 feet)
- Foreground (1,000 feet to 0.5 miles)
- Middleground (0.5 miles to 2.0 miles)
- Background (Beyond 2.0 miles)

Appendix E7

PROJECT VIEWSHED-KOPS
Segment 3

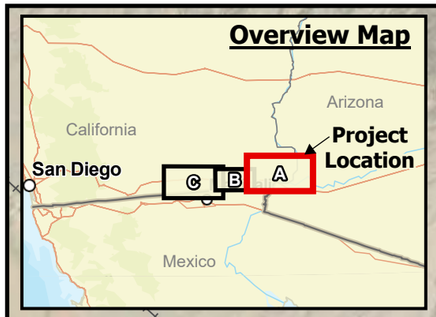
Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGI\VApps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/22/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/22/2025



Colorado River
Union Pacific
USA
Mexico
California
Arizona
North Gila Substation
Yuma
Colorado River
Union Pacific
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195
2 1 0 2
Miles
NORTH

Project Features
- Study Area
- Existing Substation

Transportation
- Interstate Highway
- U.S. Route
- State Highway
- Railroad

Reference
- US-Mexico Border
- State Boundary
- Colorado River
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Alternative Routes Final Visual Impact
- High
- Medium-High
- Medium
- Medium-Low
- Low

Appendix E8

FINAL VISUAL IMPACTS Segment 1

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/26/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/26/2025



Project Features
- Study Area

Transportation
- Interstate Highway
- State Highway

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Alternative Routes Final Visual Impact
- High
- Medium-High
- Medium
- Medium-Low
- Low

Appendix E8

FINAL VISUAL IMPACTS Segment 2

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_E\Visual Report Appendix E.aprx bsweet 8/26/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/26/2025



Union Pacific

El Centro

Imperial Valley Substation

Calexico

USA

Mexico

2 1 0 2

Miles

NORTH

Project Features
- Study Area
- Existing Substation

Transportation
- Interstate Highway
- State Highway
- Railroad

Reference
- US-Mexico Border
- Existing Transmission Line (115 kV+)

Key Observation Points
- Photo Simulation
- No Photo Simulation

Alternative Routes Final Visual Impact
- High
- Medium-High
- Medium
- Medium-Low
- Low

Appendix E8

FINAL VISUAL IMPACTS Segment 3

Visual Resource Technical Report
Ironwood 500 kV Transmission Line Project
Imperial County, CA and Yuma County, AZ

HORIZONWEST TRANSMISSION

Path: G:\Projects\252297_NextEra_IVNS_NGIV\Apps\VisualReport_App_EI\Visual Report Appendix E.aprx bsweet 8/26/2025

Sources: Horizon West Transmission, Power Engineers

Created: 8/26/2025