Appendix 3C Visual Contrast Rating Worksheets

VISUAL CONTRAST RATING WORKSHEET

Date: 12/13/2016

District: Lower Sonoran FO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information

4. Location: 5. Location Sketch:

2. Key Observation Point: 1 - Saddle Mountain Trailhead

Township____ Range _____ Section _____

3. VRM Class: N/A

	Section	on B. Characteristic Landscape Desri	ption					
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES					
	Expansive open desert in the	Expansive open desert in the Wispy and sparse in the						
	foreground with angular, rugged	foreground; rounded and	and rectangular with spiky					
	low mountains and peaks rising	clumped in the middleground;	components rising out of the					
	from the valley floor and faint	becoming dense and uniform in	compound. Lattice structures faintly					
	rugged mountains at the horizon	the background. Cactus in the	visible around the substation are					
	in the background. Large	foreground are cylindrical and	angular and geometric. The power					
	roughly triangular shaped slope	vertical.	plant to the west-northwest appears					
	in immediate foreground		rectangular to geometric.					
	covered in angular stones and							
	boulders; rounded to dome-like							
	rock outcropping in the							
	foreground. Irregular shaped							
F	stones and boulders in the							
FORM	foreground.							
	Soft light tan or gray-tan	Strong, short vertical lines of	Monopoles faintly visible west of					
	horizontal striations in the	cactus in foreground; diffused	the Delaney Substation are soft					
	foreground. Soft horizontal line	weak horizontal lines in subtle	vertical lines. Structures within the					
	of valley at horizon; broken,	color changes in bands of	Delaney Substation are complex					
	jagged, bold horizontal line	vegetation cover in the	vertical lines. Faintly visible lattice					
	along mountain profile; strong	middleground and background.	structures are complex vertical lines.					
	jagged lines along ridges of							
	mountains and peaks. Short							
	diagonal to curvilinear lines are							
	visible in the mountains in the							
LINE	middleground.							
	l							

	Light-tan and light-brown,	Pale green, bright green, green,	The Delaney Substation, monopoles,
	brown, and gray-brown with	tan, and gray.	and power plant are white to light
	hints of red; black in shadowed		gray; lattice structures are light gray
	areas. Flat agricultural lands to		when visible. Agricultural buildings
R	the northwest appear verigated		appear as white dots.
COLO	tans and greens.		
	Coarse, rough, and irregular in	Wispy and spiky in the	Structures within the Delaney
	the foreground; becoming more	foreground; becoming more soft,	Substation and lattice structures
URE	even and stippled with distance.	rounded, and clumped in the	appear coarse but indistinct; other
TEXI		distance.	structures appear smooth.

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Faintly visible regularly spaced vertical lines
LINE	None	None	Thin, fine, short, vertical
COLOR	None	None	Light gray
TEXTURE	None	None	Smooth, spiky

Evaluators' Name(s): Machelle Davis & Josh Hohn Date(s): 7/12/17

]	FEAT	URE	S				
1.	1. DEGREE OF CONTRAST		ND /	WA1	ER	VI	EGET	ATIC	N	ST	RUCI	ΓURE	S
D	DEGREE OF		ЪС										
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes				\boxtimes
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
TEM	Color				\boxtimes				\boxtimes				\boxtimes
Щ	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 1 is located on BLM-administered lands south of the Delaney Substation and southwest of Tonopah, Arizona. The KOP represents the views of hikers, OHVs, and other recreationists in the Saddle Mountain area, looking north at the Delaney Substation and Segments p-01 and d-01 on private land. The view from KOP 1 is open and panoramic. Viewers are looking at desert with tan, dark brown, and black pyramidal land forms rising from the plain in the foreground and faint distant angular mountains at the horizon in the background. Lines in the view are predominantly horizontal, with soft striations in the soil colors and textures in the immediate foreground, and soft horizontal lines in the colors of vegetation in the foreground--middleground. Land forms create rough and jagged horizontal lines at the horizon. Exposed land is rocky and coarse in the immediate foreground, to stippled and smooth in the distant foreground-middleground. Dark green to gray-green vegetation is sparse and wispy in the immediate foreground, punctuated by columnar and spiky saguaros, and becoming uniform and indistinct in the distance. Flat agricultural lands to the northwest appear as variegated tans and greens. Both the Delaney Substation and a power plant to the west of the substation are visible, appearing rectangular, geometric, and white to gray. Nearby lattice structures are faintly visible with complex vertical lines and monopoles are visible as soft short vertical white lines. Agricultural buildings in the area appear as white dots in the landscape.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Both Segments d-01 and p-01 of the Project would be in the foreground-middleground zone. The distance between KOP 1 and the Segments (ranging from approximately 2 to 3 mi. in this view) diminishes any apparent contrast.

(2) Angle of Observation. Observers would have an elevated, or superior, angle of observation which, under conditions allowing for maximum visibility, provide unobstructed views toward the Project, which would likely be only faintly detectable given the absorption of the lattice towers into the valley floor backdrop.

(3) Length of Time the Project is in View. Both Segments would be in the view of Saddle Mountain hikers wherever the trail affords unimpeded views toward the valley floor. While long-distance views toward the Segments should be assumed to be sustained views from Saddle Mountain's trails, hikers are likely to also focus their attention on vista views in a number of directions along the trail, as well as along the trail itself. Under ideal conditions, sustained views toward the valley floor include an existing network of transmission facilities, of which the Project would be a part.

(4) Relative Size or Scale. The proposed Project would appear relatively small in scale compared with the wide desert floor backdrop and nearby mountains.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms, which would further reduce the visibility of the Project. There would likely be fewer non-local viewers on Saddle Mountain trails in inclement weather.

(6) Light Conditions. Segment d-01 lies on an east-west axis, while Segment p-01 lies on a north-south axis. In early morning hours, the structures and conductors would receive direct sunlight in elevated views from the southeast, causing surfaces to reflect and appear shiny. In late afternoon or evening hours, the sunlight would be striking the structures and conductors from the west, likely maintaining visibility in views from Saddle Mountain without reflection. However, nearby existing transmission facilities are likely to appear similar to the Project. While the existing transmission facility may have these appearance qualities under these conditions, increased density of development from the addition of the Project may increase noticeability under certain lighting conditions.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. Such areas may be barely detectable at the beginning of operations and would be less so over time from elevated, distant vantage points, as soon as revegetation is initiated. However, surface disturbance is not expected to be visible from this KOP.

(8) Spatial Relationships. The Project's structures would be absorbed into the panoramic valley backdrop in this view, just as the existing transmission structures appear absorbed.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Saddle Mountain, hazy conditions would reduce the visibility of the Project.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment d-01 would be visible in views toward the Project site from the Saddle Mountain trailhead. Motion, dust, and activity would attract attention. Given the elevated position of this view, ground disturbance from access routes and at structure bases could be visible to observers, though the distance between the alignment and the trailhead would likely diminish clarity. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The light gray color of the existing Delaney Substation, approximately 2 miles away from this viewpoint, moderately contrasts with the valley floor and the dark, rugged mountains that appear on either side of the substation from this vantage point. While the color of the substation attracts attention, it is still a minor part of the broader, contextual landscape. The associated DPV1 structures and conductors extending to the north and south of Delaney Substation are undetectable in this view, as is the transmission line extending to the west from Delaney Substation. Because the proposed structures would mostly be lattice structures, they would be similarly undetectable, likely absorbed into the valley floor backdrop and only faintly visible from this distance where skylined in the western portion (left side) of this view. The Project's lattice structures would be consistent with the existing structures, with which they would be placed adjacent, to the extent practicable; this aligning of the structures and distance between the viewer and the Project would result in weak contrast. Because the light substation color contrasts with the dark mountain backdrop, that would continue to attract viewers attention more so than the addition of the structures and conductors of the Project.

During routine operation of the Project, the addition of the Project in the view would enhance the visible presence of the existing transmission facility faintly and the Project could be slightly detectable along the valley floor west of the substation. This would draw attention to the

existing, but only faintly visible, transmission facility and result in a generally weak degree of contrast between the existing transmission facilities and the valley floor, where noticeable. Under conditions allowing for visibility of the Project from this vantage point, it would appear as relatively distant, and similar in form, line, color, and texture with other transmission facilities visible under such conditions. As such, contrast with existing conditions would be weak. Users who stop for long-distance views of the valley from the Saddle Mountain trailhead would likely notice the existing substation before the additional transmission facility, which would appear as part of a broader landscape containing a number of transmission facilities.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/3/2016

District: Lower Sonoran FO

5. Location Sketch:

Resource Area:

Activity (Program):

1. Project Name: Ten West Link 2 Key Observation Point: 2 East - Salome Road South -

Section A. Project Information

_____ 4. Location: South - Township_____

2. Key Observation Point: 2 East - Salome Road South - Looking East_____

Range _____ Section _____

3. VRM Class: N/A

Section B. Characteristic Landscape Desription								
1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
Flat, wide desert valley bisected	Rounded and wispy in the	Salome Road is long, flat, and						
by unpaved road extending all	foreground; to rounded and	narrow block shape that is uniform.						
the way to horizon; broken,	dotted, becoming uniform in the	The Delaney Substation components						
jagged, irregular mountains in	distance.	appear spiky.						
the middleground, with some								
triangular shaped peaks.								
Strong horizontal line of valley	Strong but diffused green	Bold, continuous straight lines						
with faint mountains at horizon,	horizontal line with soft edges at	associated with edge of road surface						
becoming indistinct where	base of mountains.	and road-side berms. Weak, short						
broken by native vegetation in		vertical lines associated with						
places; strong straight lines		substation in middleground.						
along edge of road-side berms		Monopoles are faintly visible as						
and ditches; broken, jagged		short vertical lines. Transmission						
horizontal line along mountain		lines are visible as long undulating						
profile.		horizontal lines. Lattice structures						
		coming into the substation appear as						
		faint, short, indistinct lines at the						
CINE		horizon.						
Tan, light tan, and light brown;	Gray, brown, and green.	Salome Road is very light brown						
brown and dark brown		and light tan with tinges of red.						
mountains.		Substation structures are white.						
		Monopoles, lattice structures, and						
×		transmission lines are light gray to						
COL		gray.						
Stippled to medium granular;	Coarse and spiky in the	The road appears fine granular,						
rough mountains in background.	foreground; becoming more	uniform, and dense. Other structures						
ORE	solid and dense and uniform in	appear smooth to spiky.						
	the distance.							

		Section C. Proposed	Activity Descriptio	n	
	1. LAND/WATER	2. VEGET	TATION	3. STRUCTURES	
FORM	None	None		Faintly visible regularly spaced rectilinear structures.	
TINE	None	None		Vertical and geometric lines of structures and undulating curvilinear lines of conductors.	
COLOR	None	None		Light gray	
TEXTURE	None	None		Smooth, spiky	
	Section D. Contra	st Rating 🛛 🖂	SHORT TERM	⊠ LONG TERM	
2. Does j (Explain	project design meet visual resourd Yes No on reverse side)	e management object	ives?		
3. Additio	onal mitigating measures recommend	ed?			
	🗌 Yes 🗌 No				
Evaluator	rs' Name(s): Machelle Davis & Josh Hohn	Date(s):	7/12/17		

]	FEAT	URE	S				
1. D	1. DEGREE OF		ND / BC	WAT DY	TER	VI	EGET	ATIC	N	ST	RUCI	ΓURE	S
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes				\square
ENTS	Line				\square				\square				
ILEM	Color				\square				\square				
ш	Texture				\boxtimes				\boxtimes				

Comments from item 2:

KOP 2E is located on Salome Road south of I-10 and north of the Delaney Substation, Arizona. The KOP represents the views of south bound travelers on Salome Road looking east-southeast at Segment p-01 or south-southwest at Segment d-01, both of which would be on a combination of state and private land. Salome Road is a wide, well-maintained gravel road that would allow for vehicles to travel at higher speeds. The view from KOP 2E is open and panoramic. Viewers are looking at flat desert that slowly rises to dark brown angular jagged mountains at the horizon in the middleground. A green horizontal line is created where the uniform native vegetation is at the horizon or base of the distant mountains. The mountains in the middleground create a strong undulating to jagged horizontal line at the horizon. Exposed land is shades of tan, brown, and gray-brown, stippled in the foreground, becoming smooth in the distance. Yellow-green to gray-green vegetation is sparse, rounded, and wispy, becoming uniform and indistinct in the distance. Salome Road is flat and slowly rising in elevation in the distance, light reddish tan, with a gravel surface that appears stippled to smooth. The Delaney Substation, existing lattice structures, monopoles, and conductors are visible in the distance. The substation appears white or light gray, contrasting with the backdrop of dark mountains, and focusing the attention of the viewer.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-01 of the Project would be in the foreground-middleground zone. The distance between KOP 2E and Segment p-01 (> 1.25 mi.) diminishes any apparent contrast.

(2) Angle of Observation. Observers would be at roughly the same elevation as the Project. The low angle of observation minimizes apparent size of Project.

(3) Length of Time the Project is in View. The Project would be in the view of travelers on Salome Road south of I-10 until the substation is passed. Travelers would be moving at speeds appropriate for a well-maintained gravel road which, depending on weather conditions, would probably be in the range of 35 to 40 miles per hour. Sustained views by southeast-bound drivers would reveal a concentration of conductors; however, contrast between similar structures remains weak.

(4) Relative Size or Scale. As with existing transmission facilities, the proposed Project would appear relatively small in scale compared with the mountain backdrop and wide desert floor.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project. There would likely be fewer non-local viewers on this road in inclement weather.

(6) Light Conditions. Segment p-01 lies on a north-south axis. In the early morning hours, the structures and conductors would be backlit and appear dark against the light sky. In late afternoon or evening hours, the sunlight would be striking the structures and conductors, causing surfaces to reflect and appear shiny. However, nearby existing transmission facilities are likely to appear similar to the Project. While the existing DPV1 facility may have these appearance qualities under these conditions, increased density of development from the addition of the Project may increase noticeability under certain lighting conditions.

(7) Recovery Time. Because ground disturbance would not be visible to travelers on Salome Road, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The existing and proposed transmission facilities, visible at the bottom of the mountain range, would reinforce the presence of the view's edge feature.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Salome Road, hazy conditions would reduce the visibility of the Segment p-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-01 would be visible along Salome Road looking southeast. Motion, dust, and activity would attract attention. Because of the distance between observers traveling on Salome Road and Segment p-01, ground disturbance from access routes and at structure bases would not be visible because observers on Salome Road would be at approximately the same elevation and the view of ground level would likely be obscured by vegetation or minor changes in topography. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The light gray color of the existing Delaney Substation starkly contrasts with the dark rugged mountains that are behind the substation. In the context of the landscape, while the color of the substation attracts attention, it is still a minor part of the overall landscape. The associated DPV1 structures and conductors are a slightly darker color and less dense development, and are therefore less noticeable. The faint undulating horizontal line of the conductors appears to continue the horizon line along the base of the mountains and roughly parallels and repeats the lines of Salome Road. Because the proposed structures would mostly be self-supporting lattice structures, they would be largely invisible where the mountains form a backdrop, and would only be faintly visible where skylined because of distance and they would be placed adjacent, to the extent practicable; this aligning of the structures and distance between the viewer and the Project would result in weak contrast. Because the light substation color contrasts with the dark mountain backdrop, that would continue to attract viewers attention more so than the addition of the structures and conductors of the Project.

During routine operation of the Project, the addition of the transmission facility in the view would enhance the visible presence of the existing transmission facility faintly and the Project would be intermittently visible along the base of the mountains visible north of Salome Road. This would slightly intensify the relatively moderate degree of contrast between the existing transmission facility and the dark mountains beyond Delaney Substation, which would remain noticeable. The Project would appear from this vantage point as relatively distant, and similar in form, line, color, and texture with the existing DPV1 transmission facility. As such, contrast with existing conditions would be

weak. Local users who frequently travel Salome Road would become desensitized to the Project and its noticeability would reduce over time. Infrequent users of the road (such as visitors to Saddle Mountain) may find the Project more noticeable.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/3/2016

District: Lower Sonoran FO

Resource Area:

Activity (Program):

Section B. Characteristic Landscape Desription 2. VEGETATION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley bisected	Rounded and wispy in the	Road is long, flat, and narrow
	by unpaved road extending all	foreground; to rounded and	block shape that is uniform. Faint,
	the way to horizon; broken,	dotted, becoming uniform in the	thin vertical structures of power
	jagged, irregular mountains in	distance.	poles.
7	the middle ground, with some		
FOR	triangular shaped peaks;		
	Strong horizontal line of valley	Strong but diffused green	Bold, continuous straight lines
	with faint mountains at horizon,	horizontal line with soft edges at	associated with edge of road surface
	becoming indistinct where	base of mountains.	and road-side berms. Weak, short
	broken by native vegetation in		vertical lines associated with
	places; strong straight lines		substation and power poles in
	along edge of road-side berms		middle ground.
	and ditches; broken, jagged		
	horizontal line along mountain		
LINE	profile.		
	Tan, light tan, and light brown;	Gray, brown, and green.	Road is very light brown and light
OR	brown and dark brown		tan. Substation structures are off
COL	mountains.		white.
	Stippled to medium granualar;	Coarse and spiky in the	Fine granular, uniform, and dense.
	rough mountains in background.	foreground; becoming more	
TURE		solid and dense and uniform in	
TEX		the distance.	

		Section C. I Toposed Activity Desc.	
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Faintly visible regularly spaced rectilinear or columnar structures.
LINE	None	None	Vertical and geometric lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light gray
TEXTURE	None	None	Smooth, spiky
	Section D. Cont	rast Rating 🛛 🖂 SHORT TERM	1 🛛 LONG TERM
2. Does p (Explain	project design meet visual resou □ Yes □ No on reverse side)	rce management objectives?	
3. Additic	onal mitigating measures recommer ⊠ Yes □ No	nded?	
Evaluator	s' Name(s): Machelle Davis & Josh Hohn	Date(s):	17

]	FEAT	URE	S				
1. DEGREE		LA	ND / BC	WAT DY	TER	VI	EGET	ATIC	DN	ST	RUCI	ΓURE	S
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square			\boxtimes				\boxtimes	
ENT	Line				\boxtimes			\boxtimes					\boxtimes
ILEM	Color				\square			\square					\boxtimes
щ	Texture				\square			\boxtimes					\boxtimes

Comments from item 2:

KOP 2S is located on Salome Road south of I-10 and north of the Delaney Substation, Arizona. The KOP represents the views of south bound travelers on Salome Road looking east-southeast at Segment p-01 or south-southwest at Segment d-01, both of which would be on a combination of state and private land. Salome Road is a wide, well-maintained gravel road that would allow for vehicles to travel at higher speeds. The view from KOP 2S is open and panoramic. Viewers are looking at flat desert that slowly rises to dark brown angular jagged mountains at the horizon in the middleground. A green horizontal line is created where the uniform native vegetation is at the horizon or base of the distant mountains. The mountains in the middleground create a strong undulating to jagged horizontal line at the horizon. Exposed land is shades of tan, brown, and gray-brown, stippled in the foreground, becoming smooth in the distance. Yellow-green to gray-green vegetation is sparse, rounded, and wispy, becoming uniform and indistinct in the distance. Salome Road is flat and slowly rising in elevation in the distance, light reddish tan, with a gravel surface that appears stippled to smooth. The Delaney Substation, existing lattice structures, monopoles, and conductors are visible in the distance of the middleground with rectilinear geometric shapes that are spiky on top, and smooth, undulating transmission conductors that fade into the distance. The substation appears white or light gray, contrasting with the backdrop of dark mountains, and focusing the attention of the viewer.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment d-01 of the Project would be in the foreground-middleground zone. The distance between KOP 2S and Segment d-01 (approximately 1 mi.) diminishes any apparent contrast.

(2) Angle of Observation. Observers would be at roughly the same elevation as the Project. The low angle of observation minimizes the apparent size of the Project.

(3) Length of Time the Project is in View. Segment d-01 would be in the view of travelers on Salome Road south of I-10 until they passed beneath it, just west of the substation. Travelers would be moving at speeds appropriate for a well-maintained gravel road which, depending on weather conditions, would probably be in the range of 35 to 40 miles per hour. Sustained views by southeast-bound drivers would reveal a concentration of transmission facilities; however, contrast between similar structures remains weak.

(4) Relative Size or Scale. As with the existing transmission facility, the proposed project would appear relatively small in scale compared with mountain backdrop and wide desert floor.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms, which would further reduce the visibility of the Project. There would likely be fewer non-local viewers on dirt road in inclement weather.

(6) Light Conditions. Segment d-01 lies on an east-west axis. In early morning hours, the structures and conductors would be backlit in southeast-facing views and appear dark against the light sky. In late afternoon or evening hours, the sunlight would be striking the structures and conductors more directly, causing surfaces to reflect and appear shiny. However, nearby existing transmission facilities are likely to appear similar to the Project. While the existing DPV1 facility may have these appearance qualities under these conditions, increased density of development from the addition of the Project may increase noticeability under certain lighting conditions.

(7) Recovery Time. Because ground disturbance would not be visible to travelers on Salome Road, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The existing and proposed transmission facilities, visible at the bottom of the mountain range, would reinforce the presence of the view's edge feature.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Salome Road, hazy conditions would reduce the visibility of the Segment d-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-01 would be visible along Salome Road looking southeast. Motion, dust, and activity would attract attention. Because of the distance between observers traveling on Salome Road and Segment d-01, ground disturbance from access routes and at structure bases would not be visible because observers on Salome Road would be at approximately the same elevation and the view of ground level would likely be obscured by vegetation or minor changes in topography. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The light gray color of the existing Delaney Substation starkly contrasts with the dark rugged mountains that are behind the substation, as well as with those in the center of the view from KOP 2S South. In the context of the landscape, while the color of the substation attracts attention, it is still a minor part of the overall landscape. The associated DPV1 structures and conductors extending south of Delaney Substation in this view are a slightly darker color and less dense development, and are therefore less noticeable. The faint undulating horizontal line of the conductors appears to continue the horizon line along the base of the mountains before becoming more apparent in the right side of the view where the mountain backdrop is more distant. Because the proposed structures would mostly be self-supporting lattice structures, they would be largely invisible where the mountains form a backdrop, and would only be faintly visible where skylined because of distance and they would blend with intervening vegetation. The Project's lattice structures would be generally consistent with the existing lattice structures, with which they would be placed adjacent, to the extent practicable; this aligning of the structures and distance between the viewer and the Project would result in weak contrast. Because the light substation color contrasts with the dark mountain backdrop, that would continue to attract viewers attention more so than the addition of the structures and conductors of the Project.

During routine operation of the Project, the addition of the transmission facility in the view would enhance the visible presence of the existing transmission facility faintly and the Project would be intermittently visible along the base of the mountains visible north of Salome Road. This would slightly intensify the relatively moderate degree of contrast between the existing transmission facility and the dark mountains beyond Delaney Substation, which would remain noticeable. The Project would appear from this vantage point as relatively distant, and

similar in form, line, color, and texture with the existing DPV1 transmission facility. As such, contrast with existing conditions would be weak. Local users who frequently travel Salome Road would become desensitized to the Project and its noticeability would reduce over time. Infrequent users of the road (such as visitors to Saddle Mountain) may find the Project more noticeable.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3)

Recommend matching monopoles from Delaney Substation across agricultural area – as viewed from KOPs 1 & 2 to reduce contrast between the structure types and sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land.(Segment not located on BLM-managed public land, therefore structure type to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date:_12/13/2016

District: Lower Sonoran/Hassayampa FO

Resource Area:_

Activity (Program):_

		Section A. Project Information	
oject Na	ame: Ten West Link	4. Location: 5. Loc	ation Sketch:
-		Township	
y 00se	availon Fond. 5 - interstate 10 erossing Last	Range	
RM Cla	iss: N/A		
	Sectio	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat open valley in the	Strip of sparse shrubs parallel to	Lattice structure power poles are
	foreground to middleground	Interstate 10; low sparse, wispy	tall, vertical, and somewhat
	with domed, rugged, triangular	inverted conical shrubs; low	geometric; road pavement is flat,
	to angular, irregular, blocky,	clumps of rounded shrubs;	low, and linear.
	chunky mountains in the distant	spiked dense grasses on road	
	middleground and background.	shoulder. Large rounded shrubs	
ų		in middleground and in median	
FORM		in foreground.	
Irregular and broken jagged		Short, broken non-direction lines	Tall vertical lines in middleground
	horizontal line of the mountains	in stems and branches of larger	repeated across the horizon; vaguely
	at the skyline. Flat horizontal	shrubs close to KOP; irregular	visible horizontal and slightly
	line along base on mountains at	and broken line along top edge	undulating power lines; thick, bold
	valley floor, broken by	of larger shrubs; distinct but	horizontal lines of road crack
	vegetation cover in places.	diffused line along top of	sealant; straight, long lines of road
		vegetation at horizon.	striping and along edge of road
LINE			pavement.
	Light tan exposed earth in the	Tan, green, light brown, and	Gray lattice structure power poles;
	foreground with off-white tones;	gray.	dark gray to light gray road surface
	mountains in background are		and shoulders; white road striping.
JR	shades of dark gray-brown and		
COL	light brown.		
	Finely stippled and even in	Coarse and uneven in	Road shoulders are medium to
	foreground to middleground;	foreground; Clumped and	finely stippled and uniform; road
	rough and coarse mountains.	uniform in middleground to	surface is finely stippled to smooth.
URE		most distant areas of valley	
TEXT		floor.	

								S	ectio	on C.	Prop	osed	Acti	vity	Descriptio	n	
		1.	LAN	ND/W	ATE	R					2. VF	GET	ATIC)N		3. STRUCTURES	
	м	None							Noi	ne						Regularly spaced rectilinear	
	FOR															structures.	
	None				None							V-shaped structures with vertical					
												and geometric lines, and					
																undulating curvilinear lines of	
	LINE															conductors.	
	~	None							Nor	ne						Light gray	
	COLO																
		None							Noi	ne						Smooth, spiky	
	TURE																
	TEX																
	-	·		Se	ction	D. C	ontr	ast R	Ratin	g		\boxtimes	SHO	RT 1	ERM	LONG TERM	
2. D	oes pi	roject des	ign	meet	t visu	ual re	esour	ce n	nana	geme	ent ob	ojecti	ves?				
(Ext	olain o	L on reverse	_ re e sid	es [le)		C											
<u> </u>				,				1 10									
3. A	dditior	hal mitigati	ing r	neast	ires r	ecom	meno	ded?									
		۵	∐ Ye	es [C											
Eval	uators	' Name(s): Machelle I	: Davi	s& I	och F	John]	Date(s):				-	/12/17		
	Machene Davisæ Josh Honn 7/12/17																
ĺ]	FEAT	URE	s							
	1		LA	ND /	WAT	TER	VI	EGET	ATIC	N	ST	RUCT	TURE	S			
	T. DF	GREE		BC	DY												
	22	OF		e				e				e					
	CON	NTRAST	trong	derat	Veak	Vone	trong	derat	Veak	Vone	trong	derat	Veak	Vone			
			St	Mc	Δ	Z	Sı	Mc	Δ	4	S	Mc	V	~			

Form

Line

Color

Texture

ELEMENTS

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Comments from item 2:

KOP 3 is located on westbound I-10 west of Tonopah, Arizona looking west at the easternmost I-10 crossing of the existing DPV1 transmission facility, and represents the views of westbound traffic on I-10 traveling at highway speeds. Viewers would be looking west at Segment p-01 paralleling the existing DPV1 facility on private and state land on either side of I-10. From KOP 3 the view is open and panoramic. A large dark brown rugged domed mountain with nearby smaller rocky hills is the focus of the view. Distant rugged mountains are visible at the horizon in the background. The surrounding desert is sparsely vegetated with wispy yellow-green shrubs that become lumpy to uniform in the distance. A broken horizontal line is clearly visible in the landscape where the flat light tan desert plain meets the mountains in the middleground. The distant mountains create a jagged horizontal line at the skyline. The divided highway is flat gray with irregular darker gray lines, and linear white and yellow lines, which creates an overall strong diagonal line in the landscape. The barbed wire fence alongside the highway is visible with short vertical red and white fence posts and faintly visible wire strands, and is partially obscured by vegetation. The existing DPV1 transmission facility is visible with lattice structures that are visible as dark gray complex and spiky geometric and rectilinear lines. The conductor itself is faintly visible in places as soft horizontal curvilinear lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-01 of the Project would be in the foreground-middleground zone. The distance between KOP 3 and Segment p-01 (approximately 0.15-mile) allows for high visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior until it passes over them. From the vantage point of the KOP, the view is slightly inferior, and the existing transmission facilities can be viewed as large, overhead components in the landscape.

(3) Length of Time the Project is in View. The Project would be in the view of travelers on I-10 until they passed under the highway crossing. These viewers would typically be traveling at very high rates of speed in this area, where the speed limit is 75 miles per hour. Because of its relative height, the Project, along with existing transmission structures within or near the highway corridor would be increasingly prominent, relative to the surrounding landscape, as viewers approach the Project's highway crossing. The representative viewpoint of KOP 3 is approximately 0.15-mile away from the Project. Assuming a speed of 75 miles per hour, the Project would be visible – with an increasing degree of apparent contrast with increased proximity – to viewers for approximately another 10 seconds after passing KOP 3.

(4) Relative Size or Scale. From KOP 3 the Project, which would be on the far side of the existing transmission facility, would appear similar in scale and size to existing transmission facilities. All structures would appear larger in scale or smaller in scale from corresponding locations along the freeway. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-01 lies on a north-south axis. In early morning hours, the structures and conductors would receive direct sunlight causing structures and conductors to reflect some light and appear to shine. In late afternoon or evening hours, the Project would be backlit and appear dark against the light sky. However, nearby existing transmission facilities are likely to appear similar to the Project. While the existing DPV1 facility may have these appearance qualities under these conditions, increased density of development from the addition of the Project may increase noticeability of the general transmission corridor under certain lighting conditions.

(7) Recovery Time. Because ground disturbance would be visible to travelers on I-10 for such a short duration of time, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The existing transmission facility appears in views from I-10 at this location to cut across a panoramic space. The Project would reinforce this effect.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Salome Road, hazy conditions would reduce the visibility of the Segment p-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-01 would be visible to the north and south of I-10, to viewers traveling west and east. Motion, dust, and activity would attract attention. Ground disturbance from access routes and at structure bases would be visible for very short durations, given the typically high rates of speed on the interstate freeway, and because observers on I-10 would be at approximately the same elevation as the Project, the view of ground level would likely be obscured by vegetation or minor changes in topography outside of the roadway corridor. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The gray color of the existing DPV1 transmission facility, visible crossing 1-10 approximately 0.15-mile away from this viewpoint, contrasts with the sky but is visually absorbed when viewed in front of Burnt Mountain and its foothills. The DPV1 structures and conductors combine to form a highly visible component in this landscape as viewed from I-10, and visibility is enhanced and intensified as viewers approach the structures. The undulating horizontal line of the conductors is noticeable from this vantage point, but is subordinate to the linear roadway corridor, to which it is perpendicular. The proposed structures would mostly be self-supporting lattice structures and would therefore appear similarly prominent where the open sky is a backdrop but difficult to discern when there is a mountain or foothill backdrop. The Project's lattice structures would be consistent with the DPV1 self-supporting lattice structures, with which they would be placed adjacent, to the extent practicable. Given the prominence of the existing transmission facility, the addition of the Project would result in weak contrast, particularly with placement of new structures near existing ones. Views toward the surrounding landscape, including those toward mountains north of the freeway, which are unimpeded by existing lattice structures, are likely to garner the majority of viewers' attention here.

During routine operation of the Project, the addition of the transmission facility in the view would enhance and intensify the visible presence of the existing transmission facility and the Project would be visible beyond – but as part of – an existing transmission corridor. This would intensify the moderate degree of contrast between the existing transmission facility and the open sky visible to the west and south of the viewpoint, which would remain noticeable. The Project would appear from this vantage point as similar in line, color, and texture, but not in form, with the existing DPV1 transmission facility. As such, contrast with existing conditions would be weak to moderate. Freeway drivers could reasonably expect transmission infrastructure to be present within the roadway's viewshed, and would likely become desensitized to this addition to an existing crossing of the roadway.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3)

Recommend color and span length of self-supporting lattice structures match the existing DPV1 structures to reduce sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land. (Segment not located on BLM-managed public land, therefore structure placement/appearance to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 9/20/16, 1:25 pm

District: Lower Sonoran FO

Resource Area:

Activity (Program):

Section A. Project Information 1. Project Name: Ten West Link 4. Location: 5. Location Sketch: Township______ 8. ange ______ 2. Key Observation Point: 5 - Private Residence Range _______ Section ______ 3. VRM Class: N/A Section B. Characteristic Landscape Desription

		A VECETATION	
	1. LAND/WATER	2. VEGETATION	3. SIRUCIURES
	Flat open valley in the	Uniform where cultivated;	Single wood power poles are tall
	foreground to middleground	clumped rounded native	and cylindrical; agricultural
	with rugged, irregular, blocky,	vegetation to the south-	buildings and tarps over stacked hay
¥	angular, chunky mountains in	southwest.	in the distance appear blocky and
FOR	the background.		geometric.
	Irregular and broken jagged	Strong horizontal green and	Strong vertical repeated into the
	horizontal line of the mountains	brown line where the flat valley	distance topped with short, strong
	at the skyline.	meets the mountains in the	horizontal; vaguely visible multiple
		distance; irregular horizontal line	diagonal and slightly undulating
		where native vegetation meets	power lines; agricultural buildings
		the mountains to thesouth-	and tarp covered hay stacks suggest
		southwest.	a dotted irregular horizontal line in
LINE			the distance.
	Banded light tan exposed earth	Bright yellow-green where	Dark brown power poles; light gray,
	in the foreground with faint red	cultivated; dark green, sage	tan, and black agricultural buildings
	tones; mountains in background	green, tan banded in native	and tarp covered hay stacks.
Ж	are shades of dark blue-gray.	vegetation to south-southwest	
COLO		and in distance.	
	Smooth and flat in foreground to	Feathery and stippled in	Power poles are sharp and spiky
	middleground; sharp, angular,	foreground that smooths out in	while agricultural buildings and tarp
	and coarse to rolling and	the distance where cultivated;	covered hay bales are smooth and
URE	undulating in the background.	lumpy native vegetation that	dotted.
TEXT		appears dotted in distance.	

		Section C. Prop	osed Activity Descripti	011
	1. LAND/WATER	2. VI	EGETATION	3. STRUCTURES
FORM	None	None		Faintly visible regularly spaced columnar structures
LINE	None	None		Vertical lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None		Light gray
TEXTURE	None	None		Smooth
2. Does j Explain	Section D. Cor project design meet visual reso □ Yes □ No on reverse side)	atrast Rating	SHORT TERM	⊠ LONG TERM
. Additio	onal mitigating measures recommonal mitigating measures recommon	ended?		
Evaluator	s' Name(s):	Date(s):		
			7/1//17	

]	FEAT	TURE	S				
1. D	EGREE	LA	ND / BC	WAT DDY	TER	V	VEGETATION				STRUCTURES		
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
ILEM	Color				\square				\square				\boxtimes
ш	Texture				\square				\square				\boxtimes

Comments from item 2:

KOP 5 is located on private property in an agricultural area south of I-10 and approximately 7 miles west of Tonopah, Arizona. The KOP represents the views of residents looking south who would be viewing Segment d-01 on private land. The view from KOP 5 is open and panoramic but begins to be enclosed to the southwest. Viewers are looking at expansive, flat agricultural fields east of N 515th Avenue/Steve Martori Drive and native vegetation west of the road, with a rugged mountainous background. A strong horizontal line is created where the bright green of the agricultural fields meets a tan band of native vegetation and the base of the blue-gray mountains in the distance. Native vegetation to the southwest and the tan banding of exposed soils create a subtler horizontal line, while the rugged mountains in the background create a jagged and broken irregular horizontal line at the skyline. The series of single wood power poles create a series of repeated strong vertical lines that fade into the distance. The associated conductors are faintly visible as diagonal and undulating. Agricultural buildings and tarp-covered stacks of hay are dotted white, tan, and black geometric elements, further emphasizing the horizontal line at the base of the mountains.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment d-01 of the Project would be in the foreground-middleground zone. The distance between KOP 5 and Segment d-01 (3 miles) diminishes any apparent contrast.

(2) Angle of Observation. Observers would have a level angle of observation which would reduce its visibility. The lattice structures, where visible, would appear absorbed into the mountain backdrop even if they represented a slight contrast in color from the dark background.(3) Length of Time the Project is in View. Duration of views from KOP 5 would be long. Viewers at this viewpoint and its vicinity are presumed to be residents or employees who live and or work on the farmlands here.

(4) Relative Size or Scale. The barely discernable Project would appear small in scale, compared with the broad farmland in the foreground and tall, rugged mountain backdrop.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The color of the immediate foreground would likely change with agricultural seasons, but the Project would remain a distant, barely discernable feature regardless. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segment d-01 lies on an east-west axis, to the north of a mountain range. In views from the north, when the sun has risen above the mountain backdrop, the structures and conductors would be backlit and would therefore appear darker. However, the mountain backdrop would also appear darker under such conditions and would therefore like absorb completely the Project structures minimizing, if not eliminating, visibility.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 5 and its vicinity.

(8) Spatial Relationships. Any degree to which the Project would be visible extending across this view would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely eliminate visibility of the Segment d-01.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment d-01 would likely be barely discernible along the horizon in views toward the Project site from KOP 5. Given the distance between this viewpoint and the Project (approximately 3 miles), motion, dust, and activity would not likely attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: The gray transmission structures would appear as small vertical features across the entire view from KOP 5. Most structures would be 130 feet in height, which would be generally comparable to the stacks of the Harquahala Power Plant, which is barely discernable along the left edge of this view. The conductors may not be visible from this distance. This view is characterized by the agricultural uses in the immediate foreground, which project the view with a vivid and dominant green color, and the mountain backdrop, which appears as a dark band of varying width across the horizon and is a point of visual interest given the varied forms visible. The Project structures would be barely discernible as an orderly extension of vertical features appearing to rise above the agricultural field and in front of the mountains. The slight contrast between backdrop and structures could provide for slightly greater visibility; however, the Project structures would appear as minor elements in the view and would not be the most noticeable vertical feature compared with the mountains and, closer to the viewpoint, the utility line extending into the horizon.

During routine operation of the Project, it would likely not be noticeable from KOP 5. If faintly detectable, it would serve to reinforce the linear separation between the foreground vegetation and mountain backdrop, contributing contrast in terms of form, line, color and texture that would be weak at most. If a structure were to appear above the skyline – if located in front a low point in the mountain backdrop – it would appear from this distance as a minor vertical feature low on the near horizon and, given its lattice structure and distance from KOP 5, likely be absorbed in to the open sky backdrop.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 9/20/16, 11:45 am

District: Hassayampa FO

5. Location Sketch:

Resource Area:

Activity (Program):

Section A. Project Information

Project Name: Ten West Link
 Z. Key Observation Point: __6 - Salome Road North____

3. VRM Class: N/A

Township____ Range ____

4. Location:

Section _____

Section B. Characteristic Landscape Desription										
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Rolling flat desert with	Rounded, inverted conical, and	Lattice structures are vertical,							
	ephemeral washes, surrounded	wiry in the foreground; to	geometric, angular, and linear; the							
	by lumpy, jagged, angular, rocky	rounded and dotted, becoming	road is flat and undulating; road							
М	mountains.	uniform in the distance.	signs are flat and square or							
FOR			rectangular.							
	Strong horizontal line of valley	Strong green horizontal line with	Horizontal parallel undulating							
	with faint mountains at horizon,	soft edges, and other soft	power lines; rectilinear structures							
	becoming indistinct where	horizontal lines following the	with geometric short diagonal lines;							
	broken by native vegetation;	land form.	smooth and linear diagonal							
	broken, jagged horizontal line		undulating lines associated with the							
LINE	along mountain profile.		road.							
	Tan, gray-tan, gray-brown,	Gray-green, light green, tan,	Transmission structures and lines							
	black, tinged with reds.	black red-brown, dark brown to	are light gray, dark gray; the road is							
		black; light yellow.	light brown and black with yellow							
JR			and white stripes; signs are white,							
COLO			green, and yellow.							
	Stippled to smooth in	Lumpy becoming more soft and	Lattice structures are spiky on top							
	foreground; sharp and angular at	rounded in the distance.	with smooth sides; transmission							
URE	at mountains.		lines are smooth; the road is fine							
TEXI			granular to smooth.							

	S	Section C. Propose	ed Activity Description	l						
1. L	AND/WATER	2. VEGI	ETATION	3. STRUCTURES						
None		None		Regularly spaced rectilinear structures.						
None		None		V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.						
None None		None		Light gray						
A None None		None		Smooth, spiky						
Section D. Contrast Rating SHORT TERM I LONG TERM										
oes project desig	n meet visual resource r	nanagement obje	ctives?							

☐ Yes ☐ No (Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

7/16/17

]	FEAT	TURE	S				
1.		LAND / WATER BODY				VEGETATION				STRUCTURES			
СС	DEGREE OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
TEM	Color				\boxtimes				\boxtimes				\square
щ	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 6 is located within the ROW for Salome Road north of I-10 and west of Tonopah, Arizona. The KOP represents the views of southbound travelers on Salome Road looking southeast at Segment p-01 on a combination of private and state land. The view from KOP 6 is open and panoramic. Viewers are looking at desert undulating with ephemeral washes, with distant angular jagged mountains in the background. A strong green horizontal line is created where the uniform native vegetation is at the horizon or base of the distant and sometimes faintly visible jagged mountains. Land forms create additional soft horizontal lines and overall undulation in the landscape. Exposed earth is shades of tan, brown, and gray-brown, stippled in the foreground, becoming smooth in the distance. Dark green to gray-green vegetation is sparse, rounded, and lumpy, becoming uniform and indistinct in the distance. Salome Road is flat and undulating with yellow and white lines. The existing DPV1 lattice structures and conductors run roughly perpendicular to the road with rectilinear geometric shapes that are spiky on top, and smooth, undulating conductors that fade into the distance.

Operations: The existing DPV1 transmission facility is visible crossing Salome Road North approximately 0.4-mile away from this viewpoint and extending into the view's horizon. Both structures and conductors contrast with the sky backdrop, and existing structures are only partially absorbed into the more distant Saddle Mountain backdrop further away from this viewpoint. The DPV1 structures and conductors combine to form a highly visible component in this landscape as viewed from Salome Road North, and visibility is enhanced and intensified as viewers approach the structures. The undulating horizontal line of the conductors is prominent here, and contrasts with all other linear features in the landscape, including the dominant linear features, the roadway corridor and horizon. The proposed structures would mostly be self-supported lattice structures and would therefore appear similarly prominent against an open sky backdrop and noticeable against a mountain backdrop. Because of the prominence of the existing transmission features, the Project's lattice structures, which would appear beyond the existing line here, would be consistent in form with the DPV1 self-supporting lattice structures. Given the prominence of the existing transmission facility, the addition of the Project would result in weak contrast with placement of new structures near existing ones. Even with adjacent placement of the Project structures, the transmission corridor would appear intensified, its linear and vertical components appearing thicker, in views toward both the valley floor and mountain backdrop.

During routine operation of the Project, the addition of the transmission facility in the view would enhance and intensify the visible presence of the existing transmission facilities and the Project would be visible beyond – but as part of – an existing transmission corridor. This would intensify the moderate degree of contrast between the existing transmission facility and the open sky visible to the west and south of the viewpoint, which would remain noticeable. The Project would appear from this vantage point as similar in line, color, and texture, but not in form, with the existing DPV1 transmission facility. As such, contrast with existing conditions would be weak to moderate. Freeway drivers could reasonably expect transmission infrastructure to be present within the roadway's viewshed, and would likely become desensitized to this addition to an existing crossing of the roadway.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-01 of the Project would be in the foreground-middleground zone. The distance between KOP 6 and Segment p-01 (approximately 0.4-mi.) allows for high visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior until it passes over them. From the vantage point of the KOP, the view is slightly inferior, and the existing transmission facilities can be viewed as large, overhead components in the landscape.

(3) Length of Time the Project is in View. The Project would be in the view of travelers on Salome Road North until they passed under the transmission facility's roadway crossing. These viewers would typically be traveling at relatively high rates of speed in this area, where the speed limit is 55 miles per hour. Because of its relative height, the Project, along with existing transmission structures within or near the highway corridor would be increasingly prominent, relative to the surrounding landscape, as viewers approach the Project's highway crossing. The representative viewpoint of KOP 6 is approximately 0.4-mile away from the Project. Assuming a speed of 55 miles per hour, the Project would be visible – with an increasing degree of apparent contrast with increased proximity – to viewers for approximately another 20 seconds after passing KOP 6.

(4) Relative Size or Scale. From KOP 6 the Project, which would be on the far side of the existing transmission facility, would appear similar in scale and size to existing transmission structures. All structures would appear larger in scale or smaller in scale from corresponding locations along the freeway. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-01 lies on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally,

throughout the day, the structures and conductors here would be backlit and appear dark against the light sky. The addition of the Project to an existing transmission facility would intensify these effects in all views.

(7) Recovery Time. Because ground disturbance would be visible to travelers on Salome Road north for such a short duration of time, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The existing transmission facility appears in views from Salome Road North at this location to cut across a panoramic space. The Project would reinforce this effect.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Salome Road, hazy conditions would reduce the visibility of the Segment p-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Additional Mitigating Measures (See item 3)

Recommend matching color and span lengths that would match the existing DPV1 structures to reduce contrast between the structures and sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land. (Segment not located on BLM-managed public land, therefore structure placement / appearance to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 9/20/16, 2:15 pm

District: Hassayampa FO

Resource Area:

Activity (Program):

Section A. Project Information									
1. Project Name: Ten West Link	4. Location:	5. Location Sketch:							
	Township Range Section								
3. VRM Class: N/A									
Section	B. Characteristic Landscap	be Desription							
1 LAND/WATER	2 VEGETATION	3 STRUCTURES							

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat desert with surrounding	Sparse, hummocky, and wiry to	Distant lattice structures are verticle
	broken, jagged, irregular	rounded becoming uniform	and finely geometric; the road is
	mountains. Limited distant	interspersed with taller trees in	flat.
Ł	views of Saddle Mountain and	middleground.	
FORM	Courthouse Rock features.		
	Soft but distinct horizontal line	Distinct horizontal dark green	Short vertical and somewhat
	where flat desert meets the base	line where uniform vegetation	complex geometric lines in the
	of the mountains; broken where	meets mountains; irregular	lattice structures; faint undulating
	native vegetation intervenes.	horizontal banding; short vertical	horizontal lines where the
	Jagged, broken, irregular	and diagonal in foreground.	transmission lines are visible.
	horizontal line at mountain		
LINE	profile.		
	Irregular banded shades of tan	Dark green, brown, gold, sage-	Light and dark gray, black.
	with tinges of red in foreground;	green with more tan and gold in	
	mountains in background shades	distance.	
R	of blue-gray with purple, brown,		
COLO	and black.		
	Finely stippled to smooth in flat	Dispersed in immediate	Lattice structures are spiky with
	desert foreground; rough and	foreground becoming medium to	smooth transmission lines; smooth
TURE	jagged at mountains in	fine and soft in the distance.	road.
TEXT	background.		

			Section C. Proposed Activity Description	1						
		1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	FORM	None	None	Faintly visible regularly spaced rectilinear structures.						
-	LINE	None	None	Vertical and geometric lines of structures and undulating curvilinear lines of conductors.						
	COLOR	None	None	Light gray						
	TEXTURE	None	None	Smooth, spiky						
_		Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM						
2. Do	bes pi lain c	roject design meet visual resource Yes No on reverse side)	management objectives?							
3. Ad	3. Additional mitigating measures recommended? ⊠ Yes □ No									
Evaluators' Name(s): Date(s):										

Machelle Davis & Josh Hohn

7/16/17

]	FEAT	TURE	S				
1. D	EGREE	LAND / WATER BODY				VEGETATION				STRUCTURES			
СО	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\square	
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
ILEM	Color				\boxtimes				\boxtimes				\boxtimes
ш	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 7 is located on private property just south of the Snowbird West RV Park, north of I-10. The KOP represents the views of visitors/residents of the RV park from the southern edges of the development looking south at Segment p-01 on private land. The view from KOP 7 is open and panoramic with distant views of the Saddle Mountain and Courthouse Rock features. Viewers are looking at desert with distant angular jagged mountains in the background. A drab, yellow-orangish-green horizontal line is created where the uniform native vegetation meets the skyline and base of the distant mountains. The profile of the blue-gray mountains creates a broken and jagged horizontal line. Patterns of finely textured shades of red-tan in the exposed earth in the foreground create soft horizontal lines. Dark green to yellow-green vegetation in the immediate foreground is sparse and hummocky, wiry becoming rounded to uniform in the distance. The existing DPV1 lattice structures are visible at the horizon and foot of the distant mountains, with faintly visible undulating horizontal conductors. Because of the distance, the structures appear like mostly vertical lines, with some faintly noticeable geometric lines, that are spiky on top with smooth conductors. The transmission infrastructure fades into the mountain backdrop looking east to west.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-01 of the Project would be in the foreground-middleground zone. The distance between KOP 7 and Segment p-01 (1 mile) reduces substantially noticeable contrast.

(2) Angle of Observation. Observers would have a level angle of observation which would reduce its visibility. The lattice structures, where visible, would appear against a clear sky backdrop in some portions of this view, and partially to fully absorbed into the mountain backdrop in other portions of this view.

(3) Length of Time the Project Is In View. Duration of views from KOP 7, which represents views from the Snowbird West RV Park would be long. It would appear in views from this area toward the Eagletail Mountains.

(4) Relative Size or Scale. The Project would appear relatively small in scale, comparable to the existing transmission facility alongside which it would appear from this location.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-01 lies on an east-west axis. In views from the north, the structures and conductors would be backlit and would therefore appear darker. However, the mountain backdrop would also appear darker under such conditions and would therefore likely more completely appear to absorb the Project structures, minimizing, if not eliminating, visibility of those appearing against the mountain backdrop.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of towers. These areas would not be visible from KOP 7 and its vicinity.

(8) Spatial Relationships. Any degree to which the Project would be visible extending across this view would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of the Segment p-01.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-01 would likely be barely discernible along the horizon in views toward the Project site from KOP 7. Given the distance between this viewpoint and the Project (approximately 1 mile), motion, dust, and activity would not likely attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: As with the existing DPV1 facility, the Project's gray structures would be present across the entire view from KOP 7, but would only be prominently visible where appearing against a clear sky backdrop. The conductors would be barely discernable from this distance. Where the Project would appear in front of the dark Eagletail Mountains, its structures, proposed to mostly be self-supported lattice structures, would allow it to be absorbed visually into the background, reducing visibility as can be seen for the existing DPV1 facility. Project structures could appear above the more distant mountain skyline, as a DPV1 structure does in the left portion of the view; however, such encroachment relates in form to the jagged, irregular mountain skyline and does not result in more than weak contrast. The desert vegetation in the foreground obscures portions of the DPV1 facility in the right side of the view and would do the same for the Project.

During routine operation of the Project, it would be noticeable from KOP 7 as part of an existing transmission corridor. From this vantage point, contrast in terms of form, line, color and texture would be weak; the interspersed vertical forms and collective linear form of the existing DPV1 facility would be intensified but not substantially altered or enhanced, particularly where Project structures were constructed alongside existing structures.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to existing linear facilities such as other transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Additional Mitigating Measures (See item 3) Recommend matching color and span lengths that would match the existing DPV1 structures to reduce contrast between the structures and sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land. (Segment not located on BLM-managed public land, therefore structure placement / appearance to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 11/9/2016

District: Hassayampa FO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Location

st Township____

5. Location Sketch:

3. STRUCTURES

2. Key Observation Point: 8 - Interstate 10 Crossing West

1. LAND/WATER

__Segment i01_

Range _____ Section _____

3. VRM Class: N/A

Section B. Characteristic Landscape Desription 2. VEGETATION

	Flat open valley in the	Clumped rounded native	Single wood power poles are tall
	foreground to middleground	vegetation in the foreground.	and cylindrical; larger metal power
	with rugged, irregular, blocky,	Flat block form from masses of	poles are tall, vertical, and
	angular, chunky mountains in	uniform vegetation more distant	somewhat transparent;
5	the background.	from KOP.	road/highway is flat, low, and
FOR			dominant.
	Irregular and broken jagged	Strong horizontal green and	Vertical lines in middleground
	horizontal line of the mountains	brown line where different	repeated into the distance; vaguely
	at the skyline. Flat horizontal	vegetation cover types meet in	visible horizontal and slightly
	line along base on mountains at	middleground.	undulating power lines; straight,
	valley floor.		nearly flat lines at edge of road
LINE			surface.
	Light tan exposed earth in the	Dark green, yellow-green, tan,	Dark brown power poles; light gray
	foreground with off-white	and gray in native vegetation in	power poles; gray road surface and
Ж	tones; mountains in background	the foreground. Tan and brown	shoulders.
COLO	are shades of dark gray.	vegetation in the middleground.	
	Finely stippled and even in	Coarse and uneven in	Road shoulders are finely stippled,
	foreground to middleground; no	foreground; stippled and	dense, and uniform; other
	texture in the background.	uniform in middleground to	structures have no discernible
URE		most distant areas of valley	texture.
TEXT		floor.	

Section C. Proposed Activity Description																					
1. LAND/WATER							2. VEGETATION							3. STRUCTURES							
× None						1	None							Regularly spaced rectilinear							
	FORM														structures.						
		None	None						None							V-shaped structures with vertical					
																and geometric lines, and					
																undulating curvilinear lines of					
	INE															conductors					
	Π	NT	r													Light group					
	OR	ğ None							None							Lignt gray					
COL																					
H None						l	None							Smooth, spiky							
	XTUR																				
	Section D. Contrast Rating SHORT TERM SHORT TERM																				
			1	Secti	ion E). Coi	ntras	t Rat	ting			🛛 SI	HORT	TE	RM	⊠ LONG TERM					
2. Doe	es pro	oject desig	n me Yes	eet v	isua/ No	l reso	ource	ma	nage	men	t obje	ective	es?								
(Expla	ain or	n reverse s	ide)		110																
		1						10													
3. Add	3. Additional mitigating measures recommended?																				
	\boxtimes Yes \square No																				
Evalua	tors'	Name(s):						Da	te(s):												
	Μ	achelle Da	vis 8	k Jos	sh H	ohn								Ju	y 17, 20	017					
							-	TEAT	URF	s											
	1		LAND/WATER VEG						ETATION STRUCTURES												
	1.	EGDEE	BODY									SIRCEICIES									
	D	OF																			
	со	OF	ong	lerate	eak	one	ong	lerate	eak	one	ong	lerate	eak	one							
			Str	Mod	M	ž	Str	Mod	W	ž	Str	Mod	M	Ň							
		Form																			
	Porm																				
	AEN'																				
	Color E Texture																				

Comments from item 2:

KOP 8 (Segment i-01) is located in the median of I-10 looking west at the westernmost I-10 crossing of the existing DPV1 transmission facility, and represents the views of traffic on I-10 traveling at highway speeds. Viewers would be looking west-southwest at Segments p-01 and p-02 on a combination of private and state land paralleling the existing DPV1 facility. From KOP 8 the view is open and panoramic. Distant rugged dark brown mountains are visible at the horizon in the middleground and background. The surrounding desert is sparsely vegetated with wispy yellow-green shrubs that become lumpy to uniform in the distance. A broken horizontal line is clearly visible in the landscape where the flat vegetated desert plain in shades of green and brown meets the mountains in the middleground. The distant mountains create a jagged horizontal line at the skyline. The divided highway is flat gray, which creates an overall strong diagonal line in the immediate foreground. The existing DPV1 transmission facility is visible with lattice structures that are visible as dark gray complex and spiky geometric and rectilinear lines. The conductor itself is faintly visible as soft horizontal curvilinear lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment i-01 would be in the foreground-middleground zone, initially visible approximately 0.7 mile away from the KOP where it would intersect with Segment p-01. Segment i-01 would extend parallel to the interstate, located approximately 0.3 mile south of the roadway corridor for over 8 miles.

(2) Angle of Observation. Segment i-01 would be in a superior position to KOP 8 from this distance, visible extending to the west-northwest and into the more distant, mountain-backdropped horizon in the center of the view. It would be superior to viewers from the interstate for its entire extent.

(3) Length of Time the Project is in View. Segment i-01 would remain in view of travelers on westbound I-10 for a relatively long duration, as it would parallel the interstate for more than 8 miles.

(4) Relative Size or Scale. Segment i-01 would appear comparable in size and scale to the existing DPV1 structures in the vicinity of the KOP, as well as to the Project Segment p-01, which would precipitate Segment i-01. In other views from I-10 to the west of the KOP, Segment i-01 structures would introduce objects with no similar scale or size to the area just south of the roadway corridor.
(5) Season of Use. Interstate 10 accommodates relatively high traffic volume year-round and, as an interstate roadway, is not subject to marked seasonal variation. Given its proximity, visibility of Segment i-01 would not be likely to be diminished during winter storms. The area is prone to dust storms which could somewhat reduce, but not eliminate, the visibility of this Project segment at certain times.
(6) Light Conditions. Segment i-01 extends in west-northwest direction, parallel to I-10. It is visible to the southwest from KOP 8 and to the south from other viewpoints further west along I-10. Therefore, during morning hours, in views from the east, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny. In afternoon hours, some Segment structures in views from the west, would appear in similar conditions. In views to the south from the roadway, structures would not be visible from KOP 8. It could be detectable from other locations along I-10; however, given typical interstate speeds, the level viewing angle toward tower bases, and the separation between the interstate and Segment i-01, visibility of ground disturbance would be fleeting, and likely not noticeable. Any revegetation of disturbance would not likely be discernable from this distance.

(8) Spatial Relationships. The open and panoramic view toward Segment i-01 is partially framed to the northwest and south-southwest by a jagged, undulating, mountain skyline, partially obscured by vegetation. Segment i-01 would appear to extend across the view from the left, extending away from KOP 8 as it progresses westward. The closest structures would appear as a skyline. Those further away would be partially obscured by vegetation or absorbed into the mountain backdrop.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would likely reduce somewhat visibility of the more distant Segment i-01 structures, but not substantially, particularly where the structures would be parallel to I-10, within 0.3 mile.
(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would be detectable form KOP 8. During operations, conductor sway in windy conditions could be detectable from KOP 8 and likely visible from other, more proximate locations along I-10.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-01 would be visible from the westbound lanes of I-10. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would likely be intermittently visible. Motion could attract attention from this distance. Because of proximity and the inferior viewer position relative to the structures, construction or repair activities and equipment operation would be visible from this location.

Operations: The Project would be prominently visible as an extended collection of relatively tall, comparatively dark, vertical shapes, aligned with the interstate and extending from the precursory Segment p-01, which would cross I-10 in alignment with the existing DPV1 facility. The Segment i-01 structure nearest this view would be the terminus of Segment p-01, visible in the center-left of the view, approximately 0.7-mile from KOP 8. The second Segment i-01 structure would be visible near the center of the view, approximately 0.9-mile from KOP 8, and the third visible beyond that, partially obscured by vegetation in the near foreground. Segment i-01 would recede into the horizon in views from KOP 8 after that, but in views from further west on I-10 would remain in view as it parallels the freeway (within approximately 0.3 mile) for over 8 miles. In the view from KOP 8 and other views from the interstate, structures would appear as relatively large, gray, geometric lattice objects that would define the skyline in near views and appear in front of a mountain backdrop in longer views. The dark gray Segment i-01 structures, considering the existing DPV1 structures, would present an incremental increase in contrast between structures and the yellow-green color of the nearby vegetation. In views from elsewhere along I-10, where no such structures currently exist, such contrast would be more pronounced.

Most Project structures would be guyed V lattice towers along Segment i-01. Segment p-01 structures would cross the freeway in tandem with the existing DPV1 facility. Segment i-01 would deviate from the existing transmission route, and would appear aligned with a roadway corridor, not a transmission corridor. As such, the relative structural contrast of Segment i-01 in views from I-10 at points beyond the existing

DPV1 crossing would be moderate, especially since the Segment i-01 structures would be visible against a scenic mountain backdrop in some areas and define the skyline in others. Visible conductors would add an undulating linear feature parallel to the interstate; these conductors would also appear in views to the south for the extent of the segment, over 8 miles.

Overall, due to the strong contrast related to form, the contrast with the surrounding environment would be strong. While an existing segment of transmission infrastructure is prominently visible in the view from KOP 8 at present (and it would be reinforced by Segment p-01), Segment i-01 would introduce a major transmission line oriented in a different direction. It would appear discordant as the conductors cross atop the DPV1 conductors and extend back across the view. Instead of two corridors (transmission and roadway) intersecting, the view from the perspective of KOP 8 with Segment i-01 would appear more cluttered, with transmission lines extending in multiple directions.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures of Segment i-01 most proximate to KOP 8 would appear as skyline features, extending above the desert floor and adding prominent structural features where none are currently visible. In other views to the south from I-10, new structures would appear as substantially prominent features against a more distant mountain backdrop. Segment I-01 would likely be determined to have a substantial effect to desert vistas and substantially disrupt mountain views.

Additional Mitigating Measures (See item 3)

Implementation of project with structure types consistent with existing DPV1 structures would substantially reduce degree of contrast with regard to structures and form. Recommend using self supporting lattice structures with matching color and span lengths to match the existing DPV1 structures to reduce contrast between the structure types and sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land. (Segment not located on BLM-managed public land, therefore structure type to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 11/9/2016

District: Hassayampa FO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

2. Key Observation Point: 8 - Interstate 10 Crossing West

Township____ Range _____

4. Location:

5. Location Sketch:

__Segments p-01, 02, and 03__ 3. VRM Class: III (Portions of Segment p-03 only)

Section

	1 I AND/WATER	2 VECETATION	3 STRUCTURES				
	I. LAIND/ WAIEK	2. VEGETATION	J. SIRUCIURES				
	Flat open valley in the	Clumped rounded native	Single wood power poles are tall				
	foreground to middleground	vegetation in the foreground.	and cylindrical; larger metal power				
	with rugged, irregular, blocky,	Flat block form from masses of	poles are tall, vertical, and				
	angular, chunky mountains in	uniform vegetation more distant	somewhat transparent;				
ų	the background.	from KOP.	road/highway is flat, low, and				
FOR			dominant.				
	Irregular and broken jagged	Strong horizontal green and	Vertical lines in middleground				
	horizontal line of the mountains	brown line where different	repeated into the distance; vaguely				
	at the skyline. Flat horizontal	vegetation cover types meet in	visible horizontal and slightly				
	line along base on mountains at	middleground.	undulating power lines; straight,				
	valley floor.		nearly flat lines at edge of road				
LINE			surface.				
	Light tan exposed earth in the	Dark green, yellow-green, tan,	Dark brown power poles; light gray				
	foreground with off-white tones;	and gray in native vegetation in	power poles; gray road surface and				
X	mountains in background are	the foreground. Tan and brown	shoulders.				
COLO	shades of dark gray.	vegetation in the middleground.					
	Finely stippled and even in	Coarse and uneven in	Road shoulders are finely stippled,				
	foreground to middleground; no	foreground; stippled and uniform	dense, and uniform; other structures				
URE	texture in the background.	in middleground to most distant	have no discernible texture.				
EXI		areas of valley floor					

Section C. Proposed Activity Description									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
FORM	Areas at the base of the structures would be bladed, exposing bare earth.	Areas at the base of the structures would be cleared of vegetation	Regularly spaced rectilinear structures.						
LINE	Short horizontal line of exposed earth.	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.						
COLOR	Matching to slightly darker than surrounding exposed earth.	None	Light gray						
TEXTURE	Smooth to slightly stippled	None	Smooth, spiky						
	Section D. Contrast	Rating SHORT TERM	LONG TERM						

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 17, 2017

		FEATURES											
1.	FCDFF	LA	ND / BC	WAT DY	ER	VI	EGET	ATIC	N	STRUCTURES			
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
5	Form			\square				\boxtimes			\square		
ELEMENTS	Line			\boxtimes				\boxtimes				\boxtimes	
	Color			\boxtimes				\boxtimes					\square
	Texture			\boxtimes				\boxtimes					\boxtimes
Comments from item 2:

KOP 8 is located on westbound I-10 west of Tonopah, Arizona, looking west at the westernmost I-10 crossing of the existing DPV1 transmission facility, and represents the views of westbound traffic on I-10 traveling at highway speeds. Views of the Project looking straight ahead on I-10 to the west-northwest would include northeast-southwest oriented Segment p-01, which would cross the interstate and be entirely on private land in this vicinity. Approximately 0.7 mile southwest of the KOP, Segment p-02 would extend further southwest for approximately 1.1 miles, crossing private lands and state lands. Approximately 1.8 miles from the KOP, Segment p-03 would intersect with Segment p-02 and extend further southwest, located partially on private land, state land, and BLM-managed public lands that are designated VRM Class II. Because the BLM-managed portion of Segment p-03 would be within a BLM-designated utility corridor, this area would be managed as VRM Class III. The portion of Segment p-03 that would be located on BLM-managed public lands has a scenic quality rating of C with moderate sensitivity, and is within the foreground-middleground distance zone. From KOP 8 the view is open and panoramic. Distant rugged dark brown mountains are visible at the horizon in the middleground and background. The surrounding native desert is sparsely vegetated with wispy yellow-green shrubs that become lumpy to uniform in the distance. A broken horizontal line is clearly visible in the landscape where the flat green vegetated desert plain meets the mountains in the middleground. The distant mountains create a jagged horizontal line at the skyline. The divided highway is flat gray, which creates an overall strong diagonal line in the landscape. The existing DPV1 transmission facility is visible with lattice structures that are visible as dark gray complex and spiky geometric and rectilinear lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-01 would cross I-10 approximately 0.4 mile away from KOP 8. Segment p-02 would intersect with Segment p-01 approximately 1.1 miles southwest of KOP 8. Segment p-03 would be potentially visible as near as approximately 1.8 miles away, where it would intersect with Segment p-02. All segments would be in the foreground-middleground zone.

(2) Angle of Observation. Segment p-01 would be in a superior position to the viewer, crossing the interstate within 0.4 mile from the KOP. Segment p-02 would transition to the more level position of Segment p-03 relative to KOP 8 from this distance. Collectively, these segments would be visible extending to the southwest and into the more distant, mountain-backdropped horizon in the left portion of the view. As this portion of I-10 travels in a west-northwest direction, Segment p-03 would appear further away from the roadway in views west of KOP 8. (3) Length of Time the Project is in View. Segment p-01, which would cross I-10, and Segment p-02, which would be visible south of I-10, would remain within view of viewers traveling westbound on I-10 for a substantial amount of time, as structures of this size would be detectable from miles away and increasingly prominent in views until viewers passed their location. Segment p-03 would appear low on the horizon, and the nearest structures would remain in view of travelers on westbound I-10 for a relatively short duration where eastbound traffic and existing structures or vegetation don't intervene.

(4) Relative Size or Scale. The more proximate Segment p-01 towers and nearest p-02 towers would be relatively large in scale, comparable to the existing DPV1 structures. Given the distance between Segment p-03 and KOP 8, the nearest structures would appear smaller in scale compared with the nearer, existing structures. The nearest structures could be visible above the horizon but lower in the skyline than the existing DPV1 structures or those associated with Segment p-02, from which Segment p-03 would extend. Segment p-03 structures in these views would appear in front of a more distant mountain backdrop.

(5) Season of Use. Interstate 10 accommodates relatively high traffic volume year-round and, as an interstate roadway, is not subject to marked seasonal variation. While Segment p-01 and p-02 structures would likely remain visible during inclement weather, visibility of Segment p-03 would likely be diminished during winter storms. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views.

(6) Light Conditions. Segments p-01, p-02 and p-03 extend in a northeast-southwest direction in the area visible from KOP 8. In views toward the west and southwest from points along I-10 during morning hours, structures and conductors would appear well-lit, causing surfaces to reflect and appear shiny. In afternoon hours, structures would appear backlit and dark. Visibility of these effects would be limited given the distance between the Project and viewpoint and associated scale of structures.

(7) Recovery Time. Ground disturbance at the base of Segment p-01 structures nearest I-10 would likely be visible to viewers near KOP 8, given the existing vegetation in the area and the likelihood that vegetation removal for new structures would be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time. Ground disturbance at the base of Segment p-02 and p-03 structures would likely not be visible from KOP 8 and other locations along I-10. Any revegetation of disturbance would not be discernable from this distance, nor would it likely be noticeable given typical interstate speeds.

(8) Spatial Relationships. The open and panoramic view toward Segments p-01, p-02, and p-03 is partially framed to the northwest and southsouthwest by a jagged, undulating, mountain skyline, partially obscured by vegetation. These segments would be aligned along a range of proximity to KOP 8, with Segment p-01 passing over I-10 and thus very close to viewers, while Segment p-03 would appear low along the horizon, extending away from the viewer as it progresses from northeast to southwest. These structures would likely not appear as a skyline, and would instead be completely absorbed into the more distant mountain backdrop.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would likely reduce somewhat the already limited visibility of the Segment p-03 towers, given their distance from I-10. Segment p-01 and p-02 towers, however, would likely remain at least partially visible under such conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust associated with the Segment p-01 structures visible from I-10 would be noticeable and would attract attention. The same activities at structures further away from I-10 along Segments p-02 and p-03 could be detectable but would attract less attention the further away from the viewpoint. During operations, conductor sway in windy conditions would be visible from KOP 8 for Segment p-01, but would likely not be visible along Segments p-02 and p-03.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments p-01 and p-02 would be prominent in views, with the closest structures to I-10 appearing co-dominant with existing DPV1 structuresstructure and contributing to the definition of the skyline in the immediate area. More distant structuresstructure

would appear partially absorbed into the mountain backdrop, but would still be apparent as intervening objects in views toward the mountains. Only the most proximate structures of Segment p-03 would be visible to viewers traveling westbound on I-10 in the vicinity of KOP 8 and would appear against a distant mountain skyline. As such, while Segments p-01 and p-02 could likely be found to be inconsistent with the La Paz County Comprehensive Plan, Segment p-03 would not likely have a substantial effect to desert vistas, nor would it substantially disrupt mountain views.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-01 would be prominently visible in views from I-10. Such activities would be generally noticeable along Segment p-02, and detectable along Segment p-03. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would be visible for the structures closest to I-10 (Segment p-01), but not elsewhere. Short of catastrophic damage to the line, maintenance activities should be much smaller in scope than construction or decommissioning. Motion along Segment p-03 would not be likely to attract attention; motion along Segment p-02 would be noticeable and along Segment p-01 prominently visible. Because of proximity and the level viewer position, some construction or repair activities and equipment operation for each segment could be visible from this location.

Operations: As viewed from KOP 8 and other points along I-10, Project Segments p-01, p-02, and p-03 would appear as a progression of large structures declining in size and prominence as the route proceeds to the southwest. Segment p-01 structures would be visible on either side of the I-10 corridor in views to the west from KOP 8, appearing similar in scale to the existing DPV1 structures. Most Project structures would be self-supported lattice structures in this location and would, to the extent practicable, be placed alongside existing DPV1 structures, with which Segments p-01, p-02, and p-03 would appear parallel. Segment p-02 would appear lower on the horizon be partially visible as a series of short, dark vertical lines aligned in a direction moving away from KOP 8 and this portion of I-10. Because of the distance between Segment p-03 and the Project (the nearest structure would be approximately 1.8 miles from the viewpoint) and orientation of the segment, conductors would be just barely detectable, if visible at all. In addition, some of the short vertical forms of the more distant transmission structures would appear as small, gray, geometric lattice objects forming a faint skyline, which would likely be fully absorbed into the mountain backdrop in some locations. To the extent it would be detectable, the faint addition of gray color to the view would contrast with the flat green landscape in the foreground. Correspondingly, conductors would be clearly visible along Segment p-01 in views from I-10, but less to for Segment p-02 and likely not at all for Segment p-03.

Most Project structures would be self-supported lattice structures in this location. Segment p-01 structures would cross the freeway in tandem with the existing DPV1 transmission line. Segment p-01 would complement the prominent presence of the existing DPV1 structures in the formation of a transmission corridor that would be the view's dominant feature; here, the proposed self-supported lattice structures would closely resemble existing DPV1 structures. Segment p-02 structures would appear to extend this corridor, while Segment p-03 structures would appear as relatively minor features in the view and would be only a minor source of contrast. However, in other views from throughout Centennial Wash, structures located some distance from I-10 could appear larger, based on proximity.

Overall, the contrast with the surrounding environment diminishes with distance from the viewpoint. Transmission infrastructure is visible in the view already, and the placement of Segment p-01 structures alone would place a series of large, geometric shapes linked by the undulating linear form of conductors across the nearly the entire view. Segment p-02 would visibly extend the new series of forms, while only the nearest structures of Segment p-03 would be discernable in views from KOP 8 and other locations the viewpoint vicinity. Of these three proposed Project segments, only the southern half of Segment p-03 crosses BLM-managed lands, where contrast would be weak and VRM Class III management objectives would be met.

VRI Analysis:

As noted above, only Segment p-03 would be located within BLM-managed lands. As such, the following discussion only refers to Segment p-03.

Scenic Quality – Addition of the Project along Segment p-03 would add cultural modifications reducing slightly the scenic quality score for the unit; however, the unit is already rated Scenic Quality C, and the distance between segment and I-10, along with the intermittent visibility of the modifications, would not substantiate any reduction in the current scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment p-03 would be travelers on I-10 and potential recreationists within Centennial Wash. Travelers along this portion of I-10 are likely desensitized to transmission infrastructure due to the presence of DPV1, however, and effects from Segment p-03, which would appear from this distance to generally parallel I-10, would not be likely to be substantial.

Additional Mitigating Measures (See item 3)

Implementation of the Project with structure types consistent with existing DPV1 structures in the vicinity of the I-10 crossing would substantially reduce degree of contrast with regard to structure form (for Segment p-01). In the vicinity of the crossing, recommend using self supporting lattice structures with matching color and span lengths to match the existing DPV1 structures to reduce contrast between the structure types and sense of visual clutter; however, the portions viewed by KOPs are not on BLM-managed public land. (Segment not located on BLM-managed public land, therefore structure type to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 11/10/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 9 - Eagletail Mountains (Courthouse Rock)_

Section A. Project Information 4. Location:

Township____

Range _____ Section _____

5. Location Sketch:

3. VRM Class: III

	Section	on B. Characteristic Landscape Desrip	otion
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor;	Rounded, cylindrical, and wispy	Road is flat and narrow.
	prominent dome shaped hill in	and wiry in the foreground;	
	middleground; lumpy, jagged,	becoming more spiky and	
V	angular, rocky mountains in	irregular in the middleground.	
FORM	background.		
	Soft but distinct curving lines	Short vertical lines along edges	Curvilinear lines associated with
	following landforms and	of upright vegetation plants.	road surface and road edges.
	topography; irregular and	Broken, diffused horizontal line	
	angular line along top of hill in	with soft edges at base of	
	middleground; broken, jagged	mountains.	
	horizontal line along mountain		
LINE	profile.		
	Tan and gray-tan, with some	Gray, brown, green, pale green,	Tan.
	dark-brown and gray brown in	and dark brown.	
	the middleground and		
JR	background. Tan banding with		
COLO	the two-track road.		
	Stippled and uniform in	Coarse and spiky in the	Fine granular, dense, and uniform.
TURE	foreground; distant mountains	foreground; becoming more soft	
TEXI	are rough and coarse.	and dense in the distance.	

1 LAND/WAT	Section C. Proposed Activity Des	cription 3 STRUCTURES
None.	None	Dotted
None	None	Faint curvilinear
None None	None	Shades of gray to black
a None None	None	Smooth to spiky

Section D. Contrast Rating SHORT TERM ILONG TERM

2. Does project design meet visual resource management objectives?

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Date(s): 6/23/17

		FEATURES											
1.	1.		LAND / WATER			V	VEGETATION			STRUCTURES			
DEGREE OF CONTRAST		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
ILEM	Color				\boxtimes				\boxtimes				\boxtimes
Ш	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

Description: KOP 9 is near the BLM Courthouse Rock trailhead, and adjacent to the Eagletail Mountains WA. The KOP represents the views of area recreationists looking north at Segment d-01, portions of which would be on private land and BLM-managed public lands in a utility corridor designated VRM Class III. The portion of Segment d-01 that would be located on BLM-managed public lands would be on lands that are designated as VRI Class IV, comprised of scenic quality C, moderate sensitivity, and foreground-middleground distance zone. The KOP represents the views of area recreationists looking north at Segment d-01, in lands designated VRM Class II and III. The view from KOP 9 is partially enclosed on the eastern and western sides by tan and brown rugged low mountains, with distant views of blue-gray mountains directly north. Viewers are looking at a slightly rising ridge of native desert in the immediate foreground, with a narrow band of flat desert at a lower elevation and rugged mountains in the background. A strong horizontal line is created where the narrow band of variegated tan lower elevation desert meets the base of the blue-gray mountains in the distance. The mountains create a jagged and undulating horizontal line at the horizon. The exposed earth in the immediate foreground is light tan, coarse and rocky, and becoming stippled farther from the viewpoint. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, and punctuated by vertical columnar yellow-green saguaros. The two-track dirt road leading into the Courthouse Rock area is visible, creating diagonal to curvilinear light tan banding in the scene.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segment d-01 of the Project would be in the foreground-middleground zone. The distance between KOP 9 and Segment d-01 (approximately 2 mi.) diminishes any apparent contrast.

(2) Angle of Observation. The existing DPV1 facility and the Project would be behind observers as they are traveling the two-track dirt road at low speeds to the KOP. Observers at the KOP location would be viewer superior to the Project with a slight ridge between viewers and the Project. Intervening topography and vegetation would diminish visibility of the Project. As observers leave the KOP and drive away from the trail head, they would be facing the existing DPV1 facility and the Project, and both would become more noticeable and prominent. With decreased distance between the observers, the DPV1 facility, and the Project, any difference in structure type may increase contrast.
(3) Length of Time the Project Is In View. The Project would be visible while observers are at the KOP location and would be invisible if observers hike in the vicinity of Courthouse Rock, if observers look north toward the Project.

(4) Relative Size or Scale. As with existing transmission line, proposed project would appear very small in scale when viewed in context of the broad desert plain and intervening vertical vegetation.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Courthouse Rock area sees its highest use in the winter months. Also, the area is prone to dust storms which would further reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in inclement weather.

(6) Light Conditions. Segment d-01 lies on an east-west axis. As compared to segments lying on north-south axes, changes in lighting conditions would have less impact on the visibility or appearance of the Project.

(7) Recovery Time. Because ground disturbance would not be visible to viewers at the Courthouse Rock trailhead, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. Because of the distance between the viewer and the Project, the structures appear very small and the conductors are barely visible. The surrounding topography and intervening vegetation dominates the view and minimizes the impact of the Project in the landscape.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From the KOP, hazy conditions would reduce the visibility of the Segment d-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

The Maricopa County Comprehensive Plan: Vision 2030 (Maricopa County 2016) does not contain any applicable visual resources policies or regulations pertaining to the Project.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment d-01 would be visible from the Courthouse Rock trailhead looking north. Because of the viewer superior position, intervening topography and vegetation; and the distance between observers at the trailhead and Segment d-01, ground disturbance from access routes and at structure bases would not be visible. From the KOP, until structures are erected, the only visible evidence of construction would be dust because of the viewer superior position, and intervening vegetation and topography. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as short, dark vertical lines evenly spaced along the horizontal line at the base of the mountains and skyline. Because of the distance from the Project, the conductors would not be visible under lighting conditions similar to those simulated. The short vertical lines of the transmission structures blend with the vertical elements of the vegetation in the foreground, making it difficult to distinguish the structures in the landscape. Because of the vastness of the desert landscape as viewed from this KOP, the Project would be a very minor addition and barely noticeable, given distance, topography, and vertical vegetation. Because the existing DPV1 structures are not visible or distinguishable from the KOP, the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be with vegetation. Because the project appears as short vertical lines along the broken horizontal line, the form, line, color and texture would all contrast with the vegetation in the immediate foreground and along the horizon. The main contrast with the vegetation would be the fact that the short vertical lines are evenly spaced, making them noticeably distinct from the vegetation. Other vertical elements in the vegetation, such as saguaros, help to blend the addition of

the Project structures, but again, the evenness of the spacing distinguishes them from other vertical elements. Also, because the Project structures appear along the horizon, there is weak contrast with the irregular horizontal lines and the colors of the land forms. Faintly visible short undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape, and are barely noticeable. Overall the contrast with the surrounding environment is weak, largely because the Project components are a very small addition to a relatively expansive, complex, and scenic view. As viewers hike into the Eagletail Mountains Wilderness around Courthouse Rock, if they rise in elevation and look north, more of the Project may be visible and separated from intervening vegetation; however, because of the viewer superior positioning in that case, the lattice structures and conductor would not be noticeable and may be very difficult to see in the landscape. Because the level of change to the characteristic landscape would be low, the Project would not attract attention of the casual observer, and the structures would generally repeat the vertical elements of the saguaros, Class III objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segment d-01 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment d-01 would reduce the scenic quality of the unit, there would be no reduction in the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment d-01 would be area residents and recreationists. Visibility of the Project from recreation locations would be minimally impacted. Impacts to area residents could be more intensive; however, the broader area around the Delaney Substation is already substantially visually impacted by the Substation itself and associated transmission lines.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/9/2016

District: YFO

Activity (Program):

1. Project Name: Ten West Link

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 10 - Palomas-Harquahala Road

Township___ Range ____

Section

___Segs p-04 and 05 _ 3. VRM Class: III

> Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION **3. STRUCTURES** Flat, wide desert valley with Rounded, and wispy and wiry in Lattice structures are vertical and surrounding broken, jagged, the foreground; to rounded and non-dominating; unpaved road is irregular mountains; dome dotted, becoming uniform in the flat and narrow. distance. shaped rock outcroping in foreground. Very distant views FORM of additional jagged mountains. Strong horizontal line of valley Strong brown horizontal line Faint, short vertical lines on distant with faint mountains at horizon, with soft edges at base of lattice structures; smooth and becoming indistinct where mountains. curvilinear lines associated with the broken by native vegetation road surface and edges. closer to KOP; broken, jagged horizontal line along mountain LINE profile. Tan, brown, light-brown, tones Gray, brown, red-brown, green, Road is light brown and brown with of red; gray in background. Dark pale green, and gray-green in undertones of red and orange. brown rock outcropping. foreground and middleground; Lattice structures are very light-COLOR very light-gray in background. gray. Lumpy and coarse becoming Stippled to smooth in Fine granular, uniform, and dense. foreground; becoming more more soft and dense in the coarse in middleground. No distance. TEXTURE discernible texture in the background.

Resource Area:

		Section C. Proposed Activity Descript	tion
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Bladed areas at bases of structures would appear flat	None	Regular spaced rectilinear structures.
LINE	Edge of disturbed areas at bases of structures would create horizontal and diagonal lines	None	V-shaped structures with vertical and geometric lines and undulating curvinlear lines of conductors
COLOR	The color of the newly exposed earth may be somewhat lighter or darker than surrounding unvegetated areas	None	Light gray
TEXTURE	From a distance, newly exposed areas would appear smooth, compared to rocky areas in the foreground, and at closer distances may be a different texture than surrounding areas	None	Smooth, spiky

2. Does project design meet visual resource management objectives?

[Explain on reverse side]

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis and Josh Hohn

7/20/17

		FEATURES											
1. D	1. DEGREE		LAND / WATER BODY			VEGETATION				STRUCTURES			
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form			\boxtimes					\boxtimes		\boxtimes		
ENTS	Line			\boxtimes					\boxtimes			\boxtimes	
LEM	Color			\boxtimes					\boxtimes			\boxtimes	
Щ	Texture			\boxtimes					\boxtimes			\boxtimes	

Comments from item 2:

KOP 10 is located on BLM- administered lands designated VRM Class II north of the Eagletail Mountains WA and south of the existing DPV1 facility. The KOP represents the views of area recreationists and backroad travelers looking north at Segments p-04, p-05, and x-03. Segments p-04 and x-03 would be located on BLM- administered lands that are designated VRI Class III, comprised of scenic quality C with high sensitivity, within foreground-middleground distance zone. Segment p-05 would be located on BLM- administered lands that are designated VRI Class II, comprised of scenic quality A, high sensitivity, and within foreground-middleground distance zone. The view from KOP 10 is mostly open and panoramic, but becoming enclosed on the eastern and western sides by tan, red, and brown rugged hills, with distant views of blue-gray mountains to the north. Viewers are looking at a gently rising flat desert plain in the foreground-middleground, with rugged mountains in the background. The exposed earth in the immediate foreground is light tan, coarse and rocky, and becoming stippled farther from the viewpoint. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and soft, that becomes uniform and indistinct with distance. A strong horizontal line is created where vegetation of the desert plain meets the base of the blue-gray mountains in the distance. The mountains create a jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates gently curvilinear tan-red banding in the scene. The existing DPV1 facility is visible with lattice structures that appear dark gray, complex and spiky, geometric, and rectilinear lines. The conductor is faintly visible in places as soft horizontal curvilinear lines. Movement of vehicles on I-10 are visible in the distance as white dots moving along the highway.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments p-04 and p-05 of the Project would be in the foreground-middleground zone. The distance between KOP 10 and these segments (approximately 0.7 mi.) allows for visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior. From the vantage point of the KOP, which is at a slightly higher elevation than the ground elevation at the Project, the view is level, and the existing transmission facilities can be viewed as comparatively large, overhead components in the landscape.

(3) Length of Time the Project Is in View. The Project would be in the view of travelers on Palomas Harquala Road until they reached they reached the El Paso Natural Gas Company Access Road, an east-west oriented road adjacent to the south of the Project, approximately 0.6 mile north of KOP 10. This road connects Palomas Harquala Road with I-10 access routes. Northbound viewers along Palomas Harquala Road would likely be traveling at moderate rates of speed, given the generally good condition of the unpaved road. Because of its relative height, the Project, along with existing transmission structures within the BLM utility corridor would be increasingly prominent, relative to the surrounding landscape, as viewers approach the road's terminus. The representative viewpoint of KOP 6 is approximately 0.4-mile away from the Project.

(4) Relative Size or Scale. From KOP 10 the Project, which would be on the near side of the existing transmission corridor, would appear similar in scale and size to existing transmission structures. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segments p-04 and p-05 lie on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be well lit in views to the north. The addition of the Project to an existing transmission corridor would intensify these effects in all views.

(7) Recovery Time. Ground disturbance at the base of Segment p-04 and p-05 structures would likely be visible to viewers on northbound Palomas Harquala Road, especially as they approach the terminus of the road, given the existing vegetation in the area and the likelihood that vegetation removal for new structures would be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The existing transmission corridor appears in views from Palomas Harquala Road at this location to cut across a the mostly panoramic space of this view. The Project would reinforce this effect.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Palomas Harquala Road, hazy conditions would reduce the visibility of Segments p-04 and p-05.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments p-04 and p-05 would be noticeable in northward views from along Palomas Harquala Road. Motion, dust, and activity would likely not attract attention. Ground disturbance from access routes and at structure bases would be detectable, given the duration of views from northward-bound travelers along the road, and because observers would be at a slightly higher elevation than the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The existing DPV1 facility is visible extending across the valley in the center of the view, approximately 0.7-mile north of KOP 10. Foreground topography obscures views of the transmission line along the eastern and western edges of the view. The bases of these structures are absorbed into the valley floor but appear as contrasting elements against the sky and mountain backdrop. The DPV1 structures are a visible component in this landscape as viewed from Palomas Harquala Road, and visibility is enhanced and intensified as viewers approach the structures. The line of conductors associated with the DPV1 structures is not visible from this distance, though it would become increasingly detectable in views from further north on Palomas Harquala Road, where it would contrast with most other linear features in the landscape, including the roadway corridor and valley floor edge; its undulations would somewhat relate to the distant mountain backdrop. The proposed structures would mostly be guyed V lattice structures and would therefore appear similarly visible against an open sky backdrop and noticeable against a mountain backdrop. Because of the prominence of the existing transmission features, the Project's guyed V structures,

which would appear just in front of the existing line here, would contrast in form with the DPV1 self-supporting lattice structures. Given the prominence of the existing transmission corridor, the addition of the Project would result in weak to moderate contrast with placement of new structures near existing ones. Even with adjacent placement of the Project structures, the transmission corridor would appear intensified, its linear and vertical components appearing thicker, in views toward both the valley floor and mountain backdrop.

During routine operation of the Project, the addition of the transmission facility in the view would enhance and intensify the visible presence of the existing transmission and the Project would be visible beyond – but as part of – an existing transmission corridor. This would intensify the moderate degree of contrast between the existing transmission facility and the open sky visible to the west and south of the viewpoint, which would remain noticeable. The Project would appear from this vantage point as similar in line, color, and texture, but not in form, with the existing DPV1 facility. As such, contrast with existing conditions would be weak to moderate. Viewers along this segment of Palomas Harquala Road, which passes along the western edge of the Eagletail Mountains Wilderness, could reasonably expect transmission infrastructure to be present within the roadway's viewshed, and would likely become desensitized to this addition to an existing line.

These small structures would not constitute a major modification to views and VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is weak. Segment p-04 and p-05 structures would appear generally aligned with the DPV1 structures already visible in views to the north from KOP 10, approximately 0.7 mile away. Similar to the existing structures, they would be visible on the horizon and only partially absorbed into the valley floor and mountain backdrop. As such, this segment would not appear to encroach on the less developed portions of views from this viewpoint or others near the northwestern edge of the Eagletail Mountain Wilderness.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments p-04 and p-05 would be visible to viewers at KOP 10 and the nearby vicinity, north of the Eagletail Mountains Wilderness. Structures would be detectable against blue sky backdrops and against a mountain backdrop. Given its alignment with DPV-1, the addition of the Project would not substantially affect desert vistas and mountain views in views from KOP 10 and its vicinity.

VRI Analysis:

Scenic Quality - Segment p-04 would cross lands with a scenic quality rating of C while p-05 would cross lands with a scenic quality rating of A; both of which would parallel the existing DPV1 transmission line. Segment x-03 would also cross lands with a scenic quality rating of C; however it would cross mostly undisturbed lands. Segments p-04 and x-03 would add cultural modifications, however, the SQRU is already rated C. Therefore there would be no reduction in the scenic quality rating along these segments. Along Segment p-05 crossing lands rated A, because of the size of the SQRU and expansiveness of views, the cultural modifications along this segment would not be expected to reduce the rating of the entire unit.

Sensitivity - Sensitive viewers along Palomas Harquala Road would primarily include recreationists or other visitors leaving Eagletail Mountains Wilderness. The Project would not have a long-term impact on recreational use in the wilderness, and Segments p-04 and p-05 would likely be barely detectable, if visible at all by viewers and recreational users who may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/9/2016

District: YFO

Resource Area:

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 10 - Palomas-Harquahala Road

Township____ Range _____

Section _____

3. VRM Class: III

__Segs p-04 and x-03 _

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley with	Rounded, and wispy and wiry in	Lattice structures are vertical and
	surrounding broken, jagged,	the foreground; to rounded and	non-dominating; unpaved road is
	irregular mountains; dome	dotted, becoming uniform in the	flat and narrow.
	shaped rock outcroping in	distance.	
ų	foreground. Very distant views		
FOR	of additional jagged mountains.		
	Strong horizontal line of valley	Strong brown horizontal line	Faint, short vertical lines on distant
	with faint mountains at horizon,	with soft edges at base of	lattice structures; smooth and
	becoming indistinct where	mountains.	curvilinear lines associated with the
	broken by native vegetation		road surface and edges.
	closer to KOP; broken, jagged		
	horizontal line along mountain		
LINE	profile.		
	Tan, brown, light-brown, tones	Gray, brown, red-brown, green,	Road is light brown and brown with
	of red; gray in background. Dark	pale green, and gray-green in	undertones of red and orange.
ЛС	brown rock outcropping.	foreground and middleground;	Lattice structures are very light-
COLO		very light-gray in background.	gray.
	Stippled to smooth in	Lumpy and coarse becoming	Fine granular, uniform, and dense.
	foreground; becoming more	more soft and dense in the	
	coarse in middleground. No	distance.	
TURE	discernible texture in the		
TEXJ	background.		

Activity (Program):

5. Location Sketch:

ßM	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
RM			
FO	Disturbance at bases of structures visible	None	Regular spaced rectilinear guyed V and dead end structures.
LINE	Edge of disturbed areas at bases of structures and along access roads	None	V-shaped structures with vertical and geometric lines and undulating curvinlear lines of conductors
COLOR	Disturbed land at structure bases and along any new structure access routes could appear changed in color	None	Light gray
TEXTURE	Disturbed land at structure bases and along any new structure access routes could appear changed in texture	None	Smooth, spiky
	Section D. Contrast l	Rating 🛛 🛛 SHORT TERM	⊠ LONG TERM
Does pr Explain of Addition	roject design meet visual resource r ⊠ Yes □ No on reverse side) nal mitigating measures recommended?	nanagement objectives?	
	🗌 Yes 🛛 No		
aluators	'Name(s):	Date(s):	
Ν	Machelle Davis and Josh Hohn	7/20/17	7

			FEATURES										
1.	1.		LAND / WATER			VI	VEGETATION			STRUCTURES			
DEGREE OF CONTRAST		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form			\boxtimes					\boxtimes		\boxtimes		
ENTS	Line			\boxtimes					\boxtimes		\boxtimes		
ILEM	Color			\square					\boxtimes			\boxtimes	
Ш	Texture			\square					\square			\square	

Comments from item 2:

KOP 10 is located on BLM- administered lands designated VRM Class II north of the Eagletail Mountains WA and south of the existing DPV1 facility. The KOP represents the views of area recreationists and backroad travelers looking north at Segments p-04, p-05, and x-03. Segments p-04 and x-03 would be located on BLM- administered lands that are designated VRI Class III, comprised of scenic quality C with high sensitivity, within (HERE) distance zone. Segment p-05 would be located on BLM- administered lands that are designated VRI Class II, comprised of scenic quality A, high sensitivity, and within (HERE) distance zone. The view from KOP 10 is mostly open and panoramic, but becoming enclosed on the eastern and western sides by tan, red, and brown rugged hills, with distant views of blue-gray mountains to the north. Viewers are looking at a gently rising flat desert plain in the foreground-middleground, with rugged mountains in the background. The exposed earth in the immediate foreground is light tan, coarse and rocky, and becoming stippled farther from the viewpoint. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and soft, that becomes uniform and indistinct with distance. A strong horizontal line is created where vegetation of the desert plain meets the base of the blue-gray mountains in the distance. The mountains create a jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates gently curvilinear tan-red banding in the scene. The existing DPV1 transmission line is visible with lattice structures that appear dark gray, complex and spiky, geometric, and rectilinear lines. The conductor is faintly visible in places as soft horizontal curvilinear lines. Movement of vehicles on I-10 are visible in the distance as white dots moving along the highway.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments p-04 and x-03 of the Project would be in the foreground-middleground zone. The distance between KOP 10 and these segments (approximately 0.7 mi. to Segment p-04; approximately 1 mile to the first Segment x-03 structure extending northwest from Segment p-04) allows for visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior. From the vantage point of the KOP, which is at a slightly higher elevation than the ground elevation at the Project, the view is level, and the existing transmission facilities can be viewed as comparatively large, overhead components in the landscape.

(3) Length of Time the Project Is in View. The Project would be in the view of travelers on Palomas Harquala Road until they reached they reached the El Paso Natural Gas Company Access Road, an east-west oriented road adjacent to the south of the Project, approximately 0.6 mile north of KOP 10. This road connects Palomas Harquala Road with I-10 access routes. Northbound viewers along Palomas Harquala Road would likely be traveling at moderate rates of speed, given the generally good condition of the unpaved road. Because of its relative height, the Project, along with existing transmission structures within the BLM utility corridor would be increasingly prominent, relative to the surrounding landscape, as viewers approach the road's terminus. The representative viewpoint of KOP 6 is approximately 0.4-mile away from the Project.

(4) Relative Size or Scale. From KOP 10 the Project, which would be on the near side of the existing transmission corridor, would appear similar in scale and size to existing transmission structures. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segments p-04 lies on an east-west axis in this location and Segment x-03 is on a northwest-southeast axis. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be well lit in views to the north. The addition of the Project to an existing transmission corridor, with Segment x-03 extending to the northwest from the corridor, would intensify these effects in all views.

(7) Recovery Time. Ground disturbance at the base of Segment p-04 and x-03 structures would likely be visible to viewers on northbound Palomas Harquala Road, especially as they approach the terminus of the road, given the existing vegetation in the area and the likelihood that vegetation removal for new structures would be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The existing transmission corridor appears in views from Palomas Harquala Road at this location to cut across a the mostly panoramic space of this view. The Project would reinforce this effect.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Palomas Harquala Road, hazy conditions would reduce the visibility of Segments p-04 and x-03.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments p-04 and x-03 would be noticeable in northward views from along Palomas Harquala Road. Motion, dust, and activity would likely not attract attention. Ground disturbance from access routes and at structure bases would be detectable, given the duration of views from northward-bound travelers along the road, and because observers would be at a slightly higher elevation than the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The existing DPV1 transmission line is visible extending across the valley in the center of the view, approximately 0.7-mile north of KOP 10. Foreground topography obscures views of the transmission line along the eastern and western edges of the view. The bases of these structures are absorbed into the valley floor but appear as contrasting elements against the sky and mountain backdrop. The DPV1 structures are a visible component in this landscape as viewed from Palomas Harquala Road, and visibility is enhanced and intensified as viewers approach the structures. The line of conductors associated with the DPV1 structures is not visible from this distance, though it would become increasingly detectable in views from further north on Palomas Harquala Road, where it would contrast with most other linear features in the landscape, including the roadway corridor and valley floor edge; its undulations would somewhat relate to the distant mountain

backdrop. The proposed structures would mostly be guyed V lattice structures and would therefore appear similarly visible against an open sky backdrop and noticeable against a mountain backdrop. Because of the prominence of the existing transmission features, the Project's guyed V structures, which would appear just in front of the existing line in the right half of the view then trend to the northwest left of the center of the view, would contrast in form with the DPV1 self-supporting lattice structures. A dead-end structure would be at the intersection of the two Project segments, apparent just east of the westernmost DPV1 structure fully in view. Given the prominence of the existing transmission corridor, the addition of the Project would result in weak to moderate contrast with placement of new structures near existing ones and moderate contrast where Segment x-03 would be visible extending outside of the designated utility corridor. Even with adjacent placement of the Project structures in Segment p-04, the transmission corridor would appear intensified, its linear and vertical components appearing thicker, in views toward both the valley floor and mountain backdrop.

During routine operation of the Project, the addition of the transmission line in the view would enhance and intensify the visible presence of the existing transmission and the Project would be visible both within and beyond an existing transmission corridor. This would intensify the moderate degree of contrast between the existing transmission line and the open sky visible to the west and south of the viewpoint, which would remain noticeable. The Project would appear from this vantage point as similar in line, color, and texture, but not in form, with the existing DPV1 transmission line. As such, contrast with existing conditions would be weak to moderate. Viewers along this segment of Palomas Harquala Road, which passes along the western edge of the Eagletail Mountains Wilderness, could reasonably expect transmission infrastructure to be present within the roadway's viewshed, and would likely become desensitized to this addition to an existing line.

These small structures would not constitute a major modification to views and VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is weak. Segment p-04 structures would appear generally aligned with the DPV1 structures already visible in views to the north from KOP 10, approximately 0.7 mile away. Segment x-03 structures, extending away from this vantage point, would be aligned in views so as to appear as a cluster, as opposed to a series of structures extending across the view. Similar to the existing structures, Project structures would be visible on the horizon and only partially absorbed into the valley floor and mountain backdrop. As such, these segments would not appear to encroach on the less developed portions of views from this viewpoint or others near the northwestern edge of the Eagletail Mountain Wilderness.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments p-04 and x-03 would be visible to viewers at KOP 10 and the nearby vicinity, north of the Eagletail Mountains Wilderness. Structures would be detectable against blue sky backdrops and against a mountain backdrop. Given its partial alignment with DPV-1, the addition of the Project would not substantially affect desert vistas and mountain views in views from KOP 10 and its vicinity.

VRI Analysis:

Scenic Quality - Segment p-04 would cross lands with a scenic quality rating of C while p-05 would cross lands with a scenic quality rating of A; both of which would parallel the existing DPV1 transmission line. Segment x-03 would also cross lands with a scenic quality rating of C; however it would cross mostly undisturbed lands. Segments p-04 and x-03 would add cultural modifications, however, the SQRU is already rated C. Therefore there would be no reduction in the scenic quality rating along these segments. Along Segment p-05 crossing lands rated A, because of the size of the SQRU and expansiveness of views, the cultural modifications along this segment would not be expected to reduce the rating of the entire unit.

Sensitivity - Sensitive viewers along Palomas Harquala Road would primarily include recreationists or other visitors leaving Eagletail Mountains Wilderness. The Project would not have a long-term impact on recreational use in the wilderness, and Segments p-04 and p-05 would likely be barely detectable, if visible at all by viewers and recreational users who may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/9/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

and Connector Road Looking North_

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 11a - Intersection of AT&T

Township____ Range _____ Section ____

3. VRM Class: III

Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat wide desert valley floor	Rounded, inverted conical, and	Power poles are vertical, thin and
	bisected by road; lumpy, jagged,	wispy and wiry in the	tall, and linear; the road is flat and
	angular, rocky mountains in	foreground; to rounded and	narrow.
FORM	background.	dotted, becoming uniform in the	
		distance.	
	Strong horizontal line where the	Strong brown horizontal line	Power poles are thin, straight and
	flat valley floor meets mountains	with soft edges at base on	vertical; curvilinear lines associated
	with faint mountains at horizon;	mountains.	with road surface and edges.
	broken, jagged horizontal line		
LINE	along mountain profile.		
	Tan and gray-tan, with some	Gray, brown, green, and dark	Dark brown, gray, and tan.
R	dark-brown in the background.	brown.	
COLO	Gray-tan banding from the road.		
	Stippled to smooth in	Coarse and spiky in the	Fine granular, dense, even, smooth.
	foreground; other than jagged	foreground; becoming more soft	
URE	profile, no discernible texture in	and rounded in the distance.	
TEXT	background.		

Section C. Proposed Activity Description

	I. LAND/WATER	2. VEGETATION	3. STRUCTURES
м	None	None	Regularly spaced rectilinear
FOR			structures.
	None	None	V-shaped structures with vertical
			and geometric lines, and
			undulating curvilinear lines of
LINE			conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky

	Section D. Contrast Ra	ating 🛛 SHORT	TERM	⊠ LONG TERM
2. Does project design n	neet visual resource ma	anagement objectives?		
⊠ Yes	□ No			
(Explain on reverse side)			
3. Additional mitigating me	easures recommended?			
□ Yes	🖂 No			
Evaluators' Name(s):	D	ate(s):		
Machelle Davis	& Josh Hohn		7/20/17	

			FEATURES										
1. DEGREE OF CONTRAST		LAND / WATER BODY			VEGETATION				STRUCTURES				
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
2	Form				\boxtimes				\square		\boxtimes		
ENT	Line				\square				\square			\boxtimes	
ILEM	Color				\boxtimes				\square			\boxtimes	
щ	Texture				\square				\boxtimes			\boxtimes	

Comments from item 2:

KOP 11 is located on BLM-administered lands designated VRM Class III between I-10 and the DPV1 facility west of the westernmost crossing of I-10 and east of Segment x-03. The KOP represents the views of area recreationists and backroad travelers looking north at Segment i-02 and looking west-southwest at Segment x-03, on lands designated VRM Class III. Segment i-02 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground distance zone. Segment x-03 would be on BLM- administered lands that are designated VRI Classes III and IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground distance zone. Segment x-03 would be on BLM- administered lands that are designated VRI Classes III and IV, comprised of scenic quality C and moderate to high sensitivity, within the foreground-middleground distance zone. The view from KOP 11 is open and panoramic with views of rugged dark brown mountains in the middleground and blue-gray mountains in the distance. Viewers are looking at a light tan flat desert plain in the foreground-middleground, with rugged mountains in the middleground and background. The exposed earth in the immediate foreground is light tan and stippled. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A strong horizontal line is created where vegetation of the desert plain meets the base of the mountains. The mountains create a jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates gently curvilinear gray-tan banding in the scene. Monopoles supporting distribution lines appear as a series of short brown vertical lines. The line itself is faintly visible in places as soft horizontal curvilinear lines. Looking north, vehicles on I-10 are visible in the distance as white dots moving along the highway, contributing to the strong horizontal line.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment i-02 of the Project would be in the foreground-middleground zone. The distance between KOP 10 and these segments (approximately 1.3 mi.) allows for visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior. From the vantage point of the KOP, which is at approximately the same elevation as the ground elevation at the Project, the view is level, and the existing transmission facilities can be viewed as comparatively large, but distant, overhead components in the landscape.

(3) Length of Time the Project Is in View. The Project would be in the view of travelers on AT&T Frontage Road in northbound views for a substantial portion of the road from its intersection with the El Paso Natural Gas Company Access Road, approximately 3 miles to the south, and also north of the KOP, where the road veers to the northwest toward its eventual terminus near I-10. Northbound viewers along Palomas Harquala Road would likely be traveling at moderate rates of speed, given the generally good condition of the unpaved road. Because of its relative height, the Project would be increasingly prominent, relative to the surrounding landscape, as viewers approach the road's terminus. The representative viewpoint of KOP 11a is approximately 1.3 miles away from the Project.

(4) Relative Size or Scale. From KOP 11a the Project, which would appear on the near side of and generally parallel to the interstate corridor, would appear relatively small in scale. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segment i-02 lies on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be well lit in views to the north.

(7) Recovery Time. Ground disturbance at the base of Segment i-02 structures would not be visible to viewers on northbound AT&T Frontage Road in the vicinity of the KOP and not until viewers were much closer to the Project (Segment i-02 would cross the road approximately 2.4 miles northwest of KOP 11a), given the existing vegetation in the area and the likelihood that vegetation removal for new structures would be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.
(8) Spatial Relationships. The view to the north is open and panoramic and backdropped by rugged mountains. The presence of Segment i-02 would reinforce both the panoramic qualities of the view and the border between valley and mountain.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From AT&T Frontage Road, hazy conditions would reduce the visibility of Segment i-02.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-02 would be noticeable in northward views from along AT&T Frontage Road. Motion, dust, and activity would not attract attention. Ground disturbance from access routes and at structure bases would likely not be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: A series of utility poles extends from the immediate foreground to the northwest of KOP 11a, aligned with AT&T Frontage Road. This corridor, along with the faintly detectable I-10 corridor, are the two primary human-made elements in an otherwise mostly natural setting characterized by the distant mountains boundary of the desert floor. The proposed structures would mostly be guyed V lattice structures and would appear against a mountain backdrop. While they would, as vertical forms, relate to the utility poles in the immediate foreground, the presence of lattice-style transmission structures in this view would contrast somewhat with other features. Conductors, which would be visible from viewpoints closer to the Project than the KOP, would undulate in a manner that related to the mountain skyline against which they would be visible.

During routine operation of the Project, the addition of the transmission facility in the view would introduce the visible presence of structures unique to views from KOP 11a and its vicinity. Project structures would appear as new forms, and collectively as a linear band across the view which would reinforce the transportation corridor. The gray colors and smooth textures would be partially absorbed by the mountain

backdrop from this distance. As such, contrast with existing conditions would be moderate. Viewers traveling along AT&T Frontage Road are desensitized to the utility poles that are aligned with the road, but not with transmission infrastructure in views across the desert floor.

These small structures would not constitute a major modification to views and VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is moderate. Segment i-02 structures would appear generally aligned the interstate corridor already detectable in views to the north from KOP 11a, approximately 1.6 miles away, and while visible in front of the mountain backdrop, they would not substantially encroach upon the mountain skyline in views from KOP 11a.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment i-02 would be visible to viewers at KOP 11a and its vicinity. Structures would be visible in front of the mountain backdrop across the entire view.

VRI Analysis:

Scenic Quality - Addition of the TWL Project along Segments i-02 and x-03 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along these segments would reduce the scenic quality of the unit, there would be no reduction in the scenic quality rating.

Sensitivity - Moderately sensitive viewers along AT&T Frontage Road would primarily be recreationists, including visitors returning to I-10 from Eagletail Mountains Wilderness. The Project would not have a long-term impact on recreational use in the KOP vicinity, and Segment i-02 would likely be barely detectable in more visually sensitive areas to the south.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/16

District: YFO

Resource Area:

Activity (Program):

5. Location Sketch:

	Section A. Project In	oformation
1. Project Name: Ten West Link	4. Location:	5. I
2. Key Observation Point: 11b - Intersection of AT&T	Township	
and Connector Road Looking West-Southwest	Pange	

3. VRM Class: III

Range _____ Section _____

Section B. Characteristic Landscape Desription								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES					
	Flat, wide and open desert with	Sparse and wiry to rounded	Distant power poles are verticle and					
	very distant broken, jagged,	becoming solid and rounded in	very thin; road is flat, curving and					
	irregular mountains in the	middleground; thin, flat vertical	narrow.					
ų	background.	mass of vegetation across middle						
FOR		ground at mountain horizon.						
	Soft but distinct horizontal line	Distinct horizontal dark brown	Short vertical and simple lines in the					
	where flat desert meets the base	line where uniform vegetation	power poles; curving weak lines					
	of the mountains; broken where	meets mountains.	associated with edge and surface of					
	native vegetation intervenes.		road.					
	Jagged, broken, irregular							
	horizontal line at mountain							
LINE	profile.							
	Irregular banded shades of tan	Dark gray, gray, and brown.	Dark brown.					
	and brown associated with							
	gravelly areas and bare soil;							
)R	mountains in background shades							
COLC	of blue-gray and gray-brown.							
	Finely stippled to smooth in flat	Dispersed in immediate	Smooth to very finely stippled road					
	desert foreground; rough and	foreground becoming medium to	surface; smooth power poles.					
URE	jagged at mountains in	fine and dense in the distance.						
TEXI	background.							

1. LANI	D/WATER 2.	VEGETATION 3. STRUCTURES
None	None	Regularly spaced rectilinear structures.
None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
None 00000	None	Dark and light grays.
None None	None	Smooth, spiky
	Section D. Contrast Rating	SHORT TERM I LONG TERM
s project design m ⊠ Yes in on reverse side	Section D. Contrast Rating eet visual resource management □ No	SHORT TERM LONG TERM objectives?

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 21, 2017

			FEATURES										
1.		LAND / WATER			VEGETATION			STRUCTURES			S		
D	EGREE		BO	DY									
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
~	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\boxtimes		
LEM	Color				\boxtimes				\square		\boxtimes		
щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 11 is located on BLM-administered lands designated VRM Class III between I-10 and the DPV1 facility west of the westernmost crossing of I-10 and east of Segment x-03. The KOP represents the views of area recreationists and backroad travelers looking north at Segment i-02 and looking west-southwest at Segment x-03, on lands designated VRM Class III. Segment i-02 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground distance zone. Segment x-03 would be on BLM- administered lands that are designated VRI Classes III and IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground distance zone. Segment x-03 would be on BLM- administered lands that are designated VRI Classes III and IV, comprised of scenic quality C and moderate to high sensitivity, within the foreground-middleground distance zone. The view from KOP 11 is open and panoramic with views of rugged dark brown mountains in the middleground and blue-gray mountains in the distance. Viewers are looking at a light tan flat desert plain in the foreground-middleground, with rugged mountains in the middleground and background. The exposed earth in the immediate foreground is light tan and stippled. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A strong horizontal line is created where vegetation of the desert plain meets the base of the mountains. The mountains create a jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates gently curvilinear gray-tan banding in the scene. Monopoles supporting distribution lines appear as a series of short brown vertical lines. The line itself is faintly visible in places as soft horizontal curvilinear lines. Looking north, vehicles on I-10 are visible in the distance as white dots moving along the highway, contributing to the strong horizontal line.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment x-03 would be in the foreground-middleground zone. The distance between KOP 11b and Segment x-03, which would cross the view as close as 0.6 mile to the KOP, allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 11b is the same as at the nearest portion of Segment x-03. Due to the distance between the viewpoint and the segment (0.6 mi.), the angle of observation would appear level; as observers approach the Project – either via Connector Road to the west or AT&T Frontage Road to the south – their angle of observation would increasingly become inferior.

(3) Length of Time the Project is in View. The duration of time that Segment x-03 would be visible to viewers at the KOP or traveling along either of the two roads in the vicinity is relatively long. Vehicles travel at moderate speeds, given the good condition of unpaved roads; however, both roads in the vicinity of the KOP would allow for either direct or indirect views of the Project.

(4) Relative Size or Scale. From KOP 11b the Project, which would appear across the entire view, would appear at a moderate scale relative to the surrounding landscape features and nearby utility poles. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be moderate.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segment x-03 lies on a northwest-southeast axis. In views from the east, the Project would appear well lit in morning hours. Light reflected by structures and conductors may be slightly visible and some shining could be noticeable. In afternoon or evening hours the Project would appear back lit and dark.

(7) Recovery Time. Given the distance between KOP and Project, and given the level angle of view, ground disturbance at the base of Segment x-03 structures would not be visible to viewers in the vicinity of the KOP and it would not be visible until viewers were much closer to the Project (Segment x-03 would cross the Connector Road approximately 0.8 mi. from KOP 11b and it would cross AT&T Connector Road approximately 0.9 mi. from KOP 11b). The volume of existing vegetation in the area suggests that vegetation removal for new structures would be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time. (8) Spatial Relationships. The view to the west-southwest is open and panoramic and backdropped by rugged mountains. The presence of Segment x-03 would reinforce both the panoramic qualities of the view and the border between valley and mountain.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From AT&T Frontage Road and Connector Road, hazy conditions would reduce the visibility of Segment x-03.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-03 would be noticeable in southwesterly views from along AT&T Frontage Road. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely not be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: A series of utility poles extends from the immediate foreground to the northwest of KOP 11b, aligned with AT&T Frontage Road. This corridor, along with the faintly detectable I-10 corridor along the right edge of the view, are the two primary human-made elements in an otherwise mostly natural setting characterized by the distant mountains boundary of the desert floor. The proposed structures would mostly be guyed-V lattice structures and would appear extending across the view against a jagged, varied mountain backdrop. While they would, as vertical forms, relate to the utility poles in the immediate foreground along the edge of the view to the north, the presence of lattice-style transmission structures in this view would contrast somewhat with other features. Conductors, which would be visible from this distance (0.6 mi. at the closest point), would undulate in a manner that related to the mountain skyline against which they would be visible.

During routine operation of the Project, the addition of the transmission facility in the view would introduce the visible presence of structures unique to views from KOP 11b and its vicinity. Project structures would appear as new forms, and collectively as a linear band across the where no such linear element exists in front of the far edge of the valley. Because the structures and conductors would appear above the mountain skyline, the gray colors and smooth textures would not be absorbed by the mountain backdrop from this distance. As such, contrast with existing conditions would be moderate to strong. Viewers traveling along AT&T Frontage Road are desensitized to the utility poles that are aligned with the road, but not with transmission infrastructure in views across the desert floor.

These small structures would not constitute a major modification to views and VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is moderate and the new structures would attract attention.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-03 would be visible to viewers at KOP 11b and its vicinity. Structures would be visible in front of the mountain backdrop across the entire view.

VRI Analysis:

Scenic Quality - Addition of the TWL Project along Segments i-02 and x-03 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along these segments would reduce the scenic quality of the unit, there would be no reduction in the scenic quality rating.

Sensitivity - Moderately sensitive viewers along AT&T Frontage Road would primarily be recreationists, including visitors returning to I-10 from Eagletail Mountains Wilderness. The Project would not have a long-term impact on recreational use in the KOP vicinity, and Segment i-02 would likely be barely detectable in more visually sensitive areas to the south.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

1. Project Name: Ten West Link
2. Key Observation Point: 12 - Hovatter Road
3 VRM Class: III

Date: 12/13/2016 District: YFO Resource Area: Activity (Program):

5. Location Sketch:

Section A. Project Information 4. Location: 5. I

Township
Range
Section

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Elet wide desert vellev floor	Downdad invested conicel and	Dood is flat normovy and linear and
	Flat wide desert valley floor	Rounded, inverted conical, and	Road is flat, narrow, and linear, and
	bisected by road; low, lumpy,	wispy and sparse in the	is a bisecting feature in the
	rounded hills and jagged	foreground; becoming more	landscape.
	mountains in background.	dense, clumped, and regular in	
Į.		the middleground, forming wide	
FORM		continuous strip at the horizon.	
	Strong straight lines following	Complex short lines that are	Strong, continuous line along edges
	edges of road surface; rolling	generally upright associated with	of road berms and shoulders; weak
	and sloping curvilinear line	bare shrubs in the foreground;	and directional lines associated with
	along tops of mountains that is	strong, distinct horizontal line	tire tracks on the road surface.
LINE	bold and distinct.	across vegetation at horizon.	
	Tan, brown, light brown, with	Green, bright-green, tan, and	Light brown and tan road surface.
	some tones of red-brown.	gray.	
ä	Mountains in background are		
COLO	gray.		
	Fine granular to stippled in	Coarse and patchy in the	Fine granular, dense, even, smooth
	foreground; no texture in the	foreground; becoming more	road surface.
URE	background mountains.	solid and dense and uniform in	
EXT		the distance.	

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
KORM N	Jone	None	Regularly spaced rectilinear structures.
N	lone	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
N COLOR	Jone	None	Light to dark gray
N	lone	None	Smooth, spiky

Section D. Contrast Rating 2. Does project design meet visual resource management objectives? ⊠ Yes □ No (Explain on reverse side)

3. Additional mitigating measures recommended?

Machelle Davis & Josh Hohn

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

July 20, 2017

						FEATURES							
1. DEGREE			ND / BC	WAT DY	ER	V	EGET	ATIC	ON	ST	RUCI	TURE	S
сс	OF ONTRAST	Strong	M oderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\boxtimes		
TEM	Color				\boxtimes				\boxtimes		\square		
ш	Texture				\boxtimes				\boxtimes		\square		

Comments from item 2:

KOP 12 is located on BLM-managed public lands designated VRM Class III between I-10 and the DPV1 facility west of the westernmost crossing of I-10 and between Segments x-03 and x-04. The KOP represents the views of area recreationists and backroad travelers looking southwest at Segment x-04, in lands designated VRM Class III. Segment x-03 would be on BLM-administered lands that are designated VRI Class III and IV, comprised of scenic quality C and moderate and high sensitivity, within the foreground-middleground distance zone. Segment x-04 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and moderate and low sensitivity, within the foreground-middleground distance zone. The view from KOP 12 is open and panoramic with views of rugged dark brown mountains in the middleground and blue-gray mountains in the distance. Viewers are looking at a flat native desert plain in the foreground and middleground, with rugged mountains in background. KOP 12 is located near BLM-managed public lands designated VRM Class III between I-10 and the DPV1 facility west of the westernmost crossing of I-10 and between Segments x-03 and x-04. The KOP represents the views of area recreationists and backroad travelers looking southwest at Segment x-04, in lands designated VRM Class III and VRI Class IV. The view from KOP 12 is open and panoramic with views of rugged dark brown mountains in the middleground and blue-gray mountains in the distance. Viewers are looking at a flat native desert plain in the foreground and middleground, with rugged mountains in the middleground and background. The exposed earth in the immediate foreground is reddish-tan and stippled. Vegetation is shades of vellowgreen, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A strong horizontal line is created by vegetation of the native desert plain meets the base of the mountains. The mountains create a jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates diagonal red-tan banding in the scene. A few structures associated with the DPV1 facility are barely discernable along the horizon.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment x-04 would be in the foreground-middleground zone. The distance between KOP 12 and Segment x-04, which would cross the view as close as 0.3 mi. to the KOP, allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 12 is the same as at the majority of Segment x-04 visible in the center of the view. The angle of observation would therefore be inferior from KOP 12; angle of observation would change as viewers moved closer to or further away from the Project along Hovatter Road.

(3) Length of Time the Project is in View. Hovatter Road emerges from a small hilly pass approximately 3 mi. northeast of where the Project would cross the road. Segment x-04 would be partially to fully visible from the point at which the road emerges from the hills. Vehicles likely travel at no higher than moderate speeds on Hovatter Road, which appears to be a well-maintained, unpaved road. As such, the Project would be in view for a relatively long duration.

(4) Relative Size or Scale. From KOP 12 the Project, which would appear across the entire view, would appear at a moderately large scale relative to the surrounding landscape features and would be the dominant built feature visible. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be moderately strong.
(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project in the area.

(6) Light Conditions. Segment x-04 lies on a northwest-southeast axis. In views from the north, the Project would appear well lit in morning hours. Light reflected by structures and conductors may be slightly visible and some shining could be noticeable. In afternoon or evening hours the Project would appear back lit and dark.

(7) Recovery Time. Given the distance between KOP and Project, and given the constant elevation, ground disturbance at the base of Segment x-04 structures would not be visible to viewers in the vicinity of the KOP and it would not be visible until viewers were much closer to the Project (Segment x-04 would cross the Hovatter Road approximately 0.3 mi. from KOP 12, where the nearest structure would be within 0.05 mi. of the road). The volume of existing vegetation in the area suggests that there could be some vegetation removal for new structures. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the southwest is open and panoramic and backdropped by rugged mountains. The presence of Segment x-04 would reinforce both the panoramic qualities of the view and the border between valley and mountain.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this point along Hovatter Road, hazy conditions would likely not reduce the visibility of Segment x-04.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-04 would be visible to viewers at KOP 12 and its vicinity. Structures would be visible in front of the mountain backdrop across the entire desert view.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-04 would be noticeable in southwesterly views from along Hovatter Road. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Aside from the barely discernable DPV1 structures along the valley horizon, and the road itself, there are no human-made elements in views to the southwest down Hovatter Road, which show natural setting characterized by the distant mountains boundary of the desert floor. The proposed structures would be guyed V lattice structures and would appear extending across the view against a relatively distant, irregular mountain backdrop. From this distance (0.3 mi.), structures would appear as a series of prominent vertical, angular forms repeating across the desert valley, connected by undulating conductors, which would also be discernable from this distance.

During routine operation of the Project, the addition of the transmission line in the view would introduce the visible presence of structures unique to views from KOP 12 and its vicinity. Project structures would appear as new forms, and collectively as a linear band across the landscape. Because the structures and conductors would appear above the mountain skyline, the gray colors and smooth textures would not be absorbed by the mountain backdrop from this distance. As such, contrast with existing conditions would be moderate. Viewers traveling along Hovatter Road are desensitized to the presence of transmission facilities in the area, but at the point where DPV1 crosses the road, approximately 3.7 miles southwest of KOP 12.

Therefore, while the new structures would constitute a major modification in views from KOP 12, they would not introduce features that are not present in nearby areas, and in views as they cross Hovatter Road a few miles away. VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is moderate and the new structures would attract attention.

VRI Analysis:

Scenic Quality - Addition of the TWL project along these segments would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along these segments would reduce the scenic quality of the unit, there would be no reduction in the scenic quality rating. Placement of Project structures associated with Segment x-04 would reduce but not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Viewers traveling southbound along Hovatter Road would likely primarily be recreationists, including visitors traveling toward the Kofa Wilderness and/or the Kofa National Wildlife Refuge, who may have moderate sensitivity in the vicinity of the KOP. The Project would not have a long-term impact on recreational use in the KOP vicinity.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/13/16

District: YFO

Resource Area:

Activity (Program):

	Section A. Project Informat	tion
1. Project Name: Ten West Link	4. Location:	5. Location Sketch:
2. Key Observation Point: 13 - Kofa Wayside/Vicksburg	Township	
Road	Range	

3. VRM Class: III

Section _____

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat to very gently rolling open	Sparse and wispy inverted	Road is flat, narrow, and horizontal;
	desert with bisecting dirt road.	conical to rounded becoming	sign post if thin, straight and vertical
	Low rolling hill in	dense and clumped in	with a square shaped sign.
	middleground; clump of	middleground at horizon.	
V	irregular, lumpy mountains in		
FOR	the background.		
	Soft but distinct horizontal line	Distinct horizontal dark green	Short, straight vertical line of sign
	of valley floor at horizon, broken	line where clumped strip of	post; distinct curvilinear lines along
	where native vegetation	vegetation is at horizon.	edge of road surface and road side
	intervenes. Straight, diagonal		berm.
	line along top of low hill;		
	angular, irregular line at top of		
LINE	mountains.		
	Light brown and brown-gray;	Dark green, pale green, green,	Gray, brown, light-brown.
OR	low hill in middleground is dark	gray.	
COL	brown.		
	Medium granular, with scattered	Coarse and wispy in immediate	Medium to coarsely stippled road
URE	stones creating a contrasting	foreground becoming clumped	surface.
-		1	1

	Section C. Proposed Activity Description								
	1. LAND/WATER	2. VEC	JETATION	3. STRUCTURES					
FORM	None	None		Faintly visible regularly spaced rectilinear structures.					
TINE	None	None		Vertical and geometric lines of structures and undulating curvilinear lines of conductors.					
COLOR	None	None		Light gray					
TEXTURE	None	None		Smooth, spiky					
	Section D. Cont	rast Rating	🔀 SHORT TERM	🖂 LONG TERM					
2. Does (Explair	project design meet visual resou ⊠ Yes □ No n on reverse side)	rce management obj	ectives?						
3. Additi	onal mitigating measures recommer	nded?							
	🗌 Yes 🛛 No								
Evaluato	rs' Name(s):	Date(s):							
	Machelle Davis & Josh Hohn		7/16/17						

			FEATURES										
1. DEGREE		LA	ND / BC	WAT DY	TER	VEGETATION				STRUCTURES			
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form				\boxtimes				\boxtimes				\boxtimes
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
LEM	Color				\boxtimes				\boxtimes				\boxtimes
Щ	Texture				\square								\boxtimes

Comments from item 2:

KOP 13 is located on USFWS-managed public lands between I-10 and the DPV1 transmission facility west of Segment x-04. The KOP represents the views of area recreationists and backroad travelers visiting the Kofa wayside interpretive station, looking south-southeast at Segment p-06, on BLM-administered lands designated VRM Class III. Segment p-06 would be on BLM-administered lands that are designated VRI Class III and IV, comprised of scenic quality C and low sensitivity, within the foreground-middleground distance zone.

Views may also potentially include Segment p-06 on lands within the Kofa NWR. The view from KOP 13 is open and panoramic with views of rugged dark brown mountains in the middleground. Viewers are looking at a slightly rising flat desert plain in the foreground with rugged mountains in the middleground and background. The exposed earth in the immediate foreground is light tan, rocky, and stippled. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. An irregular and broken horizontal line is created by vegetation of the desert plain at the skyline and base of the mountains. The mountains create a broken jagged and undulating horizontal line at the horizon. The well-maintained dirt road creates horizontal light red-tan banding in the scene.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-06 of the Project would be in the foreground-middleground zone. The distance between KOP 13 and Segment p-06 (approximately 2.5 miles) substantially limits any noticeable contrast.

(2) Angle of Observation. Observers would have a level angle of observation which would reduce Project visibility. The lattice structures, where visible, would appear against a clear sky backdrop in some portions of this view, and partially to fully absorbed into the mountain backdrop in other portions of this view.

(3) Length of Time the Project is in View. Duration of views from KOP 13, which represents views as viewers enter the Kofa National Wildlife Refuge via Vicksburg Road would be brief and intermittent given intervening vegetation.

(4) Relative Size or Scale. The Project would appear relatively small in scale, comparable to the existing transmission facility alongside which it would appear from this location.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-06 lies on an east-west axis. In views from the north, the structures and conductors would be backlit and would therefore appear darker. However, the mountain backdrop would also appear darker under such conditions and would therefore likely more completely appear to absorb the Project structures, minimizing, if not eliminating, visibility of those appearing against the mountain backdrop.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 13 and its vicinity.

(8) Spatial Relationships. Any degree to which the Project would be visible extending across this view would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of the Segment p-06.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention.

During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-06 would likely be barely discernible, if visible at all, along the horizon in views toward the Project site from KOP 13. Given the distance between this viewpoint and the Project (approximately 2.5 miles), motion, dust, and activity would not attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: The Project would extend across this view and would appear in front the existing DPV1 structures, which are barely detectable in the left portion of this view; with regard to their dark color and vertical form, they are indecipherable from some of the more distant vegetation visible along the desert floor between the viewpoint and the transmission corridor. Placed slightly closer to the viewpoint than the existing structures, the Project's transmission structures would likely appear slightly larger along the horizon where visible against a clear sky backdrop, but they would likely not attract attention. The conductors would not be discernable from this distance. Intervening vegetation obscures portions of the horizon in this view and would likely block visibility of multiple structures slightly visible. Other structures, were they to appear with a dark mountain backdrop, would be absorbed visually due to their mostly being guyed V lattice structures, would allow it to be absorbed visually into the background, reducing visibility as can be seen for the existing DPV1 facility.

During routine operation of the Project, any visibility of the Project from KOP 13 would likely reflect its inclusion within an existing transmission facility. It would reinforce – slightly, and only where multiple structures are detectable in long-distance views from this location – the linear aspect of a series of relatively small vertical forms. The color and texture of the Project in views from KOP 13 would not contrast with those apparent from the existing DPV1 facility, and both lines would be minor components relative to the wide landscape context that is readily apparent from this location.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to

existing linear facilities such as transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Management guidance for the Kofa NWR is in the Kofa National Wildlife Refuge and Wilderness and New Water Mountains Wilderness Interagency Management Plan (US DOI, 1996). Objective 1, "Preservation of Wilderness Values," includes direction to minimize visual impacts of authorized development. Visual impacts of the Project would be minimized by placing it within an existing transmission corridor and ensuring that new structure locations are adjacent to existing transmission facility structures to the extent practicable. However, the USFWS has determined that the Project would not be compatible with the mission of the Kofa NWR and would not issue a ROW.

VRI Analysis:

Scenic Quality – The Project Area in the vicinity of Segment p-06 is rated C or low. The Project would parallel the existing DPV1 transmission facility. While the Project may reduce the overall scenic quality of the unit, it is already rated low.

Sensitivity – Sensitivity for this unit is rated low. Sensitive viewers to BLM-managed public lands would be recreationists traveling to the Kofa NWR and possibly the Eagletail Mountains area, workers on the DPV1 transmission facility or Kinder Morgan pipeline that is in the vicinity; or local landowners. Because the Project would be minimally visible from this KOP, the impact to travelers in the area from this KOP would be minimal.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

4. Location:

Township____

Range _____

Section _____

Activity (Program):

1. Project Name: Ten West

. Link_

2. Key Observation Point: 14 - Kofa #1____

3. VRM Class: N/A

Section B. Characteristic Landscape Desription										
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Expansive open desert in the	Wiry and sparse in the	The road is flat and narrow and							
	foreground with irregular lumpy	foreground; rounded and	linear. Lattice structures and a							
	low mountains rising low from	inverted conical in the	communications tower are barely							
	the valley floor; large roughly	foreground; round and clumped	visible rectilinear.							
	triangular shape form of land in	in the middleground, becoming								
	immediate foreground next to	uniform in the distance.								
2	road; lumpy, jagged, angular,									
FOR	rocky mountains in background.									
	Short, weak lines along ridges of	Strong, short vertical lines of	Irregular, broken, curvilinear lines							
	lower mountains on valley floor;	wiry vegetation in foreground;	associated with edge of road. Lattice							
	horizontal line of valley with	diffused weak sloping line along	structures and a communications							
	faint mountains at horizon;	top of vegetation parallel to	tower are barely visible and are							
	broken, jagged, bold horizontal	road; weak brown horizontal line	vertical and geometric where							
	line along mountain profile.	with soft edges at base on	visible.							
		mountains in background; soft								
		diagonal lines on slopes where								
LINE		vegetation follows drainages.								
	Tan and gray-tan, brown, and	Bright green, green, yellow	The road is gray and tan with							
	red-brown, with some dark-	green, pale green, gray, and	undertones of red; lattice structures							
	brown in the background;	brown.	and communications tower are gray.							
X	mountains in background are									
COLC	gray.									
	Coarse, rough and irregular in	Wiry and spiky in the	The road is dense, rough,							
	the foreground; discontinuous.	foreground; becoming more soft,	directional; the lattice structures and							
URE		rounded, and clumped in the	communications tower have no							
IEXI		distance.	discernible texture where visible.							

Section A. Project Information

5. Location Sketch:

			Section C. Pr	oposed Activity Description	on
		1. LAND/WATER	2.	VEGETATION	3. STRUCTURES
	FORM	None	None		Faintly visible regularly spaced rectilinear structures.
	TINE	None	None		Vertical and geometric lines of structures and undulating curvilinear lines of conductors.
	COLOR	None	None		Light gray
	TEXTURE	None	None		Smooth, spiky
		Section D. Con	trast Rating	SHORT TERM	⊠ LONG TERM
2. Do (Expla	es p ain c	roject design meet visual reso Yes No on reverse side)	urce management	objectives?	
3. Add	litior	nal mitigating measures recomme	ended?		
		☐ Yes ⊠ No			
Evalua	ators	' Name(s):	Date(s):		
	N	Machelle Davis & Josh Hohn		7/16/17	

			FEATURES										
1. DEGREE OF CONTRAST		LAND / WATER				VEGETATION				STRUCTURES			
		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
ILEM	Color				\boxtimes				\boxtimes				\boxtimes
Ш	Texture				\boxtimes				\square				\boxtimes

Comments from item 2:

KOP 14 is located midway within the Kofa NWR north of the DPV1 facility and adjacent to the Kofa WA. The KOP represents the views of recreationists and backroad travelers within the Kofa NWR looking south-southwest at Segment p-06 on USFWS-managed public land, which would parallel the south side of the existing DPV1 facility. The view from KOP 14 is mostly panoramic, with some enclosed views of gentle hills sloping down to the desert plain and rugged blue-gray mountains in the distance. Viewers are looking at a light tan and gray gently sloping and rolling desert in the foreground-middleground that gives way to flat plain dotted with hills in the middleground, with rugged mountains in the middleground and background. Vegetation appears relatively diverse compared with other areas, consisting of ocotillos, teddy bear chollas, and occasional saguaros. Vegetation is in shades of light gold, yellow-green, dark green, and gray-green, that is wiry to clumped, dotted, and more uniform with distance. A subtle horizontal line is created where vegetation of the desert plain meets the base of the mountains. The mountains create a jagged and undulating horizontal line at the horizon. The rough two-track dirt road creates gently curvilinear gray-tan banding in the scene. Lattice structures for the DPV1 facility and a communications tower are present in the scene but barely visible and not noticeable.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-06 of the Project would be in the foreground-middleground zone, approximately 0.5 mile from the KOP. This distance, in concert with angle of observation, would diminish the visibility of any substantial contrast.

(2) Angle of Observation. Observers would have an elevated, or superior, angle of observation which, under conditions allowing for maximum visibility, provide unobstructed views toward the Project, which would likely be only faintly detectable given the absorption of the lattice structures into the valley floor backdrop.

(3) Length of Time the Project Is In View. Segment p-06 would be in the view of visitors to this portion of the Kofa NWR intermittently, as such viewers would be assumed to be traveling along the road and visibility varies with position relative to nearby topography. Viewers traveling along this road are likely to focus more on long-distance views toward the broader valley floor and distant mountain skyline.
(4) Relative Size or Scale. The proposed Project would appear relatively small in scale compared with the wide desert floor backdrop and nearby mountains.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms, which would further reduce the visibility of the Project. There would likely be fewer viewers in the Kofa NWR in inclement weather.

(6) Light Conditions. Segment p-06 lies on a generally east-west axis in this location. Early morning and late afternoon sun could enhance visibility of Project structures, which could appear well-lit from the side. In general, however, in views from the north, Project structures, to the extent that they are visible, are likely to appear backlit and shadowed. In portions of the view where structures would appear with nearby hills as backdrop, the shadowed portions of these hills would absorb the dark vertical features.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. Such areas may be barely detectable at the beginning of operations and would be less so over time from elevated, distant vantage points, as soon as revegetation is initiated.

(8) Spatial Relationships. The Project's guyed V-structures would be absorbed into the panoramic valley backdrop in this view, just as the existing transmission structures appear absorbed.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of Segment p-06 in elevated views within Kofa NWR.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-06 would be visible in views toward the Project site from nearby elevated views within the Kofa NWR. Motion, dust, and activity would attract attention. Given the elevated position of this view, ground disturbance from access routes and at structure bases could be visible to observers, though the distance between the alignment and the trailhead would likely diminish clarity. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The dark gray color of the Project structures would be barely discernable from this viewpoint, extending across the central portion of the view just beyond the barely visible existing DPV1 structures (foreground topography interrupts views in the left and right portions of the view). Just as for the existing structures, the Project structures, proposed to be mostly guyed V lattice structures placed adjacent to existing structures to the extent practicable, would appear from this vantage point to be absorbed into the valley floor backdrop, which includes dark bands of low hillsides. The Project structures would not attract viewer attention within this broader landscape and conductors would not be discernable. The difference between existing and proposed structure types would result in weak structural contrast that would be difficult to discern.

During routine operation of the Project, the addition of the transmission facility in the view would faintly enhance the barely detectable presence of the existing transmission facility. Under conditions allowing for visibility of the Project from this vantage point, it would appear similar in form, line, color, and texture with the existing transmission structures visible under such conditions. As such, contrast with existing conditions would be weak. Viewers at this location are likely to be taking in broader views of the Kofa NWR, including the nearby vegetation and the distant mountain skyline, both visual points of interest.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to existing linear facilities such as transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Management guidance for the Kofa NWR is in the Kofa National Wildlife Refuge and Wilderness and New Water Mountains Wilderness Interagency Management Plan (US DOI, 1996). Objective 1, "Preservation of Wilderness Values," includes direction to minimize visual impacts of authorized development. Visual impacts of the Project would be minimized by placing it within an existing transmission corridor and ensuring that new structure locations are adjacent to existing transmission line structures to the extent practicable. However, the USFWS has determined that the Project would not be compatible with the mission of the Kofa NWR and would not issue a ROW.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Loca

5. Location Sketch:

2. Key Observation Point: 15a - Kofa #2 - Wilbanks Road

Township____ Range _____ Section _____

3. VRM Class: N/A

Section B. Characteristic Landscape Desription										
1. LAND/WATER	2. VEGETATION	3. STRUCTURES								
Gently rolling to nearly flat,	Rounded and inverted conical	Road-like area is flat, wide, and								
wide desert valley floor; open	wide desert valley floor; open shrubs in the foreground;									
exposed wide block area in	cylindrical and column	structures are barely visible								
immediate foreground; lumpy,	vegetation in the foreground;	rectilinear.								
jagged, angular, rocky	becoming more dense and									
mountains in background.	regular in the middleground.									
Diffused and broken lines	Short vertical lines along edges	Lattice structures are barely visible								
following edge of vegetation	of upright vegetation plants.	and are vertical and geometric								
cover and bare soils in	cover and bare soils in Broken, diffused horizontal line									
foreground; broken, jagged	ground; broken, jagged with soft edges at base of									
horizontal line along mountain	mountains. Diffused, broken line	where visible.								
profile.	along edge of vegetation and									
	bare soils in the foreground.									
Tan, gray-tan, brown, dark-	Green, dark green, gray, and	Road-like area is tan, gray-tan,								
brown and brown with	dark tan.	brown, dark-brown and brown with								
undertones of red; gray-brown in		undertones of red. Lattice structures								
the background.		are gray and lines are light gray or								
		white.								
Granular and uniform in	Coarse and spiky in the	Road-like area is granular, dense,								
foreground soils; distant	foreground; becoming more soft	and uniform. Lattice structures and								
mountains are rough and coarse.	and dense in the distance.	lines have no discernible texture.								

1. LAND/WATER	2. VI	EGETATION	3. STRUCTURES
			the first of the b
None	None		Faintly visible regularly spaced rectilinear structures.
None	None		Vertical and geometric lines of structures and undulating curvilinear lines of conductors.
None	None		Light gray
None	None		Smooth, spiky
Section D. Comproject design meet visual resort Yes No on reverse side)	t rast Rating urce management of	SHORT TERM	⊠ LONG TERM
onal mitigating measures recomme □ Yes ⊠ No	nded?		
rs' Name(s):	Date(s):		
Machelle Davis & Josh Hohn		7/16/17	
	None None None None Section D. Component project design meet visual reson □ Yes □ Yes □ No on reverse side) mal mitigating measures recomme □ Yes □ Yes No s' Name(s): Machelle Davis & Josh Hohn	None None None None None None None None None None None None Section D. Contrast Rating Divide a section of the sect	None None None None None None None None None None None None Section D. Contrast Rating SHORT TERM project design meet visual resource management objectives? □ □ Yes □ No on reverse side)

			FEATURES										
1. DEGREE		LA	ND / BC	WAT DDY	TER	V	EGET	ATIC	DN	STRUCTURES			
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
LEM	Color				\boxtimes				\boxtimes				\boxtimes
Э	Texture				\square				\boxtimes				\boxtimes
Comments from item 2:

KOP 15a is located in the eastern portion of the Kofa NWR south of the DPV1 facility and adjacent to the Kofa WA. The KOP represents the views of recreationists and backroad travelers within the Kofa NWR looking north at Segment p-06 on USFWS-managed public land, which would parallel the south side of the existing DPV1 facility. The view from KOP 15a is panoramic with views of flat desert plain and low hills in the foreground gently sloping up to enclosing rugged variegated tan and brown mountains in the middleground. Exposed earth in the foreground is rocky and pebbly appearing light tan and gray-tan and stippled. Vegetation is sparse and scattered in the immediate foreground with typical shrubs and occasional ocotillos, teddy bear chollas, and occasional saguaros. Vegetation is in shades of light gold, yellow-green, dark green, and gray-green, that is wiry to clumped dotted and more uniform with distance. A broken subtle horizontal line is created where vegetation of the desert plain meets the base of the mountains. The mountains create a rough, broken, and undulating line at the horizon. Lattice structures for the DPV1 facility are present in the scene but barely visible and not noticeable. Where faintly visible, the conductor itself is a curvilinear white or light gray horizontal line.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-06 of the Project would be in the foreground-middleground zone. The distance between KOP 15a and Segment p-06 (slightly less than 1 mile) reduces substantially noticeable contrast.

(2) Angle of Observation. Observers would have a level angle of observation which would reduce its visibility. The lattice structures, where visible and not obscured by intervening vegetation, would appear against a low mountain backdrop in the view.

(3) Length of Time the Project Is In View. Segment p-06 would be in the view of visitors to this portion of the Kofa NWR intermittently, as such viewers would be assumed to be traveling along the road and visibility varies with position relative to nearby vegetation.

(4) Relative Size or Scale. The Project would appear relatively small in scale, comparable to the existing transmission facility alongside which it would appear from this location.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-06 lies on a slight northwest-southeast axis. In views from the south, surfaces could reflect and appear shiny, especially in the late afternoon. This would increase visibility of the Project from KOP 15a, in the same way that visibility of the existing DPV1 structures and conductors is enhanced. The overall effect, under conditions of maximum light, would be an incremental increase in the perception of a transmission corridor.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 15a and its vicinity.

(8) Spatial Relationships. Any degree to which the Project would be visible extending across this view would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of Segment p-06.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-06 would likely be barely discernible along the horizon in views toward the Project site from KOP 15a. Given the distance between this viewpoint and the Project (just under 1 mile), motion, dust, and activity would not likely attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: The existing DPV1 facility – its gray transmission structures and undulating conductors – are intermittently visible from this location, and are difficult to distinguish from other landscape features: vertically oriented vegetation along the valley horizon; other vegetation that serves to partially block views from this location; and distant mountains, the foothills of which partially absorb the existing transmission facility. The Project structures and conductors, which would be placed slightly closer to the viewpoint than the DPV1 facility, would likely appear similarly within the landscape; they would be visible but not prominent, and difficult to discern in views where not appearing directly in front of a dark mountain backdrop, where the contrast of the structures and conductors would be observable. The Project structures, proposed to mostly be guyed V lattice structures, would be placed next to existing structures where practicable. Grouping structures would reduce contrast with the surrounding area since structures would appear concentrated, rather than dispersed across the view. There would be weak contrast, however, wherever the two different structure types (DPV1 and Project) are visible at once.

During routine operation of the Project, it would be noticeable from KOP 15a as part of an existing transmission corridor. From this vantage point, contrast in terms of form, line, color, and texture would be weak, given that Project structures are proposed to be aligned with existing structures where practicable, and given that the distance of the viewpoint from the Project would minimize visibility of the difference in structure forms. The Project, in concert with DPV1, would appear as a slight linear component, reinforcing the distinction between the edge of the valley floor and the mountainous backdrop. Further, the undulating nature of the conductors would relate to the lower, layered foothill peaks in the backdrop.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to existing linear facilities such as transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Management guidance for the Kofa NWR is in the Kofa National Wildlife Refuge and Wilderness and New Water Mountains Wilderness Interagency Management Plan (US DOI, 1996). Objective 1, "Preservation of Wilderness Values," includes direction to minimize visual impacts of authorized development. Visual impacts of the Project would be minimized by placing it within an existing transmission corridor and ensuring that new structure locations are adjacent to existing transmission facility structures to the extent practicable. However, the USFWS has determined that the Project would not be compatible with the mission of the Kofa NWR and would not issue a ROW

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information

4. Location: 5. Location Sketch:

2. Key Observation Point: 15b - Kofa East Pinch Point

Township_____ Range _____

Section _____

3. VRM Class: N/A

_

Section B. Characteristic Landscape Desription								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES					
	Flat wide desert valley floor	Rounded, inverted conical, and	Lattice structures are vertical,					
	bisected by road; lumpy,	wispy and sparse in the	geometric, tall, and linear; the road					
	rounded hills and mountains in	foreground; becoming more	is flat and narrow; road signs are flat					
Ŧ	middle ground and background.	dense and regular in the middle	and square.					
FORM		ground.						
	Strong straight lines following	Complex short lines that are	Horizontal parallel undulating					
	edges of road surface; rolling	generally upright associated with	power lines; rectilinear structures					
	and sloping curvilinear line	bare shrubs in the foreground.	with geometric short diagonal lines;					
	along tops of mountains that is		weak and directional lines					
	bold and distinct.		associated with the road; short					
			vertical lines associated with posts					
LINE			of road signs.					
	Tan and gray-tan, with some	Gray, brown, and green.	Light brown, gray, and tan road					
JR	dark-brown in the background.		surface, yellow signs, gray lattice					
COL			structures.					
	Coarse granular to stippled in	Coarse and spiky in the	Fine granular, dense, even, smooth					
	foreground; rough mountains	foreground; becoming more	road surface.					
URE	and hills in background.	solid and dense and uniform in						
TEXI		the distance.						

		Section C. Proposed	Activity Description
	1. LAND/WATER	2. VEGET	ATION 3. STRUCTURES
FORM	None	None	Regularly spaced rectilinear structures.
1 FINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
COLOR	None	None	Light gray
TEXTURE	None	None	Smooth, spiky
	Section D. Cont	rast Rating	SHORT TERM 🛛 LONG TERM
oes proj plain on	ect design meet visual resou □ Yes □ No reverse side)	rce management objecti	ves?

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

7/16/17

]	FEAT	TURE	S				
1. D	EGREE	LA	ND / BC	WAT DY	TER	V	EGET	ATIC	DN	ST	RUCI	ΓURE	S
СС	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
ILEM	Color				\square				\square				\boxtimes
щ	Texture				\square				\square				\boxtimes

Comments from item 2:

KOP 15b is located near the eastern boundary of the Kofa NWR at a pinch point between portions of designated wilderness, north of the DPV1 facility and adjacent to the Kofa WA. The KOP represents the views of recreationists and backroad travelers within the Kofa NWR looking east at Segment p-06 on USFWS-managed public land, which would parallel the south side of the existing DPV1 facility. The view from KOP 15b is slightly enclosed by low dark brown hills in the foreground, with views of rough blue-gray mountains in the distance. Viewers are looking at a flat desert plain in the foreground. The exposed earth in the immediate foreground is light gray-tan tinged with red, coarse, and rocky to stippled. Sparse vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A vague horizontal line is created where vegetation of the desert plain meets the base of the hills and in front of distant mountains. The mountains create a rough and undulating horizontal line at the skyline. The well-maintained dirt road creates diagonal gray-tan banding in the scene. Lattice structurestructures of the DPV1 facility are gray, geometric, and mostly vertical lines with repeated form and features; with soft curvilinear lines created by the conductors themselves. Short white and yellow signage along the road indicates the presence of an underground pipeline. Development is visible and noticeable. Overall, the scene is natural, simple, somewhat scenic, with only a minor impact by the existing DPV1 facility.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-06 of the Project would be in the immediate foreground-middleground zone.

(2) Angle of Observation. Observers would have an inferior angle of observation toward the nearest structures and level angle of observation toward those visible further away.

(3) Length of Time the Project is in View. Segment p-06 would be in the view of visitors to this portion of the Kofa NWR for a sustained duration, as such viewers would be assumed to be traveling at a speed appropriate for a dirt road and the road and transmission facility are aligned in parallel for a number of miles in this area.

(4) Relative Size or Scale. The Project would appear relatively large in scale in the immediate foreground, diminishing with distance.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segment p-06 lies on an east-west axis. In views from the north and northwest, surfaces could reflect and appear shiny in the afternoon, but would otherwise appear backlit and somewhat dark in the morning and during midday. This would increase visibility of the Project from KOP 15b, in that most of the structures would appear dark against a skyline backdrop.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 15b.(8) Spatial Relationships. The Project's inclusion in an existing transmission corridor appearing in parallel with a relatively wide road would reinforce the focal aspect of this view.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of Segment p-06.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-06 would be present in views from KOP 15b. Motion, dust, and activity would likely attract attention, though ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The existing DPV1 facility – its gray transmission structures and undulating conductors – are prominently visible from this location, extending above the skyline and into the horizon in the center of the view. Portions of most structures are either absorbed visually into a dark mountain backdrop or obscured by intervening vegetation, but all are identifiable through the vanishing point formed by the transmission facility and road. Project structures and conductors would be visible from this location to the right of DPV1 and would be similarly prominent, particularly in the immediate foreground. The Project structures, proposed to mostly be guyed V lattice structures, would be placed next to existing structures where practicable. Grouping structures would reduce contrast with the surrounding area since structures would appear more unified within the expanded transmission corridor, though the difference in structures would still result in a weak degree of contrast. Placement of the Project structures in locations not aligned with existing structures would add an element of disunity to the view and contribute a weak-to-moderate degree of contrast to the view.

During routine operation of the Project, it would be viewed from KOP 15b as part of an existing transmission corridor. From this vantage point, contrast in terms of line, color and texture would be negligible, given the existing contrast between the DPV1 facility and its surrounding setting. Because Project structures are proposed to be aligned with existing structures where practicable, contrast in terms of form would also be weak, though it could approach moderate if structures are not positioned alongside existing ones. The linear component formed by the road and expanded transmission corridor would become a stronger linear feature in the view.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to existing linear facilities such as other transmission facilities, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Management guidance for the Kofa NWR is in the Kofa National Wildlife Refuge and Wilderness and New Water Mountains Wilderness Interagency Management Plan (US DOI, 1996). Objective 1, "Preservation of Wilderness Values," includes direction to minimize visual impacts of authorized development. Visual impacts of the Project would be minimized by placing it within an existing transmission corridor and ensuring that new structure locations are adjacent to existing transmission facility structures to the extent practicable. However, the USFWS has determined that the Project would not be compatible with the mission of the Kofa NWR and would not issue a ROW.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West

Section A. Project Information

Link_

4. Location: 5. Location Sketch:

Township____

2. Key Observation Point: 16 - Kofa #3___

3. VRM Class: N/A

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Gently rolling to nearly flat,	Rounded and inverted conical in	Road is flat and narrow and linear.
	wide desert valley floor; lumpy,	the foreground; becoming	Lattice structures and a
	jagged, angular, rocky	clumped and solid in the	communications tower are barely
	mountains in middleground and	middleground. Patches of	visible rectilinear.
	background.	vegetation on middleground	
V		mountains have irregular shaped	
FORM		form.	
	Soft but distinct curving lines	Short vertical lines along edges	Where visible, horizontal undulating
	following gentle breaks in	of upright cacti plants. Broken,	power lines; rectilinear structures
	topography on valley floor;	diffused horizontal line along	with geometric short diagonal lines;
	short, strong horizontal line	edge of vegetation cover and	curvilinear lines associated with
	along base of mountains in	bare soils in the foreground.	road surface and road edges.
	background; broken, jagged,		
LINE	bold line along mountain profile.		
	Tan, gray-tan, brown, dark-	Green, pale green, and brown.	Tan and brown road surface. Gray
	brown and brown with undertons		lattice structures where visible; light
X	of red and orange; light gray in		gray transmission conductors where
COLC	the background.		visible.
	Coarse granular in foreground	Coarse, bushy, and spiky in the	Fine granular, dense, and uniform
	soils, becoming more fine	foreground; becoming more soft	texture in the road. Lattice structures
	granular and stippled in the	and dense in the distance.	and conductors have no discernible
URE	distance; distant mountains are		texture.
TEXI	rough and coarse.		
		1	1

Range _____

Section _____

Section C. Proposed Activity Description									
	1. LAND/WATER2. VEGETATION3. STRUCTURES								
ORM	Ground disturbance at structure	Vegetation that would be removed	Regularly spaced rectilinear						
FILLE	none	none	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.						
COLOR	none	none	Light to dark gray						
TEXTURE	none	none	Smooth, spiky						
	Section D. Contrast	Rating SHORT TERM	LONG TERM						

2. Does project design meet visual resource management objectives? □ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Josh Hohn Date(s): 7/19/17

]	FEAT	URE	S				
1. D	EGREE	LA	ND / BC	WAT DY	ER	VI	EGET	ATIC	DN	ST	RUCI	TURE	S
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
LEM	Color				\square				\square			\boxtimes	
Щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 16 is located near the western boundary of the Kofa NWR at a pinch point between portions of designated wilderness, north of the DPV1 facility and adjacent to the Kofa WA. The KOP represents the views of recreationists and backroad travelers within the Kofa NWR looking south-southwest at Segment p-06 on USFWS-managed public land. The view from KOP 16 consists of the desert plain, enclosed by rugged, dark brown mountains in the foreground-middleground, with some openings providing views of rugged blue-gray mountains in the background. Exposed earth in the foreground is rocky to stippled in shades of tan, gray, and dark brown. Vegetation is sparse and scattered in the immediate foreground with typical shrubs and occasional ocotillos, teddy bear chollas, and occasional saguaros. Vegetation is in shades of light gold, yellow-green, dark green, and gray-green, that is wiry to clumped, dotted, and more uniform with distance. A broken subtle horizontal line is created where vegetation of the desert plain meets the base of the mountains. The mountains create a rough, broken, and undulating horizontal line at the skyline. Lattice structures for the DPV1 facility are present in the scene but barely visible and not noticeable. Where visible, the conductor itself is a curvilinear white or light gray horizontal line.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-06 of the Project would be in the foreground-middleground zone. The distance between KOP 16 and Segment p-06 (approximately 0.5 mile) reduces visibility of contrast.

(2) Angle of Observation. Observers would be at a slightly lower elevation from the Project, but not enough to substantially alter the apparent size of the Project.

(3) Length of Time the Project is in View. The Project would be in the view of travelers on this well-maintained dirt road within the Kofa NWR for a relatively long duration; the Project alignment would gradually approach the road, as shown in the middle of the existing view. Travelers would be moving at speeds appropriate for a well-maintained gravel road which, depending on weather conditions, would probably be in the range of 35 to 40 miles per hour. Westbound travelers, who would veer north from this viewpoint before turning back to the southwest, would have sustained views of the Project and the enhanced transmission corridor, which would appear in weak contrast to the expansive setting and would include weak internal contrast between structures, particularly if new structures were placed alongside existing ones west of the lines' crossing.

(4) Relative Size or Scale. As with existing transmission facility, proposed Project would appear relatively small in scale compared with mountain backdrop and wide desert floor.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project. There would likely be fewer non-local viewers on the dirt road in inclement weather.

(6) Light Conditions. Segment p-06 lies on a generally east-west axis. In south and west-facing views, sunlight would strike structures and conductors in early morning light, causing surfaces to reflect and appear shiny. In midday and afternoon or evening hours, the structures and conductors would be backlit and appear dark against the light sky. The addition of the Project to the existing transmission corridor would intensify these effects and may nominally increase noticeability under certain lighting conditions.

(7) Recovery Time. Because ground disturbance would not be visible to travelers at KOP 16, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The existing and proposed transmission facilities, visible at the bottom of the mountain range, would reinforce the presence of the view's edge feature in the left portion of the view while also emphasizing the focal aspects of the view toward the narrow portion of the desert plain.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From KOP 16, hazy conditions would reduce the visibility of the Segment p-06.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-06 would be noticeable but not prominently visible from along this back road within the Kofa NWR. Motion, dust, and activity could attract attention. Because of the distance between observers traveling on this road and Segment p-06, which is slightly elevated compared with the viewpoint, ground disturbance from access routes and at structure bases would not be visible from KOP 16. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The gray color of the existing DPV1 structures and conductors is barely visible in the left portion of the view, extending into the center of the view and away from the viewpoint toward the horizon. While the undulating conductors are identifiable against the mountain backdrop, the lattice-style structures are absorbed visually, and are not discernable until barely visible against a lighter mountain backdrop, where the structures are further away. The Project structures, proposed to be mostly guyed V lattice structures, would likely have the same degree of visibility. The Project line would cross the DPV1 facility near the left edge of the view, southwest of the viewpoint, but the mountain backdrop would likely absorb structures of the height required to accommodate the crossing. While the Project structures would be placed next to existing structures where practicable, total alignment with DPV1 structures would not be possible at a line crossing. Assuming Project conductors would be as visible as the DPV1 conductors, their crossing would be observable, though as a minor component in the broader landscape context. Viewer attention would likely be drawn to the nearby rugged mountains, or the narrow valley to the west, rather than the relatively indiscernible transmission facilities extending through lower portions of these vistas.

During routine operation of the Project, the addition of the transmission facility in the view would slightly enhance the visible presence of the existing DPV1 transmission facility, and to the degree to which the crossing lines are discernable, the slightly different forms of the Project structures would appear in a separate linear orientation. Without distance or absorbing backdrop, the degree of contrast would be more noticeable with regard to form and line; however, from this vantage point, overall contrast would be weak.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission facility would be located adjacent to existing linear facilities such as transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission facility structures to the extent practicable.

Management guidance for the Kofa NWR is in the Kofa National Wildlife Refuge and Wilderness and New Water Mountains Wilderness Interagency Management Plan (US DOI, 1996). Objective 1, "Preservation of Wilderness Values," includes direction to minimize visual impacts of authorized development. Visual impacts of the Project would be minimized by placing it within an existing transmission corridor and ensuring that new structure locations are adjacent to existing transmission facility structures to the extent practicable.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____ _ 2. Key Observation Point: 17 - Interstate 10 Rest Area

Section A. Project Information 4. Location: Township____

5. Location Sketch:

East - i-03___ 3. VRM Class: III

Range
Section

I.LAND/WATER 2.VEGETATION 3.STRUCTURES Flat wide desert valley floor bisected by rest area facility; faint, lumpy, jagged, angular mountains in background. Rounded, inverted conical, and wispy and wiry in the foreground; to rounded and dotted, becoming dense and continuous in the distance. Telephone, sign, and light poles are vertical, thin and tall, and linear; paved areas at rest area are curving, flat and bold. Rest area building is square and angular. Signs are small squares. Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile. Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground. Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building. 000 000 000 000 000 000 000 000 000 00		Section	on B. Characteristic Landscape Desrij	ption
Flat wide desert valley floor bisected by rest area facility; faint, lumpy, jagged, angular mountains in background. Rounded, inverted conical, and wispy and wiry in the foreground; to rounded and dotted, becoming dense and continuous in the distance. Telephone, sign, and light poles are vertical, thin and tall, and linear; paved areas at rest area are curving, flat and bold. Rest area building is square and angular. Signs are small squares. Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile. Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground. Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building. To op op op op op op op op op op op op op		1. LAND/WATER	2. VEGETATION	3. STRUCTURES
Bisected by rest area facility; faint, lumpy, jagged, angular mountains in background. wispy and wiry in the foreground; to rounded and dotted, becoming dense and continuous in the distance. vertical, thin and tall, and linear; paved areas at rest area are curving, flat and bold. Rest area building is square and angular. Signs are small squares. Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile. Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground. Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building. 800 Tan and gray; light grays in the background. Green, light olive, bright green, and tan. Red-brown, dark brown, off-white, brown, and gray. 801 Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Smooth and uniform. 802 Cultivated vegetation in the rest area is more dense than native vegetation. Smooth and uniform.		Flat wide desert valley floor	Rounded, inverted conical, and	Telephone, sign, and light poles are
faint, lumpy, jagged, angular mountains in background.foreground; to rounded and dotted, becoming dense and continuous in the distance.paved areas at rest area are curving, flat and bold. Rest area building is square and angular. Signs are small squares.Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile.Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground.Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building.800Tan and gray; light grays in the background.Green, light olive, bright green, and tan.Red-brown, dark brown, off-white, brown, and gray.801Coarsely stippled to rough granular.Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Cultivated vegetation in the rest area is more dense than native vegetation.Smooth and uniform.		bisected by rest area facility;	wispy and wiry in the	vertical, thin and tall, and linear;
regmountains in background.dotted, becoming dense and continuous in the distance.flat and bold. Rest area building is square and angular. Signs are small squares.Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile.Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground.Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building.regTan and gray; light grays in the background.Green, light olive, bright green, and tan.Red-brown, dark brown, off-white, brown, and gray.regCoarsely stippled to rough granular.Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance.Smooth and uniform.regCultivated vegetation in the rest area is more dense than native vegetation.Smooth and uniform.		faint, lumpy, jagged, angular	foreground; to rounded and	paved areas at rest area are curving,
NODE Continuous in the distance. square and angular. Signs are small squares. Weak horizontal line of valley with faint mountains at horizon; faint, jagged horizontal line along mountain profile. Vertical, diagonal and random lines in stems and branches of taller shrubs in the foreground. Telephone, sign, and light poles are thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building. Note: Tan and gray; light grays in the background. Green, light olive, bright green, and tan. Red-brown, dark brown, off-white, brown, and gray. Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Smooth and uniform. Cultivated vegetation in the rest area is more dense than native vegetation. Smooth and uniform.		mountains in background.	dotted, becoming dense and	flat and bold. Rest area building is
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With faint mountains at horizon; faint, jagged horizontal line along mountain profile. lines in stems and branches of taller shrubs in the foreground. thin, straight and vertical; curvilinear lines associated with road surface and edges of sidewalks at rest area. Short straight lines on rest area building. 000 Tan and gray; light grays in the background. Green, light olive, bright green, and tan. Red-brown, dark brown, off-white, brown, and gray. 001 Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Cultivated vegetation in the rest area is more dense than native vegetation. Smooth and uniform.		Weak horizontal line of valley	Vertical, diagonal and random	Telephone, sign, and light poles are
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along mountain profile. road surface and edges of sidewalks at rest area. Short straight lines on rest area building. model Tan and gray; light grays in the background. Green, light olive, bright green, and tan. Red-brown, dark brown, off-white, brown, and gray. Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Smooth and uniform. Cultivated vegetation in the rest area is more dense than native vegetation. vegetation. Smooth and uniform.		faint, jagged horizontal line	taller shrubs in the foreground.	curvilinear lines associated with
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00 background. and tan. brown, and gray. Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Smooth and uniform. Cultivated vegetation in the rest area is more dense than native vegetation. vegetation.	¥	Tan and gray; light grays in the	Green, light olive, bright green,	Red-brown, dark brown, off-white,
Coarsely stippled to rough granular. Feathery, coarse and spiky in the foreground; becoming more soft and dense in the distance. Smooth and uniform. Cultivated vegetation in the rest area is more dense than native vegetation. vegetation.	COLC	background.	and tan.	brown, and gray.
granular. foreground; becoming more soft and dense in the distance. Cultivated vegetation in the rest area is more dense than native vegetation.		Coarsely stippled to rough	Feathery, coarse and spiky in the	Smooth and uniform.
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Cultivated vegetation in the rest area is more dense than native vegetation.			and dense in the distance.	
area is more dense than native vegetation.			Cultivated vegetation in the rest	
vegetation.	URE		area is more dense than native	
	TEXT		vegetation.	

	S	Section C. Proposed Activity Description	n
1	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
None None		None	Regularly spaced rectilinear structures.
None		None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
None None		None	Light to dark gray
None		None	Smooth, spiky
	Section D. Contrast H	Rating 🛛 🖂 SHORT TERM	⊠ LONG TERM

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Date(s): 7/16/17

]	FEAT	URE	S				
1. D	1.		LAND / WATER BODY				VEGETATION			STRUCTURES			
co	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
~	Form				\square				\boxtimes		\square		
ENT	Line				\boxtimes				\boxtimes			\boxtimes	
ILEM	Color				\square				\square			\boxtimes	
щ	Texture				\square				\boxtimes				

Comments from item 2:

KOP 17 is located at an eastbound rest area along I-10 east of Quartzsite and north of Hovatter Road. The KOP represents the views of eastbound I-10 travelers stopped at the rest area looking southwest at Segments i-03 and x-04, both of which would be located on BLM-administered lands designated VRM Class III. Segment i-03 would be on BLM-administered lands that are designated VRI Class III & IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone. Segment x-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality B and C, and high sensitivity, within the foreground-middleground distance zone. The view from KOP 17 is open and panoramic with views of rugged blue-gray mountains in the background. Viewers are looking at a rocky light tan and flat desert plain in the immediate foreground that appears coarse to stippled, and sparsely vegetated. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A subtle horizontal line is created where the desert plain meets the base of the mountains while the mountains create a jagged and undulating horizontal line at the skyline. A canal embankment in the foreground creates a strong horizontal gray line near the center of the view that breaks the vegetation in the immediate foreground from the more distant desert plain. The road in the rest area creates gray to light gray curvilinear lines. Other developments in the rest area are geometric structures and facilities; telephone poles, light poles, fence posts, and signs introduce short vertical lines. Trees and other vegetation in the rest area appear cultivated compared to native vegetation that is scraggly and less vigorous. I-10 and the associated movement of traffic is visible in breaks in the vegetation of the rest area development.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment i-03 of the Project would be in the foreground-middleground zone. The distance between KOP 17 and Segment i-03 would be about 0.3-mile, putting the segment in close proximity to viewers at the rest area.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the south-southwest of the rest area, which is located on the south side of I-10 where eastbound traffic on I-10 would be stopping.

(3) Length of Time the Project is in View. Approaching the KOP, eastbound travelers on I-10 are slowing to exit into the rest area, coming to a stop, and walking around the rest area. However, the Project would be visible along I-10 prior to approaching and after leaving the rest area, when viewers are traveling at 75 mph.

(4) Relative Size or Scale. Despite the spaciousness of the landscape, because the infrastructure would be in relatively close proximity to the KOP, the structures would appear relatively large in the landscape.

(5) Season of Use. I-10 is an interstate highway that is not expected to have seasonal variability in use.

(6) Light Conditions. Segment i-03 lies roughly on an east-west axis and viewers in the rest area would be looking south-southwest at the structures. In mornings, the structures and conductors to the southwest would be front lit and potentially reflective, while at sunset, the structures to the southwest would be back lit.

(7) Recovery Time. Because ground disturbance would not be expected to be visible from the rest area, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The infrastructure along Segment i-03 would be roughly paralleling I-10 and in front of distant scenic topography.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of the Segment i-03, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. Conductor sway in windy conditions may be detectable.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment i-03 would be clearly visible by viewers at the rest area, and the structures would be relatively close to the viewers.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-03 would be visible the rest area and from I-10 looking south. Because of the intervening vegetation and slight variations in topography, ground disturbance from access routes and at structure bases would either not be visible or minimally visible. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as fairly large, dark, slightly diagonal vertical lines evenly spaced along the horizontal line in the landscape. Conductors would be visible connecting the structures as gray undulating horizontal lines. The tall vertical lines of the transmission structures somewhat blend with other vertical short elements in the immediate foreground, including fence posts and telephone poles. Because of the relative size of the infrastructure, the Project would be a moderate addition, despite the vastness of the desert landscape as viewed from this KOP. While the existing DPV1 structures are in the landscape, they are not distinguishable from the KOP due to distance; therefore the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be between the tall vertical lines of the structures and the horizontal lines created by topography at the skyline and the CAP canal wall in the immediate foreground. While the project would have visible and noticeable vertical elements, the overall project would include regularly spaced structures along horizontal lines in the landscape, which would subtly repeat that horizontal line. However, because the landscape appears mostly natural and undistubed beyond and to the south of the rest area, the addition of the Project introduces development where there presently doesn't appear to be any. Because the Project appears as tall vertical lines along the strong horizontal line, the form, line, color and texture would contrast with most of the vegetation in the immediate foreground. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels I-10. The level of

change to the characteristic landscape would be moderate. For those who regularly travel this portion of the I-10 corridor, in terms of change from the existing environment, the Project would attract attention of the casual observer. Because of the distance between the observer at the KOP and the Project, and the limited opportunity for viewers to observe the Project in closer proximity, Class III objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segments i-03 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment i-03 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment i-03 would be travelers along I-10 and specific to this KOP, travelers stopping at the rest area. Sensitivity in the vicinity of these segments is rated moderate. Routine travelers along this portion of I-10 and those attracted to the scenic views of topography to the south may be sensitive to the change.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 17 - Interstate 10 Rest Area East - Segment x-04_

Section A. Project Information 4. Location: Township____ Range _____

Section _____

5. Location Sketch:

3. VRM Class: III

	Secti	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat wide desert valley floor	Rounded, inverted conical, and	Telephone, sign, and light poles are
	bisected by rest area facility;	wispy and wiry in the	vertical, thin and tall, and linear;
	faint, lumpy, jagged, angular	foreground; to rounded and	paved areas at rest area are curving,
	mountains in background.	dotted, becoming dense and	flat and bold. Rest area building is
L		continuous in the distance.	square and angular. Signs are small
FORM			squares.
	Weak horizontal line of valley	Vertical, diagonal and random	Telephone, sign, and light poles are
	with faint mountains at horizon;	lines in stems and branches of	thin, straight and vertical;
	faint, jagged horizontal line	taller shrubs in the foreground.	curvilinear lines associated with
	along mountain profile.		road surface and edges of sidewalks
			at rest area. Short straight lines on
LINE			rest area building.
×	Tan and gray; light grays in the	Green, light olive, bright green,	Red-brown, dark brown, off-white,
COLO	background.	and tan.	brown, and gray.
	Coarsely stippled to rough	Feathery, coarse and spiky in the	Smooth and uniform.
	granular.	foreground; becoming more soft	
		and dense in the distance.	
		Cultivated vegetation in the rest	
URE		area is more dense than native	
TEXT		vegetation.	
			1

	Section C. Proposed Activity Desc	ription
1. LAND/WATER	2. VEGETATION	3. STRUCTURES
None	None	Regularly spaced rectilinear structures.
None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
None None	None	Light to dark gray
None	None	Smooth, spiky
Section D. C	ontrast Rating 🛛 🖂 SHORT TERM	I I LONG TERM

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Date(s): 7/17/17

		FEATURES											
1.		LAND / WATER			VI	VEGETATION			STRUCTURES				
D	DEGREE		во	זעי									
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
ILEM	Color				\boxtimes				\boxtimes				\boxtimes
ш	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 17 is located at an eastbound rest area along I-10 east of Quartzsite and north of Hovatter Road. The KOP represents the views of eastbound I-10 travelers stopped at the rest area looking southwest at Segments i-03 and x-04, both of which would be located on BLM-administered lands designated VRM Class III. Segment i-03 would be on BLM-administered lands that are designated VRI Class III & IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone. Segment x-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality B and C, and high sensitivity, within the foreground-middleground distance zone. The view from KOP 17 is open and panoramic with views of rugged blue-gray mountains in the background. Viewers are looking at a rocky light tan and flat desert plain in the immediate foreground that appears coarse to stippled, and sparsely vegetated. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A subtle horizontal line is created where the desert plain meets the base of the mountains while the mountains create a jagged and undulating horizontal line at the skyline. A canal embankment in the foreground creates a strong horizontal gray line near the center of the view that breaks the vegetation in the immediate foreground from the more distant desert plain. The road in the rest area creates gray to light gray curvilinear lines. Other developments in the rest area are geometric structures and facilities; telephone poles, light poles, fence posts, and signs introduce short vertical lines. Trees and other vegetation in the rest area appear cultivated compared to native vegetation that is scraggly and less vigorous. I-10 and the associated movement of traffic is visible in breaks in the vegetation of the rest area development.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment x-04 of the Project would be in the foreground-middleground zone. The distance between KOP 17 and Segment x-04 would be about 4 miles.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the south-southwest of the rest area, which is located on the south side of I-10 where eastbound traffic on I-10 would be stopping.

(3) Length of Time the Project is in View. Approaching the KOP, eastbound travelers on I-10 are slowing to exit into the rest area, coming to a stop, and walking around the rest area. However, the Project would be visible along I-10 prior to approaching and after leaving the rest area, when viewers are traveling at 75 mph.

(4) Relative Size or Scale. The infrastructure would be in the open desert plain between the rest area and the distant mountains, making it a small and distant part of the large and spacious landscape.

(5) Season of Use. I-10 is an interstate highway that is not expected to have seasonal variability in use.

(6) Light Conditions. Segment x-04 lies roughly on an southeast-northwest axis and viewers in the rest area would be looking southsouthwest at the structures. In mornings, the structures and conductors to the southwest would be front lit and potentially reflective, while at sunset, the structures to the southwest would be back lit.

(7) Recovery Time. Because ground disturbance would not be expected to be visible from the rest area, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The infrastructure along Segment x-04 would be diagonaling to meet I-10 and in front of distant scenic topography.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of the Segment x-04, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. Conductor sway in windy conditions would not be detectable due to distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-04 would be faintly visible in the distance by viewers at the rest area.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-04 may be visible the rest area and from I-10 looking south. Because of the intervening vegetation and slight variations in topography, ground disturbance from access routes and at structure bases would either not be visible or minimally visible. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as small, dark, slightly diagonal vertical lines evenly spaced along the horizontal line in the landscape. Conductors may be visible under certain lighting conditions, connecting the structures as gray undulating horizontal lines. The short vertical lines of the transmission structures somewhat blend with other vertical short elements in the immediate foreground, including fence posts and telephone poles. Because of the relative size of the infrastructure, the Project would be a moderate to major addition, despite the vastness of the desert landscape as viewed from this KOP. While the existing DPV1 structures are in the landscape, they are not distinguishable from the KOP due to distance; therefore the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be between the vertical lines of the structures and the horizontal lines created by topography at the skyline and the CAP canal wall in the immediate foreground. While the project would have visible and noticeable vertical elements, the overall project would include regularly spaced structures along horizontal lines in the landscape, which would subtly repeat that horizontal line. However, because the landscape appears mostly natural and undisturbed beyond and to the south of the rest area, the addition of the Project introduces development where there presently doesn't appear to be any. Because the Project appears as vertical lines along the strong horizontal line, the form, line, color and texture would repeat the vertical lines of most of the

vegetation in the immediate foreground. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Overall the contrast with the surrounding environment is weak, which would continue for the viewer as long as the Project parallels I-10. The level of change to the characteristic landscape would be weak, due to the distance of the viewers from the Project. For those who regularly travel this portion of the I-10 corridor, in terms of change from the existing environment, the Project would attract attention of the casual observer, and because of the size and proximity of the structures to the viewers at the rest area, would not dominate the view. Because of the distance between the observer at the KOP and the Project, and the limited opportunity for viewers to observe the Project in closer proximity, Class III objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the Project along Segment x-04 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment x-04 would reduce the scenic quality of the unit, there would be no impact to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-04 would be travelers along I-10 and specific to this KOP, travelers stopping at the rest area. Sensitivity in the vicinity of these segments is rated moderate. Routine travelers along this portion of I-10 and those attracted to the scenic views of topography to the south may be sensitive to the change.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link____

Section A. Project Information 4. Location:

5. Location Sketch:

- 2. Key Observation Point: 18 Interstate 10 Westbound __i-03_
- 3. VRM Class: III

Township
Range
Section

Section B. Characteristic Landscape Desription									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	Flat, wide, open valley in the	Rounded, inverted conical, and	Power poles and light posts are tall,						
	foreground to middle ground	spikey in the foreground; to	thin; and vertical; road is long, flat,						
	with rugged, irregular, blocky,	rounded and dotted, becoming a	and linear; fence posts are short and						
	angular, chunky mountains in	low, dense vertical strip of	vertical; fence wires and power lines						
	the distant background. Open,	shrubs in the middle ground.	are horizontal, straight, and faint.						
-	square-shaped area of bare soil								
FORM	in immediate foreground.								
	Soft, broken curving lines in	Strong green horizontal line	Strong vertical repeated into the						
	variations of roadside gravels	where vegetetation is seen	distance topped with short, strong						
	and soils; flat horizontal line of	against background mountains;	horizontal; short, vertical road						
	valley floor broken by	short vertical lines of palm tree	marker posts and fence posts;						
	vegetation cover and power	trunks.	distinct, strong straight and curving						
	poles; irregular and broken		lines along edge of road pavement						
	jagged horizontal line of the		and road striping; faint undulating						
LINE	mountains at the skyline.		power lines.						
	Light tan, very light brown, and	Bright green; pale green, very	Dark brown power poles and fence						
	gray; mountains are shades of	light tan, and brown.	posts; light gray light posts; yellow						
	gray and gray-brown.		and white road marker posts; dark-						
R			and light-gray road surface; yellow						
COLC			and white road striping.						
	Finely stippled to almost	Coarse and spiky in the	Road is smooth and solid. Other						
URE	smooth.	foreground; becoming more	structures have no discernible						
TEXI		solid and dense in the distance	texture.						
	1								

	Section C. Proposed Activity Description									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
FORM	None	None	Regularly spaced rectilinear structures.							
IINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.							
COLOR	None	None	Light to dark gray							
TEXTURE	None	None	Smooth, spiky							
	Section D. Contra	st Rating SHORT TERM	⊠ LONG TERM							

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

7/1717

			FEATURES										
1.	FCDFF	LAND / WATER BODY				VEGETATION			STRUCTURES				
co	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\square		
LEM	Color				\boxtimes				\boxtimes			\boxtimes	
Щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 18 is located on westbound I-10 on the Vicksburg Road on-ramp and represents the views of westbound traffic on I-10 traveling at highway speeds. Viewers would be looking west at Segments i-03 and x-04 to the southwest, located on BLM-administered land designated VRM Class III. Segment i-03 would be on BLM-administered lands that are designated VRI Class III & IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone. Segment x-04 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and moderate and low sensitivity, within the foreground-middleground distance zone. From KOP 18 the view is open and panoramic. The flat desert plain rises slightly in the foreground. The desert in the immediate foreground is sparsely vegetated with lumpy dark green shrubs that become uniform in the distance. An indistinct horizontal line is visible in the landscape where the vegetation of the flat desert plain meets the mountains in the middleground. The distant mountains create a jagged horizontal line at the skyline. The divided highway is flat gray, with linear white and yellow lines, which creates an overall strong diagonal line in the landscape. The barbed wire fence alongside the highway is visible with a number of regularly spaced short vertical red fence posts and faintly visible wire strands. Numerous developments in the foreground introduce vertical lines, including a power line with monopoles that have irregularly repeated vertical lines, the conductors of which create horizontal lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable:

(1) Distance. Segment i-03 would be in the foreground-middleground zone, visible as near as approximately 0.9 mile away from the viewpoint and receding into the horizon in the center of the view. Segment i-03 would run parallel to I-10 for its entire extent. In the vicinity of KOP 18, it would be approximately 0.7 mile south of the interstate.

(2) Angle of Observation. Segment i-03 would be in a slightly superior position to KOP 18 from this distance, visible extending to the westnorthwest and into the more distant, mountain-backdropped horizon in the center of the view. The height of the structures would ensure that the structures would generally be superior to viewers from the interstate for its entire extent.

(3) Length of Time the Project is in View. Segment i-03 would remain in view of travelers on westbound I-10 for a relatively long duration, as it would parallel the interstate for approximately 20 miles.

(4) Relative Size or Scale. Segment i-03 structures would, due to the distance between the Project and KOP 18, appear similar in scale to other, nearby features. Some structures would be partially to fully obscured by intervening vegetation and objects in the foreground.
(5) Season of Use. I-10 accommodates relatively high traffic volume year-round and, as an interstate roadway, is not subject to marked seasonal variation. Given its proximity, visibility of Segment i-03 would likely be only slightly diminished during winter storms. The area is prone to dust storms which could somewhat reduce, but not eliminate, the visibility of this Project segment at certain times.

(6) Light Conditions. Segment i-03 extends in west-northwest direction, parallel to I-10. It is visible to the south and southwest from KOP 18 and generally to the south from other viewpoints elsewhere along I-10. Therefore, during morning hours, in views from the east, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny. In afternoon hours, some Segment structures in views from the west, would appear in similar conditions. In views to the south from the roadway, structures would appear backlit and dark.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 18. Given typical interstate speeds, the level viewing angle toward structure bases, and the separation between the interstate and Segment i-03, any revegetation of disturbance would not likely be discernable from this distance.

(8) Spatial Relationships. The open and panoramic view toward Segment i-03 from KOP 18 is partially framed to southwest by dark brown rugged mountains in the middleground and background, with an open horizon visible to the west, in the right portion of the view. Segment i-03 would appear to extend across the view from the left, away from KOP 18 as it progresses westward. The closest structures, and some of the more distant ones, would appear above the middleground mountains or the valley floor to appear as relatively minor skyline features. Those further away would be partially obscured by vegetation or absorbed into the mountain backdrop.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would somewhat reduce visibility of the more distant Segment i-03 structures, but not substantially, particularly where the structures would be closest to I-10.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could be detectable from KOP 18 at the segment's most proximate locations. During operations, conductor sway in windy conditions could be detectable from KOP 18 but would not likely be visible from other, more distant locations along I-10.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures of Segment i-03 most proximate to KOP 18, as well as some structures further away in the middle of the view from KOP 18, would appear as minor skyline features, extending above the desert floor and distant mountains, but not to an extent that would substantially disrupt any desert vista or mountain view; such views are encroached upon by intervening structures and foreground vegetation in existing views.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-03 could be visible in intermittent views from I-10. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would likely not be visible. Motion could attract attention from this distance. Because of proximity and the inferior viewer position relative to the structures, construction or repair activities and equipment operation would be visible from this location.

Operations: The Project would be visible across the left half of the view as a collection of comparatively dark gray, vertical, geometric shapes, set back from but aligned with I-10 and extending into the horizon in the center of the view. The nearest visible structure in this view would be approximately 0.9 mile away from KOP 18, and, in views from elsewhere along I-10, Segment i-03 would be approximately 0.7 mile south of the interstate. In areas south of the KOP, project structures would appear against a clear sky backdrop and define a relatively low skyline. Structures would also appear slightly above more distant mountain skylines in longer views to the west. In other views,

structures would appear against dark brown rugged mountains and would be partially to fully absorbed into the background. Where not backdropped, Segment i-03 conductors would be visible. Views toward Segment i-03 would be intermittent as viewers travel along I-10; roadside vegetation, signage, and other structures would obscure views toward the Project at various points in this vicinity, though such intervention would likely be momentary given typical interstate speeds.

Most Project structures would be guyed V lattice structures in this location. Their color and relatively small size from the distance of KOP 18 and their generally even distribution across half of the view would relate in form to the numerous vertical elements in the foreground, including fenceposts and distribution poles. The undulating conductors visible along the most proximate portion of the segment would relate to the irregular skyline in the distant background, as well as the utility lines visible in the near foreground. The linear path of Segment i-03 would reinforce that of the interstate, though it would appear outside of the roadway corridor.

Overall, the contrast with the surrounding environment is weak. Segment i-03 would be mostly absorbed into the mountain backdrop, but would be visible defining the skyline in its most proximate location and visible extending above the distant mountain skyline in the center of the view. New structures and conductors would not be dominant features in the view, which currently includes enough disparate elements for the existing visual character to not be substantially altered by the Project in views from this portion of I-10. VRM Class III management objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segment i-03 would add cultural modifications reducing slightly the scenic quality score for the unit; however, the unit is already rated Scenic Quality C, and the distance between the segment and I-10, along with the intermittent visibility of the modifications, would not substantiate a reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment i-03 would be travelers on I-10. Travelers along this portion of I-10 are likely desensitized to development within and adjacent to the roadway corridor, and effects from Segment i-03, which would appear from this distance to generally parallel I-10, would not be likely to be substantial.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

Section B. Characteristic Landscape Desription

4. Location:

2. Key Observation Point: 18 - Interstate 10 - Westbound

__Segment x-04_

Range _____

5. Location Sketch:

3. VRM Class: III

Township____ Section _____

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide, open valley in the	Rounded, inverted conical, and	Power poles and light posts are tall,
	foreground to middle ground	spikey in the foreground; to	thin; and vertical; road is long, flat,
	with rugged, irregular, blocky,	rounded and dotted, becoming a	and linear; fence posts are short and
	angular, chunky mountains in	low, dense vertical strip of	vertical; fence wires and power lines
	the distant background. Open,	shrubs in the middle ground.	are horizontal, straight, and faint.
Ł	square-shaped area of bare soil		
FORM	in immediate foreground.		
	Soft, broken curving lines in	Strong green horizontal line	Strong vertical repeated into the
	variations of roadside gravels	where vegetetation is seen	distance topped with short, strong
	and soils; flat horizontal line of	against background mountains;	horizontal; short, vertical road
	valley floor broken by	short vertical lines of palm tree	marker posts and fence posts;
	vegetation cover and power	trunks.	distinct, strong straight and curving
	poles; irregular and broken		lines along edge of road pavement
	jagged horizontal line of the		and road striping; faint undulating
LINE	mountains at the skyline.		power lines.
	Light tan, very light brown, and	Bright green; pale green, very	Dark brown power poles and fence
	gray; mountains are shades of	light tan, and brown.	posts; light gray light posts; yellow
	gray and gray-brown.		and white road marker posts; dark-
OR			and light-gray road surface; yellow
COLO			and white road striping.
	Finely stippled to almost	Coarse and spiky in the	Road is smooth and solid. Other
TURE	smooth.	foreground; becoming more	structures have no discernible
TEX		solid and dense in the distance	texture.
	I	I	

1. LAND/WATE	3 2. VF	EGETATION 3. STRUCTURES
None	None	Distantly visible regularly spaced rectilinear structures.
None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
None	None	Light to dark gray
None	None	Smooth, spiky
Section	D. Contrast Rating	SHORT TERM I LONG TERM
s project design meet visu ⊠ Yes □ No in on reverse side)	al resource management of	ojectives?

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

7/19/17

FEATURES													
1.		LAND / WATER BODY				VEGETATION			STRUCTURES				
D	EGREE		DC										
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
S	Form				\boxtimes				\boxtimes		\square		
ENT	Line				\boxtimes				\boxtimes		\boxtimes		
ILEMI	Color				\square				\square			\square	
щ	Texture				\boxtimes				\boxtimes			\square	

Comments from item 2:

KOP 18 is located on westbound I-10 on the Vicksburg Road on-ramp and represents the views of westbound traffic on I-10 traveling at highway speeds. Viewers would be looking west at Segments i-03 and x-04 to the southwest, located on BLM-administered land designated VRM Class III. Segment i-03 would be on BLM-administered lands that are designated VRI Class III & IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone. Segment x-04 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and moderate and low sensitivity, within the foreground-middleground distance zone. From KOP 18 the view is open and panoramic. The flat desert plain rises slightly in the foreground. The desert in the immediate foreground is sparsely vegetated with lumpy dark green shrubs that become uniform in the distance. An indistinct horizontal line is visible in the landscape where the vegetation of the flat desert plain meets the mountains in the middleground. The distant mountains create a jagged horizontal line at the skyline. The divided highway is flat gray, with linear white and yellow lines, which creates an overall strong diagonal line in the landscape. The barbed wire fence alongside the highway is visible with a number of regularly spaced short vertical red fence posts and faintly visible wire strands. Numerous developments in the foreground introduce vertical lines, including a power line with monopoles that have irregularly repeated vertical lines, the conductors of which create horizontal lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment x-04 would be in the foreground-middleground zone, visible as near as approximately 2.5 miles away from the viewpoint and receding into the horizon in the center of the view. Segment x-04 would gradually move closer to I-10 as it progresses to the northwest. In the vicinity of KOP 18, it would be between approximately 2 and 2.5 miles south of the interstate.

(2) Angle of Observation. Segment x-04 would be in a level position to KOP 18 from this distance, visible extending to the northwest and into the more distant, mountain-backdropped horizon in the center of the view. The height of the structures would ensure that the structures would generally be superior to viewers from the interstate for its entire extent.

(3) Length of Time the Project is in View. Segment x-04 would remain in view of travelers on westbound I-10 for a relatively long duration. Over the course of its approximately 22-mile length, Segment x-04 would gradually move closer to I-10.

(4) Relative Size or Scale. Segment x-04 structures would, due to the distance between the Project and KOP 18, appear smaller in scale to other, nearby features. Some structures would be partially to fully obscured by intervening vegetation and objects in the foreground.
(5) Season of Use. I-10 accommodates relatively high traffic volume year-round and, as an interstate roadway, is not subject to marked seasonal variation. Given the distance between the interstate and Project, visibility of Segment x-04 would likely be diminished during winter storms. The area is prone to dust storms which could reduce, or even eliminate, the visibility of this Project segment at certain times.
(6) Light Conditions. Segment x-04 extends in a northwest direction, approaching I-10 as it progresses. It is visible to the south and southwest from KOP 18 and generally to the south from other viewpoints elsewhere along I-10. Therefore, during morning hours, in views from the east, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny. In afternoon hours, some structures in views from the west, would appear in similar conditions. In views to the south from the roadway, structures would predominantly appear backlit and dark.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 18. Given typical interstate speeds, the level viewing angle toward structure bases, and the separation between the interstate and Segment x-04, any revegetation of disturbance would not likely be discernable from this distance.

(8) Spatial Relationships. The open and panoramic view toward Segment x-04 from KOP 18 is partially framed to southwest by dark brown rugged mountains in the middleground and background, with an open horizon visible to the west, in the right portion of the view. Segment x-04 would appear to extend across the view from the left, away from KOP 18 as it progresses westward. The closest structures, and some of the more distant ones, would appear above the middleground mountains or the valley floor to appear as relatively minor skyline features. Those further away would be partially obscured by vegetation or absorbed into the mountain backdrop.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would somewhat reduce visibility of the more distant Segment x-04 structures, but not substantially, particularly where the structures would be closest to I-10.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would likely not be detectable from KOP 18. During operations, conductor sway in windy conditions would likely not be detectable from KOP 18 or other locations along I-10 except for the more proximate ones to the west.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures of Segment x-04 most proximate to KOP 18 would appear as minor skyline features, extending above the desert floor, but not to an extent that would substantially disrupt any desert vista. Similarly, structures visible in front of the distant mountain backdrop would not be discernable enough to disrupt the desert plain or mountain views.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-04 could be visible in distant, intermittent views from I-10. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would not be visible. Motion would not likely attract attention from this distance, and construction or repair activities and equipment operation would be barely detectable from this location.

Operations: The Project would be slightly detectable across the left half of the view as a collection of small, comparatively dark gray, vertical, geometric shapes, set back from but aligned with I-10 and extending into the horizon in the center of the view. The nearest discernable structure in this view would be approximately 2.5 miles away from KOP 18, and, in views from elsewhere along I-10, Segment x-04 would appear gradually closer to the interstate. In areas south of the KOP, project structures would appear low in the horizon against a clear sky backdrop only intermittently visible above or beyond intervening vegetation, signage, or other structures. Where backdropped by the distant mountains, structures would appear partially to fully absorbed into the dark brown rugged background.

All Project structures would be guyed V lattice structures in this location. While structure forms and color would relate to closer vertical elements in the foreground, including fenceposts and distribution poles, the scale of structures in views from KOP 18 would diminish any strong similarities apparent in views. The barely detectable undulating conductors visible along the most proximate portion of the segment would relate to the irregular skyline in the distant background, as well as the utility lines visible in the near foreground. The faint linear path of Segment x-04 would reinforce that of the interstate, though it would appear outside of the roadway corridor.

Overall, the contrast with the surrounding environment is weak. Segment x-04 would be mostly absorbed into the mountain backdrop, but would be partially visible, low in the horizon, within the skyline in its most proximate location. New structures and conductors would not be dominant features in the view, which currently includes enough disparate elements for the existing visual character to not be substantially altered by the Project in views from this portion of I-10. VRM Class III management objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the Project along Segment x-04 would add cultural modifications reducing slightly the scenic quality of the unit; however, the unit is already rated Scenic Quality C, and the distance between the segment and I-10, along with the intermittent visibility of the modifications, would not substantiate a reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-04 would be travelers on I-10. Travelers along this portion of I-10 are likely desensitized to development within and adjacent to the roadway corridor, and effects from Segment x-04, which would appear from this distance to only gradually get closer to I-10, would not be likely to be substantial.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

Township____

Range _____

Section ____

2. Key Observation Point: 19 - Brenda RV Park

5. Location Sketch:

__Segment in-01_

3. VRM Class: III

Section B. Characteristic Landscape Desription									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	Flat open valley in the	Clumped rounded and wispy	Buildings and RVs are low and						
	foreground to middle ground	native vegetation in the	rectangular with smaller rectangular						
	vith rugged, irregular, blocky, foreground, becoming more		doors; gravel RV parking area is flat						
	angular, chunky mountains in	dense and continuous strip of	and square shaped.						
	the background. Narrow, linear	vegetation cover with distance							
	strip of gravels in the	from KOP. Trees and cactus							
	foreground. Open, square-	plants have short, thin, vertical							
	shaped block of gravels at RV	form. Cultivated palm trees and							
	park.	other vegetation in the RV park							
I		is vertical with spherical shapes							
FORM		on top.							
	Irregular and broken jagged	Strong but diffused horizontal	Distinct, sharp vertical, horizontal						
	horizontal line of the mountains	green line where different	and diagonal lines along edges of						
	at the skyline. Strong diagonal	vegetation cover is viewed	buildings and RVs.						
	and straight line alone edges of	against background mountains.							
	gravel strip.	Thin vertical and diagonal stems							
		in shrubs closest to foreground.							
		Short, vertical lines from cactus							
LINE		plants.							
	Tan and light brown exposed RV	Dark green, yellow-green, and	Light gray, white and light-brown						
	parking gravel area in the	green.	buildings and RVs; gravel RV						
	foreground; dark-brown and		parking area is tan and light brown.						
	gray gravels; mountains in								
R	background are shades of dark								
COLC	and light gray.								
	Coarsely stippled and even in	Coarse and uneven in	Buildings and RVs appear smooth						
URE	foreground to middleground; no	foreground; stippled and more	and solid. Gravel RV parking area is						
TEXT	texture in the background.	uniform in middle ground.	coarsely stippled and even.						
		potion C. Pronosod Activity Description							

	None		None	Rectilinear forms faintly visible
				along the horizon; would be
M				prominent in views from road to
FORI				Brenda
	None		None	Faint short vertical and geometric
				lines, and undulating curvilinear
LINE				lines of conductors
LOR	None	-	None	Light to dark gray
CO				
TURE	None		None	Smooth, spiky
X				
TEX				
2 Daas	nnois at dasign	Section D. Contrast I	Rating 🛛 SHORT TERM	⊠ LONG TERM
2. Does	project design ⊠ Y	Section D. Contrast I meet visual resource r es \[] No	Rating SHORT TERM nanagement objectives?	⊠ LONG TERM
2. Does (Explain	project design ⊠ Y n on reverse sic	Section D. Contrast I meet visual resource r es [No le)	Rating SHORT TERM	⊠ LONG TERM
2. Does (Explain 3. Additi	project design ⊠ Y n on reverse sic ional mitigating	Section D. Contrast I meet visual resource r es D No le) measures recommended?	Rating SHORT TERM management objectives?	⊠ LONG TERM
2. Does (Explain 3. Additi	project design ⊠ Y n on reverse sic ional mitigating	Section D. Contrast I meet visual resource r es ☐ No le) measures recommended? es ⊠ No	Rating SHORT TERM management objectives?	⊠ LONG TERM
2. Does (Explain 3. Additi	project design ⊠ Y n on reverse sic ional mitigating □ Y	Section D. Contrast I meet visual resource r es D No le) measures recommended? es No	Rating SHORT TERM nanagement objectives?	⊠ LONG TERM
2. Does (Explain 3. Additi	project design Y n on reverse sic ional mitigating Y ors' Name(s): Machelle Davi	Section D. Contrast I meet visual resource r es □ No de) measures recommended? es ⊠ No	Rating SHORT TERM management objectives?	LONG TERM
2. Does (Explain 3. Additi Evaluato	project design Y n on reverse sic ional mitigating D Y ors' Name(s): Machelle Davi Josh Hohn	Section D. Contrast I meet visual resource r es □ No le) measures recommended? es ⊠ No	Rating SHORT TERM management objectives?	⊠ LONG TERM

		FEATURES											
1. DEGREE		LAND / WATER BODY				V	VEGETATION			STRUCTURES			
СО	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
TEM	Color				\boxtimes				\boxtimes			\boxtimes	
Щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 19 is located on private land within an RV park in Brenda, Arizona. The KOP represents the views of RV park residents and visitors looking south at Segments in-01 and i-04, which are both on BLM-administered lands. Segment in-01 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment i-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality B and C, and high sensitivity, within the foreground-middleground distance zone. The view from KOP 19 consists of views of a gently rising desert plain in front of enclosing rugged blue-gray mountains in middleground and background. The exposed earth in the immediate foreground is light gray-tan and rocky to stippled. Vegetation is shades of yellow-green, dark green, gray-green, and light gold; mostly clumped and wispy but punctuated by occasional cylindrical saguaros; and becomes uniform and indistinct with distance. An indistinct horizontal line is created by vegetation where the desert plain meets the base of the mountains. The mountains create a jagged and undulating horizontal line at the skyline. The two-track dirt road creates gently curvilinear gray-tan banding in the scene. The edge of the RV development is visible with light colored rectangular buildings and RVs. Cultivated vegetation in the RV park, including palm trees, contrast with the low shrubby native vegetation.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment in-01 would be in the foreground-middleground zone visible between approximately 1.3 and 3.3 miles away (looking south to southwest).

(2) Angle of Observation. Segment in-01 would be generally level with KOP 19 and other points within the Brenda RV Park and its vicinity. (3) Length of Time the Project is in View. Segment in-01 would be barely visible in intermittent views from KOP 19 and Brenda in general, where more proximate vegetation and structures don't intervene.

(4) Relative Size or Scale. Given the distance between Segment in-01 and KOP 19, structures would appear smaller than other view features, including nearby vegetation.

(5) Season of Use. Brenda RV parks are open year-round and host some permanent residents. Occupancy and associated recreational activities (mainly OHV use) is likely highest in winter due to high spring, summer, and fall temperatures.

(6) Light Conditions. Segment in-01 extends in an east-southeast to west-northwest direction in the area visible from KOP 19. In views from the north, structures and conductors would appear backlit and dark, though in early morning or late afternoon light, east- and west-facing sides of structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 19 or other viewpoints within or near Brenda.

(8) Spatial Relationships. The view is enclosed along its horizon by the rugged, mountain skyline. A few Project structures would appear above low points on the horizon, but would not appear as a more dominant component of the view than the mountain backdrop.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur, reducing and possibly eliminating visibility of Segment in-04 in views from KOP 19.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would likely not be visible or attract attention. During operations, conductor sway in windy conditions would not likely be detectable from KOP 19.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment in-01 would be visible to viewers at KOP 19 and from other RV parks in Brenda, detectable from a distance across the desert floor. Multiple structures would appear slightly above the distant mountain skyline, but would not substantially alter mountain views. Similarly, given the distance between the KOP and Brenda in general, as well as the intervening vegetation and structures, Segment in-01 would not substantially affect desert vistas.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment in-04 would likely not be noticeable from KOP 19 and other locations throughout Brenda. Motion is not likely to attract attention from this distance. Despite the level viewer position, construction or repair activities and equipment operation would not likely be visible from this distance.

Operations: Segment in-01 structures would be intermittently visible as a series of relatively short, dark, vertical lines, evenly spaced across the majority of the view. Where not obscured by intervening vegetation, structures would be detectable against a blue-gray mountain backdrop that encloses the majority of the view. In limited instances, the tops of structures would breach the mountain skyline, appearing to extend slightly above the jagged, dark form in the background of the view. Conductors would not be discernable from this distance.

Segment in-01 structures would be visible as gray, small, rectilinear, and geometric lattice forms. The series of structures visible from Brenda would include tangent, guyed V, and dead-end lattice style structures, though any difference in type would be difficult to discern from this distance. As a repeating form, they would stand in contrast with the surrounding topography but would relate to the vegetation throughout the portion of the desert in views to the south from Brenda. While the distant mountains are the view's dominant feature, the scattered vertical forms of vegetation throughout the foreground constitute the view's most frequently visible component, and would serve to absorb the more distant, and smaller-in-scale, transmission structures.

Overall, the contrast with the surrounding environment is weak. Segment in-01 would be visible from KOP 19 and in unimpeded views from Brenda, but not as a major component of the view. Some of the vertical forms would be visible but would, from this distance, be difficult to discern from the similar vertical forms of vegetation throughout the area. As conductors would not be noticeable from this distance, no contrast related to the segment's linear elements would be notable. The color of the structures would be mostly absorbed into the mountain backdrop, with the exception of the relatively small portions of the tops that would appear to extend above the mountain skyline. In closer

views, the segment would be seen in combination with the I-10 corridor, a relatively dominant linear built feature. VRM Class III management objectives would be met.

VRI Analysis:

Scenic Quality – The scenic quality in views from KOP 19 and its vicinity is defined by distant mountain views, regionally unique vegetation, and relatively sparse development in views beyond populated areas. Limited, intermittent visibility of distant Segment in-01 structures would not substantially change the scenic quality of the area; however, the addition of such elements in views would appear to expand the depth of the area within the view containing development.

Sensitivity – Sensitive viewers in Brenda would primarily be temporary or permanent residents at any of the nearby RV parks. Segment in-01 would have a long-term effect on views from residential areas to the extent that it is visible, which it would generally be only in faint, distant views. Residential viewers may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/13/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West

4. Location:

Link_

2. Key Observation Point: 20-NNW, Gold Nugget Road

Township____ Range _____ Section _____

3. VRM Class: III

Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Gently rolling to nearly flat,	Rounded, inverted conical, and	Dotted, very small rectangular-
	wide desert valley floor; open	wispy and sparse in the	shaped forms of distant buildings.
	exposed elliptical playa-like	foreground; becoming more	
	area in immediate foreground;	dense, clumped, and regular in	
	lumpy, jagged, angular, rocky	the middleground, forming	
	mountains in middleground and	wide continuous strip at the	
	background. Distinct triangular	horizon and along base of	
ų	form in low mountain in the	mountains.	
FORM	middleground.		
	Diffused and broken line along	Short, irregular broken vertical	No discernible lines.
	edge of playa-like area; broken,	and diagonal lines in stems and	
	jagged horizontal line along	branches of sparse shrubs; faint,	
	ridges and mountain profile.	thin vertical lines along edges	
		of upright vegetation plants on	
		low hill. Broken, diffused	
		horizontal line with soft edges	
TINE		at base of mountains.	
	Very light-brown, off-white,	Green, bright green, and tan.	White.
	light tan; dark brown, brown		
ЯC	and tan in the background		
COLO	mountains.		
	Medium granular stoney areas;	Coarse and wispy in the	Smooth.
	smooth to very finely stippled	foreground; becoming more	
TURE	playa-like area; mountains are	clumped and dense in the	
TEXI	rough and coarse.		

Section A. Project Information 5. Location Sketch:

			Section C. Proposed Activity Description	on
		1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	FORM	None	None	Regularly spaced rectilinear structures.
-	LINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
	COLOR	None	None	Light to dark grays
	TEXTURE	None	None	Smooth, spiky
		Section D. Contras	t Rating SHORT TERM	⊠ LONG TERM
. Doe Expla	es pro ain or	oject design meet visual resource □ Yes ⊠ No n reverse side)	e management objectives?	
Addi	itiona	l mitigating measures recommende	d?	
		🛛 Yes 🗌 No		
valua	tors'	Name(s):	Date(s):	
	М	achelle Davis & Josh Hohn	July 21, 2017	

		FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER			VEGETATION				STRUCTURES				
		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form				\boxtimes				\boxtimes		\boxtimes		
	Line				\boxtimes				\boxtimes		\boxtimes		
	Color				\boxtimes				\boxtimes		\square		
	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 20 is located east of Quartzsite along Gold Nugget Road south of I-10 on BLM-administered land designated VRM Class III. The area is used for dispersed camping and other recreational uses, and therefore represents the views of recreationists in the area that would be looking north-northwest at Segment in-01 and south-southeast at Segment i-04, which are both on BLM-administered lands designated VRM Classes III. Segment in-01 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment i-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment i-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality B and C, and high sensitivity, within the foreground-middleground distance zone. The view from KOP 20 looking north-northwest is somewhat enclosed to the east by rocky low hills and mountains. There are dark brown rocky hills and mountains in the foreground-middleground, with faint distant views of blue-gray mountains in the distant background. There is an open, light gray and relatively flat and smooth, largely unvegetated area in the foreground surrounded by sparse clumped wispy vegetation. Green, yellow-green, and gray-green vegetation becomes lumpy to uniform with distance. The mountains form a rough and jagged horizontal line at the skyline, while the flat unvegetated plain and vegetation band in the foreground create distinct flat horizontal lines. A few isolated saguaros create short vertical lines. Development visible included a few white structures in the foreground-middleground that appear as white dots. Overall, the scene is very natural and only minimally impacted by development, but may appear more developed and disturbed with the presence of RVs when used for dispersed camping.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable:

(1) Distance. Segment in-01 of the Project would be in the foreground-middleground zone. The distance between KOP 20 and this segment (approximately 0.7 mi. in the center of the view) allows for visibility of the Project.

(2) Angle of Observation. As observers approach the Project, their angle of observation would increasingly become inferior. From the vantage point of the KOP, which is at a higher elevation than the bases of the Project, approximately the same elevation as the ground elevation at the Project, the view is generally level, and the Project transmission facilities would be viewed as comparatively large overhead components in the landscape.

(3) Length of Time the Project is in View. The Project would be in the view of recreationists (spaces for RV camping are nearby) who would have sustained views of the Project when looking north-northwest.

(4) Relative Size or Scale. From KOP 20, the Project, which would appear beyond and generally parallel to the interstate corridor, would appear larger in scale than any other built structure. All structures would appear larger in scale or smaller in scale from corresponding locations in the vicinity of the KOP, including points along Gold Nugget Road. Thus, contrast with regard to relative size or scale would be moderate.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would reduce the visibility of the Project.

(6) Light Conditions. Segment in-01 lies on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be well lit in views to the north.

(7) Recovery Time. Given the superior viewing angle from the viewpoint to the bases of structures, some ground disturbance at the base of Segment in-01 structures could be visible to viewers within portions of the dispersed RV camping location near Gold Nugget Road. From lower locations, and from locations along Gold Nugget Road, ground disturbance may not be detectable. Vegetation removal for new structures would be conspicuous where visible. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the north is enclosed, framed by the hills and mountains in the foreground and middleground visible across much of the view. Segment in-01 would appear to span the area between the hills that enclose the view.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From the dispersed RV camping area near Gold Nugget Road, hazy conditions could reduce slightly the visibility of Segment in-01.
(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment in-01 would be noticeable in northward views from this part of Gold Nugget Road. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases could be detectable, given the difference in elevation between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Segment in-01 would appear just beyond and parallel to the detectable but not conspicuous I-10 corridor. Project structures would be visible in areas where no such similar structures exist and would consitute a strong degree of contrast between the Project and the surrounding natural environment, given the interstate's subordinate position in the view. The

Project would also include elements of structural contrast, as a variety of lattice structure types is proposed for this portion of the project. Guyed V, tangent, and dead-end structures would be included as part of Segment in-01. The Project's undulating conductors, which would be detectable from the KOP and from points along Gold Nugget Road closer to the Project, would relate somewhat to the variations in topography that contribute to the enclosed character of the view.

During routine operation of the Project, the addition of the transmission line in the view would introduce the visible presence of structures unique to views from KOP 20 and its vicinity. Project structures would appear as new forms, and collectively as a linear band across the view which would reinforce the transportation corridor. The gray colors and smooth textures would be partially absorbed by the mountain backdrop, but the Project would be noticeable in views. As such, contrast with existing conditions would be moderate.

Because the contrast with existing conditions would be moderate, VRM Class III objectives would be met. Segment in-01 structures would appear generally aligned the interstate corridor already detectable in views to the north from KOP 20, approximately 0.3 mi. away. While visible in front of the mountain backdrop, they would not substantially encroach upon the mountain skyline in views from KOP 20.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment in-01 would be visible to viewers at KOP 20 and its vicinity. Structures would be visible, appearing in front of and within the hills and mountains visible in the foreground and middleground across the entire view.

VRI Analysis:

Scenic Quality – Addition of the TWL project Along Segment in-01 would add cultural modifications reducing the scenic quality score for the unit; however, in the portions of the unit already rated Scenic Quality C there would be no impact to the scenic quality rating. For portions of the unit rated B, because of the size of the unit, no overall reduction in scenic quality rating would be expected.

Sensitivity - Viewers looking northward toward the interstate from within the dispersed RV camping location and at other points along Gold Nugget Road, who would likely primarily be recreationists, would have moderate sensitivities.

Additional Mitigating Measures (See item 3)

Because of proximity of infrastructure to I-10 viewers and mountainous background, color treat the structures to better blend with the background. Minimize disturbance at bases and access-related disturbance.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

4. Location:

2. Key Observation Point: 20-SSE - Gold Nugget Road

Township____ Range _____ Section _____

5. Location Sketch:

3. VRM Class: III

Section B. Characteristic Landscape Desription										
1. LAND/WATER 2. VEGETATION 3. STRUCTURES										
	Low, gently rolling hills in	Rounded, inverse conical, and	No structures visible in the							
	foreground; lumpy, jagged,	wispy in the foreground;	landscape.							
	angular, rocky mountains in	becoming more dense, clumped,								
	middleground and background.	and regular in the middleground,								
		forming wide continuous strip at								
		top of low hill in foreground.								
V		Small rounded shurbs on								
FORM		mountains.								
	Soft but distinct curving lines	Short vertical lines along edges	No structures visible in the							
	following low rolling hills and	of upright vegetation plants.	landscape.							
	topography; broken, jagged	Broken, irregular horizontal line								
	horizontal line along mountain	across top of vegetation against								
	profile.	backdrop of mountains. Very								
		short, multi-directional lines in								
		stems and branches of larger								
LINE		shrubs.								
	Tan and light brown, with some	Green and pale green.	No structures visible in the							
	dark-brown and gray brown in		landscape.							
	the middleground and									
	background. Gray curvilinear									
¥	banding in foreground from off-									
COLO	road travel.									
	Finely stippled to medium	Coarse and wispy in the	No structures visible in the							
URE	granular; distant mountains are	foreground; becoming more soft	landscape.							
TEXT	rough and coarse.	and dense in the distance.	-							

1. LAND/V	VATER	2. VEGETATION	3. STRUCTURES
Blading at the b	base of Non	e	Tall, angular, geometric forms
structures would	d appear flat		would be prominently visible
Cleared areas at	t the bases of None	e	Conductors would be visible as
structures would	d create		dominant linear component
horizontal and d	liagonal lines		expanding across foreground
The color of the	e newly exposed None	e	Light and dark grays
earth would be	somewhat		
ighter or darke	r than		
surroundings			
Smoother where	e cleared at Non	e	Smooth, spiky
structure bases	and along		
access routes			
	ation D. Contrast Dating	SHORT TERM	⊠ LONG TERM

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 21, 2017

		FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form			\boxtimes					\boxtimes	\boxtimes			
ENTS	Line			\boxtimes					\boxtimes	\boxtimes			
TEM	Color			\boxtimes					\boxtimes		\square		
Э	Texture			\boxtimes					\boxtimes		\square		
Comments from item 2:

KOP 20 is located east of Quartzsite along Gold Nugget Road south of I-10 on BLM-administered land designated VRM Class III. The area is used for dispersed camping and other recreational uses, and therefore represents the views of recreationists in the area that would be looking north-northwest at Segment in-01 and south-southeast at Segment i-04, which are both on BLM-administered lands designated VRM Classes III. Segment in-01 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment i-04 would be on BLM-administered lands that are designated VRI Class II and III, comprised of scenic quality B and C, and high sensitivity, within the foreground-middleground, with distant views of rugged dark mountains. There are dark brown rocky hills and mountains in the foreground-middleground, with distant views of rugged dark mountains in the middleground to background. The immediate foreground consists of rolling and undulating rocky to pebbly light tan to gray desert with sparse clumped wispy vegetation and punctuated by occasional saguaros. Green, yellow-green, and gray-green vegetation becomes lumpy to uniform with distance. The mountains form a rough and jagged horizontal line at the skyline. The exposed earth and vegetation band in the foreground create subtle horizontal lines at the base of the mountains. Evidence of off-road travel creates curvilinear lines in the exposed earth. Aside from evidence of off-road travel, no development is visible.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment i-04 would be in the foreground-middleground zone. The distance between KOP 20 and Segment i-04, the nearest structure of which would be within 0.1 mi. of the KOP, allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 20 is approximately the same as the elevation at the base of the nearest structure. Elevations along the segment are higher than the KOP to the east and lower to the west. This means that the angle of observation would be inferior in the left portion of the view toward Segment i-04 from KOP 20, level in the center of the view, and slightly superior along the right edge of the view.

(3) Length of Time the Project is in View. The Project would be in the view of recreationists (spaces for RV camping are nearby) who would have sustained views of the Project when looking south-southeast.

(4) Relative Size or Scale. From KOP 20, the Project, which would appear across the view and pass within 0.1 mi. of the KOP, would appear large in scale. No other built features are evident in the existing view. Thus, contrast with regard to relative size or scale would be strong.(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms; however, given the proximity of the Project to the KOP, any such storms would likely have little effect on the visibility of the Project.

(6) Light Conditions. Segment i-04 lies on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be back lit and relatively dark in views to the south.

(7) Recovery Time. Given the proximity of the Project to the viewpoint, and the presence of both superior and inferior viewing angles from this location, removal of vegetation and other work at structure bases and for access construction would likely be conspicuous. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the south-southeast features jagged, striated landforms across the entire view. Segment i-04 would extend across the view, appearing in front of and above the rugged mountains.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Given the proximity of the Project to the KOP, hazy conditions would not likely reduce the visibility of Segment i-04.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention. During operations, any conductor sway in windy conditions would likely be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-04 would be noticeable in views from KOP 20 and its vicinity. Motion, dust, and activity would attract attention. Ground disturbance from access routes and at structure bases would likely be detectable, given the distance between the KOP and the Project and the inferior and superior views from the KOP and surrounding area. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: With no prominently visible structures in views to the south from KOP 20, the Project would represent a substantial change. Both tangent and guyed V lattice-style structures would be visible, and all structures would appear in front of the layered landscape of jagged hills and mountains. Segment i-04 would be visible wrapping around a small mountain to the east and crossing the area visible in the view to the west. Conductors would appear as prominent, relatively long, curvilinear features in the view.

During routine operation of the Project, the addition of the transmission line in the view would introduce transmission infrastructure to the view, which, from the vantage point of KOP 20, would result in a strong contrast. Project structures would appear as new vertical forms, relating only somewhat to the peaky crags observable in certain locations in the nearby hills and mountains. The conductor would become co-dominant with the mountain skyline as a linear element in the view; however, the apparent distance of spans between structures from KOP 20 and its immediate surroundings would result in an undulating pattern only partially detectable in the surrounding land forms. The gray colors and smooth textures would contrast with the dark brown colors and complex textures.

Segment i-04 would be considered a major modification to views to the south from KOP 20 and VRM Class III objectives would not be met. Overall, the contrast with the surrounding environment is strong. Segment structures would be new, dominant features in views from KOP 20. They would alter the character of views to the south, disrupting visibility of and encroaching upon the nearby mountains and mountain skyline. The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment i-04 would be visible to viewers at KOP 20 and its vicinity. Structures would be visible in front of the nearby hills and mountains across the entire view.

VRI Analysis:

Scenic Quality – Addition of the TWL project Along Segment i-04 would add cultural modifications reducing the scenic quality score for the unit; however, in the portions of the unit already rated Scenic Quality C there would be no reduction to the scenic quality rating. For portions of the unit rated B, because of the size of the unit, no overall reduction in scenic quality rating would be expected.

Sensitivity - Viewers looking northward toward the interstate from within the dispersed RV camping location and at other points along Gold Nugget Road, who would likely primarily be recreationists, would have moderate sensitivities

Additional Mitigating Measures (See item 3)

Recreation impact analysis determined that an unacceptable level of impacts to OHV rider safety could occur from guys extending from the guyed V structures in areas of heavy OHV construction, and mitigation specifies that structures in these areas not contain guy wires. Structures along Segment i-04 would be replaced by either self-supporting lattice or monopoles, as specified by the BLM. However, even with applied mitigation the segment would not conform to VRM Class III objectives and the Yuma RMP would be amended to change the VRM to Class IV.

VISUAL CONTRAST RATING WORKSHEET

Date:_12/15/2016

District: YFO

Resource Area:

Activity (Program):_

1. Project Name: Ten West Link

Section A. Project Information 4. Location: 5. Lo

5. Location Sketch:

2. Key Observation Point: 21 - Mitchell Mine Road Residence

Range _____ Section _____

Township____

3. VRM Class: III

Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor	Rounded, cylindrical, and	No structures visible in the
	with low rolling hills in	inverse conical in the	landscape.
	foreground; prominent	foreground; becoming more	
	trapezoid-shaped hill in	clumped and dense with distance	
	middleground; jagged, angular,	from the KOP.	
Ŧ	rocky mountains in distant		
FORM	background.		
	Soft but distinct curving lines	Short vertical lines along edges	No structures visible in the
	following low hills and rolling	of upright vegetation plants.	landscape.
	topography; irregular and	Weak, diffused horizontal line	
	angular line along top of hill in	with soft edges at base of	
	middleground; jagged horizontal	mountains.	
TINE	line along mountain profile.		
R	Brown, light-brown, gray, and	Green, dark-green, very pale-	No structures visible in the
COLC	gray-brown.	green, and tan.	landscape.
	Coarse granular to medium	Coarse and spiky in the	No structures visible in the
	granular in the foreground,	foreground; becoming more soft	landscape.
	becoming more stippled with	and dense in the distance.	
TURE	distance. Hill in middleground is		
TEXJ	rough and coarse.		

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
I	None	None	Regularly spaced rectilinear
FORM			structures.
	None	None	V-shaped structures with vertical
			and geometric lines, and
			undulating curvilinear lines of
LINE			conductors.

	COLOR	None	None		Light to dark gray	
	TEXTURE	None	None		Smooth, spiky	
		Section D.	Contrast Rating	SHORT TERM	LONG TERM	
2. D (Exp	oes problem of the second seco	roject design meet visual ⊠ Yes □ No on reverse side)	resource management ob	jectives?		
5. A(lation	☐ Yes ⊠ No	innended ?			
Eval	uators' N	' Name(s): Aachelle Davis & Josh Ho	Date(s): hn	July 21, 201	7	

]	FEAT	TURE	S				
1.		LA	ND /	WAT DY	TER	V	EGET	ATIC	DN	ST	RUCI	ſURE	S
D	EGREE		De				0				0		
CO	ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
		_	1		_		1		_	_			
~	Form				\bowtie				\bowtie		\bowtie		
ENTS	Line				\boxtimes				\boxtimes		\square		
ILEM	Color				\boxtimes				\boxtimes		\square		
Ц	Texture				\square				\square			\square	

Comments from item 2:

KOP 21 is located southeast of Quartzsite and south of I-10 along Mitchell Mine Road. KOP 21 looks west-northwest, representing the views of a nearby residence on private property, recreationists, and back road travelers looking at Segment x-05, located on BLM-administered land designated VRM Class III and II. Segment x-05 would be on BLM-administered lands that are designated VRI Class III, comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. The view from KOP 21 is open and panoramic with a low ridge of flat desert plain in the immediate foreground, desert plain at a lower elevation in the foreground-middleground, rugged and rocky low hills in the foreground, with distant views of blue-gray rugged mountains in the background. The immediate foreground consists of somewhat rolling and undulating rocky to pebbly tan to gray desert pavement with sparse clumped wispy vegetation and vegetation, punctuated by saguaros. Green, yellow-green, gray-green, and light gold vegetation becomes lumpy to uniform with distance. The mountains form a rough and jagged horizontal line at the skyline. The exposed earth and vegetation band in the foreground create subtle curvilinear lines, and banded vegetation creates subtle horizontal lines at the base of nearby hills and distant rugged mountains. No development is visible.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment x-05 would be in the foreground-middleground zone. The distance between KOP 21 and Segment x-05, which would cross the view as close as 0.6 mile to the KOP, allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 21 is approximately 100 feet higher than the nearest portion of Segment x-05. Due to the distance between the viewpoint and the segment (0.6 mi.), the angle of observation would appear level; as observers approach the Project – which would cross Mitchell Mine Road approximately 0.65 mi. northwest of the KOP – their angle of observation would increasingly become inferior.

(3) Length of Time the Project is in View. KOP 21 represents views of recreationists and nearby residents. The duration of time that Segment x-05 would be visible to viewers at the KOP is therefore presumed to be long. Nearby roads allow for intermittent views from throughout the landscape.

(4) Relative Size or Scale. From KOP 21 the Project, which would appear across nearly the entire view, would appear at a moderate scale relative to the surrounding landscape features. All structures would appear larger in scale or smaller in scale from corresponding locations in the area. Thus, contrast with regard to relative size or scale would be moderate.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which could reduce the visibility of the Project.

(6) Light Conditions. Segment x-05 lies on a north-northeast to south-southwest axis. In views from the east, the Project would appear well lit in morning hours. Light reflected by structures and conductors may be slightly visible and some shining could be noticeable. In afternoon or evening hours the Project would appear back lit and dark.

(7) Recovery Time. Given the distance between KOP and Project, and given the level angle of view, ground disturbance at the base of Segment x-05 structures could be visible to viewers in the vicinity of the KOP and it would be visible where viewers are closer to the Project (Segment x-05 would cross Mitchell Mine Road approximately 0.65 mi. northwest of the KOP). Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the west-northwest is open and panoramic, only partially enclosed by hills to the north, and partially backdropped by rugged mountains. The presence of Segment x-05 would generally reinforce the panoramic qualities of the view.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From KOP 21, hazy conditions could reduce the visibility of Segment x-05.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-05 would be visible to viewers at KOP 21 and its vicinity. Structures would be visible across a desert valley and in front of the mountain backdrop across most of the view.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-05 would be noticeable in westerly views from KOP 21. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases could also be detectable, given the higher elevation at the KOP than the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: There are no discernable human-made developments visible in views to the west-southwest from KOP 21. Segment x-05 would be visible in the center of the view, apparent as emerging from behind low foreground hills to the south and then passing behind the mountain slope toe to the north. The proposed structures would be guyed V lattice structures and would appear extending across the view against a jagged, varied mountain backdrop. Structures in the center and right portion of the view would appear above the mountain skyline and horizon. While they would, as vertical forms, relate somewhat to the saguaro vegetation in the foreground, the presence of lattice-style transmission structures in this view would contrast somewhat with other features. Conductors, which would be visible from this distance (0.6 mi. at the closest point), would undulate in a manner that related to the mountain skyline against which they would be visible.

During routine operation of the Project, the addition of the transmission line in the view would introduce the visible presence of structures unique to views from KOP 21 and its vicinity. Project structures would appear as new forms, and collectively as a linear band across the where no such linear element exists. Because structures and conductors would appear above the mountain skyline, the gray colors and smooth textures would not be absorbed by the mountain backdrop from this distance. As such, contrast with existing conditions, viewed from this distance, would be moderate; intervening vegetation and topography would obscure portions of the Project.

These structures would not be dominant in views and would therefore not constitute a major modification to views. VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is moderate and the new structures would attract some attention.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segment x-05 would reduce but not substantially alter the scenic quality of views from this KOP and its vicinity. The vast majority of the segment would cross Scenic Quality rated C lands, and while the score of the unit may be reduced, it is already rated C. The tiny portions of Scenic Quality rated C lands that would be crossed by the segment are on the western edge of the rated B lands. The addition of the Project along this segment could fractionally reduce the area of B rated lands, but the reduction would be minimal.

Sensitivity - Viewers near the viewpoint are mostly residents who are assumed to be highly sensitive to views and workers traveling to Mitchell Mine, who are assumed to be no more than moderately sensitive to views. traveling southbound along AT&T Frontage Road would primarily be recreationists, including visitors traveling toward Eagletail Mountains Wilderness who may be highly sensitive to views.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/10/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: : 22 - BLM Long Term Visitor

Township____

1, Segment x-05_

Range _____ Section _____

3. VRM Class: III

Section B.	Characteristic	Landscape Desription
	2 VECETA	TION

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Gently rolling to nearly flat,	Rounded, inverted conical, and	Road is flat and narrow.
	wide desert valley floor; lumpy,	wispy and wiry in the	
	jagged, angular, rocky	foreground; becoming more	
	mountains in background.	spikey and irregular in the	
		middle ground. Also, cylindrical	
2		and column-like vegetation	
FOR		plants in foreground.	
	Soft but distinct curving lines	Short vertical lines along edges	Curvilinear lines associated with
	following breaks in color	of upright vegetation plants.	road surface and road edges.
	between gravelly areas and bare	Broken, diffused horizontal line	
	soils; broken, jagged horizontal	with soft edges at base of	
LINE	line along mountain profile.	mountains.	
	Tan, gray-tan, brown, dark-	Green, pale green, and gray.	Tan
	brown and brown with		
л	undertones of red and orange;		
COLO	gray-brown in the background.		
	Stippled and uniform in	Coarse and spiky in the	Fine granular, dense, and uniform.
	foreground soils; coarse and	foreground; becoming more soft	
	rough in foreground gravels;	and dense in the distance.	
URE	distant mountains are rough and		
TEXT	coarse.		

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Distantly visible regularly spaced rectilinear structures.
LINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.

	COLOR	None	None		Light to dark gray	
	TEXTURE	None	None		Smooth, spiky	
		Sect	tion D. Contrast Rating	🔀 SHORT TERM	LONG TERM	
2. D (Exp	oes pi olain c	roject design meet Yes on reverse side)	visual resource management obje] No	ectives?		
3. Ac	dition	al mitigating measur	es recommended?			
		🗌 Yes 🛛 🖂] No			
Eval	uators' N	' Name(s): Machelle Davis & Jo	Date(s):	7/18/17		

]	FEAT	URE	S				
1.		LA	ND /	WAT	TER	V	EGET	ATIC	DN	ST	RUCI	FURE	S
D	EGREE		BC	DY							r		
CO	OF NTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENT	Line				\boxtimes				\boxtimes			\boxtimes	
BLEM	Color				\boxtimes				\boxtimes			\boxtimes	
Ц	Texture				\square				\boxtimes			\boxtimes	

Comments from item 2:

KOP 22 is located southeast of Quartzsite on BLM-administered land, within the BLM's La Posa LTVA, which is designated VRM Class IV. KOP 22 represents the views of users at the eastern edge of the LTVA looking east-southeast at Segments x-05 and x-06, also on BLM-administered lands designated VRM Class II and III, comprised of lands designated VRI Class III, scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment x-06 would be on BLM-administered lands designated VRI Class III, scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment x-06 would be on BLM-administered lands that are designated VRM Class III, IV, and II comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. The view from KOP 22 looking east-southeast is open, flat desert plain in the foreground stretching to the base of tan to brown rugged and rocky mountains in the middleground. Exposed tan to gray earth in the foreground is rocky to pebbly with textures ranging from coarse to stippled to smooth. The immediate foreground is sparsely vegetated with wispy green, yellow-green, and gray-green vegetation that is punctuated by scattered saguaros and becomes lumpy to uniform in the distance. Two-track routes create light tan-gray banded horizontal lines in the immediate foreground. Vegetation on the plain at the base of the mountains themselves create a rough and jagged horizontal line at the skyline. Aside from the two-track routes, no development is visible. This KOP is located at the eastern edge of the LTVA, and the photo was taken during the off-season. During the heavy use visitor season, it is possible that RVs, associated camping accourtements, and OHVs would be visible, making the view appear more developed and busy.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment x-05 would be in the foreground-middleground zone, visible as near as approximately 1.5 miles away from the viewpoint and extending across the view.

(2) Angle of Observation. Segment x-05 would be in a level position to KOP 22 from this distance, visible extending from the north-northeast to the south-southwest across the view. Given the distance between the segment and the LTVA, the structures would appear level with the viewer.

(3) Length of Time the Project is in View. Segment x-05 would be intermittently visible in views from KOP 22 and throughout the LTVA.(4) Relative Size or Scale. Segment x-05 structures would, due to the distance between the Project and KOP 22, appear smaller in scale compared with the view's other major visual components, namely the distant mountains and nearby vegetation.

(5) Season of Use. LTVA use and associated recreational activities (mainly OHV use) is likely highest in winter due to high spring, summer, and fall temperatures. Visibility of Segment x-05 would likely be diminished during winter storms. The area is prone to dust storms which could reduce, or even eliminate, the visibility of this Project segment at certain times.

(6) Light Conditions. Segment x-05 extends in a north-northeast to the south-southwest direction. During morning hours, in views from the west, structures and conductors would appear backlit and dark. In afternoon hours, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 22, and any revegetation of disturbance would not likely be discernable from this distance.

(8) Spatial Relationships. The open and panoramic view toward Segment x-05 from KOP 22 is framed by a rugged and rocky mountain backdrop. Segment x-05 would reinforce the panoramic elements of this view by appearing across the entirety of the view, though it would be distant and only intermittently visible.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would likely reduce visibility of the more distant Segment x-05 structures.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would likely not be detectable from KOP 22 or other locations in the LTVA. During operations, conductor sway in windy conditions would not be detectable from KOP 22.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures of Segment x-05 would be visible as minor elements in the view, partially visible against the mountain backdrop and encroaching slightly upon the skyline in views from the LTVA, much as the vegetation in the area do. The Segment would not substantially alter any desert vistas or mountain views.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-05 could be detectable in intermittent views from the LTVA. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would not be visible. Motion would not likely attract attention from this distance. Because of distance and the level viewer position relative to the structures, construction or repair activities and equipment operation would likely be noticeable but not highly visible from this location.

Operations: The Project would be visible across the view from KOP 22 and other locations within the LTVA as a collection of comparatively small, gray, vertical, geometric shapes. Segment x-05 would, in this view, be as far as 2 miles away from the KOP and approximately 1.5 miles away at its nearest point. From this distance, individual structures would be intermittently visible; many would appear partially absorbed into the mountain backdrop or difficult to distinguish from other, nearer, vertical features, namely the vegetation visible throughout the local landscape. The Project would encroach slightly on the mountain skyline, in a similar fashion to some of the vegetation visible extending above the mountains from this vantage point. These and other forms of vegetation, in concert with distance and topography, would limit visibility of Segment x-05 in views from throughout this portion of the LTVA. As visitors and recreationists travel through the area, structures would be only intermittently visible. Conductors would not be visible from this distance.

All Segment x-05 structures would be guyed V lattice structures in this location. Their vertical shapes and relatively small size in views from this distance would relate to the vertically-oriented vegetation visible across the view. Their comparatively dark color would distinguish them slightly from their surroundings. Because the conductors would not be distinguishable from this distance, Segment x-05 would not be a source of any new linear feature in views from KOP 22 or throughout the LTVA.

Overall, the contrast with the surrounding environment is weak. Segment x-05 would be mostly absorbed into the landscape, obscured by or just detectable among vegetation on the desert floor. Where visible, structures appear against a relatively dramatic mountain backdrop, and structure extension above the mountain skyline in views from this location are limited. The dominant mountains and vivid desert landscape that define the character of views to the east from the LTVA would continue to do so with Segment x-05. VRM Class III management objectives would be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segment x-05 would add cultural modifications to the unit; however, the unit is already rated Scenic Quality C, and the distance between segment and KOP, along with the intermittent visibility of the modifications, would not substantiate a reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-05 would be occupants of and recreationists within the LTVA. There are currently few developments visible in views to the east from within the LTVA. While Segment x-05 would represent a relatively minor development, and would be only intermittently visible from KOP 22 and its vicinity, LTVA users could be highly sensitive to such changes.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/10/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link____

Section A. Project Information 4. Location: Township____

- 2. Key Observation Point: : 22 BLM Long Term Visitor
- #1, Segment x-06_

Range _____

5. Location Sketch:

- 3. VRM Class: III

Section	

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Gently rolling to nearly flat,	Rounded, inverted conical, and	Road is flat and narrow.
	wide desert valley floor; lumpy,	wispy and wiry in the	
	jagged, angular, rocky	foreground; becoming more	
	mountains in background.	spikey and irregular in the	
l		middle ground. Also, cylindrical	
<u> </u>		and column-like vegetation	
FORM		plants in foreground.	
	Soft but distinct curving lines	Short vertical lines along edges	Curvilinear lines associated with
	following breaks in color	of upright vegetation plants.	road surface and road edges.
	between gravelly areas and bare	Broken, diffused horizontal line	
	soils; broken, jagged horizontal	with soft edges at base of	
LINE	line along mountain profile.	mountains.	
	Tan, gray-tan, brown, dark-	Green, pale green, and gray.	Tan
	brown and brown with		
JR	undertones of red and orange;		
COLC	gray-brown in the background.		
	Stippled and uniform in	Coarse and spiky in the	Fine granular, dense, and uniform.
	foreground soils; coarse and	foreground; becoming more soft	
	rough in foreground gravels;	and dense in the distance.	
URE	distant mountains are rough and		
TEXT	coarse.		
	1		

	Section C. Proposed Activity Descriptio	n
1. LAND/WATER	2. VEGETATION	3. STRUCTURES
Land at bases of structures	Vegetation would be removed	Regularly spaced rectilinear
would be bladed.	from structure bases and removed	structures.
FORM	or crushed along access routes.	
Horizontal lines of cleared	None	V-shaped structures with vertical
structure areas and straight to		and geometric lines, and
curvilinear or diagonal lines of		undulating curvilinear lines of
access routes		conductors.
Disturbed areas could appear as	None	Light to dark gray
different shades from		
undisturbed areas		
Cleared areas could appear	None	Smooth, spiky
smoother than surrounding		
exposed earth		
Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM
es project design meet visual resource	management objectives?	
$\Box Yes \boxtimes No$		

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis & Josh Hohn Date(s):

7/18/17

			FEATURES											
1. DEGREE OF CONTRAST		LA	ND / BC	WAT DY	TER	VEGETATION				STRUCTURES				
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form		\boxtimes						\boxtimes	\boxtimes				
ENTS	Line		\boxtimes						\boxtimes	\boxtimes				
LEM	Color			\boxtimes					\boxtimes		\boxtimes			
E	Texture			\boxtimes					\boxtimes			\boxtimes		

Comments from item 2:

KOP 22 is located southeast of Quartzsite on BLM-administered land, within the BLM's La Posa LTVA, which is designated VRM Class IV. KOP 22 represents the views of users at the eastern edge of the LTVA looking east-southeast at Segments x-05 and x-06, also on BLMadministered land. Segment x-05 would be on BLM-administered lands that are designated VRM Class II and III, comprised of lands designated VRI Class III, scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment x-06 would be on BLM-administered lands that are designated VRM Class III, IV, and II comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. The view from KOP 22 looking east-southeast is open, flat desert plain in the foreground stretching to the base of tan to brown rugged and rocky mountains in the middleground. Exposed tan to gray earth in the foreground is rocky to pebbly with textures ranging from coarse to stippled to smooth. The immediate foreground is sparsely vegetated with wispy green, yellow-green, and gray-green vegetation that is punctuated by scattered saguaros and becomes lumpy to uniform in the distance. Two-track routes create light tan-gray banded horizontal lines in the immediate foreground. Vegetation on the plain at the base of the mountains creates a subtle horizontal line that is further emphasized by vegetation in the immediate foreground; while the mountains themselves create a rough and jagged horizontal line at the skyline. Aside from the two-track routes, no development is visible. This KOP is located at the eastern edge of the LTVA, and the photo was taken during the off-season. During the heavy use visitor season, it is possible that RVs, associated camping accoutrements, and OHVs would be visible, making the view appear more developed and busy.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable:

(1) Distance. Segment x-06 would be in the foreground-middleground zone, visible as near as approximately 0.1 mile away from the viewpoint and extending in a north-to-south orientation across the view.

(2) Angle of Observation. Viewers from KOP 22 and throughout the LTVA would be have an inferior angle of observation toward Segment x-06. Given the distance between the segment and the LTVA.

(3) Length of Time the Project is in View. Due to proximity, Segment x-06 would be prominently visible in sustained views from KOP 22 and throughout the LTVA.

(4) Relative Size or Scale. Segment x-06 structures would, due to the proximity between the Project and KOP 22, appear large in scale compared with the view's other major visual components, namely the distant mountains and nearby vegetation. The structures and conductors would redefine the skyline in these views.

(5) Season of Use. LTVA use and associated recreational activities (mainly OHV use) is likely highest in winter due to high spring, summer, and fall temperatures. Visibility of Segment x-06 would likely not be diminished during winter storms, and though the area is prone to dust storms, they would not be likely to reduce the visibility of this Project segment at certain times.

(6) Light Conditions. Segment x-06 extends in a north-to-south direction. During morning hours, in views from the west, structures and conductors would appear backlit and dark. In afternoon hours, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the nearest structures would be visible from KOP 22. Revegetation in a desert environment could lack effectiveness or require a substantial length of time. Any revegetation of disturbance would not be discernable from non-adjacent areas, due to level angle of views toward bases in the area, as well as intervening vegetation.

(8) Spatial Relationships. The open and panoramic view toward Segment x-06 from KOP 22 is framed by a rugged and rocky mountain backdrop. Segment x-06 would undermine the panoramic elements of this view by appearing across the entirety of the view in close proximity to KOP 22 or viewpoints within the LTVA, somewhat enclosing the view.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would not be likely to reduce visibility of the Segment x-06 structures from the LVTA.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would be noticeable and likely to attract attention from KOP 22 or other locations in the LTVA. During operations, conductor sway in windy conditions would be detectable from KOP 22.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures and conductors of Segment x-06 would be prominently visible in views from the LVTA. They would be dominant features and would redefine the skyline. As such, Segment x-06 would likely be found to have a substantial effect on desert vistas and mountain views as seen from within the LVTA.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-06 would be noticeable in views from the LTVA. Because of the viewer's level position, intervening topography and vegetation, ground disturbance from access routes and at structure bases would not be visible at more distant structures, but the proximity of the segment to the LTVA would ensure that ground disturbance at specific structures would be noticeable as viewers travel through the landscape. Motion would likely attract attention from this distance, and construction or repair activities and equipment operation would likely be highly visible from this location.

Operations: The Project would be visible across the view from KOP 22 and other locations within the LTVA as a collection of large, gray, vertical, geometric shapes connected by strong, undulating lines that would stretch across the top of the view. Segment x-06 would, in this view, be as far as 0.2-mile away from the KOP and approximately 0.1-mile away at its nearest point. From this distance, individual structures would be highly visible from throughout the LTVA, extending above the mountain skyline to a much greater degree than the relatively minor encroachment by vegetation in the desert floor, which are the existing view's most prominent vertical forms. Segment x-06 structures and conductors would remain in views of visitors and recreationists as they travel throughout this portion of the LTVA, likely defining the skyline wherever visible.

Most Segment x-06 structures would be guyed V lattice structures in this location. While their vertical form would relate to the verticallyoriented vegetation visible throughout the view, their scale would be unmatched by any similar form. Their gray, lattice structures would allow whatever portion appears in front of the mostly brown mountain backdrop to be absorbed, but the majority of the most proximate structures would extend beyond any point of visual absorption into the skyline. Segment conductors would be a strong new linear feature in the view from this distance, and guy wires would add visible lines divergent from the conductor lines.

Overall, the contrast with the surrounding environment is strong. Segment x-06 would be a prominent addition to the landscape, adding development to a landscape where very little development currently exists, and redefining a skyline currently defined by a somewhat notable mountain backdrop. The vividness of these mountains and the desert floor vegetation would be supplanted by the transmission facility, which would become at least a co-dominant feature in the view. VRM Class III management objectives would not be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segment x-06 would add prominent cultural modifications to the unit, which is already rated Scenic Quality C. Thus, while the addition of a modification like Segment x-06 would affect the scenic quality of the unit, it would remain C.

Sensitivity – Sensitive viewers in the area of Segment x-06 would be occupants of and recreationists within the LTVA. There are currently few developments visible in views to the east from within the LTVA. Segment x-06 would represent a substantial development and would be prominently visible from KOP 22 and its vicinity. LTVA users could be highly sensitive to such changes.

Additional Mitigating Measures (See item 3)

Because the Project along this segment would not meet VRM Class III objectives and additional measures would not reduce impacts to allow for conformance, the VRM class along Segment x-06 would be changed from Class III to Class IV. The newly designated VRM Class IV area would extend 0.3-mile either side of centerline.

Recreation impact analysis determined that an unacceptable level of impacts to OHV rider safety could occur from guys extending from the guyed V structures in areas of heavy OHV construction, and mitigation specifies that structures in these areas not contain guy wires. Structures along Segment x-06 would be replaced by either self-supporting lattice or monopoles, as specified by the BLM.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 23- BLM Long Term Visitor

Township____ Range _____

Section _____

3. VRM Class: III

Area #2, Segment x-06_

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor	Clumped and rounded and	Flat, narrow, curving road. A
	bisected by unpaved road; open	forming a wide narrow strip	vehicle and tent structures appear
	exposed wide block area in	across the landscape at the	geometric and rectangular
	immediate foreground; lumpy,	horizon.	
4	jagged, angular, rocky		
FOR	mountains in background.		
	Soft, faint, irregular, non-	Short vertical lines along edges	Faint, curvilinear lines along edge of
	directional lines following edges	of upright vegetation plants.	road surface. The vehicle and tent
	of gravel and soil patches in	Irregular, bumpy horizontal line	structures create short, indistinct
	foreground; broken, jagged	along top edge of vegetation	vertical and horizontal lines.
	horizontal line along mountain	against backdrop of mountains.	
LINE	profile.		
	Light-brown, brown, and gray,	Green, dark-green, and tan.	The road is very light brown. The
OR	with some light-gray and gray-		vehicle and tent structures appear
COLO	brown in the background.		white, shades of gray, and light blue.
	Coarse granular in gravel	Coarse and bushy larger shrubs,	The road is stippled while the
	patches; medium to fine granular	becoming less coarse and more	vehicle and tent structures are
URE	in soils; distant mountains are	clumped in the distance.	smooth.
TEXI	rough and coarse.		

5. Location Sketch:

Resource Area:

		Section C. Proposed Ac	tivity Description
	1. LAND/WATER	2. VEGETAT	ION3. STRUCTURES
FORM	None	None	Regularly spaced rectilinear structures.
LINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
COLOR	None	None	Light to dark gray
TEXTURE	None	None	Smooth, spiky
	Section D.	Contrast Rating 🛛 🖂 SH	ORT TERM 🛛 LONG TERM
2. Does p (Explain	oroject design meet visual ⊠ Yes □ No on reverse side)	resource management objective	s?
3. Additic	onal mitigating measures reco □ Yes □ No	mmended?	
Evaluator	s' Name(s):	Date(s):	

7/18/17

			FEATURES											
1.		LAND / WATER				VI	VEGETATION			STRUCTURES				
D	DEGREE		BC	DY										
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\boxtimes				\boxtimes			\boxtimes		
ENTS	Line				\boxtimes				\boxtimes			\square		
ILEM	Color				\square				\boxtimes					
щ	Texture				\bowtie				\boxtimes					

Comments from item 2:

KOP 23 is located southeast of Quartzsite on BLM-administered land, within the BLM's La Posa LTVA, which is designated VRM Class IV. KOP 23 represents the views of users near the eastern edge of the LTVA looking east-southeast at Segments x-05 and x-06, and looking westnorthwest represents the views of users near the eastern edge of the LTVA looking at Segment x-07; all of which are on BLM-administered land. Segment x-05 would be on BLM-administered lands that are designated VRM Class II and III, comprised of lands designated VRI Class III, scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment x-06 would be on BLMadministered lands that are designated VRM Class III, IV, and II comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. Segment x-07 would be on BLM-administered lands that are designated VRM Class III, comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. The view from KOP 23 is open and panoramic with flat desert plain in the immediate foreground with tan to brown rugged and rocky mountains in the middleground. Exposed tan to gray earth in the foreground is rocky to pebbly with textures ranging from coarse to stippled to smooth. The immediate foreground is very sparsely vegetated with wispy green, yellow-green, and gray-green vegetation that is punctuated by a few saguaros and becomes lumpy to uniform with distance. Foreground vegetation creates an indistinct horizontal line and blocks the view of the base of the mountains in the middleground. Mountains in the middleground form a jagged horizontal line at the skyline. A twotrack route creates a light tan-gray banded horizontal line in the immediate foreground. Other variations in color and texture of exposed earth in the foreground creates irregular and sometimes indistinct lines and patterns that suggest horizontal line. Looking east-southeast, aside from the subtle two-track route, no development is visible; however, looking west-northwest vehicles and tent structures are noticeable in the view, but are dwarfed by the expanse of the desert. However, during the winter heavy visitor use season, a few to numerous RVs and associated camping accoutrements (tents, etc.) would be visible, and portions of the view could be blocked by campers, which could make the view appear more developed, busy, and congested.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. At its nearest point, Alternative Segment x-06 of the Project would be in the foreground-middleground zone, approximately 3.5 miles from the KOP.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the west of the KOP, paralleling the east side of Highway 95 within the LTVA. From within the LTVA the structures would be viewed in profile.

(3) Length of Time the Project is in View. Visibility and length of time the Project is visible within the LTVA is dependent on the level of use within the LTVA and whether RVs would be large enough to block the view. During lightly used times, the infrastructure along Segment x-06 would be visible from most locations within the LTVA looking west.

(4) Relative Size or Scale. Because the distance between the KOP and the infrastructure, the infrastructure would be relatively small in the landscape. However, from points within the LTVA east of the KOP and closer to the route, the infrastructure would appear larger in the landscape.

(5) Season of Use. The BLM's LTVA is open for use year-round; however the area is most regularly and heavily used during the fall/winter/spring visitor use season.

(6) Light Conditions. Segment x-06 lies roughly on a north-south axis and viewers within the LTVA would be looking at the to the west, which would be front lit and potentially reflective in mornings and back lit in evenings.

(7) Recovery Time. While ground disturbance would not be visible from the KOP, ground disturbance may be intermittently visible from other locations within the LTVA. Because the Project is located in an arid desert location, full recovery is not expected and some level of disturbance will appear permanent. Additionally, the LTVA is heavily impacted by recreational use and vegetation, particularly lower and smaller vegetation is very sparse. Therefore ground disturbance may be less noticeable within the LTVA.

(8) Spatial Relationships. The infrastructure along Segment x-06 would be in front of distant scenic topography, between the viewer and the mountains. However as viewers in the LTVA travel west in the LTVA, the infrastructure will become closer and appear larger.
(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of Segment x-06.

(10) Motion. During construction or maintenance, visibility of workers and equipment would be limited by intervening vegetation, but dust columns would be visible and noticeable. Conductor sway in windy conditions would not be detectable from the KOP. However, LTVA viewers further west and closer to the transmission facility would see and notice more construction or maintenance activity.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-06 would be intermittently visible from most areas of the LTVA outside the heavy visitor use season and likely not visible during the heavy visitor use season.

Construction, Maintenance, and Decommissioning: During construction along Segment x-06, the presence of work crews, vehicles, and other equipment would be intermittently visible from the KOP and other points within the LTVA; and dust generated by construction activities would be more broadly visible in the area. Ground disturbance from access routes and at structure bases would not be visible from the KOP, but may be intermittently visible from points within the LTVA closer to the segment route. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The Project structures would be mostly blocked by intervening vegetation, and intermittently visible as short, dark, regularly spaced vertical lines. Conductors would be faintly visible connecting the structures as gray undulating horizontal lines. The vertical lines of the transmission structures somewhat blend with other vertical elements, such as saguaros in the intervening distance. As viewers move closer to the segment route in the LTVA, the structures would become more visible and larger in the landscape. During the heavy visitor use season, the view of the Project may be completely blocked at the KOP by large RVs. The Project would be a very minor addition to the landscape.

The primary source of contrast between the Project and the environmental setting would be the regularly spaced nature of the short dark lines of the structures in the distance. From the KOP, the structures would be viewed in front of distant mountains. In addition to intervening vegetation, the visibility of the structures would greatly depend on atmospheric conditions and lighting. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Another intervening factor in the visibility, noticeability, and impact of the Project on the view would be the presence of RVs in the LTVA. Larger RVs may completely block the view of the Project from the KOP and other points within the LTVA. As viewers come closer to the structures, they would appear larger and would become skylined. But during the heavy visitor use season, the presence of large numbers of campers, RVs, OHVs, and recreational activity would diminish the noticeability of the Project as it would belond with what would appear to be temporary development. Overall the contrast with the surrounding environment is minor, which would continue for the viewers within the LTVA. The overall level of change to the characteristic landscape would be minor outside the heavy visitor use season, and would be none to weak when experiencing heavy use, therefore, Class III objectives would met.

VRI Analysis:

Scenic Quality – Addition of the Project along Segments x-06 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment x-06 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-06 would be recreationists and users of the LTVA during the heavy visitor season in the fall, winter, and spring. Sensitivity in the vicinity of these segments is rated high. Long-term visitors and recreationists who routinely use this area may be sensitive to the visual changes.

Additional Mitigating Measures (See item 3)

See KOP 22.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 23- BLM Long Term Visitor Area #2, Segment x-07_

Section A. Project Information 4. Location:

5. Location Sketch: Township____

Range _____ Section _____

3. VRM Class: III

Section B. Characteristic Landscape Desription										
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Flat, wide desert valley floor	Flat, narrow, curving road. A								
	bisected by unpaved road; open	forming a wide narrow strip	vehicle and tent structures appear							
	exposed wide block area in	across the landscape at the	geometric and rectangular							
	immediate foreground; lumpy,	horizon.								
¥	jagged, angular, rocky									
FORM	mountains in background.									
	Soft, faint, irregular, non-	Short vertical lines along edges	Faint, curvilinear lines along edge of							
	directional lines following edges	of upright vegetation plants.	road surface. The vehicle and tent							
	of gravel and soil patches in	Irregular, bumpy horizontal line	structures create short, indistinct							
	foreground; broken, jagged	foreground; broken, jagged along top edge of vegetation								
	horizontal line along mountain	against backdrop of mountains.								
LINE	profile.									
	Light-brown, brown, and gray,	Green, dark-green, and tan.	The road is very light brown. The							
R	with some light-gray and gray-		vehicle and tent structures appear							
COLO	brown in the background.		white, shades of gray, and light blue.							
	Coarse granular in gravel	Coarse and bushy larger shrubs,	The road is stippled while the							
	patches; medium to fine granular	becoming less coarse and more	vehicle and tent structures are							
URE	in soils; distant mountains are	clumped in the distance.	smooth.							
TEXI	rough and coarse.									

		Section C. Proposed Activity Description	n
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Regularly spaced rectilinear structures.
TINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
COLOR	None	None	Light to dark gray
TEXTURE	None	None	Smooth, spiky
	Section D. Contras	t Rating SHORT TERM	LONG TERM
2. Does p	oroject design meet visual resource ⊠ Yes □ No	e management objectives?	

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis

7/18/17

			FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER BODY				VEGETATION				STRUCTURES				
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\boxtimes				\boxtimes		\boxtimes			
ENT	Line				\boxtimes				\boxtimes		\boxtimes			
ILEM	Color				\boxtimes				\boxtimes			\boxtimes		
н	Texture				\square				\square			\boxtimes		

Comments from item 2:

KOP 23 is located southeast of Quartzsite on BLM-administered land, within the BLM's La Posa LTVA, which is designated VRM Class IV. KOP 23 represents the views of users near the eastern edge of the LTVA looking east-southeast at Segments x-05 and x-06, and looking westnorthwest represents the views of users near the eastern edge of the LTVA looking at Segment x-07; all of which are on BLM-administered land. Segment x-05 would be on BLM-administered lands that are designated VRM Class II and III, comprised of lands designated VRI Class III, scenic quality C and B, and high sensitivity, within the foreground-middleground distance zone. Segment x-06 would be on BLMadministered lands that are designated VRM Class III, IV, and II comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. Segment x-07 would be on BLM-administered lands that are designated VRM Class III, comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. The view from KOP 23 is open and panoramic with flat desert plain in the immediate foreground with tan to brown rugged and rocky mountains in the middleground. Exposed tan to gray earth in the foreground is rocky to pebbly with textures ranging from coarse to stippled to smooth. The immediate foreground is very sparsely vegetated with wispy green, yellow-green, and gray-green vegetation that is punctuated by a few saguaros and becomes lumpy to uniform with distance. Foreground vegetation creates an indistinct horizontal line and blocks the view of the base of the mountains in the middleground. Mountains in the middleground form a jagged horizontal line at the skyline. A twotrack route creates a light tan-gray banded horizontal line in the immediate foreground. Other variations in color and texture of exposed earth in the foreground creates irregular and sometimes indistinct lines and patterns that suggest horizontal line. Looking east-southeast, aside from the subtle two-track route, no development is visible; however, looking west-northwest vehicles and tent structures are noticeable in the view, but are dwarfed by the expanse of the desert. However, during the winter heavy visitor use season, a few to numerous RVs and associated camping accoutrements (tents, etc.) would be visible, and portions of the view could be blocked by campers, which could make the view appear more developed, busy, and congested.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. At its nearest point, Alternative Segment x-07 of the Project would be in the foreground-middleground zone approximately 1.4 miles from the KOP, with structures paralleling Highway 95.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the west of the KOP, paralleling the east side of Highway 95 within the LTVA. From within the LTVA the structures would be viewed in profile.

(3) Length of Time the Project is in View. Visibility and length of time the Project is visible within the LTVA is dependent on the level of use within the LTVA and whether RVs would be large enough to block the view. During lightly used times, the infrastructure along Segment x-07 would be visible from most locations within the LTVA looking west.

(4) Relative Size or Scale. Because the distance between the KOP and the infrastructure, the infrastructure would be relatively small in the landscape. However, from points within the LTVA east of the KOP and closer to the Segment, the infrastructure would appear larger in the landscape.

(5) Season of Use. The BLM's LTVA is open for use year-round; however the area is most regularly and heavily used during the fall/winter/spring visitor use season.

(6) Light Conditions. Segment x-07 lies roughly on a north-south axis and viewers within the LTVA would be looking at the to the west, which would be front lit and potentially reflective in mornings and back lit in evenings.

(7) Recovery Time. While ground disturbance would not be visible from the KOP, ground disturbance may be intermittently visible from other locations within the LTVA. Because the Project is located in an arid desert location, full recovery is not expected and some level of disturbance will appear permanent. Additionally, the LTVA is heavily impacted by recreational use and vegetation, particularly lower and smaller vegetation is very sparse. Therefore ground disturbance may be less noticeable within the LTVA.

(8) Spatial Relationships. The infrastructure along Segment x-07 would be in front of distant scenic topography, between the viewer and the mountains. However as viewers in the LTVA travel west in the LTVA, the infrastructure will become closer and appear larger.
(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of Segment x-07.

(10) Motion. During construction or maintenance, visibility of workers and equipment would be limited by intervening vegetation, but dust columns would be visible and noticeable. Conductor sway in windy conditions would not be detectable from the KOP. However, LTVA viewers further west and closer to the line would see and notice more construction or maintenance activity.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-07 would be intermittently visible from most areas of the LTVA during the heavy visitor use season.

Construction, Maintenance, and Decommissioning: During construction along Segment x-07, the presence of work crews, vehicles, and other equipment would be intermittently visible from the KOP and other points within the LTVA; and dust generated by construction activities would be more broadly visible in the area. Ground disturbance from access routes and at structure bases would not be visible from the KOP, but may be intermittently visible from points within the LTVA closer to the segment. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The Project structures would be visible as short, dark, regularly spaced vertical lines. Conductors would be faintly visible connecting the structures as gray undulating horizontal lines. The vertical lines of the transmission structures somewhat blend with other vertical elements, such as saguaros in the intervening distance. Because of distance and intervening vegetation, the WAPA 161kV transmission line H-frame structures aren't visible, and it appears that the Project would be a new addition to an undisturbed area. However, as viewers move closer to the segment route in the LTVA, the H-frames would become visible. During the heavy visitor use season, the view of the Project may be partially or completely blocked at the KOP by large RVs. Because the existing WAPA 161kV infrastructure would not

be visible from the KOP or most areas of the LTVA, and the small size that the Project appears to be from this distance, the Project would be a minor addition to the landscape.

The primary source of contrast between the Project and the environmental setting would be the regularly spaced nature of the short dark lines of the structures in the distance. From the KOP, the structures would be viewed in front of distant mountains; the visibility of the structures would greatly depend on atmospheric conditions and lighting. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. The greatest intervening factor in the visibility, noticeability, and impact of the Project on the view would be the presence of RVs in the LTVA. Larger RVs may completely block the view of the Project from the KOP and other points within the LTVA. However, it would be expected that the Project would be intermittently visible within the LTVA even during heavy visitor use, particularly as viewers travel west and in closer proximity to the segment route. As viewers come closer to the structures, they would appear larger and would become skylined. But during the heavy visitor use season, the presence of large numbers of campers, RVs, OHVs, and recreational activity would diminish the noticeability of the Project as it would belind with what would appear to be temporary development. Overall the contrast with the surrounding environment is minor, which would continue for the viewers within the LTVA. The overall level of change to the characteristic landscape would be moderate outside the heavy visitor use season, and would be none to weak when experiencing heavy use, therefore, Class III objectives would met.

VRI Analysis:

Scenic Quality – Addition of the Project along Segment x-07 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment x-07 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-07 would be recreationists and users of the LTVA during the heavy visitor season in the fall, winter, and spring. Sensitivity in the vicinity of these segments is rated high. Long-term visitors and recreationists who routinely use this area may be sensitive to the visual changes.

Additional Mitigating Measures (See item 3) See KOP 28.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information

1. Project Name: Ten West Link____

2. Key Observation Point: 24 - RV Park Quartzsite____

3. VRM Class: III/IV

4. Location: Township____

Sketch:	5. Location
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Range _____ Section _____

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Nearly flat, open wide valley	Inverted conical shrubs and	Power poles are tall, thin, and
	developed with a recreational	rounded clumps of low shrubs in	vertical; roads are linear, flat, and
	vehicle park. Open, square-	foreground, becoming an	straight; fence posts are short,
	shaped block of gravels at RV	irregular low horizontal strip of	vertical, and rectangular.
	park separated by paved roads.	dense shrubs across the horizon	
	Rugged, irregular, blocky,	at the base on the mountains.	
V	angular, chunky mountains in		
FORM	the distant background.		
	Distinct short lines in variations	Short, irregular, multi-	Strong vertical repeated into the
	of roadside gravels and soils	directional lines of stems and	distance; fence posts are short,
	along vehicle parking/camping	branches in larger shrubs closest	vertical, straight, and repeated;
	areas; low curving horizontal	to KOP; distinct, bumpy	fence chains are undulating, curving
	line of valley floor broken by	horizontal line along top edge of	and distinct.
	vegetation cover; irregular and	vegetation strip at horizon	
	broken jagged horizontal line of	against backdrop of mountains.	
LINE	the mountains at the skyline.		
	Light tan, gray, and light-brown	Green, dark-green, and gray.	Dark gray power poles; light-gray,
	gravels and exposed earth in the		road surface; very dark-gray road
	foreground next to the road;		surface; dark gray fence chains;
Я	mountains are shades of brown		brown fence posts; brown and white
COLC	and gray-brown.		BLM signage.
	Medium granular in road-side	Coarse and bushy; clumped and	Road surface has a uniform stippled
URE	soils and gravels; mountains are	dense.	surface; fence posts appear wooden.
TEXT	coarse and rough.		
		l	

		Section C. Proposed Activity Description	1
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Regularly spaced large rectilinear structures.
LINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
COLOR	None	None	Light to dark gray
TEXTURE	None	None	Smooth, spiky
	Section D. Contrast	Rating SHORT TERM	⊠ LONG TERM

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s):

Date(s):

Machelle Davis

July 27, 2017

			FEATURES											
1.		LA	ND /	WAT	ER	VEGETATION				STRUCTURES				
D	EGREE		DC											
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
5	Form				\boxtimes				\boxtimes	\boxtimes				
ENT	Line				\boxtimes				\boxtimes	\boxtimes				
ILEM	Color				\boxtimes				\boxtimes					
щ	Texture				\boxtimes				\boxtimes			\boxtimes		

Comments from item 2:

KOP 24 is located outside an RV park on private property south of Quartzsite, Arizona and north of the BLM's La Posa LTVA. The KOP represents the views of RV park residents looking south-southeast who would be viewing Segments qs-01 or x-06 on BLM-administered lands designated VRM Class III. Both Segments qs-01 and x-06 would be on BLM-administered lands that are designated VRI Class III, comprised of scenic quality C and high sensitivity, within the foreground-middleground distance zone. However, Segment qs-01 is designated VRM Class III while x-06 is designated VRM Class III, IV, and II. A portion of Segment qs-01 would be crossing through the LTVA. The view from KOP 24 is open and panoramic. Viewers are looking at flat desert plain in the immediate foreground, with a rugged mountainous middleground to background. Sparse green, dark green, and yellow-green native vegetation is clumped and rounded in the foreground, becomes more uniform with distance to form an irregular green horizontal line at the base of the mountains. Variations in the light gray, dark gray-brown and light tan exposed earth create irregular but subtly horizontal lines and give the foreground a banded appearance. The rugged mountains create a jagged and broken irregular horizontal line at the skyline. The light gray to dark gray paved roads and their shoulders create distinct horizontal lines in the immediate foreground. Brown fence posts create short distinct vertical lines that are regularly repeated and connected by short undulating horizontal lines of chain. The series of metal monopoles of the WAPA 161kV transmission line create a series of repeated strong vertical lines that are reduced in intensity by background topography and intervening vegetation, and fade into the distance. The associated power lines are faintly visible as diagonal and undulating.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable:

(1) Distance. Segment qs-01 would be in the foreground-middleground zone, visible as near as approximately 0.3-mile away from the viewpoint and extending in east-west orientation across the view.

(2) Angle of Observation. Viewers from KOP 24 and would be at approximately the same elevation as the base of the structures.

(3) Length of Time the Project is in View. Due to proximity, Segment qs-01 would be prominently visible in sustained views from KOP 24 and along the southern edge of the RV park, with views diminishing as viewers travel north.

(4) Relative Size or Scale. Segment qs-01 structures would, due to the proximity between the Project and KOP 24, appear large in scale compared with the view's other major visual componentsThe structures and conductors would redefine the skyline in these views.(5) Season of Use. RV park use is likely highest in winter due to high spring, summer, and fall temperatures; however, residences appear to be long-term and may see year-round use. Visibility of Segment qs-01 would likely not be diminished during winter storms, and though the area is prone to dust storms, they would not be likely to reduce the visibility of this Project segment at certain times.

(6) Light Conditions. Segment qs-01 extends in an east-west direction. During morning hours, in views from the west, structures and conductors would appear backlit and dark. In afternoon hours, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the nearest structures would not be visible from KOP 22.

(8) Spatial Relationships. The open and panoramic view toward Segment qs-01 from KOP 24 is framed by a distant rugged and rocky mountain backdrop. Segment qs-01 would undermine the panoramic elements of this view by appearing across the entirety of the view in close proximity to KOP 24 or viewpoints within the LTVA, somewhat enclosing the view.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would not be likely to reduce visibility of the Segment qs-01 structures from the RV park.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would be noticeable and likely to attract attention from KOP 24 or other locations in the general vicinity. During operations, conductor sway in windy conditions would be detectable from KOP 24.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The structures and conductors of Segment qs-01 would be prominently visible in views from the RV park. They would be dominant features and would redefine the skyline. As such, Segment qs-01 would likely be found to have a substantial effect on desert vistas and mountain views as seen from the RV park.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment qs-01 would be noticeable in views from the RV park. Because of the viewer's level position, intervening vegetation, ground disturbance from access routes and at structure bases would not be visible. Motion would likely attract attention from this distance, and construction or repair activities and equipment operation would likely be highly visible from this location.

Operations: The Project would be visible across the view from KOP 24 and other locations within the RV park as a collection of large, gray, vertical, geometric shapes connected by strong, undulating lines that would stretch across the top of the view. Segment qs-01 would, in this view, be as far as 0.3-mile away from the KOP. From this distance, individual structures would be highly visible from KOP, extending above the mountain skyline. Segment qs-01 structures and conductors would remain in views of visitors and recreationists as they travel throughout this portion of the RV park, as well as the LTVA, likely defining the skyline wherever visible.

Most Segment qs-01 structures would be guyed V lattice structures in this location. While their vertical form would relate to the existing monopole structures, the form contrast would be strong and would attract attention, and would increase visual clutter. Their gray, lattice structures would allow whatever portion appears in front of the mostly brown mountain backdrop to be absorbed, but the majority of the most proximate structures would extend beyond any point of visual absorption into the skyline. Segment conductors would be a strong linear addition in the view from this distance, and guy wires would add visible lines divergent from the conductor lines.

Overall, the contrast with the surrounding environment is strong. Segment qs-01 would be a prominent addition to the landscape, adding development to the landscape, strongly contrasting with the existing infrastructure. VRM Class III management objectives would not be met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segment qs-01 would add prominent cultural modifications to the unit, which is already rated Scenic Quality C. Thus, while the addition of a modification like Segment qs-01 would affect the scenic quality of the unit, it would remain C.

Sensitivity – Sensitive viewers in the area of Segment qs-01 would be nearby residents of the south side of Quartzsite, and occupants of and recreationists within the LTVA. Development currently visible to the southeast of the KOP is the WAPA 161kV transmission line. Segment qs-02 would represent a substantial development and would be prominently visible from KOP 24 and its vicinity. Residents and LTVA users could be highly sensitive to such changes.

Additional Mitigating Measures (See item 3)

Recreation impact analysis determined that an unacceptable level of impacts to OHV rider safety could occur from guys extending from the guyed V structures in areas of heavy OHV construction, and mitigation specifies that structures in these areas not contain guy wires. Structures along Segment qs-01 would be replaced by monopoles to match the existing WAPA 161kV infrastructure, which would reduce visual contrast as well as eliminate potential hazards from guy wires.

Because the Project along this segment would not meet VRM Class III objectives and additional measures would not reduce impacts to allow for conformance, the VRM class along Segment qs-01 from Class III to Class IV. The newly designated VRM Class IV area would extend 0.3-mile either side of centerline.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/4/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

4. Location:

5. Location Sketch:

2. Key Observation Point: 26 -Quartzsite Civic Event

Range _____

Parcel_

Section _____

Township____

3. VRM Class: III

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat and wide valley that is	Sparse rounded clumps in	Very bold, thin short vertical fence
	developed as gravel parking in	middleground.	posts; single wood power poles are
	the foreground extending into		tall and thin; road sign posts are thin
	the middleground. Rugged,		and vertical; road signs are square
	irregular, blocky, angular		and rectangle; buildings are low and
	mountains in the distant		rectangular with triangular rooftops;
	background.		road is long, flat, and wide; event
ų			parking gravel areas are flat, wide
FOR			block shapes.
	Strong, flat line at horizon of	Strong horizontal green and tan	Strong vertical thin lines of fence
	valley floor, broken by trees and	line where vegetation extends	posts and power poles; distinct
	buildings; irregular and strong	along the base of mountains.	vertical, horizontal and diagonal
	jagged line of the mountain at		lines along edges of buildings; low
	the skyline.		curving lines of fence chains; short,
			straight horizontal lines in
LINE			aluminum siding.
	Gray, light gray, and very light	Bright green, green, and tan.	Dark brown power poles; black
	brown; mountain in background		fence posts and chains; gray
	is brown and dark brown.		electrical boxes; light gray, white
			and brown buildings; light gray road
Я			surface; light gray event parking
COLO			areas.
	Medium stippled to medium	Sparse, clumped foliage with	Buildings appear either wooden or
	granular.	little apparent texture.	metalic; fence posts and power poles
			appear smooth; road surface and
			event parking gravel areas are
URE			medium stippled or medium
TEXT			granular.
	1		1

			Section C. Proposed	Activity Description	n	
		1. LAND/WATER	2. VEGET	ATION	3. STRUCTURES	
	FORM	None	None		Regularly spaced rectilinear structures.	
	LINE	None	None		Regularly spaced rectilinear structures.	
	COLOR	None	None		Light to dark gray	
	TEXTURE	None	None		Smooth, spiky	
		Section D. Contr	ast Rating 🛛 🖂	SHORT TERM	🖂 LONG TERM	
2. D	oes p	roject design meet visual resour	ce management objecti	ves?		
(Evr	lain ($\boxtimes Yes \square No$				
3. Ac	Iditio	nal mitigating measures recommend □ Yes ⊠ No	led?			
Eval	lators	'Name(s):	Date(s):			
	I	Machelle Davis & Josh Hohn		July 21, 201	17	

						FEATURES							
1. DEGREE OF CONTRAST		LA	ND / BC	WAT DY	ΓER	VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form				\square				\boxtimes			\boxtimes	
ENTS	Line				\square				\boxtimes			\boxtimes	
TEM	Color				\square				\boxtimes			\boxtimes	
ш	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 26 is located along the gravel frontage road on the south side of I-10 south of Quartzsite, AZ and north of the BLM's LTVA. The KOP represents the views of drivers on the frontage road and RV park residents looking southwest, who would be viewing Segment qs-02 within an area designated VRM Class IV. The view from KOP 26 is open and panoramic. Viewers are looking at a gravel parking lot within an RV park in the immediate foreground, with dark brown low hills and a rugged mountainous middleground, and gray-blue rugged mountains in the background. The parking lot is flat and uniformly light tan-gray and stippled. Sparse golden tan rounded shrubs line the frontage road and sparse clumped green, dark green, and yellow-green native vegetation quickly becomes more uniform with distance to form an irregular green horizontal line at the base of the low hills and mountains. The hills and rugged mountains create a jagged and broken irregular horizontal line at the skyline. Tire tracks in the gravel of the frontage road create converging vertical lines in the foreground. Brown fence posts create short distinct vertical lines that are irregularly repeated and occasionally connected by short undulating diagonal lines of chain. numerous single wood power poles create scattered strong vertical lines that are faded with distance. A lattice structure with a cylindrical tank on top is in the immediate foreground, while road signs and colored business signs line I-10. Several small cubical buildings and white RVs are visible. During the heavy visitor season, the RV park would likely be full of RVs, which would partially block the view of the low hills and mountains. Overall, the scene is busy, complex, and highly developed with a more natural appearing landscape in the distant foreground to middleground.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment qs-02 would be in the foreground-middleground zone. The distance between KOP 26 and Segment qs-02, which would cross the view as close as 0.75 mi. to the KOP, allows for visibility of potential contrast.

(2) Angle of Observation. The elevation at KOP 26 is lower than that along the Project segment route, so observers at the KOP and its vicinity would have an inferior angle of observation toward the Project.

(3) Length of Time the Project is in View. The KOP is located along an interstate (I-10) frontage road adjacent to the Quartzite Civic Event Parcel. Duration of views from I-10 would be relatively brief given typical interstate speeds, while duration of views from within the RV facility would likely be relatively long.

(4) Relative Size or Scale. From KOP 26 the Project would appear beyond a number of utility poles and structures within the RV facility. Given the distance between KOP and Project, structures would appear at a moderate scale relative to the surrounding landscape features and nearby utility poles.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segment qs-02 lies on a west-northwest to east-southeast axis. In views from the east, the Project would appear well lit in morning hours. Light reflected by structures and conductors may be slightly visible and some shining could be noticeable. In afternoon or evening hours the Project would appear back lit and dark.

(7) Recovery Time. Given the distance between KOP and Project, and given that the lower portions of structures are obscured in views toward the Project from this part of Quartzite, ground disturbance at the base of Segment qs-02 structures would not be visible to viewers in the vicinity of the KOP and it would not be visible until viewers were much closer to the Project (off-road vehicle use my place viewers closer to the Project). Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the southwest is open and panoramic and backdropped by rugged mountains within the foreground-middleground. The presence of Segment qs-02 would be partially detectable wrapping around the visible mountains.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From KOP 26, hazy conditions would reduce the visibility of Segment qs-02.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment qs-02 would be visible to viewers at KOP 26 and its vicinity. Structures would be visible passing behind and in front of the mountains in the view.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment qs-02 would be noticeable in southwesterly views from within this portion of Quartzite. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely not be detectable, given the distance between the KOP and intervening structures and topography. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Segment qs-02 would be partially visible in views from KOP 26, beyond the Quartzite Civic Event Parcel, which includes a variety of utility structures, including distribution poles and RV hook-ups. It also includes sheds, buildings, and a water tower. Project structures, where visible, would be absorbed into the features distributed throughout the immediate foreground. One of the Segment qs-02 structures would be visible in the left half of the view in the saddle between a nearby peak and the eastern peak of the short mountain range visible in the view. Another structure would be partially visible along the western slope of the short mountain range, beyond a water tower. All other project structures, which would be beyond Quartzite and on the near slope of the mountain range, would be visually absorbed into the mountain backdrop, primarily due to the rugged and complex background and the lattice structure of the structures. The proposed structures would be guyed V lattice structures and dead-end tangent structures. Conductors, which would be visible from this distance (0.75 mi. at the closest point), would undulate in a manner that related to the mountain skyline within which they would be visible.

During routine operation of the Project, the addition of the transmission line in the view would be visible as part of a broader landscape including numerous vertical features. The two discernable structures would appear in the view alongside distribution poles at varying

distances from the KOPs and would also relate to the fence posts in the immediate foreground and the distribution poles extending down the frontage road. The conductors, visible in the left half of the view, would appear to repeat the undulations of the Civic Event Parcel boundary in the immediate foreground. The gray colors and smooth textures of the Project would relate to numerous elements with similar color and textures, namely other poles and structures. Viewers in this area are likely desensitized to infrastructural facilities. The dispersed locations of RV hookups suggest that, when in use, views toward the Project segment would be obscured by other users of the recreational space.

These small structures would not constitute a major modification to views and VRM Class III objectives would be met. Overall, the contrast with the surrounding environment is weak and the new structures would not likely attract attention.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segment qs-02 would not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Viewers looking south from this portion of Quartzite would primarily be recreational travelers, who, despite potentially being highly sensitive to views, are also tolerant of development in the vicinity of RV camping sites. The Project would not have a long-term impact on recreational use in the KOP vicinity.

Additional Mitigating Measures (See item 3)

A portion of Segment qs-02 would not be visible from KOP 26 (and is not documentd by another KOP) and would be within an area of VRM Class III that would fall between an area presently VRM Class IV and an area proposed to be changed to VRM Class IV along Segment i-06 as a result of the Project. Therefore, an RMPA would be required to change to VRM Class IV the portion of Segment qs-02 west of the area of VRM Class IV and east of Segment i-06.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

	Section A. Project Informa	tion
1. Project Name: Ten West Link	4. Location:	5. I
2. Key Observation Point: 27 - Boyer Road - Quartzsite	Township	
North Side	Range	

3. VRM Class: III

5. Location Sketch:

Section _____

	Sectio	on B. Characteristic Landscape Desrij	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Very wide, very flat, expansive,	Rounded and clumped shrubs in	Straight, flat, narrow road.
	open valley floor; wide, square-	the foreground that form a wide,	Rectilinear vertical communications
	shaped block area in immediate	low narrow strip across the	tower.
	foreground; lumpy, jagged,	landscape at the horizon.	
V	angular, rocky mountains in		
FORM	distant background.		
	Soft, diffused line along edge of	Soft but distinct dark-green	Long, straight lines along edge of
	bare soil in the immediate	horizontal line at edge of	road surface. Short vertical lines of
	foreground; broken, jagged	vegetation cover at the horizon.	the communications tower and faint
	horizontal line along mountain		vertical lines of the WAPA 161kV
LINE	profile.		monopole structures.
	Very light-brown to pale gray;	Green and dark-green.	Very light-brown to pale gray road;
Ж	dark brown and gray-brown in		dark gray communications tower
COLO	background mountains.		and monopole structures.
E	Medium to fine granular; distant	Clumped and dense.	Finely stippled road surface and
TEXTUR	mountains are coarse and rough.		smooth tower structures.

Section C. Proposed Activity Description

		1. LAND/WATER	2. VEGETATION	3. STRUCTURES
ſ	FORM	None	None	Regularly spaced rectilinear structures.
	LINE	None	None	Regularly spaced rectilinear structures.
	COLOR	None	None	Light to dark gray
	TEXTURE	None	None	Smooth, spiky

	Section D. Contrast R	ating SHOR	TERM	⊠ LONG TERM
2. Does project design me	eet visual resource m	anagement objectives?		
□ Yes	🖂 No			
(Explain on reverse side)				
3. Additional mitigating me	asures recommended?			
	—			
🛛 Yes	□ No			
Evaluators' Name(s):	Γ	Date(s):		
Machelle Davis &	& Josh Hohn		July 21, 2017	

						FEATURES							
1. DEGREE OF CONTRAST		LA	ND / BC	WAT DY	TER	VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes	\square			
ENTS	Line				\boxtimes				\boxtimes	\boxtimes			
TEM	Color				\square				\square			\square	
щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 27 is located on Boyer Road on the north edge of Quartzsite, AZ. The KOP represents the views of residents looking northeast, north, and northwest, who would be viewing Segment qn-02 cross BLM lands designated VRM Class III to the northeast and northwest, and State lands to the north. The view from KOP 27 is open and panoramic. Viewers are looking at flat desert plain framed by rugged mountains in the background to the northeast and northwest. Exposed tan-gray earth in the foreground has been heavily impacted by a maintained dirt road and off-road travel. Native vegetation is absent in the immediate foreground, and is sparse green, dark green, and yellow-green, clumped and rounded in the distant foreground; becoming dotted to uniform to form a green horizontal line at skyline and base of the mountains. The rugged mountains create a jagged and broken irregular horizontal line at the skyline. The edges of the dirt road and tracks from off-road travel create converging diagonal to curvilinear lines going into the distance. The communications tower is a prominent vertical focus of attention, while the short vertical lines of the WAPA 161kV monopoles are barely visible to the northeast. Overall, the scene is simple and somewhat scenic, but appears impacted in the immediate foreground.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment qn-02 would be in the foreground-middleground zone. The distance between KOP 27 and Segment qn-02, which would cross the view as close as 0.15 mi. to the KOP, allows for visibility of contrast.

(2) Angle of Observation. Because the elevation at the KOP is approximately the same as the nearest portion of Segment qn-02, viewers angle of observation would be inferior. It would be inferior in the vicinity of the KOP.

(3) Length of Time the Project is in View. The view from KOP 27 is intended to represent residential views from north Quartzite. Therefore, duration of views toward Segment qn-02 from KOP 27 is assumed to be high.

(4) Relative Size or Scale. From KOP 27, the Project, which would appear across the entire view approximately 0.15 mi. away, would appear at a large scale relative to the surrounding landscape features and other utility poles visible. All structures would appear larger in scale or smaller in scale from corresponding locations in this portion of Quartzite. Thus, contrast with regard to relative size or scale would be high.(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms which would not reduce the visibility of the Project from this distance.

(6) Light Conditions. Segment qn-02 lies on an east-west axis. In views from the south, the Project would appear well lit. In early morning and late afternoon hours, light reflected by structures and conductors may be slightly visible and some shining could be noticeable on structures' eastern and western sides, respectively.

(7) Recovery Time. While the proximity of the segment to the KOP, and lack of intervening objects in the area, would allow for direct views of the areas surrounding the structure bases, sparse vegetation in the area means clearance at the bases of structures would not likely be substantial. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the north from KOP 27 is open and panoramic and backdropped by rugged mountains. The presence of Segment qn-02 would reinforce the panoramic qualities of the view and appear as a foreground frame for the open view beyond.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From views as close as KOP 27 and other locations in northern Quartzite, however, hazy conditions would likely not reduce the visibility of Segment qn-02.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment qn-02 would be visible to viewers at KOP 27 and its vicinity. Structures would be visible in front of an open and panoramic view of the desert with a mountain backdrop.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment qn-02 would be noticeable in northward views from Quartzite. Motion, dust, and activity would attract attention. Ground disturbance from access routes and at structure bases would be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The addition of Segment qn-02 structures would add new, dominant features to views from the northern part of town. New structures and conductors would extend across the entirety of the view, appearing above and in front of the mountain backdrop and desert vista. Although a series of transmission poles is barely visible in views to the northeast, and a communications tower is prominently visible north of Quartzite, the Segment qn-02 structures would appear at a scale larger than any other feature in the view. The proposed structures would be guyed V lattice structures, which, while vertical forms similar to others in view, would contrast with all other features in terms of design and general appearance. The prominently visible conductors would undulate across the view, appearing as a substantial new linear element and also framing the more distant view. Project structures and conductors would be close enough to the KOP to dominate the view while also retaining view corridors beyond the segment that would remain generally undisturbed in views.

During routine operation of the Project, the structures and conductors would appear above the mountain skyline, and the gray colors and smooth textures would not be absorbed by the mountain backdrop from this distance. As such, contrast with existing conditions would be strong. Viewers in northern Quartzite are likely desensitized to the presence of utility infrastructure, but not at this level of intensity.

These large structures would constitute a major modification to views directly in front of KOP 27; the contrast with the surrounding environment is strong and the new structures would attract attention and dominate the view. VRM Class III objectives would not be met.

VRI Analysis:

Scenic quality - Placement of Project structures associated with Segment qn-02 would reduce but not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Views of the open and panoramic desert would remain beyond the segment that would be close enough to KOP 27 to allow for unaltered views to the north from points very near KOP 27. The primary viewers at KOP 27 are residents, who may be highly sensitive to views.

Additional Mitigating Measures (See item 3)

Because the Project along this segment would not meet VRM Class III objectives and additional measures would not reduce impacts to allow for conformance, the VRM class along Segment qn-02 from Class III to Class IV. The newly designated VRM Class IV area would extend 0.3-mile either side of centerline.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information

_____ 4. Location:

2. Key Observation Point: 28 - Highway 95 Long Term Visitor Area_____

3. VRM Class: III

Township____ Range _____ Section _____ 5. Location Sketch:

Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION **3. STRUCTURES** Flat, wide, open valley in the Rounded clumps of low shrubs Monopoles are tall, thin; and foreground to middleground in foreground, becoming a low vertical; H-frame structures are horizontal strip of dense shrubs with rugged, irregular, blocky, recitlinear; road is long, flat, and angular, chunky mountains in into the middleground. narrow; road sign posts and very the distant background. Wide thin and vertical. horizontal strip of bare soil in immediate foreground. Large rounded and angular stones in FORM the foreground. Distinct curving lines in Strong, spiked green horizontal Structures have strong vertical variations of roadside gravels line where vegetetation is seen repeated into the distance with short, and soils; low curving horizontal against background mountains. strong horizontal and diagonal; line of valley floor broken by vertical sign posts; distinct straight vegetation cover; irregular and and curving lines along edge of road broken jagged horizontal line of pavement and road striping; faint LINE the mountains at the skyline. undulating power lines. Light tan, gray, and dark-gray Bright green; green and dark Dark brown power poles; light gray, gravels and exposed earth in the road surface, yellow and white road green. foreground next to the road; light striping; red, white, and blue in tan road valley floor; mountains signs. COLOR are shades of gray-brown. Medium stippled to medium Coarse and spiky. Monopoles and structures appear TEXTURE smooth without much texture; road granular in road-side soils; dense and solid in the middleground. is dense and solid.

		Section C. Proposed Activity Description	n	
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES	
FORM	None	None	Regularly spaced rectilinear structures.	
TINE	None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.	
COLOR	None	None	Light to dark gray	
TEXTURE	None	None	Smooth, spiky	
	Section D. Contrast	Rating SHORT TERM	🖾 LONG TERM	
2. Does p	roject design meet visual resource n □ Yes ⊠ No	nanagement objectives?		
(Explain	on reverse side)			

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Date(s): 7/19/17

			FEATURES										
1.		LA	ND /	WAT	ER	VEGETATION				STRUCTURES			
D	EGREE	BODY											
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes	\boxtimes			
ENT	Line				\boxtimes				\boxtimes	\boxtimes			
ILEM	Color				\square				\boxtimes			\boxtimes	
Щ	Texture				\square				\boxtimes				\square
Comments from item 2:

KOP 28 is located at the intersection of Highway 95 and North 53rd Street south of Quartzsite, Arizona. The KOP represents the views of travelers on Highway 95 or 53rd Street at the intersection, looking south viewing Segment x-07 on BLM lands designated VRM Class III. Segment x-07 would be on BLM-administered lands that are designated VRM Class III, comprised of lands designated VRI Class III, scenic quality C and high sensitivity, within the foreground-middleground distance zone. The view from KOP 28 is open and panoramic. Viewers are looking at flat desert plain with rugged mountains in the middleground to background. Exposed tan-gray earth in the foreground is stippled. Native vegetation is very sparse in the immediate foreground, and is sparse green, dark green, and yellow-green, clumped and rounded with distance, becoming dotted to uniform and punctuated with saguaros, forming an irregular green horizontal line at skyline and base of the mountains. The rugged mountains create a jagged and broken irregular horizontal line at the skyline. The light gray and white striped road surface creates clear horizontal and diagonal lines in the foreground, with the color banding in the road shoulders repeating some lines. The WAPA 161kV H-frame structures create strong vertical and geometric repeated lines going into the distance, while the monopoles on the opposite side of the road also somewhat repeat vertical lines. The transmission line itself is faintly visible, horizontal to curvilinear. Road signs and other signs at the intersection add colors and irregular short vertical lines that look jumbled.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. At its nearest point, Alternative Segment x-07 of the Project would be in the foreground-middleground zone approximately 0.1-mile from the KOP, with structures paralleling Highway 95 fading into the distance while looking south.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the south of the KOP, paralleling Highway 95.

(3) Length of Time the Project is in View. Approaching the KOP, travelers on Highway 95 would be traveling at highway speeds of 55 mph. The structures paralleling Highway 95 would have been visible for the previous 5 miles, and would continue to be visible for another 2.5 miles, until Segment x-07 would join Segment p-09 and turn west along Copper Bottom Pass Road.

(4) Relative Size or Scale. Despite the spaciousness of the landscape, because the infrastructure would be in relatively close proximity to the KOP, the structures would appear relatively large in the landscape.

(5) Season of Use. While Highway 95 would be used on a year-round basis, traffic would be heavier during the high visitor use season in the fall, winter, and spring.

(6) Light Conditions. Segment x-07 lies roughly on a north-south axis and viewers at the KOP and along Highway 95 would be looking at the structures on the east side of the highway going north and south.

(7) Recovery Time. While ground disturbance would not be visible from the KOP, ground disturbance may be intermittently visible as viewers travel along Highway 95. Because the Project is located in an arid desert location, full recovery is not expected and some level of disturbance will appear permanent.

(8) Spatial Relationships. The infrastructure along Segment x-07 would be paralleling Highway 95 and in front of distant scenic topography, in immediate proximity to viewers traveling on the highway.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of Segment x-07, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, workers and equipment in immediate proximity to Highway 95 would demand attention; columns of dust could attract attention at greater distances. Conductor sway in windy conditions would be detectable.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment x-07 would be clearly visible by viewers along Highway 95, and the structures would be relatively close to the viewers.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-07 would be visible along the highway; however construction would be focused in certain areas and passed fairly quickly at highway speeds. Ground disturbance from access routes and at structure bases would not be visible from the KOP, but may be intermittently visible while traveling Highway 95. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as fairly large, dark, slightly diagonal vertical lines evenly spaced along Highway 95 and paralleling the existing H-frame structures of the WAPA 161kV transmission line. Conductors would be visible connecting the structures as gray undulating horizontal lines. The tall vertical lines of the transmission structures somewhat blend with other vertical elements in the immediate foreground, including fence posts, monopoles, single wood pole distribution lines, and the H-frame structures. The lattice guyed V structures would somewhat repeat the geometric lines of the H-frame structures, but because of the large, open nature of the H-frame structures, the narrow geometric linces of the lattice would strongly contrast with them. Because of the contrast with the existing WAPA 161kV infrastructure and additional visual clutter, the Project would be a moderate addition, despite the vastness of the desert landscape as viewed from this KOP.

The primary source of contrast between the Project and the environmental setting would be the differences in form between the proposed guyed V structures and the WAPA 161kV H-frame structures; and the additional visual clutter in the landscape. At the KOP and along Highway 95, entire structures would be skylined because they are in close proximity to the viewer. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Soft, rounded vegetation would contrast with the hard geometric lines of the Project, but at times would obscure views of ground disturbance. Because the landscape already contains the WAPA 161kV transmission line and other utility infrastructure, the addition of the Project would have less visual effect than in areas where no there is no existing infrastructure; however, the addition of the Project with the existing infrastructure increases the visual effect of clutter in the landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels Highway 95. The overall level of change to the characteristic landscape would be moderate. Because the majority of travelers on Copper

Bottom Pass Road are recreationists visiting the area, the large size of the structures, the contrast in structure form, and the Project in conjunction with the existing infrastructure visual clutter would cumulatively dominate the view. Therefore, Class III objectives would not met.

VRI Analysis:

Scenic Quality – Addition of the Project along Segment x-07 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segment x-07 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segment x-07 would be travelers along Highway 95, including many recreationists during the heavy visitor season in the fall, winter, and spring. Additionally, this segment would be located within the BLM's LTVA. Sensitivity in the vicinity of these segments is rated high. Routine travelers along this portion of Highway 95and those attracted to the scenic views of topography to the east may be sensitive to the change.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas, such as the LTVA. Recommend using lattice H-frame structures to eliminate guys and more closely match the WAPA 161kV H-frame structures, which would reduce structure contrast and visual clutter.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV for the utility corridor along SR 95.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

 Section A. Project Information

 4. Location:
 5. I

 Township_____
 5.

5. Location Sketch:

2. Key Observation Point: 29 - Highway 95 Crossing

3. VRM Class: III

Ange _______
 Section B. Characteristic Landscape Desription
 2. VEGETATION

		1. LAND/WATER	2. VEGETATION	3. STRUCTURES		
ſ		Flat, wide desert valley floor;	Rounded and inverted conical	Road is flat, narrow, and bold;		
		open exposed wide block area in	shrubs in the foreground; sparse	lattice and H-frame structures are		
		immediate foreground; lumpy,	and wispy shrubs; low, more	vertical, geometric, tall, and linear;		
		jagged, angular, rocky	dense and regular strip of shrubs	power poles are tall, thin, and		
	м	mountains in background.	in the middleground.	vertical. Pipeline facility is irregular		
	FOR			lumpy and tubular.		
ľ		Diffused and broken line	Broken, diffused horizontal line	Weak, gently curving lines		
		following edge of bare soils at	with soft edges along horizon	associated with color variations in		
		horizon; soft, non-directional	edge of vegetation at mountains.	unpaved road surface. Tall, thin		
		lines between gravel areas and		vertical lines of power poles;		
		bare soils; jagged horizontal line		horizontal undulating power lines;		
		along mountain profile.		rectilinear structures with geometric		
	LINE			short diagonal line		
		Gray, tan, gray-tan, brown, and	Green, dark green, yellow green,	Tan, gray-tan, very light brown road		
		light brown; gray and gray-	and shades of gray.	surface; dark brown and dark gray		
	JR	brown mountains in the		power poles and lattice structures.		
	COLO	background.		The pipeline facility is white		
		Coarse granular and uniform in	Coarse and spiky in the	Coarse granular, dense, and		
		foreground soils and gravels;	foreground; becoming more	uniform. Transmission structures are		
	URE	distant mountains are rough and	clumped and dense in the	smooth and spiky; and the pipeline		
	TEXI	coarse.	distance.	facility is smooth.		
1						

			Section C. Pro	posed Activity Descriptio	n	
		1. LAND/WATER	2. V	EGETATION	3. STRUCTURES	
	None None None None None		None		Rectilinear structures	
			None		Vertical, geometric, and curvilinear structures and conductors	
			None		Gray	
	TEXTURE	None	None		Smooth and pointy structures; smooth conductors	
		Section D. Contr	rast Rating	SHORT TERM	⊠ LONG TERM	
2. Do	oes p olain o	roject design meet visual resou □ Yes ⊠ No on reverse side)	rce management o	bjectives?		
3. Ad	lditior	nal mitigating measures recommen	ided?			
		🛛 Yes 🗌 No				

Evaluators' Name(s): Machelle Davis Date(s):

7/19/17

FEATURES LAND / WATER VEGETATION STRUCTURES 1. BODY DEGREE OF Moderate Moderate Moderate Strong Strong Strong Weak Weak Weak None None None CONTRAST Form Ĩ \boxtimes \boxtimes \boxtimes L L I ELEMENTS \boxtimes \boxtimes \boxtimes Line L Color \boxtimes \boxtimes \square Texture \boxtimes \boxtimes \square L

Comments from item 2:

KOP 29 is located south of Quartzsite, Arizona at the intersection of Highway 95 and the gravel road that travels west-northwest through Copper Bottom Pass, or east providing access along the DPV1 facility. The KOP represents the views of travelers on Highway 95 or Copper Bottom Pass Road at the intersection, looking southeast, viewing Segment x-07, x-06, x-05, p-07, and p-08 on BLM lands. Segment x-05, 06, and 07, and p-07 and 08 would all be on BLM-administered lands that are designated VRI Class III, comprised mostly of scenic quality C and high sensitivity, within the foreground-middleground distance zone. However, x-05 and 06 would be on lands designated VRM Class II, and IV; while x-07, p-07, and 08 would be on lands designated VRM Class III. The view from KOP 29 is open and panoramic. Viewers are looking at flat desert plain with rugged mountains in the middleground to background. Exposed tan-gray earth in the foreground is stippled. Vegetation is very sparse in the immediate foreground, and is sparse green, dark green, and yellow-green, clumped and rounded with distance; becoming dotted to uniform and punctuated with saguaros, forming an irregular green horizontal line at skyline and base of the mountains. The rugged tan, dark brown, black, and blue-gray mountains create a jagged and broken irregular horizontal line at the skyline. The gravel road texture variation creates diagonal and slightly curvilinear banding. The WAPA 161kV H-frame structures, monopole distribution structures, and DPV1 lattice structures create strong vertical and geometric repeated lines, but the scene appears cluttered jumbled with differing structure types and intervals. The transmission line itself is horizontal and curvilinear. Overall, the scene is developed with the lines created by the various structure types. The naturalness of the surroundings is diminished by the amount and variety of development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. At its nearest point, Alternative Segment p-09 of the Project would be in the foreground-middleground zone approximately 0.3-mile from the KOP.

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the west-southwest of the intersection of Highway 95 and Copper Bottom Pass Road.

(3) Length of Time the Project Is In View. Approaching the KOP, travelers on Highway 95 would be traveling at highway speeds of 55 mph, slowing, and turning onto Copper Bottom Pass Road, then continuing along the dirt road at speeds of 20 to 30 mph. The segment would continue to parallel Copper Bottom Pass Road and would be in view of travelers on the road. While views from the KOP itself would be momentary, the Project would be in view for an extended period of time.

(4) Relative Size or Scale. Despite the spaciousness of the landscape, because the infrastructure would be in relatively close proximity to the KOP, the structures would appear relatively large in the landscape.

(5) Season of Use. While Highway 95 would be used on a year-round basis, Traffic would be heavier during the high visitor use season in the fall, winter and spring. Season of use for Copper Bottom Pass Road would be very limited outside the high visitor use season.

(6) Light Conditions. Segment p-09 lies roughly on an east-west axis and viewers at the KOP at the intersection and along Copper Bottom Pass Road would be looking west then south at the structures. In mornings, the structures and conductors to the west and south would be front lit and potentially reflective, while at sunset, the structures would be somewhat backlit.

(7) Recovery Time. While ground disturbance would not be visible from the KOP, ground disturbance would likely be visible as viewers travel along Copper Bottom Pass Road. Because the Project is located in an arid desert location, full recovery is not expected and some level of disturbance will appear permanent.

(8) Spatial Relationships. The infrastructure along Segment p-09 would be roughly paralleling Copper Bottom Pass Road and in front of distant scenic topography, in immediate proximity to viewers at the intersection and along Copper Bottom Pass Road.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of Segment p-09, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, workers and equipment in immediate proximity to Copper Bottom Pass Road would demand attention; columns of dust could attract attention at greater distances. Conductor sway in windy conditions would be detectable.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-09 would be clearly visible by viewers at the intersection and along Copper Bottom Pass Road, and the structures would be relatively close to the viewers.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-09 would be visible at the intersection and from Copper Bottom Pass Road. Ground disturbance from access routes and at structure bases would not be visible from the KOP, but would be intermittently visible while traveling Copper Bottom Pass Road. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as fairly large, dark, slightly diagonal vertical lines evenly spaced along Copper Bottom Pass Road. Conductors would be visible connecting the structures as gray undulating horizontal lines. The tall vertical lines of the transmission structures somewhat blend with other vertical elements in the immediate foreground, including fence posts, monopoles, and single wood pole distribution lines. The lattice guyed V structures would repeat the geometric lines of the DPV1 self-supporting lattice structures, but would contrast with the form of the self-supporting structures. Because of the contrast with the existing DPV1 infrastructure and additional visual clutter, the Project would be a moderate addition, despite the vastness of the desert landscape as viewed from this KOP.

The primary source of contrast between the Project and the environmental setting would be the differences in form between the proposed guyed V structures and the DPV1 self-supporting lattice structures; and the additional visual clutter in the landscape. At the KOP at the intersection and at most points along Copper Bottom Pass Road, entire structures or portions of structures would be skylined where they are in close proximity to the viewer. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Soft, rounded vegetation would contrast with the hard geometric lines of the Project, but at times would obscure views of ground disturbance. More distant structures would be against a mountainous backdrop and, with distance, would be muted visually or nearly indistinguishable.

Consequently, as viewers move through the landscape along Copper Bottom Pass Road, infrastructure will have varying degrees of visibility, noticeability, and dominance. Because the landscape already contains the DPV1 and other utility infrastructure, the addition of the Project would have less visual effect than in areas where no there is no existing infrastructure; however, the addition of the Project with the existing infrastructure increases the visual effect of clutter in the landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels Copper Bottom Pass Road. The level of change to the characteristic landscape would be moderate. Because the majority of travelers on Copper Bottom Pass Road are recreationists visiting the area, the large size of the structures, the contrast in structure form, and the Project in conjunction with the existing infrastructure visual clutter would cumulatively dominate the view. Therefore, Class III objectives would not met.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segments p-09 would add cultural modifications reducing the scenic quality score for the unit. While the Project along Segment p-09 would reduce the scenic quality of the unit, ovall effects to the scenic quality rating unit would depend on the complete route through the unit.

Sensitivity – Sensitive viewers in the area of Segment p-09 would be travelers on Highway 95 and recreationists on Copper Bottom Pass road. Sensitivity in the vicinity of these segments is rated high. Area recreationists, particularly return users during the high visitor use season may be sensitive to the change.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures with matching color and span lengths to match the existing DPV1 structures to reduce contrast between the structure types, sense of visual clutter, and eliminate guy wires.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV for the utility corridor along Segments p-07, 08, and 09.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/23/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link____ 2. Key Observation Point: 30 - Copper Bottom Pass Rd

Section A. Project Information 4. Location:

Township____ Range _____

5. Location Sketch:

#1_

Section _____

3. VRM Class: III

Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION 3. STRUCTURES								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES					
	Flat, wide desert valley floor;	Rounded and inverted conical	Road is flat and narrow; lattice and					
	open exposed wide area in	shrubs in the foreground; sparse	H-frame structures are vertical,					
	immediate foreground; lumpy,	and wispy shrubs; low, more	rectilinear, tall, and linear; power					
	jagged, angular, rocky	dense and regular strip of shrubs	poles are tall, thin, and vertical;					
	mountains in background.	in the middleground.	communications site on					
4			Cunningham peak is faint, short, and					
FOR			vertical.					
	Jagged horizontal line along	Broken, diffused horizontal line	converging vertical, slightly					
	mountain profile; pronounced	with soft edges along horizon	diagonal, and curvilinear lines					
	short diagonal lines in the	edge of vegetation at base of	associated with tire tracks and color					
	geology of the mountains.	mountains.	variations in unpaved road surface.					
			Tall, thin vertical lines of power					
			poles; horizontal undulating power					
			conductors; geometric lattice					
LINE			structures with short diagonal line					
	Gray, tan, gray-tan, brown, and	Green, dark green, yellow green,	Tan, gray-tan, very light brown road					
	light brown; gray and gray-	and shades of gray.	surface; dark brown and dark gray					
	brown mountains in the		power poles and lattice structures.					
R	background; tan-gray banding of							
COLC	unpaved roads.							
	Coarse granular and striated in	Coarse and spiky in the	Transmission structures are smooth					
	foreground soils and gravels;	foreground; becoming more	and spiky.					
URE	distant mountains are rough and	clumped, soft, lumpy, and dense						
EXT	coarse.	in the distance.						

	Section C. Proposed Activity Description									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Blading at the base of the	None	Regularly spaced large rectilinear							
v	structures would be		structures.							
FORM	intermittently visible as flat.									
	Bladed areas would create	None	V-shaped structures with vertical							
	horizontal and diagonal lines.		and geometric lines, and							
			undulating curvilinear lines of							
LINE			conductors.							
	Newly exposed earth would	None	Light to dark gray							
Я	appear lighter or darker than the									
COLC	surroundings.									
	Smoother textures where	None	Smooth, spiky							
URE	cleared at structure bases and									
TEXT	along access routes									
L	Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM							
1 D										

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 21, 2017

			FEATURES										
1.		LA	ND /	WAT	ER	VI	VEGETATION			STRUCTURES			
D	EGREE	BODY											
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
2	Form			\boxtimes					\boxtimes		\boxtimes		
ENT	Line			\boxtimes					\boxtimes		\boxtimes		
ILEM	Color			\boxtimes					\boxtimes		\boxtimes		
Е	Texture			\boxtimes					\square		\square		

Comments from item 2:

KOP 30 is located south of Quartzsite, Arizona along the gravel road that travels west-northwest through Copper Bottom Pass, west of the intersection with Highway 95. The KOP represents the views of travelers on Copper Bottom Pass Road looking west-northwest, viewing Segments p-09 and p-10 on BLM-administered lands designated VRM Class III. Segment p-09 is designated VRI Class II, comprised of scenic quality B and high sensitivity, within the foreground-middleground distance zone. Both segments are on BLM lands designated VRM Class II. Segment p-10 is designated VRI Class II and III, comprised of scenic quality B and high sensitivity, within the foreground-middleground distance zone. The view from KOP 30 is views flat desert plain with rugged mountains in the middleground to background enclosing the view. Exposed tan-gray earth in the foreground is stippled to coarse and rocky. Vegetation is very sparse in the immediate foreground, and is sparse green, dark green, and yellow-green, clumped and rounded with distance; becoming dense and uniform, forming a soft green horizontal line at the base of the mountains. The rugged tan, dark brown, and black mountains create a jagged and broken irregular horizontal line at the skyline. Tire tracks in the gravel road and other changes in texture create diagonal and curvilinear tan-gray banding. The monopole structures and DPV1 lattice structures create strong vertical and geometric repeated lines, but with slightly different intervals. The transmission conductor itself is horizontal and curvilinear. As travelers move through the landscape along the road, the utility structures become sky lined and visible, and attract more attention than the picture might otherwise indicate.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-09 would be in the foreground-middleground zone. Segment p-10 would be in the background zone, beginning approximately 5 miles from the KOP. The distance between KOP 30 and Segment p-09, the closest visible portion of which would be within 0.2 mi. of the viewpoint, allows for visibility of the Project.

(2) Angle of Observation. The KOP is at approximately the same elevation as the base of the nearest structures, which provides viewers with an inferior angle of observation. Approximately 1.5 miles west of the viewpoint, the Project would begin rising in elevation at a more rapid pace than Copper Bottom Pass Road. Thus, viewers both at the KOP and as they move westward along Copper Bottom Pass Road would have an inferior angle of observation toward the Project, comparable to views toward DPV1 structures in the existing view from KOP 30. (3) Length of Time the Project Is in View. The Project would generally parallel Copper Bottom Pass Road through Copper Bottom Pass, nearly 10 miles northwest of the KOP. Travelers on Copper Bottom Pass Road are expected to travel at no more than moderate speeds given road conditions. Thus, the Project would be in views from the KOP and other locations along Copper Bottom Pass Road for a sustained length of time.

(4) Relative Size or Scale. Project structures would be comparable in size and scale with the DPV1 structures visible in the view from KOP 30, and with which the portions of Segments p-09 and p-10 would be parallel in the area visible from KOP 30. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, but that would not be likely to reduce the visibility of the Project from points along Copper Bottom Pass Road.

(6) Light Conditions. Segments p-09 and p-10 lie on a northwest-southeast axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be back lit when viewed to the south of a viewpoint or in afternoon views to the west. The addition of the Project to an existing transmission corridor would intensify these effects in all views.

(7) Recovery Time. Ground disturbance at the base of Segment p-09 structures would likely be visible in views along access routes from Copper Bottom Pass Road, similar to the manner in which the bases of DPV1 structures are visible. There is existing vegetation in the area and vegetation removal for new structures would likely be conspicuous in direct views. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The existing transmission corridor appears in views from Copper Bottom Pass Road at this location to cut across a the mostly panoramic space. The Project would reinforce this effect.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Copper Bottom Pass Road, hazy conditions would likely not reduce the visibility of Segment p-09.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention at Segment p-09 from KOP 30. During operations, any conductor sway in windy conditions would be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments p-09 and p-10 would be noticeable in views from KOP 30 and elsewhere along Copper Bottom Pass Road. Motion, dust, and activity would likely attract attention in proximate views. Ground disturbance from access routes and at structure bases would be intermittently detectable from viewers at elevations generally at or slightly below those of the structure bases. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The existing DPV1 transmission line is visible extending across the valley from the left side of the view and through the center of the view. The DPV1 structure visible near the center of the view is approximately 0.25 mi. from KOP 30. Structures and conductors beyond this are barely detectable and are mostly absorbed into the mountain backdrop. However, the DPV1 structures are a visible component in this landscape as viewed from Copper Bottom Pass Road, and visibility is enhanced and intensified as viewers approach the structures. The proposed structures would mostly be guyed V lattice structures until the Project begins its ascent through Copper Canyon, where tangent style structures will also be incorporated. In views from KOP 30, while appearing structurally different than the DPV1 structures, Project structures would appear similarly visible against an open sky backdrop and noticeable, but partially absorbed, against a mountain backdrop. Because of the prominence of the existing transmission features, the Project's guyed V structures, which would appear approximately 0.1 mi. beyond the existing line here, would contrast in form with the DPV1 self-supporting lattice structures. Given the prominence of the existing transmission corridor, the addition of the Project would result in moderate contrast with placement of new structures near existing ones. Even with adjacent

placement of the Project structures, the transmission corridor would appear intensified, its linear and vertical components appearing thicker, in views toward both the valley floor and mountain backdrop.

During routine operation of the Project, the addition of the transmission line in the view would enhance and intensify the visible presence of the existing transmission and the Project would be visible beyond – but as part of – an existing transmission corridor. This would intensify the moderate degree of contrast between the existing transmission line and the open sky visible to the west and south of the viewpoint, which would remain noticeable. The Project would appear from this vantage point as similar in line, color, and texture, but not in form, with the existing DPV1 transmission line. Taking into account the monopoles visible on the north side of Copper Bottom Pass Road, the Project would introduce a third style of structure in views from KOP 30. While included in a utility corridor, the Project would introduce an element of nonconformity among the corridor's components. As such, contrast with existing conditions would be moderate to strong. Viewers along this segment of Copper Bottom Pass Road could reasonably expect transmission infrastructure to be present within the roadway's viewshed, and would likely become desensitized to this addition to an existing line.

These structures would constitute a major modification to views and VRM Class III objectives would not be met. Expansion of the utility corridor with structures that are consistent in scale but not design with existing structures would result in a moderate contrast with the surrounding environment. Encroachment upon the open sky backdrop and mountain skylines would increase with the addition of structures.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments p-09 and p-10 would be visible to viewers at KOP 30 and the nearby vicinity along Copper Bottom Pass Road. Structures would be detectable against blue sky backdrops and mostly absorbed into the mountain backdrop. Given its alignment with DPV-1, the addition of the Project would not substantially affect desert vistas and mountain views in views from KOP 30 and its vicinity.

VRI Analysis:

Scenic Quality - Placement of similar appearing structures adjacent to DPV1 structures would intensify an existing utility corridor but not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Sensitive viewers along Copper Bottom Pass Road would primarily include recreationists or other travelers coming from nearby areas where VRM classifications are higher than the utility corridor and who therefore may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to match or be better than surface conditions of the DPV1 structures. Surface disturbance should be minimized, therefore structure sites should be accessed via helicopter or foot. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information

5. Location Sketch:

1. Project Name: Ten West Link_____

2. Key Observation Point: 32 - Copper Canyon_____

3. VRM Class: III

Township____ Range ____

4. Location:

Section _____

1. LAND/WATER 2. VEGETATION 3. STRUCTURES Sloping, narrow valley in bottom Rounded and inverted conical in The main road is flat, narrow, of steep, rugged, jagged canyon the immediate foreground; round linear, and bisects the canyon bisected by an unpaved road. and clumped in the halves. Other smaller roads are Steep, rugged, jagged mountains middleground, becoming and ribbon-like. The lattice	and into e flat
Sloping, narrow valley in bottomRounded and inverted conical inThe main road is flat, narrow,of steep, rugged, jagged canyonthe immediate foreground; roundlinear, and bisects the canyonbisected by an unpaved road.and clumped in thehalves. Other smaller roads areSteep, rugged, jagged mountainsmiddleground, becomingand ribbon-like. The lattice	and into e flat
of steep, rugged, jagged canyonthe immediate foreground; roundlinear, and bisects the canyonbisected by an unpaved road.and clumped in thehalves. Other smaller roads areSteep, rugged, jagged mountainsmiddleground, becomingand ribbon-like. The lattice	into e flat
bisected by an unpaved road.and clumped in thehalves. Other smaller roads areSteep, rugged, jagged mountainsmiddleground, becomingand ribbon-like. The lattice	e flat
Steep, rugged, jagged mountains middleground, becoming and ribbon-like. The lattice	
forming triangular-shaped continuous in the distance. structures are vertical and rect	ilinear
blocks sloping towards the while the monopoles are verice	al and
valley floor in canyon bottom, tubular. A small building, whi	le
creating an overall V-shaped cubical, appears flat and squar	e.
landscape. Large, irregular	
shaped boulders and stone in the	
foreground. Lumpy, jagged,	
angular mountains in distant	
background.	
Strong, bold silhouette lines Weak, subtle horizontal lines in Long, continuous line straight	and
along top edge of canyon walls distant middleground between slightly curving line of road su	ırface;
that is very jagged and rugged. color bands in vegetation cover. short, curving line along edge	of
Broken but distinct horizontal Short, irregular, multi- road side gravel berm. Narrow	7
lines in rock bands and outcrops directional lines in stems and curvilinear lines of smaller roa	ads at
on canyon slopes. Broken, branches of larger shrubs closest the base of the mountains. The	3
jagged, bold horizontal line to the KOP. geometric lines of the lattice	
along mountain profile. structures, vertical lines of the	:
monopoles, curvilinear lines o	f the
power lines, and short vertical	and
horizontal lines of the building	g are
barely noticeable.	

	Brown, dark-brown, light-	Bright green, green, pale green,	Gray and light-brown road surface.		
	brown, tan, gray; off-white and	gray, and tan.	Lattice structures and power lines		
	gray stones and boulders; gray		are dark gray; monopoles are light		
	and gray-brown mountains in the		gray. The building is red.		
	distant background. Light gray				
Ж	irregular curvilinear banding				
COLO	along dirt roads				
	Coarse, rocky, rugged, and	Coarse and bushy in the	Coarse to medium granular road		
	irregular canyon walls and	foreground; rounded and	surface. All other structures appear		
	slopes; smooth, hard stones and	clumped; dense and uniform in	smooth.		
URE	boulders; coarse granular soils in	the distant middle ground.			
TEX1	foreground.				

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	The area around the bases of	None	Regularly spaced large rectilinear
W	the structures would be bladed		structures.
FOR	flat.		
	Lines of disturbance at bases	None	Geometric structures with strong
	would be horizontal or		vertical lines and undulating
	rectangular; access routes		curvilinear lines of conductors.
	would be horizontal, diagonal,		
LINE	or curvilinear.		
	Newly exposed earth would be	None	Light to dark gray
	lighter or darker than the		
Я	surrounding exposed earth and		
COLO	desert pavement.		
	Smoother texture where cleared	None	Smooth, ridged, spiky
TURE	at structure bases and for access		
TEXI	routes.		

	Section D. Contrast Rating	SHORT TERM	⊠ LONG TERM					
2. Does project design me								
□ Yes	🖂 No							
(Explain on reverse side)								
3. Additional mitigating measures recommended? ∑ Yes □ No								
Evaluators' Name(s):	Date(s):							

July 21, 2017

FEATURES STRUCTURES LAND / WATER VEGETATION 1. BODY DEGREE OF Moderate Moderate Moderate Strong Strong Strong Weak Weak Weak None None None CONTRAST Form \boxtimes \boxtimes \boxtimes \square ELEMENTS \boxtimes \boxtimes Line \boxtimes \boxtimes \boxtimes \boxtimes Color L L \boxtimes Texture \mathbb{N} \boxtimes

Machelle Davis & Josh Hohn

Comments from item 2:

KOP 32 is located in the Copper Bottom Pass area, west-southwest of Quartzsite, Arizona. The KOP represents the views of travelers on the gravel road through Copper Bottom Pass looking at Segments p-09, p-10, and cb-01 on BLM-administered lands. Segments p-09 and p-10 are designated VRM Class III comprised of lands with high sensitivity in the foreground-middleground zone; however, p-09 has scenic quality C and B, while p-10 has scenic quality B. Segment cb-01 is designated VRM Class II and III, comprised of VRI Class II, scenic quality B and high sensitivity, within the foreground-middleground distance zone. Viewers are looking at the canyon bottom in the foreground enclosed by rugged mountains on either side, focusing the view on the middleground where the canyon opens up to the open desert plain with distant rugged blue-gray mountains at the skyline in the background. Horizontal to diagonal striations in the geology of the canyon walls converge at the mouth of the canyon emphasizing the focus on the distant views. Exposed tan-gray earth in the foreground is rocky to stippled. Native vegetation is dotted on the sides of the canyon, clumped in the foreground, becoming more uniform in the canyon bottom, in shades of green, dark green, and yellow-green. The rugged distant mountains create a short faint jagged horizontal line at the skyline. There are two existing power lines that are visible but not noticeable in the landscape from this KOP: a distribution line on monopoles delivering power to the communications site on Cunningham Peak and the DPV1 facility on lattice structures. However, while driving along the gravel road, both the monopoles and lattice structures are more visible, obvious, and attract attention in a way that is not conveyed from this KOP. The KOP demonstrates how well the existing power infrastructure blends with the landscape under certain circumstances.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-10 would be in the foreground-middleground zone, appearing adjacent to both Copper Bottom Pass Road and the existing DPV1 facility. The distance between KOP 32 and the nearest Segment p-10 structure is approximately 0.25 mi.

(2) Angle of Observation. The KOP is at a higher elevation than the Segment p-10 structures visible in the view, which provides viewers with a superior angle of observation. From other points along Copper Bottom Pass Road, the viewpoint would be lower than the base of the structure and so viewers would have an inferior angle of observation.

(3) Length of Time the Project Is in View. Project Segment p-10 would parallel Copper Bottom Pass Road for approximately 0.6 mi. until its intersection with Segment p-09, which would extend eastward out of the mountains and into the valley, more than 2 miles away. Vehicles likely travel at no more than moderate speeds on Copper Bottom Pass. Thus, the Project would be in views from the KOP and other locations along Copper Bottom Pass Road for a sustained length of time.

(4) Relative Size or Scale. Project structures would be comparable in size and scale with the DPV1 structures visible in the view from KOP 32.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, but that would not be likely to reduce the visibility of the Project from points along Copper Bottom Pass Road.

(6) Light Conditions. Segment p-10 lies on a northwest-southeast axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be back lit when viewed to the south of a viewpoint or in afternoon views to the west. The addition of the Project to an existing transmission corridor would intensify these effects in all views.

(7) Recovery Time. Ground disturbance at the base of Segment p-10 structures would be visible in views along Copper Bottom Pass Road, similar to the manner in which the bases of DPV1 structures are visible. There is existing vegetation in the area and vegetation removal for new structures would likely be conspicuous in direct views. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The location of the KOP within Copper Bottom Pass results in a focused view toward the valley to the east. The Project would be visible extending down the canyon toward the center of the view, thus reinforcing the focused nature of the view.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From Copper Bottom Pass Road, hazy conditions would likely not reduce the visibility of Segment p-10.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention at Segment p-10 from KOP 32. During operations, any conductor sway in windy conditions would be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-10 would be noticeable in views from KOP 32 and elsewhere along Copper Bottom Pass Road. Motion, dust, and activity would likely attract attention in proximate views. Ground disturbance from access routes and at structure bases would be intermittently detectable from viewers at elevations generally at or slightly below those of the structure bases; given steeper than average slopes in Copper Bottom Pass, access roads could be as wide as 76 feet, and turnaround areas for vehicles would need to be added to portions of Copper Bottom Pass Road. Such alterations would be visible in the views . During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: The existing DPV1 transmission line is partially detectable extending through Copper Bottom Pass and into the valley to the east in the center of the view. The DPV1 structure nearest KOP 32 is approximately 0.2 mi. away and its tangent lattice structure is mostly absorbed into the nearby hillside backdrop. Other DPV1 structures in the view are also tangent lattice structures and appear to be even more fully absorbed into the backdrop to the point of near undetectability. Conductors are visible only in the foreground. The Project would appear on the opposite side of the DPV1 facility as the roadway. Proposed structures visible in this view would mostly be tangent structures similar to existing structures, with some dead-end structures at bends in the proposed route. Similar to DPV1, structures and conductors would be visible in the immediate foreground but would quickly become indiscernible with distance as they'd be absorbed into the rocky, striated hillside. The Project would expand the utility corridor in views. Use of similar structure design would reduce structural contrast, though that would be offset by the degree to which the Project structures are offset from existing structures. Staggered structures would give the appearance of an utility corridor lacking in intactness. Even with adjacent placement of the Project structures, where possible, the linear and vertical components of the transmission corridor would appear intensified, its linear and vertical components appearing thicker in views up and down Copper Bottom Pass Road.

During routine operation of the Project, the addition of the transmission line in the view would intensify the moderate degree of contrast between the existing utility corridor and its natural surroundings. Contrast resulting from Segment p-10 would primarily be surface disturbance at structure bases and for structure access, which would be intermittently but consistently evident in views from Copper Bottom Pass Road. The structures and conductors themselves would appear similar in form, line, color, and texture with the DPV1 facilities. However, intensification of the utility corridor alongside the existing road would increase the presence of a strong linear element cutting through a setting appearing to be an otherwise natural setting. Viewers along this segment of Copper Bottom Pass Road are likely desensitized to the presence of transmission infrastructure in the form of DPV1.

These structures would constitute a major modification to views and VRM Class III objectives would not be met. The utility corridor would be expanded with structures that are consistent in scale and appearance, and structures outside of the immediate foreground would generally appear partially to fully absorbed into the hillside backdrop. But in close-in views from points along Copper Bottom Pass Road, utility transmission would become co-dominant with the surrounding natural setting.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-10 would be faintly visible extending into the valley below Copper Bottom Pass to the east to viewers at KOP 32. However, given its alignment with DPV-1, the addition of the Project would not substantially affect desert vistas and mountain views in views from KOP 32 and its vicinity.

VRI Analysis:

Scenic Quality - Placement of similar appearing structures adjacent to DPV1 structures would intensify an existing utility corridor but not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Sensitive viewers along Copper Bottom Pass Road would primarily include recreationists or other travelers coming from nearby areas where VRM classifications are higher than the utility corridor and who therefore may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to match or be better than surface conditions of the DPV1 structures. Surface disturbance should be minimized, therefore structure sites should be accessed via helicopter or foot. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV limited to the vieweshed where both the Project and DPV1 would be visible (bounded by the adjacent ridgetops), while the rest of the utility corridor would remain VRM Class III.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Activity (Program):

Section A. Project Information

1. Project Name: Ten West Link____

4. Location: 5. Location Sketch:

2. Key Observation Point: 33 - Johnson Canyon_

3. VRM Class: II

Range _____

Section _____

Township____

Section B. Characteristic Landscape Desription									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	Very narrow, flat canyon bottom	Rounded and large, wispy,	No structures visible in the						
	with large angular and irregular-	irregular-shaped shrubs in the	landscape.						
	shaped stones and boulders.	foreground; round and clumped;							
7	Canyon walls are large	vertical and cylindrical cactus.							
FOR	triangular-shaped blocks.								
	Strong, bold diagonal and	Short, irregular, vertical and	No structures visible in the						
	sloping silhouette lines along top	diagonal lines in stems and	landscape.						
	edge of canyon walls that is very	branches of larger shrubs closest							
	jagged and rugged. Broken but	to the KOP; short, straight							
	distinct horizontal lines in rock	vertical lines of cactus.							
	bands and outcrops on canyon								
LINE	slopes.								
	Brown, dark-brown, light-	Bright green, yellow green, gray	No structures visible in the						
ЯС	brown, tan, gray; off-white and	green, dark brown, shades of	landscape.						
COLO	gray stones and boulders.	gray.							
	Coarse, rocky, rugged, and	Coarse, bushy, shrubby,	No structures visible in the						
	irregular canyon walls and	feathery, spiky.	landscape.						
	slopes; smooth, hard stones and								
URE	boulders; coarse granular soils in								
TEXT	foreground.								

Resource Area:

Section C. Proposed Activity Description								
1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
Flat to sloped irregular ground disturbance at the base.	None	Rectilinear structures.						
Disturbance area at the base of the structures would create horizontal and diagonal lines	None	Vertical, geometric, and curvilinear structures and conductors.						
Newly disturbed earth would be lighter or darker than surrounding exposed earth.	None	Shades of gray						
Granular to stippled to rocky disturbance at base.	None	Smooth and pointy structures; smooth conductors.						
Saction D. Contract	Dating SUADT TEDM	M I ONC TEDM						

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): **Machelle Davis** Date(s): 6/21/17

		FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER BODY			VEGETATION			STRUCTURES					
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form		\boxtimes					\boxtimes		\boxtimes			
ENTS	Line		\boxtimes					\boxtimes		\boxtimes			
ILEM	Color	\boxtimes					\boxtimes			\boxtimes			
щ	Texture	\boxtimes					\boxtimes			\boxtimes			

Comments from item 2:

KOP 33 is located in Johnson Canyon in the Copper Bottom Pass area, west-southwest of Quartzsite, Arizona. The KOP represents the views of hikers and OHV recreationists looking at Segments cb-02 on BLM lands designated VRI Class III, comprised of scenic quality B and high sensitivity, within the foreground-middleground distance zone; and VRM Class II. Viewers are looking west-southwest at the enclosed landscape of the canyon bottom in the foreground, enclosed by rugged mountains on either side, focusing the view where the canyon walls converge at the wash bottom. Land forms in the canyon are bold, pyramidal, and conical. Repeated diagonal striations in the geology of the canyon walls point to the wash bottom focusing the convergence. Exposed tan-gray earth in the foreground contains boulders, and is rocky to stippled. Native vegetation is dotted on the sides of the canyon, clumped in the foreground, punctuated by occasional saguaros, becoming more uniform with distance along the wash bottom, in shades of green, dark green, and yellow-green. The canyon walls form a sharp undulating horizontal line in the foreground- to middleground. The wash bottom creates a light gray-tan irregular and indistinct curvilinear band. No development is visible, and despite the fact that the canyon is favored for OHV recreation, there are only minimally noticeable signs of use.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segment cb-02 of the Project would be in the foreground-middleground zone. Segment cb-02 would be immediately upslope of the KOP then move into the distance along the slope. However, most of the closest portions of cb-02 are in front of mountains and absorbed by the landscape.

(2) Angle of Observation. Segment cb-02 would be upslope of KOP 33, meaning that the viewer is in an inferior position viewing cb-02. As the viewer moves through the canyon, most of the cb-02 infrastructure would be in front of mountainous terrain, which would mostly absorb the development. The segment would be skylined on a ridge as viewers move west through the canyon.

(3) Length of Time the Project Is In View. Segment cb-02 would be visible from KOP 33. Because of the narrow and winding nature of the canyon, the entirety of the route through the canyon may not always be visible, but portions of the segment would be visible from any given point.

(4) Relative Size or Scale. Portions of cb-02 that would be upslope from and closest to recreationists in the canyon, and relatively large. The size of the infrastructure would appear to diminish with distance away from the viewer.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Johnson Canyon area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment cb-02 is within Johnson Canyon, which has a winding east-west course. Portions of the segment may be frontlit and backlit during morning and evening hours; however, being inside the canyon will impact and potentially limit the effects of morning and evening lighting.

(7) Recovery Time. Ground disturbance at the base of the structures would be visible from the viewer inferior position. Because the canyon is desertous, rocky, and only sparsely vegetated, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration of disturbed soils and rock would be a noticeable difference from the undisturbed areas of the canyon and would take many years to weather to blend with or match the canyon surroundings. Therefore recovery would be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. Because of the narrow nature of the canyon, structures would be relatively close to the viewers in the canyon and appear large. However, the canyon walls are steep, dramatic, and of a size that could effectively absorb large lattice-type structures, minimizing visual effect, except where skylined.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur; however, the visible area of the canyon is relatively limited, and the visual impact of haze and dust would be minimal.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, conductor sway in windy conditions may be detectable from the canyon bottom, but would not attract attention.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. While Segment cb-02 would be clearly visible by users of Johnson Canyon, and the structures would be relatively close to the viewers, the dramatic canyon walls assure that mountainous terrain would be behind the structures and skylining of structures would be minimized.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment cb-02 would be visible from the bottom of Johnson Canyon looking upslope at the cb-02 route. Short of catastrphic damage to the line, maintenance activities should be much smaller in scope than construction or decommissioning. Motion may attract attention. Because of the viewer inferior position, construction or repair activities and equipment operation would be visible from the canyon bottom; however recreational use of the canyon during construction may be a safety hazard and may limit recreational use during construction, maintenance, and decommissioning.

Operations: The structures along Segment cb-02 would be stationed along and below the rim of the north facing canyon wall. Because of the steep "V" shaped nature of the canyon, most of the free standing lattice structures would be seen against a background of mountainous terrain, with skylining and overall visibility of the infrastructure in the canyon minimized. The most immediately noticeable impact of Segment cb-02 in Johnson Canyon would be the skylined portion of the Project, which would change as viewers move through the canyon. Where skylined, the structures along Segment cb-02 would be visible as large rectilinear and geometric lattice forms connected by curvilinear conductors. The vertical strudgures would contrast with the predominant irregular diagonal and undulating lines in the landscape and be noticeable. The conductors would appear as smooth and mostly curvilinear lines that would contrast with the irregular undulating lines of the canyon walls where skylined. Structures would repeat the vertical elements of the few saguaros visible in the landscape, but would contrast with most vegetation that is lumpy and rounded.

Where viewed against a background of mountainous terrain, the structures and conductors would be vaguely visible. However, disturbance at the base of the structures created during construction, with expected long-term recovery, would be a different color from the surrounding exposed rock and gravel. The changes in form and color created by ground disturbance at the base of the structures would contrast with the surrounding undisturbed mountainous terrain and would be noticeable. Recreational users of the canyon are OHV operators and hikers moving through the canyon at varying rates of speed. As viewers move through the canyon infrastructure would move in and out of view, in and out of being skylined; the views of the infrastructure would change as they move through the canyon. Because portions of the infrastructure and disturbance would attract attention, as the views of the Project changes, those changes would be noticeable.

Overall the contrast with the surrounding environment is moderate to strong. Most infrastructure would be anticipated to be viewed with a background of mountainous terrain, and vertical skylined elements would be further away from the viewer. While the portions of the project that would be visible and noticeable in the canyon would change as viewers move through the canyon, the contrast would continue to be moderate to strong. Because of the narrow, scenic, and undeveloped nature of the canyon (lack of other structures), the infrastructure would attract attention of the casual observer. Because the infrastructure would not repeat the basic elements found in the surrounding landscape and would attract attention of viewers in the canyon, Class II objectives would not be met.

VRI Analysis:

Scenic Quality – Because there is presently no development visible in Johnson Canyon project, the Project would change the scenic quality of the canyon; however, ramifications for the overall scenic quality score for the unit would need to be considered in conjunction with other connecting segments.

Sensitivity – Sensitive viewers in Johnson Canyon would primarily be recreationists, a large portion of which would be OHV recreationists. Recreationists have expressed concern about their ability to continue to use the canyon and the Project would not have a long-term impact on recreational use of the canyon. However, the Project would change the naturalness and visual quality of the canyon and the experience of the canyon; viewers and recreational users of the canyon may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

No access routes be constructed to structure sites, and thus structure sites be accessed by foot or helicopter. Recommend that disturbance at structure bases be miniized. Consider applying surface treatments to newly exposed rock and gravel to blend with surrounding rock face and minimize visual impact of attention-attracting disturbance. Recommend height of structures be limited in height to that absolutely necessary for safety and operation in order to minimize skylining. Consider shortening span lengths and designing the route to follow the canyon route to minimize elements (conductors in particular) that would be overhead of viewers and skylined. At a minimum the surface of the structures should be dulled to eliminate potential for reflection, if not treated to color blend with the canyon, which could help reduce color contrast.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change to VRM Class IV in conjunction with single-use ROW within 0.3-mile either side of the centerline of segments, or in an area bounded by the viewshed where the segment would be within canyons, for conformance outside utility corridor; or expand existing utility corridor to contain this segment, and in conjunction with other corridor changes, change VRM to Class IV.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Alternatives Intersection - cb-01_

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 34 - Copper Bottom

Township____ - Range _____

Section ____

3. VRM Class: II

Section B. Characteristic Landscape Desription							
1. LAND/WATER	2. VEGETATION	3. STRUCTURES					
Low, short flat valley in	Rounded and clumped in the	Communications site on					
foreground; lumpy, jagged,	foreground; becoming more	Cunningham peak contains linear					
angular and triangular, rocky	clumped and continuous in the	forms					
mountains in middleground and	middleground, forming wide						
background. Medium flat and	continuous strips at base of						
rounded stones and cobble sin	mountains. Small rounded						
the foreground.	shrubs on mountains.						
Broken, jagged line along	No discernible lines associated	Short vertical lines.					
mountain profile. Bumpy,	with vegetation cover.						
sloping, diagonal lines along							
minor ridges down to valley							
floor.							
Light-brown, dark-brown,	Green, yellow green, pale green,	Light gray					
brown, gray, and red-brown;	dark brown, shades of gray.						
subtle gray-tan banding of two-							
track road and wash bottom.							
Coarse gravelly soils and stones;	Coarse and bushy in the	Smooth					
smooth stones and boulders;	foreground; becoming more soft						
distant mountains are rough and	and dense with distance.						
coarse.							
	SectionI. LAND/WATERLow, short flat valley inforeground; lumpy, jagged,angular and triangular, rockymountains in middleground andbackground. Medium flat androunded stones and cobble sinthe foreground.Broken, jagged line alongmountain profile. Bumpy,sloping, diagonal lines alongminor ridges down to valleyfloor.Light-brown, dark-brown,brown, gray, and red-brown;subtle gray-tan banding of two-track road and wash bottom.Coarse gravelly soils and stones;smooth stones and boulders;distant mountains are rough andcoarse.	Section B. Characteristic Landscape DesripI. LAND/WATER2. VEGETATIONLow, short flat valley in foreground; lumpy, jagged, angular and triangular, rocky mountains in middleground and background. Medium flat and the foreground. Medium flat and continuous strips at base of mountains. Small rounded shrubs on mountains.Broken, jagged line along minor ridges down to valley floor.No discernible lines associated with vegetation cover.Light-brown, dark-brown, brown, gray, and red-brown; subtle gray-tan banding of two- track road and wash bottom.Green, yellow green, pale green, dark brown, shades of gray.Coarse gravelly soils and stones; smooth stones and boulders; distant mountains are rough and coarse.Coarse gravelly soils and stones; foreground; becoming more soft and dense with distance.					

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Ground disturbance evident at	None	Regularly spaced large rectilinear
V	structure bases and along		structures.
FORM	access routes.		
	Lines of disturbance at bases	None	Geometric structures with vertical
	would be horizontal or		and geometric lines, and
	rectangular; access routes		undulating curvilinear lines of
	would be horizontal, diagonal,		conductors.
LINE	or curvilinear.		

	Section D. Contrast 1	Rating 🛛 🖂 SHORT TERM	⊠ LONG TERM	
TEX	routes.			
TURE	at structure bases and for access			
	Smoother texture where cleared	None	Smoothy, ridged, spiky	
COL	desert pavement.			
OR	surrounding exposed earth and			
	colored differently from			
	Newly exposed earth would be	None	Shade of gray	

2. Does project design meet visual resource management objectives?

 $\Box Yes \boxtimes No$ (Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Date(s): 7/20/17

						FEATURES							
1.		LAND / WATER BODY			VEGETATION			STRUCTURES					
co	OF OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form		\boxtimes						\boxtimes				\boxtimes
ENTS	Line		\boxtimes						\boxtimes				\boxtimes
TEM	Color			\boxtimes					\boxtimes				\boxtimes
щ	Texture			\boxtimes					\boxtimes				\boxtimes

Comments from item 2:

KOP 34 is located southwest of Quartzsite, Arizona, west of Copper Bottom Pass. The KOP represents the views of recreationists and backroad travelers looking east-northeast at the point where either segment cb-01 or cb-02 would join with Segment cb-04 on BLM lands designated VRI Class II, comprised of scenic quality B and high sensitivity, within the foreground-middleground and seldom seen distance zones; and VRM Class II and III. The view from KOP 34 is enclosed by rugged angular pyramidal mountains in the foreground-middleground sloping down to the desert plain and lower angular rugged hills in the foreground. The rough and rocky to stippled wash bottom in the foreground is dotted with rounded shrubby green and yellow-green vegetation that becomes more uniform at the base of the mountains, and again becomes dotted on the hillsides. Occasional saguaros and ocotillos are visible and add to the diversity of vegetation. Vegetation at the base of the mountains forms a faint horizontal line that becomes sharp and distinct for a short distance at the horizon. The mountains create a jagged and undulating horizontal line at the horizon. A short segment of a rough two-track dirt road, along with rocks and vegetation along the wash create gently curvilinear gray-tan banding in the scene. Communication towers on top of Cunningham Peak are faintly visible as short thin vertical lines.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segments cb-01 and 04 of the Project would be in the foreground-middleground zone. Segment cb-01 would be coming around the southern slope of Cunningham peak, then following a drainage coming into the immediate foreground of the KOP and connecting to cb-04, then continuing into the distance.

(2) Angle of Observation. Viewers of Segment cb-01 would be inferior to distant views of the Project at Cunningham Peak. Segments cb-01 and 04 would be at approximately the same elevation as the viewpoint in the immediate foreground.

(3) Length of Time the Project Is in View. Cunningham peak is intermittently visible from many points in the Dome Rock Mountains; although the addition of the Project may not be visible due to distance. The viewpoint is accessed via OHV routes used by area recreationists, and viewers would be traveling in the area. The length of time of observation of cb-04 in the foreground would depend on the routes taken in the area and there are numerous routes open to the recreationists.

(4) Relative Size or Scale. The Project along cb-01 on Cunningham Peak may not be visible. In the foreground, individual structures would be relatively small in relation to the surrounding landscape features; however, taken together structures connected by conductors form a clear linear feature in the landscape.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segments cb-012 and 04 lie on roughly an east-west axis. As compared to segments lying on north-south axes, changes in lighting conditions would have less impact on the visibility or appearance of the Project

(7) Recovery Time. Ground disturbance at the base of the structures would be visible from the viewpoint. Because the area is desertous and rocky, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable.

Coloration and texture of disturbed soils would be a noticeable difference from the vegetated areas and would take many years to revegetate and match the surroundings. Therefore, recovery would be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. From the KOP, the Project would appear as a proportional part of the landscape - not so large that it dominates but not so small that it's not visible or noticeable.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy and limited visibility conditions occur that would impact the views of both the Project and the surrounding landscape.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, conductor sway in windy conditions may be detectable from the viewpoint or areas in closer proximity to the Project, but would not attract attention.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments cb-02 and 04 would be clearly visible by users of the Dome Rocks Mountains area, and the structures would be at time relatively close to the viewers, the area is relatively remote and views would be limited to recreationists in the immediate area.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments cb-01 and 04 would be visible from the viewpoint. Motion may attract attention. Construction or repair activities and equipment operation would be visible from many locations in the vicinity of the Project. Because of the remote nature of the segments, equipment and vehicles traveling into the area for construction activities may generate dust and activity that would attract attention separate from the actual construction area, because of the unexpected level of traffic and types of vehicles/equipment.

Operations: The structures along Segment cb-01 may be distantly visible coming around the southern slope of Cunningham Peak, passing out of view, then would be emerging from a drainage before connecting to cb-04 coming through the landscape with rugged mountains behind the infrastructure closest to the viewpoint. As the Project goes into the distance to the west, the structures would become skylined and disappear behind low hills. Because this relatively remote area of the Dome Rock Mountains is used by recreationists, particularly OHV enthusiasts, they would be moving about in the landscape and see the Project for varying lengths of time and from different angles; not just from the viewpoint.

The main sources of contrast from Segments cb-01 and 04 would be the vertical elements of the structures, the cleared areas at the bases of the structures and any access routes associated with the structure locations; and the skylined portions of the Project. The main elements of the landscape are horizontal with subtle diagonal lines in the geologic formations, and predominantly rounded shrubby vegetation. The Project would introduce regularly spaced strong vertical and geometric lines that would moderately contrast with the horizontal elements of the surrounding landscape and repeat the vertical elements of the rare saguaros visible in the landscape, but would contrast with most vegetation

that is lumpy and rounded. The structures would be connected by smooth curvilinear lines of the conductors that generally follow the horizontal lines in the landscape; however, the conductors regularly undulate opposite from the irregular undulating horizontal line of the mountains at the skyline. Cleared areas at the bases of the structures would be expected to have similar colors as those seen in the surrounding landscape, but because the area is more densely vegetated in the wash bottom than the surrounding desertous region, and because the cleared areas would be regularly spaced and associated with the structures, they would create moderate contrast with the surrounding landscape. Recreational users of the area are OHV operators moving through the area at varying rates of speed, depending on route conditions. The relative proportion of the project to the surrounding landscape would change with the distance from the project. From the viewpoint, the Project would be noticeable and attract attention of the casual observer, but would not dominate the view. However, as viewers move closer to the Project, dominance could become an issue.

Looking west, the Project would emerge from the more enclosed landscape to become skylined going into the distance, attracting attention, and leading the viewer to notice the closer infrastructure that is less visible in front of the mountainous backdrop. The contrast with the surrounding environment is moderate because most infrastructure would be anticipated to be viewed with a background of mountainous terrain, and vertical skylined elements would be further away from the viewer. While the portions of the project that would be visible and noticeable in the canyon would change as viewers move through the canyon, the contrast would continue to be moderate. Because the infrastructure would not repeat the basic elements found in the surrounding landscape and would attract attention of viewers, Class II objectives would not be met.

VRI Analysis:

Scenic Quality – The Project Area in the vicinity of Segments cb-01 and 04 is essentially undeveloped, with the exception of distant views of the communications site atop Cunningham Peak. The Project would change the scenic quality of this portion of the Dome Rock Mountains; however, ramifications for the overall scenic quality score for the unit would need to be considered in conjunction with other connecting segments.

Sensitivity – Sensitivity for this unit is rated high. Sensitive viewers in the Dome Rock Mountains area would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would change the naturalness and visual quality of this portion of the Dome Rock Mountains, and a portion of viewers and recreational users of the area may be sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to eliminate potential for reflection, if not treated to color blend with the mountainous backdrop, which could help reduce contrast. Disturbance at the bases of structures and along access routes should be minimized. Limit height of structures to that absolutely necessary for safety and operation in order to minimize skylining. Shorten span lengths and design the route to follow canyon routes to minimize elements (conductors in particular) that would be overhead of viewers and skylined.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II standards. Therefore, the YFO RMP would be amended to change the VRM Class from II to IV. For Segment cb-01, change to VRM Class III for conformance outside utility corridor within 0.3-mile either side of the centerline of segments, or in an area bounded by the viewshed where the segment would be within canyons. For Segment cb-04, Change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment, or in an area bounded by the viewshed where the segment would be within canyons.

VISUAL CONTRAST RATING WORKSHEET

1 I AND/WATED

Date: 12/15/2016

District: YFO

1. Project Name: Ten West Link

Alternatives Intersection - cb-02_

Section A. Project Information 4. Location:

2. Key Observation Point: 34 - Copper Bottom

Township___ Range ____

Section

3. VRM Class: II

Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION **3. STRUCTURES** Low, short flat valley in Rounded and clumped in the Communications site on foreground; lumpy, jagged, foreground; becoming more Cunningham peak contains linear angular and triangular, rocky clumped and continuous in the forms mountains in middleground and middleground, forming wide background. Medium flat and continuous strips at base of rounded stones and cobble sin mountains. Small rounded FORM the foreground. shrubs on mountains. Broken, jagged line along No discernible lines associated Short vertical lines. mountain profile. Bumpy, with vegetation cover. sloping, diagonal lines along minor ridges down to valley LINE floor. Light-brown, dark-brown, Green, yellow green, pale green, Light gray brown, gray, and red-brown; dark brown, shades of gray. subtle gray-tan banding of two-COLOR track road and wash bottom. Coarse and bushy in the Coarse gravelly soils and stones; Smooth smooth stones and boulders; foreground; becoming more soft TEXTURE distant mountains are rough and and dense with distance. coarse.

Section C. Proposed Activity Description VECETATION

2 STRUCTURES

	I. LAND/WATER	2. VEGETATION	5. STRUCTURES
	Ground disturbance evident at	None	Regularly spaced large rectilinear
2	structure bases and along		structures.
FOR	access routes.		
	Lines of disturbance at bases	None	Geometric structures with strong
	would be horizontal or		vertical lines and undulating
	rectangular; access routes		curvilinear lines of conductors.
	would be horizontal, diagonal,		
LINE	or curvilinear.		

Resource Area: Activity (Program):

5. Location Sketch:

	Section D. Contrast 1	Rating SHORT	T TERM 🛛 LONG TERM	
TEX	routes.			
TURE	at structure bases and for access			
	Smoother texture where cleared	None	Smooth, ridged, spiky	
COL	desert pavement.			
OR	surrounding exposed earth and			
	colored differently from			
	Newly exposed earth would be	None	Light to dark gray	

2. Does project design meet visual resource management objectives?

 $\Box Yes \boxtimes No$ (Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Date(s): 7/20/17

]	FEATURES						
1. DEGREE		LAND / WATER BODY				V	VEGETATION			STRUCTURES			
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form		\boxtimes						\square				\boxtimes
ENTS	Line		\boxtimes						\boxtimes				\boxtimes
ILEM	Color			\boxtimes					\square				\boxtimes
ш	Texture			\boxtimes					\boxtimes				\bowtie

Comments from item 2:

KOP 34 is located southwest of Quartzsite, Arizona, west of Copper Bottom Pass. The KOP represents the views of recreationists and backroad travelers looking east-northeast at the point where either segment cb-01 or cb-02 would join with Segment cb-04 on BLM lands designated VRI Class II, comprised of scenic quality B and high sensitivity, within the foreground-middleground and seldom seen distance zones; and VRM Class II and III. The view from KOP 34 is enclosed by rugged angular pyramidal mountains in the foreground-middleground sloping down to the desert plain and lower angular rugged hills in the foreground. The rough and rocky to stippled wash bottom in the foreground is dotted with rounded shrubby green and yellow-green vegetation that becomes more uniform at the base of the mountains, and again becomes dotted on the hillsides. Occasional saguaros and ocotillos are visible and add to the diversity of vegetation. Vegetation at the base of the mountains forms affiant horizontal line that becomes sharp and distinct for a short distance at the horizon. The mountains create a jagged and undulating horizontal line at the horizon. A short segment of a rough two-track dirt road, along with rocks and vegetation along the wash create gently curvilinear gray-tan banding in the scene. Communication towers on top of Cunningham Peak are faintly visible as short thin vertical lines.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segments cb-02 and 04 of the Project would be in the foreground-middleground zone. Segment cb-02 would be following a drainage coming into the immediate foreground of the KOP and connecting to cb-04, then continuing into the distance. (2) Angle of Observation. Segments cb-02 and 04 would be at approximately the same elevation as the viewpoint.

(3) Length of Time the Project Is in View. The viewpoint is accessed via OHV routes used by area recreationists, and viewers would be traveling in the area. The length of time of observation would depend on the routes taken in the area and there are numerous routes open to the recreationists.

(4) Relative Size or Scale. Individual structures would be relatively small in relation to the surrounding landscape features; however, taken together structures connected by conductors form a clear linear feature in the landscape.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segments cb-02 and 04 lie on roughly an east-west axis. As compared to segments lying on north-south axes, changes in lighting conditions would have less impact on the visibility or appearance of the Project

(7) Recovery Time. Ground disturbance at the base of the structures would be visible from the viewpoint. Because the area is desertous and rocky, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration and texture of disturbed soils would be a noticeable difference from the vegetated areas and would take many years to revegetate

and match the surroundings. Therefore, recovery would be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. The Project would appear as a proportional part of the landscape - not so large that it dominates but not so small that it's not visible or noticeable.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy and limited visibility conditions occur that would impact the views of both the Project and the surrounding landscape.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, conductor sway in windy conditions may be detectable from the viewpoint or areas in closer proximity to the Project, but would not attract attention.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments cb-02 and 04 would be clearly visible by users of the Dome Rocks Mountains area, and the structures would be at time relatively close to the viewers, the area is relatively remote and views would be limited to recreationists in the immediate area.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments cb-02 and 04 would be visible from the viewpoint. Motion may attract attention. Construction or repair activities and equipment operation would be visible from many locations in the vicinity of the Project. Because of the remote nature of the segments, equipment and vehicles traveling into the area for construction activities may generate dust and activity that would attract attention separate from the actual construction area, because of the unexpected level of traffic and types of vehicles/equipment.

Operations: The structures along Segments cb-02 and 04 would be emerging from a drainage and the route would come through the landscape with rugged mountains behind the infrastructure closest to the viewpoint. As the Project goes into the distance to the west, the structures would become skylined and disappear behind low hills. Because this relatively remote area of the Dome Rock Mountains is used by recreationists, particularly OHV enthusiasts, they would be moving about in the landscape and see the Project for varying lengths of time and from different angles; not just from the viewpoint.

The main sources of contrast from Segments cb-02 and 04 would be the vertical elements of the structures, the cleared areas at the bases of the structures and any access routes associated with the structure locations; and the skylined portions of the Project. The main elements of the landscape are horizontal with subtle diagonal lines in the geologic formations, and predominantly rounded shrubby vegetation. The Project would introduce regularly spaced strong vertical and geometric lines that would moderately contrast with the horizontal elements of the surrounding landscape and repeat the vertical elements of the rare saguaros visible in the landscape, but would contrast with most vegetation that is lumpy and rounded. The structures would be connected by smooth curvilinear lines of the conductors that generally follow the horizontal lines in the landscape; however, the conductors regularly undulate opposite from the irregular undulating horizontal line of the mountains at the skyline. Cleared areas at the bases of the structures would be expected to have similar colors as those seen in the surrounding landscape, but because the area is more densely vegetated in the wash bottom than the surrounding desertous region, and because the cleared areas would be regularly spaced and associated with the structures, they would create moderate contrast with the surrounding landscape.

Recreational users of the area are OHV operators moving through the area at varying rates of speed, depending on route conditions. The relative proportion of the project to the surrounding landscape would change with the distance from the project. From the viewpoint, the Project would be noticeable and attract attention of the casual observer, but would not dominate the view. However, as viewers move closer to the Project, dominance could become an issue.

Looking west, the Project would emerge from the more enclosed landscape to become skylined going into the distance, attracting attention, and leading the viewer to notice the closer infrastructure that is less visible in front of the mountainous backdrop. The contrast with the surrounding environment is moderate because most infrastructure would be anticipated to be viewed with a background of mountainous terrain, and vertical skylined elements would be further away from the viewer. While the portions of the project that would be visible and noticeable in the canyon would change as viewers move through the canyon, the contrast would continue to be moderate. Because the infrastructure would not repeat the basic elements found in the surrounding landscape and would attract attention of viewers, Class II objectives would not be met.

VRI Analysis:

Scenic Quality – The Project Area in the vicinity of Segments cb-02 and 04 is essentially undeveloped, with the exception of distant views of the communications site atop Cunningham Peak. The Project would change the scenic quality of this portion of the Dome Rock Mountains; however, ramifications for the overall scenic quality score for the unit would need to be considered in conjunction with other connecting segments.

Sensitivity – Sensitivity for this unit is rated high. Sensitive viewers in the Dome Rock Mountains area would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would change the naturalness and visual quality of this portion of the Dome Rock Mountains, and a portion of viewers and recreational users of the area may be sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to eliminate potential for reflection, if not treated to color blend with the mountainous backdrop, which could help reduce contrast. Disturbance at the bases of structures and along access routes should be minimized. Limit height of structures to that absolutely necessary for safety and operation in order to minimize skylining. Shorten span lengths and design the route to follow canyon routes to minimize elements (conductors in particular) that would be overhead of viewers and skylined.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II standards. Therefore, the YFO RMP would be amended to change the VRM Class from II to IV. For Segment cb-02, Change to VRM Class IV in conjunction with single-use ROW within 0.3-mile either side of the centerline of segments, or in an area bounded by the viewshed where the segment would be within canyons, for conformance outside utility corridor; or expand existing utility corridor to contain this segment, and in conjunction with other corridor changes, change VRM to Class IV. For Segment cb-04, Change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment, or in an area bounded by the viewshed where the segment would be within canyons.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 35 - Copper Bottom Pass Road

Range _____

#2 - Segment cb-03_ 3. VRM Class: N/A

Section _____

Township____

Section B. Characteristic Landscape Desription							
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
	Sloping, narrow valley in bottom	Rounded, wispy and sparse, and	The road is narrow and linear, and				
	of steep, rugged, jagged canyon	inverted conical in the	bisects the canyon into halves.				
	bisected by an unpaved road.	immediate foreground; round	Power poles are tall, vertical, and				
	Steep, rugged, jagged mountains	and clumped in the	geometric.				
	forming triangular-shaped	middleground, becoming					
	blocks sloping towards the	continuous in the distance.					
	valley floor in canyon bottom,						
	creating an overall V-shaped						
	landscape from KOP vantage.						
	Large and medium sized,						
	irregular shaped boulders and						
	stones in the foreground.						
	Lumpy, jagged, angular						
F	mountains in distant						
FORM	background.						
	Strong, bold silhouette lines	Weak, subtle horizontal lines in	Long, continuous straight to slightly				
	along top edge of canyon walls	distant valley in background	curving line of road surface; short,				
	that is very jagged and rugged.	between color bands in	curving line along edge of road side				
	Broken but distinct diagonal	vegetation cover. Short,	gravel berm. Conductors are faint,				
	lines in cracks in rocks on	irregular, multi-directional lines	curving, undulating lines. Lattice				
	canyon slopes. Broken, jagged,	in stems and branches of larger	structure power poles are tall,				
	bold horizontal line along	shrubs closest to the KOP.	vertical thin lines, with short				
	mountain profile in distant		horizontal lines.				
LINE	background.						

	Brown, dark-brown, light-	Bright green, green, pale green,	Gray and light-brown road surface.
	brown, tan, gray; off-white and	and shades of gray.	Light-gray conductors and power
	gray stones and boulders; gray		poles.
	and gray-brown mountains in the		
	distant background. Dark gray		
	and light gray banding where the		
OR	power line access road and		
COL	gravel road occur.		
	Very coarse, rocky, rugged, and	Coarse and bushy in the	Coarse granular to rough road
	irregular canyon walls and	foreground; rounded and	surface.
	slopes; smooth, hard stones and	clumped; dense and uniform in	
TURE	boulders; coarse granular soils in	the distant middleground and	
TEX	foreground.	background.	
	S	ection C. Proposed Activity Description	n
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	The structure pad area would	Vegetation would be removed	Large, regularly spaced, rectilinear
	be graded and flattened and	from each pad site and access route	structures.
м	access routes to each pad site		
FORM	access routes to each pad site created		
FORM	access routes to each pad site created Short horizontal lines would be	None	Vertical structures with vertical
FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and	None	Vertical structures with vertical and geometric lines, and
FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of
LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light and dark gray
OR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light and dark gray
COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light and dark gray
COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings Texture in newly disturbed	None None None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light and dark gray Smooth and spiky
TURE COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings Texture in newly disturbed areas may be more uniform	None None None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light and dark gray Smooth and spiky

	Section D. Contrast Rating	SHORT TERM	LONG TERM							
2. Does project design meet visual resource management objectives?										
□ Yes	🖾 No									
(Explain on reverse side)										
3. Additional mitigating me	asures recommended?									
🖂 Yes	□ No									
—	—									
Evaluators' Name(s):	Date(s):									
Machelle Davis										

7/18/17

		FEATURES											
1. DEGREE		LAND / WATER BODY				VEGETATION			STRUCTURES				
co	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form	\boxtimes							\boxtimes				\boxtimes
ENTS	Line	\boxtimes							\boxtimes				\boxtimes
ELEM	Color			\boxtimes					\boxtimes				\boxtimes
	Texture		\boxtimes						\boxtimes				\square

Comments from item 2:

KOP 35 is located in the Copper Bottom Pass area, west-southwest of Quartzsite, Arizona. The KOP represents the views of travelers on the gravel road through Copper Bottom Pass looking at Segment p-11 on BLM lands designated VRI Class II and III, comprised of scenic quality B and high sensitivity, within the foreground-middleground and seldom seen distance zones; and VRM Class III. Alternatively, viewers would be looking at the northwestern portion of Segment cb-03, which would be on CRIT Reservation lands. Viewers are looking at the canyon bottom in the foreground enclosed by rugged mountains on either side, focusing the view on the middleground where the canyon opens up to the open desert plain with distant rugged mountains at the skyline in the background. Diagonal striations in the geology of the canyon walls converge at the bottom of the canyon emphasizing the focus on the distant views. Exposed tan-gray earth in the foreground is rocky to stippled. Native vegetation is dotted on the sides of the canyon, sparsely clumped in the foreground, becoming more uniform in the canyon bottom, in shades of green, dark green, and yellow-green. The rugged distant mountains create a short faint jagged horizontal line at the skyline. The gravel road is visible as tan-gray curvilinear banding in the canyon bottom going into the distance. The existing DPV1 conductor and lattice structures are noticeable in the foreground, and continue on down the canyon, but blend with the landscape to the point of being barely noticeable. However, while driving along the gravel road, the lattice structures are more visible, obvious, and attract attention in a way that is not fully conveyed from this KOP. The KOP helps to demonstrate how well the existing power infrastructure blends with the landscape under certain circumstances.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment cb-03 would be parallel to and on the opposite side of the Copper Bottom Pass Road from the existing DPV1 transmission line. Structures would be within a few hundred feet of the road, and from a stopped position, continue up the road into the distance.

(2) Angle of Observation. Viewers of Segment cb-03 would be inferior to the infrastructure located upslope from the road; however, because the road goes downhill from the viewpoint, viewers at the viewpoint would be at the same elevation as some structures, and superior to some structures in the distance.

(3) Length of Time the Project Is In View. The Project would be in view along Segment cb-03 while driving along Copper Bottom Pass Road.
(4) Relative Size or Scale. The structures closest to the viewpoint would be large and dominating. Structures more distant from the viewer would appear smaller and less distinct. However, as the viewer travels along Copper Bottom Pass Road, the structures closest to the viewer will always appear large and dominating.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment cb-03 lies on roughly a southeast-northwest axis. Morning lighting is going to tend to be reflected off the infrastructure while evening lighting will tend to backlight the infrastructure.

(7) Recovery Time. Ground disturbance at the base of the structures and connecting access routes would be visible from the viewpoint and along the road. Because the area is desertous, rocky, and sparsely vegetated, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration and texture of disturbed rocks and soils would be a noticeable difference from the surrounding mountainside and would take many years to revegetate, weather, and match the surroundings. Therefore recovery would be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. Project infrastructure would appear similar in size and scope to the existing DPV1 facility.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy and limitied visibility conditions occur that would impact the views of both the Project and the surrounding landscape.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust, could attract attention. During operations, conductor sway in windy conditions may be detectable from the viewpoint or areas in closer proximity to the Project, but would not attract attention.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment cb-03 would be visible along Copper Bottom Pass Road, and from I-10 for a portion of construction. While the Project or actual construction may not be visible in Johnson Canyon, dust from construction may be visible. Motion may attract attention. Because of the location of the segment along Copper Bottom Pass Road, equipment and vehicles traveling into the area for construction activities may generate dust and activity that would attract attention separate from the actual construction area, because of the unexpected level of traffic and types of vehicles/equipment. Further, given steeper than average slopes in Copper Bottom Pass, access roads could be as wide as 76 feet, and turnaround areas for vehicles would need to be added to portions of Copper Bottom Pass Road. Such alterations would be visible throughout the vicinity.

Operations: The infrastructure along Segment cb-03 would be visible upslope on the northeast side of Copper Bottom Pass Road, parallel to the road and DPV1 facility. From the viewpoint, almost all structures would be partially viewed against the backdrop of mountains behind the Project; however, the structures may become partially skylined when traveling along the road. Viewers on Copper Bottom Pass Road would be traveling at low rates of speed because of the 4-wheel drive nature of the road. Moving through the landscape, how the infrastructure appears and where it would be skylined would evolve as viewers travel along the road. The northwest portion of Project along Segment cb-03 would also be briefly visible to viewers along I-10 for travelers at highway speeds.

The main sources of contrast from Segment cb-03 would be the vertical elements of the structures, the cleared areas at the bases of the structures and access routes; and any skylined portions of the Project. The structures along Segment cb-03 would be stationed along the northeast slope of the canyon containing Copper Bottom Pass. Because the route for Segment cb-03 is near the bottom of the canyon, only a portion of the structures would be skylined, but which structures are skylined would evolve as viewers travel through the canyon. Where skylined, the structures along Segment cb-03 would be visible as large rectilinear and geometric lattice forms connected by curvilinear

conductors. The vertical structures would contrast with the predominant irregular diagonal and undulating lines in the landscape and be noticeable. The conductors would appear as smooth and mostly curvilinear lines that would contrast with the irregular undulating lines of the canyon walls where skylined. Structures would contrast with the vegetation that is lumpy, wispy, and rounded.

Where viewed against a background of mountainous terrain, the structures and conductors would be vaguely visible. However, disturbance at the base of the structures created during construction, with expected long-term recovery, would be a different color from the surrounding exposed rock and gravel. The changes in form and color created by ground disturbance at the base of the structures and access routes would contrast with the surrounding mountainous terrain, would expand the area that hs been impacted by development, and would be noticeable. Recreational users of the canyon are 4-wheel drive and OHV operators moving through the canyon at varying rates of speed. As viewers move through the canyon, infrastructure would move in and out of view, in and out of being skylined; the views of the infrastructure would change as they move through the canyon. Because portions of the infrastructure and disturbance would attract attention, as the views of the Project changes, those changes would be noticeable. While the structures would also be self-supporting lattice and repeat the rectilinear and geometric nature of the DPV1 structures, the addition of the Project infrastructure would expand the area of disturbance, increase visual clutter, and attract attention; however, the contrast would be moderate because of the infrastructure being located on opposite sides of the road.

Taken together, the contrast with the surrounding environment would be strong because some infrastructure would be skylined, would not repeat the form and line of the canyon environment, and would expand the visual disturbance and clutter associated with the existing DPV1 facility. While the portions of the Project that would be visible and noticeable in the canyon would change as viewers move through the canyon, and most would not be skylined, the contrast would continue to be strong. Because of the narrow and scenic nature of the canyon and the infrastructure would be somewhat skylined, the Project would attract attention of the casual observer.

Additional Mitigating Measures (See item 3)

Similar to recommendations for BLM-administered lands, on CRIT lands the surface of the structures should be dulled to match or be better than surface conditions of the DPV1 structures. Surface disturbance should be minimized, therefore structure sites should be accessed via helicopter or foot. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast. (Segment not located on BLM-managed public land, therefore structure type to be determined by proponent in conjunction with landowner; BLM recommendations only.)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/15/2016

District: YFO

Resource Area:

Activity (Program):

	Section A. Project Information	tion
1. Project Name: Ten West Link	4. Location:	5. Location Sketch:
2. Key Observation Point: 35 - Copper Bottom Pass Road	Township	
#2 - p-11	Range	
3. VRM Class: III	Section	

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
	Sloping, narrow valley in bottom	Rounded, wispy and sparse, and	The road is narrow and linear, and				
	of steep, rugged, jagged canyon	inverted conical in the	bisects the canyon into halves.				
	bisected by an unpaved road.	immediate foreground; round	Power poles are tall, vertical, and				
	Steep, rugged, jagged mountains	and clumped in the	geometric.				
	forming triangular-shaped	middleground, becoming					
	blocks sloping towards the	continuous in the distance.					
	valley floor in canyon bottom,						
	creating an overall V-shaped						
	landscape from KOP vantage.						
	Large and medium sized,						
	irregular shaped boulders and						
	stones in the foreground.						
	Lumpy, jagged, angular						
I	mountains in distant						
FORM	background.						
	Strong, bold silhouette lines	Weak, subtle horizontal lines in	Long, continuous straight to slightly				
	along top edge of canyon walls	distant valley in background	curving line of road surface; short,				
	that is very jagged and rugged.	between color bands in	curving line along edge of road side				
	Broken but distinct diagonal	vegetation cover. Short,	gravel berm. Conductors are faint,				
	lines in cracks in rocks on	irregular, multi-directional lines	curving, undulating lines. Lattice				
	canyon slopes. Broken, jagged,	in stems and branches of larger	structure power poles are tall,				
	bold horizontal line along	shrubs closest to the KOP.	vertical thin lines, with short				
	mountain profile in distant		horizontal lines.				
E							

	Brown, dark-brown, light-	Bright green, green, pale green,	Gray and light-brown road surface.
	brown, tan, gray; off-white and	and shades of gray.	Light-gray conductors and power
	gray stones and boulders; gray		poles.
	and gray-brown mountains in the		
	distant background. Dark gray		
	and light gray banding where the		
R	power line access road and		
COLO	gravel road occur.		
	Very coarse, rocky, rugged, and	Coarse and bushy in the	Coarse granular to rough road
	irregular canyon walls and	foreground; rounded and	surface.
	slopes; smooth, hard stones and	clumped; dense and uniform in	
IURE	boulders; coarse granular soils in	the distant middleground and	
TEX	foreground.	background.	
	S	ection C. Proposed Activity Description	n
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	The structure pad area would	Vegetation would be removed	Large, regularly spaced, rectilinear
	be graded and flattened and	from each pad site and access route	structures.
	be graded and nationed and		
м	access routes to each pad site		
FORM	access routes to each pad site created		
FORM	access routes to each pad site created Short horizontal lines would be	None	Vertical structures with vertical
FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and	None	Vertical structures with vertical and geometric lines, and
FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of
LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light to dark gray
OR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light to dark gray
COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings	None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light to dark gray
COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings Texture in newly disturbed	None None None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light to dark gray Smooth and spiky
TURE COLOR LINE FORM	access routes to each pad site created Short horizontal lines would be created by pad sites and irregular curvilinear lines created by access routes Newly exposed rock and dirt would be a different color from surroundings Texture in newly disturbed areas may be more uniform	None None None	Vertical structures with vertical and geometric lines, and undulating curvilinear lines of conductors. Light to dark gray Smooth and spiky

SHORT TERM

LONG TERM

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Date(s):

7/1817

FEATURES													
1. DEGREE OF CONTRAST		LAND / WATER			VEGETATION			STRUCTURES					
		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	\boxtimes							\boxtimes				\square
	Line	\boxtimes							\boxtimes				\square
	Color			\boxtimes					\square				\square
	Texture		\square						\boxtimes				

Comments from item 2:

KOP 35 is located in the Copper Bottom Pass area, west-southwest of Quartzsite, Arizona. The KOP represents the views of travelers on the gravel road through Copper Bottom Pass looking at Segment p-11 on BLM lands designated VRI Class II and III, comprised of scenic quality B and high sensitivity, within the foreground-middleground and seldom seen distance zones; and VRM Class III. Viewers are looking at the canyon bottom in the foreground enclosed by rugged mountains on either side, focusing the view on the middleground where the canyon opens up to the open desert plain with distant rugged mountains at the skyline in the background. Diagonal striations in the geology of the canyon walls converge at the bottom of the canyon emphasizing the focus on the distant views. Exposed tan-gray earth in the foreground is rocky to stippled. Native vegetation is dotted on the sides of the canyon, sparsely clumped in the foreground, becoming more uniform in the canyon bottom, in shades of green, dark green, and yellow-green. The rugged distant mountains create a short faint jagged horizontal line at the skyline. The gravel road is visible as tan-gray curvilinear banding in the canyon bottom going into the distance. The existing DPV1 conductors and lattice structures are noticeable in the foreground, and continue on down the canyon, but blend with the landscape to the point of being barely noticeable. However, while driving along the gravel road, the lattice structures are more visible, obvious, and attract attention in a way that is not fully conveyed from this KOP. The KOP helps to demonstrate how well the existing power infrastructure blends with the landscape under certain circumstances.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-11 would parallel and be upslope of the existing DPV1 facility on the southwest side of the Copper Bottom Pass Road. Structures would be within a few hundred feet of the road, and from a stopped position, continue up the road into the distance. (2) Angle of Observation. Viewers of Segment p-11 would be inferior to the infrastructure located upslope from the road; however, because the road goes downhill from the viewpoint, viewers at the viewpoint would be at the same elevation as some structures, and superior to some structures in the distance.

(3) Length of Time the Project is in View. The Project would be in view along Segment p-11 while driving along Copper Bottom Pass Road.
(4) Relative Size or Scale. The structures closest to the viewpoint would be large and dominating. Structures more distant from the viewer would appear smaller and less distinct. However, as the viewer travels along Copper Bottom Pass Road, the structures closest to the viewer will always appear large and dominating.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times. There would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment p-11 lies on roughly a southeast-northwest axis. Morning lighting is going to tend to be reflected off the infrastructure while evening lighting will tend to backlight the infrastructure.

(7) Recovery Time. Ground disturbance at the base of the structures and connecting access routes would be visible from the viewpoint and along the road. Because the area is desertous, rocky, and sparsely vegetated, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration and texture of disturbed rocks and soils would be a noticeable difference from the surrounding mountainside and would take many years to revegetate, weather, and match the surroundings. Therefore recovery would be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. Project infrastructure would appear similar in size and scope to the existing DPV1 facility.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy and limitied visibility conditions occur that would impact the views of both the Project and the surrounding landscape.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, conductor sway in windy conditions may be detectable from the viewpoint or areas in closer proximity to the Project, but would not attract attention.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-11 would be clearly visible by travelers on the Copper Bottom Pass Road, and the structures would be relatively close to the viewers. Infrastructure would be visible all along the road, and on the northwest end of the road and segment, visible to travelers on I-10.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-11 would be visible along Copper Bottom Pass Road, and from I-10 for a portion of construction. While the Project or actual construction may not be visible in Johnson Canyon, dust from construction may be visible. Motion may attract attention. Because of the location of the segment along Copper Bottom Pass Road, equipment and vehicles traveling into the area for construction activities may generate dust and activity that would attract attention separate from the actual construction area, because of the unexpected level of traffic and types of vehicles/equipment. Further, given steeper than average slopes in Copper Bottom Pass Road. Such alterations would be visible throughout the vicinity.

Operations: The infrastructure along Segment p-11 would be visible upslope on the southwest side of Copper Bottom Pass Road, parallel to the DPV1 facility. Some structures would be partially viewed against the backdrop of mountains behind the Project; however, the majority of structures would be skylined. Viewers on Copper Bottom Pass Road would be traveling at low rates of speed because of the 4-wheel drive nature of the road. Moving through the landscape, how the infrastructure appears and where it would be skylined would evolve as viewers travel along the road. The northwest portion of the Project along Segment p-11 would also be briefly visible to viewers along I-10 for travelers at highway speeds.

The main sources of contrast from Segment p-11 would be the vertical elements of the structures, the cleared areas at the bases of the structures and access routes; and the skylined portions of the Project. The structures along Segment p-11 would be stationed along the
southwest slope of the canyon containing Copper Bottom Pass. Because of the steep "V" shaped nature of the canyon, and placement of the Project upslope of the existing DPV1 facility, most of the structures would be skylined. The skylined portion of the Project would change as viewers move through the canyon. Where skylined, the structures along Segment p-11 would be visible as large rectilinear and geometric lattice forms connected by curvilinear conductors. The vertical structures would contrast with the predominant irregular diagonal and undulating lines in the landscape and be noticeable. The conductors would appear as smooth and mostly curvilinear lines that would contrast with the irregular undulating lines of the canyon walls where skylined. Structures would contrast with the vegetation that is lumpy, wispy, and rounded.

Where viewed against a background of mountainous terrain, the structures and conductors would be vaguely visible. However, disturbance at the base of the structures created during construction, with expected long-term recovery, would be a different color from the surrounding exposed rock and gravel. The changes in form and color created by ground disturbance at the base of the structures and access routes would contrast with the surrounding mountainous terrain, would expand the area that has been impacted by development, and would be noticeable. The addition of the Project infrastructure along with the existing DPV1 infrastructure would increase visual clutter and the sense of development in the canyon. Recreational users of the canyon are 4 wheel drive and OHV operators moving through the canyon at varying rates of speed. As viewers move through the canyon, infrastructure would move in and out of view, in and out of being skylined; the views of the infrastructure would change as they move through the canyon. Because portions of the infrastructure and disturbance would attract attention, as the views of the Project changes, those changes would be noticeable.

Overall the contrast with the surrounding environment would be strong because most infrastructure would be skylined, would add visual clutter cumulatively with the DPV1 facility, and would not repeat the form and line of the canyon environment. While the portions of the Project that would be visible and noticeable in the canyon would change as viewers move through the canyon, and most would not be skylined, the contrast would continue to be strong. Because of the narrow and scenic nature of the canyon and the infrastructure would be largely skylined, the Project would attract attention of the casual observer. Because the infrastructure would not repeat the basic elements found in the surrounding landscape, would add visual clutter, and would attract attention of viewers in the canyon Class III objectives would not be met.

VRI Analysis:

Scenic Quality – The addition of the Project to the existing DPV1 facility substantially changes the scenic quality along Copper Bottom Pass Road; however, overall effects to scenic quality for the unit would need to be considered in conjunction with other connecting segments.

Sensitivity – Sensitivity for this unit is rated high. Sensitive viewers in the Copper Bottom Pass area would primarily be recreationists, a large portion of which would be 4-wheel drive and OHV recreationists. The Project would further deteriorate the naturalness and visual quality of Copper Bottom Pass Road, and recreational users of the area may be sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to match or be better than surface conditions of the DPV1 structures. Surface disturbance should be minimized, therefore structure sites should be accessed via helicopter or foot. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.

Implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II and III standards. The VRM Class designation is assigned to the entire 1-mile wide utility corridor; however, the impact of the Project would only be in the visible areas. Therefore, the VRM class would be changed to Class IV only in that portion of the corridor where the Project would be visible, which would also result in cumulative effects in conjunction with the DPV1 transmission line. The remainder of the corridor would continue to be designated VRM Class III, as any future projects would not anticipated to result in cumulative effects with the DPV1 transmission line or TWL project, and could reasonably be expected to meet VRM Class III objectives in that area.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/12/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 36 - Dome Rock Mountains __cb-04/05_____

3. VRM Class: II and III

Township____ Range _____ Section _____

TRUCTURES
ttice structures and
nications towers on
Peak.
ble geometric lines of
ctures and short
of the communications
gray

Section C. Proposed Activity Description					
1. LAN	D/WATER	2. VEGETATION	3. STRUCTURES		
None	None		Regularly spaced large rectilinear structures.		
None	None		V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.		
None None	None		Light to dark gray		
None	None		Smooth, spiky		
	Section D. Contrast Rating	SHORT TERM	⊠ LONG TERM		

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Josh Hohn

Date(s):

7/20/17

			FEATURES										
1. DEGREE		LA	ND / BC	WAT DY	TER	VI	EGET	ATIC	DN	ST	RUCI	ΓURE	S
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\square	\boxtimes			
ENT	Line				\boxtimes				\boxtimes		\boxtimes		
ILEM	Color				\square				\square		\boxtimes		
щ	Texture				\square				\square			\boxtimes	

Comments from item 2:

KOP 36 is located southwest of Quartzsite, Arizona, west of Copper Bottom Pass on BOR-managed public lands. The KOP represents the views of recreationists and backroad travelers looking north at Segment cb-05 or cb-06 on BOR-managed public lands. Segments cb-05 and 06 would both be on BLM-administered lands that are comprised of scenic quality B and C, and moderate sensitivity; however, Segment cb-05 would be within the foreground-middleground and seldom seen distance zones and are designated VRI Class III and IV, and VRM Class II and III. Segment cb-06 would be within the foreground-middleground distance zone and designated VRI Class IV and VRM Class III. The view from KOP 36 is open and panoramic with flat desert plain in the foreground-middleground and low hills and rugged angular pyramidal mountains in the middleground and background. The gravely to stippled exposed earth in the foreground has clumped rounded shrubby green, yellow-green, and gray green vegetation that becomes more uniform with distance. Vegetation at the base of the low hills and mountains forms a distinct horizontal line. Another irregular horizontal line is created by light tan vegetation or exposed earth. The mountains create a jagged and undulating horizontal line at the skyline. Communication towers on top of Cunningham Peak are faintly visible as short thin vertical lines. Lattice towers of the DPV1 facility are regularly spaced and faintly visible at the horizon in the distance. Rocks have been arranged to create a fire ring in the immediate foreground.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment cb-05 of the Project would be in the foreground-middleground zone visible just over approximately 0.1 mile away. The westernmost portion of Segment cb-04 would be approximately 0.5 mile to the northeast.

(2) Angle of Observation. Both Segment cb-05 and Segment cb-04 would be in a superior position to KOP 36 from this distance, appearing above the viewer. Views from further away within Ehrenberg Wash, or from more elevated positions within the Dome Rock Mountains would allow for variations in angles of observation, based on topography.

(3) Length of Time the Project Is In View. Segment cb-05 would be conspicuous in views to the north, east and west from KOP 36. Segment cb-04 would be conspicuous in views to the east. Recreationists camping within or otherwise traveling through the wash or nearby portions of Dome Rock Mountains could potentially have sustained views toward both Segment cb-05 and Segment cb-04.

(4) Relative Size or Scale. Given the distance between Segment cb-05 and KOP 36, structures would appear large in scale and would define the skyline in local views. They would be prominently visible against a mountain backdrop in views to the east, appearing above the mountain skyline and then, with diminishment in relative size over distance, appear more absorbed into the backdrop. Segment cb-04 structures, as close as 0.5 mile away, would appear smaller in scale than the cb-05 structures, but would still be prominent in views to the east.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash and Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash and Dome Rock Mountains would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.
(6) Light Conditions. Segment cb-05 extends in an east-northeast to west-southwest direction in the area visible from KOP 36. In views from the south – and in views to the east and west in late afternoon or early morning hours, respectively, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny. Segment cb-04 structures would be visible in views to the east. In morning hours they would appear backlit and in late afternoon hours could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of Segment cb-05 structures and some of the most proximate Segment cb-04 structures could be visible from KOP 36 and other elevated locations in the Dome Rock Mountains. Because Ehrenberg Wash is desertous, gravelly, and subject to seasonal floods, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration of disturbed soils and rock would be noticeable in areas that are generally static in appearance and not subject to seasonal effects such as flooding. In these areas, recovery could be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. The open and panoramic view is only partially framed by jagged, undulating, mountain skyline visible most prominently in the right portion of the view. Segment cb-05 would appear across the majority of the view. Segment cb-04 would appear as an extension of the nearby structures into the mountains to the east.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would not likely reduce visibility of the nearest Segment cb-05 and cb-04 structures and conductors from this proximity.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would be visible and would attract attention. During operations, conductor sway in windy conditions would be visible from KOP 36.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment cb-05 would be noticeable from KOP 36 and its vicinity. Such activity along Segment cb-04 would be visible further away. Short of catastrophic damage to the line, maintenance activities should be much smaller in scope than construction or decommissioning. Motion would be likely to attract attention from this distance. Because of proximity and the inferior viewer position, construction or repair activities and equipment operation would be visible from this location within the wash and would likely be from more elevated positions throughout Dome Rock Mountains.

Operations: Segment cb-05 structures would be visible from KOP 36 and its vicinity as a series of large, prominent vertical lines, evenly spaced across the landscape. They would appear as an extension of Segment cb-04 progressing westward, itself an extension of one of two alternative routes through the mountains to the east. All structures are proposed to be guyed V lattice structures in this part of the Project. Conductors would be prominent, especially in the right portion of the view, composing a bold line extending across the view and away from the viewer. At this close proximity, only one or two Segment cb-05 structures would be visible in static views to the north, although conductors would likely be consistently visible, undulating across the top portion of views. The effect of views from this and other nearby locations within Ehrenberg Wash or the Rock Dome Mountains would be the presence of variously sized vertical structures extending away from the view location to the east and west. The generally even placement of the structures would be difficult to discern in such views, and they would likely appear as a string of geometric shapes, even blending together to form a line along the horizon.

Segment cb-05 and cb-04 structures would be visible as gray, large, geometric lattice forms extending across the landscape. As a repeating form, they would stand in contrast with the surrounding topography but would relate to the DPV1 structures faintly visible along the horizon in views to the north from KOP 36. As a collective linear component, the undulations of structures and conductors would appear perpendicularly to the mountains east of the viewpoint, and would thus relate to the natural forms only slightly. The series of more distant gray, lattice structures would be somewhat absorbed into the blue-gray mountain backdrop; closer structures would appear distinct from the mountains, particularly when their upper portions extended above the mountain skyline. In views backdropped by the desert floor, the dark gray color and smooth texture would contrast with the tan and gray gravelly and stippled earth in the immediate foreground of the view.

Overall, due to the contrast related to form, the project contrast with the surrounding environment is strong. While transmission infrastructure is visible in the view already, the DPV1 structures are over 2 miles away and are correspondingly small in the view. While Segment cb-04 structures would be absorbed into the mountain backdrop to the east, the more proximate Segment cb-05 structures would be dominant features in the view, altering the generally undeveloped character in views from this portion of Ehrenberg Wash and the Dome Rock Mountains. That these large-scale structures would constitute the addition of a second transmission corridor into the broader view would be noticeable. VRM Class II objectives would not be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment cb-05 would be prominently visible to viewers at KOP 36 and in this vicinity of Ehrenberg Wash and the Dome Rock Mountains. Structures in views to the north would be conspicuous against blue sky backdrops. To the northeast and east, Segment cb-04 structures would appear partially or fully in front of mountains.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are visible in existing views from within Ehrenberg Wash and the Dome Rock Mountains, but they are subordinate to the more dramatic mountain backdrop that characterizes the land to the east of the KOP. Placement of similar appearing structures relatively closer to the viewer would change the scenic quality of the wash, appearing to both expand and intensify the total visible area containing infrastructural development.

Sensitivity – Sensitive viewers in Ehrenberg Wash and within the Rock Dome Mountains would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segments cb-04 and cb-05 would extend into the horizon the portions of the wash area appearing to have been developed. Viewers and recreational users of the wash may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

The surface of the structures should be dulled to eliminate potential for reflection, if not treated to color blend with the mountainous backdrop, which could help reduce contrast. Disturbance at the bases of structures and along access routes should be minimized. Limit height of structures to that absolutely necessary for safety and operation in order to minimize skylining. Shorten span lengths and design the route to follow canyon routes to minimize elements (conductors in particular) that would be overhead of viewers and skylined.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II standards. Therefore, the YFO RMP would be amended to change the VRM Class from II to IV. For Segment cb-04, Change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment, or in an area bounded by the viewshed where the segment would be within canyons. For Segment cb-05, change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/12/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

2. Key Observation Point: 36 - Dome Rock Mountains

4. Location: Township____

Section B. Characteristic Landscape Desription

3. VRM Class: II

__cb04/06__

5. Location Sketch:

Range _____ Section ____

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor;	Rounded and inverted conical in	Rectilinear lattice structures and
	lumpy, jagged, angular, rocky	the foreground; becoming	linear communications towers on
	mountains in background.	clumped and solid with distance;	Cunningham Peak.
		Middle ground vegetation	
¥		appears as a thin horizonal solid	
FOR		block of vegetation.	
	, Soft but distinct gently curving	Broken, diffused horizontal line	Distantly visible geometric lines of
	line following top of low hill in	with soft edges at base of	the lattice structures and short
	the middle ground; broken,	mountains. Strong horizontal	vertical lines of the communications
	jagged, bold line along mountain	line where green vegetation	towers.
	profile.	meets tan vegetation in the	
		distant middle ground. Diffused,	
		broken line along edge of	
		vegetation are bare gravel area in	
LINE		the foreground.	
R	Light gray, gray, off-white, tan,	Green, gray green, yellow green,	Gray to dark gray
COLC	brown and dark brown.	shades of gray, tan, and brown.	
	Coarse granular to smooth in	Coarse, bushy, and spiky in the	Smooth
	foreground soils and gravels,	foreground; becoming more soft	
	becoming more fine and smooth	and dense in the distance.	
TURE	in the distance; distant		
TEX1	mountains are rough and coarse.		

1.	LAND/WATER	2. VEGETATION	3. STRUCTURES
None		Where structure bases visible, clearance would remove vegetative forms	Regularly spaced large rectilinear structures.
None		None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.
None None		None	Light to dark gray
None None		None	Smooth, spiky

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): **Machelle Davis** Josh Hohn

Date(s):

7/20/17

						FEATURES							
1. D	1. DECREE		ND / BC	WAT DY	ΓER	V	EGET	TATIC	DN	ST	RUCI	FURE	S
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square				\boxtimes	\boxtimes			
ENTS	Line				\square				\boxtimes		\boxtimes		
ILEM	Color				\square				\boxtimes		\boxtimes		
Щ	Texture				\boxtimes				\boxtimes		\boxtimes		

Comments from item 2:

KOP 36 is located southwest of Quartzsite, Arizona, west of Copper Bottom Pass on BOR-managed public lands. The KOP represents the views of recreationists and backroad travelers looking north at Segment cb-05 or cb-06 on BOR-managed public lands. Segments cb-05 and 06 would both be on BLM-administered lands that are comprised of scenic quality B and C, and moderate sensitivity; however, Segment cb-05 would be within the foreground-middleground and seldom seen distance zones and are designated VRI Class III and IV, and VRM Class II and III. Segment cb-06 would be within the foreground-middleground distance zone and designated VRI Class IV and VRM Class III. The view from KOP 36 is open and panoramic with flat desert plain in the foreground-middleground and low hills and rugged angular pyramidal mountains in the middleground and background. The gravely to stippled exposed earth in the foreground has clumped rounded shrubby green, yellow-green, and gray green vegetation that becomes more uniform with distance. Vegetation at the base of the low hills and mountains forms a distinct horizontal line. Another irregular horizontal line is created by light tan vegetation or exposed earth. The mountains create a jagged and undulating horizontal line at the skyline. Communication towers on top of Cunningham Peak are faintly visible as short thin vertical lines. Lattice structures of the DPV1 facility are regularly spaced and faintly visible at the horizon in the distance. Rocks have been arranged to create a fire ring in the immediate foreground.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segment cb-06 of the Project would be in the foreground-middleground zone visible as near as approximately 0.4 mile away. The westernmost portion of Segment cb-04 would be approximately 0.5 mile to the northeast.

(2) Angle of Observation. Segment cb-06 would be in a superior-to-level position to KOP 36 from this distance, appearing above the viewer at its closest point (in the right portion of views), but appearing more level as it extends across the view and away from the viewer (in the center and left portion of the views). Segment cb-04 would be visible in a similar manner, superior to the viewpoint at the closest locations. Views from further away within Ehrenberg Wash, or from more elevated positions within the Dome Rock Mountains would allow for variations in angles of observation, based on topography.

(3) Length of Time the Project Is In View. Segment cb-06 would be conspicuous in views to the north and east from KOP 36. Segment cb-04 would be conspicuous in views to the east. Recreationists camping within or otherwise traveling through the wash or nearby portions of Dome Rock Mountains could potentially have sustained views toward both Segment cb-06 and Segment cb-04.

(4) Relative Size or Scale. Given the distance between Segment cb-06 and KOP 36, the nearest structures would appear relatively large in scale and would define the skyline in local views. In views to the east, in which Segment cb-06 would be seen turning to a northwesterly direction after its intersection with Segment cb-04, structures would be prominently visible against a mountain backdrop, appearing above the mountain skyline. Segment cb-04 structures would appear entirely against a mountain backdrop, detectable but partially absorbed.
(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash and Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash and Dome Rock Mountains would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.
(6) Light Conditions. Segment cb-06 extends in a southeast to northwest direction in the area visible from KOP 36. In views from the south – and in views to the east and west in late afternoon or early morning hours, respectively, structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny. Segment cb-04 structures would be visible in views to the east. In morning hours they would appear backlit and in late afternoon hours could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of Segment cb-06 structures and some of the most proximate Segment cb-04 structures could be visible from KOP 36 and other elevated locations in the Dome Rock Mountains. Because Ehrenberg Wash is desertous, gravelly, and subject to seasonal floods, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration of disturbed soils and rock would be noticeable in areas that are generally static in appearance and not subject to seasonal effects such as flooding. In these areas, recovery could be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. The open and panoramic view is only partially framed by jagged, undulating, mountain skyline visible most prominently in the right portion of the view. Segment cb-06 would appear across the entire view, extending away from the viewer as it progresses from southeast to northwest. Structures closest to the KOP would appear partially in front of the mountain backdrop to the east (and Segment cb-04 would appear as an extension of the nearby structures into the mountains to the east). These segments would therefore define the skyline across the view.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would not likely reduce visibility of the nearest Segment cb-06 and cb-04 structures and conductors from this proximity.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would be visible and would attract attention. During operations, conductor sway in windy conditions would be visible from KOP 36.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment cb-06 would be noticeable from KOP 36 and its vicinity. Such activity along Segment cb-04 would be visible further away. Short of catastrophic damage to the line, maintenance activities should be much smaller in scope than construction or decommissioning. Motion would be likely to attract attention from this distance. Because of proximity and the inferior-to-level viewer position, some construction or repair activities and equipment operation would be visible from this location within the wash and would likely be from more elevated positions throughout Dome Rock Mountains.

Operations: Segment cb-06 structures would be visible from KOP 36 and its vicinity as a series of large, prominent vertical forms, evenly spaced across the landscape and progressing at an angle across the view, from southeast to northwest. They would appear as an extension of Segment cb-04 progressing westward, itself an extension of one of two alternative routes through the mountains to the east. All structures are proposed to be guyed V lattice structures in this part of the Project. Conductors would be prominent, especially in the right portion of the view, composing a bold line extending across the view and away from the viewer. In views to the east, structures associated with both segments would be visible against a mountain backdrop with some structures appearing above the more distant skyline. In views to the

northwest, the terminus of Segment cb-06 would be visible, where it would intersect with Segment P. The effect of views from this and other nearby locations within Ehrenberg Wash or the Rock Dome Mountains would be the presence of variously sized vertical structures extending away from the view location. The generally even placement of the structures would be difficult to discern in such views, due to the angle of structure alignment.

Segment cb-06 and cb-04 structures would be visible as gray, large, geometric lattice forms extending across the landscape. As a repeating form, they would stand in contrast with the surrounding topography but would relate to the DPV1 structures faintly visible along the horizon in views to the north from KOP 36. As a collective linear component, the undulations of structures and conductors would appear to relate directionally to the mountains east of the viewpoint. The gray, lattice structures furthest away from the KOP would be partially absorbed into the blue-gray mountain backdrop and would also appear as part of a larger transmission system, in concert with other alternative segments. In views backdropped by the desert floor, the dark gray color and smooth texture would contrast with the tan and gray gravelly and stippled earth in the immediate foreground of the view.

Overall, due to contrast related to form, the project contrast with the surrounding environment is moderately strong. While transmission infrastructure is visible in the view already, the DPV1 structures are over 2 miles away and are correspondingly small in the view. While Segment cb-04 structures would be partially absorbed into the mountain backdrop to the east, the more proximate Segment cb-06 structures would be dominant features in the view, altering the generally undeveloped character in views from this portion of Ehrenberg Wash and the Dome Rock Mountains. Further, the angle of the segment would allow for both greater visibility of the segment and greater variability among project structures with regard to proximity and related scale and definition. That these large-scale structures would constitute the addition of a second transmission corridor into the broader view would be noticeable. VRM Class III objectives (cb-06) and Class II objectives (cb-04) would not be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment cb-06 would be prominently visible to viewers at KOP 36 and in this vicinity of Ehrenberg Wash and the Dome Rock Mountains. Structures in views to the north would be conspicuous against blue sky backdrops. To the northeast and east, Segment cb-04 structures would appear partially or fully in front of mountains.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are visible in existing views from within Ehrenberg Wash and the Dome Rock Mountains, but they are subordinate to the more dramatic mountain backdrop that characterizes the land to the east of the KOP. Placement of similar appearing structures relatively closer to the viewer would change the scenic quality of the wash, appearing to both expand and intensify the total visible area containing infrastructural development.

Sensitivity – Sensitive viewers in Ehrenberg Wash and within the Rock Dome Mountains would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segments cb-04 and cb-06 would extend into the horizon the portions of the wash area appearing to have been developed. Viewers and recreational users of the wash may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II standards. Therefore, the YFO RMP would be amended to change the VRM Class from II to IV. For Segment cb-04, Change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment, or in an area bounded by the viewshed where the segment would be within canyons. For Segment cb-06, change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment.

The surface of the structures should be dulled to eliminate potential for reflection, if not treated to color blend with the mountainous backdrop, which could help reduce contrast. Disturbance at the bases of structures and along access routes should be minimized. Limit height of structures to that absolutely necessary for safety and operation in order to minimize skylining. Shorten span lengths and design the route to follow canyon routes to minimize elements (conductors in particular) that would be overhead of viewers and skylined.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/12/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link____ 2. Key Observation Point: 36 - Dome Rock Mountains

Section A. Project Information 4. Location:

Range _____

3. VRM Class: III

__p 12__

5. Location Sketch: Township____

Section ____

Section B. Characteristic Landscape Desription							
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
	Flat, wide desert valley floor;	Rounded and inverted conical in	Rectilinear lattice structures and				
	lumpy, jagged, angular, rocky	the foreground; becoming	linear communications towers on				
	mountains in background.	clumped and solid with distance;	Cunningham Peak.				
		Middle ground vegetation					
W		appears as a thin horizonal solid					
FOR		block of vegetation.					
	, Soft but distinct gently curving	Broken, diffused horizontal line	Distantly visible geometric lines of				
	line following top of low hill in	with soft edges at base of	the lattice structures and short				
	the middle ground; broken,	mountains. Strong horizontal	vertical lines of the communications				
	jagged, bold line along mountain	line where green vegetation	towers.				
	profile.	meets tan vegetation in the					
		distant middle ground. Diffused,					
		broken line along edge of					
		vegetation are bare gravel area in					
LINE		the foreground.					
JR	Light gray, gray, off-white, tan,	Green, gray green, yellow green,	Gray to dark gray				
COLC	brown and dark brown.	shades of gray, tan, and brown.					
	Coarse granular to smooth in	Coarse, bushy, and spiky in the	Smooth				
	foreground soils and gravels,	foreground; becoming more soft					
	becoming more fine and smooth	and dense in the distance.					
TURE	in the distance; distant						
TEX	mountains are rough and coarse.						

		Section C.	Proposed Activity Description	n	
	1. LAND/WATE	R	2. VEGETATION	3. STRUCTURES	
FORM	None	None		Faintly visible, short series of vertical shapes on part of horizon, visible in concert with DPV1 structures	
LINE	None	None		Distantly visible V-shaped structures and undulating curvilinear lines of conductors.	
COLOR	None	None		Faint, dark to light gray	
TEXTURE	None	None		Smooth, spiky	
	Section	D. Contrast Rating	SHORT TERM	LONG TERM	

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): **Machelle Davis** Josh Hohn

Date(s):

7/20/17

			FEATURES										
1. D	EGREE	LA	ND / BC	WAT DY	TER	V	EGET	ATIC	DN	ST	RUCI	FURE	S
СО	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
70	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
TEM	Color				\boxtimes				\boxtimes			\boxtimes	
Щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 36 (Figure 3.18-44) is located southwest of Quartzsite, Arizona, west of Copper Bottom Pass on BOR-managed public lands. The KOP represents the views of recreationists and backroad travelers looking north at Segment cb-05 or cb-06 on BOR-managed public lands. Segments cb-05 and 06 would both be on BLM-administered lands that are comprised of scenic quality B and C, and moderate sensitivity; however, Segment cb-05 would be within the foreground-middleground and seldom seen distance zones and are designated VRI Class III and IV, and VRM Class II and III. Segment cb-06 would be within the foreground-middleground distance zone and designated VRI Class IV and VRM Class III. The view from KOP 36 is open and panoramic with flat desert plain in the foreground-middleground and low hills and rugged angular pyramidal mountains in the middleground and background. The gravely to stippled exposed earth in the foreground has clumped rounded shrubby green, yellow-green, and gray green vegetation that becomes more uniform with distance. Vegetation at the base of the low hills and mountains forms a distinct horizontal line. Another irregular horizontal line is created by light tan vegetation or exposed earth. The mountains create a jagged and undulating horizontal line at the skyline. Communication towers on top of Cunningham Peak are faintly visible as short thin vertical lines. Lattice structures of the DPV1 facility are regularly spaced and faintly visible at the horizon in the distance. Rocks have been arranged to create a fire ring in the immediate foreground.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment p-12 would be in the Foreground-Middleground zone faintly visible along part of the horizon approximately 2.2 miles away.

(2) Angle of Observation. Segment p-12 would be in a level position relative to KOP 36 from this distance, visible along the horizon. Views from other locations nearby within Ehrenberg Wash, or from more elevated positions within the Dome Rock Mountains would allow for variations in angles of observation, based on topography, though structures would still be distant features.

(3) Length of Time the Project Is In View. Views toward Segment p-12 from KOP 36 would be unobstructed and distant. Recreationists camping within or otherwise traveling through the wash or nearby portions of Dome Rock Mountains could potentially have sustained views toward Segment p-12, though such views would be intermittent depending on intervening vegetation.

(4) Relative Size or Scale. Given the distance between Segment p-12 and KOP 36, structures would appear small in scale, faintly visible along the distant valley skyline.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash and Dome Rock Mountains area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash and Dome Rock Mountains would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.
(6) Light Conditions. Segment p-12 extends in a northeast to southwest direction in the area visible from KOP 36. In views from the south, structures could appear well-lit, causing surfaces to reflect and appear shiny. However, given the distance between viewpoint and structures, such effects would likely be difficult to discern along the horizon.

(7) Recovery Time. Ground disturbance at the base of Segment p-12 structures would not likely be visible from KOP 36 and other elevated locations in the Dome Rock Mountains due to distance. Because Ehrenberg Wash is desertous, gravelly, and subject to seasonal floods, revegetation of disturbance would be a long-term proposition, with the effectiveness of any revegetation efforts questionable. Coloration of disturbed soils and rock would be noticeable in areas that are generally static in appearance and not subject to seasonal effects such as flooding. In these areas, recovery could be slow to evolve and maximized in the distant future.

(8) Spatial Relationships. The open and panoramic view is only partially framed by jagged, undulating, mountain skyline visible most prominently in the right portion of the view. Segment p-12 would appear across a portion of the distant view, and would appear to emerge from within a mountain drain in the eastern portion of the view alongside existing DPV1 structures. To that extent, Segment p-12 structures would appear to reinforce a band of vertical features visible at some distance across the wash.

(9) Atmospheric Conditions. Any hazy conditions caused by high temperatures and dust would likely eliminate visibility of the Segment p-12 structures from this proximity.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would not be visible and would not attract attention. During operations, conductor sway in windy conditions would be not be detectable from KOP 36.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-12 would not be noticeable from KOP 36 and its vicinity. Short of catastrophic damage to the line, maintenance activities should be much smaller in scope than construction or decommissioning. Motion would be likely to attract attention from this distance. Because of the distance from the segment, construction or repair activities and equipment operation would not be likely to be visible from this location within the wash and might be just barely detectable from more elevated positions throughout Dome Rock Mountains.

Operations: Segment p-12 structures would be barely visible from KOP 36 and its vicinity as a relatively short series of small vertical forms, evenly spaced across the landscape in the left portion of the view, emerging from the mountain foothills in the right side of the view. Conductors would not be detectable. Structures are proposed to be mainly guyed V lattice structures in this part of the Project; in views to the north from KOP 36, Segment p-12 structure types would likely be identifiable mainly as small, vertical structures where appearing against an open sky backdrop. Where backdropped by nearby mountains, Project structure types would not likely be discernable from this distance, as they would be absorbed into the gray-blue backdrop.

Segment p-12 structures would be visible as gray, small, geometric forms extending across the landscape. As a repeating form, they would stand in contrast with the surrounding topography but would relate to the DPV1 structures also faintly visible along the horizon in views to the north from KOP 36. Project structures would be placed alongside existing transmission structures to the extent practicable, and would reinforce the faint appearance of an existing transmission corridor. As conductors would not be noticeable from this location, they would contribute no new linear component to the view.

Overall, the contrast with the surrounding environment is weak. Segment p-12 structures would appear generally aligned the DPV1 structures already visible in views to the north from KOP 36, over 2 miles away. Similar to the existing structures, they would be faintly visible on the horizon where not absorbed by the mountain backdrop or located within a mountain pass. As such, this segment would not appear to encroach on the less developed portions of views from this portion of Ehrenberg Wash and the Dome Rock Mountains. These small structures would not constitute a major modification to views and VRM Class III objectives would be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-12 would be faintly visible to viewers at KOP 36 and in this vicinity of Ehrenberg Wash and the Dome Rock Mountains. Structures would be detectable against blue sky backdrops where not absorbed into a mountain backdrop. Segment p-12 would not substantially affect desert vistas and mountain views in views from KOP 36 and its vicinity.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are visible in existing views from within Ehrenberg Wash and the Dome Rock Mountains, but they are subordinate to the more dramatic mountain backdrop that characterizes the land to the east of the KOP. Placement of similar appearing structures adjacent to DPV1 structures would not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity – Sensitive viewers in Ehrenberg Wash and within the Rock Dome Mountains would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. The presence of Segment p-12 would likely be only intermittently and barely detectable from this distance by viewers and recreational users of the wash who may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures to match the existing DPV1 structures. However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV in the utility corridor along Segment p-12

VISUAL CONTRAST RATING WORKSHEET

Date: 12/16/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information 1. Project Name: Ten West Link_ 4. Location: 2. Key Observation Point: 37 - Ehrenberg Cibola Road -Township____ Segment cb-05_

5. Location Sketch:

Range _____ C ..

3. VRM Class: II and III

	Section	
Section	on B. Characteristic Landscape Desrij	ption
1. LAND/WATER	2. VEGETATION	3. STRUCTURES
Flat, wide desert valley bisected	Rounded and wispy in the	Road is long, flat, and narrow
by unpaved road extending all	foreground; to rounded and	block shape that is uniform and
the way to horizon; low, rolling	scattered to dotted in the	linear. Lattice structures are tall,
hills and topography in the	distance.	vertical and geometric. Fenceline
middle ground; broken, jagged,		posts are short and vertical along
irregular mountains in the		roadside.
background.		
Strong horizontal line of valley	No discernible lines associated	Bold, continuous straight lines
with faint mountains at horizon;	with vegetation.	associated with edge of road surf

	hills and topography in the	distance.	vertical and geometric. Fenceline
	middle ground; broken, jagged,		posts are short and vertical along
5	irregular mountains in the		roadside.
FORM	background.		
	Strong horizontal line of valley	No discernible lines associated	Bold, continuous straight lines
	with faint mountains at horizon;	with vegetation.	associated with edge of road surface
	short, bold curving lines along		and road-side berms. Tall, thin
	tops of low hills in middle		vertical lines on lattice structures
	ground; strong straight lines		with short straight horizontal lines.
	along edge of road-side berms		Conductors have weak, faint
	and ditches; broken, jagged		undulating lines. Short, vertical lines
	horizontal line along mountain		of fence posts. Fence wires not
LINE	profile.		visible.
	Tan, light tan, and light brown;	Green, tan, and brown.	Road is very light brown and light
	gray mountains.		tan-gray. Lattice structures are off
			gray, and power lines are light-gray.
ЛК			Fence posts appear dark brown or
COLO			black.
	Medium granualar; stippled;	Coarse and sparse in the	Fine granular and uniform.
URE	rough mountains in background.	foreground, becoming more	
TEXT		bushy with distance.	
	Se	ection C. Proposed Activity Descripti	on
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES

	Ground disturbance at structure	Vegetation that would be removed	Regularly spaced rectilinear
	bases would not be visible at	would not be visible from the	structures that would appear larger
	the KOP but blading of the base	KOP, but the base of the structures	in the landscape as recreationists
	area and access routes would be	would be bladed removing sparse	travel routes closer to the
	visible to recreationists	vegetation and may be visible to	structures.
Ŧ	traveling routes in the area.	recreationists traveling routes in	
FORM		the area.	
	Where visible, lines of	None	V-shaped structures with vertical
	disturbance at bases would be		and geometric lines, and
	horizontal or rectangular;		undulating curvilinear lines of
	access routes would be		conductors.
	horizontal, diagonal, or		
LINE	curvilinear.		
COLOR	None	None	Light to dark gray
RE	None	None	Smooth and spiky
TEXTUR			
	Section D. Contrast	Rating SHORT TERM	⊠ LONG TERM

2. Does project design meet visual resource management objectives?

🗌 Yes 🛛 No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Josh Hohn Date(s):

7/19/17

						FEATURES									
1. DEGREE		LA	ND / BC	WAT DDY	TER	V	EGET	ATIC	DN	ST	RUCI	FURE	S		
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None		
	Form				\boxtimes				\boxtimes		\square				
ENTS	Line				\boxtimes				\boxtimes		\boxtimes				
TEM	Color				\square				\square			\square			
Э	Texture				\square				\square			\square			

Comments from item 2:

KOP 37 is located southeast of Ehrenberg, Arizona, on BLM-administered lands. The KOP represents the views of recreationists and backroad travelers looking south-southeast at Segments p-13 or cb-05 on BLM-administered lands. Segment p-13 would be within lands designated VRI Class IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground and seldom seen distance zones; and designated VRM Class III. Segment cb-05 would be on BLM-administered lands that are designated VRI Class III and IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground and seldom seen distance zones; and designated VRM Class II and III. The view from KOP 37 is open and panoramic with flat desert plain in the immediate foreground, low hills in the foreground-middleground, and rugged angular pyramidal mountains in the background. The gravely to stippled exposed earth in the foreground has sparse clumped rounded shrubby green and yellow-green vegetation that becomes dotted with distance. Vegetation at the low hills and mountains is not discernable. The mountains create a jagged and undulating horizontal line at the horizon. Lattice structures of the DPV1 facility are regularly spaced geometric structures that attract attention in the foreground as a strong horizontal linear feature that disappears into the middleground. However, as it is simply bladed native materials, the color blends with the surrounding landscape. The road, tracks in the dirt, and shoulders create banding in shades of tan-gray. The associated fence line is faint in the foreground-middleground.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment cb-05 of the Project would be in the foreground-middleground zone visible approximately 1 mile away. (2) Angle of Observation. Segment cb-05 would be generally level with KOP 37. However, as viewers of Segment cb-05 traveling along Ehrenberg Cibola Road proceed south, increasing proximity to Segment cb-05, their angle of observation would increasingly be inferior. (3) Length of Time the Project is in View. Segment cb-05 would be conspicuous along the horizon from KOP 37. OHV recreationists camping within the wash could potentially have sustained views toward Segment cb-05.

(4) Relative Size or Scale. Given the distance between Segment cb-05 and KOP 37, structures would appear smaller than both the existing DPV1 structures in the foreground and the mountain backdrop.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment cb-05 extends in an east-northeast to west-southwest direction in the area visible from KOP 37. In views from the north, structures and conductors would appear backlit and dark, though in early morning or late afternoon light, east- and west-facing sides of structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 37 or generally within Ehrenberg Wash.(8) Spatial Relationships. The open and panoramic view is bounded along its horizon by the jagged, undulating, mountain skyline. Portions of Segment cb-05 would appear above low points on the horizon, but would not appear as a more dominant component of the view than the mountain backdrop.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur, reducing but likely not eliminating, visibility of Segment cb-05 in views from KOP 37.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust, could be visible but would likely not attract attention. During operations, conductor sway in windy conditions could be barely detectable from KOP 37.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment cb-05 could be noticeable from KOP 37 and this portion of Ehrenberg Wash. Motion is not likely to attract attention from this distance. Because of the level viewer position, construction or repair activities and equipment operation could be visible from the within the wash.

Operations: Segment cb-05 structures would be visible as a series of relatively short, dark, vertical lines, evenly spaced across the majority of the view. They would be visible as an extension of either segment cutting through Copper Bottom Pass (either of which would be detectable from KOP 37) and progressing westward across Ehrenberg Wash. Appearing smaller and at a greater frequency than the DPV1 structures in the foreground, Segment cb-05 structures would comprise a series of evenly distributed geometric shapes clearly visible along the level valley floor, occasionally partially obscured by intervening topography to the southeast of the KOP. These structures and conductors would encroach on part of the view's skyline, which is formed by a series of jagged, irregular mountains separated by low lands. Thus, Segment cb-05 would constitute a generally straight band of infrastructural development cutting in front of and appearing above a varied and occasionally dramatic mountain backdrop. Existing DPV1 structures are closer to the viewpoint and there are therefore fewer in view; as such, DPV1 structures could appear to frame discrete views of Segment cb-05 in front of mountains. Conductors would be visible from this distance.

Segment cb-05 structures would be visible as gray, relatively small, rectilinear, and geometric lattice forms. As a repeating form, they would stand in contrast with the surrounding topography. Because the proposed guyed V structures would be lattice they would relate to the DPV1 lattice structures more proximately visible in views from Ehrenberg Wash; however, the guyed V structures are clearly distinctive from the self-supporting lattice structures of the DPV1 infrastructure. As a collective linear component, the undulations of structures and conductors would relate to the mountains visible in the view background, and the gray structures would be partially absorbed into the blue-gray color of the backdrop where they did not appear as a skyline. Where they would appear as a skyline above the desert floor, the dark gray color and smooth texture would contrast with the tan and gray gravelly and stippled earth in the immediate foreground of the view.

Overall, the contrast with the surrounding environment is moderate because most infrastructure would be anticipated to be viewed with a background of mountainous terrain, and vertical skylined elements would be further away from the viewer. Segment cb-05 structures would be visible throughout this portion of Ehrenberg Wash, but contrast would be moderate throughout the area. The expansion of transmission

infrastructure into a ROW in conjunction with the existing infrastructure in the utility corridor would attract attention of the casual observer. It would repeat the basic elements found in the surrounding landscape, and would appear to do so with a somewhat greater frequency than would prevent the existing structures to absorb it into what might look like a single transmission corridor. Because the Project structures along Segment cb-05 would be skylined, would visually contrast with the existing DPV1 structures, and add visual clutter, Class II objectives would not be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment cb-05 would be visible to viewers at KOP 37 and in this portion of Ehrenberg Wash. Specific structures may skyline upon the horizon, and others would appear in front of the blue-gray mountain backdrop, partially absorbed. Segment cb-05 would intensify the presence of transmission infrastructure visible within this portion of Ehrenberg Wash, incrementally affecting the desert vista and mountain views already affected by the presence of DPV1 facility.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are prominent features in existing views from within Ehrenberg Wash, codominant with the more dramatic mountain backdrop on account of their constant presence across the horizon. Visibility of more distant structures would not substantially change the scenic quality of the wash; however, the addition of more distant structures would appear to expand the depth of the area within the view containing development and add visual clutter.

Sensitivity – Sensitive viewers in Ehrenberg Wash would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segment cb-05 would extend into the horizon the portions of the wash area appearing to have been developed. Viewers and recreational users of the wash may be highly sensitive to these changes, particularly return visitors and frequent users.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures to match the existing DPV1 structures to reduce contrast between the structure types, sense of visual clutter, and eliminate guy wires.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class II and III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV for 0.3-mile either side of the centerline of Segment cb-05.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/16/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information 1. Project Name: Ten West Link____ 4. Location:

5. Location Sketch:

2. Key Observation Point: 37 - Ehrenberg Cibola Road -

Range _____

Section

Township____

p-13___

3. VRM Class: III

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley bisected	Rounded and wispy in the	Road is long, flat, and narrow
	by unpaved road extending all	foreground; to rounded and	block shape that is uniform and
	the way to horizon; low, rolling	scattered to dotted in the	linear. Lattice structures are tall,
	hills and topography in the	distance.	vertical and geometric. Fenceline
	middle ground; broken, jagged,		posts are short and vertical along
V	irregular mountains in the		roadside.
FORM	background.		
	Strong horizontal line of valley	No discernible lines associated	Bold, continuous straight lines
	with faint mountains at horizon;	with vegetation.	associated with edge of road surface
	short, bold curving lines along		and road-side berms. Tall, thin
	tops of low hills in middle		vertical lines on lattice structures
	ground; strong straight lines		with short straight horizontal lines.
	along edge of road-side berms		Power lines have weak, faint
	and ditches; broken, jagged		undulating lines. Short, vertical lines
	horizontal line along mountain		of fence posts. Fence wires not
LINE	profile.		visible.
	Tan, light tan, and light brown;	Green, tan, and brown.	Road is very light brown and light
	gray mountains.		tan-gray. Lattice structures are off
			gray, and power lines are light-gray.
JR			Fence posts appear dark brown or
COLO			black.
	Medium granualar; stippled;	Coarse and sparse in the	Fine granular and uniform.
TURE	rough mountains in background.	foreground, becoming more	
TEX		bushy with distance.	
	S	ection C. Proposed Activity Descripti	ion
	1 LAND/WATED	2 VECETATION	2 STDUCTUDES

	The base of the structures	Sparse vegetation would be	Large regularly spaced rectilinear
	would be bladed removing	removed.	structures
	sparse vegetation and exposing		
	fresh earth; access routes would		
Ā	be bladed or created with cross-		
FOR	country travel.		
	Horizontal or rectangular lines	None	V-shaped structures with vertical
	created at the bases of the		and geometric lines, and
	structures. Horizontal,		undulating curvilinear lines of
	diagonal, or curvilinear lines		conductors.
LINE	created from access routes.		
	Newly exposed earth would be	None	Light to dark gray
	colored differently from		
OR	surrounding exposed earth and		
COL	desert pavement.		
Æ	Newly exposed earth may	None	Smooth, spiky
TEXTUF	appear more smooth.		
	Section D. Contrast 1	Rating 🛛 SHORT TERM	⊠ LONG TERM

2. Does project design meet visual resource management objectives?

 \square Yes \square No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s): Machelle Davis Josh Hohn Date(s):

7/19/17

]	FEAT	URE	S				
1. DEGREE		LA	ND / BC	WAT DY	TER	V	EGET	ATIC	DN	ST	RUCI	FURE	S
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form			\boxtimes				\boxtimes		\boxtimes			
ENT	Line		\boxtimes					\boxtimes		\square			
ILEM	Color			\square				\square			\square		
щ	Texture				\boxtimes			\boxtimes				\boxtimes	

Comments from item 2:

KOP 37 is located southeast of Ehrenberg, Arizona, on BLM-administered lands. The KOP represents the views of recreationists and backroad travelers looking south-southeast at Segments p-13 or cb-05 on BLM-administered lands. Segment p-13 would be within lands designated VRI Class IV, comprised of scenic quality C and moderate sensitivity, within the foreground-middleground and seldom seen distance zones; and designated VRM Class III. Segment cb-05 would be on BLM-administered lands that are designated VRI Class III and IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground and seldom seen distance zones; and designated VRM Class II and III. The view from KOP 37 is open and panoramic with flat desert plain in the immediate foreground, low hills in the foreground-middleground, and rugged angular pyramidal mountains in the background. The gravely to stippled exposed earth in the foreground has sparse clumped rounded shrubby green and yellow-green vegetation that becomes dotted with distance. Vegetation at the low hills and mountains is not discernable. The mountains create a jagged and undulating horizontal line at the horizon. Lattice structures of the DPV1 facility are regularly spaced geometric structures that attract attention in the foreground and run perpendicular to Ehrenberg Cibola Road. Transmission conductors are soft horizontal curvilinear lines. The graded dirt road is visible in the foreground as a strong horizontal linear feature that disappears into the middleground. However, as it is simply bladed native materials, the color blends with the surrounding landscape. The road, tracks in the dirt, and shoulders create banding in shades of tan-gray. The associated fence line is faint in the foreground-middleground.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-13 would be in the foreground-middleground zone visible as near as approximately 0.2-mile away.

(2) Angle of Observation. Given their proximity, KOP 37 would be at an inferior angle to Segment p-13 structures. In views toward Segment p-13 from locations further north along Ehrenberg Cibola Road, the angle of observation would be increasingly level.

(3) Length of Time the Project Is in View. Segment p-13 would be prominently visible across the view. OHV recreationists camping within the wash could potentially have sustained views toward Segment p-13.

(4) Relative Size or Scale. Segment p-13 structures would appear large in views from KOP 37, comparable to existing DPV1 structures.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment p-13 extends in a northeast to southwest direction in the area visible from KOP 37. In views from the north, structures and conductors would appear backlit and dark, though in early morning or late afternoon light, east- and west-facing sides of structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the structures could be visible from KOP 37 and other nearby locations within Ehrenberg Wash. Revegetation in a desert environment could lack effectiveness or require a substantial length of time. Any revegetation of disturbance would not be discernable from non-adjacent areas, due to level angle of views in the area, as well as intervening vegetation.
(8) Spatial Relationships. The open and panoramic view is bounded along its horizon by the jagged, undulating, mountain skyline. Segment p-13 would appear above the mountain skyline, and would be visible extending into the wash area from the mountains to the east.
(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Such conditions would not be likely to affect visibility of Segment p-13 in views from KOP 37.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could be visible and would likely attract attention. During operations, conductor sway in windy conditions could be noticeable from KOP 37.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-13 would be noticeable from KOP 37 and this portion of Ehrenberg Wash. Motion is likely to attract attention from this distance. Because of the level viewer position and proximity to the KOP, construction or repair activities and equipment operation would be visible from the within the wash.

Operations: Segment p-13 structures would be prominently visible as a series of relatively large, dark, vertical lines, extending across the foreground of the view. They would appear as an extension of Project segments emerging from the mountains visible in long-distance views to the east and progressing westward across Ehrenberg Wash. Project structures would be guyed V lattice style structures in this location, and would be placed alongside DPV1 structures, to the extent practicable, appearing just beyond the existing transmission facility. As such, Segment p-13 would intensify the existing transmission corridor visible in the area, expanding the presence of a series of evenly distributed geometric shapes clearly visible along the level valley floor. New structures and conductors would join existing structures and lines in defining the view's skyline, all appearing as a generally straight band of infrastructural development cutting in front of and extending above a varied and occasionally dramatic mountain backdrop.

Segment p-13 structures would be visible as gray, geometric lattice forms. As a repeating form, they would stand in contrast with the surrounding topography. Because the existing DPV1 structures are self-supporting lattice, the proposed guyed V structures would relate to the existing adjacent lattice structures; however, the proposed structures would be distinctly different and strongly contrast in form and line. As a collective linear component, the undulations of structures and conductors would relate somewhat to the mountains visible in the view background, and the more distant gray structures would be partially absorbed into the blue-gray color of the mountain backdrop. Where they would appear as a skyline above the desert floor, the gray color and smooth texture would contrast with the tan and gray gravelly and stippled earth in the immediate foreground of the view.

Overall, the contrast with the surrounding environment is moderate to strong. Alignment of Project structures alongside existing DPV1 structures would minimize the perception of an expanded area occupied by transmission infrastructure in views from KOP 37 and its vicinity. The form of the Project structures would be similar, though not identical, to existing structures. An already encroached upon skyline would include additional structures, and Project structures and conductors would appear in front of a distant mountain backdrop in much the same

manner as existing facilities do. However, the cumulative effect of the Project in conjunction with the existing DPV1 infrastructure results in two sets of large structures and a level of visual clutter that seen in immediate proximity to the infrastructure, dominates the visual environment. Together the DPV1 facility and the Project would be a major modification to the environment and dominate the view, thus Class III objectives would not be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-13 would be prominently visible to viewers at KOP 37 and in this portion of Ehrenberg Wash. The most proximate Project structures would define the skyline, appearing aligned with DPV1 structures; other new and existing structures would appear in front of the blue-gray mountain backdrop, partially absorbed. Segment p-13 would intensify the presence of transmission infrastructure visible within this portion of Ehrenberg Wash, incrementally affecting the desert vista and mountain views already affected by the presence of the DPV1 facility.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are prominent features in existing views from within Ehrenberg Wash, codominant with the more dramatic mountain backdrop on account of their constant presence across the horizon. Segment p-13 would intensify the presence of transmission infrastructure within a corridor. This would not substantially change the scenic quality of the view.

Sensitivity – Sensitive viewers in Ehrenberg Wash would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segment p-13 would extend into the horizon the portions of the wash area appearing to have been developed and reinforce the presence of a transmission corridor. Viewers and recreational users of the wash may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures with matching color and span lengths to match the existing DPV1 structures to reduce contrast between the structure types, sense of visual clutter, and eliminate guy wires.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV for the utility corridor along Segment p-13.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. L

5. Location Sketch:

- 2. Key Observation Point: 38 Ehrenberg Wash
- __Segment cb-06 / cb-04 _____

3. VRM Class: III (cb-06)

Range	
Section	

Township___

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor;	Rounded and inverted conical	Road-like bare area is flat, wide,
	open exposed wide block area	shrubs in the foreground;	and somewhat rectangular. Signs
	in immediate foreground;	becoming more dense and	are vertical and blocky. Lattice
	lumpy, jagged, angular, rocky	regular in the middle ground.	structures are rectilinear.
W	mountains in background.	Scattered, few saguaros are	
FOR		faint and columnar.	
	Diffused and broken lines	Broken, diffused horizontal line	Weak, gently curving lines
	following edge of vegetation	with soft edges along horizon	associated with color variations in
	cover and bare soils in	edge of vegetation and sky.	gravels and soils in road-like bare
	foreground; broken, jagged	Diffused, broken line along	area; geometric lines in the lattice
	horizontal line along mountain	edge of vegetation are bare soils	structures; and soft curvilinear
	profile.	in the foreground.	horizontal lines from the
LINE			conductors.
	Tan, gray-tan, brown, and light	Green, bright green, pale green,	Tan, gray-tan, brown, and light
	brown; gray and gray-blue	and tan.	brown banding from roads and off
	mountains in the background.		road travel; yellow road signs; light
OR			gray lattice structures and
COL			conductors.
	Coarse granular and uniform in	Coarse and spiky in the	Coarse granular, dense, and
	foreground soils; distant	foreground; becoming more	uniform road surfaces; smooth
IURE	mountains are rough and	soft and dense in the distance.	lattice structures, conductors, and
TEX.	coarse.		signs.
	Se	ction C. Proposed Activity Description	

1. LAND/WATER

2. VEGETATION

3. STRUCTURES

	None	None	Rectilinear structures along
			relatively short extent of horizon;
ų			difference in structure type not
FORM			discernable

TINE	None	None	Conductors faintly visible along horizon in right of view
COLOR	None	None	Shades of gray; similar to exsiting structures
TEXTURE	None	None	Smooth, spiky
 2. Does pr (Explain o 3. Addition 	oject design med ☐ Yes on reverse side) al mitigating meas ⊠ Yes	et visual resource management objectives No sures recommended?	?
Evaluators' M J	Name(s): Iachelle Davis osh Hohn	Date(s): 7/19/17	

							FEATURES							
1.		LAND / WATER				V	VEGETATION			STRUCTURES				
D	EGREE		BC	DY										
СО	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\boxtimes				\boxtimes			\boxtimes		
ENT	Line				\boxtimes				\boxtimes			\boxtimes		
ILEM	Color				\boxtimes				\boxtimes					
н	Texture				\boxtimes				\square			\boxtimes		

Comments from item 2:

KOP 38 is located east-southeast of Ehrenberg, Arizona, in Ehrenberg Wash on BOR-managed public lands. The KOP represents the views of recreationists and backroad travelers looking south-southeast to southwest at Segment p-12 and Segment cb-06 or Segment cb-05 on BLM-administered lands. Segments p-12 and cb-05 would be within lands designated VRI Class II, III, and IV; comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground and seldom seen distance zones, and designated VRM Class III. Segment cb-06 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone; and designated VRM Class III. The view from KOP 38 is open and panoramic with flat desert plain in the foreground-middleground and hills and rugged angular pyramidal mountains in the background, which form a jagged line at the horizon. The gravely to stippled exposed earth in the immediate foreground is devoid of vegetation, transitioning to clumped rounded shrubby green, yellow-green, and gray-green vegetation in the foreground that becomes dense and uniform with distance. Vegetation forms a broken and irregular horizontal line at the horizon west of the mountains. A diagonal line is created by a bladed road in the foreground. There are two yellow road signs visible in the foreground, one along the road and the other in the vegetation indicating the presence of another road. Lattice structures of the DPV1 facility are regularly spaced and faintly visible in the foreground-middleground with transmission lines that form faint undulating horizontal lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment cb-04 of the Project would be in the foreground-middleground zone between approximately 2.3 and 2.5 miles away. It would not be likely to be visible from KOP 38. Alternative Segment cb-06 would be in the foreground-middleground zone potentially visible between approximately 2.2 and 2.7 miles away.

(2) Angle of Observation. Segments cb-04 and cb-06 would be slightly upslope of KOP 38. However, the inferior viewing position is offset by the distance between the KOP and the segments. As the viewer moves southwesterly or southeasterly across the wash and closer to Segments cb-04 and cb-06, the inferior viewing position would become more pronounced and the segment structures would be more prominent against the skyline.

(3) Length of Time the Project is in View. Segment cb-04 would not be visible from KOP 38, but could be detectable from other nearby areas. Segment cb-06 would be intermittently detectable along the horizon from KOP 38. Vegetation intervenes in long-distance views along the horizon. OHV recreationists camping within the wash could potentially have sustained views toward both segments.

(4) Relative Size or Scale. Given the distance between KOP 38 and Segments cb-04 and cb-06, structures would appear relatively diminished compared with other visible landscape features, particularly the existing DPV1 structures in the foreground.

(5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment cb-04 extends in an east-northeast to west-southwest direction, and Segment cb-06 extends in a southeast to northwest direction in the area visible from KOP 38 and its vicinity. In views from the north, structures and conductors, to the extent they would be visible from the viewpoint or other areas within Ehrenberg Wash, would appear backlit and dark, though in early morning or late afternoon light, east- and west-facing sides of structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.
(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 38 or generally within Ehrenberg Wash, which is at a lower elevation than either segment.

(8) Spatial Relationships. The open and panoramic view is partially framed by the angular mountains in the backdrop to the east, in the left half of the view. The limited visibility of Segment cb-06 from KOP 38, which would appear as a slight skyline where visible in the center of the view and diminish with distance into the far horizon, would reinforce the panoramic elements of the view. Segment cb-04 would not be visible from KOP 38, but could be detectable from other locations in the vicinity of the viewpoint.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur, partially to fully obscuring views toward these segments from KOP 38 and its vicinity.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would likely not attract attention. During operations, conductor sway in windy conditions would likely not be detectable from KOP 38.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments cb-04 and cb-06 would be barely detectable from Ehrenberg Wash looking upslope at the collective route. Motion is not likely to attract attention from this distance. Because of the slight viewer inferior position, construction or repair activities and equipment operation would be visible from the within the wash.

Operations: Only Segment cb-06 would be visible from KOP 38; however, Segment cb-04 could be intermittently visible in views from nearby locations in Ehrenberg Wash. While this contrast analysis discusses views from both segments, conformity with VRM management objectives are limited to Segment cb-06. Segment cb-04 and cb-06 structures would be visible as a series of dark, short, vertical lines, evenly spaced across the view and views from nearby in Ehrenberg Wash. Like the existing DPV1 structures in the foreground, Segment cb-04 and cb-06 structures would comprise a series of evenly distributed, small, and faintly visible geometric shapes appearing in front of and within a jagged, irregular, and dramatic mountain backdrop and beyond the clumped, rounded shrublands in the foreground. Where visible, Segment cb-04 would be detectable emerging from a drain within the mountains in the left of the view, appearing in front of the mountain backdrop in the center-left of the view. Segment cb-06, extending from its intersection with Segment cb-04 in the center of the view toward its intersection with Segment p-13 beyond the view to the right, would appear at first in front of a distant mountain backdrop but would then be sporadically visible as a skyline against an open-sky backdrop. Segment cb-06 structures would be visible due to lack of backdrop, discernably skylining in the center of the view, with multiple structures appearing in front of a mountain backdrop. Conductors associated with structures skylining across the wash would likely be detectable and would introduce a new linear form to the view.

Where skylined, the structures along Segment cb-06 would be visible as small rectilinear and geometric lattice forms, and the contrast resulting from this would be the Project's primary impact in views from KOP 38. Across both segments, the vertical, repeating structures, proposed to be guyed V lattice structures, would relate to the DPV1 structures, but would contrast with the mountain backdrop, and would do so in a manner different than the existing structures, which appear to bracket portions of the view. The Segment cb-06 structures would, from this vantage point, appear as a band across the distance valley horizon, adding a uniform linear component backdropped by an irregular mountain skyline. Where appearing as a skyline above the desert floor, the dark gray color and smooth texture would contrast with the yellow, green, rounded and clumped vegetation in the foreground.

From the KOP, overall the contrast with the surrounding environment is weak because most infrastructure would be anticipated to be viewed with a background of mountainous terrain, and vertical skylined elements would be further away from the viewer. The degree to which Segment cb-04 and cb-06 structures would be visible would vary by location throughout Ehrenberg Wash; contrast would increase with proximity to the segment and would be enhanced by the differences in structure types, angles of the routes, and cumulatively result in increased visual clutter. The expansion of transmission infrastructure into a ROW beyond the utility corridor would attract attention of the casual observer. From the KOP, it would repeat the basic elements found in the surrounding landscape, but from this distance, would appear to do so with a much greater frequency that would prevent the existing structures to absorb it into what might look like a single transmission corridor. However, in close proximity to the segment, the cumulative effect of large contrasting structures and increased visual clutter would be a major modification to the visual landscape and dominate the view. Thus, Class III objectives for Segment cb-06 would not be met. Class II objectives for Segment cb-04 are evaluated as part of the contrast rating analysis for KOP 34.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments cb-04 and cb-06 would be only intermittently visible to viewers at KOP 38 and in this portion of Ehrenberg Wash. While specific structures may skyline slightly upon the horizon, distance and intervening vegetation would minimize effects on desert vistas. Gray structures appearing in front of blue-gray mountains in the left portion of the view would be partially absorbed into the backdrop.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are prominent features in existing views from within Ehrenberg Wash, codominant with the more dramatic mountain backdrop on account of their constant presence across the horizon. Visibility of more distant structures would not substantially change the scenic quality of the canyon; however, the addition of more distant structures would appear to broaden the area within the view containing development.

Sensitivity – Sensitive viewers in Ehrenberg Wash would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segments cb-04 and cb-06 would extend the portions of the wash area appearing to have been developed both into the nearby foothills (to the east) and into the horizon (to the west). Viewers and recreational users of the wash may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures to match the existing DPV1 structures to reduce contrast between the structure types, sense of visual clutter, and eliminate guy wires.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV. For Segment cb-04, Change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment, or in an area bounded by the viewshed where the segment would be within canyons. For Segment cb-06, change to VRM Class IV for the area within 0.3-mile either side of the centerline of the segment.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

Section B. Characteristic Landscape Desription

5. Location Sketch:

2. Key Observation Point: 38 - Ehrenberg Wash

__p12_ 3. VRM Class: III

Range _____ Section ____

Township___

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor;	Rounded and inverted conical	Road-like bare area is flat, wide,
	open exposed wide block area	shrubs in the foreground;	and somewhat rectangular. Signs
	in immediate foreground;	becoming more dense and	are vertical and blocky. Lattice
	lumpy, jagged, angular, rocky	regular in the middle ground.	structures are rectilinear.
7	mountains in background.	Scattered, few saguaros are	
FOR		faint and columnar.	
	Diffused and broken lines	Broken, diffused horizontal line	Weak, gently curving lines
	following edge of vegetation	with soft edges along horizon	associated with color variations in
	cover and bare soils in	edge of vegetation and sky.	gravels and soils in road-like bare
	foreground; broken, jagged	Diffused, broken line along	area; geometric lines in the lattice
	horizontal line along mountain	edge of vegetation are bare soils	structures; and soft curvilinear
	profile.	in the foreground.	horizontal lines from the
LINE			transmission lines.
	Tan, gray-tan, brown, and light	Green, bright green, pale green,	Tan, gray-tan, brown, and light
	brown; gray and gray-blue	and tan.	brown banding from roads and off
	mountains in the background.		road travel; yellow road signs; light
R			gray lattice structures and
COLO			conductors.
	Coarse granular and uniform in	Coarse and spiky in the	Coarse granular, dense, and
	foreground soils; distant	foreground; becoming more	uniform road surfaces; smooth
TURE	mountains are rough and	soft and dense in the distance.	lattice structures, transmission
TEXJ	coarse.		lines, and signs.

1. LAND/WATER

2. VEGETATION

3. STRUCTURES

	Ground disturbance at	Vegetation that would be removed	Regularly spaced rectilinear
	structure bases would not be	would not be visible from the	structures that would appear larger
	visible at the KOP but blading	KOP, but the base of the	in the landscape as recreationists
	of the base area and access	structures would be bladed	travel routes closer to the
	routes would be visible to	removing sparse vegetation and	structures.
И	recreationists traveling routes	may be visible to recreationists	
FOR	in the area.	traveling routes in the area.	
	Where visible, lines of	None	V-shaped structures with vertical
	disturbance at bases would be		and geometric lines, and
	horizontal or rectangular;		undulating curvilinear lines of
	access routes would be		conductors.
	horizontal, diagonal, or		
LINE	curvilinear.		
	Where visible, newly exposed	None	Light to dark gray
	earth would be colored		
	differently from surrounding		
JR	exposed earth and desert		
COLO	pavement.		
	Where visible, newly exposed	None	Smooth and spiky
TURE	earth may appear more		
TEXJ	smooth.		
	Section D. Contrast F	Rating SHORT TERM	🛛 LONG TERM

		FEATURES												
1.	1.		LAND / WATER				VEGETATION				STRUCTURES			
DEGREE OF CONTRAST		BODY												
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
NT	Form			\boxtimes					\boxtimes	\boxtimes				
EME	Line			\boxtimes					\boxtimes		\square			
EL	Color			\square					\square			\square		

Texture			2. Does project design meet visual resource management objectives?
☐ Yes (Explain on reverse side)	⊠ No		
3. Additional mitigating mea	asures recommended?		
🛛 Yes	□ No		
Evaluators' Name(s): Machelle Davis Josh Hohn	Date(s):	7/19/17	

Comments from item 2:

KOP 38 is located east-southeast of Ehrenberg, Arizona, in Ehrenberg Wash on BOR-managed public lands. The KOP represents the views of recreationists and backroad travelers looking south-southeast to southwest at Segment p-12 and Segment cb-06 or Segment cb-05 on BLM-administered lands. Segments p-12 and cb-05 would be within lands designated VRI Class II, III, and IV; comprised of scenic quality C and B, and high sensitivity, within the foreground-middleground and seldom seen distance zones, and designated VRM Class III. Segment cb-06 would be on BLM-administered lands that are designated VRI Class IV, comprised of scenic quality C and B, and moderate sensitivity, within the foreground-middleground distance zone; and designated VRM Class III. The view from KOP 38 is open and panoramic with flat desert plain in the foreground-middleground and hills and rugged angular pyramidal mountains in the background, which form a jagged line at the horizon. The gravely to stippled exposed earth in the immediate foreground is devoid of vegetation, transitioning to clumped rounded shrubby green, yellow-green, and gray-green vegetation in the foreground that becomes dense and uniform with distance. Vegetation forms a broken and irregular horizontal line at the horizon west of the mountains. A diagonal line is created by a bladed road in the foreground. There are two yellow road signs visible in the foreground, one along the road and the other in the vegetation indicating the presence of another road. Lattice structures of the DPV1 facility are regularly spaced and faintly visible in the foreground-middleground with conductors that form faint undulating horizontal lines.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment p-12 would be in the foreground-middleground zone, visible as close as 0.25 mile away.

(2) Angle of Observation. Segment p-12 would be at the same elevation as the KOP. Thus, viewers would have an inferior angle of observation toward the structures, but a level angle of observation toward the bases. From locations in the vicinity of the KOP closer to the Project segment, the inferior viewing position would become more pronounced and the segment structures would be more prominent against the skyline.

(3) Length of Time the Project is in View. Segment p-12 would be prominently visible alongside the existing DPV1 structures in unobstructed views throughout the KOP vicinity. Vegetation intervenes in long-distance views along the horizon. OHV recreationists camping within the wash could potentially have sustained views toward Segment p-12.

(4) Relative Size or Scale. Given the short distance between segment structures and the viewpoint, Segment p-12 structures would appear as large structures within the local landscape, comparable in size and scale with the existing DPV1 structures presently visible in the foreground. (5) Season of Use. Due to high spring, summer, and fall temperatures, the Ehrenberg Wash area sees its highest use in the winter months. Also, the area is prone to dust storms which would somewhat reduce the visibility of the Project at certain times, particularly in long distance views. As most viewers from within Ehrenberg Wash would be recreationists, including those camping and staging for OHV activities, there would likely be fewer observers at the KOP in hot or inclement weather.

(6) Light Conditions. Segment p-12 extends in a northeast to southwest direction in the area visible from KOP 38. In views from the north, structures would generally appear backlit and dark, though in early morning or late afternoon light, east- and west-facing sides of structures and conductors could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Ground disturbance at the base of the structures would not be visible from KOP 38 or generally within Ehrenberg Wash, unless viewers are adjacent to structures. Revegetation in a desert environment could lack effectiveness or require a substantial length of time. Any revegetation of disturbance would not be discernable from non-adjacent areas, due to the level angle of views in the area, as well as intervening vegetation.

(8) Spatial Relationships. The open and panoramic view is partially framed by the angular mountains in the backdrop to the east, in the left half of the view. The conspicuous visibility of the large, nearby structures and their diminishment in relative scale as they would recede into the horizon would reinforce the panoramic elements of the view.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur, though such conditions would be unlikely to obscure Segment p-12 from the proximate KOP 38.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would likely attract attention. During operations, conductor sway in windy conditions would be detectable along the closest portions of Segment p-12 from KOP 38.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-12 would likely be visible from Ehrenberg Wash. Motion is likely to attract attention from this distance, and construction or repair activities and equipment operation would be visible from within the wash, where not obscured by intervening vegetation.

Operations: Segment p-12 structures would be prominently visible as a series of large, dark, vertical forms, evenly spaced across the view. They would progress from the left portion of the view into the center right, in a direction of diminishing visibility from the KOP. Like the existing DPV1 structures, with which Segment p-12 would be aligned, Project structures would appear in front of a jagged, irregular, and dramatic mountain backdrop in the left portion of the view and beyond the clumped, rounded shrublands in the foreground. Structures would discernably skyline, appearing above both the mountain backdrop and the desert floor. Conductors would be visible against a clear sky backdrop.

Segment p-12 structures in this location are proposed to be guyed V lattice structures. While project structures would be placed next to existing transmission structures where practicable, Project structures would be placed with a greater frequency than the DPV1 structures, which are tangent type lattice structures. Thus, while Segment p-12 would reinforce the existing transmission corridor in views from KOP 38, it would substantially intensify the presence of structures within the corridor, while appearing in contrast with regard to form. The number of Project structures, and the angle of view from KOP 38, would result in the appearance of a staggered transmission corridor, with structures relating to each other in terms of form, but not design. Both existing and Project structures would encroach upon skylines and, just as do the DPV1 structures, where appearing as a skyline above the desert floor, the dark gray color and smooth texture of Segment p-12 structures would contrast with the yellow, green, rounded, and clumped vegetation in the foreground.

Overall, due to the contrast related to form, the project contrast with the surrounding environment is moderately strong. Segment p-12 would place a number of highly visible structures in the view, which would further alter the skyline and intervene on both mountain and desert views. Because prominent transmission infrastructure already exists in the view, the addition of proposed structures, which would be structurally discordant with existing structures, would intensify the visual dominance of transmission in this view without substantially expanding the area occupied by transmission facilities. The Project in conjunction with the DPV1 infrastructure would cumulatively result in large structures and visual clutter that would be a major modification to the visual environment and dominate the view. Therefore, VRM Class III management objectives would not be met.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment p-12 would be prominently visible to viewers at KOP 38 and in this portion of Ehrenberg Wash, extending alongside the existing DPV1 transmission line. The number of structures encroaching on the skyline would increase, and conductors would be visible in front of mountain backdrops. However, both of these effects would intensify current, similar effects that DPV1 has on the landscape at present.

VRI Analysis:

Scenic Quality – The existing DPV1 structures and conductors are prominent features in existing views from within Ehrenberg Wash, codominant with the more dramatic mountain backdrop on account of their constant presence across the horizon. Segment p-12 would intensify the presence of transmission infrastructure within a corridor. This would not substantially change the scenic quality of the view.

Sensitivity – Sensitive viewers in Ehrenberg Wash would primarily be recreationists, a large portion of which would be OHV recreationists. The Project would not have a long-term impact on recreational use of the Ehrenberg Wash. However, the presence of Segment p-12 would extend into the horizon the portions of the wash area appearing to have been developed and reinforce the presence of a transmission corridor. Viewers and recreational users of the wash may be highly sensitive to these changes.

Additional Mitigating Measures (See item 3)

Analysis of impacts to recreation found that guyed V structures pose an unacceptable human health and safety risk to OHV recreationists in heavily used recreation areas. Recommend using self-supporting lattice structures to match the existing DPV1 structures to reduce contrast between the structure types, sense of visual clutter, and eliminate guy wires.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV for for the BLM utility corridor.

VISUAL CONTRAST RATING WORKSHEET

Date: 11/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 39 - Interstate 10 Hilltop

3. VRM Class: N/A (CRIT lands)

Range _____ Section ____

5. Location Sketch:

Township____

Section B. Characteristic Landscape Desription											
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES								
	Rolling hills to moderately steep	Rolling hills to moderately steep Rounded to inverted conical									
	short slopes in the foreground,	shrubs in the foreground; low	dominant; guardrail is low, thin and								
	bisected by Interstate 10; thin,	sparse spiked grass; no other	linear; short, straight linear fence								
	triangle form of rust colored	vegetation visible.	posts. Gas pipeline station includes								
	cans in the foreground; rugged,		linear pipe surrounded by low chain								
	irregular, blocky, angular,		link fence.								
	chunky mountains in the										
ų	middleground blocking views of										
FORM	the background.										
	Irregular and broken jagged	No discernible lines associated	Short, straight vertical lines of fence								
	horizontal line of the mountains	with vegetation.	posts; long curvilinear lines from								
	at the skyline. Strong, distinct		road striping and edge of road								
	curving line along tops of low		surface on Interstate 10; straight,								
	hills in the foreground.		solid lines along length of guardrail.								
			Horizontal lines from pipes								
			surrounded by vertical posts of								
LINE			chain link fence.								
	Light tan exposed earth in the	Dark green, green, and light tan.	Dark brown fence posts; light gray								
	foreground with off-white tones;		to dark gray road surface; white								
	mountains in background are		road striping; gray guardrail. Dark								
	shades of dark brown, brown,		brown/rust can dump in foreground.								
R	and dark tan.		White pipes and gray chain link								
COLO			fence.								
	Finely stippled and even in	Coarse, bushy, and spiky in the	Road shoulders are finely stippled,								
	foreground to middleground;	foreground; becoming more soft	dense, and uniform; road surface is								
	coarse textured can dump; rough	and dense in the distance.	smooth and matte.								
URE	and ragged texture in the										
TEXT	background.										
	l Se	ection C Proposed Activity Descriptic	<u> </u>								

	Structure bases would be	Sparse vegetation would be	Large regularly spaced rectilinear						
	bladed and access routes would	removed from structure bases and	structures.						
V.	be bladed or created by cross-	removed or crushed along access							
FORM	country travel.	routes.							
	Structure bases would appear	None	V-shaped structures with vertical						
	horizontal lines or rectangular;		and geometric lines, and						
	access routes would be		undulating curvilinear lines of						
	horizontal, diagonal, or		conductors.						
LINE	curvilinear.								
	Newly exposed earth would be	None	Light to dark gray						
JR	a different color from								
COLO	surrounding exposed earth.								
	Newly exposed earth may	None	smooth, spiky						
URE	appear smoother than								
TEXI	surroundings.								
	Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM						
Does project design meet visual resource management objectives?									

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Josh Hohn

Date(s): 7/19/17

			FEATURES											
	1. DEGREE OF CONTRAST		LAND / WATER BODY			VEGETATION				STRUCTURES				
			Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
		Form		\boxtimes						\square		\square		
	ENTS	Line		\boxtimes						\square		\square		
	ILEM	Color		\boxtimes						\square			\square	
	н	Texture			\square					\square			\square	

Comments from item 2:

KOP 39 is located along the south side of I-10 west of Quartzsite, Arizona on CRIT lands. The KOP represents the views of drivers on I-10 looking northeast, who would be viewing Segment i-06 on CRIT Reservation lands. The view from KOP 39 is enclosed by the mountains in the foreground-middleground. Viewers are looking at the east-bound interstate and side slopes in the immediate foreground, with dark brown low hills and a rugged mountainous foreground-middleground, with one small area of gray-blue rugged mountains in the background as seen through a gap in the middleground mountains. The road is flat, low, and gray with a segment of gray, linear guardrail. A segment of the westbound road is visible beyond the guardrail in the middleground. It is a gray curving line that disappears into the mountains. Sparse green, yellow-green, and golden-tan rounded shrubs dot the sides of the road and are sparse in the surrounding landscape. On the south side of I-10 there is a can dump that appears as a rust or dark brown swath. The hills and rugged mountains create a jagged and broken irregular horizontal line at the skyline. Brown fence posts create repeated short distinct vertical lines. A light tan area of disturbance that includes two dirt roads, one leading to a gas pipeline station is visible in the foreground at the foot of the hills. The disturbance is readily apparent in contrast with the darker brown hills and mountains.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment i-06 of the Project would be in the foreground-middleground zone. The proximity of Segment i-06 to KOP 39 (approximately 0.25-mile at its closest point) and I-10 makes apparent the contrast that would result from the Project.

(2) Angle of Observation. Observers would be at the same level with the Project in the immediate foreground, but would have an inferior view toward the point where Segment i-06 would climb to pass atop the ridgeline.

(3) Length of Time the Project is in View. Because it would parallel the freeway in this location, Segment i-06 would be in the view of travelers on I-10 for a long duration. These viewers would typically be traveling at very high rates of speed in this area, where the speed limit is 75 miles per hour. Because of its relative height and its route, which would place it atop a ridgeline in the center of views from the freeway, the Segment i-06 would be prominently visible for sustained periods of time. Because travelers would be paralleling the segment at highway speeds, different structures and associated conductors would alternately become skylined, or less visible against the mountain backdrop.
(4) Relative Size or Scale. The proposed Project would appear relatively large in scale in the immediate foreground, compared with mountain backdrop and nearby uses.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms, which would affect the visibility of the Project.

(6) Light Conditions. Segment i-06 lies on a generally east-west axis, though this view would include a northeast-southwest segment in eastbound views. Thus, in south-facing views and east-facing views during morning daylight, the structures and conductors would be backlit and appear dark against the light sky; in east-facing views, particularly in the late afternoon, sunlight would strike structures and conductors, causing surfaces to reflect and appear shiny. In this particular view, such effects would occur in areas where no other existing structures do so.

(7) Recovery Time. Because of the relatively close proximity of the segment to the KOP and I-10, viewers would see the cleared structure bases and access routes. Because the affected environment is desert, the ground disturbance effect would last many years or may never fully recover.

(8) Spatial Relationships. The view from KOP 39 is a partially enclosed panoramic view. The Project would place structures atop a ridgeline that, visible in the center of the view, contributes to the enclosed space.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From KOP 39, hazy conditions could slightly reduce the visibility of the Segment i-06, but would not be expected to do so substantially. Haze could also reduce visibility of the mountainous backdrop, which would accentuate the visibility of the infrastructure in close proximity to I-10.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." Segment i-06 would be adjacent to a freeway corridor in this location.

Construction, Maintenance, and Decommissioning: Because Segment i-06 would parallel and be immediately adjacent to the south side of the I-10 ROW, during construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-06 would be clearly visible, noticeable, and attract the attention of travelers on I-10. Because the visible portions of Segment i-06 would range from the more proximate level equal to the viewpoint to an elevation atop a ridgeline in the center of the view, varying degrees of ground disturbance from access routes and at structure bases would be visible from KOP 39. During maintenance, activity would be smaller in scope, likely involve less ground disturbance that would generate dust, and thus be less noticeable than during construction.

Operations: This representative view of eastbound viewers traveling on I-10 demonstrates the delineation between developed road corridor and adjacent areas (see roads and gas transmission facilities on the south side of the road) and the mostly undeveloped mountains immediately beyond the low-lying areas. Development of the Project would place highly visible transmission structures alongside the roadway corridor (within approximately one-third of a mile). The structures and conductors would generally parallel the freeway, banking to northeast approximately 0.5-mile in front of the viewpoint, and crossing the low-lying mountains by crossing the ridgeline visible in the center of the view. The Project is proposed to mostly be guyed V lattice structures, which would tend to be absorbed into a rugged mountain backdrop as present here. However, the proximity of the Project in the immediate foreground, and its ridgetop route in the distant foregroundmiddleground of this view, which would likely place multiple structures in positions to skyline against a clear sky backdrop, would ensure that the Project would be prominently visible in this location, attracting viewer attention.

During routine operation of the Project, a transmission facility would become a fixed part of the landscape and while regular drivers along I-10 would likely become desensitized to the new landscape feature, its contrast would be moderate to strong. The Project structures would be strong, vertical, geometric, and rectilinear components visible across a substantial portion of the view. The conductors would add a linear component that would be visible against the mountain backdrop and also conflict with the view's primary linear component, the roadway corridor, where it would be seen to pass across the view and ascend the ridgeline in the center of the view. Dirt roads are visible throughout the view, both alongside the freeway corridor and within the mountains that frame the view. However, the series of conductor undulations would be a relatively highly visible linear pattern that does not exist in current views. The structures and conductor would collectively add a gray color and pointed texture that would relate to nearby mountains while visually encroaching upon them.

The main source of contrast along this portion of Segment i-06 would be the introduction of tall vertical rectilinear and geometric structures into a scene that's enclosed and predominately horizontal. At any time, a number of the structures would appear skylined. Cumulatively, with the gas pipeline infrastructure and associated access, the visual sense of development would increase and attract viewers' attention.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/17/2016

District: YFO

Resource Area:

Section A. Project Information

Activity (Program):

1. Project Name: Ten West Link____ 2. Key Observation Point: 40 - Interstate 10 Rest Area West_

4. Location: Township____ Range _____

5. Location Sketch:

Section _____

3. VRM Class: N/A

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES		
	Flat, wide desert valley floor that	Tall, wispy trees in the	Rest area patio is a wide, flat block		
	slopes abruptly in the	foreground; rounded shrubs in	form; trash cans and cigarette ash		
	foreground; lumpy, jagged,	the foreground, becoming more	trays are small cubes; rest area walls		
	angular, rocky mountains in part	dense and regular in the	are vertical block forms with		
	of very distant background.	middleground.	horizonatal linear pipe handrails;		
			signage is small flat squares.		
2			Rectiliniar lattice structures are		
FOR			faintly visible in the middleground.		
	Diffused but distinct broken line	Short, thick, vertical and	Thin vertical and horizontal lines		
	along break of slope on valley	diagonal lines from tree trunks	from patio handrail; strong angular		
	floor in the foreground; flat,	and branches. Broken, diffused	horizontal line along edges of low		
	stong line along horizon of	horizontal line with sharp edge	patio wall; thin weak lines in		
	valley floor; broken, jagged	at horizon.	concrete of patio floor; strong		
	horizontal line along mountain		vertical lines along edges of rest		
	profile.		area walls and trashcans. Lattice		
LINE			structures are faintly geometric.		
	Tan, gray-tan, brown, dark-	Green, pale green, dark green,	Light red, pale red, blue, off-white,		
OR	brown and brown; dark gray in	dark brown, and tan.	red-brown. Lattice structures are		
COL	the background.		light gray.		
	Coarsely stippled in foreground	Feathery, coarse and spiky in the	Smooth, brick pattern, and matte.		
rure	soils; distant mountains have no	foreground; becoming more soft			
TEXI	discernible texture.	and dense in the distance.			

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Rectilinear structures
TINE	None	None	Vertical, geometric, and curvilinear structures and conductors

	COLOR	None		None			Light gray	
	TEXTURE	None		None			Smooth and pointy structures; smooth conductors	
			Section D. Contrast I	Rating	SHORT	TERM	🖾 LONG TERM	
2. D (Exp	oes p	roject design me Yes on reverse side)	eet visual resource n □ No	nanagen	nent objectives?			
3. Ao	ditior	nal mitigating me	asures recommended?					
		□ Yes	🖾 No					
Eval	uators N	' Name(s): Machelle Davis		Date(s):	7/6/17			

			FEATURES												
	1.		LAND / WATER				VI	VEGETATION				STRUCTURES			
	D	EGREE	BODY												
	OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
		Form				\boxtimes				\boxtimes		\square			
	ENTS	Line				\boxtimes				\boxtimes		\square			
	ILEM	Color				\square				\boxtimes		\square			
	Е	Texture				\boxtimes				\boxtimes			\boxtimes		
Comments from item 2:

KOP 40 is located at an eastbound rest area along I-10 west of Quartzsite and east of Ehrenberg on BOR land. The KOP represents the views of eastbound I-10 travelers stopped at the rest area looking south-southwest at Segment i-07, which would be located on BOR land. The view from KOP 40 is open and mostly panoramic, partially enclosed at the KOP point by rest area development. The KOP has views of rugged blue-gray mountains faintly noted in the background. Viewers are looking at a flat, wide desert valley floor that slopes abruptly into a drainage in the foreground; lumpy, jagged, angular, mountains are present in part of very distant background. The light tan and flat desert plain in the middleground appears moderately vegetated. Vegetation includes shades of green, pale green, dark green, dark brown, and tan, mostly clumped and wispy, that becomes more dotted and indistinct with distance. A subtle horizontal line is created where the desert plain meets the base of the mountains while it is abrupt where the plain meets the sky. The rest area patio wall in the foreground creates a strong horizontal gray line that breaks the reddish patio in the immediate foreground from the vegetation in the desert plain. The groomed native surface in the rest area creates a light tan area in the foreground. Other developments in the rest area are geometric structures and facilities; trash cans, cigarette ash trays, lamp posts, fence posts, handrails, and signs introduce short vertical and horizontal lines. Trees and other vegetation in the rest area appear similar to native vegetation that is scraggly. The I-10 off ramp road is visible through breaks in the development. Lattice structures of the DPV1 transmission facility are faintly visible in the middleground.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segment i-07 of the Project would be in the foreground-middleground zone. The distance between KOP 40 and Segment i-07 would be about 0.2-mile, putting the segment in close proximity to viewers at the rest area..

(2) Angle of Observation. Observers at the KOP location would be at approximately the same elevation as the segment. Viewers would be looking at the segment to the south-southwest of the rest area, which is located on the south side of I-10 where eastbound traffic on I-10 would be stopping. As observers travel along I-10, the segments would discipate into the distance for approximately 1 mile until connecting to Segment x-03 and diagonaling southwest.

(3) Length of Time the Project is in View. Approaching the KOP, eastbound travelers on I-10 are slowing to exit into the rest area, coming to a stop, and walking around the rest area. However, the Project would be visible along I-10 prior to approaching and after leaving the rest area, when viewers are traveling at 75 mph.

(4) Relative Size or Scale. Despite the spaciousness of the landscape, because the infrastructure would be in relatively close proximity to the KOP, the structures would appear relatively large in the landscape.

(5) Season of Use. I-10 is an interstate highway that is not expected to have seasonal variability in use.

(6) Light Conditions. Segment i-07 lies roughly on an east-west axis and viewers in the rest area would be looking south at the structures. In mornings, the structures and conductors to the southeast would be front lit and potentially reflective, while at sunset, the structures to the southeast would be somewhat backlit.

(7) Recovery Time. Because ground disturbance would not be expected to be visible from the rest area, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The infrastructure along Segment i-07 would be roughly paralleling I-10 and in front of distant scenic topography.(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of the Segment i-07, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. Conductor sway in windy conditions may be detectable.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment i-07 would be visible the rest area and from I-10 looking south. Because of the intervening vegetation and slight variations in topography, ground disturbance from access routes and at structure bases would either not be visible or minimally visible. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction.

Operations: The structures of the Project would be visible as fairly large, dark, slightly diagonal vertical lines evenly spaced along the horizontal line in the landscape. Conductors would be visible connecting the structures as gray undulating horizontal lines. The tall vertical lines of the transmission structures somewhat blend with other vertical short elements in the immediate foreground, including fence posts, and railings, but because of their size, overwhelm those vertical elements. Because of the relative size of the infrastructure, the Project would be a moderate to major addition, despite the vastness of the desert landscape as viewed from this KOP. While the existing DPV1 structures are in the landscape, they are not distinguishable from the KOP; therefore the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be between the tall vertical lines of the structures and the dominant horizontal lines created by vegetation and topography at the skyline and base of the distant mountains. While the Project would have visible and noticeable vertical elements, overall the Project would include regularly spaced structures along horizontal lines in the landscape, which would subtly repeat that horizontal line. However, because the landscape appears mostly natural and undistubed beyond and to the south of the rest area, the addition of the Project introduces development where there presently doesn't appear to be any. Because the Project appears as tall vertical lines along the strong horizontal line, the form, line, color and texture would all contrast with the vegetation in the immediate foreground. Undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels I-10. The level of change to the characteristic landscape would be moderate. For those who regularly travel this portion of the I-10 corridor, in terms of change from the existing environment, the Project would attract attention of the casual observer, and because of the size and proximity of the structures to the viewers at the rest area, would dominate the view.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment i-07 would be clearly visible by viewers at the rest area, and the structures would be relatively close to the viewers.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. L

5. Location Sketch:

2. Key Observation Point: 41 - Colorado River Crossing

 Township_____

 Range _____

 Section _____

3. VRM Class: N/A

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Developed, disturbed valley	Rounded clumps of low shrubs;	Gravel berm at edge of bare area in
	floor bisected by the Colorado	tall spiky grass clumps along	foreground has a narrow, curving
	River. Large, square-shaped area	river's edge; tall rounded shrubs;	linear form. Suspension pipeline
	of gravels and soils in	tall, narrow vertical tree trunks	crossing has very tall, thin, vertical
	foreground.	topped with small rounded	towers with a very thin horizontal
	Low, flat terrace of soils	clumps of foliage. Row of taller	pipeline. I-10 bridge has a thin,
	adjacent to the river. River has a	trees and shrubs on opposite side	horizontal rectangular shape. Distant
	rectangular-shaped block form	of river create a dense strip of	communications tower has a thin,
	that is dominant.	vegetation cover parallel with	tall, vertical form. Buildings,
		the river.	houses, and RV facilities on
			opposite side of river have small
			square and rectangular forms that
			are not dominant. Power poles, light
			poles, and communication tower
			have thin vertical forms. Pipelines
¥			and chainlink fence are low and
FOR			horizontal.
	Short, straight line along distant	Irregular broken line formed	Suspension pipeline crossing has
	edge of bare gravel and soil area	along edges of clumps and strips	tall, thin vertical lines, thin, straight
	in foreground. Distinct, nearly	of vegetation. Strong, horizontal	horizontal line of pipe, and
	horizontal line along edge of	line across top edge of strip of	suspension cables are faint and
	riverbank and water surface.	trees on opposite side of river.	curving. I-10 bridge in foreground
		Tall, thin vertical lines of tree	has short, straight, distinct lines that
		trunks in middleground.	are nearly horizontal across the
			river. Distant communications
			tower, light poles, and power poles
LINE			have thin, tall, vertical lines.

Activity (Program):

	Gray, light-gray gravels and	Dark green, green, bright green,	Red and white painting on
	soils in foreground; tan and	and tan.	suspension pipeline crossing towers;
	light-tan soils in riverbanks and		white pipelines; blue-gray I-10
	river terraces. Water surface is		bridge; light-gray communications
	dark green with white and blue		tower; dark gray and brown power
R	reflections of the sky.		poles; white and gray light poles;
COLC			white buildings; gray gravel berm.
	Medium granular to fine	Spiked grasses; clumped, dense	Red and white painting on
	granular in bare soils and gravel	shrubs. Palm foliage appears	suspension bridge towers creates a
	areas, but coarse in some areas	somewhat feathery.	patterned texture. Gravel berm has a
	where larger stones are		coarse texture.
	abundant. Soils on river terrace		
	are finely stippled to smooth.		
URE	Water surface appears smooth		
TEXJ	and glassy.		

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Regularly spaced rectilinear structures that may appear formless from this distance.
LINE	None	None	Faintly visible short vertical lines, and potentially undulating curvilinear lines of conductors.
COLOR	None	None	Light to dark gray
TEXTURE	None	None	Smooth, spiky

	Section D. Contrast Rating	SHORT TERM	LONG TERM							
2. Does project design meet visual resource management objectives? ☐ Yes ☐ No										
(Explain on reverse side)										
3. Additional mitigating mea □ Yes	asures recommended? ⊠ No									
Evaluators' Name(s): Machelle Davis	Date(s):									
Josh Hohn	7/19/17									

		FEATURES											
1.		LA	ND / BC	WAT	TER	VI	VEGETATION			STRUCTURES			
D CO	EGREE OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes				\square
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
TEM	Color				\boxtimes				\boxtimes				\square
Ш	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 41 is located on the east side of the Colorado River on private property in Ehrenberg, Arizona. The KOP represents the views of travelers on I-10 looking south-southwest who would be viewing Segments i-08s on BOR land or Arizona State land; or ca-04 on private property in California. The view from KOP 41 is open with a minor degree of urban development. Viewers are looking at developed, disturbed valley floor bisected by the Colorado River. The foreground includes a large, square-shaped area of gravels and soils and a low, flat terrace of soils adjacent to the river. There is a gravel berm at edge of bare area in foreground. The river is an irregular reflective form that is dominant. An abrupt line is created where the disturbed gravel area meets the river terrace. Vegetation forms include rounded clumps of low shrubs, tall spikey grass clumps along river's edge, tall rounded shrubs, and tall, vertical tree trunks with rounded clumps of foliage. The trees create an undulating and irregular horizontal line at the skyline. Vegetation is a mix of native and non-native urban plantings. Rows of taller trees and shrubs on the opposite side of river create a dense strip of vegetation cover parallel with the river. In the distant foreground, power poles, a communication tower, power lines, and light poles are faintly visible as vertical and horizontal elements with heights comparable to trees. Dominant in the foreground is the pipeline suspension crossing with very tall, vertical red and white painted towers and horizontal white pipeline and gray, curving suspension cables. The associated pipeline station and chain link fence are low and horizontal. The I-10 bridge crossing the river has a horizontal rectangular shape. Buildings, houses, and RV facilities on opposite side of river, in the middleground, have small square and rectangular forms that are not dominant.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments i-08s and ca-04 would be between 0.6 and 1.4 miles away with intervening vegetation and develoment that would limit visibility of the segments.

(2) Angle of Observation. Views toward Segments i-08s and ca-04 would be level, with the Project appearing relatively distant and along the horizon.

(3) Length of Time the Project is in View. With Segments i-08e and i-08w, the Project would be in the view of travelers on I-10 for a sustained duration of time. These viewers would typically be traveling at relatively high rates of speed in this area, where the speed limit is 65 miles per hour. Drivers traveling I-10 would likely become desensitized to the presence of large transmission structures so close to the roadway, as they would intermittently and repeatedly appear in southward views from the road and would have done so for the previous few miles, for westbound travelers. The relatively limited visibility of i-08s and ca-04 from this viewpoint is not likely to result in sustained views.

(4) Relative Size or Scale. From KOP 41 the Project in Segments i-08e and i-08w would appear very large in scale relative to most other features in the landscape. Structures that are part of Segments i-08s and ca-04 would appear relatively small in views from this location.(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project.

(6) Light Conditions. Segments i-08e and i-08w lie on an east-west axis in this location. In early morning and late afternoon hours, the light reflected by structures and conductors may be slightly visible at their eastern or western edges and some shining could be noticeable. Generally, throughout the day, the structures and conductors here would be backlit and appear dark against the light sky. The proximity of the Project to the viewpoint would intensify these effects in all views.

(7) Recovery Time. Because ground disturbance would be visible to travelers on I-10 for such a short duration of time (and not visible at all for the more distant segments) revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. While Segments i-08e and i-08w would not substantially alter the panoramic quality of the view from KOP 41, the Project would add a layer to the view by placing a large-scale, linear feature across the view's foreground. With Segments i-08s and ca-04, the panoramic quality would remain as it appears in existing conditions.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. The proximity of Segments i-08e and i-08w would likely not allow for substantially reduced visibility in hazy conditions; visibility toward Segments i-08s and ca-04 would likely be reduced under hazy conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. During operations, any conductor sway in windy conditions along Segments i-08e and i-08w would be detectable from KOP 41; such sway along Segments i-08s and ca-04 would not be detectable.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Project segments would be fully to partially visible from this location. Segments i-08e and i-08w would be located within approximately 0.1 and 0.15 mile, respectively, of KOP 41, and construction and maintenance activities in some locations would be fully observable from the Colorado River crossing along I-10. Motion, dust, and activity would attract attention. Ground disturbance from access routes and at structure bases would be visible for short durations, given the typically high rates of speed on the paved roadway, and because observers would be at approximately the same elevation as the Project, the view of ground level would likely be partially obscured by vegetation or minor changes in topography outside of the roadway corridor. Segments i-08s and ca-04 would be partially visible between approximately 0.6 and 1.4 miles away, and ground-level views of construction and maintenance activities would not be available from the Colorado River crossing. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Segments i-08e and i-08w would be prominently visible from the Colorado River crossing. Project structures and conductors would extend across the view, appearing against a clear sky backdrop and in front of the gas pipeline suspension bridge that is, along with the Colorado River corridor itself, the most notable visual component in views to the south from the freeway and vicinity. Depending on the height of specific structures, some of the proposed Project structures could extend above the frame of view from this short distance. This would result in a partial looming effect in views from this location toward structures, which would mostly be guyed V lattice structures. The undulating conductors, when in frame, would relate visually to the suspension bridge cables, as the Project structures would relate to the bridge towers.

Project structures included in Segments i-08s and ca-04 would likely be partially visible along the distant horizon, beyond the pipeline suspension bridge and small in scale compared with the bridge towers, intervening vegetation, and other features, such as the communications tower east of the suspension bridge.

During routine operation of the Project, the addition of the transmission facility in the view would result in a relatively large series of strong vertical features extending across the entire view where none currently exists. While the structures and conductors would each relate to the form and linear components of the pipeline suspension, the Project would appear at a scale that would result in a strong contrast. The gray color and smooth, metallic texture of the Project structures would be visible from this location and would partially obscure from viewers the more varied textures and colors of the river and riparian vegetation in the existing view. The lattice structures would also contribute a degree of complexity that would contrast moderately with the simple, scenic view, within which areas of development are present.

Project structures included in Segments i-08s and ca-04 would result in weak contrast from this location. The structures would appear, where visible, along the horizon, within a broader collection of vertical features.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." Segment i-06 would be adjacent to a freeway corridor in this location.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 05/24/2017

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

4. Location:

2. Key Observation Point: 42 - Colorado River Corridor

3. VRM Class: N/A

Township____ Range _____

Section _____

	Section B. Characteristic Landscape Desription										
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES								
	Flat, wide, and gently rising	Rounded and inverted conical in	Road is flat, linear, and rectangular								
	desert valley floor; exposed	the foreground; becoming solid	shaped. Power poles are tall, thin,								
	irregularly shaped area in	and continuous strip with	and vertical. Buildings are blocky								
	immediate foreground. Distant	distance. Middle ground	and angular.								
	jagged and angular mountains in	vegetation appears as thin									
	background.	horizonal bands of vegetation.									
V		Trees in middle ground are									
FORM		vertical with rounded tops.									
-	Broken, jagged horizontal line	Complex, diffused, broken line	Complex, diffused line along edge								
	along mountain profile.	along edge of vegetation and	of road, broken by native vegetation								
		road in the foreground; weak	extending into road area. Tall, thin								
		horizontal line between bands of	vertical lines of power poles.								
		pale-green and tan vegetation in	Conductors have thin undulating								
		distant middle ground; Complex,	lines that are somewhat horizontal.								
		broken, jagged line along top	Building lines appear mostly short								
		edge of vegetation against	horizontal.								
		backdrop of sky; diffused									
		horizontal line with soft edges at									
LINE		base of mountains.									
	Very light brown, very light tan;	Green, pale-green, sage-green,	Gray road surface; brown and dark								
Ж	background mountains are gray	dark green, and gray.	brown power poles; dark gray								
COLO	and gray-brown.		conductors. Buildings are light tan.								
	Coarse granular to sandy in	Coarse, bushy, and spiky in the	Coarse granular, dense, and								
	foreground soils; distant	foreground; becoming more soft	wooden; buildings are smooth to								
rure	mountains appear solid and	and dense in the distance.	stippled.								
TEX	dense.										

Section A. Project Information

5. Location Sketch:

Section C. Proposed Activity Description								
1. LAND/WA	ATER 2. VEGETAT	ION3. STRUCTURES						
None ^W Of	None	Regularly spaced rectilinear structures.						
None	None	V-shaped structures with vertical and geometric lines, and undulating curvilinear lines of conductors.						
None To	None	Light to dark gray						
None EXIGNE	None	Smooth, spiky						
Sec	tion D. Contrast Rating X SH	ORT TERM 🖾 LONG TERM						

2. Does project design meet visual resource management objectives? □ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Date(s): 7/19/17

Josh Hohn

			FEATURES										
1. DEGREE OF CONTRAST		LA	LAND / WATER VEGETATION STRUCTUR BODY								TURE	S	
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square				\square			\boxtimes	
ENTS	Line				\square				\square			\boxtimes	
LEM	Color				\boxtimes				\boxtimes			\boxtimes	
Щ	Texture				\square				\square			\boxtimes	

Comments from item 2:

KOP 42 is located on private property near a small residential area southwest of the I-10 Colorado River crossing on the eastern outskirts of Blythe, CA. The KOP represents the views of residents looking southeast who would be viewing segment ca-04 and x-09, which would also be located on private property. The view from KOP 42 is open and panoramic. Viewers are looking at expansive, flat desert in the foreground-middleground gently rising to the distant middleground, with tops of rugged mountains visible in the background. A strong horizontal line is created where the tan desert meets the base of the brown-gray mountains in the distance. Native vegetation in shades of green, pale green, sage-green dark green, and gray is complex and clumped with areas of tan exposed soils in the foreground-middleground. Dirt roads are evident by lack of vegetation in linear swaths and slight rutting depressions from use. The rugged mountains in the background create a broken irregular horizontal line at the skyline. The dark brown, single wood power poles create a series of repeated strong vertical lines that fade into the distance. The associated powerlines are evident as diagonal and undulating. Blocky buildings are a small part of the scene, visible in the distant foreground-middleground, colored light tan that blends well with surrounding vegetation.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segments i-08e and i-08w of the Project would be in the foreground-middleground zone. The distance between KOP 7 and Segments i-08e and i-08w (1 mile) reduces substantially noticeable contrast.

(2) Angle of Observation. Observers would have a level angle of observation which would reduce its visibility. The lattice structures, where visible, would appear against a clear sky backdrop in some portions of this view, and partially to fully absorbed into the mountain backdrop in other portions of this view.

(3) Length of Time the Project Is In View. Duration of views from KOP 7, which represents views from the Snowbird West RV Park would be long. It would appear in views from this area toward the Eagletail Mountains.

(4) Relative Size or Scale. The Project would appear relatively small in scale, comparable to the existing transmission line alongside which it would appear from this location.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms, which would further reduce the visibility of the Project.

(6) Light Conditions. Segments i-08e and i-08w lies on an east-west axis. In views from the north, the structures and conductors would be backlit and would therefore appear darker. However, the mountain backdrop would also appear darker under such conditions and would therefore likely more completely appear to absorb the Project structures, minimizing, if not eliminating, visibility of those appearing against the mountain backdrop.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 7 and its vicinity.

(8) Spatial Relationships. Any degree to which the Project would be visible extending across this view would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of the Segments i-08e and i-08w.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments i-08e and i-08w would likely be barely detectable at limited points along the horizon in views toward the Project site from KOP 42. Given the distance between this viewpoint and the Project (approximately 0.4 mile), any visible motion, dust, and activity would not likely attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Segments i-08e and i-08w would cross the Colorado River approximately 0.1 mile north of the oil pipeline suspension bridge and would therefore appear beyond the suspension bridge in views from the south. [stopped here; confirm elimination of this view] As with the existing DPV1 facility, the Project's gray transmission structures would be present across the entire view from KOP 7, but would only be prominently visible where appearing against a clear sky backdrop. The conductors would be barely discernable from this distance. Where the Project would appear in front of the dark Eagletail Mountains, its structures, proposed to mostly be guyed V lattice structures, would allow it to be absorbed visually into the background, reducing visibility as can be seen for the existing DPV1 facility. Project structures could appear above the more distant mountain skyline, as a DPV1 structure does in the left portion of the view; however, such encroachment relates in form to the jagged, irregular mountain skyline and does not result in more than weak contrast. The desert vegetation in the foreground obscures portions of the DPV1 facility in the right side of the view and would do the same for the Project.

During routine operation of the Project, it would be noticeable from KOP 7 as part of an existing transmission corridor. From this vantage point, contrast in terms of form, line, color and texture would be weak; the interspersed vertical forms and collective linear form of the existing DPV1 facility would be intensified but not substantially altered or enhanced, particularly where Project structures were constructed alongside existing structures.

The La Paz County Comprehensive Plan (La Paz County 2005) contains one policy pertaining to visual resources in and near the Project Area. Policy 2.10 (page 25) states, "Determining ways to minimize the visual impact of the built environment on desert vistas and mountain views will be part of the evaluation process for proposed new development." The proposed transmission line would be located adjacent to existing linear facilities such as transmission lines, pipelines, and roads to the extent practicable. DCRT would attempt to match the Project structure locations adjacent to existing transmission line structures to the extent practicable.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/04/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. Location Sketch:

2. Key Observation Point: 43 - Riviera Drive, West Side

Township____ Range _____

Section _____

of Colorado River____ 3. VRM Class: N/A

Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION **3. STRUCTURES** Flat, wide, open valley in the Uniform, flat strip of vegetated Rectangular buildings; thin, vertical, foreground to middleground; agricultural land spanning width short fence posts; rounded and flat, block-shaped bare area in of landscape; rounded sparse angular greenhouse frame; thin, foreground; very faint irregular, shrubs in foreground. linear, tall power pole; rectangular, low, blocky, angular mountains horizontal pile of fence posts, in the far distant background. rectilinear lattice and H-frame FORM transmission structures. Straight, strong line along berm Sharp, distict straight lines at Strong vertical, horizontal and at edge of agricultural cropland; edges of agricultural cropland; diagonal lines along edges of irregular and broken jagged strong hortizontal green line building; thin, short, vertical and horizontal line of the mountains where cropland on valley floor is horizontal lines of fences; thin, tall at the skyline, but very faint. at horizon. vertical lines of power pole; faint arching lines of greenhouse frame; faintly visible geometric lattice and LINE H-frame transmission structures. Brown and tan in foreground; Bright green agricultural Brown, gray, white, and tan. mountains in background are cropland; pale green and tan COLOR very light gray. shrubs. Medium to coarse granular, and Spiky and sparse shrubs; dense, Fence posts are wooden and metal; TEXTURE finely stippled. building, lattice, and H-frame uniform agricultural cropland. structures appear smooth.

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
М	None	None	Regularly spaced columnar
FOR			structures.
	None	None	Predominantly vertical lines of
			structures and undulating
LINE			curvilinear lines of conductors.
COLOR	None	None	Light to dark gray

voiget Information

	TEXTURE	None		None			Smooth, spiky			
	Section D. Contrast Rating SHORT TERM I LONG TERM									
2. D	2. Does project design meet visual resource management objectives? ☐ Yes ☐ No (Explain on reverse side)									
3. Ao	3. Additional mitigating measures recommended?									
Eval	uators' M J	Name(s): Machelle Davis osh Hohn]	Date(s):	7/19/17					

		FEATURES												
1.		LAND / WATER				V	VEGETATION				STRUCTURES			
D	DEGREE	BODY												
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\square				\square			\square		
ENTS	Line				\square				\square		\square			
ILEM	Color				\square				\square				\boxtimes	
ш	Texture				\square				\square				\geq	

Comments from item 2:

KOP 43 is located on private property in an agricultural area south of I-10 on the west side of the Colorado River. The KOP represents the views of residents looking west-southwest who would be viewing Segments x-10, x-11, or ca-01, all of which would be on private property. The view from KOP 43 is open and panoramic. Viewers are looking at expansive, flat agricultural fields west of Riviera Drive in the foreground-middleground, with more native vegetation in the foreground in broad disturbed areas around the residence. There are rugged blue gray mountains in the distant background. A strong horizontal line is created where the bright green of the agricultural fields meets a tan band of native soils in the foreground and at the base of the blue-gray mountains in the distance. Native vegetation is rounded and sparse, pale green and tan shrubs. The rugged mountains in the background create a jagged and broken irregular horizontal line at the skyline. A single wood power pole, wood and chain link fence posts, and the greenhouse structure frame create a series of repeated vertical lines across the view. The gray house and small white shed are blocky elements in the foreground. Agricultural buildings in the distance appear as small white geometric elements. The DPV1 lattice transmission structures on the Arizona side of the river and H-frame structures on the California side of the river are faintly visible, evenly spaced, and geometric.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Each of the alternative segments would appear within the foreground-middleground zone, within 0.5-mile of the viewpoint. This proximity would allow for observation of contrast.

(2) Angle of Observation. Observers would have a generally level, at-grade angle of observation which would reduce its visibility. The lattice structures, where visible, would appear partially absorbed into the distant mountain backdrop.

(3) Length of Time the Project is in View. Duration of views from KOP 5 would be long. Viewers at this viewpoint and its vicinity are presumed to be residents or employees who live and or work on the farmlands here.

(4) Relative Size or Scale. The Project would be conspicuous from this location, but not out-of-scale with the surrounding agricultural landscape.

(5) Season of Use. Visibility of the Project in this location would vary to the extent that colors would vary by agricultural season. The Project would likely contrast most with the deep green shown in the existing view, as opposed to any off-season conditions.

(6) Light Conditions. Segments x-10 and x-11 are generally north-south oriented routes, while Segment ca-04 is oriented to the east-west. In views from the east, in morning light, structures and conductors would appear well-lit, causing surfaces to reflect and appear shiny. In afternoon light, the structures and conductors would be backlit and would therefore appear darker.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 43 and its vicinity.

(8) Spatial Relationships. The Project would appear to, at the least, extend across more than half of the view from this location. This would reinforce the view's panoramic setting.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur. From this distance, hazy conditions would likely reduce but not eliminate visibility of Segments x-10, x-11, or ca-04.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could attract attention. During operations, any conductor sway in windy conditions could be slightly detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment x-10 (as close as approximately 0.3-mile, visible generally in the left side of the view) and Segment x-11 (as close as approximately 0.4-mile, visible generally in the right side of the view) would likely be barely discernible along the horizon in views toward the Project site from KOP 43. Given the distance between this viewpoint and either Project alternative, motion, dust, and activity would likely be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Under an alternative development in the vicinity of KOP 43, transmission towers associated with two of the three segments (Segment x-10, Segment x-11, and/or Segment ca-01) would be visible. Segment x-10 structures would appear along the near horizon of the left half of the view, oriented to the northwest-southeast. Segment x-11 structures would appear along the near horizon of the right half of the view oriented to the north-south. Depending on the route, these segments could appear together or one of them would appear in concert with Segment ca-01, which it would intersect with in the middle of the view before turning westward, away from the viewpoint, and appearing to extend into the horizon. Conductors along Segment x-10 and Segment x-11, as well as the nearest Segment ca-01 conductors, would be discernable from this distance. Structures for each of these segments would be monopole transmission structures and would appear generally as uniformly spaced vertical features, oriented in two different directions. Structures would appear within the agricultural lands with either the partial backdrop of distant mountain ranges or completely against the open sky. This contrast would enhance visibility of the structures which, while relatively minor elements within the broader view, would be visible extending across portions of the horizon.

During routine operation of the Project, it would be noticeable from KOP 43 under any alternative route including Segments x-10, x-11, or ca-01. While not close enough to be a dominant feature in the view, the monopole structures would appear tall enough from this proximity to encroach upon distant skylines. The towers would, as vertical features, relate to the distant transmission structures barely discernible in the center of the view, as well as to the fenceposts and wooden pole in the foreground. Their linear placement would reference the chain link fence, as would their gray color and smooth texture. The nearest conductors, visible from this location, would repeat the general undulating form of the distant mountains. These mountains would, in certain locations, partially absorb portions of nearer structures, or the entirety of more distant structures. As such, while the Project structures and conductors would be visible in locations where no transmission infrastructure is readily noticeable, contrast with existing form, color and texture would be weak. However, because the visual elements in the view are strongly horizontal, the line contrast would be moderate.

This portion of the Project is located within the City of Blythe. The City of Blythe General Plan 2025 contains policies that pertain to preservation of riparian corridors and views of the Colorado River and nearby mesa. None of these policies would apply to the Project in the area visible from KOP 43.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/11/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 44 - Oxbow Road - Colorado

Section A. Project Information 4. Location:

River Crossing_

3. VRM Class: N/A

None

FORM

Township____ Range _____

5. Location Sketch:

Faintly visible regularly spaced

rectilinear or columnar structures.

None

Section ____

Section B. Characteristic Landscape Description											
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES								
	Wide, open block form of open	Wispy and wiry in the	Rectilinear lattice structures are								
	water of the Colorado River;	foreground; becoming more	distant and faint; unpaved road is								
	rectangular block form of	rounded and clumped in the	flat and narrow.								
	unpaved road alongside river;	middleground. Sphere-like tree									
	dome-shaped hill in	in the middleground.									
	middleground; uniform line of										
	hills that step down to valley										
V	floor; low, flat block of land										
FORM	between river and sky.										
	Soft, diffused horizontal line of	Soft but distinct broken green	Lattice structures are faint, thin, and								
	valley floor meeting sky at	horizontal line with diffused	vetical and geometric; transmission								
	horizon; long, curving irregular	edge along edge of vegetation	lines are curvilinear; straight, weak								
	line along edge of river and	and sky at the horizon.	lines on road surface.								
	riverbank; gently curving line										
	along top of small hill in										
LINE	middleground.										
	Tan, light-tan, off-white; water	Dark green, green, pale green,	Road is shades of tan, gray, and off-								
	reflecting blues of sky and green	brown, tan, and gray.	white; lattice structures and								
JR	of vegetation; tan-gray		transmission line are very light gray.								
COLC	curvilinear banding in the road.										
	Stippled to smooth in	Coarse and bushy in the	The road is fine granular, uniform,								
	foreground; bumpy eroded hills;	foreground, becoming more	and dense; transmission line and								
URE	water surface appears smooth	clumped and dense in the	structures are smooth.								
TEXI	and glassy.	distance.									
	Se	ection C. Proposed Activity Descriptio	n								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES								

	LINE	None	None	Short vertical and faintly geometric lines of structures and undulating curvilinear lines of conductors.								
	COLOR	None	None	Light and dark gray								
	TEXTURE	None	None	Smooth, spiky								
		Section D. Contrast 1	Rating 🛛 SHORT TERM	⊠ LONG TERM								
2. Do	oes pi	roject design meet visual resource r	nanagement objectives?									
(Exp	lain c	on reverse side)										
3. Ad	3. Additional mitigating measures recommended?											
	🗌 Yes 🛛 No											

Evaluators' Name(s): Machelle Davis Josh Hohn

Date(s): 7/19/17

]	FEAT	TURE	S					
1. DEGREE		LAND / WATER BODY				V	VEGETATION				STRUCTURES			
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\square				\square			\boxtimes		
ENTS	Line				\square				\square				\boxtimes	
ELEM	Color				\square				\square				\bowtie	
	Texture				\square				\square				\geq	

Comments from item 2:

KOP 44 is located on the east side of the Colorado River on BOR land south of Ehrenberg, Arizona. The KOP represents the views of travelers on Oxbow Road looking south-southwest, who would be viewing Segments p-15e or cb-10 on Arizona State land; p-15w, or x-11 on private land. The view from KOP 44 is partially enclosed to panoramic and mostly natural. Viewers are looking at terrain bisected by the Colorado River. The foreground includes a rectangular, linear graveled road adjacent to the east side of the river. The river is an irregular reflective form that is dominant. An abrupt line and tan-gray banding are created by the road. Beyond the road in the distant foreground is a domed hill and a lower row of uniform hills that step down to valley floor. Vegetation forms include wispy and wiry shrubs in the foreground, becoming more smooth, rounded, and clumped in the distant foreground-middleground. Vegetation colors include dark green, green, pale green, brown, tan, and gray. There is one prominent sphere-like tree in the middleground that creates somewhat of a visual focus. Shrubs create an undulating and irregular horizontal line at the skyline to one side, while terrain creates a smooth undulating line at the skyline on the other side. An undulating mountain range is barely discernable in the center of the background. Mountain ranges in the background are so remote that they are lower than middleground vegetation. The background is barely discernable. In the middleground, lattice structures are faintly visible as vertical geometric elements with horizontal curvilinear transmission conductors.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Alternative Segments cb-10 and x-11 would appear within the foreground-middleground zone, within 1 mile of the viewpoint. This proximity would allow for observation of contrast. Project Segments p-15e and p-15w would also appear within the foreground-middleground zone, but closer to 2 miles from the viewpoint. They would also appear aligned with the existing DPV-1 facility. Contrast resulting from the proposed segments would therefore be barely detectable from this location.

(2) Angle of Observation. Observers would have a generally level, at-grade angle of observation which would reduce its visibility. The structures, where visible, would generally appear against a clear sky backdrop.

(3) Length of Time the Project is in View. Duration of views from KOP 44 would be relatively long. Viewers at this viewpoint and its vicinity are presumed to be in vehicles traveling southbound on Ox Bow Road, where vegetation only intermittently impedes views toward proposed or alternative segments.

(4) Relative Size or Scale. Alternative Segments cb-10 and x-11 would be conspicuous in views from this location and would appear as the most prominent human-made structures. Proposed Segments p-15e and p-15w, where visible, would appear at a similar scale to the existing DPV-1 structures.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary by season.

(6) Light Conditions. All segments potentially visible from KOP 44 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning light, east-facing sides of structures and conductors, including the small segment of the northbound portion of Segment x-11 likely to be visible along the right edge of the view, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 44 and its vicinity.

(8) Spatial Relationships. Alternative Segments cb-10 and x-11 would extend across the entire view, relating to the existing view's panoramic elements. Proposed Segments p-15e and p-15w would appear in the left portion of the view and recede into the horizon; this limited visibility would relate to the existing view's partially enclosed qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur. From this distance, hazy conditions would likely reduce but not eliminate visibility of these segments.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions could be slightly detectable from this distance for the alternative routes (cb-10 and x-11), but not for the proposed routes (p-15e and p-15w).

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments cb-10 and x-11, which would cross the Colorado River approximately 0.9 mile away would likely be indiscernible along the horizon in views toward the Project alternative route from KOP 44. Given the distance and intervening topography and vegetation between this viewpoint and either the Project alternative route, motion, dust, and activity would likely not be noticeable and would not attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Proposed Project Segments p-15e and p-15w would be visible in the view from KOP 44 and would cross the Colorado River approximately 1.9 miles from the viewpoint. No construction, maintenance, and decommissioning activities would likely be visible from KOP 44.

Operations: Under an alternative development in the vicinity of KOP 44, transmission structures associated with Segments cb-10 and x-11 would be visible from KOP 44. The upper portions of the east-west oriented Segment cb-10 structures, proposed to be guyed V-frame lattice towers, would be visible beyond the low, hilly terrain visible in the left third of the view and would then be more wholly visible in the middle third of the view until its intersection with Segment x-11. Segment x-11, which would consist of mostly H-frame structures, would be visible in the right third of the view, extending west of the river for another approximately 0.4-mile before turning north. Conductors for both segments would be discernable from this distance. This viewpoint is close enough to the alternative routes so that the two different structure types would be differentiated by viewers, with the Colorado River generally appearing as demarcation of the transition from one type to the other. Segment x-11's turn to the north would likely be visible along the right edge of this view. The structures would be noticeable vertical structures, appearing more prominently than the existing DPV-1 towers visible in the distance in the left half of the view, and would appear against a clear sky backdrop where not obscured by vegetation. Ox Bow Road and the DPV-1 structures are presently the most noticeable human-made features. Structures associated with Segments cb-10 and x-11 would contrast with the mostly natural appearance of this view.

During routine operation of the Project with alternative route Segments cb-10 and x-11, structures would appear tall enough from this proximity to encroach slightly upon the distant skyline. The structures would only slightly relate to the vertical form of distant transmission structures, and would be conspicuous vertical elements in the view, as well as a collective linear element appearing crossways to the river. The conductors would appear as an undulating linear feature, repeating the DPV-1 conductors visible in the left half of the view. The color and texture of the structures would, from this distance, be the source of weak contrast.

Proposed Project Segments p-15e and p-15w would appear more distant in views from KOP 44, and would be placed generally parallel to the DPV-1 transmission facility, which visible in the left half of the view before extending to a point of no visibility in the center of the view. Project structures would likely be visible at a similar scale. Segment p-15e, proposed to be self-supporting lattice structures, would extend from the east to its intersection with Segment p-15w, near the Colorado River. Segment p-15w, proposed to be lattice H-frame structures, would continue westward, in parallel with the DPV-1 facility, and would likely similarly extend out of view. DPV-1 structures are tangent lattice-style east of the river and lattice H-frame structures west of the river. Project structures would likely result in no more encroachment on the distant skyline than the existing DPV-1 structures, and because Project structures would be placed next to existing structures where practicable, potential contrast with regard to form, line, color and texture would be reduced to weak at most.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 44:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Alternative Segments cb-10 and x-11, and Project Segments p-15e and p-15w, would not substantially alter any outstanding scenic vista from KOP 44, nor would any of these segments result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/5/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. I

Township____ Range _____

Section ____

5. Location Sketch:

2. Key Observation Point: 45 - McIntyre County Park

3. VRM Class: N/A

		Section	on B. Characteristic Landscape Desrij	ption				
		1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
		Flat, open valley floor that	Round clump of tree foliage;	Cylindrical fence posts and bollards;				
		gently slopes towards waterway;	flat, dense blocks of lawn grass;	triangular shaped parking roof;				
		waterway has a flat rectangular	continuous strips of low shrubs	geometric deck-like structure;				
		block shape; rugged and angular	along far bank of waterway.	square and rectangular electrical				
	Ŧ	mountains in background;		boxes; tall and very thin lamp or				
		trapezoidal rock		flag post.				
		outcropping/formation in the						
	FORM	middleground.						
		Curving and angular line along	Curving lines along edge of lawn	Short, vertical lines of fence posts				
		top of rock	grass; irregular and spiked line	and bollards; tall, thin vertical line				
		outcropping/formation; very	along top edge of shrubs at	of lamp or flag post; short, straight				
		faint jagged and angular line	horizon; short vertical and	diagonal and horizontal lines along				
		along top of mountains in	angular lines of tree trunk and	parking structure; short, straight				
		background; strong horizontal	branches.	horizontal and vertical lines of deck-				
		lines alone edges of waterway;		like structure.				
		short, horizontal lines between						
	LINE	bands of rocks in outcropping.						
		Tan and light-tan; water	Bright green, green, pale green,	White, yellow, gray, and dark gray.				
		reflecting blues and grays of sky	and gray.					
	JR	and green of vegetation; distant						
	COLC	mountains are light gray.						
		Stippled to smooth in	Even, dense law grass; coarse	Smooth.				
		foreground; rock outcropping is	tree foliage; coarse and bushy in					
		coarse and rough; water surface	the foreground, becoming more					
	URE	appears smooth and glassy.	clumped and dense in the					
	TEXT		distance.					

Section C. Proposed Activity Description

3. STRUCTURES 1. LAND/WATER 2. VEGETATION Faintly visible regularly spaced None None FORM rectilinear or columnar structures.

	LINE	None	None		Short vertical and faintly geometric lines of structures and undulating curvilinear lines of conductors.								
	COLOR	None	None		Light and dark gray								
	TEXTURE	None	None		Smooth, spiky								
		Section D. Contrast	Rating	SHORT TERM	⊠ LONG TERM								
2. D (Exp	oes pi olain c	roject design meet visual resource Yes No on reverse side)	management o	bjectives?									
3. Ac	3. Additional mitigating measures recommended?												
		\square Yes \square No											

Evaluators' Name(s): Machelle Davis Josh Hohn

Date(s): 7/19/17

]	FEAT	TURE	S						
1. D	DEGREE	LAND / WATER BODY				V	VEGETATION				STRUCTURES				
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None		
	Form				\square				\square			\square			
ENTS	Line				\square				\square				\boxtimes		
ILEM	Color												\boxtimes		
ш	Texture				\square				\square				\geq		

Comments from item 2:

KOP 45 is located on the west side of the Colorado River on county property (McIntyre County Park) south of Blythe, California. The KOP represents the views of park visitors/recreationists looking northeast who would be viewing Segments p-15e on Arizona State land and p-15w on private land, as well as the existing DPV1 facility. The view from KOP 45 is panoramic and mostly natural. In the foreground, the vegetation consists of maintained and mowed grasses with shade trees. Beyond the grass, viewers are looking at terrain across the Colorado River. The terrain is flat, open valley floor that gently slopes towards the river. The river is smooth and linear but does not dominate the view; however, it does create a transition line partially screened by foreground terrain. The middleground includes a horizontal striated rock outcropping/formation mostly absent of vegetation. This is in contrast to the valley floor that is fairly densely covered in vegetation in the foreground-middleground. Vegetation forms are rounded to mostly uniform in the distant foreground-middleground, while the grass in the foreground is flat and smooth. Vegetation colors include light green, bright green, yellow-green, and brown. There is one prominent spherelike tree in the foreground. Shrubs create a slightly undulating horizontal line at the skyline. Gray/brown undulating mountain ranges are barely discernable in portions of the distant background, creating a jagged irregular line at the skyline. In the foreground white painted and plain brown wood fence posts provide repeated vertical elements and separate the lawn from a native surface dirt road and an agricultural field. The reddish-tan soils in the road contrast with the bright green of the park grasses and the agricultural field beyond. Additional foreground elements include gray, white, dark brown, and gray brown geometric shapes of an RV, RV shelter and deck, and electrical panels. Steel posts painted yellow add short vertical elements around the electrical panels. There is a single, tall, thin, metal light post in line with the fence posts. Across the river, a light gray graveled road appears as a rectangular/linear break in the native vegetation. Farther out in the middleground, lattice and H-frame structures of the DPV1 facility are faintly visible as small vertical elements with the transmission conductor itself faintly horizontal curvilinear.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments p-15e and p-15w would appear within the foreground-middleground zone, within approximately 1.5 miles of the viewpoint. This proximity would allow for observation of slight contrast, though if Project structures are placed next to existing structures, contrast would be further weakened.

(2) Angle of Observation. Observers would have a generally level, at-grade angle of observation which would reduce its visibility. The structures, where visible (and not obscured by vegetation or absorbed into a mountain backdrop), would generally appear against a clear sky backdrop.

(3) Length of Time the Project is in View. Duration of views from KOP 45 is assumed to be relatively long, given that viewers are presumed to be visitors to Peter McIntyre County Park. KOP 45 is located in the northeast corner of the park, where views toward the Project site are unimpeded by structures and vegetation within the park.

(4) Relative Size or Scale. Proposed Segments p-15e and p-15w, where visible, would appear relatively small along the horizon, at a similar scale to the existing DPV-1 structures.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season; if any trees within the Colorado River riparian zone are deciduous, visibility of Project towers could increase slightly.

(6) Light Conditions. All segments potentially visible from KOP 45 would appear as mostly east-west oriented lines. In views from the south, structures and conductors could generally appear well-lit and, though relatively distant, reflective and shiny surfaces could be noticeable.(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 45 and its vicinity.

(8) Spatial Relationships. Proposed Segments p-15e and p-15w would extend across the left half of the view, receding into the horizon, which would relate to the existing view's panoramic elements.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur. From this distance, hazy conditions would likely reduce and possibly eliminate visibility of these segments.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments p-15e and p-15w, which would cross the Colorado River approximately 1.5 miles away would likely be indiscernible along the horizon in views toward the Project from KOP 45. Given the distance and intervening vegetation between this viewpoint and the Project, motion, dust, and activity would likely be barely noticeable and would not attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segments p-15e and p-15w would be visible from KOP 45. The two segments, which intersect near the Colorado River, would be slightly visible just in the left half of the view, in east-west orientation. The Project would appear adjacent to and in front of the existing DPV-1 facility, also approximately 1.5 miles away from KOP 45, and new structures would be visible against the open sky and mountain backdrops, similar to the DPV-1 structures. The Project is proposed to include mostly self-supporting lattice structures east of the Colorado River and H-frame lattice structures west of the river. Existing DPV-1 structures are tangent lattice structures east of the river and H-frame lattice structures would be placed next to existing structures where practicable. Thus, with the Project, the view from KOP 45 would include self-supporting lattice structures alongside tangent lattice structures in the right half of the view and only H-frame lattice structures in the left half of the view. Conductors for neither segment would likely be discernable from this distance, based on the lack of visibility for DPV-1 conductors. Project structures would appear as a barely noticeable string of vertical structures, reinforcing the existing appearance of a transmission corridor, somewhat intensifying an existing, albeit nominal, degree of contrast resulting from the slight visibility of structures along the horizon.

During routine operation of the Project, structures would appear as minor encroachments upon the skyline in the left half of the view, where not partially to fully absorbed by the mountain backdrop. In the middle of the view, Project structures would recede into the horizon to a point at which they would no longer be detectable, as do the DPV-1 structures. New structures, along with existing structures, would relate to other vertical forms in the view, primarily the fenceposts and light tower in the immediate foreground. This view is characterized by the riparian environment of the Colorado River, and new structures would reinforce contrast between gray, evenly-spaced, constructed features and their surrounding area, which is mostly verdant and natural-appearing. Contrast resulting from implementation of the Project would be noticeable but weak, particularly if proposed structures are placed next to existing structures in this area.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 45:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Project Segments p-15e and p-15w would not substantially alter any outstanding scenic vista from KOP 45, nor would they result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

foreground; rock outcropping in

irregular; water surface appears

foreground is coarse and

smooth and glassy.

TEXTURE

Date: KOP

District: YFO

Resource Area:

Activity (Program):

		retivity (Program).	
		Section A. Project Information	
1. Project N	Name: Ten West Link	4. Location: 5. Lo	cation Sketch:
2. Key Obs	servation Point: 46 - Sensitive KOP (Tribal)	- Township Range	
3. VRM Cl	ass: N/A	- <u>Section</u>	
	Secti	on B. Characteristic Landscape Desr	iption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Wide, open strip form of open	Rounded and clumped shrubs in	Unpaved road is flat and narrow and
	water of the Colorado River;	foreground, becoming more	linear. Road is also bisecting and
	traingle-shaped hill in	dense and continuous with	parallel with river.
	foreground; low, flat blocks of	distance. Low, flat continuous	
	land on either side of river; very	block shape of low grasses on	
	faint rugged and angular	far side of river.	
FORM	mountains in background.		
	Strong horizontal line of valley	Soft but distinct green horizontal	Continuous curving line of road
	floor along base of mountains	line with diffused edge along	surface.
	and at horizon; long, curving	edge of vegetation and sky at the	
	irregular line along edge of river	horizon. Sharp, bumpy line	
	and riverbank; short, angular	along top of shrubs against	
	lines along edge of triangular	backgrop of low grasses. Short	
	hill/rock outcropping in	vertical line of lone tree trunk.	
LINE	foreground.		
	Tan, light-tan, light brown;	Dark green, green, pale green,	Very light brown and light tan.
a	water reflecting blues of sky and	tan, and gray.	
COLO	green of vegetation.		
	Stippled to smooth in	Coarse and bushy in the	Finely stippled to smooth.

foreground, becoming more

clumped and dense in the

distance.

		S	ection C. Proposed Ac	ctivity Descriptio	n			
	1. LAND/WAT	ER	2. VEGETAT	TION	3. STRUCTURES			
r Form	Land distubance wo	ould not be	Vegetation changes visible.	would not be	Faintly visible regularly spaced rectilinear or columnar structures.			
r	ione		none		Short vertical and faintly geometric lines of structures and undulating curvilinear lines of conductors.			
none S			none		Light and dark gray			
TEXTURE	none		none		Smooth, spiky			
	Section	n D. Contrast R	ating 🗌 SH	ORT TERM	LONG TERM			
Does proj xplain on Additional	ect design meet vis Ves N reverse side) mitigating measures	recommended?	anagement objective	s?				
	Yes X N	10						
aluators' N	lame(s):	Γ	Date(s):					
Ma	chelle Davis		July 28, 2017					
		FEATURES]				
FCDFF	LAND / WATER BODY	VEGETATION	STRUCTURES					
DOVER				-				

Moderate

Weak

None

 \mathbb{N}

 \boxtimes

 \boxtimes

Strong

OF

CONTRAST

ELEMENTS

Form

Line

Color

Texture

Moderate

Weak

Strong

Moderate

Weak

None

 \boxtimes

 \boxtimes

 \boxtimes

Strong

None

 \boxtimes

 \boxtimes

 \boxtimes

Comments from item 2:

KOP 46 is located on the east side of the Colorado River on Arizona State land on a bench above and along Oxbow Road, south of Ehrenberg, AZ. The KOP represents tribal sensitive cultural resources views from cultural resource sites on the blufftop to the northwest towards Segments p-15e on Arizona State land east of the river, and p-15w on private land west of the river, as well as the existing DPV1 line. The view from KOP 46 is panoramic, rural agricultural, and somewhat natural. The terrain is flat, open valley floor that gently slopes towards the river. The river is smooth and linear, dominating the view. In the foreground-middleground along and east of the river, the vegetation consists of dense native shrubs and grasses flanking the river and in the floodplain. The foreground includes a butte formation almost entirely absent of vegetation. This is in contrast to the valley floor along the river that is fairly densly covered in vegetation. The middleground vegetation turns to yellow tan mowed fields with green agricultural fields barely discernable beyond that. Vegetation forms are rounded to mostly uniform in the foreground while the fields in the middleground are flat and smooth. Vegetation colors include green, dark green, yellow green, and brown. Vegetation creates a smooth and somewhat indistinct horizontal line in the background, transitioning to either mountain ranges or skyline. Gray/brown undulating moutain ranges are present in the distant background, creating an irregular line at the skyline. In the foreground, a native surface dirt road creates a curvilinear line in the native vegation. The tan soils in the road contrast with the green and brown green of the native shrubs. Agricultural buildings appear as white dots in the distant middleground. Stacks of hay bales appear as rectangular blocks that blend in with the fields. Further out in the middleground, lattice and H-frame structures of the DPV1 line are faintly visible as small geometric vertical elements; the transmission lines are not discernable. Overall, the view is simple and scenic, with noticeable agricultural development.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments p-15w would appear within the foreground-middleground zone, within approximately 4 miles of the viewpoint. This distance means that visibility of the Project would be barely detectible.

(2) Angle of Observation. Observers would be slightly viewer superior, as the KOP is located on a slope below the intaglio.

(3) Length of Time the Project is in View. Duration of views from the KOP would be connected to the amount of time spent at the intaglio site.

(4) Relative Size or Scale. Proposed Segment p-15w would appear miniscule and barely detectible.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season.

(6) Light Conditions. Because of the distance between the viewer and the Project, lighting may slightly increase the visibility of the Project but it would remain barely detectible and would not attract attention.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 46 and its vicinity.

(8) Spatial Relationships. Proposed Segments p-15e and p-15w would extend across the left half of the view, receding into the horizon, which would relate to the existing view's panoramic elements.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur. From this distance, hazy conditions would likely reduce and possibly eliminate visibility of these segments.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment p-15w would be too far away to be visible from KOP 46. Given the distance and intervening vegetation between this viewpoint and the Project, motion, dust, and activity would not attract attention, and ground disturbance from access routes and at structure bases would not likely be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segments p-15w would be barely detectible from KOP 46. The Project would appear adjacent to and in front of the existing DPV-1 facility, also approximately 4 miles away from KOP 46, and new structures would be similarly visible against the open sky and mountain backdrops. The Project is proposed to include guyed V-frame lattice structures east of the Colorado River and monopole structures west of the river. Existing DPV-1 structures are tangent lattice structures east of the river and H-frame lattice style to the west. Project structures would be placed next to existing structures where practicable. Thus, with the Project, the view from KOP 46 would include guyed V-frame structures alongside tangent lattice structures in the right half of the view and only monopole structures in the left half of the view; however at this distance, structure form would be indescernable. Conductors for neither segment would likely be discernable from this distance, based on the lack of visibility for DPV-1 conductors. Project structures would appear as a barely visible string of vertical structures, reinforcing the existing appearance of a transmission corridor, somewhat intensifying an existing, albeit nominal, degree of contrast resulting from the slight visibility of structures along the horizon.

During routine operation of the Project, structures would appear as negligible encroachments upon the skyline in the left half of the view, where not partially to fully absorbed by the mountain backdrop. In the middle of the view, Project structures would recede into the horizon to a point at which they would no longer be detectable, as do the DPV-1 structures. New structures, along with existing structures, would relate to other vertical forms in the view, primarily the fenceposts and light tower in the immediate foreground. This view is characterized by the riparian environment of the Colorado River, and new structures would reinforce contrast between gray, evenly-spaced, constructed features and their surrounding area, which is mostly verdant and natural-appearing. Contrast resulting from implementation of the Project would not be perceptible.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 45:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI

32)"
Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI

79)"

Project Segments p-15w would not substantially alter any outstanding scenic vista from KOP 46, nor would they result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/18/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

4. Location:

Range _____

Section

2. Key Observation Point: 47 - Appleby Elementary

Township____

5. Location Sketch:

School_

3. VRM Class: N/A

	Section B. Characteristic Landscape Desription										
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES								
	Flat, wide, open valley in the	Uniform, flat block of sparsely	Geometrical, large dominant angular								
	foreground to middleground;	vegetated agricultural land; flat	shapes of school buildings; thin,								
	long, linear roadside berms; square of lawn grass/playground; v		vertical and horizontal fence posts;								
	rugged, irregular, blocky,	rounded, tall trees.	thin, linear, angular road gate;								
	angular mountains in the distant		irregular shaped playground								
Ŧ	background.		equipment; road is long, flat, and								
FORM			narrow; thin vertical monopoles.								
	Diffused, weak long lines in	Weak, soft lines in row plantings	Strong vertical, horizontal and								
	roadside berms soil next to and	diagonal lines along edges of school									
	parallel with road surface;	curving line at edge of	buildings; thin, short, vertical and								
	strong, flat line at horizon of	playground grass; strong	horizontal lines; long straight lines								
	valley floor, broken by trees and	hortizontal green line where	along of paved road surface; short								
	school structures; irregular and	hool structures; irregular and valley floor vegetation is at									
	broken jagged horizontal line of	horizon; short, straight weak	monopoles.								
	the mountains at the skyline, but	lines of palm tree trunks in									
LINE	very faint.	middleground.									
	Brown, light-brown and tan soils	Bright green playground grass,	Gray, red, white, yellow, and blue.								
Л	in foreground; mountains in	green agricultural field; green									
COLO	background are very light gray.	and dark green tree foliage.									
	Finely stippled to medium	Spiky and sparse grass clumps in	School buildings are smooth and								
	granular in agricultural land and	agricultural field; dense, uniform	solid; playground equipment is								
	roadside berms.	playground grass.	discontinuous random; road surface								
URE			is very finely stippled; chain link								
TEXT			fence appears finely textured.								
		1	1								

		Section C. Proposed Activity Desc	cription
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Faintly visible regularly spaced rectilinear or columnar structures.
LINE	None	None	Short vertical and faintly geometric lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky
	Section D. Contras	t Rating SHORT TERM	M 🛛 LONG TERM
2. Does p (Explain o	roject design meet visual resource □ Yes □ No on reverse side)	management objectives?	
3. Addition	nal mitigating measures recommende	1?	
	🗌 Yes 🛛 No		
Evaluators N J	' Name(s): Machelle Davis Josh Hohn	Date(s): 7/19/17	
	FEATUR	ES	
1.	LAND / WATER VEGETAT	ON STRUCTURES	
DEGREI	BODY		
OF	2 2 2	2	

Moderate Moderate Moderate Strong Weak None Strong Weak None Strong Weak CONTRAST \square Form ELEMENTS \boxtimes \square Line \boxtimes \Box \Box \boxtimes Color \boxtimes \boxtimes \square Texture

Comments from item 2:

KOP 47 is located on east Vernon Avenue at the northeast corner of Appleby Elementary School in southern Blythe, California. The KOP represents the views of residents, school children, and visitors to the school looking south who would be viewing Segments ca-05, ca-01, or p-15w, all of which would be on private property. The view from KOP 47 is open and panoramic but views to the southwest are blocked by the school. Viewers are looking at expansive, flat agricultural fields south of east Vernon Avenue, with a prominent row of shade and palm trees at the horizon in the distant foreground, and faint rugged blue-gray mountainous creating a jagged horizontal line at the skyline in the background. A strong horizontal line is created where the bright green of the agricultural fields meets the base of the blue-gray mountains in the distance. The paved road and shoulders along the east side of the road creates strong vertical and diagonal gray and brown banded lines from the foreground to the middleground. Numerous short vertical lines in the fencing and school structures are repeated regularly and irregularly, while the roofline and gutters create strong horizontal and diagonal lines. The paved surface of the play area creates an oval that is somewhat repeated in the rounded play equipment, while other play equipment appears as a jumble of colors and lines. Other buildings in the distant foreground-middleground are dotted white with rectangular and angular elements, further emphasizing the horizontal line at the base of the mountains. The palm trees and clustered trees provide somewhat regularly spaced short vertical lines that attract attention. Distant monopole transmission structures are regularly spaced and faintly visible.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible within the foreground-middleground zone, approximately 0.8 mile from the viewpoint. This proximity would allow for observation of weak-to-moderate contrast. Alternate Segment ca-01 would be visible approximately 2.2 miles away and would be visible as viewers but not as a major component in the view. Proposed Segment p-15w would be barely discernable approximately 4.3 miles away.

(2) Angle of Observation. Observers of the Project from KOP 47 would have a level view toward all Project segments to the south. Segment ca-05 would be close enough to appear to extend above the mountain backdrop. Segment ca-01 would likely appear level with the mountain backdrop, and Segment p-15w would be far enough away to appear below the distant mountain skyline.

(3) Length of Time the Project Is In View. Duration of views from KOP 47 is assumed to be relatively long given that it represents views of nearby residents.

(4) Relative Size or Scale. Structures associated with Segment ca-05 would likely appear at a scale similar to the palm trees visible in the foreground, the view's element which Project structures would most likely relate. Structures associated with Segment ca-01 would appear smaller, due to their distance from the viewpoint, and structures associated with Segment p-15w would be difficult to discern from KOP 47.
(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though the prominent presence of agricultural lands indicates that the colors with which the Project would weakly contrast would change over the course of the year in views.

(6) Light Conditions. All segments potentially visible from KOP 47 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 47 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Segment ca-05 would extend across the left half of the view, reinforcing that portion's panoramic qualities. Segment ca-01 and Segment p-15w would do so to a much lesser degree.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur. From this distance, hazy conditions would likely reduce visibility of Segment ca-05 and possibly eliminate visibility of Segment ca-01 and Segment p-15w.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-05, which would extend from east to west approximately 0.8 mile south of KOP 47, would likely be partially discernible along the horizon in views toward the Project. Given the distance between this viewpoint and the Project, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Segment ca-01, which would extend from east to west approximately 2.2 miles south of KOP 47, would be visible as a relatively minor feature along the horizon in the view from Appleby Elementary School; construction, maintenance, and decommissioning activities would be barely discernable along the horizon, if visible at all. Segment p-15w would extend from east to west approximately 4.3 miles south of KOP 47. The Project structures would likely be barely discernable in views from this location, and construction, maintenance, and decommissioning activities would not be expected to be noticeable at all.

Operations: Transmission structures associated with Segment ca-05 would be visible in views to the south from KOP 47. They would extend across the left half of the view, approximately 0.8 mile away from the viewpoint, appearing beyond the cluster of trees, which is approximately 0.4 mile away from the viewpoint. The school, which occupies most of the right half of the view, would obscure visibility of the Project, and the cluster of trees could block visibility of certain, more distant, structures. Project structures, proposed in this location to be H-frame lattice style structures, would be identifiable as such, and would likely appear above the distant mountain backdrop. Lower portions of the structures could be absorbed visually into the darker backdrop. While no other existing transmission facilities are prominently visible in views to the south from this location, the palm trees in the foreground are tall, thin, vertical elements to which the proposed structures would relate. Conductors associated with Segment ca-05 would likely not be detectable from this location.

Alternative Segment ca-01 (approximately 2.2 miles away from the viewpoint) would likely be detectable along the more distant valley floor, mostly against the relatively dark mountain backdrop, and occasionally potentially extending slightly above the distant skyline. Proposed Segment p-15w (approximately 4.3 miles away from the viewpoint), would likely not be discernable from this distance. Both segments ca-01 and p-15w would be H-frame lattice style structures in this location.

During routine operation of the Project, Segment ca-05 structures would appear as encroachments upon the skyline, where not partially to fully absorbed by the mountain backdrop. While not dominant features in this view, Project structures would be conspicuous along the valley horizon. New structures would appear as gray, geometric vertical elements, which would relate to palm trees and some fence posts in the foreground, but contrast somewhat in form and color with the school in the immediate foreground and the shade trees along the near horizon. The structures would appear to blend in with the darker, blue-gray mountain backdrop. The collection of structures would appear from this distance as a linear element, but a sporadic one, as it would be intermittently broken up by intervening vegetation.

Alternative Segment ca-01 would appear in a similar fashion as Segment ca-05, but from a much further distance, in relative terms. Segment ca-01 structures would appear at a scale resulting in minor contrast with visible forms and textures, blending in with the backdrop color and reinforcing the line between valley floor and mountains. Proposed Segment p-15w would be barely detectable from this location and would result in a negligible degree of contrast.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 47:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segment ca-05 would not substantially alter any outstanding scenic vista from KOP 47, but it would alter the skyline due to visible encroachment by the structures. Segment ca-01 would not substantially alter any outstanding scenic vista from KOP 47, and it would likely appear at a similar height and scale compared with the skyline. Project Segment p-15w would not substantially alter any outstanding scenic vista from KOP 47, nor would it result in substantial alterations to the skyline.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/3/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

2. Key Observation Point: 48 - Miller Park____

3. VRM Class: N/A

Township____ Range _____

Section _____

	Section	on B. Characteristic Landscape Desri	ption			
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES			
	Flat and wide valley floor	Flat block of low grass in	Single wood power poles are tall			
	bisected by paved road and	foreground; rounded clumps of	and thin; fence posts are thin and			
	paved/developed areas; flat	tree foliage; bold, vertical	vertical; roadside curbs are low,			
	square-shaped block of grass and	tree trunks.	long, and linear; buildings are low			
	dirt in foreground.		and rectangular with smaller			
			rectangular windows and doors;			
ų			road is long, flat, and wide;			
FOR			sidewalk is long, flat, and narrow.			
	Strong, flat line at horizon of	Strong horizontal green and tan	Strong vertical fence posts and			
	valley floor, but short because it	line where vegetation extends to	power poles; distinct vertical,			
	is broken by trees and buildings.	the horizon; bold, short, vertical	horizontal and diagonal lines along			
		lines of tree trunks.	edges of buildings; low straight line			
			along edge of roadside curb and			
			sidewalk; short horizontal lines			
			across sidewalk sections; long			
			straight line along edge of road			
			pavement and road striping; long			
			distinct curvilinear lines of power			
LINE			lines.			
	Light brown and light tan.	Bright green grass, green, dark	Dark brown power poles; light			
		brown, tan, gray.	yellow, light gray, and white			
			buildings; light gray road surface;			
R			white sidewalk; yellow road			
COLC			striping.			
Э	Finely stippled to smooth.	Dense, uniform grass; clumped	Buildings and road appear smooth,			
XTUR		tree foliage; coarse palm bark.	as does sidewalk.			
TE						

Section A. Project Information 4. Location:

5. Location Sketch:

		Section C. Proposed Activity Description	n							
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
FORM	None	None	Faintly visible regularly spaced columnar structures.							
LINE	None	None	Short vertical lines of structures and undulating curvilinear lines of conductors.							
COLOR	None	None	Light and dark gray							
TEXTURE	None	None	Smooth, spiky							
	Section D. Contra	st Rating SHORT TERM	⊠ LONG TERM							
2. Does p (Explain	oroject design meet visual resourc Yes No on reverse side)	e management objectives?								
3. Additio	nal mitigating measures recommende □ Yes □ No	vd?								
Evaluator	valuators' Name(s): Date(s):									

Machelle Davis Josh Hohn

7/20/17

						FEATURES							
1.		LAND / WATER			V	VEGETATION				STRUCTURES			
DEGREE OF CONTRAST		BODY											
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\boxtimes	
ENTS	Line				\boxtimes				\boxtimes				\boxtimes
ELEM	Color				\boxtimes				\square				\boxtimes
	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 48 is located along south Lovekin Boulevard on the west side of Miller Park in southern Blythe, California. The KOP represents the south views of travelers on Lovekin Boulevard and users of Miller Park looking south who would be viewing Segments ca-05, ca-01, or p-15w, all of which would be on private land. The view from KOP 48 is urban industrial and somewhat enclosed by buildings and trees, that opens to agricultural lands south of town. Viewers are looking at the south end of Miller Park with shade trees, picnic tables and grass, large metal industrial buildings, and smaller dilapidated buildings. A subtle horizontal line is created where the open agricultural lands are visible southwest of Lovekin Boulevard at the horizon. Shade trees create a series of somewhat regularly spaced vertical lines along the edge of the park, which repeat vertical lines created by road signs, monopole power poles, fence posts, and a baseball backstop. Distant clumped vegetation is visible as light green at the horizon. Undulating power lines create horizontal to diagonal lines. Crack sealing of Lovekin Boulevard creates a maze of dark gray and black lines in the gray road surface. The sidewalk and yellow lines in the road repeat the diagonal lines of the road surface. Shade from the trees creates irregularly repeated horizontal shadow lines on the road surface going into the distant foreground.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible within the foreground-middleground zone, approximately 0.9 mile from the viewpoint. This proximity would allow for observation of weak contrast. Alternate Segment ca-01 would be visible approximately 2.3 miles away and would be visible as viewers but not as a major component in the view. Proposed Segment p-15w, if visible at all, would be barely discernable approximately 4.4 miles away.

(2) Angle of Observation. Observers of the Project from KOP 48 would have a level view toward all Project segments to the south. Segment ca-05 would be close enough to appear against a clear sky backdrop. Segment ca-01 would likely appear barely above the horizon, and Segment p-15w would be far enough away to have no effect on the skyline.

(3) Length of Time the Project Is In View. Duration of views from KOP 48 is assumed to be relatively long given that it represents views people in Miller Park and southbound travelers on Lovekin Boulevard. All such views are intermittent given intervening structures and vegetation.

(4) Relative Size or Scale. Structures associated with Segment ca-05 would likely be among the smallest features visible in views from KOP 48, though they would appear taller than the air field hangar beyond which they would be located. Structures associated with Segment ca-01 would appear smaller, due to their distance from the viewpoint, and structures associated with Segment p-15w would be difficult to discern from KOP 48.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though the degree to which any trees in the immediate foreground are deciduous would potentially slightly increase visibility of structures during winter months. Tree trunks and branches would remain as intervening features in the view.

(6) Light Conditions. All segments potentially visible from KOP 48 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 48 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Segment ca-05 would extend across the left half of the view, reinforcing that portion's panoramic qualities. Segment ca-01 and Segment p-15w would do so to a much lesser degree.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce visibility of Segment ca-05 and possibly eliminate visibility of Segment ca-01 and Segment p-15w.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-05, which would extend from east to west approximately 0.9 mile south of KOP 47, would likely be partially discernible along the horizon in limited views toward the Project. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Segment ca-01, which would extend from east to west approximately 2.3 miles south of KOP 47, would be visible in narrow views as a relatively minor feature along the horizon in the view from Miller Park; construction, maintenance, and decommissioning activities would be barely discernable along the horizon, if visible at all. Segment p-15w would extend from east to west approximately 4.4 miles south of KOP 47. The Project structures would likely be barely discernable in views from this location, and construction, maintenance, and decommissioning activities would not be expected to be noticeable at all.

Operations: Transmission structures associated with Segment ca-05 would be visible in relatively narrow views to the south from KOP 47 where structures and vegetation in the immediate foreground do not intervene. Such visibility would be possible in the center of the view, looking south down Lovekin Boulevard and toward the area to the west of Lovekin Boulevard. Segment ca-05 would be approximately 0.9 mile from this viewpoint, apparent beyond the airfield hanger visible just west of Lovekin Boulevard in the center of the view, and in front of the more distant cluster of trees on the horizon. Project structures, proposed in this location to be H-frame lattice style structures, would be identifiable against an open sky backdrop but would, as view elements, be absorbed into the broader landscape, which includes numerous foreground features, very few of which are natural in appearance, and most of which are indicative of industrial and agricultural uses in the

area. Project structures would be minor features in this view, and conductors associated with Segment ca-05 would likely not be detectable from this location.

Alternative Segment ca-01 (approximately 2.3 miles away from the viewpoint) would likely be detectable, occasionally potentially extending slightly above the distant skyline. Proposed Segment p-15w (approximately 4.4 miles away from the viewpoint), would likely not be discernable from this distance. Both segments ca-01 and p-15w would be H-frame lattice style structures in this location.

During routine operation of the Project, Segment ca-05 structures would appear as minor encroachments upon the skyline. Project structures would be visible as a repeating series of gray, vertical elements across the central segment of the view, relating to trees, existing electrical structures, and gray surfaces in the immediate foreground. Any top portions of structures visible beyond intervening structures would be similar in scale and appearance to other features (distribution structures, communication towers, trees) that seem to protrude above such buildings. Thus, to the degree to which Segment ca-05 structures would likely be visible in views from KOP 48, their contrast with regard to form, line, color, and texture would be weak.

While any visibility of Segment ca-01 structures would be similarly limited to the center portion of the view, their reduced scale would subordinate them to nearly every other view element. Any contrast from Segment ca-01 would be minor, if not negligible. Proposed Segment p-15w would be barely detectable from this location and would result in a negligible degree of contrast.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 48:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segments ca-01, ca-05, and p-15w would not substantially alter any outstanding scenic vista from KOP 48, nor would they result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 11/18/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 4. Location:

Section A. Project Information

5. Location Sketch:

2. Key Observation Point: 49 - Intersection of Seeley and Lovekin_

Range _____

Township____ Section _____

3. VRM Class: N/A

1 LAND/WATER 2. VEGETATION 3. STRUCTURES																
. 11																
tall	Single wood power poles are tall	Uniform, flat block, of irrigated	Flat, wide, open valley in the													
thin and	and thin; road sign posts are thin an	agricultural land; rounded	foreground extending into the													
e and	vertical; road signs are square and	clumps of tree foliage; low, short	middleground and background.													
e low,	octagonal; roadside curbs are low,	strip of trees in the	Triangular, blocky mountains in													
ow and	long, and flat; buildings are low an	middleground.	the distant background. Flat													
angular	rectangular with smaller rectangula		square of bare soil in the													
ong,	windows and doors; road is long,		foreground.													
tice and	flat, and wide; rectilinear lattice an															
ires	H-frame transmission structures			V												
	faintly visible.			FORM												
1 power	Strong vertical sign posts and power	Strong horizontal green and tan	Strong, flat line at horizon of													
ontal	poles; distinct vertical, horizontal	line where vegetation extends to	valley floor, broken by trees and													
es of	and diagonal lines along edges of	the horizon; short, vertical lines	buildings; irregular and faint													
e along	buildings; low horizontal line along	of tree trunks.	jagged line of the mountain at													
urving	edge of roadside curb; long curving		the skyline.													
ment;	line along edge of road pavement;															
sion	lattice and H-frame transmission															
	structures faintly geometric.			LINE												
ht gray,	Dark brown power poles; light gray	Bright green agricultural	Brown and light tan exposed													
ight	white and brown buildings; light	cropland; dark green tree foliage.	earth in the foreground next to													
igns;	gray road surface; red stop signs;		the road; mountain in													
tures.	light gray transmission structures.		background is gray to gray-	ä												
			brown.	COLO												
	Buildings, poles, signs, and	Dense, uniform agricultural	Finely stippled to granular.													
ar	transmission structures appear	cropland; clumped tree foliage.														
e; road	smooth without much texture; road			URE												
d.	surface is very finely stippled.			TEXT												
ar 2; 1 d.	Buildings, poles, signs, and transmission structures appear smooth without much texture; a surface is very finely stippled.	Dense, uniform agricultural cropland; clumped tree foliage.	Finely stippled to granular.	TEXTURE												
										Secti	on C.	Pro	pose	d Ac	tivity Descripti	ion
------	---------	-----------------	-------------	----------	------	-------------	----------	-------	------	-----------	-------	--------------	---------------------	-------	------------------	-------------------------------------
				1. LA	ND/V	VATI	ER					2. V	EGE	TAT	ION	3. STRUCTURES
	V	No	ne							No	one					Faintly visible regularly spaced
	FORM															columnar structures.
		No	ne							No	None					Short vertical lines of structures
																and undulating curvilinear lines of
	LINE															conductors.
	~	No	None				No	one					Light and dark gray			
	COLOR															
			one			No	ne					Smooth spiky				
	TURE	110	ne							110	nic .					Shooti, spiky
	TEX															
					Se	ectio	n D.	Cont	rast	Ratin	ıg		\boxtimes	SH	ORT TERM	LONG TERM
2. I	Does pi	rojec	t de	esign	mee	et vis	ual 1	esou	irce	mana	agem	ent c	bjec	tives	\$?	
(Ex	plain c	on re	vers	se si	de)		0									
3. A	ddition	nal mi	tiga	ating	meas	ures	recoi	nmei	nded	?						
				□ Y	es	🛛 N	ю									
Eva	luators	' Nan	ne(s):	_					Date	(s):					
	N J	/lach losh I	elle Hoh	Dav n	is							7/20/	17			
]	FEAT	URF	S						
1.		F	LA	ND /	WAT	ΈR	VI	EGET	ATIC	DN	ST	RUC	ΓURE	S		
D	EGREF	E		BC	DY											
	OF		50	fe			50	te			50	te				
CO	NTRAS	ST	trong	odera	Weak	None	trong	odera	Weak	None	trong	odera	Weak	None		
			01	М	F		3	Μ	-		01	M				
	Form	n				\square				\square						
ENTS	Line	e				\boxtimes				\square			\square			
EME	Colo	or				\boxtimes				\square						
Ы	Textu	ire				\square										

 \boxtimes

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Texture

Comments from item 2:

KOP 49 is located on private property in an agricultural area south of I-10 and Blythe, California. The KOP represents the views of travelers on Seeley and Lovekin looking south who would be viewing Segments ca-05, ca-01, or p-15w, all on private land. The view from KOP 49 is open and panoramic. Viewers are looking at an industrial building, gas and convenience store, and associated parking, surrounded by green and tan agricultural fields stacks of hay, other agricultural structures, and a few residences. Intervening development and vegetation mostly obscure the horizon; however, a broken horizontal line is visible on the periphery, which is created where the bright green of the agricultural fields meets a tan band of other fields and the base of the blue-gray mountains in the distance. Shade and palm trees dot the landscape in the distant foreground-middleground at the horizon, while the rugged mountains in the background create a jagged and broken irregular horizontal line at the skyline. Lattice and H-frame transmission structures are present in the middleground between other closer development but do not attract attention. Various structures and stacks of hay create low horizontal, blocky, and angular lines that, along with associated vehicles and equipment, give the intersection a busy feel. Single power poles and light poles along with shorter sign posts introduce noticeable tall slender vertical elements in a landscape that generally has a low, expansive, horizontal feel.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible in the immediate foreground, less than 0.1 mile from the viewpoint. This proximity would allow for observation of strong contrast. Alternate Segment ca-01 would be visible approximately 1.5 miles away and would be prominently visible, if not as an overwhelmingly dominant feature. Proposed Segment p-15w would be barely discernable approximately 3.5 miles away. (2) Angle of Observation. Observers of the Project from KOP 49 would have an inferior view relative to Segment ca-05, which would be reinforced by any extension of the nearest structures beyond the upper boundaries of the view. Views toward more distant segments – Segment ca-01 and Segment p-15w – would be level.

(3) Length of Time the Project Is In View. Duration of views from KOP 49 is assumed to be relatively brief, since this KOP represents views of viewers traveling along Seeley Avenue. However, it should be noted that Segment ca-05 would be a prominent feature in all views toward the south from Seeley Avenue in this area. Segment ca-01 would also be visible for sustained periods of time from vehicles traveling the roadway, while views of the more distant Segment p-15w would be intermittent given intervening structures and vegetation.

(4) Relative Size or Scale. Structures associated with Segment ca-05 would appear relatively massive in scale from KOP 49, which is less than 0.1 mile away from the segment. Segment ca-01 structures would appear similar in scale with surrounding features, while Segment p-15w structures would be much smaller in scale than closer features.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though the prominent presence of agricultural lands indicates that the colors with which the Project would weakly contrast would change over the course of the year in views.

(6) Light Conditions. All segments potentially visible from KOP 49 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. Such areas along Segment ca-05 would likely be visible from KOP 49, but not from Segment ca-01 or Segment p-15w.

(8) Spatial Relationships. Segment ca-05 would extend across the entirety of the view from KOP 49, reinforcing the view's panoramic qualities. Segment ca-01 would do the same, though at a smaller scale, while Segment p-15w could potentially be viewed as a series of segments extending across the back of a panoramic view.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would not be likely to reduce visibility of Segment ca-05, but it could do so for Segment ca-01 and it could possibly eliminate entirely visibility of Segment p-15w.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon associated with Segment ca-05 would be likely to attract attention. Such actions would likely not be visible for Segment ca-01 or Segment p-15w. During operations, any conductor sway in windy conditions be detectable for Segment ca-05, but not for Segment ca-01 or Segment p-15w.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-05, which would extend from east to west within 0.1 mile to the south of KOP 49, would be visible. Motion, dust, and activity would also be noticeable and could attract attention. Ground disturbance from access routes and at structure bases could be visible to observers, as well. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Segment ca-01, which would extend from east to west approximately 1.5 miles south of KOP 49, would be visible across the entirety of this view. but construction, maintenance, and decommissioning activities would likely be just barely discernable along the horizon, if visible at all. Segment p-15w would extend from east to west approximately 3.5 miles south of KOP 49. The Project structures, like the DPV1 structures barely detectable in the view form KOP 49, would be visible, but construction, maintenance, and decommissioning activities would not be expected to be noticeable at all.

Operations: Transmission structures associated with Segment ca-05 would be prominently visible in views to the south from KOP 49, as the route would pass directly behind the building near the southeast intersection of Lovekin Boulevard and Seeley Avenue. Project structures, proposed to be H-frame lattice style structures, would dominate the view and could be tall enough to extend beyond the upper boundary of the view, resulting in a looming effect. At this proximity, such structures would not only define the skyline, their bases could obstruct views toward other nearby features, potentially partially obscuring buildings, the stacked hay bales southwest of the intersection, or distant mountains. Conductors associated with Segment ca-05 would be prominently visible.

Alternative Segment ca-01 (approximately 1.5 miles away from the viewpoint) would be visible extending across the view, located beyond – but extending above – all features in the immediate foreground. Collectively, this segment of the Project would become a dominant feature in the view, primarily due to its intactness and uniform appearance and presence. Proposed Segment p-15w (approximately 2.5 miles away from the viewpoint), would be barely discernable from this distance, similar to the DPV1 structures which are also detectable in portions of the valley skyline. To the extent practicable, Segment p-15w structures would be place next to DPV1 structures. Both segments ca-01 and p-15w would be H-frame lattice style structures in this location.

During routine operation of the Project, Segment ca-05 structures would redefine the existing character of the view from KOP 49, from a rural, agricultural setting to transmission corridor. Project structures would be present across the entire view as a repeating series of tall, gray, vertical elements, and the undulating linear form of the conductors would appear to frame the upper portions of the view, as Seeley Avenue appears to frame the lower extent. A number of relatively smaller vertical structures, such as antennae and signs, would relate in terms of form, but not scale. The lattice structures would be close enough in views to constitute a new textural element to the view, a cross-hatch pattern that would have no counterpart in the surrounding area. The contrast between Segment ca-05 and the existing setting contrast would be moderate due primarily to the distance from the viewpoint (approximately 1.5 miles). Structures and conductors would be visible extending across the entire view, but it would appear generally consistent with other elements in the view in terms of scale. From this distance, the structures would relate more with other vertical features in the view, such as antennae or signs, but the structures would be much more orderly than these features, and would appear as a connected band across the view. Their gray color would relate to some structures and to the color of the roadway in the immediate foreground. Proposed Segment p-15w would be barely visible from this location and would result in a negligible degree of contrast, particularly if new structures were placed alongside existing DPV1 structures.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 49:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segments ca-05, ca-01, and p-15w would not substantially alter any outstanding scenic vista from KOP 49. Segment ca-05 would result in substantial alterations to the skyline in views from KOP 49. Segment ca-05 and Segment p-15w would not.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 50 - 18th Avenue Houses -NNE_

3. VRM Class:

5. Location Sketch:

Township____ Range _____ Section ____

	Sectio	on B. Characteristic Landscape Desrip	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Very wide, very flat, expansive,	Rounded and clumped shrubs in	Wide, continuous strip-shaped form
	valley floor consisting of tilled	the middleground that form a	of road. Residential structure has a
	agricultural cropland;	wide, low narrow strip across the	low rectangular-shaped form.
	agricultural fields have a wide,	distant edge of the agricultural	Stacked hay has a blocky cubical
	flat, large rectangular-shaped	fields at the horizon. Rounded,	form.
	block form that spans the	clumped foliage of trees around	
	landscape; faint, lumpy, jagged,	residential structure.	
¥	angular, rocky mountains in		
FOR	distant background.		
	Soft, straight, parallel lines in	Bold, dark-green horizontal line	Long, straight bold line along edge
	tilled rows of agricultural fields;	at edge of vegetation cover at the	of road surface. Soft, long
	distinct horizontal line at distant	horizon.	curvilinear lines between color
	edge of agricultural fields; weak,		differences in paved road surface.
	faint, broken, jagged horizontal		Short, straight yellow lines of road
	line along mountain profile.		striping. Stacked hay creates
LINE			rectangular lines.
	Brown agricultural fields; light-	Dark green.	Gray and light-gray road surface;
OR	tan soils; distant mountains are		building is dark gray to very pale
COL	light gray and light brown-gray.		yellow. Yellow road striping.
	Finely stippled agricultural fields	Clumped and dense.	Finely stippled road surface.
rure	that are somewhat striated by		
TEX	tilled rows.		

		Section C. Proposed Activity Descri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Regularly spaced columnar structures.
TINE	None	None	Short vertical lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky
. Does p Explain o	Section D. Cont roject design meet visual resou Yes No on reverse side)	rast Rating SHORT TERM	⊠ LONG TERM
Additio	nal mitigating measures recommer □ Yes ⊠ No	ided?	
valuators I J	' Name(s): Machelle Davis Josh Hohn	Date(s): July 27, 2017	

]	FEAT	TURE	S				
1.		LAND / WATER				VI	VEGETATION			STRUCTURES			
D	EGREE		BC	DY									
co	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
5	Form				\boxtimes				\boxtimes		\boxtimes		
ENT	Line				\boxtimes				\boxtimes		\boxtimes		
ILEM	Color				\boxtimes				\boxtimes		\boxtimes		
Щ	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 50 is located on private property in an agricultural area south of I-10 and Blythe, California. The KOP represents the views of travelers and residents on 18th Avenue looking north-northeast who would be viewing Segment ca-05; and looking south-southeast who would be viewing Segment ca-01 or p-15w; all of which would be on private land. The view from KOP 50 is open and panoramic. Viewers are looking across cultivated fields at a green horizontal line of low shade trees and other vegetation, that blends with agricultural structures and a few residences to the west. This creates an irregular horizontal line and the blue-gray rugged mountains in the distance create a jagged and broken horizontal line. A cluster of shade trees surrounding a residence in the foreground to the east on 18th Avenue and other shade trees looking down the road partially block views of distant mountains. Regularly spaced single power poles introduce short vertical lines that are visible but are not noticeable. Looking south-southeast, regularly spaced DPV1 H-frame transmission structures and additional single power poles add a series of short vertical lines, connected by horizontal curvilinear lines of the transmission conductors, faintly visible. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the view to the northwest a rural development feel. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible within the foreground-middleground zone, approximately 0.9 mile from the viewpoint. This proximity would allow for observation of weak-to-moderate contrast.

(2) Angle of Observation. Observers of the Project from KOP 50 would have a level view toward the Project to the north. Segment ca-05 would be close enough to appear against a clear sky backdrop where structures are not partially absorbed into the mountain backdrop.
(3) Length of Time the Project Is In View. Duration of views from KOP 50 is assumed to be relatively long given that it represents residential views, as well as views by travelers on 18th Avenue, which are intermittent toward the northeast.

(4) Relative Size or Scale. Structures associated with Segment ca-05 would appear relatively small within the view, given the distance from the viewpoint, but would also likely appear at approximately the same scale as the largest of the trees in the immediate foreground.
(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. Segment ca-05 would appear as an east-west line in views to the north from KOP 50. In views from the south, structures and conductors could generally appear well-lit and, though relatively distant, reflective and shiny surfaces could be noticeable.
(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 50.
(8) Spatial Relationships. Segment ca-05 would extend across most of the view, visible where not blocked by intervening vegetation. This would reinforce the view's panoramic qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce visibility of Segment ca-05.
(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-05, which would extend from east to west approximately 0.9 mile north of KOP 50, would likely be partially discernible along the horizon in limited views toward the Project. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segment ca-05 would be visible across the horizon in views to the north-northeast from 18th Avenue west of Jones Road. The trees that extend across the center of the view are in an uncultivated area between two irrigation waterways, approximately 0.25 mile north of the viewpoint. Segment ca-05 would appear 0.65 mile beyond the visible cluster of vegetation, which would likely obstruct visibility of portions of some structure bases. The upper portions of structures would appear against mostly an open sky backdrop and, in places, at least partially in front of the distant mountain skyline. The structures are proposed to be H-frame lattice style structures in this location, so any portion appearing in front of mountains would be likely somewhat absorbed into the backdrop. Structures would likely appear to extend above lower portions of the mountain skyline, similar to the way that some trees in the foreground do. Conductors associated with Segment ca-05 would likely not be detectable from this location.

During routine operation of the Project, Segment ca-05 structures would appear as minor encroachments upon the skyline in locations where the tops of proposed structures appear above the distant mountains. However, trees located in the foreground similarly encroach on the mountain backdrop, with individual trees interrupting the jagged skyline and the cluster collectively appearing to repeat the irregular ridgeline form as a localized skyline. Project structures would be visible as a repeating series of gray, vertical elements across the horizon in views to the north-northeast, but would relate only to individual trees and a communications tower in terms of vertical elements. Contrast would therefore be weak-to-moderate, as the visible structures, while not dominant elements in the view, would introduce a specific form and texture to a portion of the view where few similar forms and textures exist, and the distant skyline would appear encroached upon.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 48:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segments ca-01 would not substantially alter any outstanding scenic vista in views to the north from KOP 50. While it would likely encroach in limited instances on the mountain backdrop, it would not result in any substantial alterations to skylines.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

5. Location Sketch:

2. Key Observation Point: 50 - 18th Avenue Houses - SSE

Township____ Range _____

Section _____

3. VRM Class:

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Very wide, very flat, expansive,	Large rounded shrubs, clumped	Narrow, low strip of road shoulder
	valley floor consisting of largely	around and near structures. Thin	in immediate foreground; buildings
	of irrigated agricultural	vertical forms of palm trees.	have low rectangular shaped forms,
	cropland; agricultural fields have	Wide, flat square-shaped form of	and some have triangular shaped
	a wide, flat, large square-shaped	irrigated cropland.	rooftops. Power poles are tall, thin,
	block form that spans the width		vertical forms. Distant H-frame
	of the landscape; faint, jagged,		transmission structures are
4	angular mountains in the very		rectilinear.
FORM	distant background.		
	Very flat, horizontal line across	Subtle, diffused and soft parallel,	Straight, thin, vertical lines of power
	horizon at most distant edge of	repeating lines in planted rows	poles. Short, straight, horizontal and
	valley floor; weak, faint, jagged	of agricultural cropland. Tall,	vertical lines of low buildings.
	horizontal line along mountain	thin vertical lines of palm tree	Distant H-frame transmission
	profile.	trunks. Bold, bright-green	structures are a regularly spaced
		horizontal line at edge of	series of short vertical lines, with
		agricultural cropland cover at the	faintly visible horizontal curvilinear
LINE		horizon.	transmission conductors.
	Light-tan, light-gray mountains.	Bright green, dark green, and	Light-tan road shoulder; brown
		tan. Brown tree trunk.	power poles; white and light-gray
R			buildings and transmission
COLO			infrastructure.
	Finely stippled.	Clumped and dense shrubs;	Finely stippled road shoulder.
		dense, ordered texture of	
TURE		agricultural croplands that is	
X		somewhat striated by tilled rows	

4. Location:

			Section C. Proposed Activity	Description
	1. LAND	/WATER	2. VEGETATION	3. STRUCTURES
W	None		None	Regularly spaced columnar
FOR				structures.
	None		None	Short vertical lines of structures
(*)				and undulating curvilinear lines of
INI				conductors.
COLOR	None		None	Light and dark gray
TEXTURE	None		None	Smooth, spiky
		Section D. Contrast	Rating 🛛 SHORT T	TERM IONG TERM
Does p Explain	oroject design me Ves on reverse side)	eet visual resource n	nanagement objectives?	
Additio	nal mitigating mea	asures recommended		
	□ Yes	🖾 No		
valuators	s' Name(s): Machelle Davis		Date(s): 7/20/19	

						FEATURES							
1.		LAND / WATER				VEGETATION				STRUCTURES			
D	DEGREE		BC	DY									
со	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\boxtimes		
ILEM	Color				\boxtimes				\boxtimes			\square	
н	Texture				\boxtimes				\boxtimes			\boxtimes	

Comments from item 2:

KOP 50 is located on private property in an agricultural area south of I-10 and Blythe, California. The KOP represents the views of travelers and residents on 18th Avenue looking north-northeast who would be viewing Segment ca-05; and looking south-southeast who would be viewing Segment ca-01 or p-15w; all of which would be on private land. The view from KOP 50 is open and panoramic. Viewers are looking across cultivated fields at a green horizontal line of low shade trees and other vegetation, that blends with agricultural structures and a few residences to the west. This creates an irregular horizontal line and the blue-gray rugged mountains in the distance create a jagged and broken horizontal line. A cluster of shade trees surrounding a residence in the foreground to the east on 18th Avenue and other shade trees looking down the road partially block views of distant mountains. Regularly spaced single power poles introduce short vertical lines that are visible but are not noticeable. Looking south-southeast, regularly spaced DPV1 H-frame transmission structures and additional single power poles add a series of short vertical lines, connected by horizontal curvilinear lines of the transmission conductors, faintly visible. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the view to the northwest a rural development feel. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-01 would be visible within the foreground-middleground zone, approximately 0.4 mile from the viewpoint. This proximity would allow for observation of moderate contrast. Segment p-15w would be visible approximately 2.5 miles away and would be discernable as a minor component in the view, alongside the existing DPV1 facility.

(2) Angle of Observation. Observers of the Project from KOP 50 would have a level view toward all Project segments to the south. Segment ca-01 would be close enough to appear against a clear sky backdrop and above the distant mountain skyline. Segment p-15w would appear above the horizon to a similar extent as existing DPV1 structures and would have a minimal effect on the skyline.

(3) Length of Time the Project Is In View. Duration of views from KOP 50 is assumed to be relatively long given that it represents residential views, as well as views by travelers along 18th Avenue, which are intermittently unimpeded toward the southeast.

(4) Relative Size or Scale. Structures associated with Segment ca-01 would appear relatively large in the view from KOP 50 compared with existing features. Structures associated with Segment p-15w would appear smaller, due to their distance from the viewpoint, comparable to existing DPV1 structures.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. All segments potentially visible from KOP 50 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 50 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Existing vegetation in the foreground slightly focuses this otherwise panoramic view. Both Segment ca-01 and p-15w would be visible in unobstructed views in the center of the view, which would reinforce the view's focused qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this proximity, however, hazy conditions would likely reduce visibility of Segment ca-01 just slightly. Visibility of Segment p-15w could be substantially reduced, if not eliminated, in certain conditions.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could be visible at Segment ca-01, but would not be likely to attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance. Visibility of any such motion along Segment p-15w would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-01, which would extend from east to west approximately 0.4 mile south of KOP 50, would likely be partially discernible along the horizon in limited views toward the Project. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Segment p-15w, which would extend from east to west approximately 2.5 miles south of KOP 50, would be visible beyond the existing DPV1 facility, which is discernable along the horizon in the view from 18th Avenue; construction, maintenance, and decommissioning activities would be barely discernable along the horizon, if visible at all.

Operations: Transmission structures associated with Segment ca-01 would be visible across the horizon in views to the south-southeast from 18th Avenue. The structures, proposed to be H-frame lattice style structures, would appear above any intervening vegetation from this distance (0.4 mile away), which would obscure only the lowest portions of some structures. The structures would also appear above the distant, jagged, blue-gray mountain skyline, with only the lower portions being partially absorbed into the backdrop. Nearby vegetation currently obscures portions of the distant mountain backdrop, but Segment ca-01 structures would appear as the only view elements to encroach upon the mountain skyline in the central portion of the view. Project structures would be conspicuous from this location. Segment p-15w would be approximately 2.5 miles away from this viewpoint, appearing just beyond the existing DPV1 structures, which are discernable along the view's horizon. Like the DPV1 structures, which Project structures would be placed alongside to the extent practicable, Segment p-15w structures would be H-frame lattice style structures and would appear partially against the mountain backdrop and partially against a clear sky backdrop.

During routine operation of the Project, the gray Segment ca-01 structures would appear as repeating vertical elements across the view, a conspicuous encroachments upon the skyline. They would relate only somewhat to vegetation and distribution structures nearer to the viewpoint, and, to a lesser degree, to the more distant DPV1 structures. A moderate degree of contrast would be evident. The lattice style of the structures would be discernable from this distance, adding color and texture not presently visible in the view from KOP 50. Similarly, the undulating conductors would not relate to any other comparable linear component in the existing view.

The reduced scale of the more distant Segment p-15w would likely relegate any visibility to very low portions of the horizon in views to the north-northeast, particularly if Project structures were aligned with existing DPV1 structures, which are also H-frame lattice style in this location. Existing degrees of contrast between the series of vertical structures and the backdrop and surrounding agricultural lands would remain as is, and the introduction of new structures would be weak to negligible.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 50:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

The view from KOP 50 to the south-southeast represents a somewhat obstructed panoramic view, typical in this portion of the project area. Thus, while Segments ca-01 would substantially alter the skyline in this view, it would not substantially alter any outstanding scenic vista. Segment p-15w would alter neither an outstanding scenic vista nor an existing skyline.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 11/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

Township____

Range _____

Section ____

5. Location Sketch:

2. Key Observation Point: 51 22nd and Lovekin Private Residence - NNE_

3. VRM Class: N/A

1. LAND/WATER 2. VEGETATION 3. STRUCTURES Flat, wide, open valley in the foreground to middleground Uniform, flat block, were maintained as landscaped lawn; Single wood power poles are ta and thin; residential and agriculation and the second power poles are ta and the second power poles.	11
Flat, wide, open valley in the foreground to middleground Uniform, flat block, were maintained as landscaped lawn; Single wood power poles are ta and thin; residential and agriculation in the standard st	11
foreground to middleground maintained as landscaped lawn; and thin; residential and agricu	
	tural
with rugged, irregular, blocky, low vertical block of shrubs; structures are low and rectangu	lar
angular, chunky mountains in rounded, tall trees; low clumps with smaller rectangular windo	ws;
the distant background. of trees in the distant road is long, flat, and narrow. \overline{x}	
middleground.	
Diffused, weak line in mounded Strong horizontal green and tan Strong vertical repeated into the	e
soil next to and parallel with line where landscaped lawn ends distance topped with short, stro	ng
road surface; strong, flat line at in the middleground; strong horizontal; moderately strong	
horizon of valley floor, broken horizontal tan line at vegetation straight lines of road striping at	nd
by trees; irregular and broken at the horizon; short, thick edge of paved road surface; sho	ort
jagged horizontal line of the vertical lines of tree trunks. directional lines at edges of	
Image: Second structuresresidential structures.	
Banded light tan exposed earthBright green residential lawnDark brown power poles; light	gray,
in the foreground next to the and landscaping, dark green tree white and brown residential	
road; mountains in background foliage; tan vegetation cover in structure; light gray road surface	e.
\approx are shades of gray and gray- the more distant foreground and	
brown. middleground.	
Finely stippled to mediumDense, uniform landscaping thatPower poles and road surface a	ppear
granular in road-side berm. is generally clumped and smooth without much texture;	
g continuous. residential structure appears me	etallic
and patterned.	

		Section C. Proposed Activity Descript	tion
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Distantly visible regularly spaced columnar structures.
LINE	None	None	Short vertical lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky
	Section D. Cont	rast Rating 🛛 SHORT TERM	☐ LONG TERM
. Does p Explain	oroject design meet visual resou Yes No on reverse side)	rce management objectives?	
. Additio	onal mitigating measures recommer □ Yes □ No	nded?	
valuators	s' Name(s): Machelle Davis Josh Hohn	Date(s): 7/20/17	

]	FEAT	TURE	S				
1.		LA	ND /	WAT	TER	VEGETATION				STRUCTURES			
D	EGREE		BC	DY									1
co	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes			\mathbb{X}	
ENTS	Line				\boxtimes				\boxtimes			\boxtimes	
LEM	Color				\boxtimes				\boxtimes				\square
Щ	Texture				\boxtimes				\boxtimes				\boxtimes

Comments from item 2:

KOP 51 is located on private property near the intersection of 22nd Avenue and Lovekin Boulevard in an agricultural area south Blythe, California. The KOP represents the views of residents and travelers on Lovekin Boulevard looking north who would be viewing Segment ca-01 or looking south who would be viewing Segment p-15w, both of which would be on private land. The view from KOP 51 is panoramic but is enclosed by residences and shade trees. Viewers are looking north and south along Lovekin Boulevard, which is bordered on either side by cultivated fields with separated residences along Lovekin. Regularly spaced single power poles along Lovekin introduce a series of vertical lines that extend to the north down the road. The strong diagonal lines of Lovekin Boulevard are accentuated by the lines in the dirt along the road shoulders, which along with the power poles focuses the viewers' attention looking down the road. There is a distinct but broken green horizontal line of low shade trees and other vegetation at the skyline that blends with dotted white structures looking across the cultivated field. The blue-gray rugged mountains in the background create a jagged and broken horizontal line. Clusters of shade trees surrounding residences in the foreground on Lovekin Boulevard partially block views of distant mountains. Residences and other structures appear angular, cubical, and blocky. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the foreground view a lightly developed feel. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible within the foreground-middleground zone, approximately 1.5 miles from the viewpoint. This proximity would allow for observation of weak contrast.

(2) Angle of Observation. Observers of the Project from KOP 51 would have a level view toward Segment ca-05 to the north. Structures would appear against mountain and clear sky backdrops.

(3) Length of Time the Project Is In View. Duration of views from KOP 51 is assumed to be relatively long given that it represents residential views, as well as views by northbound travelers on Lovekin Boulevard, which are generally unimpeded toward the northeast.

(4) Relative Size or Scale. Structures associated with Segment ca-01 would appear smaller in the view from KOP 51 compared with other foreground features, though they would appear taller than any other feature along the horizon, save for the mountain backdrops.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. Segment ca-01 would appear as an east-west line in views to the north from KOP 51. In views from the south, structures and conductors could generally appear well-lit and, though relatively distant, reflective and shiny surfaces could be noticeable.(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 51 and its

vicinity. (8) Spatial Relationships. The view to the northeast from KOP 51 is partially enclosed, but panoramic to the northeast. Segment ca-01 would extend across the left half of the view, reinforcing that portion of the view's panoramic qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce and possibly eliminate visibility of Segment ca-01.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-01, which would extend from east to west approximately 1.5 miles north of KOP 51, would likely not be discernible along the horizon in views toward the Project alternative route. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity would likely not be noticeable and would not attract attention. Similarly, ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segment ca-01 would be visible across the horizon in views to the north along Lovekin Boulevard. The structures, proposed to be H-frame lattice style structures, would appear beyond the clusters of trees visible as an apparent terminus of the roadway, and would be visible mainly to the east of the roadway, along the horizon. Views to the area west of Lovekin Boulevard would be generally obstructed by the trees near the viewpoint. Structures would appear against both the distant mountain backdrop and against a clear sky. However, from this distance (1.5 miles) structures would be relatively small in scale and would not be likely to substantially encroach upon the mountain skyline. They would appear alongside – and likely taller than – the trees that are discernable along the horizon extending above the agricultural fields and forming a low skyline. Here, between the two separate sections of mountain range, structures would be conspicuous, if not a dominant element in the view. Where structures would appear against a mountain backdrop, any portion of a structure not extending above a jagged mountain skyline would likely be at least partially absorbed into the dark, blue-gray color of the backdrop. Conductors associated with Segment ca-05 would likely not be discernable from this distance.

During routine operation of the Project, Segment ca-01 structures would appear as encroachments upon the skyline, where the tops of proposed structures appear above the distant mountains and in the area between the two distant mountain ranges. At present, while the mountain range skyline does not appear uninterrupted, the trees that do appear above the skyline appear as part of a clearly delineated row of vegetation between the viewpoint and the mountains. Segment ca-01 structures would appear beyond the trees, and would be visible as a string of repeating series of vertical elements, stretching from the middle of the view through the right side of the view. They would relate to the distribution lines extending northward along Lovekin Boulevard, as well as with some of the trees appearing as singular features. The linear element of the collection of structures would reinforce the horizontal lines of the view, and appear perpendicular to the strong line associated with the roadway corridor. The gray color of the structures would appear partially against the blue-gray mountains, and the texture

of the lattice structures would not be discernable from this distance. In general, contrast resulting from Segment ca-01 in views from KOP 51 to the north-northeast would be weak.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 51:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segment ca-01 would not substantially alter any outstanding scenic vista from KOP 51, nor would it result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 11/18/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information

1. Project Name: Ten West Link____

4. Location:

2. Key Observation Point: 51 - Lovekin Private Residence

Township____

5. Location Sketch:

- SSW_

Range _____ Section _____

3. VRM Class: N/A

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide, open valley in the	Rounded clumps of tree foliage	Single wood power poles are tall
	foreground to middleground	in foreground; low vertical strip	and thin; residential structure is low
	with rugged, irregular, blocky,	of dense shrubs; flat thin blocks	and rectangular with smaller
	angular, chunky mountains in	of uniform vegetation cover in	rectangular windows and a
	the distant background.	the middleground and	triangular roof; road is long, flat,
W	Mounded rectangular area of soil	background.	and narrow.
FOR	in immediate foreground.		
	Diffused, weak line in mounded	Strong horizontal green and tan	Strong vertical repeated into the
	soil next to and parallel with	line irrigated croplands meet	distance topped with short, strong
	road surface; strong, flat line at	native vegetation; strong	horizontal; short vertical sign posts,
	horizon of valley floor, broken	horizontal green line at	distinct straight and curving lines
	by trees in some locations;	vegetation at the horizon;	along edge of road pavement; weak
	irregular and broken jagged	distinct nearly horizontal line	curving line along top of low
	horizontal line of the mountains	across top of shrub row; short,	retaining wall; faint undulating
	at the skyline.	thick vertical and diagonal lines	power line conductors.
		of tree trunks and larger	
LINE		branches.	
	Banded light tan exposed earth	Bright green irrigated cropland;	Dark brown power poles; light gray,
	in the foreground next to the	green and dark green trees and	white and brown residential
	road; light tan road shoulders;	shrubs.	structure; light gray road surface and
ä	mountains in background are		retaining wall.
COLO	shades of gray.		
	Finely stippled to medium	Dense, uniform cropland; dense	Power poles appear smooth without
	granular in road-side soils.	clumped shrub row; clumped	much texture; road is dense and
rure		tree foliage that is continuous.	solid; low retaining wall appears
TEX			rough and patterned.

		Section C. Proposed Activity De	escription
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	None	None	Regularly spaced columnar structures.
LINE	None	None	Short vertical lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky
Does n	Section D. Co	ntrast Rating SHORT TE	RM 🛛 LONG TERM
Explain	☐ Yes ☐ No on reverse side)	saree management objectives:	
. Addition	nal mitigating measures recomm	ended?	
	□ Yes 🖾 No		
Evaluators I J	s' Name(s): Machelle Davis Josh Hohn	Date(s): 7/20/17	

			FEATURES											
1.		LA	ND /	WAT	TER	V	EGET	ATIC	DN	STRUCTURES				
D	EGREE		BC	DY										
СС	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
	Form				\boxtimes				\boxtimes			\boxtimes		
ENTS	Line				\boxtimes				\boxtimes			\boxtimes		
ILEM	Color				\boxtimes				\boxtimes				\square	
щ	Texture				\square				\square					

Comments from item 2:

KOP 51 is located on private property near the intersection of 22nd Avenue and Lovekin Boulevard in an agricultural area south Blythe, California. The KOP represents the views of residents and travelers on Lovekin Boulevard looking north who would be viewing Segment ca-01 (Figure 3.18-60a) or looking south who would be viewing Segment p-15w (Figure 3.18-60b), both of which would be on private land. The view from KOP 51 is panoramic but is enclosed by residences and shade trees. Viewers are looking north and south along Lovekin Boulevard, which is bordered on either side by cultivated fields with separated residences along Lovekin. Regularly spaced single power poles along Lovekin introduce a series of vertical lines that extend to the north down the road. The strong diagonal lines of Lovekin Boulevard are accentuated by the lines in the dirt along the road shoulders, which along with the power poles focuses the viewers' attention looking down the road. There is a distinct but broken green horizontal line of low shade trees and other vegetation at the skyline that blends with dotted white structures looking across the cultivated field. The blue-gray rugged mountains in the background create a jagged and broken horizontal line. Clusters of shade trees surrounding residences in the foreground on Lovekin Boulevard partially block views of distant mountains. Residences and other structures appear angular, cubical, and blocky. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the foreground view a lightly developed feel. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment p-15w would be visible within the foreground-middleground zone, approximately 0.4 mile from the viewpoint. This proximity would allow for observation of weak contrast, assuming Project structures are placed adjacent to existing DPV1 structures. (2) Angle of Observation. Observers of the Project from KOP 51 would have a level view toward Segment p-15w to the south. Structures would appear against mountain and clear sky backdrops.

(3) Length of Time the Project Is In View. Duration of views from KOP 51 is assumed to be relatively long given that it represents residential views, as well as views by southbound travelers on Lovekin Boulevard, which are intermittently unobstructed.

(4) Relative Size or Scale. Structures associated with Segment p-15w would appear at a scale similar to the existing DPV1 structures with which they would be aligned.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. Segment p-15w as viewed from KOP 51 would appear as a mostly east-west oriented line. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 51 and its vicinity.

(8) Spatial Relationships. The view to the south-southwest from KOP 51 is partially enclosed due to vegetation near the viewpoint. The extension of Segment p-15w across the view, despite its interruption by intervening vegetation and structures, reinforces the panoramic elements of the view beyond the immediate foreground.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce but not eliminate visibility of Segment p-15w.
(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could be visible but would not be likely to attract attention. During operations, conductor sway in windy conditions could not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along proposed Segment p-15w, which would extend from east to west approximately 0.4 mile south of KOP 51, would likely be discernible along the horizon in views toward the Project route. Given the proximity of the Project to this viewpoint and the Project, motion, dust, and activity could be noticeable where not obstructed by intervening vegetation, but would likely not attract attention. Ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with proposed Segment p-15w would be visible in a portion of the view to the south along Lovekin Boulevard. Specifically, while structures and vegetation in the immediate foreground would obstruct visibility of Segment p-15w, it would be visible in the area west of Lovekin Boulevard as well as a limited area along the left edge of the view, east of Lovekin. Project structures, proposed to be H-frame lattice style structures, would appear beyond the existing DPV1 structures, which are also H-frame lattice style structures. Where practicable, Project structures would be places next to existing DPV1 structures. In the view to the south-southwest from KOP 51, such placement would reduce the degree to which the proposed Project would increase the encroachment of transmission structures on the horizon, the majority of which is against a clear sky backdrop. In the left edge of the view, structures would appear against a blue-gray mountain backdrop and would likely appear partially absorbed, as the DPV1 structures are at present. Any skylining by Project structures would likely be minimal. At this distance (0.4 mile) conductors associated with Segment p-15w would be discernable.

During routine operation of the Project, Segment p-15w structures would be conspicuous and would appear against a clear sky backdrop in the center of the view, alongside and at a similar scale to the existing DPV1 structures. The repeated series of vertical elements would serve to reinforce an existing transmission corridor, and Project structures would relate not only to existing DPV1 structures, but to other vertical elements nearer the viewpoint, namely distribution poles. The color and texture of the Project structures would appear similar to the DPV1 structures, and the undulating conductors would repeat the existing line, assuming Project structures are placed alongside existing ones. The degree to which such alignment can be achieved informs the degree of contrast apparent in this view, both toward the center of the view and along the left edge of the view. Assuming Project structures are aligned with existing structures, contrast related to form, line, color and texture would be weak, as existing elements would appear reinforced. Contrast could be greater if Project structures are offset from existing

ones, as visible vertical elements would appear multiplied rather than concentrated, and the undulating conductors would appear cluttered absent synchronization.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 51:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segment p-15w would not substantially alter any outstanding scenic vista from KOP 51, nor would it result in substantial alterations to skylines. Placement of Project structures alongside DPV1 structures would further reduce any potential effects to skylines.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/05/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information

Range _____

Section _____

4. Location:

2. Key Observation Point: 52 - Intersection of I-10 and

Township____

5. Location Sketch:

Neighbours Boulevard_

3. VRM Class: N/A

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide, open valley in the	Rounded clumps of high shrub	Single wood power poles are tall
	foreground to middleground	foliage in foreground; low	and thin; residential structure and
	with very faint rugged and	horizontal strip of dense	buildings are low and rectangular
	irregular mountains in the distant	agricultural cropland; flat thin	with smaller rectangular windows
	background. Narrow, thin strip	strip of shrubs at horizon; spiked	and triangular roofs; road is long,
	of bare soils parallel to road;	grasses along edge of water.	flat, and narrow and bisecting;
	continuous low horizontal strip		bridge guardrails are low, thin block
	of land next to waterway. Flat		shapes; road signs are rectangular
V	block like area of waterway.		and flat; faintly visible H-frame
FORM			structures are rectilinear.
	Diffused, nearly horizontal weak	Strong horizontal green and tan	Strong vertical repeated into the
	lines in bare soils next to and	line at edges of irrigated	distance topped with short, strong
	parallel with waterway; strong,	croplands; strong horizontal dark	horizontal; short vertical fence and
	flat line at horizon of valley	green line at vegetation at the	sign posts; distinct straight lines
	floor, broken by shrubs,	horizon.	along edge of road pavement; strong
	buildings, and power poles in		straight line of pavement striping;
	some locations; very faint		short straight lines along edges of
	irregular and broken jagged		buildings and bridge guardrails;
	horizontal line of the mountains		faint undulating power line
	at the skyline.		condcutors; short vertical lines of H-
LINE			frame structures.
	Banded light tan and brown	Bright green irrigated cropland;	Dark brown power poles and fence
	tilled soils in the foreground near	green and dark green shrubs.	posts; light gray, white and tan and
	the waterway; light tan road		brown-yellow residential structures
	shoulders; mountains in		and buildings; light gray road
	background are shades of very		surface and faintly visible
	light gray; water is dark green		transmission infrastructure; white
	and blue-gray.		and yellow road striping; light gray
OR			and off-white bridge guard rails;
0L(orange and white road signs.

	Coarse and granular in road side	Dense, uniform cropland; dense	Power poles appear smooth without
	soils; tilled soils are finely	clumped shrubs; spiky and	much texture; road is dense and
IURE	stippled; water appears smooth	sparse grasses.	solid; low retaining wall appears
TEXT	and glassy.		rough and patterned.

Section C. Proposed Activity Description

2. VEGETATION

	1. LAND/WATER	2. VEGETATIO	N 3. STRUCTURES
FORM	None	None	Barely visible regularly spaced columnar structures.
LINE	None	None	Short vertical lines of structures and undulating curvilinear lines of conductors.
COLOR	None	None	Light and dark gray
TEXTURE	None	None	Smooth, spiky
	Section D. Con	ntrast Rating 🛛 🖂 SHOR	T TERM I LONG TERM

2. Does project design meet visual resource management objectives?

☐ Yes ☐ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s): Machelle Davis Josh Hohn

Date(s): 7/20/17

]	FEAT	TURE	S				
1. D	EGREE	LA	ND / BC	WAT DY	TER	V	EGET	TATIC	DN	STRUCTURES			
co	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes				\boxtimes
ENTS	Line				\boxtimes				\boxtimes				\square
TEM	Color				\boxtimes				\boxtimes				\boxtimes
ш	Texture				\square				\boxtimes				\boxtimes

Comments from item 2:

KOP 52 is located on private property near the intersection of I-10 and Neighbours Boulevard west of Blythe, California. The KOP represents the views of residents and travelers on Neighbours Boulevard looking south-southeast who would be viewing Segments ca-05, ca-01, or p-15w, all on private land. The view from KOP 52 is open and panoramic. Viewers are looking south along Neighbours Boulevard, which is bordered on either side by cultivated fields with separated residences. Regularly spaced single power poles along Neighbours Boulevard introduce a series of vertical lines looking south down the road that are connected by faintly visible curvilinear horizontal lines. Diagonal lines of Neighbours Boulevard and road striping, which along with the power poles focuses the viewers' attention looking down the road. Competing for attention is the canal in the immediate foreground, which creates strong horizontal lines where the water meets the canal bank and light tan banding where a dirt two-track follows the canal bank. There is a distinct but broken green and tan horizontal lines of agricultural fields, low shade trees, and other vegetation that blends with dotted white structures looking across the cultivated field to the southeast. The blue-gray rugged mountains in the background create a very broken jagged horizontal line. Native vegetation along the canal bank is clumped and rounded, with rows of darker green shade trees visible along the road and at the horizon. Residences and other structures appear angular, cubical, and blocky. H-frame structures of the DPV1 transmission facility are faintly visible in the distant foreground, visible as regularly spaced vertical lines. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the foreground view a lightly developed feel. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-05 would be visible within the foreground-middleground zone, approximately 1.1 miles from the viewpoint. This proximity would allow for observation of weak contrast. Alternate Segment ca-01 would be visible approximately 2.5 miles away and would be visible as but not as a major component in the view. Proposed Segment p-15w, if visible at all, would be barely discernable approximately 4.6 miles away.

(2) Angle of Observation. Observers of the Project from KOP 52 would have a level view toward all Project segments to the south. Segment ca-05 would be close enough to appear against a clear sky backdrop where structures are not fully absorbed into the mountain backdrop. Segment ca-01 would not likely appear above the horizon, and Segment p-15w would be far enough away to have no effect on the skyline.(3) Length of Time the Project Is In View. Duration of views from KOP 52 is assumed to be relatively long given that it represents residential views, as well as views by southbound travelers on Neighbours Boulevard, which are generally unimpeded toward the southeast.

(4) Relative Size or Scale. Structures associated with Segment ca-05 would appear smaller in the view from KOP 52 compared with other foreground features, though they would appear taller than the strands of trees beyond which they would be placed. Structures associated with Segment ca-01 would appear smaller, due to their distance from the viewpoint, and structures associated with Segment p-15w would be difficult to discern from KOP 52.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. All segments potentially visible from KOP 52 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 52 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Segment ca-05 would extend across the left half of the view, reinforcing that portion's panoramic qualities. Segment ca-01 and Segment p-15w would do so to a much lesser degree.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce visibility of Segment ca-05 and possibly eliminate visibility of Segment ca-01 and Segment p-15w.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions would not be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-05, which would extend from east to west approximately 1.1 miles south of KOP 52, would likely be partially discernible along the horizon in limited views toward the Project. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers.

During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Segment ca-01, which would extend from east to west approximately 2.5 miles south of KOP 52, would be visible in narrow views as a relatively minor feature along the horizon in the view from Neighbours Boulevard, south of I-10; construction, maintenance, and decommissioning activities would be barely discernable along the horizon, if visible at all. Segment p-15w would extend from east to west approximately 4.6 miles south of KOP 52. The Project structures would likely be barely visible, if discernable at all, in views from this location, and construction, maintenance, and decommissioning activities would not be expected to be noticeable at all.

Operations: Transmission structures associated with Segment ca-05 would be visible across the horizon in views to the southeast from Neighbors Boulevard near I-10. The structures, proposed to be H-frame lattice style structures, would appear beyond the clusters of trees visible amid agricultural fields, and in front of the more distant, jagged, blue-gray mountain backdrop. Views of Segment ca-05 would be obscured or intermittent in views to the southwest. Segment ca-05 would be approximately 1.1 miles from this viewpoint, and the tops of proposed structures would appear to extend above the mountainous skyline in an area where few other structures appear to do so. These

structures, while conspicuous, would be relatively minor features within the broader view from this location. Conductors associated with Segment ca-05 would likely not be detectable from this location.

Alternative Segment ca-01 (approximately 2.5 miles away from the viewpoint) would likely be detectable, occasionally potentially visible against only the mountain backdrop, into which they would likely be partially absorbed. Proposed Segment p-15w (approximately 4.6 miles away from the viewpoint), the structures of which would be placed near existing DPV1 structures to the extent practicable would likely not be discernable from this distance. Both segments ca-01 and p-15w would be H-frame lattice style structures in this location.

During routine operation of the Project, Segment ca-05 structures would appear as minor encroachments upon the skyline, where the tops of proposed structures appear above the distant mountains. The skyline is currently visible as an unbroken line and, beneath its jagged edge, its vertical surface appears smooth. Project structures would be visible as a repeating series of gray, vertical elements across the horizon in views to the southeast, relating to the existing electrical structures extending down Neighbours Boulevard and other, smaller vertical elements in the foreground. Collectively, they would form a liner element that would be minor compared with the more dominant series of poles extending down Neighbors Boulevard and the canal in the immediate foreground. Contrast with regard to form, line, color and texture would be evident, but weak.

The reduced scale of the more distant Segment ca-01 would likely relegate any visibility to very low portions of the horizon in views to the southeast. Any contrast from Segment ca-01 would be minor, if not negligible. Proposed Segment p-15w would be barely detectable from this location and would result in a negligible degree of contrast.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 48:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segments ca-01, ca-05, and p-15w would not substantially alter any outstanding scenic vista from KOP 52, nor would they result in substantial alterations to skylines.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/5/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information

1. Project Name: Ten West Link____ 2. Key Observation Point: 53 - Ripley___

3. VRM Class: N/A

Range _____

Section _____

Township____

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat and wide valley in the	Rounded clumps of tree foliage	Single wood power poles are tall
	foreground to middleground that	in foreground; low vertical strip	and thin; H-frame lattice structures
	is broken into large block areas	of dense shrubs at horizon.	are tall and rectangular; fence posts
	by bisecting roads; rugged,		are short and vertical; buildings are
	irregular, blocky, angular,		low and rectangular with smaller
	chunky mountains in the distant		rectangular windows and a
¥	background.		triangular roofs; roads are long, flat,
FOR			and linear.
	Distinct horizontal line between	Rough irregular line along tops	Strong vertical repeated into the
	tilled soils and roadside shoulder	of taller trees against backdrop	distance topped with short, strong
	soils; strong, flat line at horizon	of sky; weak, short vertical lines	horizontal; short vertical sign posts;
	of valley floor, broken by trees	in tree trunks; distinct flat line at	distinct straight and curving lines
	and power poles in some	horizon along low strip of	along edge of road pavement; faint
	locations; faint, irregular and	shrubs.	undulating power conductors; short
	broken jagged horizontal line of		straight lines along edges of
LINE	the mountains at the skyline.		buildings.
	Banded light tan and tan exposed	Olive, green, and tan.	Dark brown power poles; gray,
	earth and tilled soils; light tan		white and brown buildings; light
	blocks of soils; mountains in		gray road surface, H-frame
	background are shades of gray		structures, and power conductors;
ЯĊ	and gray-brown.		white road striping; red, green and
COLO			orange road signs and markers.
	Finely stippled to medium	Continuous spiky and coarse	Power poles and H-frame structures
	granular in road-side soils.	shrubs.	appear smooth without much
			texture; road is dense and finely
TURE			stippled; buildings are smooth; road
TEXI			signs are smooth.
L		1	

4. Location:

5. Location Sketch:

		Section C. Proposed Activity Descr	iption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
¥	None	None	Regularly spaced columnar
FOR			structures.
	None	None	Short vertical lines of structures
			and undulating curvilinear lines of
LINE			conductors.
ß	None	None	Light and dark gray
COLC			
Э	None	None	Smooth, spiky
XTUR			
ŦL			
	Section D. Cont	trast Rating SHORT TERM	⊠ LONG TERM
Does p	project design meet visual reson \Box Yes \Box No	urce management objectives?	
plain	on reverse side)		
Additio	nal mitigating measures recomme	nded?	
	🗆 Yes 🛛 No		
aluators	s' Name(s):	Date(s):	
]	Machelle Davis Josh Hohn	7/20/17	
	FEAT	TURES	

FEATURES													
1.		LA	ND /	WAT	ΓER	VI	EGET	ATIC	N	STRUCTURES			
D	EGREE		BC	DY									
сс	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square				\boxtimes			\boxtimes	
ENTS	Line				\square				\boxtimes			\boxtimes	
ILEM	Color				\square				\boxtimes				
Щ	Texture				\square				\boxtimes				\square

Comments from item 2:

KOP 53 is located on private property near the intersection of 24th Avenue and Neighbours Boulevard on the northern edge of Ripley, California. The KOP represents the views of residents and travelers on Neighbours Boulevard looking north-northeast who would be viewing Segment p-15w on private land. The view from KOP 53 is enclosed by residences and shade trees to the northwest, directing the view toward the open agricultural fields and DPV1 Transmission facility. Viewers are looking north-northeast from the intersection, across cultivated fields with residences on the west side of Neighbours Boulevard. Regularly spaced single power poles along 24th Avenue introduce a series of vertical lines looking east down the road. The diagonal lines of 24th Avenue and Neighbours Boulevard are accentuated by the soil berms along the road shoulders, which along with the power poles draws the viewers' attention looking down the roads. There is a distinct but broken green horizontal line of low shade trees and other vegetation that blends with dotted white structures looking across the cultivated field to the northeast. The blue-gray rugged mountains in the background create a jagged and broken horizontal line. Clusters of shade trees surrounding residences in the foreground on Neighbours Boulevard partially block views of distant mountains. Residences and other structures appear angular, cubical, and blocky. Various agricultural and residential structures create low horizontal, blocky, and angular lines that give the foreground view a feeling of rural agricultural development. Clearly visible regularly spaced DPV1 H-frame transmission structures add a series of short vertical lines; however, their large relative size is evident in the landscape. The DPV1 structures are connected by horizontal curvilinear lines of the transmission conductors, that are faintly visible. Sign posts, fence posts, and highway delineators create short vertical lines that irregularly repeat the vertical lines of the H-frame structures and single power poles. Overall, the scene is predominantly low and horizontal, rural agricultural, with an element of rural residential development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment p-15w would be visible within the foreground-middleground zone, approximately 0.4 mile from the viewpoint. This proximity would allow for observation of weak contrast, assuming Project structures are placed adjacent to existing DPV1 structures. (2) Angle of Observation. Observers of the Project from KOP 53 would have a level view toward Segment p-15w to the northeast. Structures would appear against a mostly clear sky backdrop, along with some portions appearing against a mountain backdrop and encroaching on the skyline.

(3) Length of Time the Project Is In View. Duration of views from KOP 53 is assumed to be relatively long given that it represents residential views, as well as views by northbound travelers on Neighbours Boulevard, which are intermittently unobstructed.

(4) Relative Size or Scale. Structures associated with Segment p-15w would appear at a scale similar to the existing DPV1 structures with which they would be aligned.

(5) Season of Use. Visibility of the Project or alternatives from this location would not be expected to vary substantially by season, though color throughout the foreground area could vary by agricultural season.

(6) Light Conditions. Segment p-15w would appear as an east-west line in views to the north from KOP 53. In views from the south,

structures and conductors could generally appear well-lit and, though relatively distant, reflective and shiny surfaces could be noticeable. (7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 53 and its vicinity.

(8) Spatial Relationships. The view to the south-southwest from KOP 53 is partially enclosed due to vegetation near the viewpoint. The extension of Segment p-15w across the center of the view, however, reinforces the panoramic elements of the view beyond the immediate foreground.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce but not eliminate visibility of Segment p-15w.
(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon could be visible but would not be likely to attract attention. During operations, conductor sway in windy conditions could be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along proposed Segment p-15w, which would extend from east to west approximately 0.4 mile north of KOP 53, would likely be discernible along the horizon in views toward the Project route. Given the proximity of the Project to this viewpoint and the Project, motion, dust, and activity could be noticeable and could attract attention. Ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with proposed Segment p-15w would be visible across the center of the view from the northern edge of the community of Ripley, appearing in front of the existing DPV1 structures that extend into the horizon. Visibility of the Project would be obstructed by structures and vegetation in areas west of Neighbours Boulevard from KOP 53. Project structures, proposed to be H-frame lattice style structures, would be similar in appearance to existing DPV1 structures and, where practicable, would be placed next to existing DPV1 structures. In the view to the northeast from KOP 53, alignment of the two facilities would reinforce the visible presence of a transmission corridor and concentrate locations of encroachment on the skyline. Project structures, like DPV1 structures, would appear against a clear sky backdrop in the center of the view but also against partial to full mountain backdrops on either end of the visible portion of the transmission facility, appearing above the mountain skyline in the western portion and generally being absorbed into the backdrop in the eastern portion. At this distance (0.4 mile) conductors associated with Segment p-15w would be discernable.

During routine operation of the Project, Segment p-15w structures would be conspicuous and would appear against a clear sky backdrop in the center of the view, alongside and at a similar scale to the existing DPV1 structures. The repeated series of vertical elements would serve to reinforce an existing transmission corridor, and Project structures would relate not only to existing DPV1 structures, but to other vertical elements nearer the viewpoint, namely the distribution poles that extend along both roadways from the intersection of Neighbours Boulevard and 24th Avenue. The color and texture of the Project structures would appear similar to the DPV1 structures, and the undulating conductors would repeat the existing line, assuming Project structures are placed alongside existing ones. The degree to which such alignment can be

achieved informs the degree of contrast apparent in this view. Assuming Project structures are aligned with existing structures, contrast related to form, line, color and texture would be weak, as existing elements would appear reinforced. Contrast could be greater if Project structures are offset from existing ones, as visible vertical elements would appear multiplied rather than concentrated, and the undulating conductors would appear cluttered absent synchronization.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 53:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segment p-15w would not substantially alter any outstanding scenic vista from KOP 53, nor would it result in substantial alterations to skylines. Placement of Project structures alongside DPV1 structures would further reduce any potential effects to skylines.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

Date: 12/6/2016

District: YFO

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 54 - Mesa Verde Community

Township____ Range _____

5. Location Sketch:

3. VRM Class: IV

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide, open valley in the	Wispy and sparse shrubs in the	Unpaved roads are flat, low and
	foreground to middleground.	foreground; clumped group of	narrow blocks; power poles are tall,
	Several faint triangular to	rounded and wispy shrubs in	thin and vertical.
	angular mountain peaks in the	foreground; low, dense,	
	very distant background. Wide,	continuous strip of shrubs across	
ų	flat block of bare soils in the	the valley floor in the	
FORM	immediate foreground.	middleground.	
	Flat horizontal line along base of	Weak, short, generally vertical	Faint straight and curving lines of
	valley floor at the horizon. Very	lines in stems and branches of	tire tracks on unpaved road surfaces;
	faint angular line along top of	shrubs in the immediate	tall, thin vertical lines with short
	mountain peaks.	foreground; strong diffused line	horizontal conductors at top of
		along top edge of strip of low	power poles; short broken vertical
LINE		shrubs in middleground.	lines of fence posts.
	Very light brown exposed earth	Brown, green and gray.	Very light brown road surface; dark
	in the foreground; mountains in		brown power poles and fence posts.
JR	background are shades of very		
COLA	light gray.		
	Medium granular to fine	Coarse and bushy in foreground;	Road surfaces are granular to
LURE	granular in the foreground.	Stippled and uniform in	medium stippled; fence posts and
TEX		middleground.	power poles appear smooth.

Resource Area: Activity (Program):

										Secti	on C.	Pro	pose	l Ac	tivity l	Descript	tion					
				1. LA	ND/V	VATI	ER					2. V	EGE	ТАТ	ION			3. STR	UCTURI	ËS		
	FORM	No	one							No	None						H r	Faintly visible r	egularly tures.	spaced	ł	
		No	one							None							S	Short vertical and geometric lines				
																C	of structures and undulating					
	TINE																C	curvilinear lines	of con	ductors.		
	COLOR	No	one						No	one						I	Light and dark §	gray				
	RE	No	one							No	one						S	Smooth, spiky				
	TEXTU																					
					S	ection	1 D. (Cont	rast	Ratir	ng		\boxtimes	SH	ORT T	ERM		🛛 LONG TEI	RM			
2. l	Does p	orojeo on re	ct de ever	esign ⊠Y se si	i mee Zes de)	et vis □N	ual 1 o	esou	irce	mana	igeme	ent o	bjec	tives	\$?							
3. A	Additio	nal m	nitiga	ating	meas	ures	recoi	nmer	nded'	?												
				□ Y	es	□ N	о															
Eva	lluators	s' Nai Macl Josh	me(s helle Hoł	s): e Dav nn	is					Date	e(s):	7/20/	/17									
							1	FEAT	URF	ES	am	DIIG		a								
1. D	1. LAND / WATER VEGETATION STRUCTURES DEGREE BODY Image: Constraint of the structure of the structur																					
СС	OF DNTRA	ST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None								
	For	m				\square				\square				\boxtimes								
ENTS	Lin	ie				\square				\square				\boxtimes								
TEM	Col	or				\boxtimes				\square				\boxtimes								
Щ	Text	ure				\boxtimes				\square				\square								

Comments from item 2:

KOP 54 is located on private property south of the of I-10 on Mesa Drive at the southern end of the Mesa Verde community west of Blythe, California. The KOP represents the views of residents of the Mesa Verde community from the southern edges of the development looking south at Segment ca-07, which would be on a combination of private and BLM-administered land designated VRI Class II, comprised of scenic quality B with high visual sensitivity, and designated VRM Class III. The view from KOP 54 is mostly open and panoramic but becomes enclosed by dense vegetation to the west-southwest. Viewers are looking at desert plain with distant angular jagged mountains that are faintly visible in the background. Vegetation in the immediate foreground is sparse, clumped, and rounded yellow-green, becoming uniform with distance to create a distinct yellow-green line at the horizon. The faintly visible blue-gray mountains create a broken and jagged horizontal line. Tire tracks and two tracks in the finely textured red-tan exposed earth in the foreground create myriad soft horizontal lines. Short vertical lines of the existing DPV1 H-frame structures are visible at the horizon, with faintly visible undulating horizontal transmission conductors. Monopole transmission structures and associated conductors are also visible along with one single power pole.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment ca-07 would be visible within the foreground-middleground zone, approximately 1.1 miles from the viewpoint. This proximity would allow for observation of moderate contrast.

(2) Angle of Observation. Observers of the Project from KOP 54 would have a level view toward Segment 54, which would be close enough to appear against a clear sky backdrop where structures are not obscured by intervening vegetation.

(3) Length of Time the Project Is In View. Duration of views from KOP 54 is assumed to be relatively long given that it represents residential views.

(4) Relative Size or Scale. Structures associated with Segment ca-07 would appear at a similar scale, at this distance, with smaller, more proximate features.

(5) Season of Use. Visibility of the Project or alternatives from this desert setting would not be expected to vary substantially by season.(6) Light Conditions. All segments potentially visible from KOP 54 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 54 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Segment ca-07 would extend across the view, reinforcing the view's panoramic qualities that are offset in the view by the enclosing effects of the vegetation.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce visibility of Segment ca-07.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-07, which would generally extend from east to west approximately 1.1 miles south of KOP 54, would likely be partially discernible along the horizon in limited views toward the Project. Given the distance between this viewpoint and the Project, as well as intervening vegetation and structures, motion, dust, and activity could be noticeable but would not attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segment ca-07 would be visible across the horizon in views to the south from the community of Mesa Verde. The structures, proposed to be tangent and guyed-V lattice style structures in this location, would appear beyond and above the vegetation that intermittently blocks views to the southeast and southwest (and which would partially obscure certain structures). Segment ca-07 structures would be conspicuous in this view. The distance between the viewpoint and the segment (approximately 1.1 miles) would reduce the apparent scale of the structures. However, their visible presence, to varying degrees, across the entirety of the view would make them a feature in the landscape co-dominant with the vegetation in the view's immediate foreground. Segment ca-05 structures would appear to extend above what little mountain skyline is visible from this location, generally appearing against a clear sky backdrop, and associated conductors would be visible.

During routine operation of the Project, Segment ca-07 structures would appear as a consistent encroachment upon the skyline, against which existing DPV1 structures are visible in current views. Project structures would be visible as a repeating series of gray, vertical elements across the horizon. They would relate in terms of form to the existing distribution poles in the foreground and to the DPV1 structures visible further away (approximately 4.5 miles from the viewpoint), but would contrast in terms of color and texture. The undulating conductors would also introduce a linear component unique to the view. In general, contrast resulting from Segment ca-07 would be moderate in the view from KOP 54.

VRI Analysis:

Scenic Quality – The Project Area in the vicinity of Segment ca-07 is rated Scenic Quality B and presently contains other transmission and gen-tie lines. The additional development of the project would be expected to blend and harmonize with the existing development and not further reduce the scenic quality of the unit.

Sensitivity – Sensitivity for this unit is rated high. Sensitive viewers in the Mesa Verde community area would primarily be residents. The Project would add to the sense of development in the are and may affect those sensitive to these changes.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 54:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_

Section A. Project Information 4. Location:

2. Key Observation Point: 55 - Interstate 10

5. Location Sketch:

Range _____

Section ____

Township____

Communication Site_ 3. VRM Class: IV

	Section	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Very wide, very flat, expansive,	Rounded shrubs; thin, low,	Interstate 10 is a narrow, linear form
	open valley floor; small, low	linear strip of shrubs in the	that is bold and continuous across
	mounded soil piles next to	middleground.	the landscape. H-frame and
	Interstate 10; lumpy, jagged,		monopole transmission structures
	angular, rocky mountains in		and single distribution power poles
5	distant background.		are thin, vertical, and straight. The
FOR			solar generating facility appears flat.
	Subtle horizontal lines from	Soft, broken line along edges of	Long, curvilinear lines along edge
	changes in colors of soils in the	strip of shrubs in middleground.	of road surface. Tall, thin, vertical
	distant middleground and		lines of power poles. Short, vertical
	background. Bumpy, curving		thin lines of fence posts next to
	line along edge of hillslope that		Interstate 10.
	KOP is located on. Low, short		
	curving and straight lines along		
	mounded soil piles next to		
TINE	Interstate 10.		
	Brown, dark brown, gray, tan,	Green and brown.	Gray road surface; brown power
	brownish-red; mountains are		poles. White road striping is
R	brown and light gray.		apparent in some locations. The
COLO			solar generating facility is black.
	Coarse and rough at the KOP	Rounded shrubs scattered across	Smooth road surface.
	location, becoming finely	the valley floor give an overall	
	stippled to smooth across the	stippled texture to the landscape.	
URE	valley floor; distant mountains		
TEXI	are coarse and rough.		

	Section C. Proposed Activity Description								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	Flat, bladed disturbance at base	None	Regularly spaced distantly visible						
_	of structures and along access		rectilinear structures.						
FORM	routes potentially visible.								
	Disturbance at the bases of the	None	Short vertical and geometric lines						
	structures would appear		of structures and undulating						
	horizontal while access		curvilinear lines of conductors.						
	disturbance would be diagonal								
LINE	or curvilinear.								
	Newly exposed earth	None	Light and dark gray						
ä	potentially a different color								
COLC	from surroundings.								
	Change in texture from ground	None	Smooth, spiky						
URE	disturbance, increased								
TEXT	smoothness, potentially visible.								
	Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM						

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 23, 2017

]	FEAT	URE	S					
1. D	1. DEGREE OF CONTRAST		LAND / WATER BODY				VEGETATION				STRUCTURES			
со			Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	
-	Form			\boxtimes					\square			\boxtimes		
ENTS	Line			\boxtimes					\square			\boxtimes		
ILEM	Color			\boxtimes					\square			\boxtimes		
ш	Texture			\boxtimes					\square			\boxtimes		

Comments from item 2:

KOP 55 is located on a butte on private property near a communications site north of the of I-10 west of the Blythe, CA airport. The KOP provides a comprehensive viewer superior view of the area and existing development south and southwest of the Blythe airport, looking south-southwest at Segment ca-09, which would be on a combination of private and BLM-managed public land designated VRM Class IV. The view from KOP 55 is open and panoramic. Viewers are looking at native desert plain in the foreground and middleground with distant angular jagged mountains visible in the middleground and background. Small clumped vegetation dots the landscape and a narrow band of larger and denser vegetation is visible as a horizontal line in the distant foreground. The faintly visible blue-gray mountains create a broken and jagged horizontal line. The desert plain forms a distinct tan to light brown horizontal line at the horizon and base of the mountains. The twin parallel gray paved surfaces of I-10 dotted with vehicles and the associated shoulders create strong diagonal lines that take the viewers' eyes toward the west. Numerous H-frame, monopole transmission facilities and monopole distribution lines are scattered in the foreground to middleground creating short vertical lines that are sometimes regularly spaced and repeated. The DPV1 H-frame structures are faintly visible in the middleground but are not distinguishable from other transmission development. Overall, the scene is fairly uniform and uninteresting, with transmission development in the foreground and middleground very noticeable.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment ca-09 would be in the foreground-middleground zone. The distance between KOP 55 and Segment ca-09, which would extend westward across the majority of the view from its intersection with Segment ca-07 approximately 1.4 mi. south-southwest of the viewpoint to its intersection with Segment x-19, approximately 3.5 mi. southwest, en route to Colorado River Substation.

(2) Angle of Observation. The elevation at KOP 55 is approximately 50 - 100 feet higher than the elevation at the bases of Segment ca-09 structures. Thus, the view from KOP 55 toward the project is superior, and the angle of observation would change as viewers moved closer to or further away from the Project along I-10 in the vicinity of the KOP.

(3) Length of Time the Project is in View. The Project would be visible for sustained periods of time in static views from KOP 55, as well as on the horizon in views to the south of I-10, along which viewers are likely to be traveling at high speeds.

(4) Relative Size or Scale. From KOP 55 the Project, which would appear across the entire view, would appear at a small scale relative to the surrounding landscape features and would be viewed among a number of similarly appearing built features visible. While all structures would appear larger in scale or smaller in scale from corresponding locations in the vicinity contrast with regard to relative size or scale from KOP 55 would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project in the area.

(6) Light Conditions. Segment ca-09 lies on an east-west axis. In views from the north, the Project would generally appear backlit and dark. Light reflected by structures and conductors may be slightly visible and some shining could be noticeable on the eastern side of structures in the morning and on the western side of structures in the afternoon.

(7) Recovery Time. Given the distance between KOP and Project, and given the sparse vegetation in this portion of the Project area,

vegetation removal for new structures, including access roads, is likely to be no more than barely discernable to viewers at KOP 55 and along I-10. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the southwest is open and panoramic and partially backdropped by more distant, jagged mountains. The presence of Segment ca-09 extending across the width of the view would reinforce the panoramic qualities of the view.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From viewpoints along and near I-10, hazy conditions would likely reduce the visibility of Segment ca-09.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention at the Project's most proximate locations. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment ca-09 would be visible to viewers at KOP 55 and its vicinity within a desert vista but not in front of any structures.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment ca-09 could be partially noticeable in southwesterly views from KOP 55 and along I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely not be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Project Segment ca-09 would appear in views from KOP 55 and along I-10 within a broad desert landscape alongside a number of other transmission facilities, including the barely discernable DPV1 structures and the Colorado River Substation. The proposed structures would be tangent and guyed-V lattice style structures and dead-end structures at bends in the transmission route. These structures would appear in elevated views against a desert floor backdrop and in views from the interstate against an intermittent, jagged mountain backdrop. From this distance (as near as 1.4 mi.), structures would appear as a series of detectable but relatively small vertical, angular forms repeating across the desert valley, connected by undulating conductors, which would likely be barely discernable from this distance.

During routine operation of the Project, the addition of the transmission line in the view would not introduce forms that are not present in nearby areas, and would be visible in existing views from KOP 55 and nearby points along I-10. The large, lattice-style structures would appear beyond wood monopoles and H-frame structures in the more immediate foreground, contributing to a landscape within which multiple types of vertical elements extend in multiple directions. Viewers traveling along I-10 and its vicinity travel at high speeds and are likely desensitized to the presence of transmission facilities in views from the roadway. To the extent that the conductors would be visible, the new

structures would appear organized in a linear fashion, relating to the freeway, which is the view's most prominent linear element. The Project's gray color and smooth textures would also relate primarily to the roadway.

For these reasons, these new structures would not constitute a major modification in views from KOP 55, and VRM Class IV objectives would be met. Overall, the contrast with the surrounding environment is weak and the new structures, while noticeable, would not be likely to attract attention.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segment ca-09 would not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Viewers at KOP 55 or traveling along I-10 may have high sensitivity to views, given the area's scenic quality.

Additional Mitigating Measures (See item 3)

VISUAL CONTRAST RATING WORKSHEET

_

Date: 12/17/2016

District: YFO

Resource Area:

Township____

Range _____

Section _____

Activity (Program):

1. Project Name: Ten West Link____

2. Key Observation Point: 55 - Interstate 10

Section A. Project Information 4. Location:

5. Location Sketch:

Communication Site_

3. VRM Class: IV

	Secti	on B. Characteristic Landscape Desrip	ption				
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
	Very wide, very flat, expansive,	Rounded shrubs; thin, low,	Interstate 10 is a narrow, linear form				
	open valley floor; small, low	linear strip of shrubs in the	that is bold and continuous across				
	mounded soil piles next to	middleground.	the landscape. H-frame and				
	Interstate 10; lumpy, jagged,		monopole transmission structures				
	angular, rocky mountains in		and single distribution power poles				
4	distant background.		are thin, vertical, and straight. The				
FORM			solar generating facility appears flat.				
	Subtle horizontal lines from	Soft, broken line along edges of	Long, curvilinear lines along edge				
	changes in colors of soils in the	strip of shrubs in middleground.	of road surface. Tall, thin, vertical				
	distant middleground and		lines of power poles. Short, vertical				
	background. Bumpy, curving		thin lines of fence posts next to				
	line along edge of hillslope that		Interstate 10.				
	KOP is located on. Low, short						
	curving and straight lines along						
	mounded soil piles next to						
LINE	Interstate 10.						
	Brown, dark brown, gray, tan,	Green and brown.	Gray road surface; brown power				
	brownish-red; mountains are		poles. White road striping is				
JR	brown and light gray.		apparent in some locations. The				
COLO			solar generating facility is black.				
	Coarse and rough at the KOP	Rounded shrubs scattered across	Smooth road surface.				
	location, becoming finely	the valley floor give an overall					
	stippled to smooth across the	stippled texture to the landscape.					
URE	valley floor; distant mountains						
TEXI	are coarse and rough.						
	1						
Section C. Proposed Activity Description							
--	----------------------------------	-----------------------	-------------------------------------	--	--	--	--
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES				
	Area at the bases of the	None	Structures barely discernable as				
-	structures would be graded flat.		series of vertical forms across				
FORM			view.				
	Cleared bases would create	None	Conductors not discernible;				
	horizontal and diagonal lines		structures faintly apparent as band				
LINE			across valley floor.				
	Newly exposed earth would be	None	Grays would be muted from this				
R	lighter or darker than the		distance; comparable to colors in				
COLC	surrounding exposed earth.		interstate corridor.				
	Change in texture from ground	None	Smooth texture mostly				
URE	disturbance, increased		indiscernable from this distance.				
TEXT	smoothness, potentially visible.						
	Section D. Contrast	Rating 🛛 🖂 SHORT TERM	⊠ LONG TERM				

2. Does project design meet visual resource management objectives? ⊠ Yes □ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🗌 Yes 🛛 No

Date(s):

Machelle Davis & Josh Hohn

July 23, 2017

FEATURE								S					
1.		LA	ND / BC	WAT DY	TER	VI	VEGETATION STRUCTURI				ΓURE	S	
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form			\boxtimes					\boxtimes			\boxtimes	
ENTS	Line			\boxtimes					\square			\boxtimes	
ILEM	Color			\boxtimes					\boxtimes			\boxtimes	
щ	Texture			\boxtimes					\boxtimes			\boxtimes	

Comments from item 2:

KOP 55 is located on a butte on private property near a communications site north of the of I-10 west of the Blythe, CA airport. The KOP provides a comprehensive viewer superior view of the area and existing development south and southwest of the Blythe airport, looking south-southwest at Segments p-17 and p-18, which would be on a combination of private and BLM-managed public land designated VRM Class IV. The view from KOP 55 is open and panoramic. Viewers are looking at native desert plain in the foreground and middleground with distant angular jagged mountains visible in the middleground and background. Small clumped vegetation dots the landscape and a narrow band of larger and denser vegetation is visible as a horizontal line in the distant foreground. The faintly visible blue-gray mountains create a broken and jagged horizontal line. The desert plain forms a distinct tan to light brown horizontal line at the horizon and base of the mountains. The twin parallel gray paved surfaces of I-10 dotted with vehicles and the associated shoulders create strong diagonal lines that take the viewers' eyes toward the west. Numerous H-frame, monopole transmission facilities and monopole distribution lines are scattered in the foreground to middleground but are not distinguishable from other transmission development. Overall, the scene is fairly uniform and uninteresting, with transmission development in the foreground and middleground very noticeable.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segments p-17 and p-18 would be in the foreground-middleground zone. The distance between KOP 55 and Segments p-17 and p-18, which would extend northwesterly across the majority of the view from Segment p-17's intersection with Segment p-16 approximately 5 mi. south of the viewpoint to its intersection with Colorado River Substation.

(2) Angle of Observation. The elevation at KOP 55 is approximately 50 - 100 feet higher than the elevation at the bases of Segment p-17 and p-18 structures. Thus, the view from KOP 55 toward the Project is superior, and the angle of observation would change as viewers moved closer to or further away from the Project along I-10 in the vicinity of the KOP.

(3) Length of Time the Project is in View. The Project would be visible for sustained periods of time in static views from KOP 55, as well as on the horizon in views to the south of I-10, along which viewers are likely to be traveling at high speeds.

(4) Relative Size or Scale. From KOP 55 the Project, which would appear across the entire view, would appear at a small scale relative to the surrounding landscape features and would be viewed among a number of similarly appearing built features visible. While all structures would appear larger in scale or smaller in scale from corresponding locations in the vicinity contrast with regard to relative size or scale from KOP 55 would be weak.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. However, the area is prone to dust storms which would further reduce the visibility of the Project in the area.

(6) Light Conditions. Segments p-17 and p-18 lie on a northeast-southwest axis. In views from the north, the Project would generally appear backlit and dark, though light reflected by structures and conductors may be slightly visible and some shining could be noticeable on the eastern side of structures in the morning.

(7) Recovery Time. Given the distance between KOP and Project, and given the sparse vegetation in this portion of the Project area, vegetation removal for new structures, including access roads, is likely to be no more than barely discernable to viewers at KOP 55 and along

I-10. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the southwest is open and panoramic and partially backdropped by more distant, jagged mountains. The presence of Segments p-17 and p-18extending across the width of the view would reinforce the panoramic qualities of the view.
(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From viewpoints along and near I-10, hazy conditions would likely reduce the visibility of the Project.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention at the Project's most proximate locations. During operations, any conductor sway in windy conditions would likely not be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments p-17 and p-18 would be visible to viewers at KOP 55 and its vicinity within a desert vista but not in front of any structures.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments p-17 and p-18 could be partially noticeable in southwesterly views from KOP 55 and along I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely not be detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Project Segments p-17 and p-18 would appear in views from KOP 55 and points along I-10 within a broad desert landscape alongside a number of other transmission facilities, including the barely discernable DPV1 structures and the Colorado River Substation. The proposed structures would be tangent lattice style structures and dead-end structures at bends in the transmission route. These structures would appear in elevated views against a desert floor backdrop and in views from the interstate against an intermittent, jagged mountain backdrop. From this distance (as near as 3.2 mi.), structures would appear as a series of detectable but relatively small vertical, angular forms repeating across the desert valley, connected by undulating conductors, which would likely be barely discernable from this distance.

During routine operation of the Project, the addition of the transmission line in the view would not introduce forms that are not present in nearby areas, and would be visible in existing views from KOP 55 and nearby points along I-10. The large, lattice-style structures would appear as barely discernible shapes beyond wood monopoles and H-frame structures in the more immediate foreground, contributing to a landscape within which multiple types of vertical elements extend in multiple directions. Viewers traveling along I-10 and its vicinity travel at high speeds and are likely desensitized to the presence of transmission facilities in views from the roadway. Conductors would not be visible

from this distance, but the faintly visible new structures would appear organized in a linear fashion, relating to the freeway, which is the view's most prominent linear element. The Project's gray color and smooth textures would also relate primarily to the roadway.

For these reasons, these new structures would not constitute a major modification in views from KOP 55, and VRM Class IV objectives would be met. Overall, the contrast with the surrounding environment is weak and the new structures, while noticeable, would not be likely to attract attention.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segments p-17 and p-18 would not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Viewers at KOP 55 or traveling along I-10 may have high sensitivity to views, given the area's scenic quality.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/6/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 56 - I-10 North of Colorado

Section A. Project Information 4. Location:

Township____ Range _____ Section _____

5. Location Sketch:

River Substation_

3. VRM Class: IV

	Section B. Characteristic Landscape Desription									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Flat, wide, open valley in the	Wispy and sparse shrubs in the	Highway is flat, low, narrow strip							
	foreground to middleground	foreground. Clumped irregular	that is dominant. Numerous							
	with rugged, irregular, triangular	patches and strips of low shrubs	transmission structures and the							
	to angular, chunky mountains in	in the middleground.	Colorado River Substation are							
	the background. Trapezoidal-		vertical or rectilinear.							
¥	shaped mounded area of bare									
FOR	soils in immediate foreground.									
	Angular and jagged horizontal	Weak, short, generally vertical	Horizontal, straight, continuous							
	line of the mountains at the	lines in stems and branches of	lines along edge of paved highway							
	skyline. Flat horizontal line	shrubs in the immediate	surface and highway paint striping.							
	along base on mountains at	foreground; soft, diffused line at	Faint horizontal straight lines in							
	valley floor and horizon.	edges of strips and patches of	highway shoulder gravels that are							
		low shrubs in the middleground.	parallel with highway surface.							
			Numerous regularly spaced short							
			vertical lines from monopoles or							
			single power poles; lattice structures							
			complex geometric lines when							
			visible; connecting power							
			conductors faintly visible as							
LINE			horizontal curvilinear lines.							
	Very light brown exposed earth	Tan, green and gray; tan and	Gray and dark gray road surface and							
	with gray gravels in the	brown vegetation in the	shoulders; white road striping; light							
	foreground; tan middleground	middleground.	gray, dark gray, and dark brown							
	soils; mountains in background		transmission structures.							
R	are shades of dark gray and									
COLC	gray-brown.									
	Medium granular to fine	Coarse and bushy in foreground;	Road shoulders are granular to							
	granular in the foreground;	Stippled and uniform in	medium stippled; road surface is							
URE	mountains appear coarse and	middleground to most distant	dense and smooth.							
TEXI	rough.	areas of valley floor.								

			Section (C. Proposed Activity Des	scription
	1. LAND	/WATER		2. VEGETATION	3. STRUCTURES
FORM	None		None		Regularly spaced rectilinear structures.
LINE	None		None		Short vertical and geometric lines of structures and undulating curvilinear lines of conductors.
COLOR	None		None		Light and dark gray
TEXTURE	None		None		Smooth, spiky
		Section D. Contras	t Rating	SHORT TER	M 🛛 LONG TERM
Does p Explain	project design m ⊠ Yes on reverse side)	eet visual resource	managen	nent objectives?	
- Idditio		No			
valuator	rs' Name(s): Machelle Davis Josh Hohn		Date(s):	7/20/17	

FEATURES													
1.		LAND / WATER				V	VEGETATION			STRUCTURES			
D	EGREE		BC	DY	1						1	1	1
OF CONTRAST		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\square				\boxtimes		\square		
ENTS	Line				\square				\boxtimes		\square		
ILEM	Color				\square				\square			\square	
Щ	Texture				\square				\square			\square	

Comments from item 2:

KOP 56 is located along I-10 north of the Colorado River Substation and west of the Blythe, California airport. The KOP represents the views of travelers along I-10 looking south at Segments ca-09 and x-19, which would be on a combination of private land and BLM-administered land designated VRI Class II, comprised of scenic quality B with high visual sensitivity, and designated VRM Class III, except a portion of x-19 would be VRM Class II. The view from KOP 56 is open and panoramic. Viewers are looking at desert plain in the foreground-middleground with distant angular jagged mountains visible in the middleground and background. Small clumped vegetation dots the landscape, becoming somewhat uniform with distance to form a yellow-brown-green horizontal line in the distant foreground-middleground. Lighter tan desert plain forms another horizontal line behind the vegetation at the base of the mountains. The blue-gray mountains create a broken and jagged horizontal line fading into the distance to the west. The gray paved surface of I-10 creates strong horizontal lines that take the viewers' eyes toward the west. Numerous H-frame, monopole transmission facilities and monopole distribution lines are scattered in the distant foreground-middleground creating short vertical lines that are sometimes regularly spaced and repeated. The Colorado River Substation appears as a dense concentration of vertical lines. The DPV1 H-frame structures are faintly visible in the middleground but are not distinguishable from other transmission development.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segments ca-09 and x-19 would be visible within the foreground-middleground zone, as close as approximately 1.5 miles from the viewpoint. This proximity would allow for observation of moderate contrast.

(2) Angle of Observation. Observers of the Project from KOP 56 would have a level view toward Segments ca-09 and x-19, which would be close enough to appear against a clear sky and mountain backdrop.

(3) Length of Time the Project Is In View. Duration of views from KOP 56 is assumed to be brief, given that it represents southward views from viewers traveling along I-10.

(4) Relative Size or Scale. Structures associated with Segments ca-09 and x-19 would appear at a somewhat diminished scale given their proximity to the viewpoint (as close as 1.5 miles), but would still appear as a co-dominant element in the view.

(5) Season of Use. Visibility of the Project or alternatives from this desert setting would not be expected to vary substantially by season.
(6) Light Conditions. All segments potentially visible from KOP 56 would appear as mostly east-west oriented lines. In views from the north, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east-and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny, particularly with regard to Segment x-19.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 56 and its vicinity for any proposed or alternate segment.

(8) Spatial Relationships. Segments ca-09 and x-19 would extend across the view, reinforcing the view's panoramic qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural and desert areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce but not eliminate visibility of Segment ca-09 and x-19.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment ca-09 and Segment x-19, which would generally extend from east to west, then southwesterly, approximately 1.5 miles southwest of KOP 56, would likely be discernible along the horizon in views toward the alternate Project segments. Given the distance between this viewpoint and the segments, motion, dust, and activity would be noticeable but would not be likely to attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segments ca-09 and x-19 would be visible across the horizon in the left half of views to the south from I-10 north of Colorado River Substation, which is detectable in the center of the view. Segment ca-09 would extend east-west to a point generally south of KOP 56 where it would intersect with Segment x-19, the alternative route's interconnection with the Colorado River Substation to the south-southwest. The alternative route structures, proposed to be tangent lattice style structures in this location, would appear against a clear sky backdrop extending from the left edge of the view to the center of the view, where, against a mountain backdrop, the structures would be seen extending away from the viewpoint. Vegetation in the immediate foreground would partially intervene in portions of the view to the southwest, but would not completely obstruct visibility of alternative structures (approximately 1.5 miles) would somewhat reduce the apparent scale of the structures, but they would nevertheless be observable as new, major components in the view, co-dominant with the prominent mountain ridgeline in the center of the view. While the lower portions of the structures would likely be absorbed into the mountain backdrop, a limited number of structure tops could appear to extend above the mountain skyline. Conductors would likely be detectable from this distance.

During routine operation of the Project, Segment ca-09 and x-19 structures would appear as a consistent encroachment upon the clear-sky backdrop, potentially upon lower elevation portions of the mountain backdrop. Project structures would be visible as a repeating series of gray, vertical elements across the horizon, and would relate in form primarily to the existing DPV1 structures located further away and smaller in scale than the alternative structures would appear. Structures appearing in front of the Colorado River Substation would also appear partially to fully absorbed into the cluttered backdrop. Their gray color would increase the degree to which they would be identifiable within the broadly tan desert plain and the yellow-brown-green palate visible across the view. DPV1 conductors are indiscernible. As such, the undulating conductors associated with Segments ca-09 and x-19 would introduce a linear component unique to the view. In general, contrast resulting from Segment ca-09 and Segment x-19 would be moderate in the view from KOP 56.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with the segments would not substantially alter the scenic quality of views from this KOP and its vicinity.

Sensitivity - Viewers at KOP 56 or traveling along I-10 may have high sensitivity to views, given the area's scenic quality.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 56:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segments ca-09 and x-19 would not substantially alter any outstanding scenic vista from KOP 56. They would appear prominently in the skyline.

Additional Mitigating Measures (See item 3)

None

VISUAL CONTRAST RATING WORKSHEET

Date: 7/28/17

District: PSFO

Resource Area:

Activity (Program):_

Section A. Project Information								
1. Project Name: Ten West Link	4. Location:	5. Location Sketch:						
2. Key Observation Point: 57 - Mule Mountains 3. VRM Class: IV	Township Range Section							
1 LANDAWATED	B. Characteristic Landsca	pe Desription						

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat desert plain with low, rocky	Sparse, rounded and clumped to	The self-supporting lattice structures
	angularhills in the foreground-	conical sprays of low shrubs and	appear recilinear; the monopoles
	middleground and distant faint	grasses in the immediate	appear faintly vertical and columnar.
	softly rocky mountains.	foreground. With distance,	Development to the north appears as
ų		vegetation becomes patchy to	dots of white.
FORM		uniform.	
	Irregular horizontal undulating	Vegetation appears to follow	The self-supporting lattice structures
	to jagged horizontal line at the	horizontal drainage patters in the	are predominantly vertical with
	skyline.	immediate foreground. With	geometric lines and faintly visible
		distance, lines of vegetation	curvilinear horizontal lines of
LINE		merge to become indistinct.	conductors.
	light tan, shades of gray, dark	Yellw-green, gray-green, dark	Shades of light to dark gray.
R	tan, reddish brown, blue-gray	green, light tan, brown, gray-	
COLC		brown, very light gray-green.	
	Stippled in the imeediate	Soft, mounded, feathery, spiky,	Smooth to spiky
URE	foreground to grandular with	lumpy.	
TEXT	distance		
		1	

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
¥	Land disturbance would not be	Vegetation changes would not be	Regularly spaced rectilinear
FOR	visible.	visible.	structures
	none	none	Vertical and geometric lines with
			faintly visible horizontal
LINE			undulating lines of conductors
COLOR	none	none	Light and dark gray
TEXTURE	none	none	Smooth, spiky

	Section D. Contrast Rating	SHORT TERM	⊠ LONG TERM
2. Does project design m	eet visual resource management ob	ojectives?	
(Explain on reverse side)			
3. Additional mitigating me	asures recommended?		
□ Yes	🖂 No		

Evaluators' Name(s):

Date(s):

Machelle Davis

7/28/17

		FEATURES											
1. D	EGREE	LAND / WATER BODY				VEGETATION			STRUCTURES				
со	OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\boxtimes		
LEM	Color				\boxtimes				\boxtimes				\boxtimes
Ш	Texture				\boxtimes				\boxtimes				\square

Section D. (Continued)

Comments from item 2:

KOP 57 is located at the northern edge of the Mule Mountains sourth of the Colorado River Substation. The KOP represents the views from visually sensitive cultural resources in the Mule Mountains looking north at Segment p-017, which would be on a combination of private land and BLM-administered land designated VRI Class II, comprised of scenic quality B with high visual sensitivity, and designated VRM Class IV. The view from KOP 57 is open and panoramic. Viewers are looking at desert plain in the foreground-middleground with distant angular jagged mountains visible in the middleground and background. Small clumped vegetation dots the landscape, becoming somewhat uniform with distance to form a yellow-brown-green horizontal line in the distant foreground-middleground. Lighter tan desert plain forms another horizontal line behind the vegetation at the base of the mountains. The blue-gray mountains create a broken and jagged horizontal line fading into the distance to the west. Rows of self-supporting and monopole structures and conductors are crossing the foreground-middleground creating short vertical and geometric lines that are regularly spaced and repeated.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Segment p-17 would be visible within the foreground-middleground zone, as close as approximately 1 mile from the viewpoint. This proximity would allow for observation of moderate contrast.

(2) Angle of Observation. Observers of the Project from KOP 57 would have a level view toward Segments p-17, which would be close enough to appear against a clear sky and mountain backdrop.

(3) Length of Time the Project Is In View. Duration of views would depend on the duration of the visit to the area, which is not easily accessed.

(4) Relative Size or Scale. Structures associated with Segment p-17 would appear at a somewhat diminished scale given their proximity to the viewpoint (as close as 1 mile), but would still appear as a co-dominant element in the view.

(5) Season of Use. Visitors to this area would be limited in number, particularly during high heat or inclement weather.

(6) Light Conditions. Segment p-17 visible from KOP 57 would appear as mostly east-west oriented lines. In views from the south, structures and conductors would generally be backlit and therefore appear somewhat darkened. In early morning or late afternoon light, east- and west-facing sides of structures and conductors, could appear well-lit, causing surfaces to reflect and appear shiny.

(7) Recovery Time. Revegetation is proposed for work areas at the bases of structures. These areas would not be visible from KOP 57.

(8) Spatial Relationships. Segment p-17 would extend across the view, reinforcing the view's panoramic qualities.

(9) Atmospheric Conditions. Because of high temperatures and dust expected in agricultural and desert areas, hazy conditions could occur in the areas beyond the immediate foreground. From this distance, hazy conditions would likely reduce but not eliminate visibility of Segment p-17.

(10) Motion. During construction or maintenance, movement of equipment and columns of dust on the valley horizon would not be likely to attract attention. During operations, any conductor sway in windy conditions could be detectable from this distance.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along alternative Segment p-17, which would generally extend from east to west approximately 1 mile southwest of KOP 56, would likely be discernible along the horizon in views toward the alternate Project segments. Given the distance between this viewpoint and the segments, motion, dust, and activity would be noticeable but would not be likely to attract attention, and ground disturbance from access routes and at structure bases would not be visible to observers. During maintenance, activity would be smaller in scope and even less noticeable than during construction.

Operations: Transmission structures associated with Segment p-17 would be visible across the horizon from the Mule Mountain. The route structures, proposed to be tangent lattice style structures in this location, would appear against a clear sky backdrop extending from the right edge of the view through the center of the view, where, against a mountain backdrop, the structures would not be seen . Vegetation in the immediate foreground would partially intervene in portions of the view, but would not completely obstruct visibility of alternative structures. Segment p-17 structures would be conspicuous in this view. The distance between the viewpoint and the nearest of these structures (approximately 1mile) would somewhat reduce the apparent scale of the structures, but they would nevertheless be observable as new, major components in the view, co-dominant with the prominent mountain ridgeline in the center of the view. While the lower portions of the structures would likely be absorbed into the landscape, a limited number of structure tops could appear to extend above the skyline. Conductors would likely be detectable from this distance.

During routine operation of the Project, Segment p-17 structures would appear as a consistent encroachment upon the clear-sky backdrop, potentially upon lower elevation portions of the mountain backdrop. Project structures would be visible as a repeating series of gray, vertical elements across the horizon, and would relate in form primarily to the existing DPV1 structures located further away and smaller in scale than the alternative structures would appear. Structures appearing in front of the Colorado River Substation would also appear partially to fully absorbed into the cluttered backdrop. Their gray color would increase the degree to which they would be identifiable within the broadly tan desert plain and the yellow-brown-green palate visible across the view. DPV1 conductors are mostly indiscernible. As such, the undulating conductors associated with Segment p-17 would introduce a linear component unique to the view. In general, contrast resulting from Segment p-17 would be moderate in the view from KOP 57.

This portion of the Project is in the portion of Riverside County governed by the Palo Verde Valley Area Plan. The Palo Verde Valley Area Plan contains policies that pertain to protecting scenic routes, scenic vistas, and the scenic qualities of the Colorado River. The following policies would apply to the proposed and alternative routes as visible from KOP 56:

• Policy LU 14.1: "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32)"

• Policy OS 21.1: "Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)"

Segment p-17 would not substantially alter any outstanding scenic vista from KOP 57. They would appear prominently in the skyline.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information

4. Location: 5. Location Sketch:

2. Key Observation Point: 59 - I-10 South of Brenda

Township____

Range ____

Section

3. VRM Class: III/IV

FEXTURE

coarse.

Section B. Characteristic Landscape Desription 1. LAND/WATER 2. VEGETATION **3. STRUCTURES** Flat desert valley floor that is Rounded and densely clumped, Interstate 10 is flat, low, dominant, bisected by Interstate 10 in the forming low strip of vegetation and linear. Road shoulder is narrow, close foreground; distinct, in Interstate 10 median and linear, and parallel with road prominent hill in the square-shaped block area on surface. middleground with dome shapes Interstate 10 shoulder. Cactus FORM has cylindrical, vertical forms. and weak triangular shapes. Strong, bold continuous curving Broken, diffused horizontal line Long, continuous bold straight line line along top edge of hill with soft edges along horizon along edges of road pavement. against backdrop of sky. edge of vegetation at mountains. Diffused line along edge of road Short, straight, vertical lines shoulder and native soils adjacent to along edges of cactus. road shoulder. Short, straight lines LINE of road lane striping. Light-tan and light-brown soils Dark green, green, and tan. Dark-gray to very dark-gray road in the foreground. Hillside in surface; white road striping; tan and middleground is gray-brown, light-brown road shoulders. COLOR and light brown. Medium granular; hillside is Coarse, bushy, and spiky in the Road shoulders are medium

foreground; becoming more soft

and dense in the distance.

granular, and uniform; road surface

is finely stippled and matte.

	Section C. Proposed Activity Description								
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES						
	Flat, bladed disturbance at base	None	Regularly spaced Large rectilinear						
F	of structures and along access		structures.						
FORM	routes potentially visible.								
	Disturbance at the bases of the	None	V-shaped structures with vertical						
	structures would appear		and geometric lines, and						
	horizontal while access		undulating curvilinear lines of						
	disturbance would be diagonal		conductors.						
LINE	or curvilinear.								
	Newly exposed earth	None	Light to dark gray						
Ж	potentially a different color								
COLC	from surroundings.								
	Change in texture from ground	None	Smooth, spiky						
URE	disturbance, increased								
TEXI	smoothness, potentially visible.								
	Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM						

2. Does project design meet visual resource management objectives?

 \square Yes \square No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Machelle Davis & Josh Hohn

July 22, 2017

]	FEAT	TURE	S				
1. D	EGREE	LAND / WATER BODY				VEGETATION				ST	RUCT	TURES	
СО	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
~	Form			\boxtimes					\boxtimes	\boxtimes			
ENT	Line			\boxtimes					\boxtimes		\boxtimes		
ILEM	Color			\boxtimes					\boxtimes		\square		
Э	Texture			\boxtimes					\boxtimes		\square		

Comments from item 2:

KOP 59 is located along eastbound I-10 south of Brenda, AZ. The KOP represents the views of travelers on eastbound I-10 looking eastnortheast at Segment in-01 crossing from BLM-managed public land on the south (VRM Class III) to the north side of I-10 (VRM Class IV). The view from KOP 59 is slightly enclosed to the north by a gently rising rugged domed mountain in the distant foreground and middleground. The domed mountain is coarsely textured rock and drainages that are softened by vegetation growing on the slopes. The exposed earth in the immediate foreground is light gray-tan and rocky to stippled. Vegetation is shades of yellow-green, dark green, graygreen, and light gold; densely clumped and wispy but punctuated by occasional cylindrical saguaro; and becomes uniform and indistinct with distance. A gently undulating horizontal line is created by the domed mountain at the skyline and a short less distinct horizontal line occurs where dense vegetation in the foreground meets the skyline. The black freshly paved I-10 and its associated tan gray shoulder create strong horizontal and diagonal lines that draw the viewers eye to the east. With exception of I-10, the landscape is soft and horizontal, with the only vertical elements provided by the short vertical lines of the saguaros. Overall, the scene is natural and somewhat scenic with the variety of vegetation and interesting landform to the north.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. Segment in-01 would be in the foreground-middleground zone. The distance between KOP 59 and Segment in-01, which would cross the interstate within 0.4 mi. of the KOP and which would pass within 0.25 mi. north of the KOP where the Segment turns to the northwest, allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 59 is generally the same as at the bases of all Segment structures visible in the view. Given the proximity of KOP to Segment, the angle of observation would be inferior. Views would have a more level angle of observation from points further west on I-10 as viewers approach KOP 59 and the segment crossing.

(3) Length of Time the Project is in View. Segment in-01 generally parallels I-10 for approximately 10 miles, and the segment's crossing of the interstate would be visible for several miles. Despite high interstate speeds, duration of views from eastbound I-10 toward Segment in-01 would be high.

(4) Relative Size or Scale. From KOP 59 the Project, which would appear across the entire view, first crossing the interstate perpendicular the road then turning to the west to parallel the road, would appear at a large scale relative to the surrounding landscape. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be high.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms which would not be likely to reduce the visibility of the Project from this location.

(6) Light Conditions. Segment in-01 crosses I-10 on a generally north-south axis. In views from the west, the Project would appear backlit and dark in morning light and well-lit in afternoon light. Light reflected by structures and conductors may be visible and some shining could be noticeable.

(7) Recovery Time. Structure locations would be close enough to the KOP and the interstate at the point of crossing that the bases of structures would be visible. However, given the sparse vegetation in the area and the presumed high rate of speed by viewers, any visible ground disturbance would likely be visible briefly and intermittently. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the east-northeast is slightly enclosed and bound by the low, domed mountain. The presence of Segment in-01 would reinforce the enclosed nature of the view, as it would appear in front of the view, crossing the interstate, and then along the left side of the view, as it parallels the interstate to the west.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From I-10, hazy conditions would not reduce the visibility of Segment in-01.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention. During operations, any conductor sway in windy conditions would be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment in-01 would be visible to viewers at KOP 59 and its vicinity. Desert vistas and views of mountains are not visible from the partially enclosed view at Kop 59.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment in-01 would be noticeable in easterly views from I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely be intermittently detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Outside of the interstate corridor there are no developments or built features visible in the view from KOP 59. Segment in-01 would place two dead-end structures on either side of the freeway, which would be connected by conductors prominent in views from the roadway. On the north side of I-10, Segment in-01 would then turn westward and parallel the freeway for approximately 10 miles. Viewers at KOP 59 would therefore observe large structures on either side of the roadway approximately 0.4 mi. away, and structures on the north side of the road structures west of the highway crossing would be guyed V lattice style structures and all structures on the north side of the road would appear in front of the low domed hill in the backdrop. The structures would be new vertical forms in the view and the conductors would be a new linear feature, the undulations of which would not compare with any other feature in the view.

During routine operation of the Project, the addition of the transmission line in the view would introduce the visible presence of structures unique to views from KOP 59 and its vicinity. Project structures would appear as new forms, and collectively as a short linear band across the roadway and longer one on the north side of the roadway. Structures would be tall and angular and would relate to the vertical qualities of

saguaro vegetation visible throughout the surrounding landscape. The interstate and uninterrupted mountain skyline are the view's primary linear features. The Segment in-01 conductors would be co-dominant with I-10 as a linear feature in the view, and both structures and conductors would appear above the mountain skyline. The gray color and smooth texture of the structures and conductors would relate to the roadway. Contrast with existing conditions at the KOP would be strong. However, from points elsewhere along I-10, where viewers travel at high speeds, the Project would rapidly be absorbed into the landscape. Viewers traveling along interstates are desensitized to development within the roadway corridor, including transmission infrastructure. By the time eastbound viewers approach the Segment in-01 crossing of I-10, they will have seen Segment in-01 structures along the north side of the freeway for nearly 10 miles.

Overall, the contrast with the surrounding environment is moderate to strong and the new structures would attract attention. Given proximity of viewers to the structures, VRM Class III objectives in the YFO would not be met; however, VRM Class IV objectives in the Lake Havasu FO would be met.

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segment in-01 would alter the scenic quality in close-up views from this KOP, but not from points in the vicinity further away.

Sensitivity - Viewers traveling eastbound along I-10 would be traveling at high speeds and are likely desensitized to the presence of developments, including transmission infrastructure, alongside or within the interstate corridor.

Additional Mitigating Measures (See item 3)

Disturbance at the bases of structures and along access routes should be minimized. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV in the utility corridor along Segment in-01.

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_____

Section A. Project Information 4. Location: 5. I

2. Key Observation Point: 60 - I-10 Eastbound at

Hovatter Road - i-01, 02, 03 _____ 3. VRM Class: III Township____ Range ____ Section ____

	Section	on B. Characteristic Landscape Desrij	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor that	Rounded and inverted conical	Interstate 10 is flat, low, dominant,
	is bisected by Interstate 10;	shrubs in the foreground; sparse	and linear. Road sign is diamond
	rugged, irregular, blocky,	and wispy shrubs; spiked grass	shaped. Sign posts, fence posts,
	angular, chunky mountains in	clumps; low, more dense and	delineators, and power poles are
	the background. Distinct, bold	clumped shrubs in the	vertical.
ų	trianglular-shaped peak in	middleground.	
FOR	middleground.		
	Irregular and broken jagged	Broken, diffused horizontal line	Long straight lines from road
	horizontal line of the mountains	with soft edges along horizon	striping and edge of road surface on
	at the skyline. Strong, distinct	edge of vegetation at mountains.	Interstate 10. Road marker posts,
	horizontal line at horizon where		fence posts, and power poles have
	valley floor ends at base of		short, straight vertical lines.
LINE	mountains.		
	Light-tan and light-brown soils	Dark green, green, gray, and	Light gray to dark gray road surface;
	in the foreground with off-white	light tan.	white and yellow road striping.
	tones; dark-brown triangular-		White road marker posts; dark
ä	shaped peak; mountains in gray-		brown fence posts; and light gray
COLO	brown and brown.		power poles.
	Finely stippled; distant	Coarse, bushy, and spiky in the	Road shoulders are medium
	mountains are rough and coarse.	foreground; becoming more soft	granular, and uniform; road surface
		and dense in the distance.	is finely stippled and matte; all
TURE			posts, delineators, and poles are
TEXJ			smooth.

ction A. Project Information

5. Location Sketch:

			Section C. Proposed Activity Description	n
		1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	FORM	None	None	Rectilinear structures
	LINE	None	None	Vertical, geometric, and curvilinear structures and conductors
	COLOR	None	None	Light gray
	TEXTURE	None	None	Smooth and pointy structures; smooth conductors
		Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM
2. D (Exp	oes pi olain c	roject design meet visual resource n ⊠ Yes □ No on reverse side)	nanagement objectives?	
3. Ac	ldition	aal mitigating measures recommended? □ Yes ⊠ No		
Evalı	uators [:] N	' Name(s): Machelle Davis	Date(s): 6/21/17	

			FEATURES										
1.		LA	ND / BC	WAT	TER	VI	EGET	ATIC	DN	STRUCTURES			
co	OF OF ONTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
~	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\boxtimes		\boxtimes		
TEM	Color				\boxtimes				\square		\boxtimes		
Щ	Texture				\boxtimes				\square			\boxtimes	

Comments from item 2:

KOP 60 is located along the Hovatter Road on-ramp on eastbound I-10 east of Quartzsite, Arizona. The KOP represents the views of eastbound I-10 travelers looking east at Segments i-01, i-02, i-03, and x-03, all of which would be located on BLM-managed public lands within the foreground-middleground distance zone designated VRI Class III and VRM Class III. Segments i-01 and i-02 would be on BLM-managed public lands that are designated VRI Class IV, comprised of scenic quality C and moderate sensitivity. Segment i-03 would be on BLM-managed public lands that are designated VRI Class III, comprised of scenic quality C and moderate sensitivity. Segment x-03 would be on BLM-managed public lands that are designated VRI Class III, comprised of scenic quality C and high sensitivity. The view from KOP 60 is open and panoramic with views of rugged blue-gray mountains in the background and smaller rugged light tan to dark brown hills in the distant foreground- to middleground. Viewers are looking at a light tan and flat native desert plain in the immediate foreground that appears stippled to smooth, and sparsely vegetated. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A subtle horizontal line is created where the desert plain meets the base of the mountains and horizon, while the mountains create a jagged and undulating horizontal line at the skyline. The gently curvilinear gray paved on-ramp to I-10 dominates the view and leads the viewer to look east into the distance. White delineators and dark brown fence posts are evenly spaced and provide a series of short vertical lines along the road. A dirt road on the other side of the fence appears as curvilinear tan-gray banding in the desert plain.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segments i-01, 02, and 03 of the Project would be in the foreground-middleground zone. The distance between KOP 60 and Segments i-01/02/03 ranges from 0.5-mile to about 12 miles; the effect of distance on the visibility of the segments will vary. (2) Angle of Observation. Observers at traveling along I-10 the KOP location would be at approximately the same elevation as the segments. Viewers would be looking at the segments to the right, south-southeast of eastbound travelers on I-10. As observers travel along I-10, the segments would fade into the distance for approximately 12 miles until connecting to Segment p-01 and crossing over I-10.

(3) Length of Time the Project Is in View. From the KOP, viewers traveling at 75 mph would be viewing segments i-01/02/03 south of I-10 for about 15 minutes. However, depending on the segments connecting to i-03, the Project would have been visible along I-10 prior to approaching the KOP.

(4) Relative Size or Scale. Because of the spaciousness of the landscape, the infrastructure along the segments would appear moderately small in the landscape looking into the distance, with closer structures appearing larger and more dominating.

(5) Season of Use. I-10 is an interstate highway that is not expected to have seasonal variability in use.

(6) Light Conditions. Segments i-01/01/03 lies on an east-west axis and eastbound I-10 viewers would be looking east at the structures, in mornings, the structures and conductors would be backlit, while at sunset, the infrastructure would be front lit and potentially reflective.(7) Recovery Time. Because viewers would have limited views of ground disturbance and would be traveling at highway speeds, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The infrastructure along Segments i-01/02/03 would be paralleling I-10 and in front of both near and distant scenic topography.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of the Segments i-01/02/03, but it would be visible except under the most extreme dusty conditions.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. Conductor sway in windy conditions may be detectable. However, the viewer would be moving through the landscape along I-10 at highway speeds, which would reduce the effect of motion along the Project.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments i-01/02/03 would be clearly visible by travelers on the I-10, and the structures would be relatively close to the viewers. Infrastructure would be visible all along the road, and scenic areas south of I-10 would be viewed behind the Project.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments i-01/02/03 would be visible from I-10 looking south-southeast. Because of the intervening vegetation, ground disturbance from access routes and at structure bases would either not be visible or minimally visible. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction, partially because the work would be limited in scope and viewers would be traveling at highway speeds.

Operations: The structures of the Project would be visible as short, dark slightly diagonal vertical lines evenly spaced along the horizontal line in the landscape following I-10. Conductors would be visible connecting the structures as faint light gray undulating horizontal lines. The short vertical lines of the transmission structures blend with other vertical elements in the immediate foreground, including fence posts, highway delineators, and telephone/distribution line single wood poles. Because of the vastness of the desert landscape as viewed from this KOP, the Project would be a minor to moderate addition. Because the existing DPV1 structures are not visible or distinguishable from the KOP, the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be between the vertical lines of the structures and the dominant horizontal lines created by vegetation and topography at the skyline. While the project would have visible and noticeable vertical elements, the overall project would include regularly spaced structures along horizontal lines in the landscape, which would subtly repeat that horizontal line. However, because the landscape appears mostly natural and undistubed to the south-southwest of I-10, the addition of the Project introduces development where there presently isn't any. Because the Project appears as short vertical lines along the strong horizontal line, the form, line, color and texture would all contrast with the vegetation in the immediate foreground and along the horizon. Subtly visible short undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels I-10. The level of change to the

characteristic landscape would be moderate. For those who regularly travel this portion of the I-10 corridor, in terms of change from the existing environment, the Project would attract attention of the casual observer, but would generally not dominate the view because of the expansiveness of the landscape and the nearly transparent nature of the lattice structures. However under low angle light conditions, reflectivity of the structures could produce a dominating effect. In terms of travelers unfamiliar with the existing condition, transmission lines are an expected part of the landscape and would not attract attention. Because of the background scenery, even viewers who expect to see transmission infrastructure may notice the intrusion on the scenery. Class III objectives would generally be met if structures were surface treated to not be reflective. If structures were not reflective, the addition of the Project infrastructure would attract attention, but would not dominate the view because of the expansiveness of the view.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segments i-01/02/03 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segments i-01/02/03 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segments i-01/02/03 would be travelers along I-10. Sensitivity in the vicinity of these segments is rated moderate. Routine travelers along this portion of I-10 and those attracted to the scenic views of topography to the south, including the Kofa NWR, may be sensitive to the change.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/17/2016

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 60 - I-10 Eastbound at

Section A. Project Information 4. Location:

Township____

Hovatter Road - x-03, i-03

3. VRM Class: III

5. Location Sketch:

Range _____ Section ____

	Sectio	on B. Characteristic Landscape Desri	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, wide desert valley floor that	Rounded and inverted conical	Interstate 10 is flat, low, dominant,
	is bisected by Interstate 10;	shrubs in the foreground; sparse	and linear. Road sign is diamond
	rugged, irregular, blocky,	and wispy shrubs; spiked grass	shaped. Sign posts, fence posts,
	angular, chunky mountains in	clumps; low, more dense and	delineators, and power poles are
	the background. Distinct, bold	clumped shrubs in the	vertical.
4	trianglular-shaped peak in	middleground.	
FOR	middleground.		
	Irregular and broken jagged	Broken, diffused horizontal line	Long straight lines from road
	horizontal line of the mountains	with soft edges along horizon	striping and edge of road surface on
	at the skyline. Strong, distinct	edge of vegetation at mountains.	Interstate 10. Road marker posts,
	horizontal line at horizon where		fence posts, and power poles have
	valley floor ends at base of		short, straight vertical lines.
LINE	mountains.		
	Light-tan and light-brown soils	Dark green, green, gray, and	Light gray to dark gray road surface;
	in the foreground with off-white	light tan.	white and yellow road striping.
	tones; dark-brown triangular-		White road marker posts; dark
R	shaped peak; mountains in gray-		brown fence posts; and light gray
COL	brown and brown.		power poles.
	Finely stippled; distant	Coarse, bushy, and spiky in the	Road shoulders are medium
	mountains are rough and coarse.	foreground; becoming more soft	granular, and uniform; road surface
		and dense in the distance.	is finely stippled and matte; all
URE			posts, delineators, and poles are
TEXI			smooth.
L			

			Section C. Proposed Activity Descriptio	n
		1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	FORM	None	None	Rectilinear structures
	LINE	None	None	Vertical, geometric, and curvilinear structures and conductors
	COLOR	None	None	Light gray
	TEXTURE	None	None	Smooth and pointy structures; smooth conductors
		Section D. Contrast	Rating 🛛 SHORT TERM	⊠ LONG TERM
2. D (Exp 3. Ac	oes pi olain o Iditior	roject design meet visual resource Yes No on reverse side) nal mitigating measures recommended? Yes No	management objectives?	
Evalu	uators	'Name(s):	Date(s):	
	N	Machelle Davis	6/21/17	

]	FEAT	TURE	S				
1.		LAND / WATER				VEGETATION			STRUCTURES			S	
D	EGREE		BC	DY	-				-				
СС	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form				\boxtimes				\boxtimes		\boxtimes		
ENTS	Line				\boxtimes				\square		\boxtimes		
ILEM	Color				\boxtimes				\square		\boxtimes		
ш	Texture				\boxtimes				\square			\boxtimes	

Comments from item 2:

KOP 60 is located along the Hovatter Road on-ramp on eastbound I-10 east of Quartzsite, Arizona. The KOP represents the views of eastbound I-10 travelers looking east at Segments i-01, i-02, i-03, and x-03, all of which would be located on BLM-managed public lands within the foreground-middleground distance zone designated VRI Class III and VRM Class III. Segments i-01 and i-02 would be on BLM-managed public lands that are designated VRI Class IV, comprised of scenic quality C and moderate sensitivity. Segment i-03 would be on BLM-managed public lands that are designated VRI Class III, comprised of scenic quality C and moderate sensitivity. Segment x-03 would be on BLM-managed public lands that are designated VRI Class III, comprised of scenic quality C and high sensitivity. The view from KOP 60 is open and panoramic with views of rugged blue-gray mountains in the background and smaller rugged light tan to dark brown hills in the distant foreground- to middleground. Viewers are looking at a light tan and flat native desert plain in the immediate foreground that appears stippled to smooth, and sparsely vegetated. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. A subtle horizontal line is created where the desert plain meets the base of the mountains and horizon, while the mountains create a jagged and undulating horizontal line at the skyline. The gently curvilinear gray paved on-ramp to I-10 dominates the view and leads the viewer to look east into the distance. White delineators and dark brown fence posts are evenly spaced and provide a series of short vertical lines along the road. A dirt road on the other side of the fence appears as curvilinear tan-gray banding in the desert plain.

The ten environmental factors considered by BLM in the course of contrast rating analyses are listed here and discusses as applicable: (1) Distance. Alternative Segments x-03 and i-03 of the Project would be in the foreground-middleground zone. The distance between KOP 60 and Segments x-03/i-03 ranges from 0.5-mile to about 1 mile; the effect of distance on the visibility of the segments will vary.

(2) Angle of Observation. Observers at traveling along I-10 the KOP location would be at approximately the same elevation as the segments. Viewers would be looking at the segments to the right, south-southeast of eastbound travelers on I-10. As observers travel along I-10, the segments would dissipate into the distance for approximately 1 mile until connecting to Segment x03 and diagonaling southwest.

(3) Length of Time the Project Is in View. From the KOP, viewers traveling at 75 mph would be viewing segments i-01/02/03 south of I-10 for a few seconds before connecting to Segment x-03, turning southwest, and fading into the distance. However, depending on the segments connecting to i-03, the Project would have been visible along I-10 prior to approaching the KOP.

(4) Relative Size or Scale. Because of the spaciousness of the landscape, the infrastructure along the Segment i-03 would appear moderately small in the landscape looking into the distance, with closer structures appearing larger and more dominating.

(5) Season of Use. I-10 is an interstate highway that is not expected to have seasonal variability in use.

(6) Light Conditions. Segments i-03 and x-03 lie roughly on an east-west axis and eastbound I-10 viewers would be looking east at the structures, in mornings, the structures and conductors would be backlit, while at sunset, the infrastructure would be front lit and potentially reflective.

(7) Recovery Time. Because viewers would have limited views of ground disturbance and would be traveling at highway speeds, revegetation would not be a factor in determining contrast.

(8) Spatial Relationships. The infrastructure along Segments i-03/x-03 would be roughly paralleling I-10 and in front of both near and distant scenic topography.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. Hazy conditions would reduce the visibility of the Segments i-03/x-03, but it would be visible except under the most extreme dusty conditions and portions of x-03 fading into the distance.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust could attract attention. Conductor sway in windy conditions may be detectable. However, the viewer would be moving through the landscape along I-10 at highway speeds, which would reduce the effect of motion along the Project.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segments i-03/x-03 would be clearly visible by travelers on the I-10, and the structures would be relatively close to the viewers. Infrastructure would be visible along the road to the point where x-03 turns southwest and fades into the distance, and scenic areas south of I-10 would be viewed behind the Project.

Construction, Maintenance, and Decommissioning: During construction, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segments i-03/x-03 would be visible from I-10 looking south-southeast. Because of the intervening vegetation, ground disturbance from access routes and at structure bases would either not be visible or minimally visible. During maintenance and decommissioning, activity would be smaller in scope, less likely to generate large quantities of dust, and less noticeable than during construction, partially because the work would be limited in scope and viewers would be traveling at highway speeds.

Operations: The structures of the Project would be visible as short, dark slightly diagonal vertical lines evenly spaced along the horizontal line in the landscape following I-10. Conductors would be visible connecting the structures as faint light gray undulating horizontal lines. The short vertical lines of the transmission structures blend with other vertical elements in the immediate foreground, including fence posts, highway delineators, and telephone/distribution line single wood poles. Because of the vastness of the desert landscape as viewed from this KOP, the Project would be a minor to moderate addition. Because the existing DPV1 structures are not visible or distinguishable from the KOP, the difference in structure type between the existing DPV1 structures and the Project structures would not add to visual contrast.

The primary source of contrast between the Project and the environmental setting would be between the vertical lines of the structures and the dominant horizontal lines created by vegetation and topography at the skyline. While the project would have visible and noticeable vertical elements, the overall project would include regularly spaced structures along horizontal lines in the landscape, which would subtly repeat that horizontal line. However, because the landscape appears mostly natural and undistubed to the south-southwest of I-10, the addition of the Project introduces development where there presently isn't any. Because the Project appears as short vertical lines along the strong horizontal

line, the form, line, color and texture would all contrast with the vegetation in the immediate foreground and along the horizon. Subtly visible short undulating lines of the conductors somewhat repeat the horizontal lines of the surrounding landscape. Overall the contrast with the surrounding environment is moderate, which would continue for the viewer as long as the Project parallels I-10. The level of change to the characteristic landscape would be moderate to strong. For those who regularly travel this portion of the I-10 corridor, in terms of change from the existing environment, the Project would attract attention of the casual observer, but would generally not dominate the view because of the expansiveness of the landscape and the nearly transparent nature of the lattice structures. However under low angle light conditions, reflectivity of the structures could produce a dominating effect. In terms of travelers unfamiliar with the existing condition, transmission lines are an expected part of the landscape and would not attract attention. Because of the background scenery, even viewers who expect to see transmission infrastructure may notice the intrusion on the scenery. Class III objectives would generally be met if structures were surface treated to not be reflective. If structures were not reflective, the addition of the Project infrastructure would attract attention, but would not dominate the view because of the view.

VRI Analysis:

Scenic Quality – Addition of the TWL project along Segments i-03/x-03 would add cultural modifications reducing the scenic quality score for the unit; however, the unit is already rated Scenic Quality C. While the Project along Segments i-03/x-03 would reduce the scenic quality of the unit, there would be no reduction to the scenic quality rating.

Sensitivity – Sensitive viewers in the area of Segments i-03/x-03 would be travelers along I-10. Sensitivity in the vicinity of these segments is rated moderate. Routine travelers along this portion of I-10 and those attracted to the scenic views of topography to the south, including the Kofa NWR, may be sensitive to the change.

Additional Mitigating Measures (See item 3) None

VISUAL CONTRAST RATING WORKSHEET

Date: 12/13/2016

District: YFO

Resource Area:

Activity (Program):

Section A. Project Information

1. Project Name: Ten West Link_

3. VRM Class: III

4. Location:

2. Key Observation Point: 61 - I-10 Eastbound West of

Township____ Range _____

5. Location Sketch:

Quartzsite ____

Section _____

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES	
	Flat, wide desert valley floor;	Rounded and inverted conical	Interstate 10 is flat, low, dominant,	
	open exposed wide block area in	shrubs in the foreground; sparse	and linear. The town of Quartzsite	
	immediate foreground, bisected	and wispy shrubs; spiked grass	development appears flat and dotted	
	by Interstate 10; rugged,	clumps; low, more dense and		
	irregular, blocky, angular,	regular strip of shrubs in the		
	chunky mountains in the	middleground.		
	middleground and background.			
_	Distinct trianglular-shaped peak			
FORN	in middleground.			
	Irregular and broken jagged	Broken, diffused horizontal line	Long straight lines from road	
	horizontal line of the mountains	with soft edges along horizon	striping and edge of road surface on	
	at the skyline. Strong, distinct	edge of vegetation at mountains.	Interstate 10. Horizontal scattering	
	horizontal line at horizon where		of dots of the town of Quartzsite	
	valley floor ends at base of		development	
LINE	mountains.			
	Light tan exposed earth in the	Dark green, green, gray, and	Light gray to dark gray road surface	
	foreground with off-white tones;	light tan.	white road striping. Town of	
	dark brown and dark gray		Quartzsite appears as various sized	
	gravels in foreground; mountains		white dots.	
	in middleground are shades of			
	dark brown, brown, and dark			
R	tan. Mountains in background			
COLO	are gray-brown.			
	Coarse granular and uniform in	Coarse, bushy, and spiky in the	Road shoulders are finely stippled,	
	foreground soils and gravels;	foreground; becoming more soft	dense, and uniform; road surface is	
TURE	distant mountains are rough and	and dense in the distance.	smooth and matte.	
TEX.	coarse.			

		Section C. Proposed Activity Description	n
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat, bladed disturbance at base	Vegetation at the bases of the	Regularly spaced Large rectilinear
ų	of structures and along access	structures would be removed.	structures.
FORM	routes potentially visible.		
	Disturbance at the bases of the	None	V-shaped structures with vertical
	structures would appear		and geometric lines, and
	horizontal while access		undulating curvilinear lines of
	disturbance would be diagonal		conductors.
LINE	or curvilinear.		
	Newly exposed earth	None	Light to dark gray
R	potentially a different color		
COLC	from surroundings.		
	Change in texture from ground	None	Smooth, spiky
URE	disturbance, increased		
TEXT	smoothness, potentially visible.		
	Section D. Contrast	Rating SHORT TERM	LONG TERM

2. Does project design meet visual resource management objectives? □ Yes ⊠ No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🗌 No

Evaluators' Name(s):

Date(s):

Machelle Davis

7/28/17

]	FEAT	TURE	S				
1. D	EGREE	LA	ND / BC	WAT DY	ER	VEGETATION STRUCTUR					TURES		
СС	OF DNTRAST	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
	Form			\boxtimes					\boxtimes	\boxtimes			
ENTS	Line			\boxtimes					\boxtimes	\boxtimes			
TEM	Color			\boxtimes					\boxtimes		\boxtimes		
E	Texture			\boxtimes					\boxtimes			\boxtimes	

Comments from item 2:

KOP 61 is located along eastbound I-10 west of Quartzsite, AZ. The KOP represents the views of eastbound I-10 travelers looking east at Segments i-06, qn-02, or qs-02, all of which would be located on BLM-managed public lands designated VRM Class III. The view from KOP 61 is open and panoramic with views of rugged blue-gray mountains in the background and smaller rugged light tan to dark brown hills in the distant foreground to middleground. Viewers are looking at a light tan slightly rolling native desert plain in the immediate foreground that appears coarse and rocky to stippled, and sparsely vegetated. Vegetation is shades of yellow-green, dark green, and gray-green, mostly clumped and wispy, that becomes uniform and indistinct with distance. The desert plain gently slopes lower in elevation and the town of Quartzsite appears as a horizontal elongated cluster of dots in the middleground. A series of subtle horizontal lines are created in the foreground where vegetation follows undulation in the desert plain and meets the base of the nearest rugged hills, while the mountains create a jagged and undulating horizontal line at the skyline. The gently undulating diagonal and flat gray paved I-10 is prominent in the view and leads the viewer to look east into the distance. Fence posts provide a series of short vertical lines barely noticeable in the vegetation to the south. Vehicles are dotted in the distance on I-10. Overall, the view scenic, mostly natural, and somewhat complex with the presence of I-10 and the town of Quartzsite.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. The segments would be in the foreground-middleground zone. The distance between KOP 61 and Segment i-06 would be approximately 0.2-mile at the closest point.

(2) Angle of Observation. The elevation at KOP 61 is generally the same as at the bases of all Segment structures in the immediate foreground,. While the static photo would indicate greater distance, as the viewer travels along I-10, the Segments would remain roughly parallel to the highway.

(3) Length of Time the Project is in View. Segment i-06 generally parallels I-10 for over 7 miles. Despite high interstate speeds, duration of views from eastbound I-10 toward Segment in-01 would be high.

(4) Relative Size or Scale. From KOP 61 the Project, which would appear along the entire view, would appear at a large scale relative to the surrounding landscape. All structures would appear larger in scale or smaller in scale from corresponding locations along the road. Thus, contrast with regard to relative size or scale would be high.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms which would not be likely to reduce the visibility of the Project from this location.

(6) Light Conditions. Light reflected by structures and conductors in evening, as viewed by eastbound travelers, may be visible and some shining could be noticeable.

(7) Recovery Time. Structure locations would be close enough to the KOP and the interstate that the bases of structures would be visible. However, given the sparse vegetation in the area and the presumed high rate of speed by viewers, any visible ground disturbance would likely be visible briefly and intermittently. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.(8) Spatial Relationships. The view to the east is slightly enclosed by mountains, then opens up in the valley containing Quartzsite. The presence of Segment i-06 would reinforce the enclosed nature of the view, as it would appear in front of the view along the right side of the view, as it parallels the interstate to the east.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From I-10, hazy conditions would not reduce the visibility of Segment i-06.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention. During operations, any conductor sway in windy conditions would be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. Segment in-01 would be visible to viewers at KOP 59 and its vicinity. Desert vistas and views of mountains are not visible from the partially enclosed view at Kop 59.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities along Segment in-01 would be noticeable in easterly views from I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at structure bases would likely be intermittently detectable, given the distance between the KOP and the Project. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Outside of the interstate corridor there is little nearby development or built features visible in the view from KOP 61. Quartzsite is distantly visible. On the south side of I-10, Segment i-06 would parallel the freeway for approximately 7 miles. Viewers at KOP 61 would therefore observe large structures on the south side of the roadway approximately 0.2 mi. away. Guyed V lattice style structures would appear in front of enclosing mountainous backdrop until the landscape opens to a viewer superior view of Quartzsite in the distance. The structures would be new vertical forms in the view and the conductors would be a new linear feature, the undulations of which would not compare with any other feature in the view.

During routine operation of the Project, the addition of the transmission line in the view would introduce the visible presence of structures unique to views from KOP 61 and its vicinity. Project structures would appear as new forms, and collectively as a linear band on the south side of the roadway. Structures would be tall and angular and would relate to the vertcal qualities of saguaro vegetation visible throughout the surrounding landscape. The intersate and uninterrupted mountain skyline are the view's primary linear features. The Segment i-06 conductors would be co-dominant with I-10 as a linear feature in the view, and both structures and conductors would appear above the mountain skyline. The gray color and smooth texture of the structures and conductors would relate to the roadway. Contrast with existing conditions at the KOP would be strong. However, from points elsewhere along I-10, where viewers travel at high speeds, the Project would rapidly be absorbed into the landscape. Viewers traveling along interstates are desensitized to development within the roadway corridor, including transmission

infrastructure. By the time eastbound viewers approach the Segment in-01 crossing of I-10, they will have seen Segment i-06 structures along the south side of the freeway for over 7 miles.

Overall, the contrast with the surrounding environment is moderate to strong and the new structures would attract attention. Given proximity of viewers to the structures, VRM Class III objectives in the YFO would not be met

VRI Analysis:

Scenic Quality - Placement of Project structures associated with Segment i-06 would alter the scenic quality in close-up views from this KOP, but not from points in the vicinity further away.

Sensitivity - Viewers traveling eastbound along I-10 would be traveling at high speeds and are likely desensitized to the presence of developments, including transmission infrastructure, alongside or within the interstate corridor.

Additional Mitigating Measures (See item 3)

Disturbance at the bases of structures and along access routes should be minimized. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast. Due to potential hazards to recreationists created by guy wires, structures would be replaced with self-supporting lattice or monopole structures.

However, implementation of recommended measures would not reduce contrast to the point that the segment would conform to VRM Class III standards. Therefore, the YFO RMP would be amended to change the VRM Class from III to IV in the utility corridor along Segment i-06.

VISUAL CONTRAST RATING WORKSHEET

Date: 03/08/18

District: YFO

Resource Area:

Activity (Program):

	Section A. Project Information	tion
1. Project Name: Ten West Link	4. Location:	5. I
2. Key Observation Point: 62 Alt SCS - I-10 South of	Township	
Brenda	Range	

5. Location Sketch:

Section _____

3. VRM Class: III/IV

	Section	on B. Characteristic Landscape Desrij	ption
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
	Flat desert valley floor that is	Rounded and densely clumped,	Interstate 10 is flat, low, dominant,
	bisected by Interstate 10 in the	forming low strip of vegetation	and linear. Road shoulder is narrow,
	close foreground and bounded	in Interstate 10 median and	linear, and parallel with road
	by prominent, rounded hills to	southern shoulder. Cactus has	surface.
	the south of the roadway and, in	cylindrical, vertical forms.	
I	the middleground, distintive		
FORM	mesa topsin the .		
	Strong, bold continuous curving	Broken, diffused horizontal line	Long, continuous bold straight line
	line along top edge of hills and	with soft edges along horizon	along edges of road pavement.
	flat line along top of mesa, both	edge of vegetation at mountains.	Diffused line along edge of road
	against backdrop of sky.	Short, straight, vertical lines	shoulder and native soils adjacent to
		along edges of cactus.	road shoulder. Short, straight lines
LINE			of road lane striping.
	Light-tan and light-brown soils	Dark green, green, and tan.	Dark-gray to very dark-gray road
	in the foreground. Hillside in		surface; white road striping; tan and
R	middleground is gray-brown,		light-brown road shoulders.
COLC	and light brown.		
	Medium granular; hillside is	Coarse, bushy, and spiky in the	Road shoulders are medium
URE	coarse.	foreground; becoming more soft	granular, and uniform; road surface
TEXI		and dense in the distance.	is finely stippled and matte.

	Section C. Proposed Activity Description									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Flat, bladed disturbance at base	None	SCS would appear as a cluster of							
	of structures, within SCS, and		rectilinear structures of varying							
ų	along access routes potentially		types/scale w/in a row of regularly							
FORM	visible.		spaced, large rectilinear structures.							
	Disturbance at the bases of the	None	Rectangular SCS would appear							
	structures and edges of SCS		w/in and aligned with linear row of							
	would appear horizontal while		V-shaped structures with vertical /							
	access disturbance would be		geometric lines and undulating							
LINE	diagonal or curvilinear.		curvilinear lines of conductors.							
	Newly exposed earth	None	Light to dark gray							
Я	potentially a different color									
COLO	from surroundings.									
	Change in texture from ground	None	SCS would appear dense and							
URE	disturbance, increased		clustered within row of smooth,							
TEXT	smoothness, potentially visible.		spiky structures							
	Section D. Contrast	Rating SHORT TERM	⊠ LONG TERM							

2. Does project design meet visual resource management objectives?

🛛 Yes 🗌 No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Josh Hohn

March 8, 2018

		FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
LEMENTS	Form			\boxtimes					\boxtimes		\square		
	Line			\boxtimes					\boxtimes		\boxtimes		
	Color			\boxtimes					\boxtimes			\boxtimes	
Щ	Texture			\boxtimes					\boxtimes			\boxtimes	

Comments from item 2:

KOP 62 is located along westbound I-10 south of Brenda, AZ. The KOP represents the views of travelers on westbound I-10 looking southwest at the alternative site of the SCS, which would only be constructed in this location if an alternative route including Segment i-03 and Segment i-04 is constructed. These segments cross BLM-managed public land (VRM Class III). The view from KOP 62 to the southwest is a focal one, with the break in the nearby hills drawing the eye to the more distant mesas visible near the center of the view. The topography along the southern side of the roadway also partially encloses the view to the south. The hills are covered with clumped vegetation, which softens further a somewhat smooth and granular texture. The exposed earth within the roadway median is light to dark gray-tan and stippled to smooth. Vegetation in the median and on the south side of the interstate is shades of green, yellow, and orange; densely clumped and wispy but punctuated by occasional cylindrical saguaro; and becomes uniform and indistinct with distance. An generally downward sloping horizon is evident across the view. The varied, but clearly defined, skyline shaped by the nearby hills and more distant mesas and mountains, provides another strong line in the view. The short vertical lines of the saguaros are the most prominent vertical element in the view. Overall, the roadway is the view's dominant feature but the scene beyond, to the south, appears natural and somewhat scenic with the variety of vegetation and interesting landforms.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. The SCS, along with Segment i-03 and Segment i-04, would be in the foreground-middleground zone. The approximately 0.5-mile distance between KOP 62 and the SCS Segment in-01 allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 62 is generally lower than that at the SCS and the bases of adjacent structures visible in the view. Given the proximity of KOP to the SCC, the angle of observation would be slightly inferior. Views would have a more level angle of observation from points further west on I-10.

(3) Length of Time the Project is in View. The SCS in this location would occupy a relatively small footprint and would appear shorter than nearby structures. Given high interstate speeds, and intervening vegetation and eastbound vehicles, duration of views of the SCS would be relatively low. Segment structures would appear alongside the interstate for a longer period of time given the alternative alignment's parallel position to the roadway.

(4) Relative Size or Scale. From KOP 62, the SCS would appear limited to a relatively small portion of the view. SCS structures would appear smaller in scale than adjacent structures and, in views from locations further away along I-10, would appear increasingly obscured by adjacent structures.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms which would not be likely to reduce the visibility of the Project from this location.

(6) Light Conditions. The SCS and structures would be visible from KOP 62 and its vicinity in southwesterly facing views. The SCS would therefore generally appear well-lit in morning light and backlit and dark in afternoon light. While the materials used for the SCS are darker than those used for transmission structures, light reflected by structures and conductors may be visible and some shining could be noticeable. (7) Recovery Time. Because of the distance between the SCS and the KOP, the speed at which typical viewers travel in this area, and the slightly higher terrain along the alternative segment route compared with the KOP, and the vegetation between I-10 and the alternative segments that would frequently obscure the base of the SCS and structures, any visible ground disturbance would likely not be visible. (8) Spatial Relationships. The view to the southwest from KOP 62 is focal given gap in the hillside that draws the eye toward the more distant mesa near the center of the view. The SCS, where visible, would appear for a brief time from the KOP and its vicinity in front of the gap. Structures would appear as a linear component, set back from the interstate.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From I-10, hazy conditions could, under certain conditions, partially reduce the visibility of the SCS and structures, approximately 0.5 mile away.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention. During operations, any conductor sway in windy conditions would be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The SCS would be visible to viewers at KOP 62 and its vicinity appearing briefly and intermittently within focal points, some of which include desert vistas and views of mountains.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities at the SCS and at structures would be noticeable in southwesterly views from I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at the base of the SCS would likely be intermittently detectable at most, given the distance between the KOP and the Project, level terrain, and intervening vegetation. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Outside of the interstate corridor there are no developments or built features visible in the view from KOP 62. The SCS would be visible as integrated within the transmission corridor formed by Segment i-03 and Segment i-04, if these alternative routes are constructed. The entire SCS footprint, including a 200-foot by 315-foot fenced area and a 10-foot buffer of cleared area, would be 1.7 acres. Viewers at KOP 62 would therefore observe from a distance a relatively small cluster of transmission infrastructure - transformers and banks bracketed by frames on either end, each connected to a segment structure - within a transmission line generally paralleling I-10 approximately 0.5 mi. away. Poles associated with the 12-kV distribution line would be visible extending north from the SCS and crossing the interstate en route to Brenda. The frames at either end of the SCS would relate somewhat in form to the nearest transmission structures, but would more resemble H-frame structures than the guyed-V structures nearest the SCS. Along with the structures, the SCS would consist of new vertical forms in the view and conductors would be part of a new linear feature, the undulations of which would not compare with any other feature in the view.

During routine operation of the Project, the addition of the SCS in the view would introduce the visible presence of structures unique to views from KOP 62 and its vicinity. The SCS would appear alongside Project structures, all of which would appear as new forms, and collectively as a linear, non-uniform band across the landscape south of the Interstate. SCS structures would appear tall relative to the landscape (but shorter than the nearby transmission structures) and rectilinear. Its vertical components would appear thicker and darker than the horizontal components and would thus relate slightly to the nearby saguaro cacti and to the somewhat squared-off form of the mesas in the backdrop. The nearby hillside skyline, the more distant mountain skyline, and the interstate are the view's primary linear features. The SCS on its own would not reduce the dominance of any of these features, though the structures associated with the alternative segments that would precipiate the SCS in this location would appear above portions of the hill and mountain skyline. The light to dark gray color and smooth to clustered texture of the SCS and transmission structures would relate to nearby land and vegetation, respectively. Contrast with existing conditions at the KOP would be moderate for the SCS and structures, and from points elsewhere along I-10, where viewers travel at high speeds, the Project would rapidly be absorbed into the landscape. Viewers traveling along interstates are desensitized to development within the roadway corridor, including transmission infrastructure.

Overall, the contrast with the surrounding environment is moderate and the SCS, along with new structures, would attract attention but not dominate the view. Both VRM Class III objectives in the YFO and VRM Class IV objectives in the Lake Havasu FO would be met.

VRI Analysis:

Scenic Quality - Placement of the SCS in this location would alter the scenic quality in views from this KOP and nearby areas where it would appear in closer proximity.

Sensitivity - Viewers traveling westbound along I-10 would be traveling at high speeds and are likely desensitized to the presence of developments, including transmission infrastructure, alongside or within the interstate corridor.

Additional Mitigating Measures (See item 3)

Disturbance at the bases of structures and along access routes should be minimized. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.

VISUAL CONTRAST RATING WORKSHEET

Date: 03/08/18

District: YFO

Resource Area:

Activity (Program):

1. Project Name: Ten West Link_ 2. Key Observation Point: 63 Alt SCS - I-10 South of

Section A. Project Information 4. Location: Township____

Range _____

Section _____

5. Location Sketch:

Brenda _

3. VRM Class: III/IV

	Section C. Proposed Activity Description									
	1. LAND/WATER	2. VEGETATION	3. STRUCTURES							
	Flat, bladed disturbance at base	None	SCS would appear as a cluster of							
	of structures, within SCS, and		rectilinear structures of varying							
ų	along access routes potentially		types/scale w/in a row of regularly							
FORM	visible.		spaced, large rectilinear structures.							
	Disturbance at the bases of the	None	Rectangular SCS would appear							
	structures and edges of SCS		w/in and aligned with linear row of							
	would appear horizontal while		V-shaped structures with vertical /							
	access disturbance would be		geometric lines and undulating							
LINE	diagonal or curvilinear.		curvilinear lines of conductors.							
	Newly exposed earth	None	Light to dark gray							
Ж	potentially a different color									
COLO	from surroundings.									
	Change in texture from ground	None	SCS would appear dense and							
URE	disturbance, increased		clustered within row of smooth,							
TEXT	smoothness, potentially visible.		spiky structures							
	Section D. Contrast	Rating SHORT TERM	⊠ LONG TERM							

2. Does project design meet visual resource management objectives?

🛛 Yes 🗌 No

(Explain on reverse side)

3. Additional mitigating measures recommended?

🛛 Yes 🛛 No

Evaluators' Name(s):

Date(s):

Josh Hohn

March 8, 2018

		FEATURES											
1. DEGREE OF CONTRAST		LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
LEMENTS	Form			\boxtimes					\boxtimes		\boxtimes		
	Line			\boxtimes					\boxtimes		\boxtimes		
	Color			\boxtimes					\boxtimes			\boxtimes	
Э	Texture			\square					\square			\square	

Comments from item 2:

KOP 63 is located along eastbound I-10 south of Brenda, AZ. The KOP represents the views of travelers on eastbound I-10 looking southeast at the alternative site of the SCS, which would only be constructed in this location if an alternative route including Segment i-03 and Segment i-04 is constructed. These segments cross BLM-managed public land (VRM Class III). The view from KOP 63 is partially enclosed to the south by a somewhat rounded hill with a gentle escarpment in the foreground and a partially visible jagged hillside in the middleground. The hill is covered with clumped vegetation, which softens further a somewhat smooth and granular texture on the hill. The exposed earth along the roadside in the immediate foreground is light to dark gray-tan and stippled to smooth. Vegetation is shades of green, yellow, and orange; densely clumped and wispy but punctuated by occasional cylindrical saguaro; and becomes uniform and indistinct with distance. An asymmetrical horizontal line is created by the near hillside and more distant skyline in the right side of the view and the relatively flat horizon in the center and left portion of the view. The presence of the black asphalt of I-10 and its associated tan gray shoulder create strong line down the left edge of the view. However, the northern slope of the hill in the foreground, in conjunction with vegetation in the immediate foreground, create a slightly concave area in the center of the view and it is here that the viewer's eye is drawn. In between the paved roadway and relatively discrete hill and mountains, the landscape is soft and horizontal. The short vertical lines of the saguaros are the most prominent vertical element in the view. Overall, the scene is natural and somewhat scenic with the variety of vegetation and interesting landform to the south.

The ten environmental factors considered by the BLM in the course of contrast rating analyses are listed here and discussed as applicable: (1) Distance. The SCS, along with Segment i-03 and Segment i-04, would be in the foreground-middleground zone. The approximately 0.5-mile distance between KOP 63 and the SCS Segment in-01 allows for visibility of contrast.

(2) Angle of Observation. The elevation at KOP 63 is generally the same as at the SCS and the bases of adjacent structures visible in the view. Given the proximity of KOP to the SCC, the angle of observation would be slightly inferior. Views would have a more level angle of observation from points further west on I-10.

(3) Length of Time the Project is in View. The SCS in this location would occupy a relatively small footprint and would appear shorter than nearby structures. Given high interstate speeds and intervening vegetation, duration of views of the SCS would be relatively low. Segment structures would appear alongside the interstate for a longer period of time given the alternative alignment's parallel position to the roadway.
(4) Relative Size or Scale. From KOP 63, the SCS would appear limited to a relatively small portion of the view. SCS structures would appear smaller in scale than adjacent structures and, in views from locations further away along I-10, would appear increasingly obscured by adjacent structures.

(5) Season of Use. Because of the location in southern Arizona, little variation in appearance based on weather conditions would be expected. The area is prone to dust storms which would not be likely to reduce the visibility of the Project from this location.

(6) Light Conditions. The SCS and structures would be visible from KOP 63 and its vicinity in southeasterly facing views. The SCS would therefore generally appear backlit and dark in morning light and well-lit in afternoon light. While the materials used for the SCS are darker than those used for transmission structures, light reflected by structures and conductors may be visible and some shining could be noticeable. (7) Recovery Time. Because of the distance between the SCS and the KOP, the speed at which typical viewers travel in this area, and the generally level terrain in the area which allows vegetation between I-10 and the SCS to frequently obscure the base of the SCS, any visible ground disturbance would likely be visible only briefly and intermittently. Revegetation in a desert environment could lack effectiveness or require a substantial length of time.

(8) Spatial Relationships. The view to the southeast from KOP 63 is focal given the hillside and distant ridgeline in the right side of the view and relatively large vegetation in the left portion of the view. The SCS, where visible, would appear between the hill and vegetation, intermittently within the focal point of such views. Structures would appear as a linear component, set back from the interstate.

(9) Atmospheric Conditions. Because of high temperatures and dust, hazy conditions could occur. From I-10, hazy conditions could, under certain conditions, partially reduce the visibility of the SCS and structures, approximately 0.5 mile away.

(10) Motion. During construction or maintenance, movement of workers and equipment, and columns of dust would attract attention. During operations, any conductor sway in windy conditions would be detectable from this distance.

The La Paz County Comprehensive Plan (La Paz County 2005) addresses consideration of the impact of projects on desert vistas and mountain views. The SCS would be visible to viewers at KOP 63 and its vicinity appearing briefly and intermittently within focal points, some of which include desert vistas and views of mountains.

Construction, Maintenance, and Decommissioning: During construction and decommissioning, the presence of work crews, vehicles and other equipment, and dust generated by construction activities at the SCS and at structures would be noticeable in southeasterly views from I-10. Motion, dust, and activity could attract attention. Ground disturbance from access routes and at the base of the SCS would likely be intermittently detectable at most, given the distance between the KOP and the Project, level terrain, and intervening vegetation. During maintenance, activity would be smaller in scope and less noticeable than during construction.

Operations: Outside of the interstate corridor there are no developments or built features visible in the view from KOP 63. The SCS would be visible as integrated within the transmission corridor formed by Segment i-03 and Segment i-04, if these alternative routes are constructed. The entire SCS footprint, including a 200-foot by 315-foot fenced area and a 10-foot buffer of cleared area, would be 1.7 acres. Viewers at KOP 63 would therefore observe from a distance a relatively small cluster of transmission infrastructure - transformers and banks bracketed by frames on either end, each connected to a segment structure - within a transmission line generally paralleling I-10 approximately 0.5 mi. away. Poles associated with the 12-kV distribution line would be visible extending north from the SCS and crossing the interstate en route to Brenda. The frames at either end of the SCS would relate somewhat in form to the nearest transmission structures, but would more resemble H-frame structures than the guyed-V structures nearest the SCS. Along with the structures, the SCS would consist of new vertical forms in the view and conductors would be part of a new linear feature, the undulations of which would not compare with any other feature in the view.

During routine operation of the Project, the addition of the SCS in the view would introduce the visible presence of structures unique to views from KOP 63 and its vicinity. The SCS would appear alongside Project structures, all of which would appear as new forms, and collectively as a linear, non-uniform band across the landscape south of the Interstate. SCS structures would appear tall relative to the landscape (but shorter than the nearby transmission structures) and rectilinear. Its vertical components would appear thicker and darker than the horizontal components and would thus relate slightly to the nearby saguaro cacti. The nearby hillside skyline, the more distant mountain skyline, and the interstate are the view's primary linear features. The SCS on its own would not reduce the dominance of any of these features, though the structures associated with the alternative segments that would precipiate the SCS in this location would appear above portions of the hill and mountain skyline. The light to dark gray color and smooth to clustered texture of the SCS and transmission structures, and from points elsewhere along I-10, where viewers travel at high speeds, the Project would rapidly be absorbed into the landscape. Viewers traveling along interstates are desensitized to development within the roadway corridor, including transmission infrastructure.

Overall, the contrast with the surrounding environment is moderate and the SCS, along with new structures, would attract attention but not dominate the view. Both VRM Class III objectives in the YFO and VRM Class IV objectives in the Lake Havasu FO would be met.

VRI Analysis:

Scenic Quality - Placement of the SCS in this location would alter the scenic quality in views from this KOP and nearby areas where it would appear in closer proximity.

Sensitivity - Viewers traveling eastbound along I-10 would be traveling at high speeds and are likely desensitized to the presence of developments, including transmission infrastructure, alongside or within the interstate corridor.

Additional Mitigating Measures (See item 3)

Disturbance at the bases of structures and along access routes should be minimized. Newly disturbed rock areas should be surface treated to match surrounding rock to minimize color contrast.