

comment@boardmantohemingway.com

From: EnviroLytical - B2H <info@envirolytical.com>
Sent: Saturday, January 10, 2015 11:26 AM
To: comment@boardmantohemingway.com
Subject: New Communication: I'm concerned about the visual impact of the 600KV line between Lime and Durkee. All of the proposed plans have the line running alongside I-84 for a good part of that distance and the BLM prefer

Tom Brown <tom@V-dataUSA.com>

<https://el2.envirolytical.com/communication/view/96832>

I'm concerned about the visual impact of the 600KV line between Lime and Durkee. All of the proposed plans have the line running alongside I-84 for a good part of that distance and the BLM preferred plan has the line crossing I-84 three times. It has been much said that line should follow the transportation corridor since it is already cluttered. But rather than use existing clutter as an excuse to add more clutter, we could view this as an opportunity to reduce the clutter by proceeding with the 138/69KV rebuild, and modifying the Timber Canyon Alternative to bypass and preserve the scenic Burnt River Gorge and Durkee Valley. This would also avoid conflict with private property along the I-84 corridor. The suggested modification is to have the 600KV line cross I-84 North of Huntington as planned, but then route it North, leaving the corridor and joining the proposed Timber Canyon Alternative south of Richland. The land crossed by the modification is mostly BLM with very little buildup. Yes, the terrain is rough, but the "unfavorable terrain" argument should not carry much weight in planning the 600KV route. Dealing with the terrain is a one-time inconvenience, but any impairment of our scenic highway will go on forever. An estimated 15,000 cars per day pass through the gorge and they should continue to have the awesome views that we enjoy now. The Lime to Durkee stretch has a bright future if we can balance progress and preservation.