

APPENDIX D

Visual Impact Assessment



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Visual Impact Assessment

for the

Tri Lakes Reliability Project

Supplemental Draft Environmental Impact Statement

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National Grid

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1. Visual Impact Assessment

The Tri-Lakes 46 kV Reliability Project (the Project) consists of the construction and operation of a 46 kV electric transmission line. The Visual Impact Assessment (“VIA”) for the Project analyzes existing conditions and inventories visual resources within a five-mile buffer of the Project site. Visual impact is assessed in terms of the anticipated change in visual resources, including whether there will be a change to the visual character or quality of significant scenic and aesthetic resources. The methodology used for the evaluation of potential visual impacts generally follows NYSDEC’s policy for *Assessing and Mitigating Visual Impacts (DEP-00-2)*, as well as APA’s *Visual Analysis Methodology*, and *Policy on Agency Review of Proposals for New Telecommunications Towers and Other Tall Structures in the Adirondack Park* (“Towers & Tall Structures” policy). The purpose of the VIA is to assess the visual impact of the Project on the surrounding area, and to provide information to aid in decision making during both the APA project review and the State Environmental Quality Review Act (“SEQRA”) review.

The following is a discussion of the potential visual impacts of the proposed Route 56 West Alternate (the West Alternate), including resource inventory and evaluation. The West Alternate is being considered as an alternate to the permitted route in an SDEIS. The Visual Impact Assessment considers existing conditions, identification of viewpoints within a five-mile buffer from which the West Alternate may be visible, viewshed analyses, and impact assessments for representative viewpoints.

APA’s “Policy on Agency Review of Proposals for New Telecommunications Towers and Other Tall Structures in the Adirondack Park” policy emphasizes achieving “substantial invisibility” when citing and building tall structures within the park. The policy defines substantial invisibility as when a structure:

...and its appurtenant support facilities and access road(s) will not be readily apparent as to size, composition, or color and the structures(s) will, to the maximum extent practicable, blend with the existing background vegetation, other structures or other landscape features as seen from all significant potential public viewing points and as documented by simulation and other visual analysis methods. Potential public viewing points include public roads, navigable waters, and other public places. Substantial invisibility is intended to be applied on a site-specific basis and may be achieved by consolidation of existing visual intrusions... and/or by providing substantial screening or concealment of the structure itself.

The policy states that one way for substantial invisibility to be achieved is by the “consolidation of visual intrusion.” Consolidation of visual intrusion is achieved by co-locating equipment on a single, existing tower. Achieving “substantial invisibility” in developed areas, such as Hamlets, where utility poles and lines tend to blend in with the built environment, is more easily obtained than in undeveloped areas, such as “Rural Use” and “Resource Management” areas, where man-made structures stand out more readily. Statutory purposes and policies for these specialized areas are set forth in the *Adirondack Park Land Use and Development Management Plan*.

Substantial invisibility in the Route 56 corridor will be achieved by consolidation of intrusions by placing the transmission line near the existing road corridor except along the northern segment (see Figure 1, “Project Location”) where the line will be constructed on the west side of Route 56 and will be off set between ± 150 and ± 400 feet from the road. Here there will be no visual impacts along the road corridor. In some cases, the transmission line and its ROW will overlap the NYSDOT ROW. The proposed transmission line must be located as far from the NYSDOT edge of pavement as practicable. The proposed transmission line is being located as close to the NYSDOT ROW as practicable in order to minimize the visual intrusion. In this particular location, it is important to keep the transmission line along the road corridor to prevent segmentation of Forest Preserve lands. The Bypass Route, as permitted, would prevent uninterrupted expansion of the Forest Preserve to the west.

The Towers & Tall Structures policy is intended to maintain the visual quality and character of project areas, and to avoid undue adverse impacts to scenic vistas, locally important viewsheds, and historic resources. Preferred methods to reduce visibility include: avoid siting of facilities on mountaintops and ridgelines; concealing structures by careful siting, using a topographic or vegetative foreground or backdrop; minimizing structure height and bulk; and using color to blend with surroundings. The use of shorter poles and push braces, along the Forest Preserve lands instead of span guys, will also minimize the visual intrusion of the transmission line.

2. Project Description

A. General

This visual assessment has been conducted in an effort to show the affects of the transmission line ROW clearing adjacent to lands in the Forest Preserve. See Figure 1, “Project Location.” This visual assessment was conducted to analyze the affects of the transmission line on lands adjacent to the Forest Preserve, however, the impacts of the proposed transmission line north of the Forest Preserve lands (north of proposed Pole 183) are addressed in the Visual Impact Summary at the end of this report.

The existing poles along the northern segment of the West Alternate are of the vertical configuration. Poles that will be placed on private lands will be of the vertical configuration. The structures needed to support the proposed 46 kV line will be wood poles that vary in height from 38 to 70 feet above grade. The structures located adjacent to Forest Preserve lands will be the horizontal configuration and will range in height from 38 to 57 feet above grade, with the majority of those at 40 feet above grade. The height of the poles will generally be less than that of the surrounding vegetation.

B. Description of the Route

The West Alternate has a total length of approximately 3.3 miles. The northern 1.9 miles of the West Alternate will be located on the western side of Route 56, set back between ± 150 and ± 400 feet. This portion of the route is located on private lands and when the route reaches the edge of Forest Preserve, it switches to the east side of Route 56 except for the

Hamm's parcel. At this point, the transmission line will remain on the east side of Route 56 and will be all new construction where no line currently exists.

C. Configuration

The poles along the portion of the West Alternate that runs along Forest Preserve lands will be of a horizontal configuration with a cross arm, creating the "T" shape. The horizontal configuration allows for shorter poles, which allows for the use of push braces and avoids span guys. To shorten the height of the poles adjacent to the Forest Preserve the Applicant is not providing space on the poles for cable or telephone distribution. The poles throughout the segment of the West Alternate that are along private property will be the vertical configuration pole. These poles are taller, and require span guys in some locations. They are used, however, because cable, telephone and multiple phase local distribution are necessary.

D. Right-of-Way

The sub-transmission line ROW for this section of the West Alternate is on lands that will be removed from the Forest Preserve by Constitutional Amendment. The sub-transmission line ROW in this section is 32 feet from the centerline in encumbered Forest Preserve lands. The width of the transmission line ROW toward the NYSDOT ROW will vary depending on how close to the road the transmission line is located. The width of clearing will, in most cases, be minimized because the sub-transmission line ROW is adjacent to the existing NYSDOT ROW, and in many cases overlaps the NYSDOT ROW. Outside the cleared sub-transmission line ROW, danger tree removal will occur on a selective basis and will vary in width and extent depending on the vegetation present.

3. Regional and Local Landscape

Landscape character is largely determined by the topography, land use, vegetation and water features that contribute to area views. In terms of climatic, geological, ecological, and spatial characteristics, the Adirondack Park can be considered a single regional landscape, and thus the study area is entirely within this single regional landscape.

Low population density, moderate to heavy forest cover and rolling topography characterize the Project environs. The Project area is located within the Adirondack lowlands. The St. Lawrence River Valley is located to the north and northwest of the Project area, and the Adirondack highlands are located to the east. The region's rolling variable topography limits long vista opportunities. Dense deciduous forest, meandering streams, and shallow wetlands limit view opportunities from woods and water.

4. Methodology

The VIA evaluates existing conditions in order to determine the anticipated change in visual resources, including whether there would be a change in character or quality of the view with respect to significant scenic and aesthetic resources. The methodology used for the evaluation of potential visual impacts generally follows APA's *Visual Analysis Methodology* policy¹ and NYSDEC's *Visual Resources Assessment Policy* (NYSDEC Program Policy

DEP-00-2)². Viewpoints were selected based on review of the area, zone of potential visibility analysis, correspondence with the APA, and field visits.

First, an inventory of cultural, historic and aesthetic resources is conducted for the immediate region. The Project design is then electronically modeled and inserted into a USGS base plan. The zone of visibility map was created with the benefits of vegetative screening. The digital elevation model (DEM) used for the analysis is a 10-meter resolution model and was created by the New York State Department Environmental Conservation (NYSDEC) from USGS topography. Vegetation is assumed to be sufficiently dense to block views when it is an intervening feature between the viewer and the target and was assumed to be an average of 50 feet in height. In many cases, vegetation along the West Alternate route is at least 50 feet tall.

Based on an analysis of the Zone of Potential Visibility maps done in the DEIS, it was determined that there are no views of the West Alternate ROW from any other point in the zone except the Route 56 roadway corridor.

Zones of potential visibility are field verified and photos taken. These photos are used to create simulations of the West Alternate Route upon completion. A comparison of the “before” and “after” photos is made and discussed in the context of landscape character and receptor activity. Mitigation is identified if warranted, based upon the anticipated degree of impact.

Visual assessments are supported with the use of photographs taken from particular vantage points, important viewpoints or topographic features, and during field investigations. Photographs are taken at two focal lengths. The standard focal lengths are 50mm and 80mm.

Photographs are taken with a 50mm focal length in order to accurately portray human eyesight. The angle of view produced with a 50mm focal length is 45 degrees, which is roughly the same as that of the human eye. The angle of view produced by a 50mm focal length is therefore an accurate representation of what a viewer sees in the field when looking at a particular object. A photograph taken with a 50mm focal length maintains the same proportions as was seen in the field.

An 80mm focal length is used to more closely replicate what the human actually sees in terms of detail. Photographs taken at this focal length are used to identify objects and locate balloons (used as a tool for visual analysis in the field) in the photographs which may be hard to see at the 50mm focal length.

Photo simulations are generally done using the photographs taken with the 50mm focal length to accurately portray what a viewer is likely to see.

For this VIA, a 35mm focal length was also used in order to portray a wider view of the roadway corridor. Some of the simulations use the 35mm photos to show a complete view of the corridor.

A. Zone of Potential Visibility Maps

Two map figures were initially created for the DEIS to identify zones within the five-mile buffer of the preferred and alternate routes where views of the now permitted project (2005-325) would potentially exist. A typical pole height of 61 feet was used (± 20 feet taller than the poles being installed adjacent to Forest Preserve lands). Computer software is used to determine zones where views may exist and zones where views are screened. These maps were used for fieldwork and preliminary investigations. It was determined from these maps that there are no views of the corridor except when traveling within the Route 56 corridor. Therefore, all of the photos and visual analysis for this VIA were taken within the corridor.

B. NYSDEC Visual Policy Resource Inventory

This section addresses an inventory of visual resources located within the project study area (i.e. within a five-mile buffer of the West Alternate Route) in accordance with NYSDEC's Visual Resources Assessment Policy, see Figure 2, "Aesthetic Resources." An inventory of various cultural resources within the study area was compiled from various databases.

- *A property on or eligible for inclusion in the National or State Register of Historic Places?*

None within the 5-mile buffer of the permitted project (2005-325).

- *State Parks?*

None within the 5-mile buffer of the permitted project (2005-325).

- *Urban Cultural Parks?*

None within the 5-mile buffer of the permitted project (2005-325).

- *The State Forest Preserve?*

There are four State Forest Preserves within the 5-mile buffer of the permitted project (2005-325). They are the Grass River Forest Preserve, Raquette Boreal Forest Preserve, Shaker Mountain Forest Preserve, and Wilcox Lake Forest Preserve.

- *National Wildlife Refuges, State Game Refuges, or State Wildlife Management Areas?*

None within the 5-mile buffer of the permitted project (2005-325).

- *National Natural Landmarks?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *The National Park System, Recreation Areas, Seashores, Forests?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *Rivers designated as National or State Wild, Scenic or Recreational?*

There are five designated rivers within the 5-mile buffer of the permitted project (2005-325). They are Blue Mountain Stream, Grasse River North and South Branches, Jordan River and Raquette River.

➤ *A site, area, lake, reservoir or highway designated or eligible for designation as scenic?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *Scenic Areas of Statewide Significance?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *A State or federally designated trail, or one proposed for designation?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *Adirondack Park Scenic Vistas?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *State Nature and Historic Preserve Areas?*

None within the 5-mile buffer of the permitted project (2005-325).

➤ *Palisades Park?*

The permitted project (2005-325) is within the Adirondack Park.

➤ *Bond Act Properties purchased under Exceptional Scenic Beauty or Open Space category?*

None within the 5-mile buffer of the permitted project (2005-325).

C. Viewpoint Selection

The following viewpoint locations were determined based on discussions (meeting at APA offices on April 5, 2007) and correspondence (letter dated April 26, 2007) with the APA. These locations were selected for visual simulations in order to convey the impacts of clearing for the ROW on Route 56 in the Forest Preserve.

- Typical Overbuild – photo location from the southbound lane for a long view of a piece of overbuild (Photo Simulation P-1).
- Hamm’s area – photo location from the northbound lane looking towards Hamm’s to simulate the crossings over the road (Photo Simulation P-6).
- Typical Forest Preserve – photo location from the southbound lane for a long view of the transmission line in the Forest Preserve (Photo Simulation P-8).
- Push braces and steep slope – photo location from the southbound lane for a view of push braces and the steep slopes along the curve (Photo Simulation P-9).
- Push braces and steep slope – photo location from the northbound lane for a view of push braces and the steep slopes along the curve and the sandy bank area (Photo Simulation P-10).
- View into the Forest Preserve area – photo location from the northbound Route 56 lane to simulate the line as it enters the NYSDOT ROW within the Forest Preserve (Photo Simulation P-12).

In addition to the specific photos taken for the photo simulations, as listed above, additional photos were taken at other locations along the route to establish existing visual character. An additional photo shows what a typical span guy looks like, and what is being avoided in the Forest Preserve. Figure 3 “Photo Location Map” shows the locations of the points where all of the photos were taken, and in what general direction. The numbers in Figure 3 correspond to the photo simulations listed in Section 5 “Photo Simulations” of this VIA and shown in Figures 4, “Photo Simulations”. The photo simulations are a representation of the 64’ ROW clearing (32’ from the centerline of the transmission line) that will take place at the time of construction of the transmission line.

D. Field Study

A field survey was conducted on May 10, 2007 to assist in the determination of potential West Alternate Route visibility from locations along the Route 56 travel corridor, based on the objectives of the photo simulations, as listed in Section 4C “Viewpoint Selection.”

To mark the location of the proposed pole locations in the field, a red balloon was flown and an orange survey rod was used at each location. Marking two pole locations in the field allows for more accurate pole placement and proportions in the photo simulations. Photographs were taken from designated locations at 35mm, 50mm, and 80mm focal lengths with a Canon EOS single lens reflex camera. Additional fieldwork was conducted in order to assess the visual impact of the transmission line where it crosses to the west side of Route 56.

5. Photo Simulations

Figure 3, “Photo Location Map” identifies the location of each photo and the direction in which it was taken. Only selected Photo Locations were used for Photo Simulations, based on the criteria described in Section 4C “Viewpoint Selection.”

The Photo Simulations use the field photos and data regarding the transmission line, pole height, and pole type, and a ROW clearing width of 32’ from the centerline on either side of the line. In many cases the transmission line is close to the travel corridor and within the NYSDOT ROW. When this occurs, little or no clearing is necessary on the roadside of the transmission line because the NYSDOT ROW is usually already cleared.

Simulation from Photo Location P-1

View south along Route 56 toward proposed Pole 180.

This simulation location was chosen to show a long view of the typical overbuild, just north of the Forest Preserve lands.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods	Balloon @ proposed Pole 179
Distant View	Road/woods	

The existing photo shows existing poles and a fairly wide ROW. The simulation shows the new pole locations and height. The existing ROW is sufficiently wide to accommodate the new ROW width, therefore no additional clearing is shown in the simulation.

Simulation from Photo Location P-6

View north along Route 56 towards the Hamm’s parcel and proposed Poles 193 and 194.

This simulation location was chosen to show the two crossings over the road. The line is crossing the road in two locations in order to avoid the private property located here. This is known as the Hamm’s parcel.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods/Hamm’s Inn	Survey rod @ proposed Pole 194
Distant View	Road/woods	

The existing photo shows existing poles and distribution and a fairly wide ROW. The simulation shows the proposed poles, the road crossing of the line, a push brace and a guy for the pole to the south of the Inn. Some additional clearing will be necessary, as shown in the simulation.

Simulation from Photo Location P-8*View south along Route 56 towards proposed Pole 204.*

This simulation location was chosen to show a long view of the transmission line corridor within the confines of the Forest Preserve.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods	Survey rod @ proposed Pole 201
Distant View	Road/woods	

The existing photo shows the road ROW through Forest Preserve lands with a minimally cleared road ROW. The photo simulation shows the transmission line after clearing and construction. The tree line has been pushed back to provide for the necessary 32' clearing from the centerline. This simulation shows one of the only long views of the transmission line along the Route 56 section that is adjacent to Forest Preserve lands. Views from the northbound lane of this same section are not nearly as long because of the curves in the roadway.

Simulation from Photo Location P-9*View south along Route 56 towards proposed Pole 214.*

This simulation location was chosen to show the push braces that will be installed along the curve and on the steep slope. This location is within the pine plantation.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods	Survey rod @ proposed Pole 213
Distant View	Road/woods	

The existing photo shows the pine plantation on the eastern side of the road. The person holding the survey rod and the locator balloon are clearly visible. The simulation clearly shows that the edge of the pine plantation will be pushed back. However, there is already some clearing for the road ROW, therefore, it is not a 32' clearing. Push braces are being used at this location to support the poles on the steep slope. This is so that span guys can be avoided, therefore minimizing the visual impacts. The view duration in this location will be very short, with one or two poles being seen at any given time, due to the sharpness of the curve.

Simulation from Photo Location P-10*View north along Route 56 towards proposed Pole 215.*

This simulation location was chosen to show the push braces that will be installed along the curve and on the steep slope. This location is within the pine plantation.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods	Survey rod @ proposed Pole 216
Distant View	Road/woods	

This photo location is of the same steep slope as P-9, but is a view from the southbound lane. This simulation shows more clearly the distinct clearing edge that will be created in this location. Again, the view durations in this location will be very short due to the sharpness of the curve, with only one or two poles being visible at the same time.

Simulation from Photo Location P-12*View north along Route 56 towards proposed Pole 227.*

This simulation location was chosen to show a view where the line will enter the Forest Preserve lands and the transmission line ROW will narrow from 37.5' from the centerline to 32' from the centerline.

View	Description of Existing Views	Location of Ground Target(s)
Near View	Road	
Middle View	Road/woods	Survey rod offset from proposed Pole 229
Distant View	Road/woods	

The existing conditions photo shows a view northbound from outside of Forest Preserve lands towards Forest Preserve lands. The simulation shows the transmission line entering the eastern side of the road ROW. The first pole is noticeable emerging from the forest just as the slope in the foreground drops to meet a fairly flat section of ROW. Where this pole is entering the road ROW, the transmission line ROW narrows from 37.5' to 32' on either side of the centerline. At this location, the transmission line ROW is coming from a cross-country segment, which is off the roadway, to where it will be adjacent to the road ROW. From the north, a cut into the woods where the line starts its cross-country route will be noticeable. This cut will be a 75' wide clearing. Because of the angle at which the transmission line will leave the road ROW, the cut will only be visible for a short period of time.

6. Viewer Groups

Viewer groups within the affected West Alternate Route include residents, motorists, vacationers, and through travelers. The NYSDOT annual average daily traffic (AADT), which is estimated average daily traffic, on this section of Route 56 is 729. In other words, there are an average of 729 cars on this road segment on any given day throughout the year. Considerably higher or lower values often result in areas of seasonal activities and when comparing weekend versus weekday traffic.

7. View Durations

In general view durations are relatively short on this section of Route 56 because of the rolling topography combined with varying turns in the road. This serves to prevent long extended views along the road. View durations along this section of Route 56 range from less than 3 seconds to 6 or more seconds at long view segments such as Photo Location P-1 and Photo Location P-2.

At Photo Location P-13, where the sub-transmission line will leave Route 56 and enter private lands, the view duration will be fairly short because of the turn in the road away from the cut. As shown in the picture from Photo Location P-13, the existing pole and the field personnel indicate where the sub-transmission line will leave the highway ROW and head south, as shown in Figure 1, "Project Location" and its location on a sharp turn in the road. It is estimated that the view duration from the Photo Location P-13 is approximately 4 seconds.

8. Mitigation Measures

The proposed transmission line ROW clearing width adjacent to Forest Preserve lands has been minimized to the greatest extent practicable in order to maintain a reliable transmission line. In order to keep the transmission line ROW clearing width to a minimum, horizontal, or "T" shaped, pole configurations are being used so that the poles are shorter and so that push braces can be utilized instead of span guys (which would add more wire clutter across the roadway).

The Applicants have considered the option to bury the transmission line in the road ROW. This option was not chosen because on the northern portion of the segment adjacent to Forest Preserve, local distribution already exists within the corridor, and to the south where local distribution does not exist, the segment is only 1.3 miles long. This reduces the overall benefit of burying the cable underground. Construction of underground cable would require approximately 20 feet of clearing in order to protect the cable. A buried cable line can only have grass vegetation cover, therefore, all trees will be removed within the 20-foot ROW for the underground cable. Putting the transmission line underground will create a wider ROW than currently exists, and would have to be maintained as grass.

9. Visual Impact Assessment Summary

Visual impact is assessed in terms of the anticipated change in visual resources, including whether there would be a change in character or quality of the view with respect to significant scenic and aesthetic resources.

There are three types of visual impacts along the West Alternate. They include:

- Construction of the transmission line as an overbuild
 - Construction of the transmission line adjacent to Forest Preserve, as an overbuild
 - Construction of the transmission line, south of Hamm's, where there currently is no line
1. The northern segment of the West Alternate will be constructed on the west side of Route 56, offset between $\pm 150'$ to $\pm 400'$ from the road corridor. There is an existing transmission and distribution line along the east side of Route 56 for approximately 1.9 miles from proposed Pole 161 that consists of vertical configuration poles. Most of this is along private properties; however, a short portion of this, approximately 0.5 miles, is adjacent to Forest Preserve lands. The segments of transmission line that are adjacent to private properties will be built using vertical configuration poles and the transmission line ROW will be 75 feet (37.5 feet from the centerline). Because the ROW will be offset from Route 56, the visual impact of these structures will be minimal.
 2. The 0.5-mile segment of overbuild that is adjacent to Forest Preserve lands is currently the vertical pole configuration. The overbuild will change this to the horizontal configuration. The new horizontal configuration poles will be taller than the existing local distribution vertical configuration poles because the new transmission line will be carrying a transmission line (which requires taller poles) in addition to local distribution. The horizontal configuration does however allow a shorter pole height than the vertical configuration carrying the transmission line and local distribution, and allows the use of push braces instead of span guys. The horizontal configuration can be utilized in this location because the local distribution necessary to the private in-holdings is only single phase, therefore requiring less separation distance to the transmission line. The segments of overbuild that are adjacent to Forest Preserve lands will be built using the horizontal configuration poles and the transmission line ROW will be 64 feet (32 feet from the centerline). The visual impact of this will be the installation of taller poles and the widening of the existing transmission line ROW. This will be a minimal visual impact because there are existing poles and an existing transmission line ROW.

The use of push braces instead of span guys reduces the visual impact in the corridor because there will be no span guys.

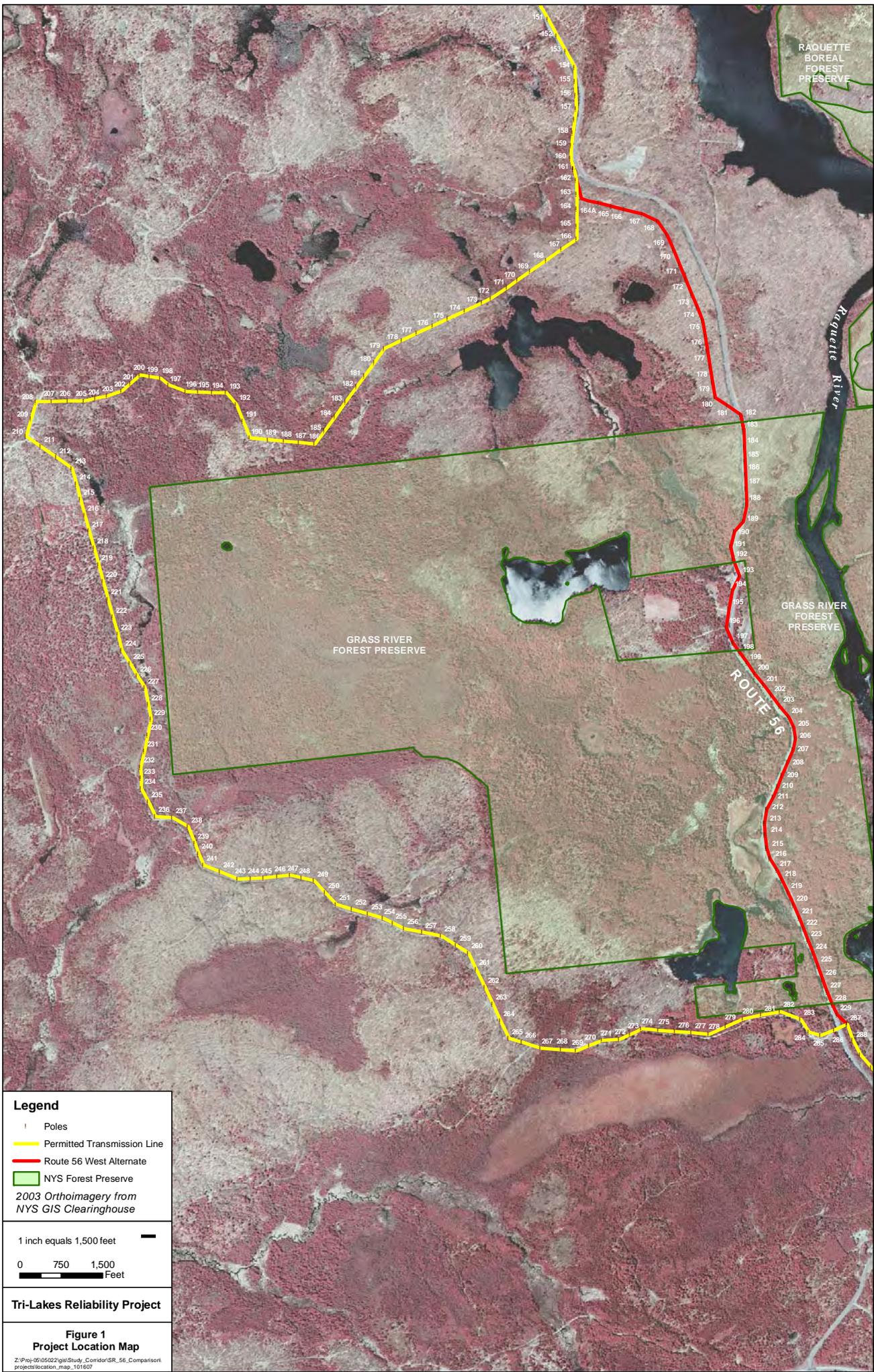
3. The 1.3-mile segment south of Hamm's will be the construction of the transmission line with no local distribution. There is currently no power line along this section of Route 56. The construction of this portion of the line will be an entirely new visual impact within the travel corridor. The transmission line will initially be built on lands that are part of the Forest Preserve but will be removed by Constitutional Amendment. The visual affect on this segment of Route 56 will be minimized to the greatest extent practicable. This has been done by using horizontal configuration poles, using push braces instead of span guys, reducing the ROW width as much as engineering practices will allow, and keeping the line on one side of the road.

The West Alternate will create a change in visual resources in this Project area. The affect to visual resources is contained within the travel corridor and affects only those traveling in the corridor. There are no views of the West Alternate from outside the travel corridor. The visual affects of the West Alternate have been minimized to the greatest extent practicable.

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¹ [http://www.apa.state.ny.us/Documents/Guidelines/Visual%20 Analysis%20Methodology.swf](http://www.apa.state.ny.us/Documents/Guidelines/Visual%20Analysis%20Methodology.swf)

² <http://www.dec.state.ny.us/website/dcs/policy/visual2000.pdf>



Legend

- ⋮ Poles
- Permitted Transmission Line
- Route 56 West Alternate
- ▭ NYS Forest Preserve

2003 Orthoimagery from NYS GIS Clearinghouse

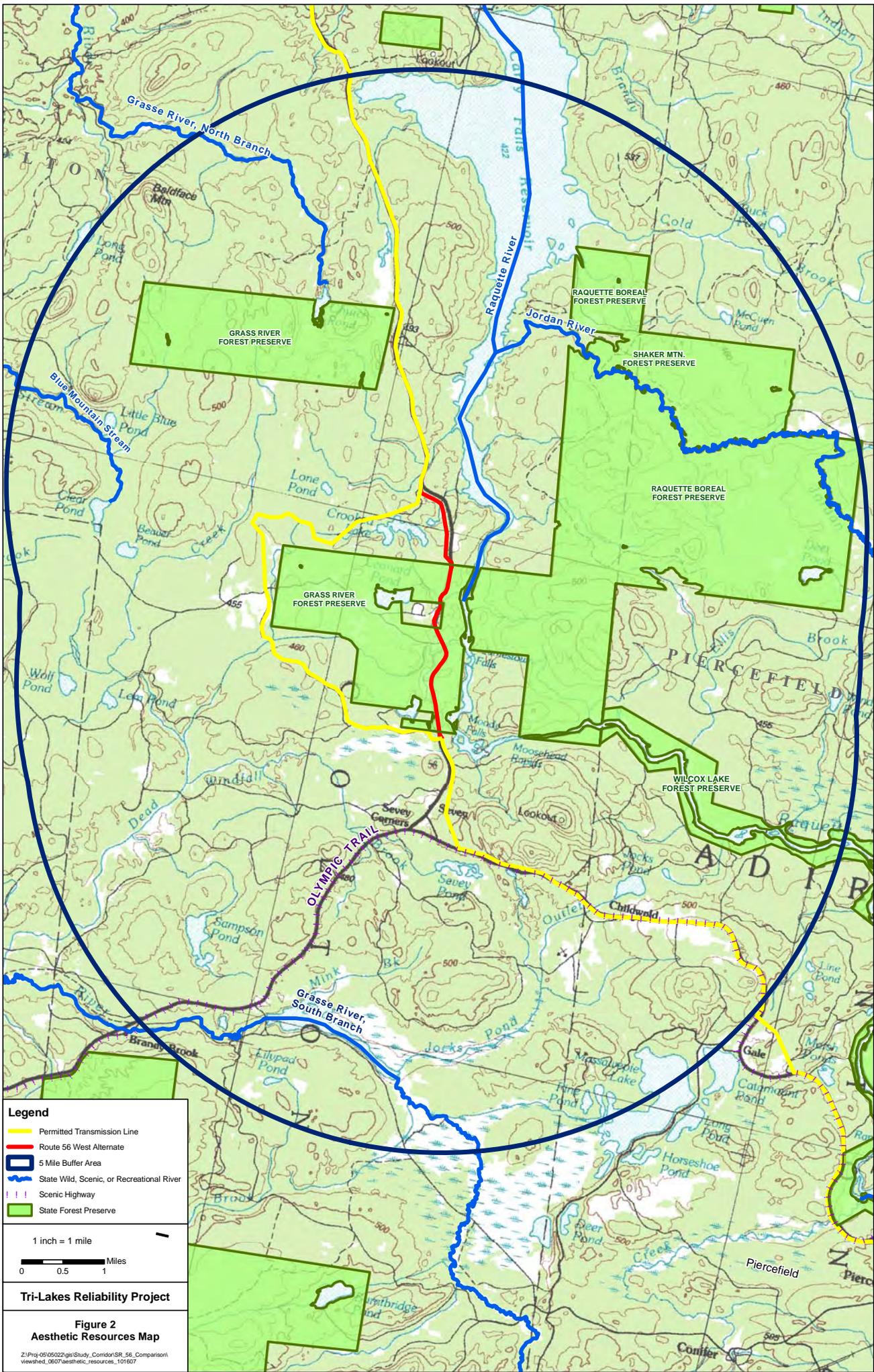
1 inch equals 1,500 feet

0 750 1,500 Feet

Tri-Lakes Reliability Project

Figure 1
Project Location Map

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- Legend**
- Permitted Transmission Line
 - Route 56 West Alternate
 - 5 Mile Buffer Area
 - State Wild, Scenic, or Recreational River
 - Scenic Highway
 - State Forest Preserve

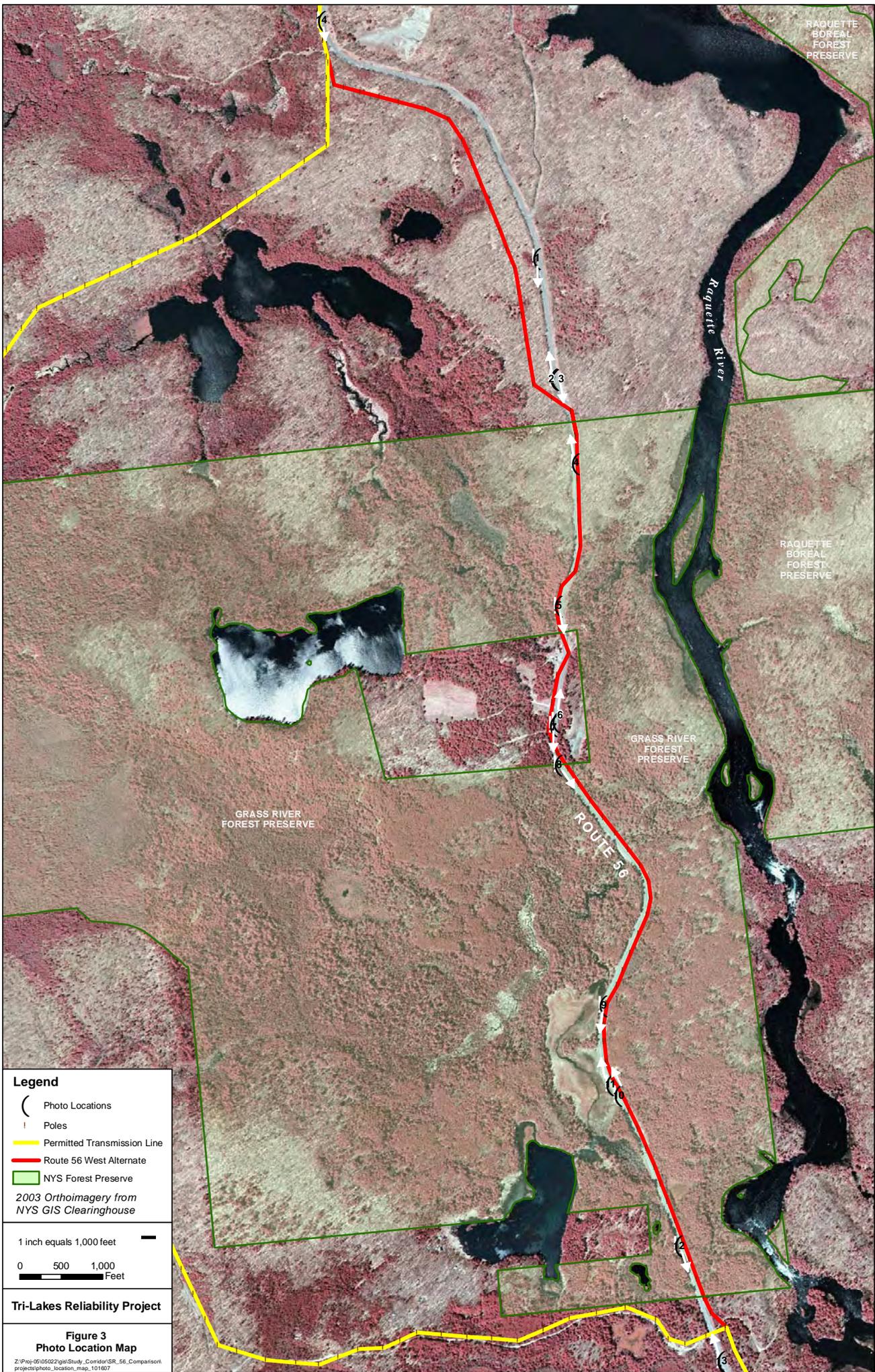
1 inch = 1 mile

0 0.5 1 Miles

Tri-Lakes Reliability Project

Figure 2
Aesthetic Resources Map

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Legend

- Photo Locations
- Poles
- Permitted Transmission Line
- Route 56 West Alternate
- NYS Forest Preserve

2003 Orthoimagery from
NYS GIS Clearinghouse

1 inch equals 1,000 feet

0 500 1,000
Feet

Tri-Lakes Reliability Project

Figure 3
Photo Location Map

Z:\P\05\05022\gisl\Study_Corridor\SR_56_Comparison\project\photo_location_map_101607

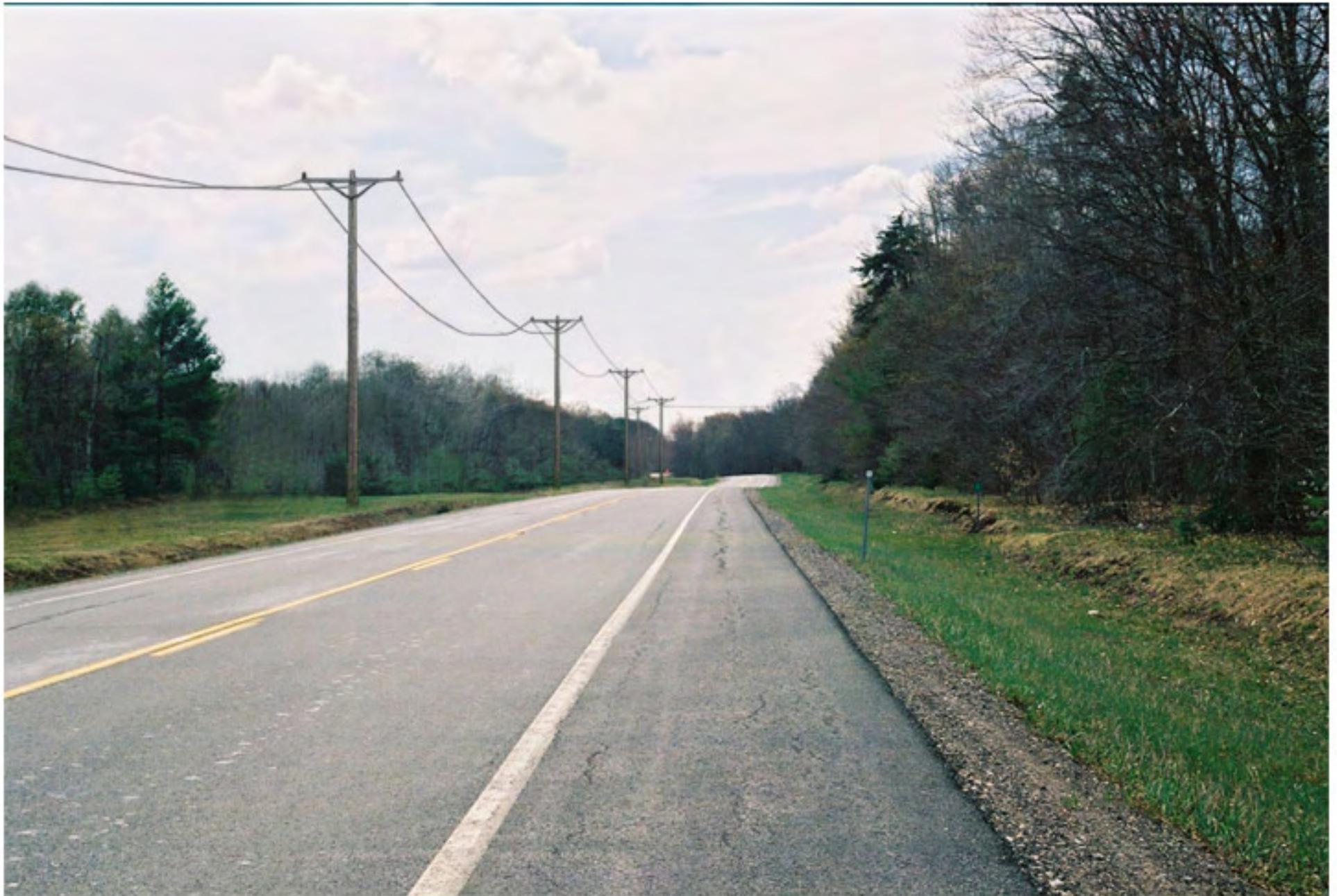
Figure 4
Photo Simulations



**Photo Location #1 (50mm Lens)
Existing Conditions**



**Photo Location #1 (50mm Lens)
Simulation**



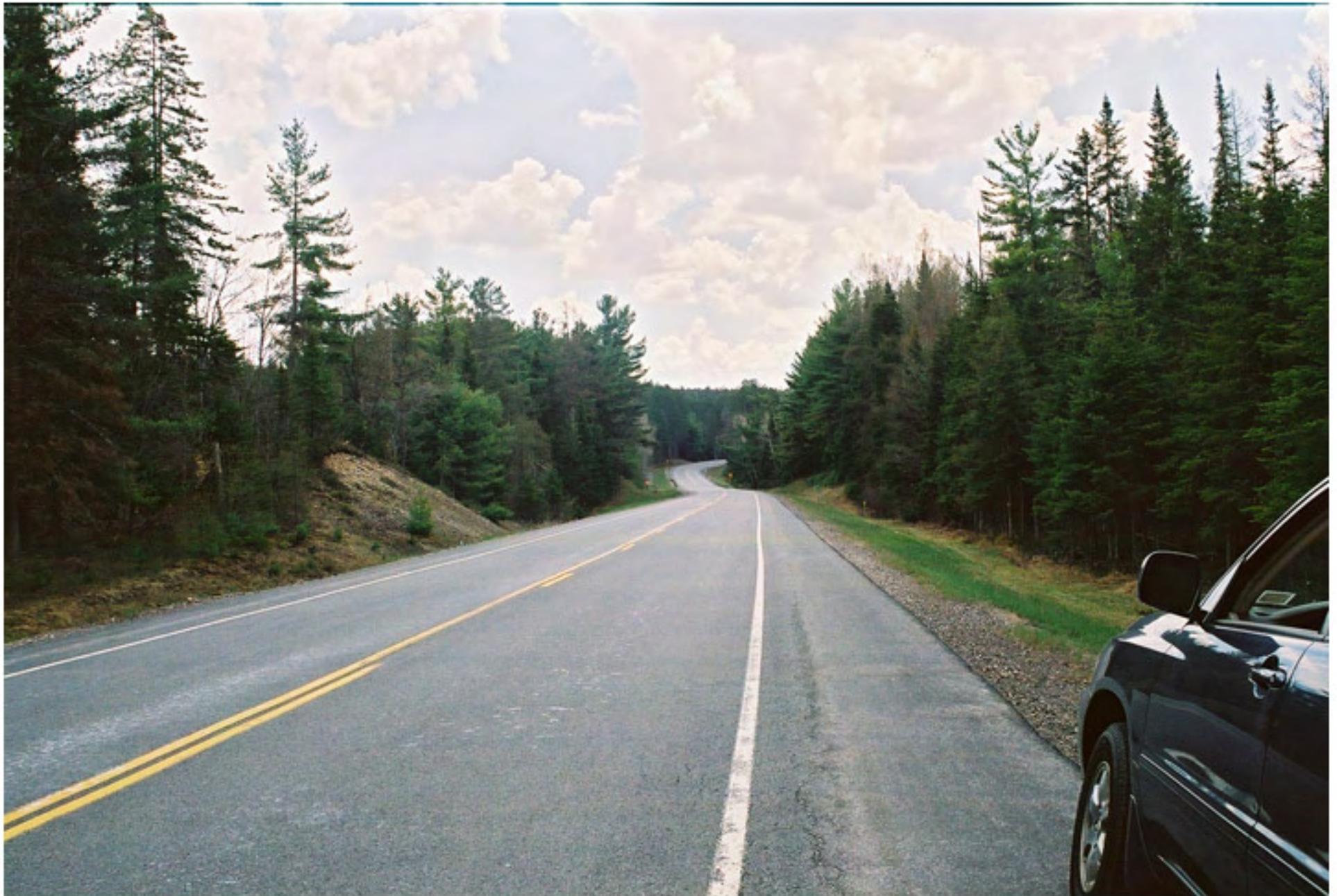
**Photo Location #1 (50mm Lens)
Simulation (With Danger Trees Cleared)**



**Photo Location #6 (35mm Lens)
Existing Conditions**



**Photo Location #6 (35mm Lens)
Simulation**



**Photo Location #8 (35mm Lens)
Existing Conditions**



**Photo Location #8 (35mm Lens)
Simulation**



**Photo Location #9 (35mm Lens)
Existing Conditions**



**Photo Location #9 (35mm Lens)
Simulation**



**Photo Location #10 (35mm Lens)
Existing Conditions**



**Photo Location #10 (35mm Lens)
Simulation**



**Photo Location #12 (35mm Lens)
Existing Conditions**



**Photo Location #12 (35mm Lens)
Simulation**