U.S. Department of the Interior
Bureau of Land Management

ENVIRONMENTAL ASSESSMENT
DOI-BLM-WY-100-2013-028-EA
Temporary Use Permit: WYW-179526

FREMONT LAKE ROAD 23-154

6th PM, T. 34 N., R. 109 W., Secs. 25 & 26
Sublette County, Wyoming

As Applied for by Sublette County

April 1, 2013

Wyoming High Desert District
Pinedale Field Office
PO Box 768
Pinedale, Wyoming 82941

BLM

1.0 INTRODUCTION

This Environmental Assessment (EA) has been prepared to analyze and disclose the site specific environmental consequences of Sublette County's application for a temporary use permit across Bureau of Land Management (BLM) administered lands to improve shoulder slopes and drainage. Sublette County Road and Bridge Department has taken over the maintenance of Fremont Lake Road/Skyline Drive up to the White Pine Ski area to provide safer travel conditions.

Sublette County has applied for a temporary use permit to include 11 temporary work areas. Sublette County currently holds a 100 foot, 50 foot either side of center line right-of-way (WYW -091073) on Fremont Lake Road in T. 34 N., R . 109 W., Secs. 25 and 26. They also hold a 20 foot wide right-of-way (WYW-179424) for snow catchers on the north and west sides of this road.

The BLM has prepared this Environmental Assessment (EA) to evaluate the impacts associated with construction and reclamation of the 11 temporary work areas.

Location of Proposed Action: The proposed project is located on public lands, in 6th PM, T. 34 N., R. 108 & 109 W., Sections 25 and 26, Sublette County, Wyoming

1.1 BACKGROUND

Sublette County has held a right-of-way on Fremont Lake Road across public lands administered by the BLM since 1989. As designed, the project would replace the asphalt and improve the shoulders and drainage. Another important aspect of the design is to improve the snow removal by providing flat areas for snow catchers. The proposed work would provide for better public safety while traveling this section of road.

Beginning at the Bridger-Teton Forest Service (Forest) boundary, Fremont Lake Road becomes Skyline Drive, which is administered by the Forest. Skyline Drive provides access to the adjacent Fremont-Halfmoon Lake area, one of the Forest's major areas of concentrated recreation, with many developed and dispersed opportunities. Fremont Lake is the largest of the glacial lakes along the west front of the Wind River Range. Nearby Halfmoon Lake is a smaller lake that is also reached via the Skyline Drive road. Skyline Drive offers visitors a chance to drive from Pinedale and U.S. 191, along a paved road, with scenic vistas of Fremont Lake, the glacial terrain surrounding it, and the distant peaks of the Wind River Range. It provides access to camping, boating, fishing, and a range of developments from resorts to wilderness trailheads. Fremont Lake offers an outstanding example of the results of Pleistocene glaciation, with its deep gorge and high moraines. Skyline Drive continues past Fremont Lake, White Pine, and Halfmoon Lake turnoffs and continues to climb into the conifer forest, culminating at a scenic pullout, with outstanding views up Pine Creek and into the heart of the mountains. The road ends at Elkhart trailhead and Trails End Campground, the most heavily-used access point for the Bridger Wilderness.

Due to the large number of vehicle accidents each year, some very serious, the Pinedale Ranger District of the Bridger-Teton National Forest and Pinedale Field Office of the Bureau of Land Management (BLM) completed an Environmental Assessment in July of 2006, to allow construction of shoulders on this paved road as well as additional sight distances, pullouts, and informational signs in selected sites along Skyline Drive. The Skyline Drive project area begins at the end of the proposed Sublette County, Fremont Lake Road project being analyzed in this environmental assessment. This action is needed to provide a safer road system, designed for the increased level of use.

1.2 PURPOSE AND NEED FOR THE PROPOSED ACTION, DECISION TO BE MADE

Purpose of Proposed Action

The purpose of the proposed action is to provide the opportunity for Sublette County to improve their right-of-way across BLM administered public lands to provide safer travel conditions for travelers that use the road to access White Pine Ski area and adjacent recreational locations.

Need for Proposed Action

The need is established by the BLM's responsibility under Title V of the Federal Land Policy and Management Act of October 21, 1976 (90 Stat. 2776; 43 U.S.C. 1761) and 43 CFR 2800 regulations to allow access across public lands for a rights-of-way and temporary use permits to provide for transportation.

Decision to be Made

The BLM Pinedale Field Manager is the Deciding Official. The decision to be made by the BLM, based on the analysis contained in this EA, is whether or not to authorize the proposed action and if so, under what terms and conditions. The decision associated with this EA would not constitute final approval for the temporary use permit associated with Sublette County's proposal. The EA does, however, provide the BLM with analysis from which the final decisions would be made.

1.3 RELATIONSHIP TO STATUTES, REGULATIONS, PLANS OR OTHER ENVIRONMENTAL ANALYSES

The proposed project would comply with all applicable federal, state, and local laws, plans, and permits required for this type of activity. This proposed action is subject to the following land use plan:

- Pinedale Resource Management Plan/ Final Environmental Impact Statement/Record of Decision (PRMP/FEIS/ROD), as approved on November 28, 2008. The plan has been reviewed (see page 2-15 and 2-16) and the proposed action as mitigated, conforms to the land use plan terms and conditions as required by 43 CFR 1610.5.

The Proposed Action is also consistent with the Endangered Species Act; the Native American Religious Freedom Act; other cultural resource management laws and regulations: and Executive Order 12898 regarding Environmental Justice.

1.4 SCOPING AND PUBLIC INVOLVEMENT

Scoping is an important part of the NEPA process and determines the scope of key issues related to a proposed action (40 CFR §1500.7). Scoping can involve federal, state, and local government agencies, tribal governments, resource specialists, industry representatives, local interest groups, and other members of the public.

The environmental document notification has been posted on the public NEPA website.

Internal scoping was conducted. No significant scoping issues were raised.

Key issues were defined as issues by the Interdisciplinary Team that 1) drive the analysis of environmental effects; 2) prescribe or necessitate the development of mitigation measures; and/or 3) drive the development of additional project alternatives. These issues are carried forward for analysis in Chapter 3.0 of the EA. The key issues are summarized as follows:

- potential impacts to cultural resources, such as archeological sites.
- potential impacts to noxious weeds and invasive species.
- potential impacts to soils.
- potential impacts to vegetation.
- potential impacts to wildlife and sensitive species.
- potential impacts to visual resources

External scoping of the Proposed Action has involved the notification of other agencies, organizations, tribes, local governments and the public via email, the BLM website (www.blm.gov/wy/st/en.html), and notices in the local newspapers. The public has been provided the opportunity to submit comments and recommendations by mail, telephone, email, or in person. Public scoping for the Proposed Action began December 18, 2012. An open house public meeting was held on January 15, 2013 at the BLM PFO, at which six interested publics were in attendance. Comments were accepted until February 10, 2013.

The BLM received two comment letters. One letter was from the Wyoming Game and Fish Department and the second letter was from the Sublette County Recreation Board. Comments from both letters were addressed in the revised Plan of Development submitted by Sublette County.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 ALTERNATIVE I – NO ACTION ALTERNATIVE

The No Action Alternative is required to be analyzed by the CEQ, 40 CFR 1502.14(d), and applicable BLM implementing regulations. CEQ regulations require the consideration of a No Action Alternative in all EA's.

The No Action Alternative provides a benchmark, enabling decision-makers to compare the magnitude of environmental effects of the action alternative(s). Under the No Action Alternative, the BLM would reject the proposal as submitted by Sublette County in the proposed action.

If the No Action Alternative is chosen, the BLM would deny Sublette County's authorization to improve the shoulders and drainage along Fremont Lake Road 23-154. Existing land uses and management within the project area would continue as they currently occur.

2.2 ALTERNATIVE II – PROPOSED ACTION

The proposed action consists of replacing the asphalt and improving the shoulders and drainage. The project would also improve the snow removal by providing flat areas for snow catchers on the north and west sides of the roadway and sloping back the cut areas to allow room for snow to collect farther from the road. The shoulder on the north and west sides of the road would be built wide enough to accommodate a future bike path. In most areas the improvements fall within the existing 100 foot right-of-way authorized under WYW-091073. However due to the size of the fills and need for borrow areas near to the work areas, a total of 11 temporary work areas would be needed to complete the project. The intent of this project is to place 15-20 feet of 6:1 shoulder slopes along those areas of Fremont Lake Road CR 23-154 where the existing shoulders are steep. The materials needed for filling these slopes will come from expanding the existing borrow ditches along the roadway. The total area required by the 11 temporary work areas is 6.13 acres. Construction would take place between May1 and October 31, 2013.

The proposed action also includes an 8-foot wide bike path. The bike path would be placed on the north and west side of Fremont Lake Road. The bike path would be an extension off the vehicle travel lane. An 8-inch fog line (white-stripe) will separate the bike path from the vehicle travel lane. The bike path would be approximately 8 feet wide by 1.5 miles long consisting of 1.5 acres. The bike path will not add additional disturbance from what is proposed with the shoulder work stated above, as it would become part of the shoulder.

The Plan of Development, submitted by Sublette County, and Exhibit B, both attached, are to be considered part of the proposed action.

2.3 ALTERNATIVES CONSIDERED BUT NOT ANALYZED IN DETAIL

One other alternative considered, included hauling materials from a different location. This alternative was not analyzed because it did not meet the Purpose of the project. The project required both cuts and fills in order to build the shoulders to a 6:1 slope.

As designed, the project is balanced, meaning that the material removed from hills would fill in the valleys, as required. Hauling materials in from a different location would have also required heavy haul truck traffic through town which would create a safety hazard.

3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

The Project Area is north- northeast of Pinedale along Fremont Lake Road, Sublette County Road 23-154. (See attached Exhibit A). Sublette County has held a right-of-way on this road since 1989. The road is the only access to Fremont and Half Moon Lakes, White Pine Ski Resort and Elk Hart Park trailhead. The trailhead is the main trailhead into one of the most popular destinations in the Wind River Range, Titcomb Basin. This project area is on a moraine, created by glaciation, along the south and east sides of Fremont Lake. The Green River Basin is a large topographic depression, created by the southward flowing Green River and its tributaries, characterizing topography in the region. This basin is bound on the northeast by the Wind River uplift and on the west is the Wyoming portion of the Overthrust Belt. Elevation ranges from approximately 7400 feet to 7500 feet.

The following elements of the human environment and resource elements have been reviewed and it has been determined that these elements would not be affected by the proposed action; and would not be discussed further in this document:

- Environmental Justice
- Farm lands, Prime or Unique
- Native American Religious Concerns
- Wastes, hazardous or solid
- Wild and Scenic Rivers
- Wilderness/WSAs/ACECs
- Forests and Rangelands
- Land Use and Livestock Grazing
- Wetlands, Riparian Resources and Floodplains
- Paleontological Resources
- Lands Wilderness Characteristics £
- Wilderness/WSAs/ACECs
- Water Quality; Drinking/Ground
- Aquatic Resources
- Threatened or Endangered Species/
- Recreation
- Sensitive Status Plants
- Air Quality
- Global Climate Change
- Fish Habitat
- Migratory Birds

£ The proposed action is entirely within a delineated boundary of a parcel of land that does not qualify for Lands with Wilderness Characteristics, as it is only approximately 400 acres in size.

Elements of the human environment and/or resource elements that could potentially be affected are:

- Cultural Resources
- Noxious Weeds and Invasive Species
- Soils
- Vegetation
- Visual Resources
- Wildlife and Sensitive Species

3.2 CULTURAL RESOURCES AND HISTORIC TRAILS

Pursuant to the Wyoming State Protocol, a Class III cultural survey has been conducted by a third party consultant and the Wyoming Cultural Resources Information System database was searched. The project conforms to Section 106 of the National Historic Preservation Act. No known eligible or non-eligible prehistoric sites have been documented through the Class III surveys in the project area.

3.3 NOXIOUS WEEDS AND INVASIVE SPECIES

Noxious weeds are officially designated non-native plant species that are invasive and/or have the potential to become monocultures and can cause harm to land value, native ecology, agricultural interests, wildlife habitat, livestock forage, riparian resources, and aesthetic and visual values of land.

Presently there are no noxious weed species located on the proposed action location.

Cheatgrass is an invasive weed species known to be present in the project area. Although not officially designated noxious, this plant can be disruptive to native plant communities. All soil surface disturbances are vulnerable to weed invasion.

3.4 SOILS

A maximum of 6.13 acres of soils would be disturbed by the proposed action. Soil disturbance would consist of the cutting back the slopes and filling in valleys to improve the shoulders of the road and provide for snow removal.

As mentioned above the project is located on a moraine and thus has thin soils at best.

3.5 VEGETATION

A maximum of 6.13 acres of vegetation would be disturbed by the proposed action.
All acreage under the proposed action would be reclaimed and reseeded with native seed. Natural vegetation would be allowed to reestablish after the construction is complete. No sensitive plant species are known to occur in the area of the proposed action.

The area of the proposed action can be defined as sagebrush steppe where Wyoming big sagebrush, black greasewood and saltbush are common components.
High elevations and low annual precipitation are prime determinants of plant species composition, abundance, and distribution in the vicinity of the proposed power line alignment. The sagebrush steppe provides habitat and forage for various sagebrush-obligate wildlife species.

3.6 VISUAL RESOURCES

The BLM is responsible for managing public lands for multiple uses while ensuring that the scenic values and open space character of the public lands are considered before authorizing actions on public lands. The BLM accomplishes this through the Visual Resource Management (VRM) system. The VRM system classifies land based on visual appeal, public concern for scenic quality, and visibility from travel routes or observation points. VRM classes are used to identify the degree of acceptable visual change within a landscape based on the physical and sociological characteristics: Classes I and II are the most valued, Class III represents a moderate value, and Class IV is of least value.

The proposed action would be entirely within VRM Class II on BLM administered public lands:

The BLM Manual 8431, Visual Resource Contrast Rating, provides the following management objectives for these VRM classes (BLM 1986):

> Class II Objective: The objective to this class is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.

For a more complete discussion on Visual Resource Management, visual impacts of the proposed action, photographs of the project area from Key Observation Points (KOP's) as well as visual simulations from the KOP's see the Visual Impact Assessment in Appendix 1.

3.7 WILDLIFE AND BLM SENSTIVE SPECIES

The proposed action is located within mule deer crucial winter range. There are no migratory or stop-over pathways for big game within the project area. The area is outside sage-grouse nesting and brood rearing 2 mile seasonal restriction.
The project area is outside of designated sage-grouse core habitat and delineated winter concentration habitat. The nearest core habitat is approximately 0.7 miles to the east. It is therefore unlikely the birds associated with core habitat would be impacted. There is an active osprey nest on the southern end of Fremont Lake however this is outside of the 0.5 mile seasonal restriction. The disturbance will occur along the existing roadway resulting in no additional habitat fragmentation.

4.0 ENVIRONMENTAL EFFECTS

4.1 DIRECT AND INDIRECT EFFECTS

An environmental impact is defined as a change in the quality or quantity of a given resource as a result of a modification in the existing environment resulting from project-related activities. Beneficial or adverse impacts may be a primary result (direct) or secondary result (indirect) of an action and may be permanent and long term or temporary.
Narrative descriptions of potential impacts resulting from the proposed action, as well as the No Action Alternative, are discussed for each environmental resource in Sections 4.1.1 through 4.1.7.

4.1.1 NO ACTION ALTERNATIVE

Under the No Action Alternative, there would be no additional impacts to cultural properties, noxious weeds, soils, vegetation, visual or wildlife resources along the alignment. Impacts from disturbing 6.13 acres during construction would not occur. The road surface would be less safe for travel.

4.1.2 CULTURAL RESOURCES AND HISTORIC TRAILS

Proposed Action

For this project, there are no archaeological sites either eligible or non-eligible within the area of potential effect for physical impacts.

4.1.3 NOXIOUS WEEDS AND INVASIVE SPECIES

Proposed Action
Invasive and noxious weed species can be introduced and become established in areas disturbed by construction, vehicle traffic, road maintenance, and topsoil removal and are commonly found on newly disturbed and reclaimed sites. The proposed action would increase the potential for introduction of noxious and an increase in invasive plants (e.g. Cheatgrass).

Establishment of noxious weeds leads to displacement of native species and shifts in plant community composition and ecosystem functioning. The resulting changes in the plant community can alter wildlife habitat, wildlife and livestock forage, and the fire regime. Additionally, sites dominated by weeds often have a different visual character that may contrast with the surrounding native vegetation. Indirect impacts resulting from weed infestations on the alignment would include changes in the fire cycle and increased economic costs from weed management efforts.
The establishment of some invasive and noxious weed species can result in long-term reclamation problems. Cultural (i.e., mechanical or grazing methods) and chemical controls are generally required to eliminate or control these species.

Although some weed infestation may be anticipated on the proposed action alignment, the application of weed preventative and control measures would minimize impacts from weed species. These measures include the use of weed-free seed during reclamation and subsequent monitoring and treatment methods that would be implemented following construction.

Construction vehicles and equipment will be washed prior to entering Sublette County to reduce the likelihood of importing noxious weed seeds.

4.1.4 SOILS

Proposed Action

Soils in the proposed project area are predominantly upland soils that are typically less susceptible to surface disturbances (see Section 3.4), but also include soils of piedmonts. Direct impacts would include the removal of vegetation, compaction of soil surfaces, and surface-disturbing activities.

The proposed action would result in a maximum of 6.13 acres of total surface disturbance. All soil impacts are expected to be short term; however, some soil loss could occur due to the physical alteration of the existing soil resource.

4.1.5 VEGETATION

Proposed Action

Direct impacts would include the removal of vegetation and damage from vehicles and heavy equipment on the temporary use areas. The proposed action would remove a maximum of 6.13 acres of vegetation, all of which would be reclaimed following construction.
The total disturbance would take place in the big sagebrush shrubland or sagebrush steppe vegetation type. Disturbance to these vegetation types would not be important because of their abundance and wide area of distribution in southwestern Wyoming. Despite the difficulty of establishing vegetation in upland sites with <10 inches average annual precipitation, current technology exists to stabilize these areas and minimize soil erosion as natural succession returns the site to pre-existing conditions.

All disturbed areas would be reclaimed and revegetated with grasses, forbs and shrubs after cessation of surface-disturbing activities. Appropriate seed mixtures would be used to promote establishment of native vegetation. Grasses could require 2 to 3 years for successful re-establishment in the area's arid environment. Forbs and shrubs would take longer. Long-term productivity of native vegetation would not be affected.

4.1.6 VISUAL RESOURCES

Proposed Action

The proposed action is consistent with the BLM's VRM objectives. VRM Class II lands would be crossed by the entire length of the proposed action. The impact to the visual resources is moderate to weak. Changes to the landscape occurred during the construction of the existing roadway.

The proposed action is consistent with VRM Class II objectives, as all disturbance would take place adjacent to the existing roadway, the changes to the viewshed would be small. The existing cuts and fills along the road would be expanded. All areas would be reseeded with native seed to re-establish the natural colors of the landscape. Once vegetation reestablishes on the cuts and fills the proposed action should not attract the attention of the casual observer.

For a more complete discussion on visual environmental impacts of the proposed action see the Visual Impact Assessment in Appendix 1.

4.1.7 WILDLIFE AND BLM SENSITIVE SPECIES

Proposed Action
Most impacts to wildlife although minimal would result from loss of seasonal forage habitat and degraded habitat quality. These changes in wildlife habitat and/or habitat quality can be caused directly or indirectly by project activities such as removal of existing vegetation, compaction of soils from construction and maintenance traffic, disturbance from noise and human activity.

4.2. CUMULATIVE AND RESIDUAL EFFECTS

4.2.1 INTRODUCTION

Environmental impacts may accumulate either over time or in combination with similar events within and surrounding the project area. A cumulative impact is defined as the impact to the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions (RFFAs) regardless of what agency (federal or non-federal) or person undertakes such actions (40 CFR 1508.7). Principal actions that are considered in the evaluation of the cumulative impacts are those that have affected the same resources and for which the effect is still residual in the environment.

The cumulative impact analysis areas (CIAAs) for past and present actions, as well as RFFAs that may generate cumulative impacts, vary depending on the resource under consideration. The extent of individual CIAAs for each resource of this EA is described in the following subsections.

4.2.2 CULTURAL AND HISTORIC TRAILS

Potential for disturbance of cultural materials and site settings is proportionate to the surface area of ground disturbance and the scale of aboveground development on the cultural landscape. Increased ground disturbance also increases the potential for unanticipated discoveries, and the potential for the unmitigated loss of cultural resource values and information if those discoveries go unrecognized or if there is loss due to damage as a result of the disturbance during discovery.

4.2.3 NOXIOUS AND INVASIVE WEEDS

Existing activities in this area include ranching and grazing. These activities have contributed to the removal of native vegetation and an increase in invasive and noxious weed species in the area.

4.2.4 SOILS

The proposed action would result in the disturbance of 6.13 acres of soil, in addition to soil disturbances that would typically occur with other existing land use practices, grazing, and recreational activities. However, impacts to soils from the proposed action are expected to be temporary and would not impose long term effect.

4.2.5 VEGETATION

The big sagebrush shrubland is the dominant vegetation type along the proposed action and in the surrounding area and would experience the greatest amount of disturbance from the proposed action.

Due to the widespread distribution of big sagebrush shrubland in southwest Wyoming, a relatively small proportion of this plant community would be impacted by the proposed action. Reclamation and revegetation efforts would be required for all projects in the area. These efforts typically involve recontouring and planting of native grasses, shrubs and forbs. This often results in increased dominance of herbaceous vegetation and a general decrease in the shrub stratum.

4.2.6 VISUAL RESOURCES

The level of change to the characteristic landscape would be low with the construction of the proposed action and would not attract the attention of the casual observer, once vegetation reestablishes. Therefore, the proposed action would not be out of context with VRM Class II areas.

4.2.7 WILDLIFE AND BLM SENSATIVE SPEICES

Surface disturbance and habitat fragmentation have existed in varying degrees within and surrounding the proposed action and have increased over time.

Some species have adapted to human presence. Additional disturbance would likely cause new behavioral adaptations, movement, and/or avoidance of activity areas. Future actions in the project area that would impact wildlife include road construction, residential development, recreation, wildlife species management, and livestock grazing. Impacts to wildlife from this project would add to existing impacts from other disturbances in the area.
Cumulative impacts to BLM sensitive species are not anticipated because the species would not be affected as a result of the proposed action.

5.0 TRIBES, INDIVIDUALS, ORGANIZATIONS, or AGENCIES CONSULTED

An EA must be prepared when a federal government agency considers approving an action within its jurisdiction that may impact the human environment. An EA aids federal officials in making decisions by disclosing information on the physical, biological, and social environment of a proposed project. This EA has been prepared by the BLM PFO in Pinedale, Wyoming.

Third-party contractors have been used by the BLM to conduct studies, gather data, and prepare documents. Tribes, individuals, organizations, and agencies consulted during the preparation of this EA include:

- BLM PFO – lead agency
- Wyoming State Historic Preservation Office (SHPO)

These agencies were actively involved in preparing, reviewing, and/or creating the draft EA, as well as in developing mitigations and BMPs to reduce impacts from the proposed project.

6.0 CONSULTATION AND COORDINATION

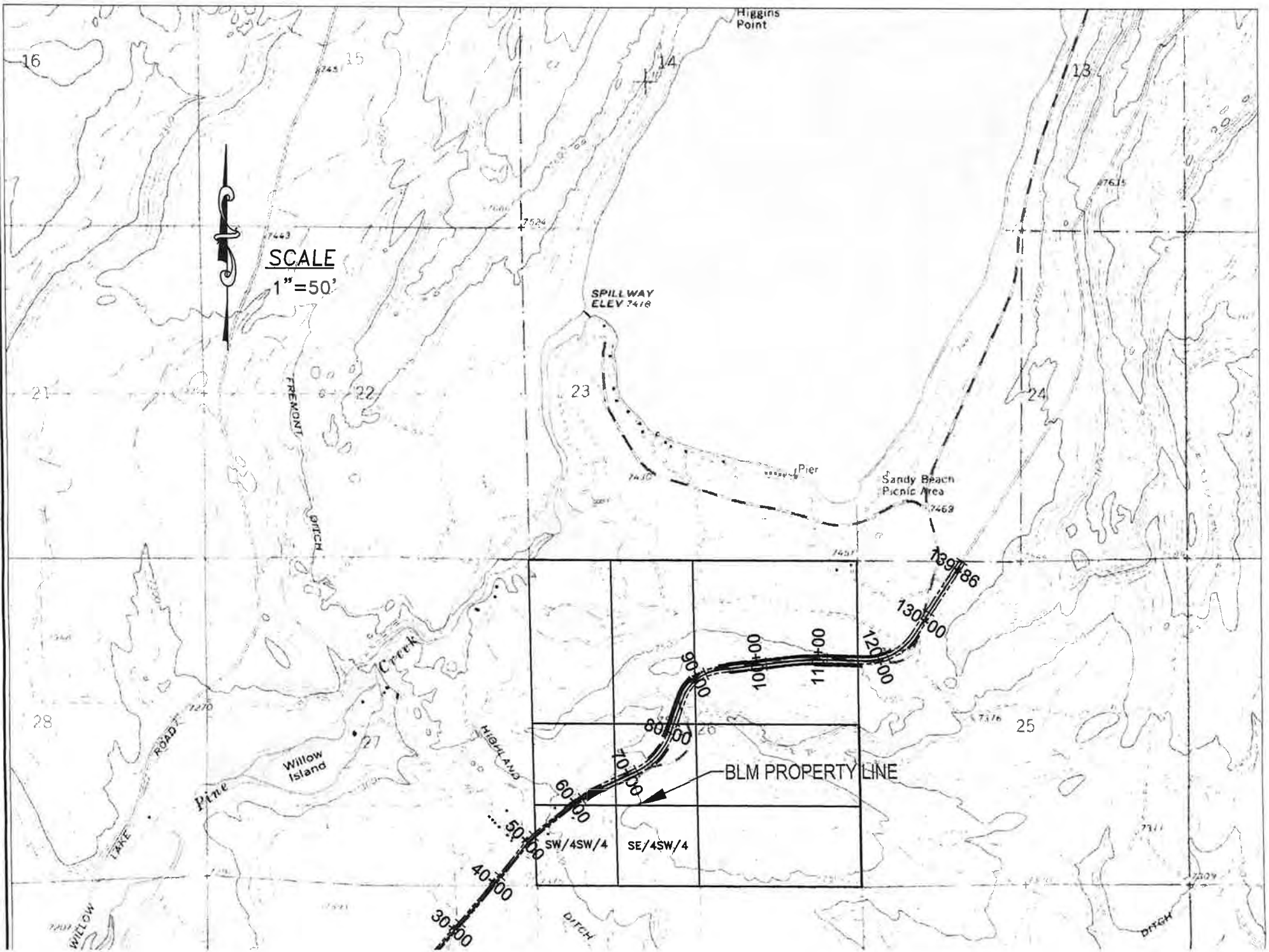
Name	Title
Bill Wadsworth	BLM, Realty Specialist
Josh Hemenway	BLM, Wildlife Biologist
Sam Drucker	BLM, Archaeologist
Martin Hudson	BLM, Outdoor Recreation Planner
Mary Lankford	Sublette County Clerk, Applicant

7.0 LITERATURE CITED

BLM. 2008a. Resource Management Plan and FINAL Environmental Impact Statement for the Pinedale Field Office Planning Area. Pinedale Field Office. U.S. Department of the Interior, Bureau of Land Management. Pinedale, Wyoming.

Appendix 1:

Plan of Development, Specialist Input Forms and Exhibits.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Pier
Sandy Beach Picnic Area
FREMONT DITCH
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1. Use of pesticides shall comply with the applicable Federal and state laws. Pesticides shall be used only in accordance with their registered uses and within limitations imposed by the Secretary of the Interior. Prior to the use of pesticides, the holder shall obtain from the authorized officer written approval of a plan showing the type and quantity of material to be used, pest(s) to be controlled, method of application, location of storage and disposal of containers, and any other information deemed necessary by the authorized officer. Emergency use of pesticides shall be approved in writing by the authorized officer prior to such use.

2. The holder shall be responsible for weed control on disturbed areas within the limits of the right-of-way. The holder is responsible for consultation with the authorized officer and/or local authorities for acceptable weed control methods (within limits imposed in the grant stipulations).

3. The holder(s) shall comply with all applicable Federal laws and regulations existing or hereafter enacted or promulgated. In any event, the holder(s) shall comply with the Toxic Substances Control Act of 1976, as amended (15 U.S.C. 2601, et seq.) With regard to any toxic substances that are used, generated by or stored on the right-of-way or on facilities authorized under this right-of-way grant. (See 40 CFR, Part 702-799 and especially, provisions on polychlorinated biphenyls, 40 CFR 761.1-761.193.) Additionally, any release of toxic substances (leaks, spills, etc.) In excess of the reportable quantity established by 40 CFR, Part 117 shall be reported as required by the Comprehensive Environmental Response, Compensation and Liability Act of 1980, Section 102b. A copy of any report required or requested by any Federal agency or State government as a result of a reportable release or spill of any toxic substances shall be furnished to the authorized officer concurrent with the filing of the reports to the involved Federal agency or State government.

4. Any cultural and/or paleontological resource (historic or prehistoric site or object) discovered by the holder, or any person working on his behalf, on public or Federal land shall be immediately reported to the authorized officer. Holder shall suspend all operations in the immediate area of such discovery until written authorization to proceed is issued by the authorized officer. An evaluation of the discovery will be made by the authorized officer to determine appropriate actions to prevent the loss of significant cultural or scientific values. The holder will be responsible for the cost of evaluation and any decision as to proper mitigation measures will be made by the authorized officer after consulting with the holder.

5. The holder shall construct, operate, and maintain the facilities, improvements, and structures within this right-of-way in strict conformity with the plan of development which was approved and made part of the grant on April 1, 2013. Any relocation, additional construction, or use that is not in accord with the approved plan of development, shall not be initiated without the prior written approval of the authorized officer. **A copy of the complete right-of-way grant, including all stipulations and approved plan of development, shall be on the right-of-way area during construction, operation, and termination.** Noncompliance with the above will be grounds for immediate temporary suspension of activities if it constitutes a threat to public health and safety or the environment.

6. Surface disturbance will be restricted in any of the following areas or conditions. Modification to this limitation may be approved in writing by the Authorized Officer.

   Construction with frozen ground material or during periods when the soil material is saturated, frozen, or when water shed damage is likely to occur.

7. Holder shall remove only the minimum amount of vegetation necessary for the construction of structures and facilities. Topsoil shall be conserved during excavation and reused as cover on disturbed areas to facilitate regrowth of vegetation.

8. The following wildlife timing stipulations will be in effect during the construction phase of the project. The timing stipulations will not be utilized during actual operation of the road.

   The holder may request an exception in writing to the following stipulations at any time. Any exceptions to the following stipulation must be approved in writing by the authorized officer prior to conducting any surface disturbing or activities disruptive to wildlife. The exception request must explain the reason(s) for the exception and explain why the proposed activities will not impact the species or their habitat. Data supporting the exception must accompany the written request

   Activities or surface use are not allowed from November 15 through April 30 for the protection of big game crucial winter habitat.

9. If cultural or paleontological resources are located within frozen soils or sediments precluding the ability to adequately record or evaluate the find, work will cease and the site will be protected for the duration of frozen soil conditions. Following natural thaw, recordation, evaluation and recommendations concerning further management will be made to the authorized officer who will consult with affected parties. Construction work will be suspended until management of the threatened site has been finalized.

10. The holder shall mark the exterior boundaries of the right-of-way with a stake and/or lath. The tops of the stakes and/or laths will be painted and the laths flagged in a distinctive color as determined by the holder. Holder shall maintain all boundary stakes and/or laths in place until final cleanup and restoration is completed and approved by the authorized officer. The stakes and/or laths will then be removed at the end of the project.

11. The holder shall be responsible for seeing that all construction vehicles and equipment are thoroughly power washed prior to entering Sublette County to reduce the likelihood of importing noxious weed seeds.

12. To help limit the spread and establishment of a noxious weed community within the disturbed areas, prompt establishment of the desired vegetation is required. Seeding should occur as soon as possible during the optimal period after construction. Certified "noxious weed-free" seed must be used on all areas to be seeded.

Exhibit C
WYW-179526
April 1, 2013
4 Pages

PLAN OF DEVELOPMENT (POD)
FREMONT LAKE ROAD
CR-23-154
SUBLETTE COUNTY, WYOMING

Fremont Lake Road has a BLM right-of-way under Title V of the Federal Land Policy Management Act (WYW-91073). The existing width through the BLM lands is 100 feet with the exception of the south 640 feet which has an easement width of 60 feet. Fremont Lake Road provides access to numerous summer and year around homes, Fremont and Half Moon Lakes, Lakeside Lodge, Half Moon Lodge, White Pine Ski Area, Forest Service camping sites, and various recreation areas. Road use is heavy year around.

Purpose and Need

Due to the age and condition of the asphalt, it needs to be replaced. At the same time, shoulder work is planned to widen the road to 13 foot travel lanes and to flatten the slopes which will make travel safer on Fremont Lake Road. While working on the shoulders, constructing an area on the north and west shoulders to allow the plowing of snow catchers will make it easier to keep the road open during winter months. Currently, the lack of shoulders does not allow snow plows to move the snow off of the road far enough to keep the road from drifting in the next time the wind blows. Material for the fill to widen the travel lanes and fill the shoulders will come from widening ditches and flattening the cut slopes from the original construction.

In order to make the road safer to travel and facilitate the plowing of snow catchers requires that temporary construction easements be granted outside the existing right-of-way. The construction easements will accommodate the toes of shoulder fill slopes and the tops of the cut slopes to provide the fill required.

Because the Fremont Lake Road falls in a viewshed area on BLM lands, the viewshed effects of the new construction on the existing road were addressed. During the public open house and comment period two letters with comments were received.

The first letter was from Bob Barrett, Vice-Chairman, Sublette County Recreation Board. Based on his comments, meetings with the Sublette County Commissioners, and actions from the Sublette County Recreation Board, an 8-foot wide bike path has been added to the project. The bike path will start at Riverside Subdivision Road, Sublette County Road 23-101, and proceed on the north and west sides of Fremont Lake Road and end at Forest Service Road FS 111. An 8-inch fog line (white stripe) will separate the bike path from the vehicle travel lane. A 3-inch white stripe will be placed at the center of the bike path to designate uphill and downhill lanes.

The second letter was from the Wyoming Game and Fish Department (WGFD) and will be discussed later in this POD.

The length and width of the temporary right-of-way requested varies with the actual locations as shown on page 2 of 17 of the road plans. The temporary easement area requested is 6.12 acres.

The temporary easement request is for one year to allow for construction in 2013 and to check on the reclamation in the spring/summer of 2014.

Facility Design Factors

Because the road design is for a county road in an easement under the Title V of the Federal Land Policy Management Act (WYW-91073), the road design has not been submitted to BLM's Rock Springs engineer for approval.

Additional ROW Components – Specialty Items

No fences exist along the BLM right-of-way. The only fence that partially exists is the fence at the end of the project separating US Forest Service lands from BLM lands and it is not a good repair. No known archeological sites exist along the right-of-way.

Government Agency Involvement

No 404 Permit is required because Fremont Lake Road is not near flowing water, riparian areas, or wetlands. The road is on BLM lands, only. A copy of the road plans was submitted with the permit application for the temporary construction easement.

Right-of-Way Location

A 7.5 minute quad showing the location with section, township, and range is page 1 of 14 of the plans submitted with the permit application. No river crossings exist. Fremont Lake Road begins at US Highway 191 and passes through the Town of Pinedale before it becomes a county road and passes through private lands before it reaches BLM lands. The reconstructed roadway and bike path will closely follow the existing roadway.

Resource Values and Environmental Concerns

During the public comment, as mentioned above, the WGFD submitted comments. From those comments and meetings with the Sublette County Commissioners, the following statements are intended to address the comments. The speed limit on Fremont Lake will be set at 45 miles per hour. Ground disturbance will be minimized and reclamation will follow construction this fall to minimize the potential for invasive and noxious weed establishment. The contractor will be required to submit an NPDES Permit prior to construction. All equipment will be serviced and fueled at least 300 feet away from streams and riparian areas. Depending on the contractor, a request to the WGFD to inspect the equipment for aquatic invasive species will be made. Shoulders will not be made steeper; therefore, deer crossing signs will not be included. All work on the project will be completed by October 1, 2013 to minimize conflict with mule deer winter range and migration.

Construction of the Facility

A 72 hour construction notification will be provided to the BLM. Notification of the pre-bid contractor meeting and the pre-construction meeting will be provided to the BLM, too. No work

MAR 1 8 2013

will be allowed on frozen soils. All topsoil will be removed and stockpiled to a minimum depth of 6-inches prior to excavation.

The construction methods and schedule will be covered in both the pre-bid and pre-construction meetings. Construction staking will delineate the area of disturbance. Once traffic control is placed and topsoil is stripped, culvert work and shoulder fills will begin. Any rocks within the disturbed area will be hauled off. Material from the cut slopes will be used for the fill material. After the shoulder work is completed, the asphalt will be full-depth reclaimed and left in place. Additional crushed base will be placed on top and compacted. The crushed base surface will have MAG water applied to hold the fines in the crushed base. Asphalt will be placed on top of the tack oil coat on the MAG'd surface. Striping will be completed and delineator posts will be set. Reclamation will begin once the shoulder work has been completed.

The equipment to be used will include dozers, blades, excavators, scrapers, haul trucks, a reclaimer, broom, asphalt laydown machine, and rollers.

Reclamation

Due to the methods used to construct the shoulders and excavate the slopes, no subsidence will occur. As stated above, reclamation will begin once the shoulder work has been completed. The topsoil that was stripped and stockpiled will be placed back on all disturbed areas. Seeding and mulching will occur at the completion of the project. The seed mix to be used is as follows:

Indian ricegrass (Achnatherum hymenoides) 'Rimrock'	2.50
Bluebunch wheatgrass (Pseudoroegneria spicata ssp. Spicata) 'Secar'	2.50
Slender wheatgrass (Elymus trachycaulus ssp. Trachycaulus) 'Pryor'	1.10
Thickspike wheatgrass (Elymus lanceolatus ssp. Lanceolatus) 'Critana'	1.10
Western yarrow (Achillea millefolium var. occidentialis)	0.03
Blue flax (Linum lewisii) 'Maple Grove'	0.30
Pale evening primrose (Oenothera pallida)	0.20
Palmer penstemon (Penstemon palmeri)	0.14
Winterfat (Krascheninnikovia lanata)	0.70
Wyoming big sagebrush (Artemisia tridentata ssp. Wyomingenis)	1.00
Basin big sagebrush (Artemisia tridentata ssp. Tridentata)	0.60
Rubber rabbitbrush (Ericameria nauseosa)	0.12
Total	10.29 pls/ac

Operation and Maintenance of the Facility

Condition of the reclamation will be reviewed within the first year time frame. Weeds will be addressed by Sublette County in their County Road Weed Program. Crack seal and chip seal will occur as needed.

Finally, the county has applied for a grant from the Central Federal Lands Highway Division under the Wyoming Access Program and received notice that they have been short listed for funding. The project begins at the end of this project and ends at the turn around past the White Pine Ski Area turn.

7.) ***Project description***: *(a) Type of system or facility, (e.g., canal, pipeline, road); (b) related structures and facilities; (c) physical specifications (length, width, grading, etc.); (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction.*

Sublette County Road & Bridge is working on project to improve Fremont Lake County Road 23-154. As designed, the project will replace the asphalt and improve the shoulders and drainage. Another important aspect of the design is to improve the snow removal by providing flat areas for snow catchers on the north and west sides of the roadway and sloping back the cut areas to allow room for snow to collect farther from the road. In most areas, these improvements fall within the existing 100 foot right-of-way. However due to the size of the fills and the need for borrow areas near to the work areas, temporary work areas will be needed to complete the project. The following information will depict the design criteria, specifications, and expected schedule. Construction is proposed to take place during the fall of 2012 and spring of 2013 with consent from the United States Department of the Interior Bureau of Land Management.

The intent of this project is to place 15 to 20 feet of 6:1 shoulder slopes along those areas of CR 23-154 where the existing shoulders are steep. The material needed for filling these slopes will come from expanding the existing borrow ditches along the roadway. Along the 1.5 mile stretch of CR 23-154 through the BLM lands where this shoulder work is to be performed a total of 11 temporary work areas will be needed. The total area required for these temporary work areas is 6.13 acres. The location and size of each work area is summarized below.

Station	Width	Area
123+47 – 126+00 R	25'	0.15 acres
109+00 – 115+65 R	45'	0.69 acres
92+34 – 120+84 L	30'	1.96 acres
93+59 – 96+84 L	40'	0.30 acres
94+00 – 109+00 R	20'	0.69 acres
77+47 – 87+62 L	55'	1.28 acres
73+22 – 75+97 R	30'	0.19 acres
72+86 – 75+97 L	30'	0.21 acres
63+71 – 70+59 R	10'	0.16 acres
60+59 – 63+71 R	25'	0.18 acres
56+84 – 63+71 L	20'	0.32 acres

WILDLIFE EVALUATION - PINEDALE FIELD OFFICE

BIOLOGIST: Josh Hemenway
REVIEW DATE: 7/13/2012
ONSITE DATE: NA
APPLICANT: Sublette County
PROJECT NAME: Freemont Lake road – Improved shoulders
ROW OR LEASE NUMBER: WYW-179526 TUP
LOCATION: T34N, R109W Sec.25 and 26 (the other sections are private)

Description of the proposed action:
Sublette County would like a temporary use permit to improve the shoulders on the Freemont Lake road to reduce accidents. Sublette County currently has a right-of-way with us for this road (WYW- 91073) the temporary use permit would be within the existing right-of-way. The TUP would be 6.13 acres.

COMMENTS:
The project is located within mule deer crucial winter range. There are no migratory or stop-over pathways for big game within the project area. The area is outside of the sage-grouse nesting and brood rearing 2 mile seasonal restriction. The location is outside of designated sage-grouse core habitat however BLM IM WY-2012-019 states that it may be necessary to protect winter concentration habitat outside of current core boundaries. The project is outside of delineated sage-grouse winter concentration habitat and the nearest Core habitat is approximately 0.7 miles to the east. It is therefore unlikely that birds associated with Core habitat will be impacted. There is an active osprey nest on the southern end of Fremont lake however this outside of the 0.5 mile seasonal restriction. The disturbance will occur along the existing roadway resulting in no additional habitat fragmentation.

The following stipulations or conditions of approval apply:

- Activities or surface use are not allowed from November 15 through April 30 for the protection of big game crucial winter habitat.

FEDERALLY LISTED SPECIES:
X No effect
❑ May affect, not likely to adversely affect---Section 7 Consultation Required
❑ May affect, likely to adversely affect----Section 7 Consultation Required

LANDS
Bill W

STANDARD SIGNED NOTIFICATION DOCUMENTING NHPA COMPLIANCE

PROJECT REVIEW UNDER SECTION 106

DBU Number: DBU_WY_2013_211

Project Name: Fremont Lake Road Widening Project
Agency Project No.: PFO-13-EDR-030
Project Proponent: Sublette County
Distinct Actions: 1

Legal Location

T34.00N R109.00W Sec. 25
T34.00N R109.00W Sec. 26
T34.00N R109.00W Sec. 27
T34.00N R109.00W Sec. 34

Undertaking Name: Fremont Lake Road Widening Project

Other Agency Nos: WYW-179526
PFO-11-087
Field Org. Project No.: PFO-13-EDR-030

Brief Description: Sublette County plans to widen Fremont Lake road for safety purposes. Work falls within the inventory of the Fremont Lake Road / Skyline Drive R-O-W snowcatcher project. (100' both sides of centerline)

Associated Sites

Site Number	Site Type	Eligibility	Criteria	Impact	Effect Statement

Lead Agency Activities

Review Framework: State Protocol
Time Frame: Notify and proceed
Interested Parties:

Date Accepted: 02/04/2013 **Fiscal Year:** 2013 **Date Printed:** 02/04/2013

Requirements and Stipulations

Stipulations: If cultural or paleontological resources are located within sensitive/frozen soils or sediments precluding the ability to adequately record or evaluate the find, work will cease and the discovery will be protected for the duration of adverse soil conditions to protect the resource until it can be evaluated. Following the end of adverse conditions, recordation, evaluation and recommendations concerning further management will be made to the authorized officer, who will consult with affected parties. Construction work will be suspended until management of the threatened site or discovery has been finalized.

The standard cultural and paleontological resource (in accordance with the paleontological resources preservation act (PRPA)) stipulations shall be applied to all grants.

Finding of Effect for Project

Lead Agency: No Effect

Notes: No sites were found within the APE of this project.

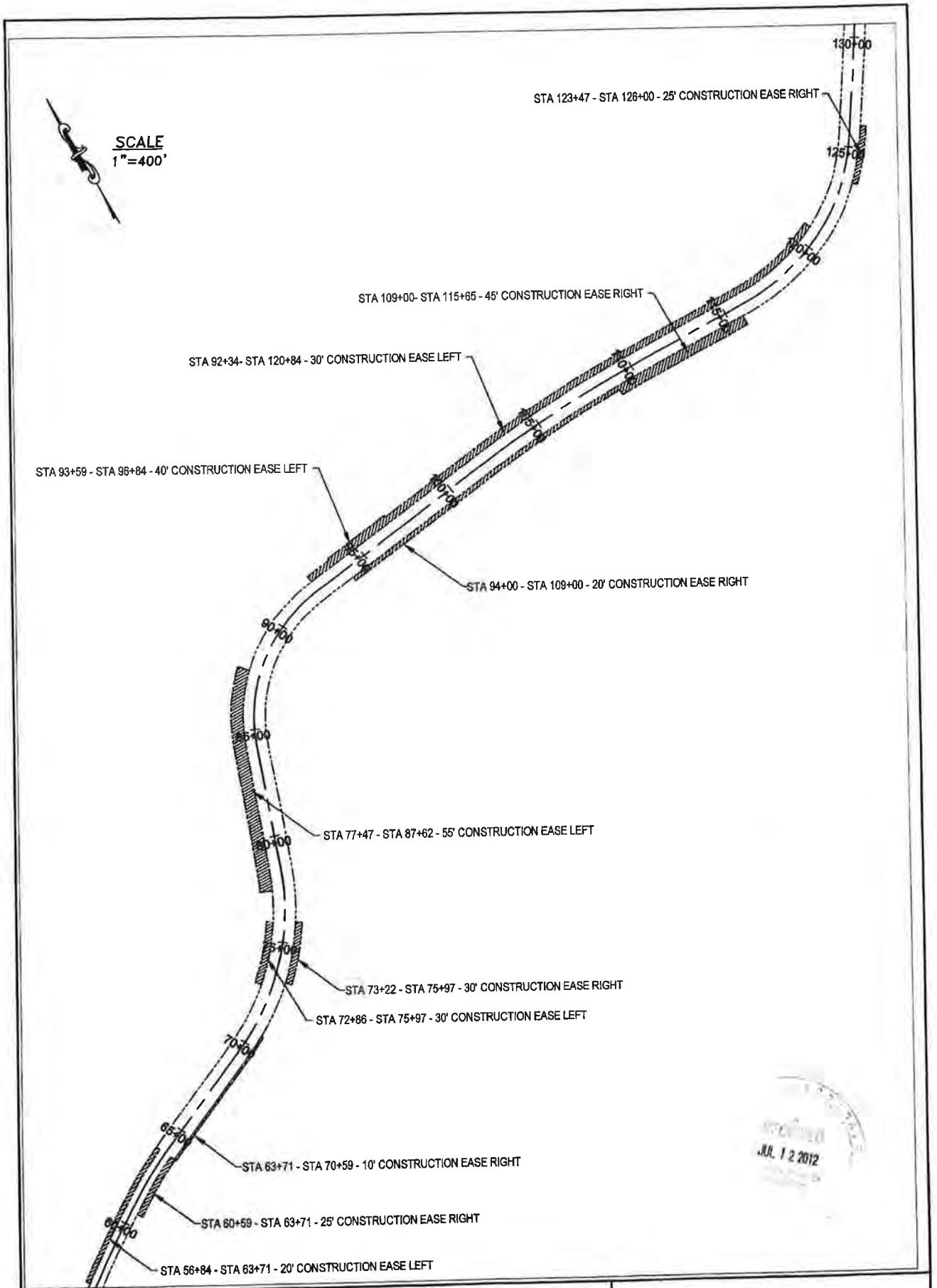
Reviewer: Drucker, Sam (initials)

(Sam) Drucker RPA

Certifying Official: Archaeologist, BLM Pinedale

02/04/2013

Date Sent to SHPO (SHPO-WYCRO, Laramie)



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DESIGNED BY: FAS	
DRAWN BY: FAS	
CHECKED BY: MCE	
DATE: 6/18/12	
JOB NO. 3557	
PAGE: 2 OF 14	

CR 23-154 – OVERLAY PROJECT

CONSTRUCTION EASEMENT OVERVIEW

SECTIONS 25, 26, 27 AND 34, T.34N., R.109W., OF THE 6TH P.M., SUBLETTE COUNTY, WYOMING

RIO VERDE ENGINEERING
(307) 367-2626
FAX# (307)-367-2546
PINEDALE, WYOMING

Appendix 1
WYW-179526
April 1, 2013
51 Pages

VISUAL IMPACT ASSESMENT FOR THE FREMONT LAKE (CR 23-154) ROAD REHABILITATION PROJECT

PREPARED BY

RIO VERDE ENGINEERING

FEBRUARY 2013

Visual Impact Assessment for the Fremont Lake (CR 23-154) Road Rehabilitation Project

Sublette County, Wyoming

Prepared by

Rio Verde Engineering
PO Box 642
Pinedale, WY 82941
(307) 367-2826
rioverde@wyoming.com

February 2013

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1.0 INTRODUCTION

Fremont Lake Road (CR 23-154) is a heavily used road that provides access to many recreational areas in the Pinedale area. The road is experiencing heavy cracking and is due for an overhaul; both to improve safety and to provide a smooth travelway for residents, recreational users and tourists alike. The asphalt on the existing roadway is beyond its design life and requires replacement. In addition, the existing shoulders need to be widened to provide an adequate area for the county to place snow catchers during heavy snow years. The material for construction of these wide, flat shoulders would come from expanding the existing cut slopes and filling on the existing road shoulders and fill slopes. The construction of these wide, flat shoulders results in the need for the county to go beyond their existing right-of-way for 11 temporary construction areas, located on Bureau of Land Management (BLM) lands. The roadway would not be realigned, but these temporary work areas are needed to provide the material and the space to construct the safer shoulders. Sublette County is planning the Fremont Lake Road Reconstruction Project for the summer of 2013.

This Visual Impact Assessment evaluates the visual impacts of the proposed road work. Descriptions of the project, photographs of the project area from Key Observation Points (KOP's) as well as visual simulations from the KOP's for this project are presented in this document.

1.1 PROJECT LOCATION

The county is rehabilitating the road from the Town of Pinedale city limits to the United States Forest Service Boundary as shown in Figure 1. More specifically the project is located Sections 25, 26, 27 and 34, T.34N., R.109W., of the 6th Prime Meridian, Sublette County, Wyoming. The portion of the roadway that traverses BLM lands is in the NW/4 SW/4, NE/4 SW/4, SE/4 NW/4 and the SW/4 NE/4 of Section 26 and the SW/4 NW/4, NW/4 NW/4 and the NE/4 NW/4 of Section 25.

CR 23-154 is the only access route to Fremont Lake and is heavily used by residents, recreational users and tourists. In addition to Fremont Lake, CR 23-154 provides access to Lakeside Lodge, Half Moon Lake/Resort, White Pine Ski Area, Elkhart Park, various overlooks and the Bridger-Teton National Forest.

1.2 DESCRIPTION OF THE VISUAL SETTING

The landscape CR 23-154 traverses is characterized by wide, open country with rolling hills. The vegetation is dominated by sagebrush and native grasses. The prominent feature is the skyline, which is characterized by the high peaks of the Wind River Mountains. CR 23-154 provides access to Fremont Lake, which is visible from the roadway for approximately the last mile. The existing road corridor is visible but does not stand out or dominate the landscape.

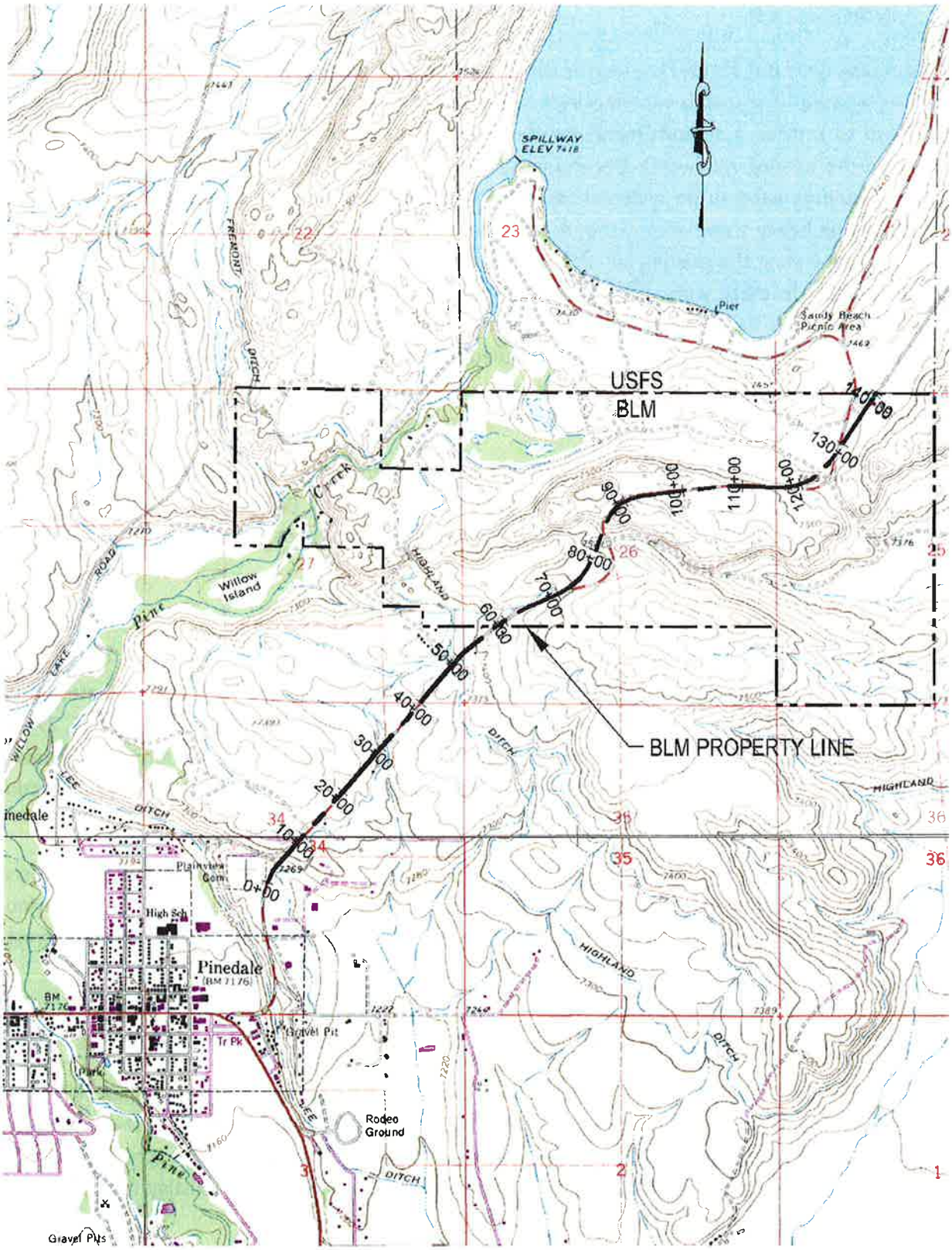


Figure 1. Project Location Map.

1.3 VISUAL RESOURCE MANAGEMENT

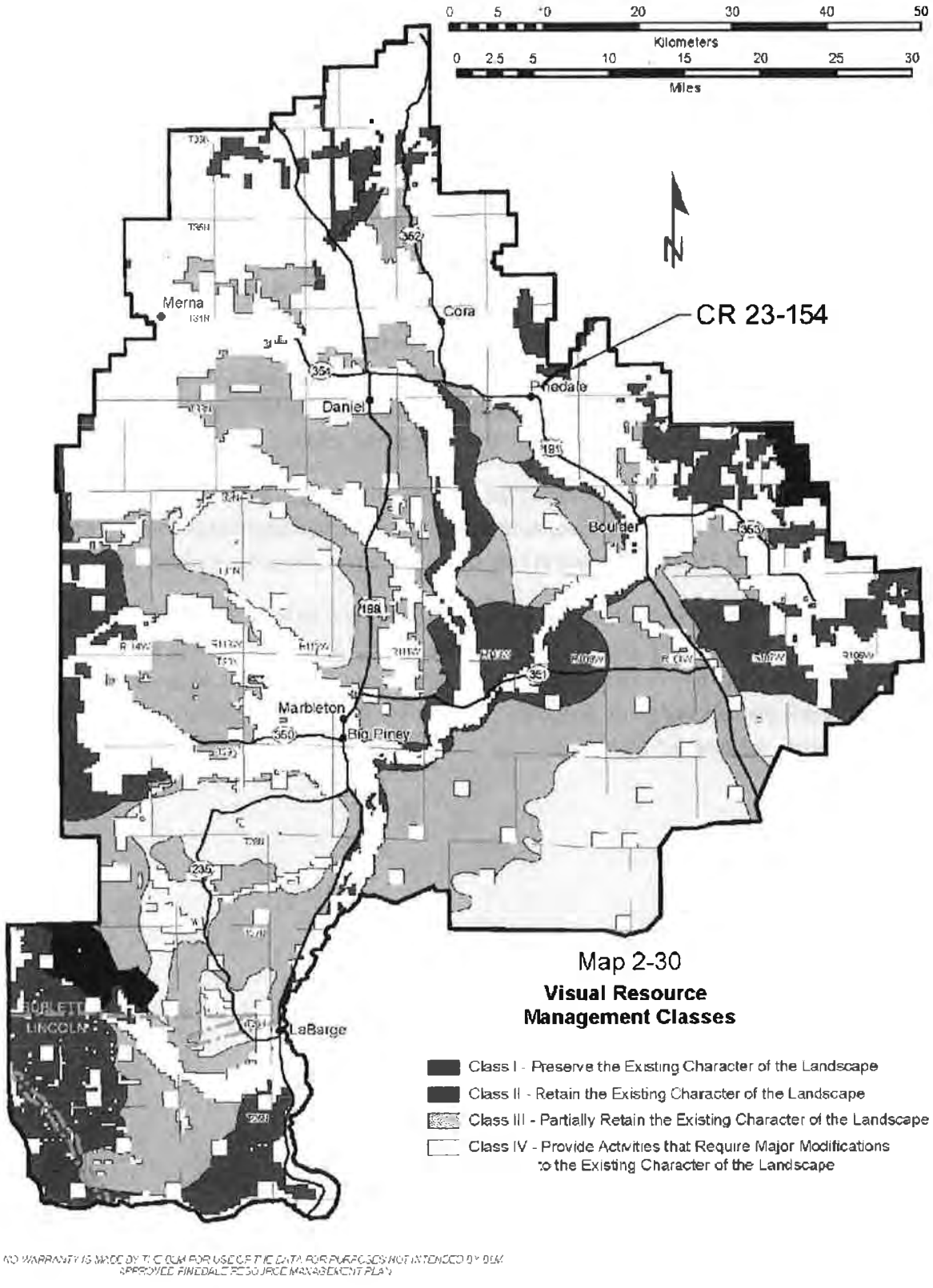
It is the BLM's responsibility to manage public lands for multiple uses while ensuring the open space and scenic value of the land is considered before authorizing projects. To accomplish this, the BLM has developed a Visual Resource Management System with the following goals:

Recognize that different areas require different levels of management based upon the scenic value of the particular area. While this can be highly subjective, objectivity and consistency can be greatly increased by using basic design elements such as form, line, color and texture.

As different areas require different levels of management, lands are broken up into four classes based upon the area's scenic value. Class I having the most scenic value and Class IV having the least scenic value. The BLM must consider the activity level in the site and determine if the work done would be consistent with the objectives established for the class of the land the area is categorized as.

The Pinedale Resource Management Plan (RMP) designates VRM management classes and corresponding objectives for the project area and determines management protection and priorities for scenic resources (BLM 2008). As shown in Figure 2, the project falls entirely within VRM Class II.

As stated in BLM Manual H-8410, The Objective of the Class II VRM is "*retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape.*" (BLM 1986)



NO WARRANTY IS MADE BY T C GUM FOR USE OF THIS DATA FOR PURPOSES NOT INTENDED BY BLM
APPROVED PINEDALE RESOURCE MANAGEMENT PLAN

Figure 2. Map 2-30 Visual Resource Management Classes (Pinedale Resource Management Plan 2008)

1.4 VIEWERS, USER GROUPS, AND VIEW SENSITIVITY

The viewshed within the project area was analyzed to categorize travelers through the area and their sensitivity to the changes in the landscape associated with the project. Key Observation Points (KOP's) were selected to represent the experience of the viewers as they travel through the project area. These KOP's were selected to best evaluate the amount of landscape change and contrast with the surroundings associated with the project.

The majority of the project is viewed by travelers travelling along CR 23-154. However the last mile of the roadway is visible from Fremont Lake. However, for people on the lake, much of the roadway is hidden by a nearby ridge and as one travels further down the lake the more difficult it is to see the road corridor.

Local residents, recreational users and tourists are the primary travelers along this roadway. This roadway is the only access to Fremont Lake, Lakeside Lodge, Half Moon Lake/Resort, the White Pine Ski Area and the Elkheart Trailhead. As such, recreational traffic is high and the traffic counts are summarized in Table 1.

Generally speaking, the nearby residents would not notice the change in landscape associated with the project. Most residents live far away from the project or their views are obstructed by the rolling hills of the landscape. A couple residents near Fremont Lake will have direct line of sight to the project area, but their sensitivity to the project should be low, as the roadway is their only access to their homes and their homes are focused more on Fremont Lake and the Wind River Mountain skyline.

The main visitation group that the VRM needs to address is recreational travelers using the roadway to travel to recreational destinations such as Fremont Lake, Half Moon Lake/Resort, White Pine Ski Area and the Elkheart trailhead. These visitors travel along the roadway and would see the altered landscape from their vehicles and would be highly sensitive to changes in the landscape. This was the primary factor when selecting the KOP's.

These KOP's needed to show the existing landscape, including the existing road corridor; such that changes to the landscape associated with the rehabilitation project can be seen.

Table 1. Traffic Count on Fremont Lake Road (CR 23-154)

	ADT	Dates Measured	Location
Fremont Lake Road CR 23-154	1075	7/28/2008 - 8/4/2008	0.9 Miles from Town Limits

1.5 ANALYSIS METHODOLOGIES

The Visual Resource Management plan required classifying the project using the methods outlined in BLM Manual 8431-Visual Resource Contrast Rating. This process is broken down into 5 main steps. 1. Obtain Project Description, 2. Identify VRM Objectives, 3. Select Key Observation Points, 4. Prepare Visual Simulations, 5. Complete the Contrast Rating.

The project description was previously summarized in Section 1 and below in Section 2. The project falls entirely within VRM Class II, so the objectives that need to be met are *"retain the existing character of the landscape. The level of change to the characteristic landscape should be low. Management activities may be seen, but should not attract the attention of the casual observer. Any changes must repeat the basic elements of form, line, color, and texture found in the predominant natural features of the characteristic landscape. New projects can be approved if the blend in with the existing surroundings and don't attract attention.* " (BLM 1986)

Rio Verde Engineering (RVE) worked with the BLM in the selection of Key Observation Points (KOP's). Rio Verde Engineering prepared the visual simulations using the proposed design and manipulated existing photos to show the finished product. The Visual Contrast Rating was done following the procedures outlined in the BLM Manual 8431.

2.0 PROPOSED ALTERNATIVES

2.1 NO ACTION ALTERNATIVE

The county is going to rehabilitate the roadway regardless of approval from the BLM of the temporary construction areas. If these construction areas are not granted, the construction of the wide, flat shoulders will be limited to staying within the existing county right-of-way for CR 23-154. This construction alternative will result in narrower shoulders and steeper cut/fill slopes. This is a safety concern, but if "no action" is the approved alternative, this will be the only option. In addition, more material will need to be hauled from the county pit for fill material, resulting in higher costs and prolonged construction.

2.2 PROPOSED ACTION

The Proposed Action would consist of the construction of wider, flatter shoulders. This would be done by adding material to the existing shoulders and fill slopes. The material for this would come by laying back the existing cut slopes. To reiterate, no road realignments are planned and all the construction would be done along the existing road corridor. The road would stay where it is and the existing cut and fill slopes would be expanded to provide the material to construct the wide flat shoulders. Figure 3 shows the typical sections for the proposed action.

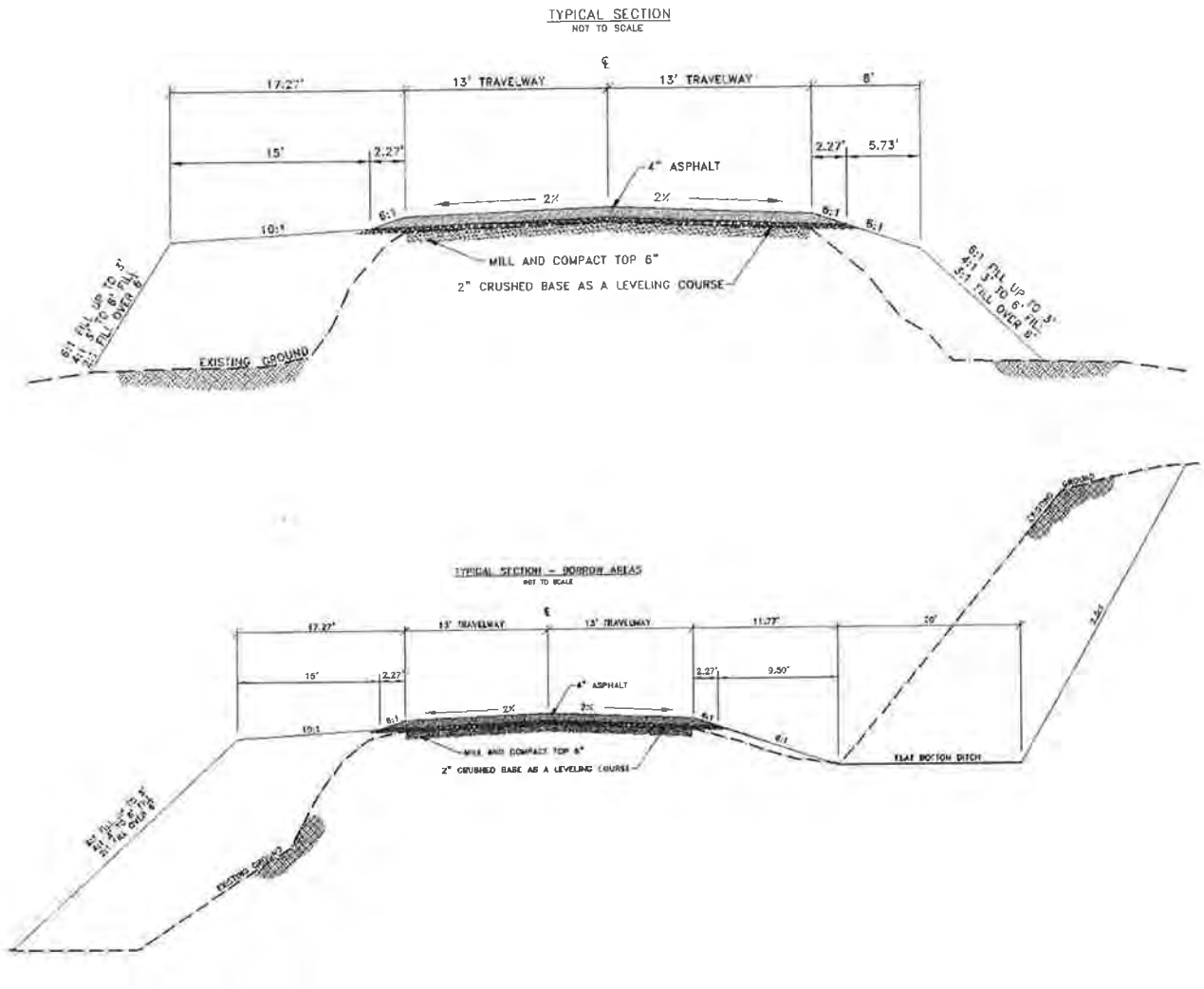


Figure 3. Typical Sections for Proposed Action.

3.0 VISUAL ANALYSIS

The visual analysis is done to determine the amount of contrast to the existing landscape that the proposed project would create. Visual contrast ratings are determined by comparing features of the proposed project to those of the existing landscape using the basic design elements of form, line, color and texture. This was done by following the methodologies outlined in the BLM Manual 8431 – Visual Resource Contrast Rating. The results of the analysis are then used to ensure the proposed project falls within the objectives established for the Class II VRM.

3.1 KEY OBSERVATION POINTS

The Key Observation Points were selected by driving the project and choosing points along the road where the travelers and residents would be looking into the new construction areas where the most significant work would be performed. This was done by BLM and RVE personnel. A total of 5 KOP's were selected for visual simulations. The details of each KOP are summarized in Table 2 and Figure 4.

At each KOP two visual simulations were performed. One was right after construction (ie dirt shoulders and backslopes, before reseeding) and one for 3 years after project completion. Each simulation was then compared to the existing conditions and rated to determine if the project would be consistent with the objectives outlined for a Class II VRM project.

Table 2. Key Observation Points used in Visual Impact Analysis

KOP # (North to South)	UTM Coordinates (Zone 12N Feet) N	E	VRM Class	Photo Azimuth	Description	Project Component Viewed
1	15583148.04	1957507.26	II	249°	CR 23-154 southbound lane facing southwest	Cut and Fill Slopes
2	15582007.37	1956445.44	II	268°	CR 23-154 southbound Lane facing west	Cut and Fill Slopes
3	15581770.84	1953581.73	II	228°	Fremont Lake Overlook Parking Lot facing south	Cut Slope
4	15580355.45	1952817.06	II	23°	CR 23-154 northbound lane facing north	Cut and Fill Slopes
5	15577912.37	1947836.20	II	59°	Broken Hills Drive eastbound lane facing northeast	Fill Slope

Figure 4. Key Observation Points

3.2 PHOTO ANALYSIS AND SIMULATION

The visual simulations were done in the following manner. Using the topo survey of the existing road corridor, the KOP locations were determined within the computer model by matching existing road edge, cut slopes etc, with the photo taken at each KOP. A computer model of the proposed design was then created using the computer program Autocad. These computer simulations were then imported into photoshop where they were super imposed on the photos of the existing conditions taken at each KOP. Through tedious work the entire computer rendering was replaced with photos manipulated to fit the computer rendered sections and show dirt/grass shoulders and slopes. The computer enhanced photo images needed to closely resemble the color and growth expected for the finished product. This was done by using photos from existing cut/fill slopes on the Mesa Road (CR 23-230) constructed in 2008.

Visual Contrast Rating Worksheets were completed for each KOP to determine the degree of impact imposed on the existing landscape. This is done by using the visual simulations to determine the degree of change and contrast imposed on the landscape by the proposed alternative. Finally, a determination is made regarding the degree of impact that the project creates and whether or not they fall within the VRM objectives. The degree of contrast at each KOP was rated none, weak, moderate or strong, as defined in the BLM Manual 8431-Visual Resource Contrast Rating

None – the element is not visible or perceived

Weak – The element contrast can be seen but does not attract attention

Moderate – The element contrast begins to attract attention and begins to dominate the characteristic landscape.

Strong – The element contrast demands attention, will not be overlooked and is dominant in the landscape.

3.3 BLM DISTANCE ZONES

In addition to the VRM classes, a distance zone is also designated to help describe the part of the landscape being analyzed. The different distance zones are summarized in Table 3.

Table 3. BLM Distance Zones, Average Distances and Descriptions.

Distance Zone	Average Distance	Description
Foreground	1 foot to 0.25 mile	Individual plants and landscape features are visible and detailed.
Middleground	0.25 mile to 3-5 miles	Texture and forms of individual plants are no longer apparent.
Background	3-5 miles to 15 miles	Vegetation and landscape features appear as patterns and massing.
Seldom seen	Obstructed view or over 15 miles	Portions of the landscape are generally not visible or over 15 miles away.

3.3.1 KOP 1

Figure 5. Existing Landscape As Seen From KOP 1.

KOP 1 is located on CR 23-154 on the southbound lane and is facing southwest. This view was selected because it shows the existing roadway, the existing cut and fill slopes and it is located on the straight section of road following the turn off to Fremont Lake. This is a characteristic view for people travelling back to Pinedale after using the various recreational areas that CR 23-154 provides access to. The form of the landscape includes the rolling hills in the distance and the small basin that is located at the end of the hill and start of Fremont Lake. The landscape is covered with vegetation and random boulders left from the last ice age.

Photo simulations were performed here, both for directly after construction (short term) and 3 years after construction (long term). The stretch of roadway visible from KOP 1 has the largest volume of earthwork and shows the characteristic of the existing landscape; including the existing roadway.

The existing roadway visible from KOP 1 is approximately 0.4 miles from KOP 1. The yellow grass and yellow blooms from the various brush are characteristic of the landscape along with the gray associated with the sagebrush found throughout. The project limits visible from KOP 1 fall in the middleground designation.

Under the proposed action, the existing cut and fill slopes would be expanded; to provide the wide flat shoulders and the material necessary for construction. This work would be visible from KOP 1 as the existing cut/fill slopes are visible. A simulation showing post construction (short term) conditions is shown in Figure 6 and a simulation for the 3 years after construction (long term) is shown in Figure 7.

As shown in Figure 6, the earth cut slopes would provide more of a contrast to the existing colors of the landscape. The difference in color will draw the most attention. The sharp edges between natural ground and the new cut/fill slopes is noticeable, but will becoming increasingly difficult to see as the vegetation takes hold. The Contrast Rating is weak for the short term.

As the slopes are to be reseeded and mulched in a matter of a few years it is expected that vegetation on the cut and fill slopes would grow in nicely and closely resemble the simulation performed for 3 years after construction (long term) as shown in Figure 7. The seed mix is a BLM specified seed mix that is intended to closely resemble that of the native vegetation. As shown in Figure 7, the contrast between the cut and fill slopes and the existing landscape is noticeable, but does not stand out. There is very little contrast between the proposed road cut/fill slopes and the existing cut/fill slopes from this perspective. The cut and fill slopes are noticeable but do not attract attention. Over the long term, the color of the vegetation will closely match the native ground and the edges between cut/fill slopes and existing ground will become more indistinct. The Contrast Rating is weak for the long term.

Figure 6. KOP 1 After Construction (Before Reseeding).

Figure 7. KOP 1 Three Years After Construction.

3.3.2 KOP 2

Figure 8. Existing Landscape As Seen From KOP 2.

KOP 2 is located on the Southbound Lane of CR 23-154 facing westerly. This view was selected as it shows what a passenger will see as they travel up the hill on their way back to Pinedale. It shows the current road alignment, the existing cut/fill slopes and the existing shoulder (or lack thereof). It also shows the characteristic landscape beyond the road corridor, the rolling hills, boulders and vegetation that are characteristic to the landscape. The yellow grasses are common along the roadway accompanied by the gray associated with the sagebrush found throughout.

Photo simulations were performed here, both for directly after construction (short term) and 3 years after construction (long term). The stretch of roadway visible from KOP 2 shows the largest borrow areas associated with the project and shows the new wide flat shoulders proposed. The location of KOP 2 is such that the view is categorized as foreground.

Under the proposed action, the existing cut and fill slopes would be expanded; to provide the wide flat shoulders and the material necessary for construction. This work would be highly visible from KOP 2 as it was selected to show the largest borrow area. A simulation showing post construction (short term) conditions is shown in Figure 9 and a simulation for the 3 years after construction (long term) is shown in Figure 10.

As shown in Figure 9, the earth cut slopes would provide more of a contrast to the existing colors of the landscape. The difference in color will draw the most attention. The sharp edges between natural ground and the new cut/fill slopes is noticeable, but will becoming increasingly difficult to see as the vegetation takes hold. The Contrast Rating is moderate for the short term.

As the slopes are to be reseeded and mulched in a matter of a few years it is expected that vegetation on the cut and fill slopes would grow in nicely and closely resemble the simulation performed for 3 years after construction (long term) as shown in Figure 10. As shown in Figure 10, the contrast between the cut and fill slopes and the existing landscape is noticeable, but does not stand out. There is little contrast between the proposed road cut/fill slopes and the existing cut/fill. The cut and fill slopes would attract the attention of the travelers along CR 23-154 but the rolling hills are still visible and thereby new cut/fill slopes would not dominate the characteristic of the landscape. Over the long term, the color of the vegetation will closely match the native ground and the edges between cut/fill slopes and existing ground will become more indistinct. The Contrast Rating is weak over the long term.

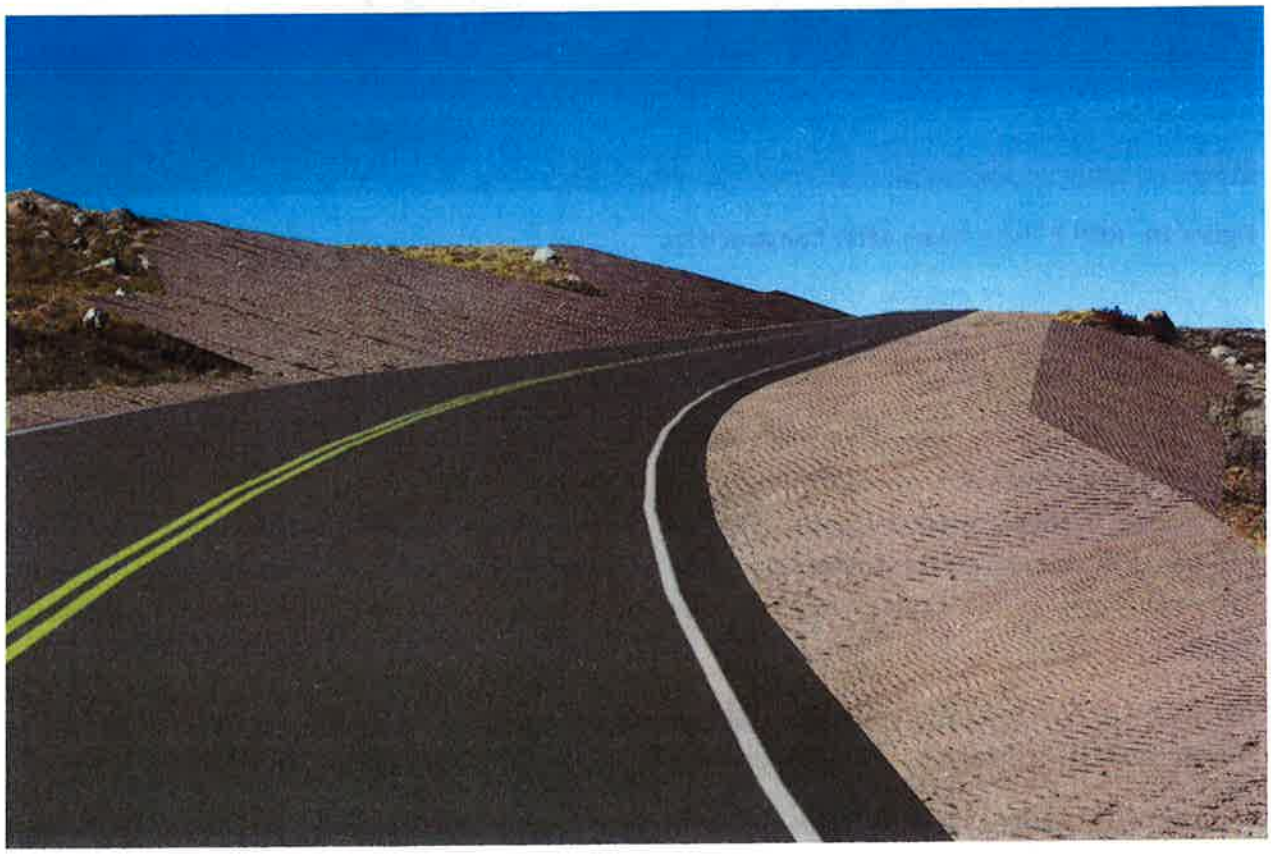


Figure 9. KOP 2 After Construction (Before Reseeding).

Figure 10. KOP 2 Three Years After Construction.

3.3.3 KOP 3

KOP 3 is located on the parking lot that overlooks Fremont Lake. The photo faces south to show the existing cutslope that was created during the construction of the original roadway. This view was selected as it shows what a traveler will see as they return to their vehicle after reading the informational sign and view Fremont Lake. This existing cut slope will be laid back further to provide borrow material. In the distant background you can see The Mesa and the foothills of the Wyoming Range.

The yellow grass shows the growth on the existing cutslope and the sagebrush that has started to migrate back down the slope. The project view from KOP 3 falls within the foreground designation.

Two photo simulations were performed here, one for directly after construction and one for 3 years after construction. The main feature shown from KOP 3 is the existing cut slope that will be laid back further to provide borrow material.

Figure 11. Existing Landscape As Seen From KOP 3.

Under the proposed action, the existing cut slopes would be expanded; to provide fill for the wide flat shoulders and the material necessary for construction. This work would be highly visible from KOP 3 as the cutslope is the dominant feature visible from KOP 3. A simulation showing post construction (short term) conditions is shown in Figure 12 and a simulation for the 3 years after construction (long term) is shown in Figure 13.

As shown in Figure 12, the earth cut slopes would provide more of a contrast to the existing colors of the landscape. The difference in color will draw the most attention. The sharp edges between natural ground and the new cut/fill slopes is noticeable, but will becoming increasingly difficult to see as the vegetation takes hold. The Contrast Rating is moderate for the short term.

As the slopes are to be reseeded and mulched in a matter of a few years it is expected that vegetation on the cut and fill slopes would grow in nicely and closely resemble the simulation performed for 3 years after construction (long term) as shown in Figure 13. As shown in Figure 13, the contrast between the cut and fill slopes and the existing landscape is noticeable, but does not stand out. There is very little contrast between the proposed road cut slope and the existing cut slope from this perspective. In fact, laying the existing cut slope back provides more views of the foothills of the Wyoming Range. The cut slope would attract the attention of the travelers along CR 23-154 but the main view from this location. Over the long term, the color of the vegetation will closely match the native ground and the edges between cut/fill slopes and existing ground will become more indistinct. The Contrast Rating is weak over the long term.

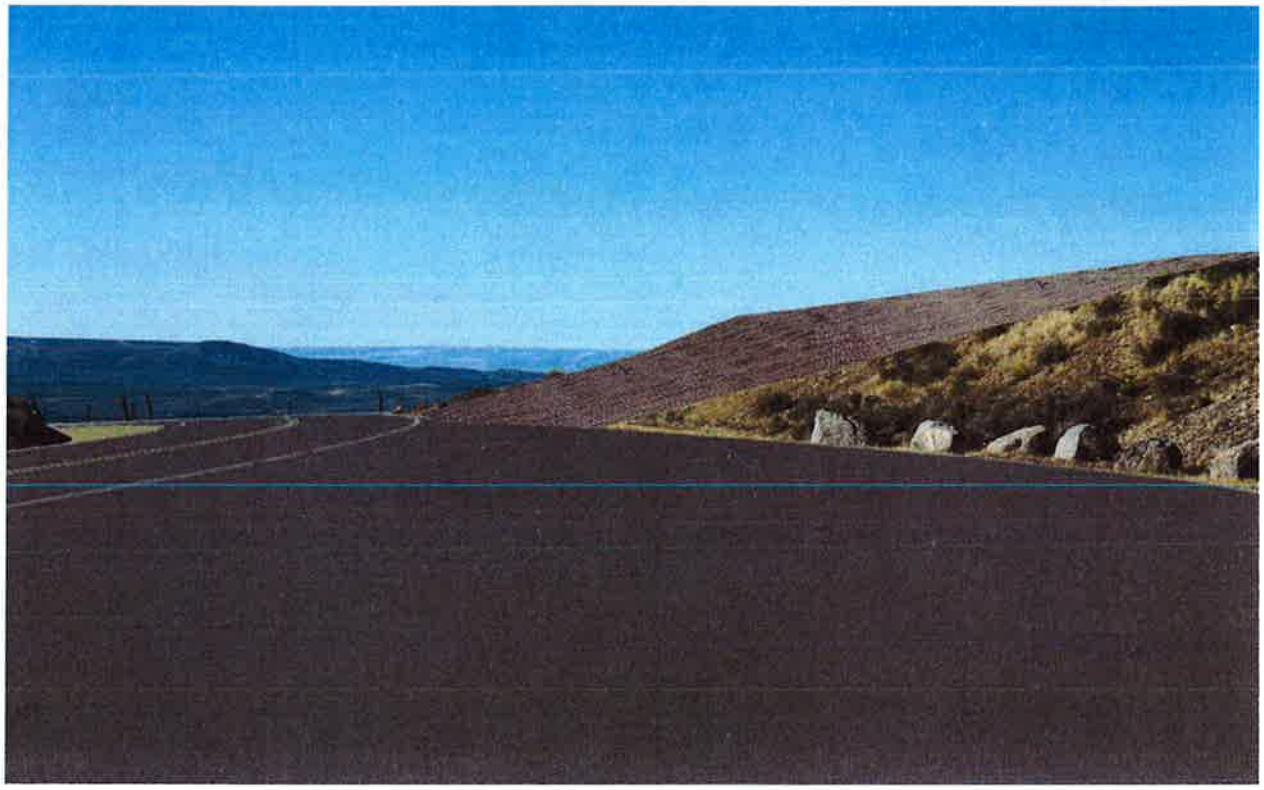


Figure 12. KOP 3 After Construction.

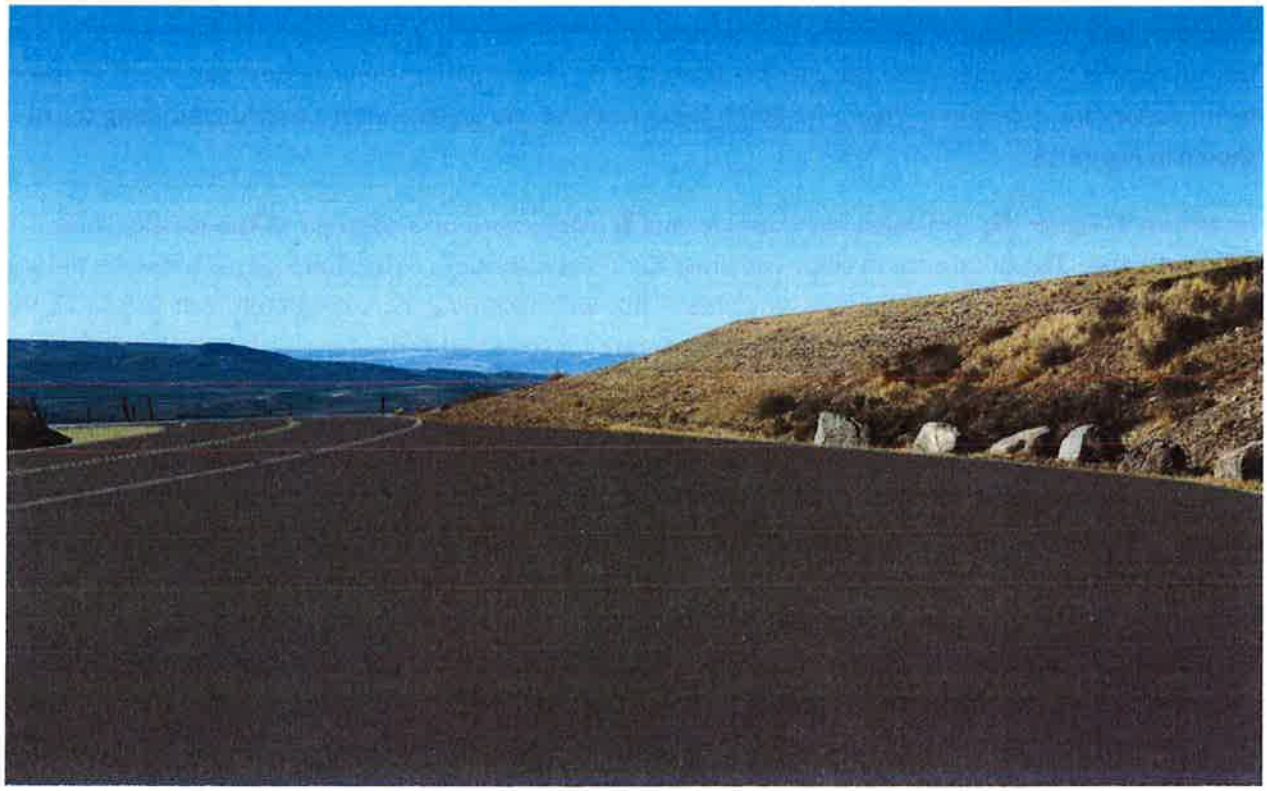


Figure 13. KOP 3 Three Years After Construction.

3.3.4 KOP 4

Figure 14. Existing Landscape As Seen From KOP 4.

KOP 4 is located on CR 23-154 on the northbound lane and is facing north. This view was selected because it shows the existing roadway as seen by a driver heading towards Fremont Lake. It shows the existing road corridor through the rolling hills, and the existing cut and fill slopes that will be reworked. The form of the landscape includes the rolling hills the existing roadway traverses and the small draws located between ridges.

A photo simulation was performed here, both for directly after construction and 3 years after construction. The stretch of roadway visible from KOP 4 shows the largest fills of the project and two of the cutslopes to be reworked to provide material for the fill slopes.

The yellow grasses along the roadway are common along with the sagebrush that has migrated up the existing cut and fill slopes. The view of the project from KOP 4 falls entirely within the foreground. In the distant background, the peaks of the Wind River Mountains can be seen (through the existing road cut).

Under the proposed action, the existing cut and fill slopes would be expanded; to provide the wide flat shoulders and the material necessary for construction. This work would be highly visible from KOP 4 as

it was selected to show the largest fill areas and the two nearby borrow areas. A simulation showing post construction (short term) conditions is shown in Figure 15 and a simulation for the 3 years after construction (long term) is shown in Figure 16.

As shown in Figure 15, the earth cut slopes would provide more of a contrast to the existing colors of the landscape. The difference in color will draw the most attention. The sharp edges between natural ground and the new cut/fill slopes is noticeable, but will becoming increasingly difficult to see as the vegetation takes hold. The Contrast Rating is moderate for the short term.

As the slopes are to be reseeded and mulched in a matter of a few years it is expected that vegetation on the cut and fill slopes would grow in nicely and closely resemble the simulation performed for 3 years after construction (long term) as shown in Figure 16. As shown in Figure 16, the contrast between the cut and fill slopes and the existing landscape is noticeable, as the sagebrush has grown back on the existing fill slope. The cut and fill slopes would attract the attention of the travelers along CR 23-154 but the rolling hills are still visible and thereby new cut/fill slopes would not dominate the characteristic of the landscape Over the long term, the color of the vegetation will closely match the native ground and the edges between cut/fill slopes and existing ground will become more indistinct. The Contrast Rating is weak over the long term.

Figure 15. KOP 4 After Construction (Before Reseeding).

Figure 16. KOP 4 Three Years After Construction.

3.3.5 KOP 5

KOP 5 is located on Broken Hills Drive. Broken Hills Drive provides access to the Broken Hills Subdivision and the Carmichael Hills Subdivision. The photo faces northeast towards the CR 23-154 road corridor. This view was selected to show what residents of the Carmichael Hills would see once the CR 23-154 road project is completed. The only thing visible related to the project is the large fills visible from KOP 4. The view from KOP 5 is dominated by the peaks of the Wind River Mountains. The existing roadway is visible but is overshadowed by the skyline.

The large fills visible from KOP 5 are 1.2 miles away and fall into the middleground designation. As shown in Figure 17, the gray from the sagebrush dominates the landscape, with the yellow grass visible where sagebrush is not prominent.

Under the proposed action, the existing cut and fill slopes would be expanded; to provide the wide flat shoulders and the material necessary for construction. This work would be visible from KOP 5 as the

existing fill slopes are visible. A simulation showing post construction conditions is shown in Figure 18 and a simulation for the 3 years after construction is shown in Figure 19.

As shown in Figure 18 and Figure 19, the contrast between the fill slope and the existing ground is negligible. There is very little contrast between the proposed road cut/fill slopes and the existing cut/fill slopes from this perspective. The fill slope is hardly noticeable and does not attract attention. The Contrast Rating is weak for both the short term and over the long term.

Figure 17. Existing Landscape As Seen From KOP 5.

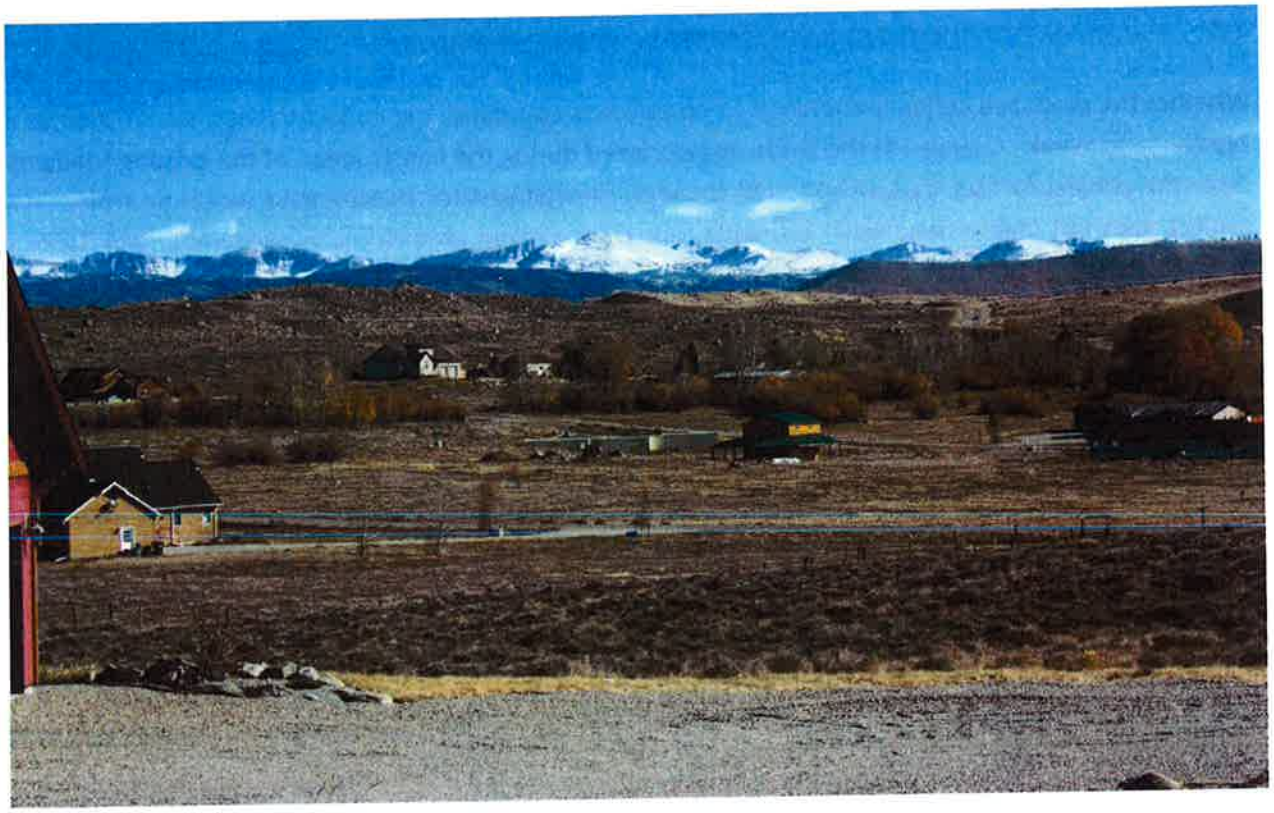


Figure 18. KOP 5 After Construction.

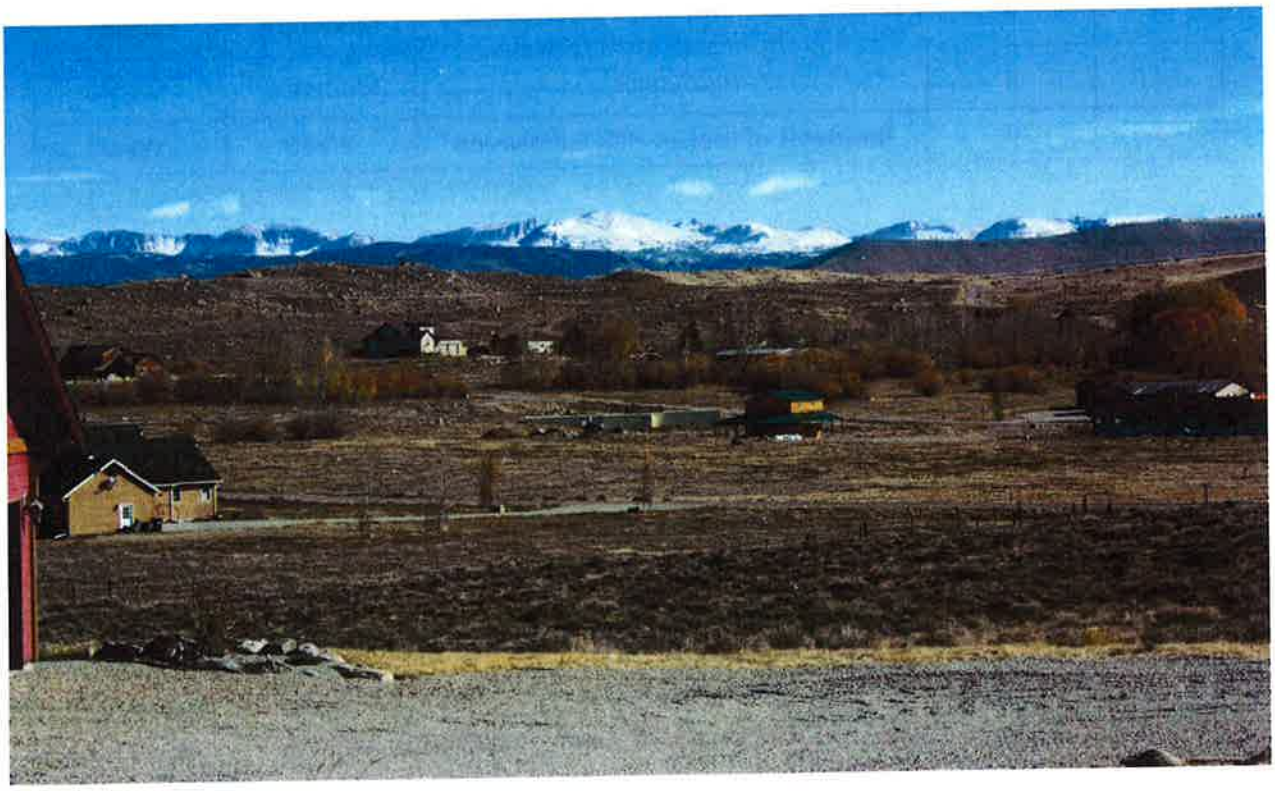


Figure 19. KOP 5 Three Years After Construction.

4.0 SUMMARY OF CONTRAST RATINGS AND POTENTIAL IMPACTS

Whether the proposed action is approved or no action is approved, the impact to the visual resources is Moderate to Weak. Changes to the landscape occurred during the construction of the existing roadway. Since this project follows the existing road corridor, the changes to the viewshed would be small. The project does not create new visual elements, but does expand existing visual elements. The Table 6 summarizes the Visual Contrast Ratings for Each KOP.

At three KOP's (2, 3 and 4), a Moderate Visual Contrast Rating was determined. As stated previously, Projects in VRM Class II areas should not attract the attention of the casual observer. A moderate rating is defined as "the element contrast begins to attract attention and begins to dominate the characteristic landscape." However, as the existing cut/fill slopes already attract attention of the travelers the new cut/fill slopes would not draw any additional attention to the road corridor. As such, this project meets the objectives established for a VRM Class II area.

Table 6. Summary of Visual Contrast Ratings.

KOP #	VRM CLASS	Sensitive Viewers	Visual Contrast Rating	
			Short Term	Long Term
1	II	Recreational users of Fremont Lake, Half Moon Lake, Lakeside Lodge, Half Moon Resort, White Pine Ski Area, Bridger-Teton National Forest, tourists and citizens accessing private residences.	Weak	Weak
2	II		Moderate	Weak
3	II		Moderate	Weak
4	II		Moderate	Weak
5	II	Residents of Broken Hills Subdivision	Weak	Weak

Table 7. Long Term Anticipated Visual Impacts for CR 23-154 Rehabilitation Project.

KOP #	VRM Class	Visual Contrast Rating	Miles/Minutes per KOP	2008 ADT	Viewer Type	Viewer Sensibility	Impact Determination
1	II	Weak	0.30 Miles < 1 minute	1075	Recreators tourists, residents	High	Low Impact
2	II	Weak	0.25 Miles < 1 minute	1075		High	Low Impact
3	II	Weak	0.10 Miles < 1 minute	1075		High	Low Impact
4	II	Weak	0.30 Miles < 1 minute	1075		High	Low Impact
5	II	Weak	0.25 Miles < 1 minute	-	Broken Hills Residents	High	Low Impact

5.0 MITIGATION

VRM Class II objectives and design considerations have been considered during the project planning process. The existing road corridor is to be followed and existing cut and fill slopes would be expanded. No additional mitigation measures specific to visual resources are proposed to reduce long term impacts of the project; other than seeding with an approved BLM seed mix.

The construction of the new roadway typical section would result in clearing of vegetation and topsoil beneath cut and fill areas. The vegetation and topsoil would be stripped and stockpiled and then spread over the new slopes before reseeding. The following mitigation measures would be used in these areas of vegetation removal and reclamation.

-the disturbance limits would be staked to eliminate straight line clearing and grubbing. This would also ensure that no vegetation or topsoil is stripped beyond the project disturbance limits.

-the surface soils will be rough to provide soil pockets for seed and water to collect and increase the success of reclamation.

-the reseeding and mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast.

-the condition of the reclamation will be reviewed within the first year.

-weeds will be addressed by Sublette County in their County Road Weed Program.

6.0. REFERENCES

Bureau of Land Management. 1986. Visual Resource Contrast Rating, Bureau of Land Management Manual 8431, Washington, D.C.: U.S. Department of the Interior, Bureau of Land Management.

Bureau of Land Management. 2008. Record of Decision and Approved Pinedale Resource Management Plan for Public Lands Administered by the Bureau of Land Management Pinedale Field Office Pinedale, Wyoming. November 2008.

APPENDIX A

Visual Contrast Rating Worksheets

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

Date:	2/11/13
District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

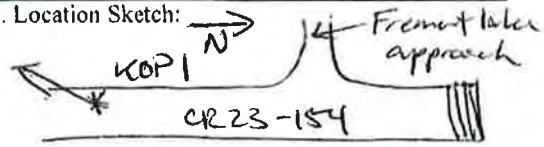
1. Project Name: CR 23-154 Road Rehabilitation

2. Key Observation Point: #1

3. VRM Class: II

4. Location: Township 34 Range 109 Section 25

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat Basin to Rolling Hills	Simple forms created by Vegetative Patterns	Existing Road Corridor Rounded Cut Slopes
LINE	Continuous Rolling Skyline	Weak and Transitional	Bold, Continuous Horizontal Road Bold, Rounded Daylights
COLOR	Gray and Tan	Gray and Tan	Gray and Tan
TEXTURE	Medium Grain Dense Gradation	Dense Gradation Random	

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes Linear, Undulating Fill Slopes
LINE	Rounded and Linear Daylights	Irregular lines created by Butt Edge of Daylights	Angular, Continuous Cut Slopes Irregular, Linear Fill Slopes
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☒ SHORT TERM ☐ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐	☐
	Color	☐	☐	☒	☐	☐	☒	☐	☐	☐	☒	☐	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

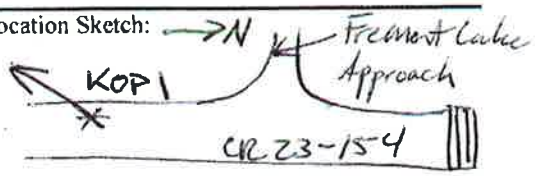
Date: 2/11/13
District: Pinedale
Resource Area: Fremont Lake
Activity (Program): Road Rehabilitation

Section A. Project Information

1. Project Name: CR 23-154 Road Rehabilitation
2. Key Observation Point: #1
3. VRM Class: II

4. Location:
Township 34
Range 109
Section 25

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat Basin to Rolling Hills	Simple forms created by Vegetative Patterns	Existing Road Corridor Rounded Cut Slopes
LINE	Continuous Rolling Skyline	Weak and Transitional	Bold, Continuous Horizontal Road Bold, Rounded Daylights
COLOR	Gray and Tan	Gray and Tan	Gray and Tan
TEXTURE	Medium Grain Dense Gradation	Dense Gradation Random	

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes Linear, Undulating Fill Slopes
LINE	Rounded and Linear Daylights	Irregular lines created by Butt Edge of Daylights	Angular, Continuous Cut Slopes Irregular, Linear Fill Slopes
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☐ SHORT TERM ☒ LONG TERM

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

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett
Date(s): 2/11/13

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

Date:	2/11/13
District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

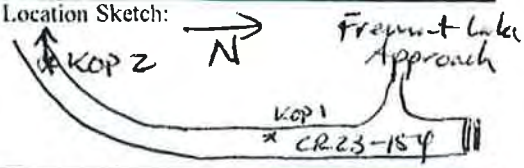
1 Project Name: CR 23-154 Road Rehabilitation

2 Key Observation Point: #2

3 VRM Class: II

4 Location:
Township 34
Range 109
Section 25

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway Rounded Cutslopes
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Weak Line along Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan Shoulder, Gray Backslope
TEXTURE	Smooth to Medium	Dense, Patchy Medium Grain	Smooth Roadway; Continuous, Medium Grained Shoulder

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder, Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Strong, Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel curving roadway
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☒ SHORT TERM ☐ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐	☐
	Color	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

District: Pinedale
Resource Area: Fremont Lake
Activity (Program): Road Rehabilitation

Section A. Project Information

1. Project Name: CR 23-154 Road Rehabilitation
2. Key Observation Point: #2
3. VRM Class: II
4. Location:
Township 34
Range 109
Section 25
5. Location Sketch:

Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway Rounded Cutslopes
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Weak Line along Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan Shoulder, Gray Backslope
TEXTURE	Smooth to Medium	Dense, Patchy Medium Grain	Smooth Roadway; Continuous, Medium Grained Shoulder

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder, Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel curving roadway
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☐ SHORT TERM ☒ LONG TERM

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

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett
Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

Date:	2/11/13
District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

1. Project Name: CR 23-154 Road Rehabilitation
2. Key Observation Point: #3
3. VRM Class II
4. Location: Township 34, Range 109, Section 26
5. Location Sketch:

Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway, Flat Parking Lot, Rounded Cutslope
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Rounded Parking, Daylight
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan with Patchy Gray Backslope
TEXTURE	Smooth to Medium	Sparse, Patchy Medium Grain	Smooth Roadway Sparse, Medium Grained Backslope

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder, Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Strong, Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel curving roadway
COLOR	Tan	Tan	Tan
TEXTURE	Smooth	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating ☒ SHORT TERM ☐ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☐	☒	☐	☐	☒	☐	☐	☐	☒	☐	☐
	Color	☐	☐	☒	☐	☐	☒	☐	☐	☐	☒	☐	☐
	Texture	☐	☒	☐	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett
Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

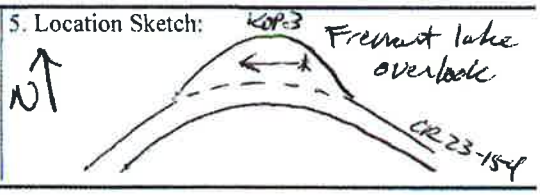
1. Project Name: CR 23-154 Road Rehabilitation

2. Key Observation Point: #3

3. VRM Class: II

4. Location: Township 34, Range 109, Section 26

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway, Flat Parking Lot, Rounded Cutslope
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Rounded Parking, Daylight
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan with Patchy Gray Backslope
TEXTURE	Smooth to Medium	Sparse, Patchy Medium Grain	Smooth Roadway Sparse, Medium Grained Backslope

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder, Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel curving roadway
COLOR	Tan	Tan	Tan
TEXTURE	Smooth	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☐ SHORT TERM ☒ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Color	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

Date:	2/11/13
District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

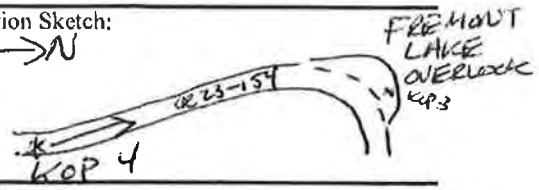
1. Project Name: CR 23-154 Road Rehabilitation

2. Key Observation Point: #4

3. VRM Class: II

4. Location:
Township 34
Range 109
Section 26

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway Rounded Cutslopes
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Weak Line along Shoulder/Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan Shoulder, Gray Backslope
TEXTURE	Smooth to Medium	Dense, Patchy Medium Grain	Smooth Roadway; Continuous, Fine Grained Shoulder

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder: Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Strong, Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel Curving Roadway/Shoulder
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating ☒ SHORT TERM ☐ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐	☐
	Color	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

Additional Mitigating Measures (See item 3)

-Stake Daylights before stripping to eliminate linear stripping lines and minimize excess clearing and grubbing

-Reseeding and Mulching will be done as soon as possible to stabilize soils, reduce weeds and reduce visual contrast

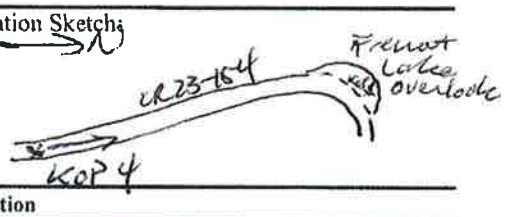
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

District: Pinedale
Resource Area: Fremont Lake
Activity (Program): Road Rehabilitation

Section A. Project Information

1. Project Name: CR 23-154 Road Rehabilitation
2. Key Observation Point: #4
3. VRM Class: II
4. Location: Township 34, Range 109, Section 26
5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Rolling	Simple forms created by Vegetative Patterns	Parallel Curving Roadway Rounded Cutslopes
LINE	Continuous Rolling Skyline	Weak, Transitional	Parallel Curving Roadway (Band) Weak Line along Shoulder/Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray Roadway Tan Shoulder, Gray Backslope
TEXTURE	Smooth to Medium	Dense, Patchy Medium Grain	Smooth Roadway; Continuous, Fine Grained Shoulder

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Cut/Fill Slopes	Rounded Cut Slopes, Linear Shoulder; Linear, Undulating Fill
LINE	Rounded and Linear Daylights	Irregular lines created by Butt Edge of Daylights	Angular and Linear Daylights Parallel Curving Roadway/Shoulder
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☐ SHORT TERM ☒ LONG TERM

1. DEGREE OF CONTRAST	FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS: Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
Line	☐	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐
Color	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett
Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

Date:	2/11/13
District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

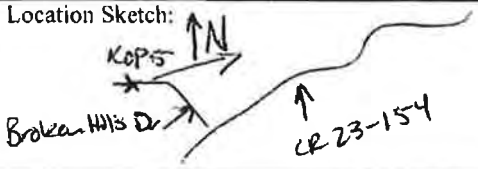
1 Project Name:
CR 23-154 Road Rehabilitation

2. Key Observation Point:
#5

3 VRM Class: II

4 Location:
Township 34
Range 109
Section 34

5. Location Sketch:



Section B. Characteristic Landscape Desription

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat to Rolling Hills	Simple forms created by Vegetative Patterns	Houses Existing Road Corridor
LINE	Continuous Rolling Skyline	Patchy, Diffuse	Weak Vertical/Horizontal Road Weak Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray and Tan
TEXTURE	Medium to Coarse	Dense Gradation Random	Smooth, Fine

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Fill Slopes	Rounded Fill Slopes
LINE	Rounded Fill Slope	Weak, Irregular lines created by Butt Edge of Daylights	Weak, Rounded Fill Slope
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating ☒ SHORT TERM ☐ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐
	Color	☐	☐	☒	☐	☐	☒	☐	☐	☐	☐	☒	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

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DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VISUAL CONTRAST RATING WORKSHEET

District:	Pinedale
Resource Area:	Fremont Lake
Activity (Program):	Road Rehabilitation

Section A. Project Information

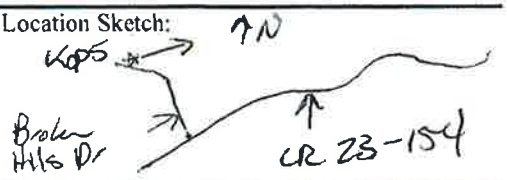
1. Project Name: CR 23-154 Road Rehabilitation

2. Key Observation Point: #5

3. VRM Class: II

4. Location:
Township 34
Range 109
Section 34

5. Location Sketch:



Section B. Characteristic Landscape Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat to Rolling Hills	Simple forms created by Vegetative Patterns	Houses Existing Road Corridor
LINE	Continuous Rolling Skyline	Patchy, Diffuse	Weak Vertical/Horizontal Road Weak Cutslope
COLOR	Gray and Tan	Gray and Tan	Gray and Tan
TEXTURE	Medium to Coarse	Dense Gradation Random	Smooth, Fine

Section C. Proposed Activity Description

	1. LAND/WATER	2. VEGETATION	3. STRUCTURES
FORM	Flat and Rounded Cut/Fill Slopes	Geometric and Linear Forms Created by Fill Slopes	Rounded Fill Slopes
LINE	Rounded Fill Slope	Weak, Irregular lines created by Butt Edge of Daylights	Weak, Rounded Fill Slope
COLOR	Tan	Tan	Tan
TEXTURE	Smooth, Dense	Ordered, Dense	Smooth, Fine

Section D. Contrast Rating

☐ SHORT TERM ☒ LONG TERM

1. DEGREE OF CONTRAST		FEATURES: LAND / WATER BODY				VEGETATION				STRUCTURES			
		Strong	Moderate	Weak	None	Strong	Moderate	Weak	None	Strong	Moderate	Weak	None
ELEMENTS	Form	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Line	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Color	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐
	Texture	☐	☐	☒	☐	☐	☐	☒	☐	☐	☐	☒	☐

2. Does project design meet visual resource management objectives?
☒ Yes ☐ No
(Explain on reverse side)

3. Additional mitigating measures recommended?
☒ Yes ☐ No

Evaluators' Name(s): Eric Sackett

Date(s): 2/11/13

Section D. (Continued)

Comments from item 2:

Strong Line in color/vegetation contrast created by reseeding new cut/fill slopes will disappear with time as sagebrush migrates up the slope and Butt edge becomes more Transitional. As it is expanding and existing road corridor; visible changes to form are minimal.

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