

## **Appendix B**

### **BMPs for Reducing Impacts to Visual Resources**

## 1 **Best Management Practices for Reducing Impacts to** 2 **Visual Resources in the Rawlins Field Office**

3 The following best management practices will be considered to reduce impacts to visual resources  
4 from activities proposed in the Rawlins Field Office:

- 5 • Burying of distribution power lines and flow lines in or adjacent to access roads.
- 6 • Repeating elements of form, line, color, and texture to blend facilities and access roads with  
7 the surrounding landscape.
- 8 • Painting all above-ground structures, production equipment, tanks, transformers, and  
9 insulators not subject to safety requirements to blend with the natural color of the landscape,  
10 using paint that is a nonreflective "standard environmental color" approved by BLM's visual  
11 resource management (VRM) specialist.
- 12 • Performing final reclamation recontouring of all disturbed areas, including access roads, to the  
13 original contour or a contour that blends with the surrounding topography.
- 14 • Avoiding facility placement on steep slopes, ridge tops, and hilltops.
- 15 • Screening facilities from view.
- 16 • Following contours of the land to reduce unnecessary disturbance.
- 17 • Recontouring and revegetating disturbed areas to blend with the surrounding landscape.
- 18 • Reclaiming unnecessary access roads as soon as possible to the original contour.
- 19 • Using gravel of a similar color to adjacent dominant soil and vegetation colors for road  
20 surfacing.
- 21 • Avoiding locating pads in areas visible from primary roads.
- 22 • Using subsurface or low-profile facilities to prevent protrusion above the horizon line when  
23 viewed from any primary road.
- 24 • Avoiding the routing of well access roads directly from state, county, or BLM roads.
- 25 • Co-locating wells when possible.
- 26 • Locating facilities far enough from the cut and fill slopes to facilitate recontouring for interim  
27 reclamation.
- 28 • Locating wells away from prominent features, such as rock outcrops.
- 29 • Completing an annual transportation plan for the entire area before beginning construction,  
30 and making a layout that will minimize disturbance and visual impact.
- 31 • Designing and constructing all new roads to a safe and appropriate standard "no higher than  
32 necessary" to accommodate their intended use.
- 33 • Locating roads far enough off the back of ridgelines so they are not visible from state, county,  
34 or BLM roads.
- 35 • Using remote monitoring to reduce traffic and road requirements.
- 36 • Removing unused equipment, trash, and junk immediately.

37 Source: 2008 Rawlins RMP Appendix 15 pages A15-2 to A15-3.