

Stenehjem,Carlene R - DKC-7

From: on behalf of BPA Public Involvement

Subject: FW: Comment on Proposed Caribou 138/115-kilovolt Substation and Caribou-Lower Valley 115-kV Transmission

Sent: Sunday, May 28, 2006 11:59 AM

To: BPA Public Involvement

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Comment on **Proposed Caribou 138/115-kilovolt Substation and Caribou-Lower Valley 115-kV Transmission**

View open comment periods on <http://www.bpa.gov/comment>

Anthony Varilone
Pioneer Historic Byway Coordinator

The Pioneer Historic Byway (PHB) is a Nationally Designated Scenic Byway. It runs from Franklin, ID on SH34 and US30 north to Soda Springs, ID. From Soda Springs it runs on SH34 to Freedom, ID. I have reviewed your project map, and the apparent Proposed Route for the transmission line. As Chairman, I would like you to know that the PHB Scenic Byway Committee does not object to any developmental activities on private land, or in this case, power transmission lines on private land, for our areas benefit. However, I would like you to strongly consider the Byway in your planning. Looking at your map, it appears that the line will leave the area of the Caribou Substation go north for a short distance and then going directly east to SH34, and then turning north for about 10 miles to the Blackfoot River Road, and thence going easterly to Diamond Creek. As the former District Ranger for the Soda Springs Ranger District, this appears, with one exception, to be the most unobtrusive and direct route to the Diamond Creek Substation. The "one exception" is the location between Caribou Substation north to the Blackfoot River. This is directly next to the PHB (SH34). From the map it is not possible to tell the distance from proposed powerline location to the Highway, but it appears closer than would be best for the PHB. I would like you to strongly consider taking the line straight north to the Blackfoot River from the Caribou Substation and then turning east to Diamond Creek. This will put the powerline at least one half mile away from SH 34, rather than the closer version you portray in the Proposed Route. The amount of line to install is the same with either route and so is the terrain. It would still be most noticeable where the PHB would pass under it at the Blackfoot River Road junction, but that would be a brief encounter and unobtrusive for PHB travelers. However, sticking to your proposed location will subject PHB travelers to an obvious and highly obtrusive power line sighting that is not partially screened, such as is the case on the existing power line up Tincup Creek. I expect my proposed route change to be listed and evaluated as an alternative. If you would like to discuss this please give me a call. You can view the PHB on-line at www.itd.idaho.gov/byway/. A map of Idaho will appear with Byway locations, and a listing of Byways in the state on the left side of the page. You can click on the name, or the PHB Logo on the map, to enter the site. Thanks for the opportunity to provide input. Tony Varilone