

Table 5.4-3 Land Use Areas of Interest and Proposed Mitigation for Areas within the 4-mile Land Use Study Corridor.

Area	Crossed by MSTI	Not Crossed by MSTI	Proposed Mitigation
<i>(i) National wilderness areas</i>		X	
<i>(ii) National primitive areas</i>		X	
<i>(iii) National wildlife refuge</i>		X	
<i>(iv) State wildlife management areas and wildlife habitat protection areas</i>	X		<p><i>Impacts to these areas will be mitigated through timing restrictions; spanning habitats and features; areal limitation of construction activities, access, and disturbance; development and implementation of a revegetation plan and a Noxious Weed and Invasive Plant Control Plan; storm water pollution, fire prevention, and dust control measures; preconstruction species surveys; avoidance of sensitive plant populations; elimination of electrocution hazards to raptors; use of marking devices on shield wires in high avian use areas; and management and removal of waste products and garbage. Applicable Environmental Protection Measures include 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 3.1, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 6.1, 6.2, and 7.1. Applicable Specifically Recommended Mitigation Measures include 1, 2, 3, 4, 6, 9, 10, 12, 13 and 14.</i></p>
<i>(v) National parks and monuments</i>	X ¹		<p><i>Impact would be mitigated through timing restrictions; spanning of the trail; placing of towers at the maximum feasible distance from the crossing; and areal limitation of construction activities, access, and disturbance. Applicable Environmental Protection Measures include 1.1, 1.2, 1.3, and 2.10. Applicable Environmental Protection Measures include 6 and 8.</i></p>

Area	Crossed by MSTI	Not Crossed by MSTI	Proposed Mitigation
(vi) State parks		X	
(vii) National recreation areas		X	
(viii) Wild and scenic rivers, corridors, and eligible rivers		X	
(ix) Managed roadless areas greater than 5,000 acres		X	
(x) Rugged topography greater than 30% slope	X		Impacts related to erosion would be reduced to insignificant levels through implementation of a strong water pollution prevention plan. Erosion impacts would be reduced by areal limitation of construction activities, access, and disturbance and by maintaining original contour. Alignment of any new access roads or cross-country route will follow the landform contours as practicable. Vegetation will be left in place where possible and disturbed areas will be rehabilitated and revegetated. Landslide prone areas will be field verified during preconstruction. Applicable Environmental Protection Measures include 1.1, 1.2, 1.3, 1.4, 1.5, 6.2, and 6.3. Applicable Environmental Protection Measures include 1, 2, and 3.
(xi) Specially managed buffer areas		X	

¹The Lewis and Clark National Historic Trail, which is administered by the National Park Service, is crossed.

6.0 Results

Initial impact levels identified along the alternative route links were determined according to the land use impact assessment model developed for this study. For a particular land use feature or area of affected resource, only the impact within the assumed centerline of the alternative route links was assessed. Residual impact levels were determined according to the potential effect of appropriate mitigation.

The Impact Data Table displays the results of the impact assessment and mitigation planning process. The Data Table shows, by link, the milepost location of potential impacts, access and ground disturbance level, the land use feature, initial impact levels, Environmental Protection Measures, Specifically Recommended Mitigation Measures, and residual impact levels

6.1 Construction Impacts

6.1.1 Construction would temporarily disturb/disrupt land uses at or near the alignment

Land uses in the area at or near the alternative route link alignment would be temporarily disrupted by construction activities such as noise, dust, and traffic. Construction of the Project would temporarily disturb these areas as a result of heavy construction equipment on temporary and permanent access roads, moving building materials to sites and returning to construction staging areas.

Construction of the route would involve installation of new transmission structures. Installation of the new transmission structures would temporarily disturb land use/cover at each tower/pole location. Established land uses at the proposed tower/pole locations would be temporarily displaced during construction.

Short-term land disturbances would result in an initial moderate impact in areas where developed land uses occur within or adjacent to the proposed right-of-way (includes residences within 1,000 feet of an alternative route link). Mitigation measures to reduce noise and air quality impacts are presented in the MSTI MFSA Application/Environmental Report, Volume I, Sections 4.12, Noise, and 4.13, Air Quality. Incorporation of Environmental Protection Measures 1.1, 1.2, 1.8, 2.9, and 212 would help minimize land use impacts relating to construction activities by ensuring that: (1) limits of construction determined prior to the start of construction activities would be adhered to; (2) owners and tenants of properties within 300 feet of proposed construction activities would be notified; and (3) landowners and residents of properties potentially obstructed by construction activities would be notified and access facilitated by providing alternative access where feasible. With incorporation of Environmental Protection Measures 1.1, 1.2, 1.8, 2.9, and 2.12, construction-related residual land use impacts would be low.

6.1.2 Construction activities would temporarily interfere with active agricultural operations

Active agricultural operations would be temporarily impacted by construction activities associated with the construction and/or expansion of access roads, both temporary and permanent; pulling sites and construction equipment/vehicle staging areas; and the installation of tower/pole structures and wires. These construction activities could temporarily interfere with active agricultural operations by