

Appendix B.1

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**Local Routing Options Considered but  
Eliminated**

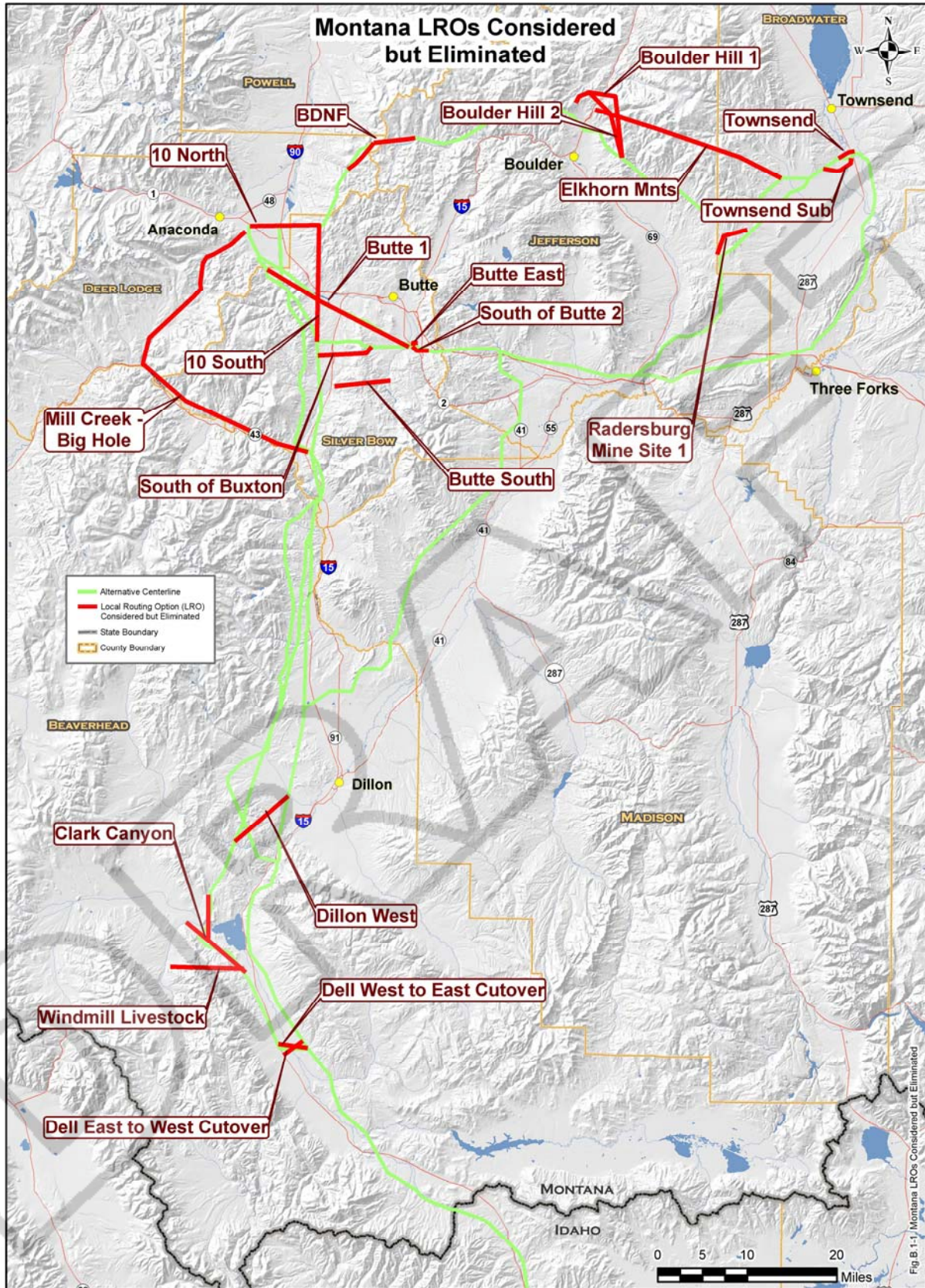


Figure B.1-1. Montana LROs Considered but Eliminated

**Table B.1-1. MSTI Local Routing Options (LRO) Considered but Eliminated**

LRO Number	LRO Name	Map Status	Current Status
1	Townsend Sub LRO	Dropped	This LRO was originally proposed by the local, affected landowner at a scoping meeting. Representatives from MDEQ, NorthWestern, and PBS&J (third-party EIS contractor) conducted a field review of the location and proposed, along with landowner, a modified alignment (designated LRO 1A) to the original proposed action alignment (the green line on MFSA maps). LRO 1A was to have paralleled the existing 500 kV BPA line for approximately 3 miles west of the proposed Townsend Substation but it was determined that a variance to rules set by the Western Electricity Coordinating Council (WECC) could not be acquired. This LRO was therefore dropped and engineers have attempted to address impacts to local landowners through minor alignment shifts.
2	Townsend LRO	Dropped	This is the Missouri River crossing and the alignment through the Argabright property that was formulated to minimize bird mortality impacts (by staying close to the existing BPA line) and to minimize impacts on Mr. Argabright's agricultural operations. It was dropped due to non-compliance with WECC offset rules requiring high voltage transmission lines to be separated by distances at least as great as the length of the nearby spans between transmission line towers.
3	Elkhorn Mtns LRO	Dropped	This LRO was removed from consideration by the Core Team due to important wildlife habitat identified by landowners, wildlife protection groups, and Montana Fish Wildlife and Parks.
4	Boulder Hill 1	Dropped	This LRO was considered but removed from consideration because it would cross a Wilderness Study Area (a special management area with explicit rules that strongly limit infrastructure development. Where this LRO would cross I-15 it may pose an increased risk to aviation (a small plane hit the BPA line recently) and may also require additional strobe lighting, which could increase visual impact to local residents.
5	Boulder Hill 2	Dropped	This LRO was dropped from further consideration due to a possibly greater aviation collision risk than that described for Boulder Hill 1 and potential for additional strobe lighting over Boulder Hill. Two overhead crossings of the BPA line would result in additional cost and reduce system reliability.
6	Radersburg Mine Site 1	Dropped	This LRO was drawn for depiction purposes only. No detailed routing analysis occurred. It was dropped because LRO7 more effectively addresses on-the-ground conditions and also allows for avoidance of the mine sites in question.
7	Butte East LRO	Dropped	This LRO was developed in an attempt to avoid very localized impacts to land use and landowners. The agencies determined that this LRO would result in additional impacts to other areas and it would be preferable to stay within the existing utility corridor.
8	Butte 1	Dropped	LRO9 has been dropped due to the fact that it follows the same alignment as Alternative 1C and therefore, already considered.
9 North	10 North	Dropped	LRO10 was developed to offer an alternative to the line in the vicinity of Mt. Haggin WMA and

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LRO Number	LRO Name	Map Status	Current Status
			Fairmont Hot Springs. First named Butte 2, it was later split where it crossed I-90 into LRO 10 North and LRO 10 South. LRO10 North was dropped after landowners identified Alternative 2D as a way to avoid impacts near Fairmont Hot Springs and Mt. Haggin WMA.
9 South	10 South	Dropped	This LRO was dropped after Alternative 2D was identified.
10	Butte South LRO	Dropped	Removed from further consideration due to lack of any current corridor through the LRO route, challenging terrain, and other nearby viable alternatives through the Butte valley to the north on Alternative 1A.
11	Mill Creek – Big Hole LRO	Dropped	Removed from further consideration due to potential wildlife and visual impacts and the lack of any transmission facilities currently through the LRO route.
12	Dillon West LRO	Dropped	This LRO was determined, during a 1/8/09 field visit, to be unnecessary as it did not provide any apparent benefit compared to other available options, to avoid use of private land and avoid conflicts with planned irrigation expansions.
13	Clark Canyon LRO	incorporated into Alternative 3A	<p>Originally drawn to depict a concept, this LRO was subsequently modified and refined based on additional site review by Agency staff and with input from a county commissioner. The concept was to provide the option of staying on the western-most route in the area north of Clark Canyon Reservoir and then crossing east over the interstate corridor in the area south of Clark Canyon Reservoir.</p> <p>Information provided by a Beaverhead County Commissioner during scoping and a follow up phone conversation, and on the 1/8/09 field trip indicated that there are landowner issues primarily related to visuals and property values on Alternative 3B, along I-15 north of Dillon and east of Clark Canyon Reservoir.</p> <p>Agencies identified that Alternative 3A provided a viable route north of Clark Canyon Reservoir, and that the Medicine Lodge route needed to be avoided because of wildlife and tribal concerns.</p> <p>Agency personnel on the 1/8/09 field trip concluded that sage grouse impacts could be adequately mitigated on the B2 segment north of Clark Canyon.</p>
14	Windmill Livestock	Dropped	Removed from consideration because it would cross-the Bell/Limekiln Wilderness Study Area.

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15	Dell West to East Cutover (1 and 2)	Incorporated into Alt 3A	This LRO was originally drawn only as a concept. Participants in the 1/8/09 field visit concluded this LRO was unnecessary as it did not provide any apparent benefit or important alternative in the area south of Clark Canyon Reservoir.
16	Dell East to West Cutover	Dropped	Agencies concluded that this LRO was unnecessary as it did not provide any additional benefit or important alternative (in the area south of Clark Canyon Reservoir) to the choice of simply one route east of the interstate and one west of the interstate. An additional consideration was that the alignment near the Dell Airport was likely located too close to the runway to meet FAA standards.
17	South of Buxton	Dropped	This LRO was considered during agency field review but dropped due to lack of apparent benefit to Buxton area residents.
18	BDNF	Incorporated into Alternative 1A	This LRO was developed to help alleviate visual impacts in the area.
19	Butte South	Dropped	This LROs was developed to try to avoid developed residential areas. Comparison to the alternative for potential visual impacts, land uses, and existing corridor locations, (MDEQ memo dated 3/12/09) showed that developed residential areas were not avoided, and this LRO was dropped.