Interstate 10 and State Route 177 Linear Viewpoint Map Legend

- **Direction of Travel**
- **Project would be only Intermittently Visible**
- **Project would be visually Noticeable**
- **Project would be visually Prominent**
- **Project would be visually Co-Dominant**
- **Project would be visually Dominant**
- **Gen-Tie Lines**
- **Project Area**

This **Linear Viewpoint Map** illustrates the visibility of the proposed Project from both eastbound and westbound I-10 and northbound and southbound SR 177. Views are color-coded as indicated in the legend above and include views of the Project up to 90 degrees off the direction of travel.

**Northbound SR 177**
Traveling north on SR 177 from Desert Center, the central Project area would initially appear partially screened by roadside vegetation but quickly becomes visually prominent approximately 0.5 mile northeast of Desert Center. However, it is not until the northbound traveler reaches close proximity to the adjacent array fields and gen-tie span that the Project transitions from visual prominence to co-dominance and then visual dominance.

**Southbound SR 177**
Traveling south on SR 177, the Project first becomes noticeable approximately 12 miles north of the Project. However, due to terrain differences, screening by roadside vegetation, and atmospheric haze, it is not until the southbound traveler is approximately one mile from the northern-most arrays that the Project becomes visually prominent. Further, the Project does not become visually dominant until the traveler reaches the immediate vicinity of the gen-tie span of SR 177 and the central arrays immediately adjacent to SR 177.

**Eastbound I-10**
Traveling east on I-10, the Project does not become visually prominent until the traveler reaches the vicinity of the central Project area near Desert Center. Continuing east, the combination of array visibility and proximity to the gen-tie span of I-10 causes the Project to appear co-dominant with other landscape features. At no time does the Project appear visually dominant when viewed from eastbound I-10.

**Westbound I-10**
Traveling west on I-10, it is not until approximately one mile east of the Corn Springs Road over-pass that the Project becomes visually noticeable due to vegetative screening, atmospheric haze, and terrain variation. Continuing west from Corn Springs Road, except for a brief segment of visual co-dominance in the immediate vicinity of the gen-tie span of I-10, the Project remains visually prominent. At no time does the Project appear visually dominant when viewed from westbound I-10.