





KOP 1. View from SR 160 looking southwest toward proposed Intake 1 East (Alternatives 1A, 1B, 2A, 2B, 2D, 3, 5, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-2**  
**Key Observation Point 1**



KOP 3. View from CH E9 looking southwest toward proposed Intake 1 East (Alternatives 1A, 1B, 2A, 2B, 2D, 3, 5, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-3**  
**Key Observation Point 3**



KOP 4. View from SR 160 looking east toward proposed Intake 1 East (Alternatives 1A, 1B, 2A, 2B, 2D, 3, 5, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-4**  
**Key Observation Point 4**



KOP 12. View from CH E9 at Clarksburg, near Clarksburg Marina, looking southeast toward proposed Intake 2 West (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-5**  
**Key Observation Point 12**



KOP 16. View from CH E9 looking southwest down CR 141 toward proposed Intake 2 West, canal, and the spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-6**  
**Key Observation Point 16**



KOP 18. View from SR 160 looking north toward proposed Intake 2 East (Alternatives 1A, 1B, 2A, 2B, 2D, 3, 4, 4A, 5A, 6A, 6B, 7, and 8).



January 2012.



July 2013.

**Figure 17-7**  
**Key Observation Point 18**



KOP 19. View from CH E9 looking west toward the proposed spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-8**  
**Key Observation Point 19**



KOP 20. View from SR 160 looking west toward the proposed spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-9**  
**Key Observation Point 20**



KOP 26. View from Clarksburg Fishing Access off of CH E9 looking southeast toward proposed Intake 3 East (Alternatives 1A, 1B, 2A, 2B, 2D, 4, 4A, 6A, 6B, 7, and 8).



January 2012.



July 2013.

**Figure 17-10**  
**Key Observation Point 26**



KOP 30. View from CH E9 looking south toward proposed Intake 3 West (Alternatives 1C, 2C, and 6C) and proposed Intake 4 East (Alternatives 1A, 1B, 2A, 2B, 2D, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-11**  
**Key Observation Point 30**



KOP 38. View from CH E9 looking east toward Hood and proposed Intake 4 East (Alternatives 1A, 1B, 2A, 2B, 2D, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-12**  
**Key Observation Point 38**



KOP 41. View from SR 160 looking north toward Hood and proposed Intake 4 East (Alternatives 1A, 1B, 2A, 2B, 2D, 6A, and 6B).



January 2012.



July 2013.

**Figure 17-13**  
**Key Observation Point 41**



KOP 42. View from CH E9 looking west toward the proposed canal and the proposed concrete batch plant and fuel station (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.



KOP 49. View from CH E9 looking northeast at proposed Intake 4 West (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-15**  
**Key Observation Point 49**



KOP 54. View from Lambert Road looking east toward the proposed intermediate forebay (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8).



January 2012.



July 2013.



KOP 55. View from SR 160 looking northeast toward proposed Intake 5 East (Alternatives 1A, 1B, 2A, 2B, 2D, 4, 4A, 6A, 6B, 7, and 8).



January 2012.



July 2013.

**Figure 17-17**  
**Key Observation Point 55**



KOP 56. View from CH E9 looking east at proposed Intake 5 West (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-18**  
**Key Observation Point 56**



KOP 62. View from SR 160 looking northeast toward proposed Intake 6 East (Alternatives 2A and 2B).



January 2012.



July 2013.

**Figure 17-19**  
**Key Observation Point 62**



KOP 65. View from River Road looking northwest toward proposed Intake 6 East (Alternatives 2A and 2B).



January 2012.



July 2013.

**Figure 17-20**  
**Key Observation Point 65**



KOP 68. View from River Road looking northwest toward proposed Intake 7 East (Alternatives 2A and 2B).



January 2012.



July 2013.

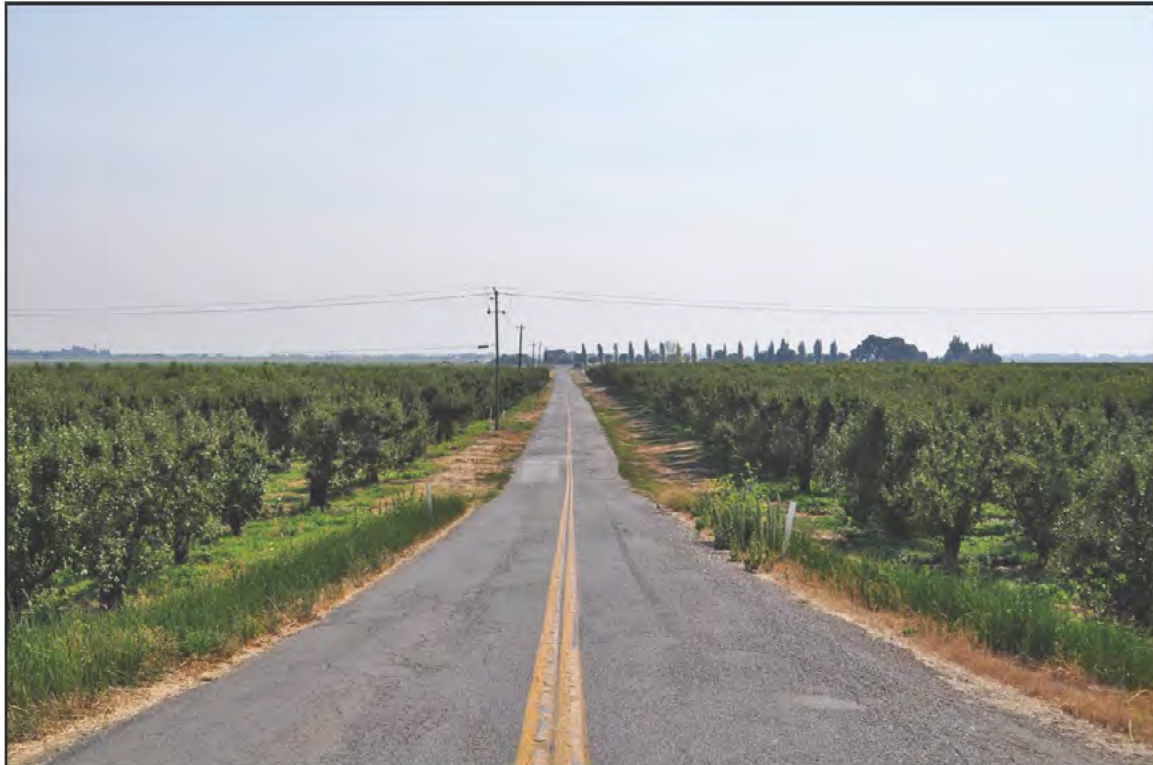
**Figure 17-21**  
**Key Observation Point 68**



KOP 69. View from SR 160 looking southwest toward existing transmission lines common in the project area.



January 2012.



July 2013.

**Figure 17-22**  
**Key Observation Point 69**



KOP 72. View from 5th Street in Hood looking northwest toward proposed Intake 3 East (Alternatives 1A, 1B, 2A, 2B, 2D, 4, 4A, 6A, 6B, 7, and 8).



January 2012.



July 2013.



KOP 73. View from 5th Street at Blair Street in Hood looking northeast toward the proposed canal (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

**Figure 17-24**  
**Key Observation Point 73**



KOP 74. View from Corky Lane in Hood looking north toward the proposed tunnel alignment or canal (Alternatives 1A, 1B, 2A, 2B, 2D, 3, 4, 4A, 5, 5A, 6A, 6B, 7, and 8).



January 2012.



July 2013.

**Figure 17-25**  
**Key Observation Point 74**



KOP 76. View from SR 160 at Wilson Road looking east toward proposed Intake 6 East (Alternatives 2A and 2B).



January 2012.

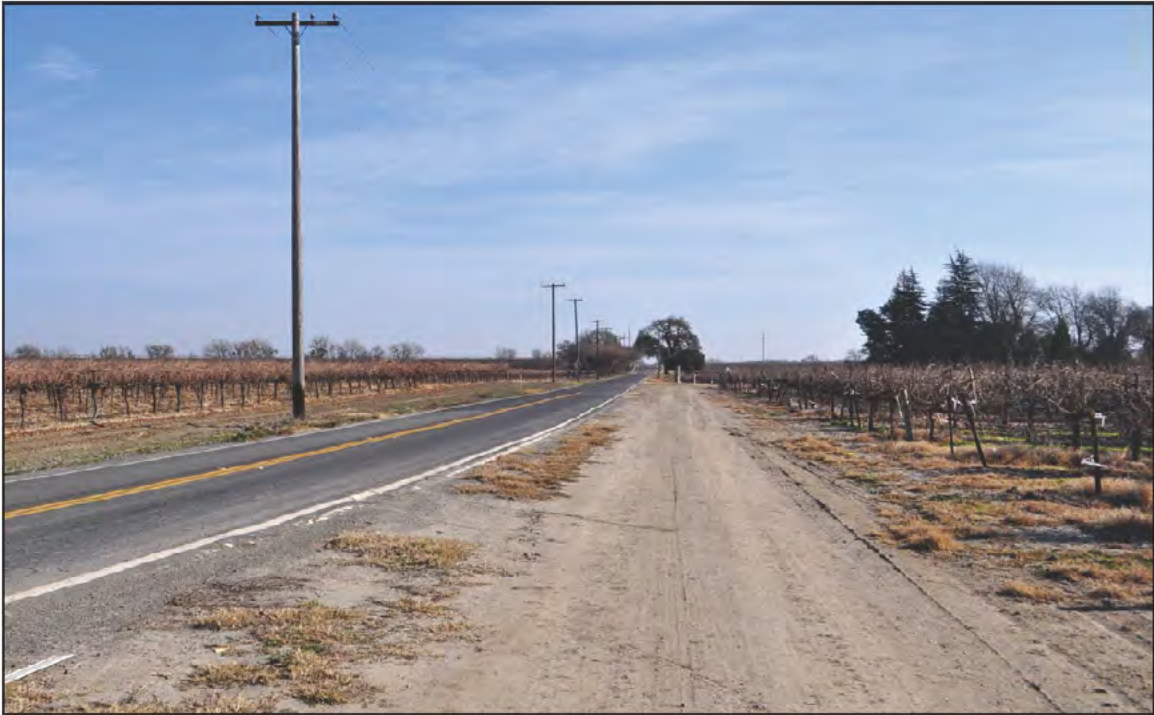


July 2013.

**Figure 17-26**  
**Key Observation Point 76**



KOP 84. View from Lambert Road looking east toward Snodgrass Slough and the proposed intermediate forebay (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8), spoil/borrow area and canal (Alternatives 1B, 2B, and 6B), and ventilation shaft site (Alternative 2D, 4, 4A, and 5A).



January 2012.



July 2013.



KOP 86. View from Lambert Road looking north toward the proposed intermediate forebay (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8), spoil/borrow area and canal (Alternatives 1B, 2B, and 6B), and ventilation shaft site (Alternatives 2D, 4, 4A, and 5A).



January 2012.



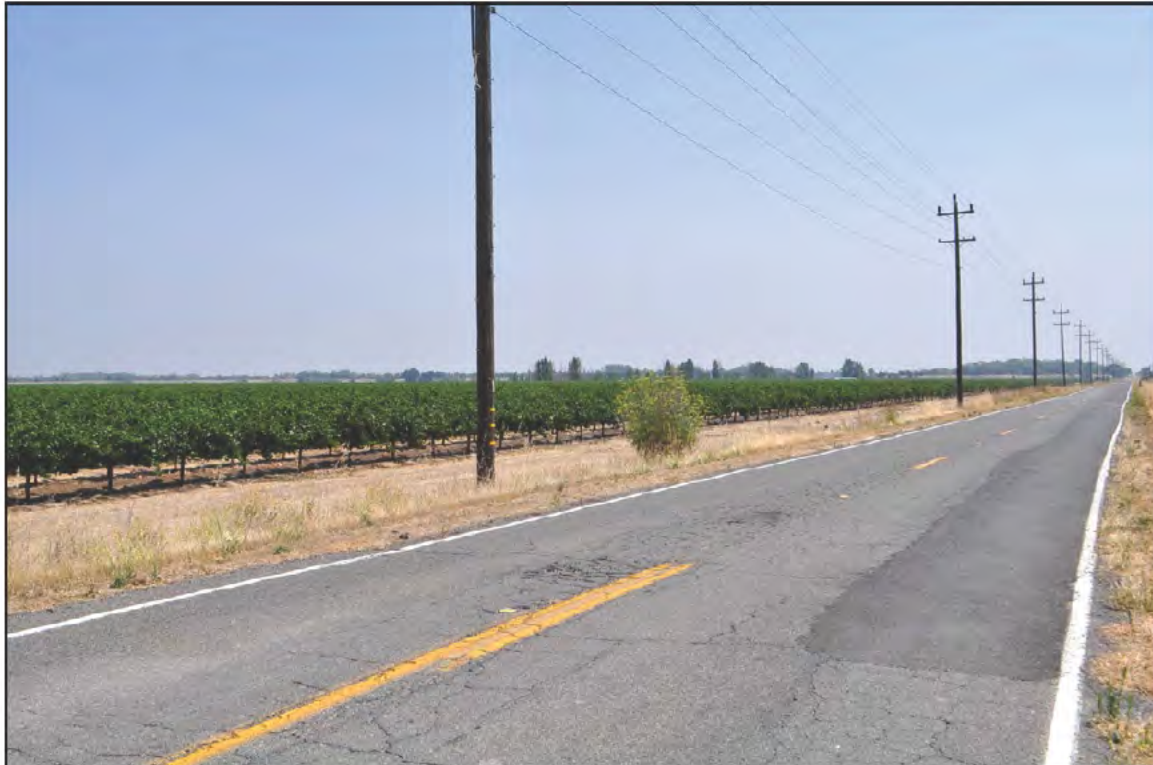
July 2013.



KOP 86. View from Lambert Road looking northeast toward the proposed intermediate forebay (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8), spoil/borrow area and canal (Alternatives 1B, 2B, and 6B), and ventilation shaft site (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.



KOP 89. View from Herzog Road at Russell Road looking southwest toward proposed Intake 6 East (Alternatives 2A and 2B).



January 2012.



July 2013.

**Figure 17-30**  
**Key Observation Point 89**



KOP 98. View from SR 12 looking northwest toward the proposed shaft site (Alternatives 1A, 2A, 3, 5, 6A, 7 and 8).



January 2012.



July 2013.

**Figure 17-31**  
**Key Observation Point 98**



KOP 98. View from SR 12 looking south toward the proposed tunnel alignment (Alternatives 1A, 2A, 3, 5, 6A, 7, and 8) and shaft site and RTM area (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.

**Figure 17-32**  
**Key Observation Point 98**



KOP 101. View from Byron Hot Springs Road at Byron Highway looking northeast toward the existing Clifton Court Forebay and the proposed Byron Tract Forebay and the proposed spoil/borrow site (Alternatives 1C, 2C, and 6C) and RTM area (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.



KOP 103. View from Byron Highway looking north toward the proposed Byron Tract Forebay (Alternatives 1A, 1B, 2A, 2B, 3, 5, 6A, 6B, 7, and 8), expanded Clifton Court Forebay (Alternatives 2D, 4, 4A, and 5A), and canal (Alternatives 1C, 2C, and 6C).



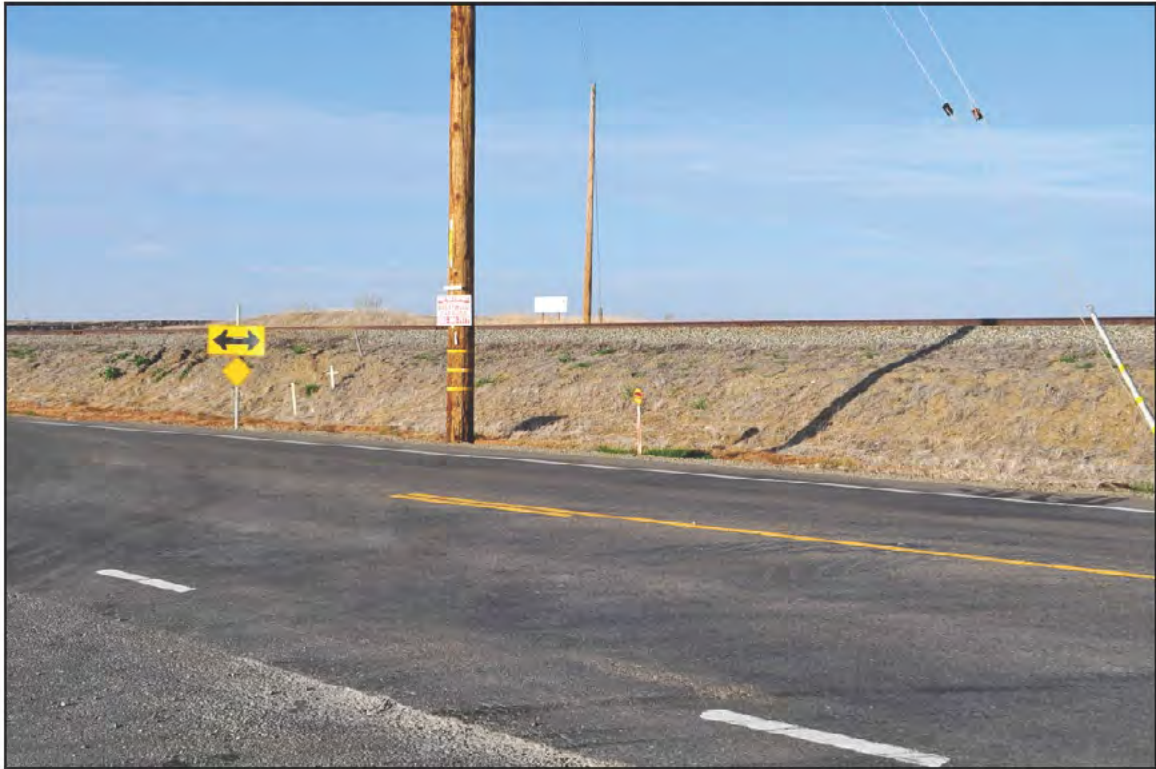
January 2012.



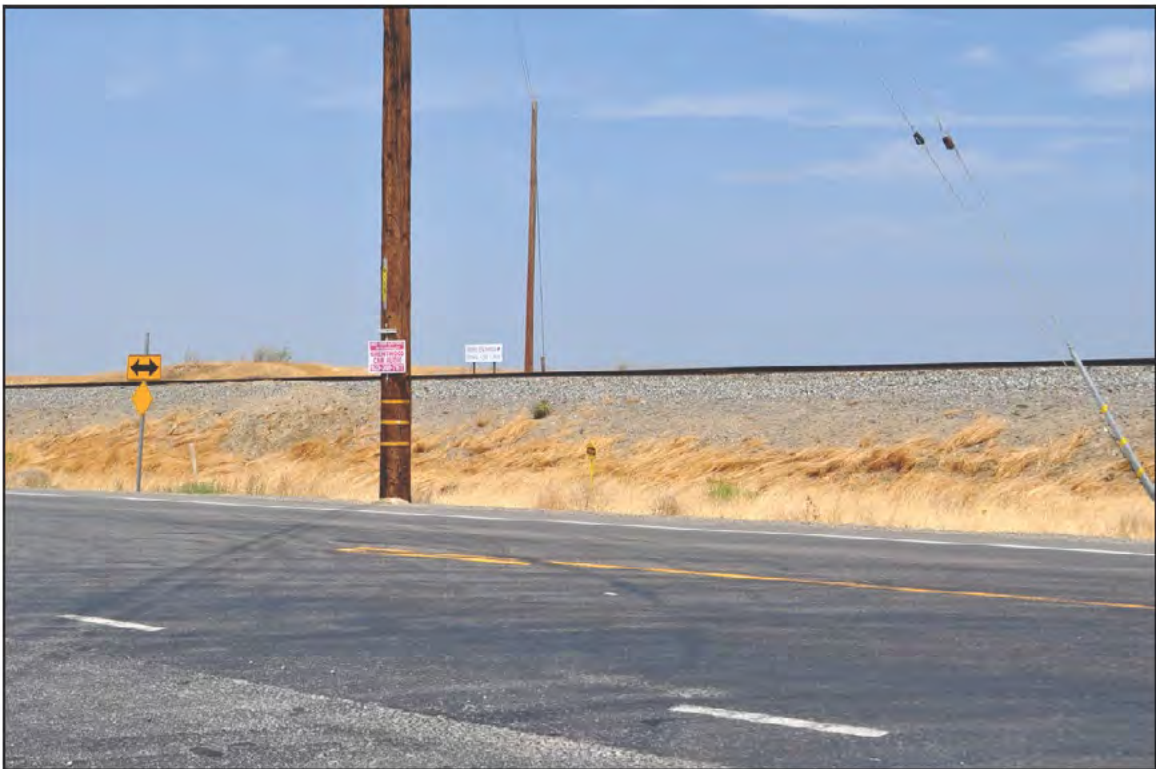
July 2013.



KOP 106. View from Mountain House Road at Byron Highway looking northeast toward the proposed concrete batch plant and fuel station (Alternatives 1A, 2A, 3, 5, 6A, 6B, 7, and 8).



January 2012.



July 2013.



KOP 107. View from Herdlyn Road at Lindemann Road looking north toward the proposed Byron Tract Forebay (Alternatives 1A, 1B, 2A, 2B, 3, 5, 6A, 6B, 7, and 8) and expanded Clifton Court Forebay (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.

**Figure 17-36**  
**Key Observation Point 107**



KOP 115. View from Twin Cities Road looking southwest toward the proposed canal and bridge (Alternatives 1B, 2B, and 6B) and RTM area (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.

**Figure 17-37**  
**Key Observation Point 115**



KOP 119. View from Blossom Road at Barber Road looking northwest toward the proposed canal, bridge, and the spoil/borrow site (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

**Figure 17-38**  
**Key Observation Point 119**



KOP 120. View from West Walnut Grove Road looking east toward the proposed canal and bridge (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.



KOP 124. View from Blossom Road at West Peltier Road looking east toward the proposed canal and bridge (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.



KOP 136. View from North Rio Blanco Road, near Paradise Point Marina, looking west toward the proposed canal (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

**Figure 17-41**  
**Key Observation Point 136**



KOP 140. View from Windmill Cove Road, near Windmill Cove Marina, looking northwest toward the proposed spoil/borrow site and canal (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

**Figure 17-42**  
**Key Observation Point 140**



KOP 141. View from West McDonald Road looking east toward the proposed canal and bridge (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

**Figure 17-43**  
**Key Observation Point 141**



KOP 152. View from South Tracy Boulevard looking north toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.



KOP 154. View from Clifton Court Road looking northwest toward the canal and bridge (Alternatives 1B, 2B, and 6B).



January 2012.



July 2013.

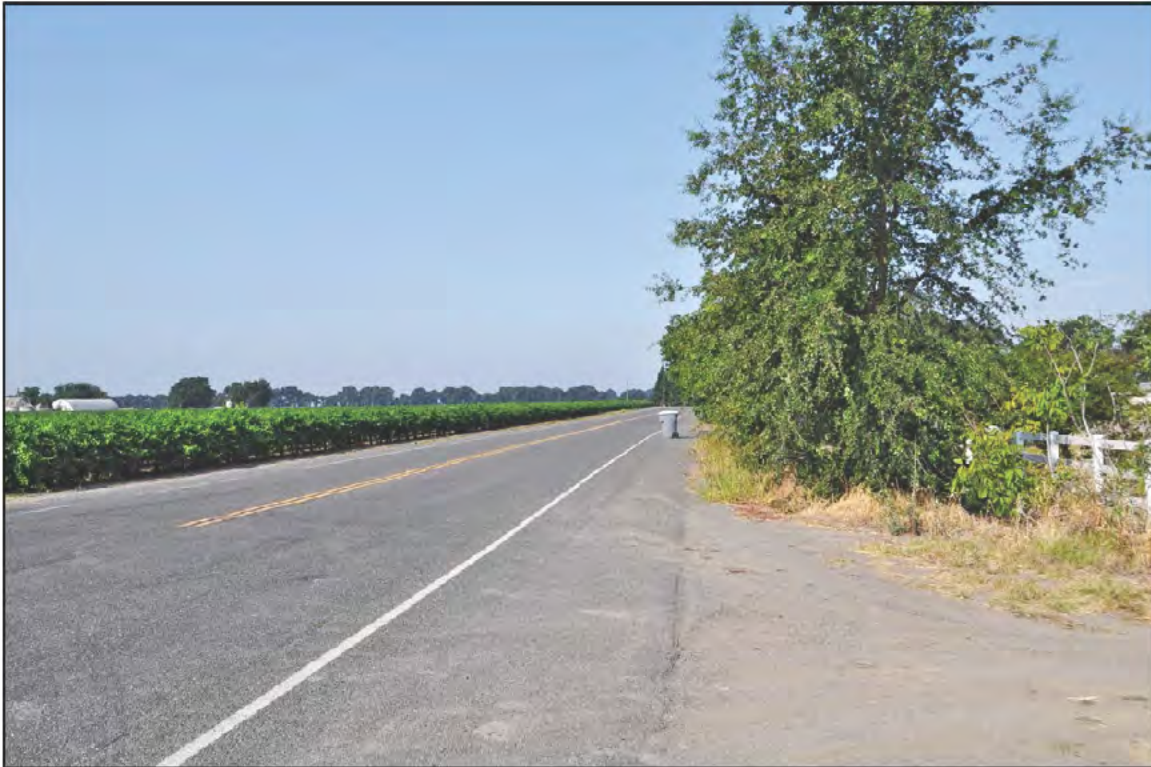
**Figure 17-45**  
**Key Observation Point 154**



KOP 158. View from CH E19 looking southwest toward the proposed tunnel (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-46**  
**Key Observation Point 158**



KOP 162. View from South Netherlands Road looking southwest toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-47**  
**Key Observation Point 162**



KOP 165. View from SR 84 at North Courtland Road looking north toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



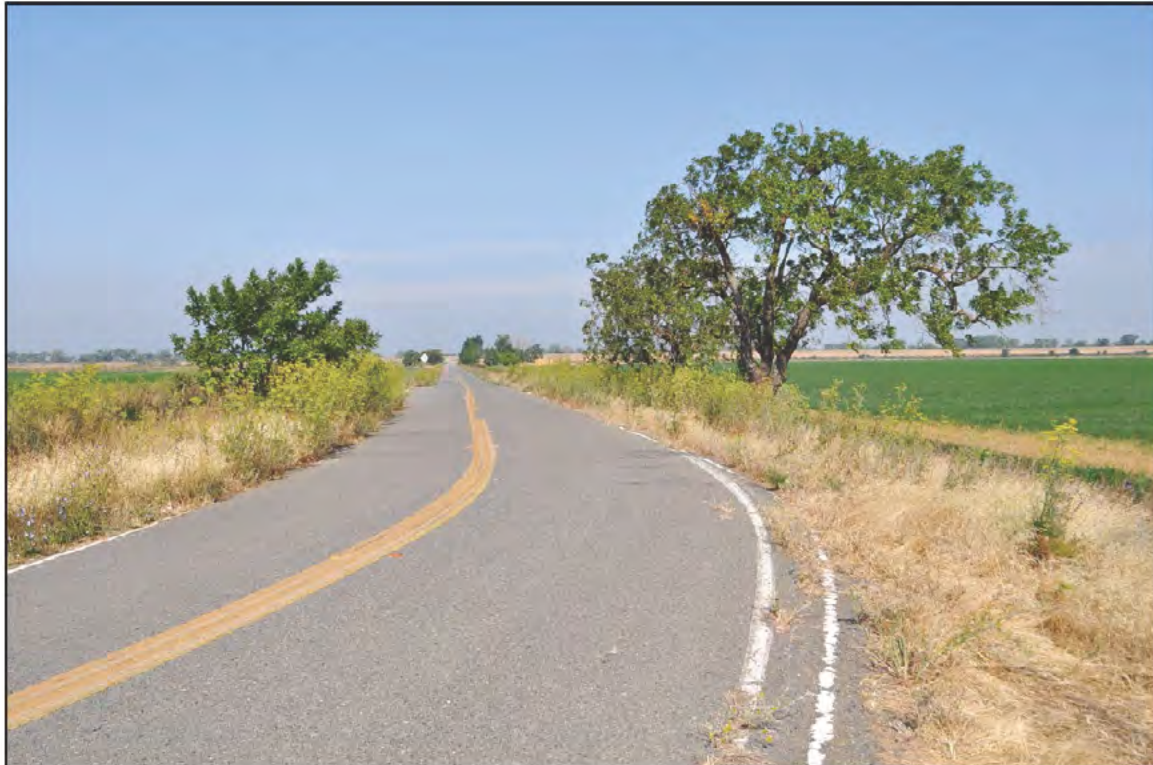
July 2013.



KOP 168. View from CR 158 at SR 84 looking west toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-49**  
**Key Observation Point 168**



KOP 173. View from SR 84 looking southwest toward the proposed canal and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-50**  
**Key Observation Point 173**



KOP 174. View from Holland Road looking northwest toward the proposed canal and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-51**  
**Key Observation Point 174**



KOP 176. View from SR 84 looking southeast toward the proposed canal and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-52**  
**Key Observation Point 176**



KOP 177. View from SR 84 at SR 220 looking east toward the proposed canal and bridge (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

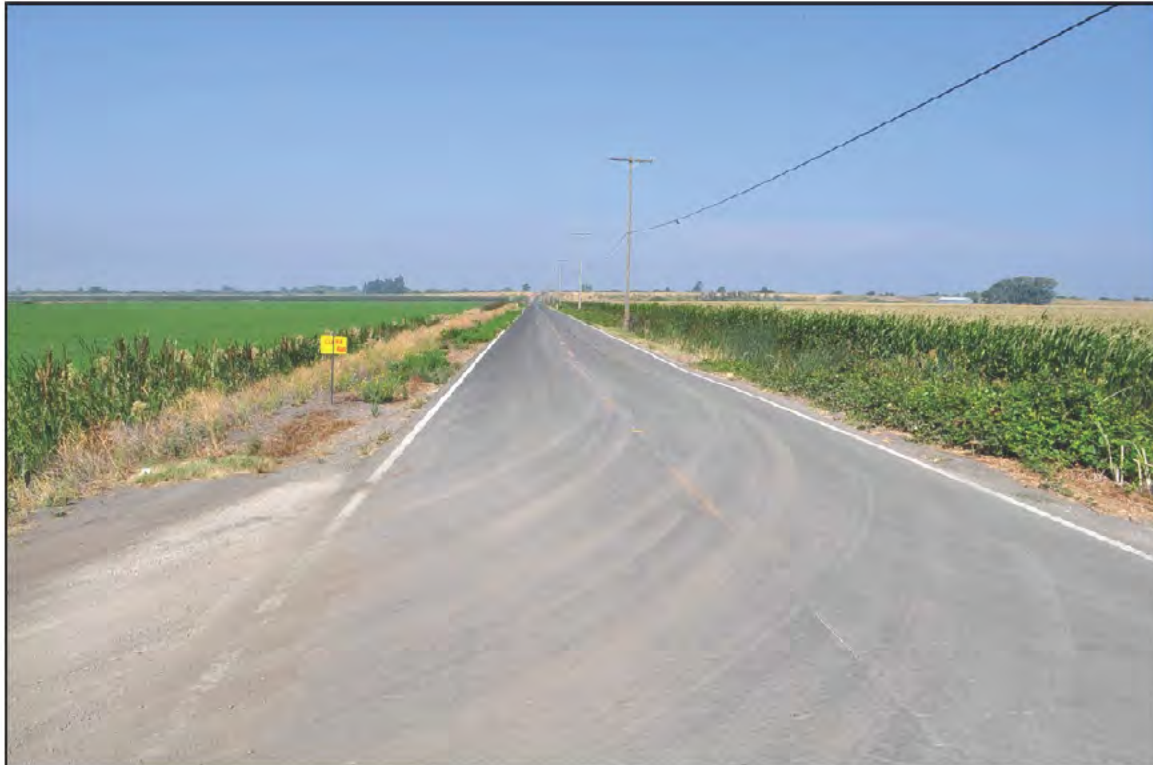
**Figure 17-53**  
**Key Observation Point 177**



KOP 179. View from SR 220 looking west toward the proposed canal and bridge (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-54**  
**Key Observation Point 179**



KOP 180. View from SR 84 looking east toward the proposed canal, spoil/borrow site, pumping plant, shaft site, and concrete batch plant and fuel station (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-55**  
**Key Observation Point 180**



KOP 181. View from SR 12 looking north toward the proposed shaft site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-56**  
**Key Observation Point 181**



KOP 183. View from East Cypress Road at Bethel Island Road looking south toward the proposed canal (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.



KOP 184. View from Delta Road at Byron Highway looking east toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-58**  
**Key Observation Point 184**



KOP 189. View from Balfour Road looking east toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.

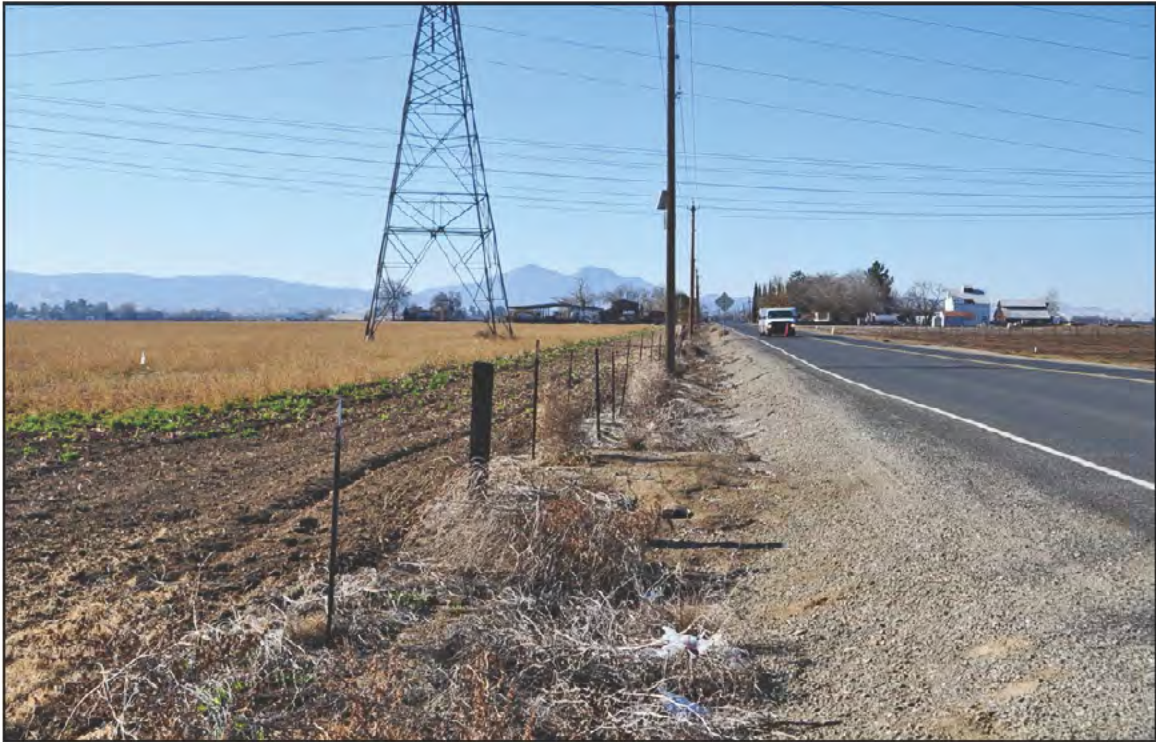


July 2013.

**Figure 17-59**  
**Key Observation Point 189**



KOP 192. View from Point of Timber Road at Bixler Road looking west toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-60**  
**Key Observation Point 192**



KOP 197. View from SR 4, near Discovery Bay Boulevard, looking southwest toward the proposed canal and Byron Tract Forebay (Alternatives 1C, 2C, and 6C) and RTM area (Alternative 4).



January 2012.



July 2013.

**Figure 17-61**  
**Key Observation Point 197**



KOP 198. View from Bixler Road looking north toward the proposed canal, bridge, and spoil/borrow site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-62**  
**Key Observation Point 198**



KOP 208. View in Locke looking south down Main Street (Alternative 9).



January 2012.



July 2013.



KOP 209. View from River Road at Locke looking south toward the proposed fish screen (Alternative 9).



January 2012.



July 2013.



KOP 212. View from SR 160 looking southeast toward Boathouse Marina at Locke and the proposed fish screen (Alternative 9).



January 2012.



July 2013.

**Figure 17-65**  
**Key Observation Point 212**



KOP 217. View from SR 160 looking north toward Delta Cross Channel and the proposed fish screen (Alternative 9).



January 2012.



July 2013.



KOP 221. View from River Road at Walnut Grove looking north toward the proposed fish screen (Alternative 9).



January 2012.



July 2013.



KOP 222. View from SR 160 at Grand Island Estates looking northeast toward the proposed fish screen near Walnut Grove (Alternative 9).



January 2012.



July 2013.



KOP 228. View from River Road at Walnut Grove Bridge looking south toward the proposed fish screen (Alternative 9).



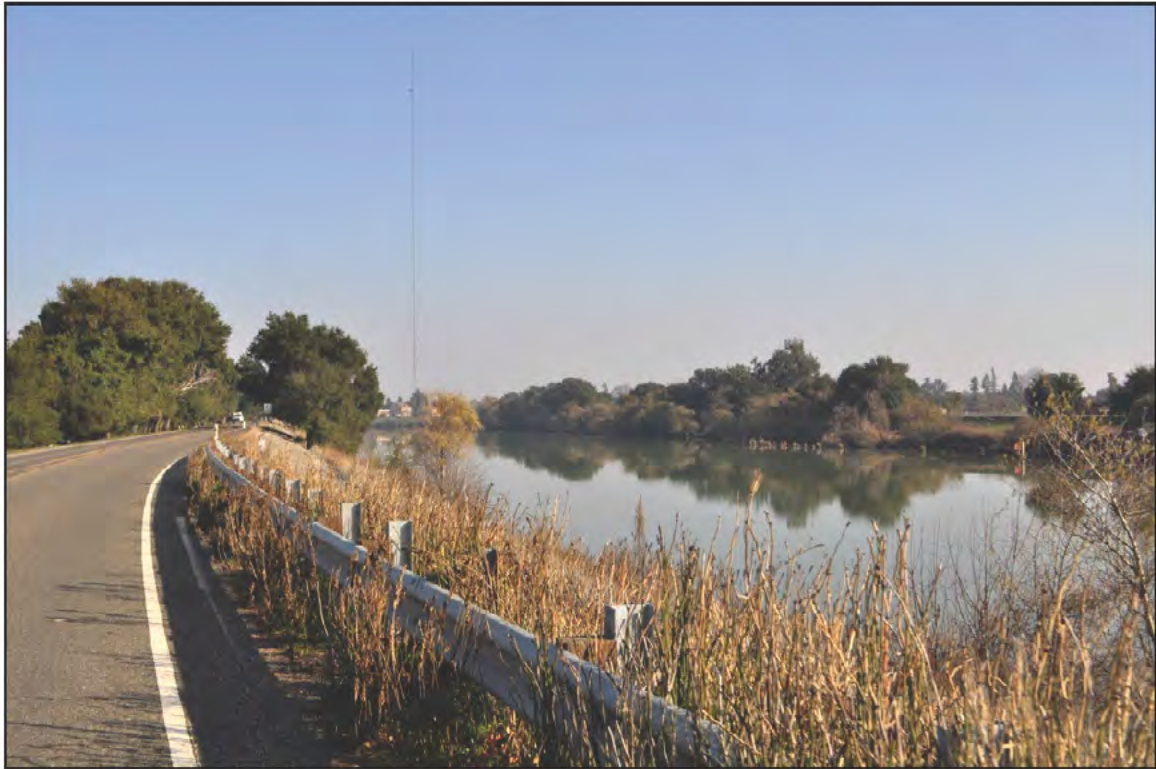
January 2012.



July 2013.



KOP 235. View from SR 160 looking northeast toward the proposed fish screen (Alternative 9).



January 2012.



July 2013.

**Figure 17-70**  
**Key Observation Point 235**



KOP 236. View from Isleton Road along Georgiana Slough looking north toward the proposed fish screen (Alternative 9).



January 2012.



July 2013.

**Figure 17-71**  
**Key Observation Point 236**



KOP 241. View from West Twitchell Island Road at Twitchell Island Ferry Road looking south toward the proposed shaft site (Alternatives 1C, 2C, and 6C).



January 2012.



July 2013.

**Figure 17-72**  
**Key Observation Point 241**



KOP 254. View from Bacon Island Road looking north toward Bullfrog Landing Marina and proposed dredging areas on the Middle River (Alternative 9).



January 2012.



July 2013.



KOP 255. View from Bacon Island Road looking west toward the proposed operable barrier on Old River at Middle River (Alternative 9).



January 2012.

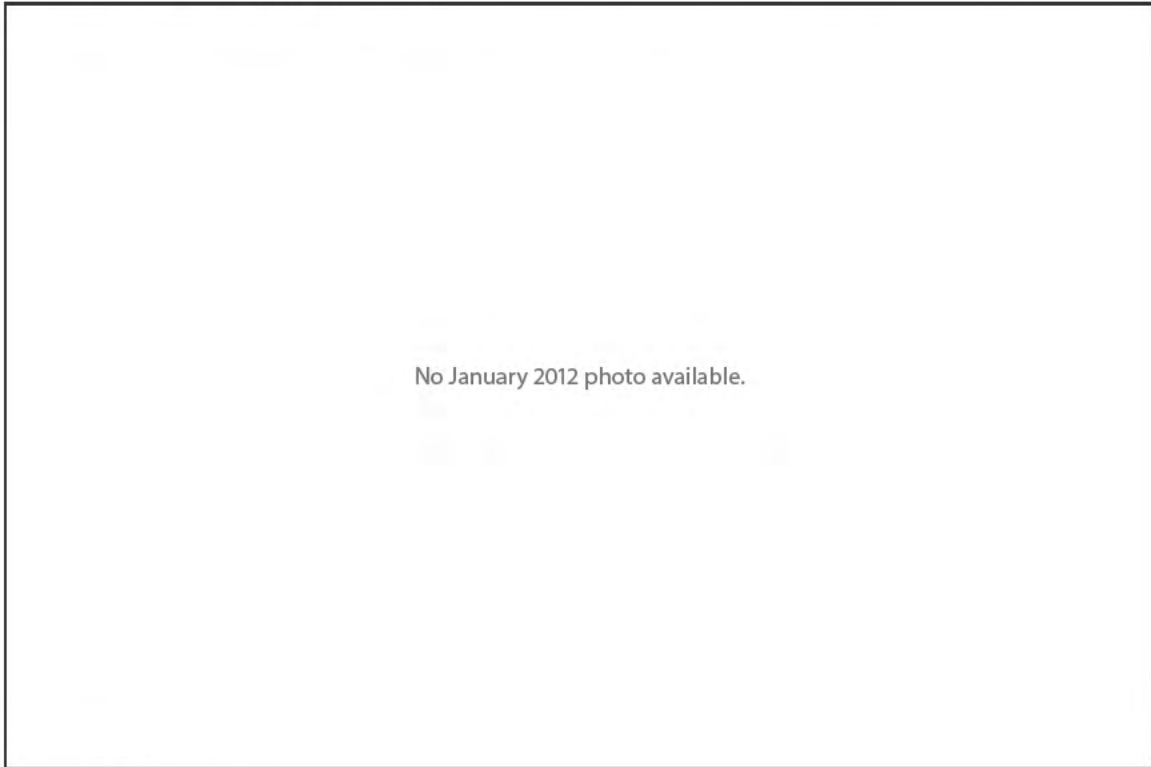


July 2013.

**Figure 17-74**  
**Key Observation Point 255**



KOP 258. View from Walnut Grove Road looking south toward the proposed ventilation/access shaft (Alternatives 2D, 4, 4A, and 5A).



January 2012.



July 2013.

**Figure 17-75**  
**Key Observation Point 258**





BOCP...EIR-EIS/Visual9-5-13 (TM)

**Figure 17-76a**  
**Existing and Simulated Views of Intake 3 East from SR 160 in January 2012**  
**(Alternatives 1A, 1B, 2A, 2B, 6A, 6B, 7, and 8)**



**Existing View:** looking northeast  
from KOP 34 on SR 160



**Simulated View**



BDCP...EIR-EIS/Visual 9-11-2013 (TW)

**Figure 17-76b**  
**Existing and Simulated Views of Intake 3 East from SR 160 in July 2013**  
**(Alternatives 1A, 1B, 2A, 2B, 6A, 6B, 7, and 8)**





**Figure 17-77**  
**Existing and Simulated Views of Intake 2 West from SR 160**  
**(Alternatives 1C, 2C, and 6C)**





**Figure 17-78**  
**Existing and Simulated Views of Intake 4 East from SR 160**  
**(Alternatives 1A, 1B, 2A, 2B, 6A, and 6B)**





**Figure 17-79**  
**Existing and Simulated Views of Intermediate Forebay from SR 160**  
**(Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



Existing View: looking south  
from KOP 95 on Isleton Road  
(January 2012)



Simulated View During Construction  
(Note: Assumes removal of buildings in work area at right.)



Simulated View After Construction  
(Note: Assumes addition of 230 kV electrical transmission line at left.)



BDCP...EIR-EIS/Visual 9-5-13 (TW)

**Figure 17-80**  
**Existing and Simulated Views of Launch/Retrieval Shaft Site near Isleton Road**  
**(Alternatives 1A, 2A, 3, 5, 6A, 7, and 8)**



**Existing View:** looking southwest from KOP 113 on I-5 at the Lambert Road exit, approximately 0.1 mile north of Lambert Road (January 2012)



**Simulated View**



BDCP... EIR-EIS/Visual 9-5-2013 (T.M)

**Figure 17-81**  
**Existing and Simulated Views of the East Canal from I-5 at Lambert Road**  
**(Alternatives 1B, 2B, and 6B)**





**Figure 17-82**  
**Existing and Simulated Views of the East Canal from SR 12**  
**(Alternatives 1B, 2B, and 6B)**





Figure 17-83  
Existing and Simulated Views of the East Canal from SR 4  
(Alternatives 1B, 2B, and 6B)



**Existing View:** looking east from KOP 195 on SR 4,  
approximately 300 feet southeast of Byron Hwy.  
(January 2012)



**Simulated View**



**Figure 17-84**  
**Existing and Simulated Views of the West Canal from SR 4**  
**(Alternatives 1C, 2C, and 6C)**



**Existing View:** looking southeast  
from KOP 256 on South River Road at County Road 141  
(July 2013)



**Simulated View**



BDCP...EIR-EIS/Visual4-2-15 (TM)

Note: This figure replaces Figure 17-85 from the November 2013 Draft EIR/EIS.

**Figure 17-85**  
**Existing and Simulated Views of Intake 2 East from South River Road**  
**(Alternatives 2D, 4, 4A, and 5A)**





BDCP... EIR-EIS/Visual 3-25-2015 (TTM)

Note: This figure replaces Figure 17-86a from the November 2013 Draft EIR/EIS.

**Figure 17-86a**  
**Existing and Simulated Views of Intake 3 East from SR 160 in January 2012**  
**(Alternatives 2D, 4, and 4A)**



**Existing View:** looking northeast  
from KOP 34 on SR 160



**Simulated View**



BDCP...EIR-EIS/Visual 3-25-2015 (TTW)

Note: This figure replaces Figure 17-86b from the November 2013 Draft EIR/EIS.

**Figure 17-86b**  
**Existing and Simulated Views of Intake 3 East from SR 160 in July 2013**  
**(Alternatives 2D, 4, and 4A)**



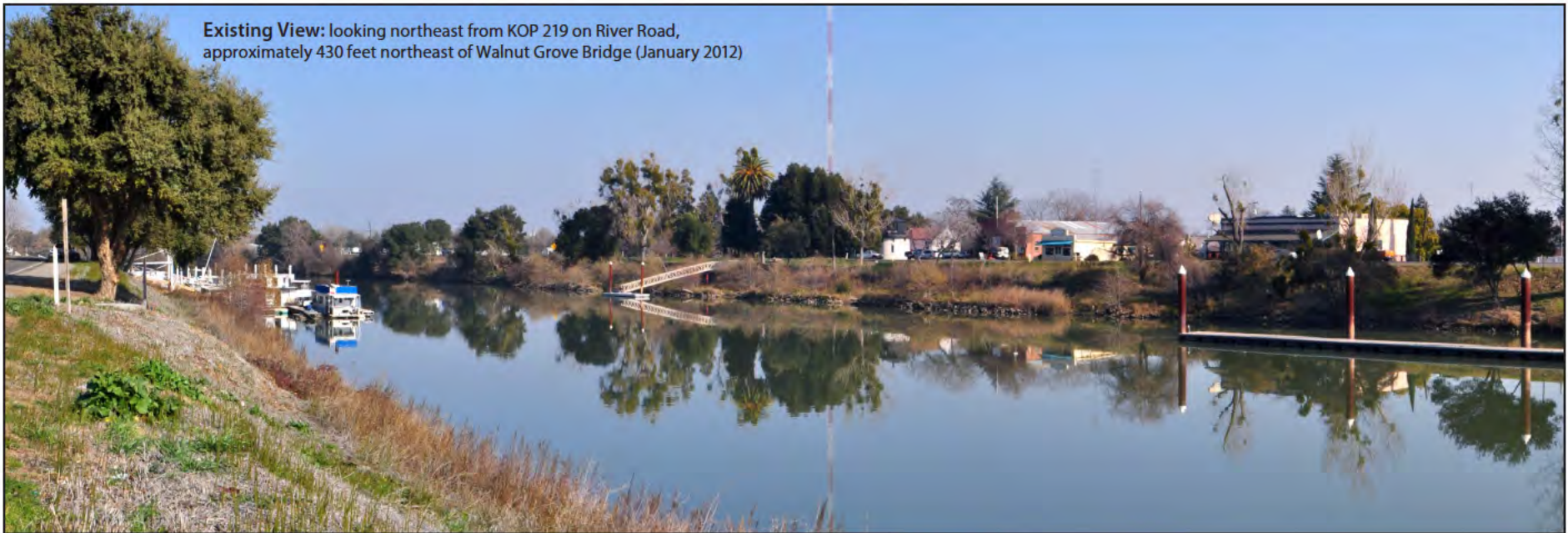


BDCP... EIR-EIS/Visual 11-24-14 (TM)

Note: This figure replaces Figure 17-87 from the November 2013 Draft EIR/EIS.

**Figure 17-87**  
**Existing and Simulated Views of Intermediate Forebay from Twin Cities Road**  
**(Alternatives 2D, 4, 4A, and 5A)**





BDOP...EIR-EIS/Visual 9-5-13 (TM)

**Figure 17-88**  
**Existing and Simulated Views of the Delta Cross Canal Intake at Walnut Grove**  
**(Alternative 9)**



Existing View: looking southeast from KOP 252 at Brannan Island State Recreation Area, approximately 480 feet southeast of SR 160 (January 2012)



Simulated View



BDCP... EIR-EIS/Visual 9-5-13 (TM)

**Figure 17-89**  
**Existing and Simulated Views of the Operable Barrier Site on Threemile Slough**  
**at Brannan Island State Recreation Area (Alternative 9)**





BDCP... EIR-EIS/Visual 9-5-13 (TM)

**Figure 17-90**  
**Existing and Simulated Views of the Channel Modification at Hammer Island**  
**(Alternative 9)**