

Environmental Assessment

Title: Central Electric Cooperative ROW to Deschutes Junction Substation

Environmental Assessment (EA) Number: OR-056-00-120

Serial Number: OR-55748

Applicant: Central Electric Cooperative (CEC)

Bureau of Land Management (BLM) Office: Prineville District Office
P.O. Box 550 (3050 NE 3rd St.)
Prineville, OR 97754

Resource Area: Deschutes

I. PURPOSE AND NEED

Central Electric Cooperative (CEC) is requesting a right-of-way (ROW) for an electric transmission line for the purpose of improving electrical service to their customers and providing for future needs. The line would tap into an existing CEC transmission line located on public lands administered by BLM and deliver electricity to the Deschutes Junction Substation for distribution throughout northern Bend, Oregon.

CEC plans to build a double circuit, electric transmission line. The double circuit design (2 lines on a single pole line, see exhibit A) requires constructing only one pole line, rather than 2 lines at different locations. Construction would occur over a few weeks in the summer and fall of 2000. The permit would be for a 30-year term with an option for renewal. The line would operate 24 hours per day.

CEC needs to cross public lands because there is no alternative route available on private lands.

CEC needs to improve the Deschutes Junction Substation because load growth in the area has increased on the Hix, Tumalo, and Bend Substations (80%+ loaded).

CEC needs to complete the electrical circuit to the Deschutes Junction Substation because it is nearly equidistant from the three other substations, thereby improving the reliability of the other substations. A circuit is an industry standard for providing continuous service to electric customers even though a portion of the electric line may be damaged or down.

An access road would be required during construction, then remain in place during the term of the ROW. This road would be flagged, then created through use. The road would remain a simple two-track. It would weave between juniper trees and other large plants.

Conformance with Applicable Land Use Plan

This request is subject to and in conformance with the Brothers/La Pine Resource Management Plan (RPM), July 1989. On page 29 under Rights-of-Way and Utility and Transportation Corridors, the following guidance regarding ROW is provided: Public lands will continue to be available for rights-of-way, including multiple use and single use utility/transportation corridors following existing routes, communication sties, and roads.” This manual and the RMP are available for public review at 3050 NE 3rd Street in Prineville, Oregon.

The BLM Manual, under 2800.06 Policy 1) states: allow owners of non-Federal lands surrounded by public land managed under FLPMA a degree of access across public lands which will provide for the reasonable use and enjoyment of the non-Federal land. Such access must conform to the rules and regulations governing the administration of the public land; keep in mind however, that the access necessary for the reasonable use and enjoyment of the non-Federal land can not be denied.

II. PROPOSED ACTION AND ALTERNATIVES

No-Action

Construction of a transmission line would be denied across federal lands in a no-action alternative. Denial of ROW under the circumstances outlined in this EA is not an acceptable option. FLPMA (Federal Land Policy and Management Act) and the BLM manual require reasonable access to private parcels when no other opportunity is available. The CEC transmission line for this area is located on public lands approximately two miles east of Deschutes Junction Substation. No other CEC transmission line is located nearby. To deny CEC a ROW would be to deny them use of their property.

Denying a ROW to CEC would not permit CEC to complete a circuit within its electrical system. Without the circuit, CEC would be denied the ability to provide continuous power to its customers in northern Bend during an emergency, which raises public safety concerns.

Proposed Action

CEC proposes to build a double circuit line, constructed with steel poles having an averaging height of 65 feet and an averaging span length of 350-400 feet. Eighteen (18) poles would be directly embedded into excavated holes. Approximately 2 cubic yards of

material will be removed from each hole. After pole placement, the removed material would be used to backfill the holes.

CEC plans to acquire a temporary staging area on private lands.

The proposed route would be located approximately 1.5 miles northeast of Deschutes Junction at the following (see maps A, B, and C):

Willamette Meridian, Oregon,

T. 16 S., R. 12 E.,
Sec 24, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 16 S., R. 13 E.,
Sec. 19, N $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$.

Containing 9.3 acres.

The route in the proposed action is the shortest distance across both public and private lands. Total line length on public lands would be approximately 6,750 feet (1.2 miles) and 1,815 feet on private land, for a total length of 8,565 feet (1.6 miles). The width of the ROW on public lands would be 60 feet, 30 feet on either side of the centerline. The area on public lands would be 9.3 acres. During construction, vegetation would be cleared at ground level for a fifty-foot radius around each pole. Estimated construction cost is \$420,000 on public lands, \$560,000 total.

CEC has established easements on the private lands along the proposed route with space available for the addition of a new line.

Alternative A

Alternative A was proposed by CEC as an adaptation of the request by BLM described in Alternative C. Pursuant to direction in FLPMA and the Brothers/La Pine RMP, CEC was encouraged to locate the new facilities adjacent to existing facilities to the extent technically and economically feasible. In alternative C, CEC investigated locating the segment of line on the railroad ROW, but inquiries about acquisition of this easement were unsuccessful. In alternative A, CEC then investigated locating a segment of the transmission line on public lands adjacent to the railroad ROW and on private lands.

CEC would build a double circuit line, constructed with steel poles having an averaging height of 65 feet and an averaging span length of 350-400 feet. Twenty-five (25) poles would be directly embedded into excavated holes. Six (6) anchors would be required at three locations where the line makes a turn. Approximately 2 cubic yards of material will be removed from each hole. After pole placement, the removed material would be used to backfill the holes.

CEC would plan to acquire a temporary staging area on private lands.

The proposed route would be located approximately 2 miles northeast of Deschutes Junction at the following legal (see maps A, B, and D):

Willamette Meridian, Oregon,

T. 16 S., R. 12 E.,
Sec 24, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.

T. 16 S., R. 13 E.,
Sec. 19, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$.

Containing 13.1 acres.

Alternative A is longer than the proposed alternative and alternative C, but shorter than alternative B. Total line length on public lands would be approximately 9,500 feet (1.8 miles) and 1,815 feet on private, for a total length of 11,315 feet (2.1 miles). The width of the ROW on public lands would be 60 feet, 30 feet on either side of the centerline. The area on public lands would be 13.1 acres. During construction, vegetation would be cleared at ground level for a fifty-foot radius around each pole. Estimated construction cost is \$630,000 on public lands, \$735,000 total. This estimate may be low because of the extra and special equipment required for construction, and the estimate is based on the average unit cost for CEC.

CEC has established easements on the private lands along this route with space available for the addition of a new line. An easement on the railroad ROW is not available; therefore, CEC would request a ROW for public lands adjacent to the existing railroad ROW and adjacent to private lands.

ALTERNATIVES CONSIDERED AND DISMISSED

Alternative B

Alternative B was proposed by BLM. Pursuant to direction in FLPMA and the Brothers/La Pine RMP, CEC was encouraged to locate the new facilities adjacent to existing facilities to the extent technically and economically feasible. BLM requested that CEC consider co-locating the proposed transmission line adjacent to Morrill Road, which is an RS 2477 road ROW held by Deschutes County.

CEC would build a double circuit line, constructed with steel poles. The average pole height on the east half of the route would be 65 feet. Pole heights on the west half of the route would be 85 feet above the ground. The increased height is for the purpose of passing over existing distribution lines, which is an industry safety standard. The averaging

span length would be 350-400 feet. Twenty-five (25) poles would be directly embedded into excavated holes. A minimum of 12 anchors would be required at the six locations where the line makes a turn. An undetermined number of support lines may also be necessary. Approximately 2 cubic yards of material will be removed from each hole. After pole placement, the removed material would be used to backfill the holes.

CEC would plan to acquire a temporary staging area on private lands.

The proposed route would intersect with Deschutes Junction at the following legal (see maps A, B, and E):

Willamette Meridian, Oregon,

T. 16 S., R. 12 E.,
Sec 25, N $\frac{1}{2}$ SW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$.
T. 16 S., R. 13 E.,
Sec. 30, S $\frac{1}{2}$ S $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$.

Containing 13.1 acres.

Alternative B is the longest route. Total line length on public lands would be approximately 9,500 feet (1.8 miles) and 9,240 feet on private, for a total length of 18,740 feet (3.5 miles). The width of the ROW on public lands would be 60 feet, 30 feet on either side of the centerline. The area on public lands would be 25.8 acres. During construction, vegetation would be cleared at ground level for a fifty-foot radius around each pole. Estimated construction cost is \$630,000 on public lands, \$1,225,000 total.

Representatives of CEC investigated developing this route, but were unsuccessful. This alternative was dismissed because of the inability to acquire easements on private lands, conflicts with county zoning ordinances, the difficulty in construction, consideration of historical structures, line and pole visibility from Highway 97, and the cost.

Easements: If CEC used Morrill Road on public lands, the project would route the transmission lines within close proximity to multiple subdivisions. CEC would have to obtain easements from landowners in the Boonesburrow subdivision and other subdivisions. Landowners who would be affected were unanimously opposed to granting easements. On the other side of Merrill Road an easement would have to be granted from the local landowner, who also declined to grant an easement.

Land Use: The ability to obtain a Conditional Use Permit would be extremely difficult over the objections of the Boonesburrow subdivision. This action would require a land use change from Deschutes County because Boonesburrow is required to bury all powerlines, and transmission lines are not buried.

Engineering: Morrill Road has numerous sharp turns. Transmission lines are installed in a straight line or with gradual turns. In Alternative B, the line would make several turns requiring intricate stabilizing devices that would cover considerably more area than a straight road. In addition, the terrain is uneven and rocky, which further complicates construction. Support lines would have to be installed on the poles, making the ROW inordinately wide.

Visuals: Approximately 1.25 miles of line that runs north and south would have poles on private land with an average height of 80-85 feet. These poles would be visible from Highway 97 and to area landowners.

History: A house and adjacent private lands in section 26 may qualify for historical designation by the county. Transmission lines would detract from the recognition of this home.

Cost: The cost of construction at this location is almost double the cost of the proposed action (see above) because of the engineering requirements mentioned above. This estimate may be low because it is based on the average unit cost per mile for CEC and does not consider the extra and special equipment required for construction. The cost of alternative C is unreasonable in comparison to the cost of the other alternatives.

Alternative C

Alternative C was proposed by BLM. Pursuant to direction in FLPMA and the Brothers/La Pine RMP, CEC was encouraged to locate the new facilities adjacent to existing facilities to the extent technically and economically feasible. BLM requested that CEC consider co-locating a segment of the proposed transmission line on the railroad ROW across public lands and on the easements across private lands.

CEC proposes to build a double circuit line, constructed with steel poles. The average pole height of the segment running east and west would be 65 feet, and the average height of the segment running north south would be 85 feet, adjusted for multiple uses near the railroad, which is an industry safety standard. The averaging span length would be 350-400 feet. Twenty-one (21) poles would be directly embedded into excavated holes. A minimum of two anchors would be required at one location where the line makes a turn. Approximately 2 cubic yards of material will be removed from each hole. After pole placement, the removed material would be used to backfill the holes.

CEC would plan to acquire a temporary staging area on private lands.

The proposed route would be located approximately 2 miles northeast of Deschutes Junction at the following legal (see maps A, B, and F):

Willamette Meridian, Oregon,

T. 16 S., R. 12 E.,
Sec 24, N $\frac{1}{2}$ N $\frac{1}{2}$ NE $\frac{1}{4}$, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
T. 16 S., R. 13 E.,
Sec. 19, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ N $\frac{1}{2}$ NW $\frac{1}{4}$.

Containing 10.7 acres.

Alternative C is longer than the proposed alternative, but shorter than alternative A and alternative B. Total line length on public lands would be approximately 7,750 feet (1.5 miles) and 2,495 feet on private, for a total length of 10,245 feet (1.9 miles). The width of the ROW on public lands would be 60 feet, 30 feet on either side of the centerline. The area on public lands would be 10.7 acres. During construction, vegetation would be cleared at ground level for a fifty-foot radius around each pole. Estimated construction cost is \$630,000 on public lands, \$735,000 total.

Representatives of CEC investigated development of this route, but were unsuccessful. This alternative was dismissed because of the difficulty in obtaining private easements, difficulty to obtain a ROW from the railroad, the impracticality of construction on railroad lands, and the visibility from Highway 97 and the local area.

Easements: A portion of the ROW would have to be located on the railroad easement; this option would be difficult to implement and not practical (see Engineering below). Inquiries about acquisition of private easements were unsuccessful.

Engineering: The present corridor along BNSF railroad is crowded with communications lines, a PP&L transmission line, and, at various points, distribution lines. This is not a possible option.

Visuals: Approximately half a mile of line that runs north and south would have poles with an average height of 80-85 feet. These poles would be visible from Highway 97 and to area landowners.

III. DESCRIPTION OF THE EXISTING ENVIRONMENT

General Information Including Soil and Vegetation

The area has relatively flat terrain; the average elevation is 3240 feet. Rock outcroppings are a natural feature scattered throughout the area. The area has scattered pockets of sandy soils with outcrops of basalt lava flows.

All surrounding lands are upland juniper forestlands. The site occurs within the western juniper vegetation zone. The juniper/sage brush/bunch grass plant community dominates

the site, with plant species that are both structurally and floristically typical of vegetation of the community. The site has open areas created by a history of fire.

There are no streams, lakes, or water bodies of any kind. No significant erosion or surface runoff has occurred.

Wildlife

A resident antelope herd frequents the northwest of this block of public lands. The herd has a stable population. During the winter months the population increases when non-resident animals join the herd.

Deer also use the area, generally in small groups.

Several species of birds use the area, both throughout the year and seasonally.

Existing and Proposed Uses in the Area

The existing transmission line is located southwest of Redmond Airport and south of Deschutes County Fairgrounds. Adjacent lands to the north are zoned for industrial purposes. North Unit Canal, the Oregon Military Department, and BNSF railroad are also located in the area. Construction activities planned for private and public lands in the area include the relocation of Redmond's Juniper golf course; an RV park; two private golf courses; and various local, county, and state roads. Military training activities and recreational activities occur in the area. At the present time, this area is adjacent to but outside of the Redmond urban growth boundary and city limits.

County and State Land Use Planning

The parcels are zoned Rural Residential, Exclusive Farm Use, and Alfalfa (RR, EFU, and AL). The existing uses on private land consist of residential living, unmanaged forest uses, aggregate mining and processing, and some cattle grazing. On public lands, existing uses include cattle grazing, horseback riding, mountain biking, hunting, sightseeing, and extensive motor vehicle use, both on and off-roads.

The State of Oregon, through the Division of Land Conservation and Development Commission, has recently adopted new language pursuant to ORS 565.210 which allows for the expansion of existing county fairgrounds and activities directly relating to county fairgrounds and governed by county fairboards.

Threatened and Endangered Plants and Animals

Habitat or known sensitive wildlife species are not known to occupy the project area. No

special status plants were observed or suspected in the project area. No culturally significant plants were observed in the project area. No impacts would occur to T & E species as a result of the alternatives.

Recreation and Livestock Grazing

Recreation activities for this area are primarily from nearby landowners. Activities include OHV use, horseback riding, hiking, camping, and dog training. The ROW would be within the Crenshaw allotment, #5116. The proposed ROW would not impact these activities.

Visual

Brothers/La Pine RMP, 1989 does not identify High or Sensitive Visual Qualities for the public land under consideration for ROW. Much of the public land within a mile of Highway 97 is visible from the highway. Local subdivisions are adjacent to public land. Much of the private land is developed.

IV. IMPACTS

Soil and Vegetation

No-Action

No impact to soil and vegetation would result from implementation of the no-action alternative.

Proposed Action and Alternative A

Construction: Soil would be compacted and vegetation would be crushed in the tracks of the access road. Limbs would be removed from larger trees and bushes adjacent to the road.

CEC would cut and remove vegetation in the ROW in order to access and place poles. A 50-foot radius around each structure would be cleared of vegetation to ground level.

CEC would locate a temporary staging area on private lands, no impacts would occur from this activity on public lands.

Maintenance: Trees and large bushes would be cleared from below the power-line pursuant to the National Electric Safety Code requirement for safe operating clearances under transmission lines. Over the life of the facility, additional vegetation tipping or removal will be required to continue to meet code clearances as needed.

Cumulative

Under all alternatives, including the no-action alternative, uses will continue in the area pursuant to the Brothers/La Pine RMP (Resource Management Plan), which identifies these public lands for multiple-use management, including military training and recreation purposes such as off-road vehicle use. Compaction of soils and destruction of vegetation from these other uses would continue.

The presence of the access road would add to the existing road network, the extent of its use would depend on the success of the mitigation measures to discourage uses other than line maintenance.

Wildlife

No-Action

No impacts to wildlife will occur as a result of implementation of the no-action alternative.

Proposed Action and Alternative A

No impacts to wildlife are expected to occur except during construction and occasional maintenance when animals would avoid the site.

Individual lines on poles are pre-constructed to industry standards to prevent electrocution. Further, active transmission lines produce a hum and vibration that discourages birds from perching or extended uses.

Threatened and Endangered Plants and Animals

No impacts will occur to threatened and endangered plants and animals under any of the alternatives.

Cultural

No impacts to the cultural resource would occur as a result of implementation of any of the alternatives.

Visual

No-Action

No impacts to visual resources would occur as a result of implementation of the no-action

alternative.

Proposed Action

The location of the proposed action is within juniper woodland. There will be no visual impact from Highway 97 because the line falls below the view horizon of the juniper trees.

Utilizing steel poles in the design, span lengths between poles can be maximized to limit the overall number of poles installed, hence reducing visibility.

Within the public lands the line would be visible within a mile of the general area.

Alternative A

In alternative A, the line could be viewed from Highway 97. The line would be located about a quarter-of-a-mile from the highway and its length is greater than in the proposed action. Further, a half-a-mile segment of the line is roughly parallel to the highway.

Cumulative

The proposed action and alternative A would add transmission line structures over a new route. The vicinity of the project has a number of existing ROWs. Facilities include Burlington Northern Railroad, a Pacific Power and Light transmission line, a Bonneville Power line, a paved county road (Pleasant Ridge Road) one or two residences off BLM land.

By limiting the dual line construction to one line route only, Impacts to view in the proposed action and alternative A will be reduced by 50% compared to a two-line construction plan.

V. MITIGATION MEASURES AND RESIDUAL IMPACTS

CEC has selected to use metal poles for this line. Metal poles are rarely visited for maintenance activities after installation.

Soil and Vegetation

Construction: The access road to the project will be limited to the minimum width necessary to complete the project.

The use of single steel pole design for line construction will reduce the need to patrol or the requirement for maintenance.

To encourage rehabilitation, the access road would be seeded. The seed would be

distributed at 10 pounds/acre, mixed as follows: 40% western wheatgrass, 30% bluebunch wheatgrass, and 30% bottlebrush squirreltail.

Wildlife

Transmission towers are pre-constructed to the national standards for raptor safety.

VI. NO IMPACT ITEMS

The following critical elements were considered, but will not be addressed because they would either not be affected or do not exist in the project area:

1. Areas of Critical Environmental Concern
2. Air Quality
3. Drinking Water Quality
4. Environmental Justice
5. Floodplains
6. Hazardous Wastes
7. Native American Religious concerns
8. Paleontological Resources
9. Prime or Unique Agricultural Lands
10. Wild and Scenic Rivers
11. Riparian Areas/Wetlands
12. Wilderness
13. Fisheries

VII. CONSULTATION AND COORDINATION

Persons and Agencies Consulted

1. M.L. Norton, CEC engineer
2. Kath Rose, CEC Rights-of-Way Services

Preparers (BLM)

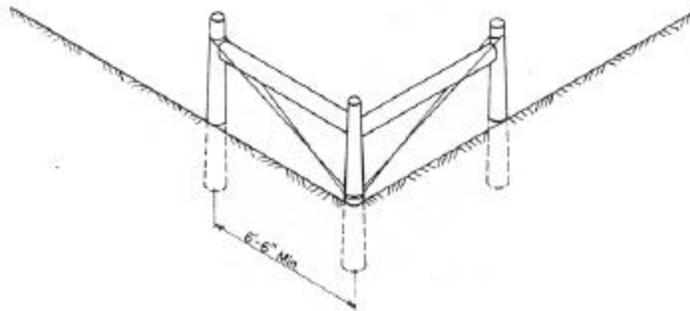
1. Teal Purrington, Range Land Management Specialist
2. Janet Hutchison, Realty Specialist
3. Greg Currie, Recreational Planner
4. Ron Greagory, Area Archeologist
5. Ron Halsorson, Botanist
6. Michelle McSwain, Hydrologist
7. Jim Eisner, Fisheries Specialist

- 8. Paul Schmidt, Wildlife Specialist
- 9. Ron Wortman, Project Manager

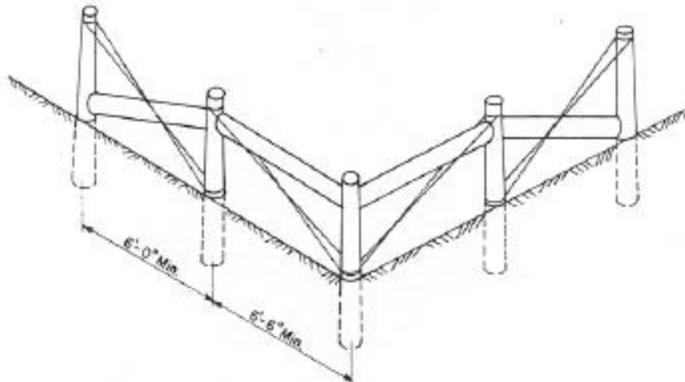
NEPA requirements met:

/s/ JC Hanf
John Hanf

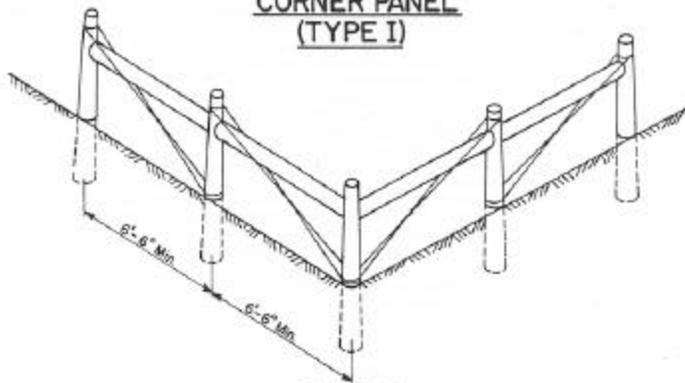
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**3-POST
CORNER PANEL**



**5-POST
CORNER PANEL
(TYPE I)**



**5-POST
CORNER PANEL
(TYPE II)**

NOTES:

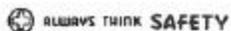
1. Refer to specifications for type of corner panels to use.
2. Number of wires, type of wire, and wire spacing same as for fence. Posts should be set 6 inches deeper than line posts.
3. Use spikes at junctures and mortise 1" deep at junctures of posts and braces.
4. Maximum spacing between posts shall be 8'-3" c.c.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
DIVISION OF ENGINEERING SYSTEMS DENVER SERVICE CENTER

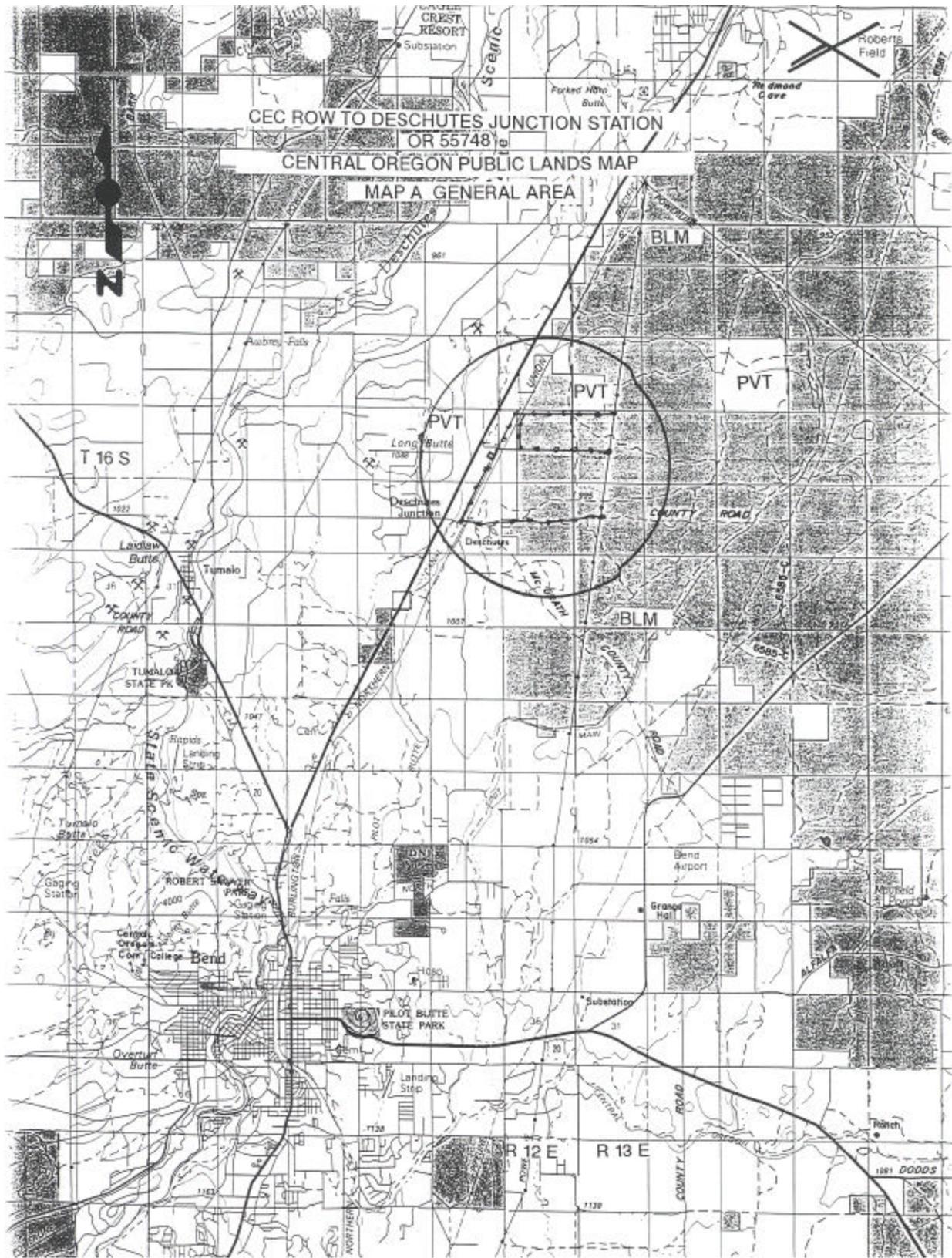
CORNER PANELS

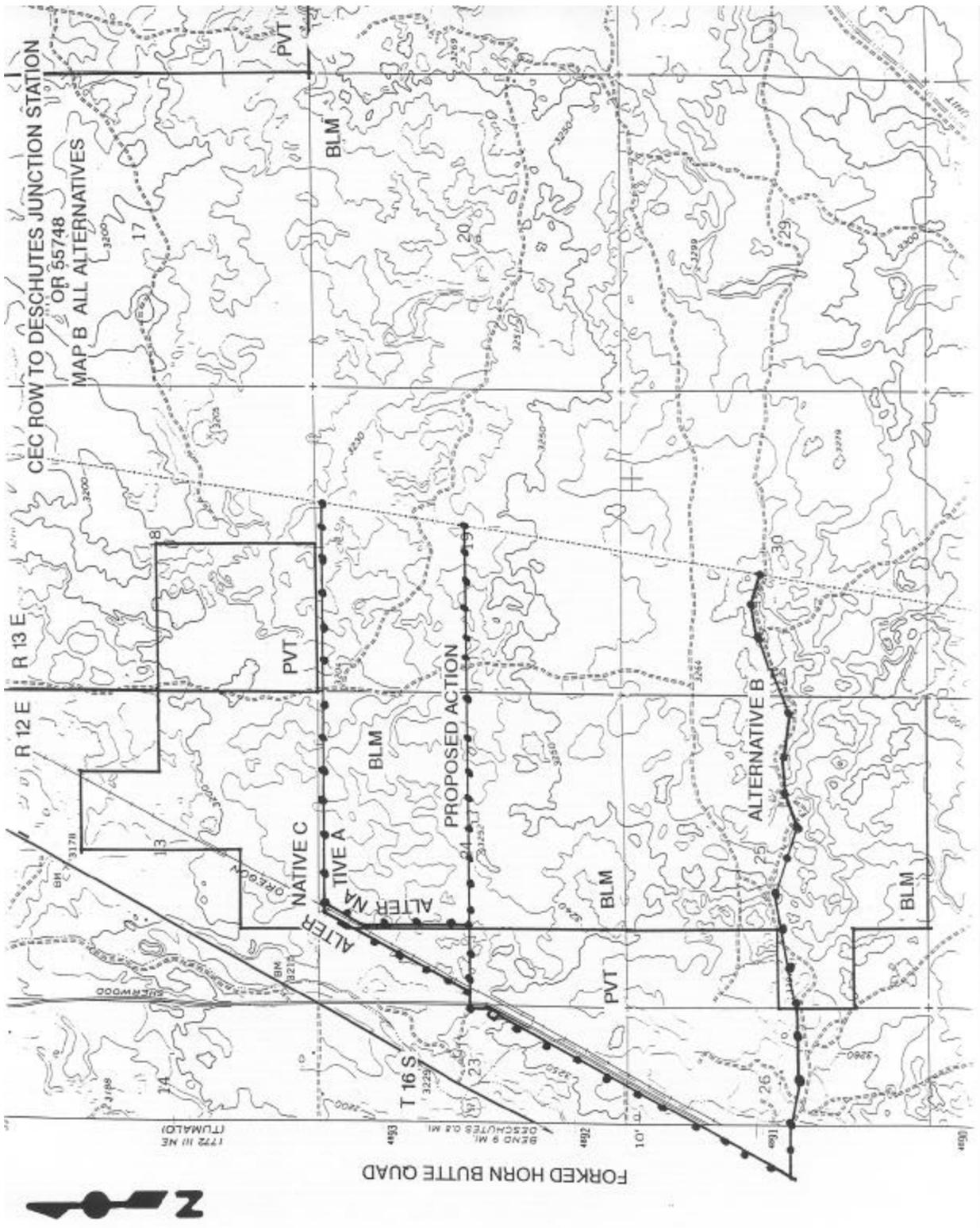
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APPROVED [Signature]

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DATE MAY 22, 1984 SHEET OF



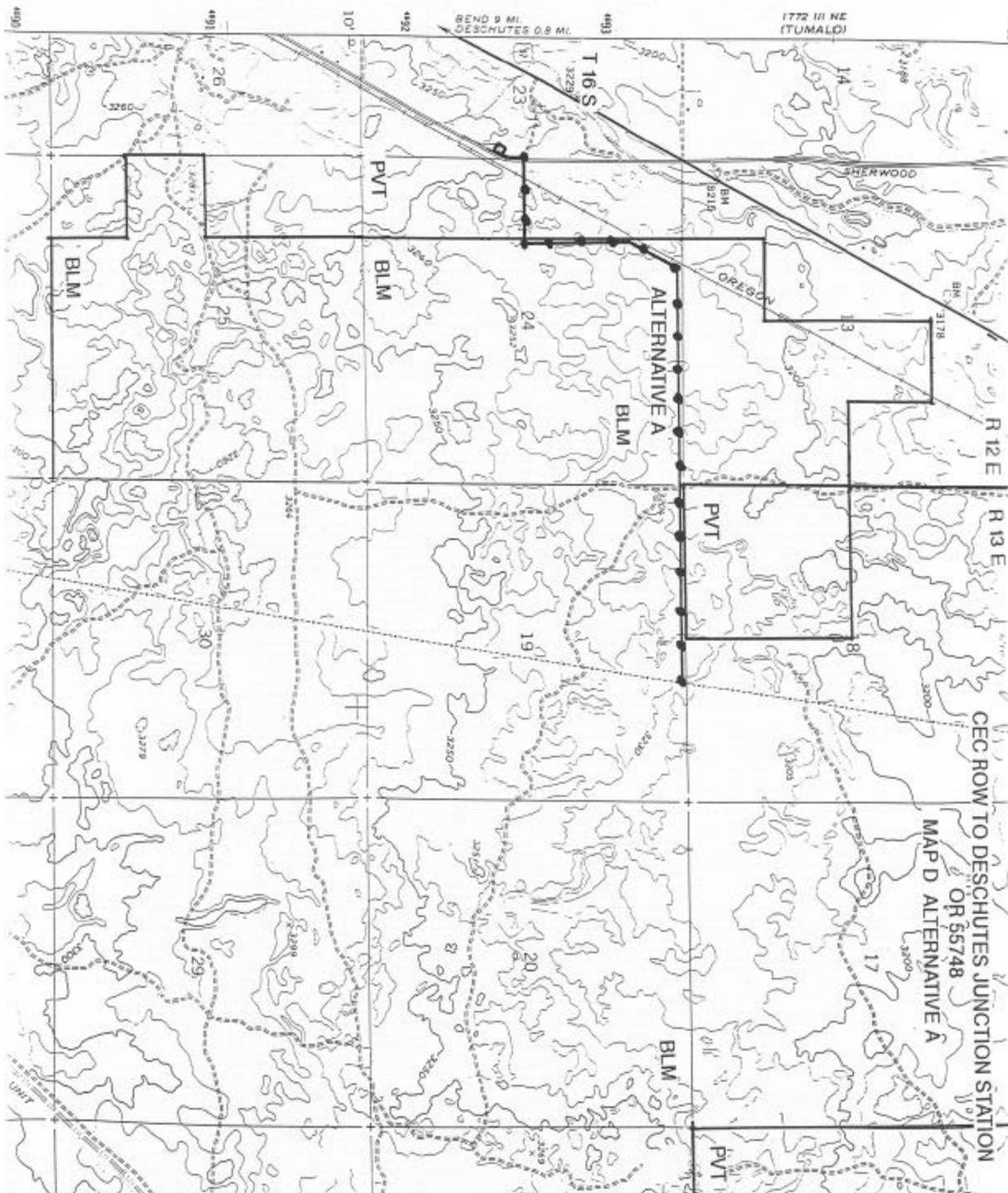
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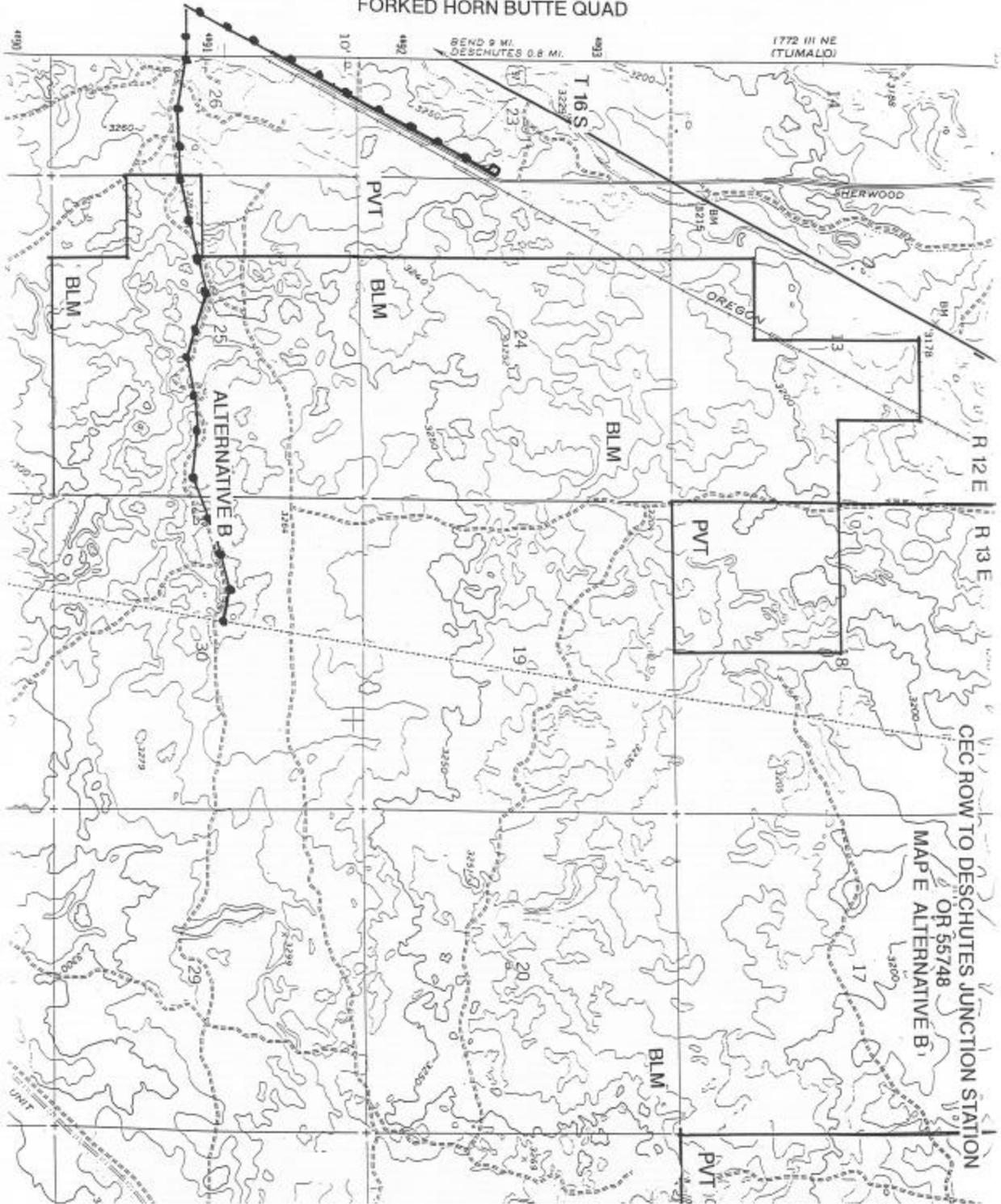


FORKED HORN BUTTE QUAD



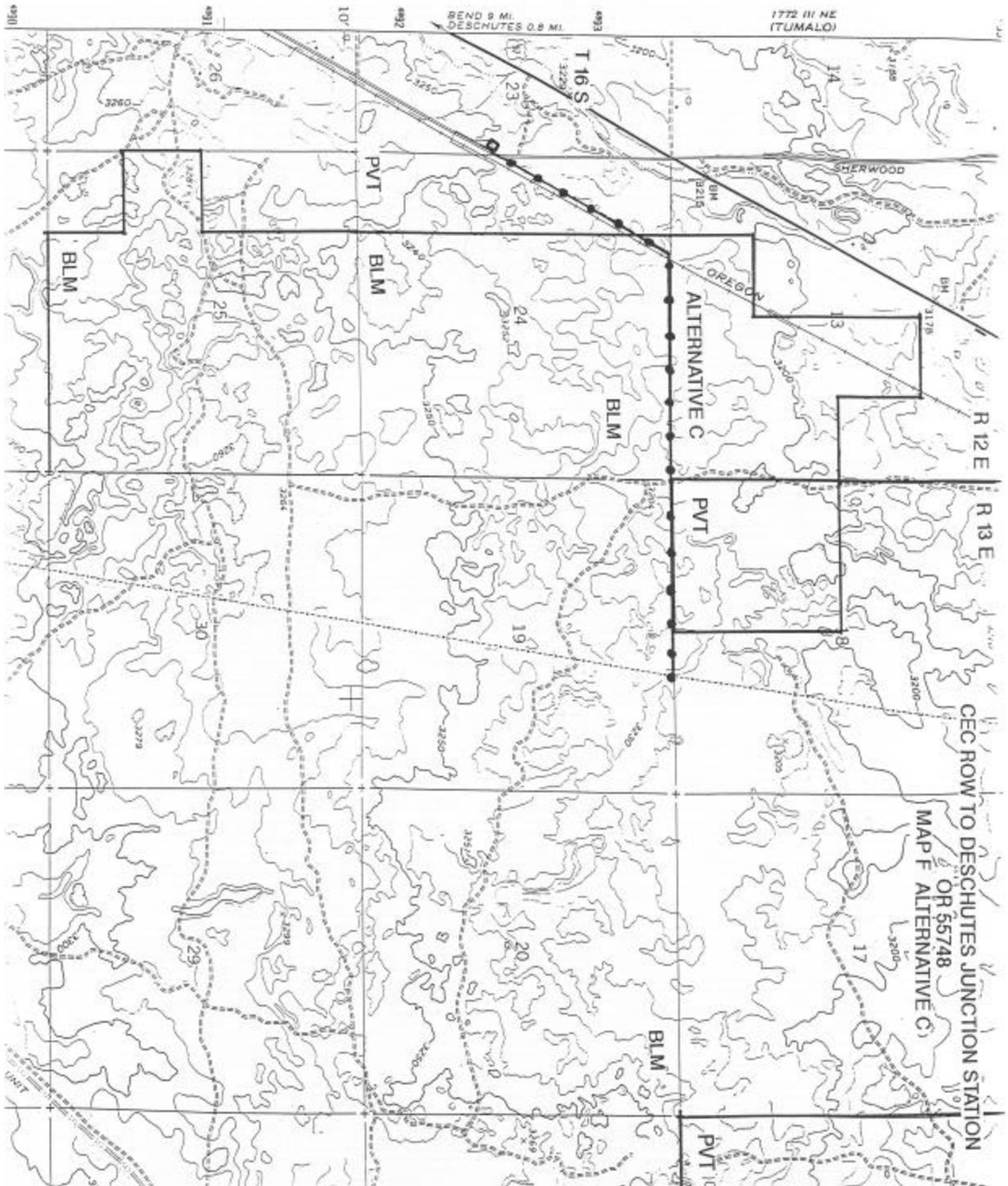


FORKED HORN BUTTE QUAD





FORKED HORN BUTTE QUAD



FINDING OF NO SIGNIFICANT IMPACT

EA TITLE: Central Electric Cooperative ROW to Deschutes Junction Substation

EA NUMBER: OR-056-00-120

SERIAL NUMBER: OR-55748

APPLICANT: Central Electric Cooperative (CEC)

BLM OFFICE: Prineville District Office
P.O. Box 550 (3050 NE 3rd St.)
Prineville, OR 97754

RESOURCE AREA: Deschutes

LOCATION: Approximately 1.5 miles northeast of Deschutes Junction in the northern ½ of Section 24, Township 16 South, Range 12 East; the northern ½ of Section 19 Township 16 South, Range 13 East, Willamette Meridian, Oregon.

SUMMARY OF PROPOSED ACTION AND ALTERNATIVES

The Proposed Action would provide for a proposed electric transmission line to extend from an existing line on public lands to an existing substation on private lands. The line would be a double circuit line, constructed with eighteen steel poles, averaging 65 feet in height, with an average span length of 400 feet. The total length would be 6750 feet across public lands. The line would deliver electricity to the Deschutes Junction Substation for distribution throughout northern Bend, Oregon. This would be to improve the reliability of the existing electrical system. The line would be established on the shortest route across both public and private lands.

The No Action Alternative would deny access across federal lands. Denial of access under the circumstances outlined in the EA is not an acceptable option. FLPMA, as well as the BLM manual and handbook require reasonable use of private parcels when no other reasonable opportunity is available.

In Alternative A the transmission line would be located approximately 2 miles north of Deschutes Junction. This route would be roughly parallel the route in the proposed action, except the line turns south for half a mile at the western side of the project. The line would be located on about half a mile more public land than the proposed action, increasing the construction costs to CEC. About 25 poles and total distance of 9500 feet of would be required to cross public lands.

Alternatives B and C were considered but dropped because CEC would be unable to obtain easements, local land use plans were prohibitive, the engineering was not feasible, the siting would be visually intrusive, and the costs were prohibitive.

FONSI DETERMINATION

Based on the analysis of potential environmental impacts contained in the attached environmental assessment, I have determined that impacts to the human environment are not expected to be significant and an environmental impact statement is not required.

My reasons for this determination follow:

Installation of the transmission line would support the electrical needs of the local area with a minimum of new construction on both private and public lands.

Installation of the transmission line would provide for the public safety by providing an uninterrupted flow of electricity.

Soil removal and compaction would be minimized. Soil removed from holes during pole placement would be returned to the same site after construction. Soil would be compacted where the construction crew traveled to each site, however, only a single route would be used and it would remain undeveloped.

Vegetation removal would be minimized. Vegetation would be cleared only at each construction site, about a 50-foot radius where each pole would be erected. Vegetation would be crushed where the construction crew traveled cross-country to each site, but only a single route would be used.

The cultural resource surveys discovered no cultural sites. The Confederated Tribes of the Warm Springs Reservation of Oregon expressed no concerns on the part of the tribes during subsequent communications.

Recreational opportunities would not be impacted.

Visual resources would not be impacted.

There are no streams, lakes, or water bodies of any kind associated with the alternatives.

Threatened and Endangered plants and animals would not be impacted.

Wildlife on public lands would be temporarily displaced only during construction.

APPROVED

 /s/ JC Hanf Acting For
 Marci Todd
Acting Deschutes Field Manager

 10/11/00
 Date