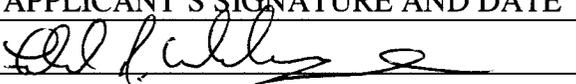


USDA. FOREST SERVICE  
 COLUMBIA RIVER GORGE NATIONAL SCENIC AREA  
 902 WASCO AVENUE, SUITE 200  
 HOOD RIVER, OR 97031

Telephone: 541-308-1700  
 Fax: 541-386-1916

## PROJECT REVIEW APPLICATION

DATE OF APPLICATION:

<b>APPLICANT(S)</b>			<b>PROPERTY OWNERS</b>		
Bonneville Power Administration			Bonneville Power Administration		
Fred Walasavage					
<b>MAILING ADDRESS</b>			<b>MAILING ADDRESS</b>		
3920 Columbia View Dr			3920 Columbia View Dr		
The Dalles, Oregon 97058			The Dalles, Oregon 97058		
<b>APPLICANT'S SIGNATURE AND DATE</b>			<b>PROPERTY OWNER'S SIGNATURE AND DATE</b>		
			Same as applicant		
1-17-11					
PHONE (541) 980-2503			PHONE:		
E-MAIL: fwalasavage@bpa.gov			E-MAIL:		
<b>LOCATION OF PROPERTY</b>			<b>PROPERTY ADDRESS (IF APPLICABLE)</b>		
TOWNSHIP: 2N	RANGE: 7E	SECTION: 13, 14, 23			
QUARTER SECTION:		TAX LOT:			
PARCEL SIZE (ACRES):			COUNTY: Hood River		
EXISTING LAND USE: Transmission Line Corridor			STATE: OR		

**PROJECT DESCRIPTION:** Describe your proposed project, including details (plans, elevations, and/or photos) on structures to be built, location and types of utilities and infrastructure, drainfields, accessory buildings, ground leveling, and filling, or any other relevant activity or mitigation measures proposed. Use additional sheets as necessary:

Actions conducted by BPA were in response to an emergency situation. See attached for background, actions taken, and environmental review.

**Application Checklist: the following is required to complete your application:**

- Application form completed and signed
- Site Plan (Map)
- Key viewing areas checklist (attached)
- Names and addresses of adjacent property owners within 200 feet of parcel
- Any additional information as required:

Background and Environmental review

**KEY VIEWING AREAS:** Key viewing areas are important public viewpoints and areas that afford opportunities to view the Gorge scenery. Key viewing areas are listed below. Please check those sites which can be seen from your property.

- |  |   |
|--|---|
| <input type="checkbox"/> Historic Columbia River Highway             | <input type="checkbox"/> Washington State Route 14      |
| <input type="checkbox"/> Sandy River                                 | <input type="checkbox"/> Washington State Route 142     |
| <input type="checkbox"/> Portland Women's Forum State Park           | <input type="checkbox"/> Washington State Route 141     |
| <input type="checkbox"/> Crown Point                                 | <input type="checkbox"/> Cook-Underwood Road            |
| <input type="checkbox"/> Rooster Rock State Park                     | <input type="checkbox"/> Dog Mountain Trail             |
| <input type="checkbox"/> Multnomah Falls                             | <input type="checkbox"/> Beacon Rock                    |
| <input type="checkbox"/> Larch Mountain                              | <input type="checkbox"/> Cape Horn                      |
| <input type="checkbox"/> Highway I-84, including rest stops          | <input type="checkbox"/> Columbia River                 |
| <input type="checkbox"/> Bonneville Dam Visitor Centers              | <input checked="" type="checkbox"/> Pacific Crest Trail |
| <input type="checkbox"/> Sherrard Point on Larch Mountain            | Oregon Highway 35                                       |
| <input type="checkbox"/> Rowena Plateau/Nature Conservancy Viewpoint |   |
| <input type="checkbox"/> Larch Mountain Road                         |   |
| <input type="checkbox"/> Wyeth Bench Road                            |   |
| <input type="checkbox"/> County Road 1230 (Old WA St. Route 14)      |   |

**PROJECT SITE PLAN:** A plan drawn in black ink at a scale of about 1 inch equal to 200 feet (1:2400) or at a scale providing greater detail must be included with the application.

If the parcel is very large, you may show the project on the portion of the parcel affected by the proposed use. Be sure, however, to show enough of the parcel or some adjacent features, such as roads, so that the reviewers can orient themselves on your map. A small vicinity map showing the subject parcel and surrounding parcels may help.

Since this was an emergency response, no engineered plans were designed. The Attached map reflects the project area and land features.

**ADJACENT PROPERTY OWNERS AND EXISTING LAND USE  
ON ADJACENT PARCELS WITHIN 200 FEET OF PROJECT PROPERTY:**

<b><u>TOWNSHIP, RANGE, SECTION, TAX LOT</u></b>	<b><u>NAME AND ADDRESS</u></b>	<b><u>EXISTING LAND USE</u></b>
T2N, R7E, Sec 13, 14, & 23	US Forest Service	Public lands

Land ownership at the beginning of the access road (north of Cascade Locks) is generally private, however, work in this area involved no ground disturbing activities and was limited to maintaining the existing access road.

## **Bonneville-Hood River 115kV Line Outage Action Summary**

### **Background**

On 11/27/10, a 24" (Diameter at Breast Height) x 90' tall Doug Fir tree blew over and came to rest on the 3<sup>rd</sup> position of the Bonneville-Hood River 115 kV line between structures 3/1-3/2. The resulting impact of the tree seriously damaged structures 3/2 and 3/3, twisting the steel lattice structures and cross arms. The line was out of service leaving Cascade Locks, OR without power for approximately 4 hours. On 11/29/10, TLM removed the tree from the line and began to assemble equipment to replace the damaged steel structures with wood pole structures. The November weather conditions in the Gorge had been very turbulent with high wind, ice and snow storms and above average rainfall. The ground was saturated and the potential for experiencing another outage in this area was high. Cascade Locks has only a radial feed line supporting its power needs at this time and if something happened to that line, the City would likely sustain a very long term outage. Therefore, rapid emergency response efforts were necessary.

The access to structures 3/2 & 3/3 is approximately 1.5 miles from the closest paved road. The existing access road surface is mostly native surface (clay) and traverses over steep slopes and switchbacks. For BPA to have the ability to remove the damaged structures and replace with new wood pole structures, several large heavy pieces of equipment needed access to the site including work trucks, boom trucks, cranes, track hoes, and a track mounted driller to bore holes to set the new poles. The condition of the road at that time would not sustain the weight of these vehicles due to the wet weather conditions. The native surface soil is mostly clay which becomes extremely slick when wet and does not provide for safe travel over the roadway with work vehicles. Another impact of wet native surface roads is they become inaccessible almost immediately due to ruts and holes created with minor use.

### **Emergency Response Actions**

In response to these conditions, BPA hired a contractor to improve the road surface from the beginning of the access road to structure 4/2, so that safe and reliable access could be provided. On December 7, 2010, the road contractor mobilized on-site. The scope of the road work included placing rock, adding fabric where necessary, and rolling and grading the finished surface. Upon completion of these tasks, water bars were installed on the road and all disturbed areas were seeded and covered with straw. As a part of the road work, two hair pin corners were widened to accommodate the large equipment and materials. Approximately eight trees were removed to support these actions. These two corners were located immediately to the west of Structure 4/2. BPA will continue to monitor conditions at the site and the contractor will return when the conditions are favorable to add more rock where necessary, stabilize the water bars, and apply more seed and straw as needed.

BPA crews then proceed to replace the steel lattice structures at 3/2 and 3/3. These structures were with cedar poles. Moderate ground disturbance was experienced in this area due to the trucks and equipment. The line is now restored and no further actions are planned for the transmission line.

## **Environmental Review**

**Threatened and Endangered Species Effects Determination:** Pursuant to its obligations under Section 7 of the Endangered Species Act (ESA), Bonneville Power Administration (BPA) has made a determination of whether its proposed project will have any effects on listed species or habitat. A “No Effect” determination was made for all ESA listed species. Pursuant to its obligation under the Magnuson-Stevens Act (MSA), BPA has also made a determination that the proposed project will have “No Effect” on Essential Fish Habitat (EFH).

**Key Viewing Areas:** The subject transmission and access road is surrounded by heavy timber and is set back at approximately ½ mile from Interstate 84. The project area cannot be seen from any Key Viewing Areas as outlined in this application with the exception of the Pacific Crest Trail (PCT). The PCT crosses the access road in a wooded section near the entrance of the access road. Road work in this area consisted of the placement of rock on the road surface.

**Water Resources:** There were no water resources impacted by the emergency actions. There were no water bodies that existed or flowed within or immediately adjacent to the project area. During the construction activities, rain water was directed off the road to areas with dense vegetation to allow for the settling of sedimentation. Seed was placed and weed free straw was spread on all disturbed areas outside of the roadway. Water bars were placed in strategic location to minimize surface water flow down the roadway.

**Cultural Resources:** On December 10<sup>th</sup>, 2010, Nicole Brannan, BPA Archeologist, contacted Marge Dryden, Archaeologist/Heritage Program Manager for the Columbia River Gorge Scenic Area. Ms. Dryden informed BPA of two sites within the vicinity of structures 3/3 and 3/2, but they were located well outside of the area where BPA crews would be working. At that time, BPA also called the Oregon State Archaeologist Dennis Griffin and left him a message letting him know of the emergency and that BPA was in contact with Ms. Dryden. Subsequently on December 17<sup>th</sup>, 2010, once a full project description was developed, BPA called Mr. Griffin again. Mr. Griffin then informed BPA of sites located further to the northwest of the project area. Also at this time, BPA notified the responsible cultural resources personnel for the affected Tribes in this region. This included The Confederated Tribes of the Grande Ronde, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of the Warm Springs Reservation of Oregon, the Cowlitz Indian Tribe, the Nez Perce Tribe of Idaho, and the Confederated Tribes and Bands of the Yakama Reservation. All were sent follow-up e-mails with a summary of what work had been completed.

On January 4<sup>th</sup>, 2011 Ms. Brannan did background research at the SHPOs office to get a more comprehensive background of the area. On January 7<sup>th</sup>, 2011, Ms. Brannan conducted a survey of the entire area that had been worked on due to the emergency. This survey consisted of one transect along each side of the access road leading to the towers and transects spaced 3-5 meters apart in any areas that had been used by our crews for staging, landing or excavating. Ground visibility was excellent in most places and no cultural resources were identified. And all previously recorded sites were well outside of the work area and were avoided by any work BPA did in support of the emergency.

A cultural resources survey report will be prepared and will be forwarded on to all of the consulting parties including the SHPO, Tribes and the Gorge Archaeologist.

**Figures**



Figure 1. Down tree causing emergency response



Figure 1. Hairpin turn 1.



Figure 1. Hairpin turn 2.