

Attachment 1  
Site Certificate

**ENERGY FACILITY SITING COUNCIL  
OF THE  
STATE OF OREGON**

**Site Certificate for the  
Boardman to Hemingway Transmission Line**

**Issuance Date:  
September 27, 2022**

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## Attachments

Attachment A                      Facility Location Mapsets (ASC Exhibit C)

**Acronyms and Abbreviations**

ASC	Application for Site Certificate
C-12	Heavy Industrial
Certificate Holder	Idaho Power Company
Council	Oregon Energy Facility Siting Council
CWNWMP	Compensatory Wetland and Non-Wetland Mitigation Plan
Department	Oregon Department of Energy
DOGAMI	Oregon Department of Geology and Mineral Industries
DSL	Oregon Department of State Lands
EFU	Exclusive Farm Use
email	electronic submission
ERU	Exclusive Range Use
ESCP	Erosion Sediment Control Plan
FAA	Federal Aviation Administration
facility	Boardman to Hemingway Transmission Line Project
Final Order on the ASC	Final Order on the Application for Site Certificate for the Boardman to Hemingway Transmission Line Project
FP	
Ft	feet
FW	Fish and Wildlife Habitat
GEN	general condition
HC	Historic, Cultural, and Archeological Resources
HMP	Habitat Mitigation Plan
HPMP	Historic Properties Management Plan
HQT	Habitat Quantification Tool
JPA	Joint Permit Application
LU	Land Use
MCZO	Morrow County zoning ordinances
MG	General Industrial
MUAs	Multi-use areas
NC	Noise Control Regulations
NOV	Notice of Violation
NPDES	National Pollutant Discharge Elimination System
NSR	Noise Sensitive Receptor
NWSTF	Naval Weapons Systems Training Facility
O&M	Operations and Maintenance
OAR	Oregon Administrative Rule
ODA	Oregon Department of Aviation
ODFW	Oregon Department of Fish and Wildlife
OE	Organizational Expertise
ORS	Oregon Revised Statute
PA	Protected Area
parent company	IDACORP, Inc.
PS	Public Services

RC	Recreation
RF	Removal Fill Law
RT	Retirement and Financial Assurance
SHPO	State Historic Preservation Office
SP	Soil Protection
SPCC Plan	Spill Prevention Control and Countermeasures Plan
SR	Scenic Resources
SS	Structural Standard
State	State of Oregon
TE	Threatened and Endangered species
TL	Siting Standards for Transmission Lines
TMIP	Transmission Maintenance and Inspection Plan
WAGS	Washington ground squirrel
WM	Waste Minimization

## 1.0 Introduction and Site Certification

This site certificate is a binding agreement between the State of Oregon (State), acting through the Energy Facility Siting Council (Council), and Idaho Power Company (certificate holder), which is a wholly owned subsidiary of IDACORP, Inc. (parent company). As authorized under Oregon Revised Statute (ORS) Chapter 469, the Council issues this site certificate authorizing the certificate holder to construct, operate and retire the Boardman to Hemingway Transmission Line Project (facility) within the below described approved corridor within Malheur, Baker, Union, Umatilla, and Morrow counties, subject to the conditions set forth herein.

Both the State and certificate holder must abide by local ordinances, state law and the rules of the Council in effect on the date this site certificate is executed. However, upon a clear showing of a significant threat to public health, safety, or the environment that requires application of later-adopted laws or rules, the Council may require compliance with such later-adopted laws or rules (ORS 469.401(2)).

The findings of fact, reasoning and conclusions of law underlying the terms and conditions of this site certificate are set forth in the following documents, incorporated herein by this reference: (a) the *Final Order on the Application for Site Certificate for the Boardman to Hemingway Transmission Line Project* issued on September 27, 2022 (hereafter, *Final Order on the ASC*). Any ambiguity will be clarified by reference to the following, in order of priority: (1) the *Final Order on the ASC*, and (2) the record of the proceedings that led to the *Final Order on the ASC*. This site certificate binds the State and all counties, cities and political subdivisions in Oregon as to the approval of the site and the construction, operation, and retirement of the facility as to matters that are addressed in and governed by this site certificate (ORS 469.401(3)). This site certificate does not address, and is not binding with respect to, matters that are not included in and governed by this site certificate, and such matters include, but are not limited to: employee health and safety; building code compliance; wage and hour or other labor regulations; local government fees and charges; other design or operational issues that do not relate to siting the facility (ORS 469.401(4)); and permits issued under statutes and rules for which the decision on compliance has been delegated by the federal government to a state agency other than the Council (ORS 469.503(3)).

Each affected state agency, county, city, and political subdivision in Oregon with authority to issue a permit, license, or other approval addressed in or governed by this site certificate, shall upon submission of the proper application and payment of the proper fees, but without hearings or other proceedings, issue such permit, license or other approval subject only to conditions set forth in this site certificate. In addition, each state agency or local government agency that issues a permit, license or other approval for this facility shall continue to exercise enforcement authority over such permit, license or other approval (ORS 469.401(3)). For those permits, licenses, or other approvals addressed in and

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governed by this site certificate, the certificate holder shall comply with applicable state and federal laws adopted in the future to the extent that such compliance is required under the respective state agency statutes and rules (ORS 469.401(2)).

The certificate holder must construct, operate and retire the facility in accordance with all applicable rules as provided for in Oregon Administrative Rule (OAR) Chapter 345, Division 26. After issuance of this site certificate, the Council shall have continuing authority over the site and may inspect, or direct the Oregon Department of Energy (Department) to inspect, or request another state agency or local government to inspect, the site at any time in order to ensure that the facility is being operated consistently with the terms and conditions of this site certificate (ORS 469.430).

The obligation of the certificate holder to report information to the Department or the Council under the conditions listed in this site certificate is subject to the provisions of ORS 192.502 *et seq.* and ORS 469.560. To the extent permitted by law, the Department and the Council will not publicly disclose information that may be exempt from public disclosure if the certificate holder has clearly labeled such information and stated the basis for the exemption at the time of submitting the information to the Department or the Council. If the Council or the Department receives a request for the disclosure of the information, the Council or the Department, as appropriate, will make a reasonable attempt to notify the certificate holder and will refer the matter to the Attorney General for a determination of whether the exemption is applicable, pursuant to ORS 192.450.

The Council recognizes that many specific tasks related to the design, construction, operation and retirement of the facility will be undertaken by the certificate holder's agents or contractors. Nevertheless, the certificate holder is responsible for ensuring compliance with all provisions of the site certificate.

The duration of this site certificate shall be the life of the facility, subject to termination pursuant to OAR 345-027-0110 or the rules in effect on the date that termination is sought, or revocation under ORS 469.440 and OAR 345-029-0100 or the statutes and rules in effect on the date that revocation is ordered. The Council shall not change the conditions of this site certificate except as provided for in OAR Chapter 345, Division 27.

The definitions in ORS 469.300 and OAR 345-001-0010 apply to the terms used in this site certificate, except where otherwise stated, or where the context clearly indicates otherwise.

## 2.0 Facility Location, Site Boundary and Micrositing Transmission Line Corridors

The facility traverses five counties in Oregon including Morrow, Umatilla, Union, Baker and Malheur; and two cities including North Powder and Huntington, as presented in the mapsets included in Attachment A.

The approved site boundary contains approximately 23,041 acres. For the 500-kV transmission line, the site boundary is a 500-foot-wide area within which the transmission line, all transmission structures, and communication stations are approved to be located.<sup>1</sup> The site boundary for the remaining facility features varies, based on the type of feature and use. The site boundary for the approved Longhorn Station is approximately 190 acres. The site boundary for access roads is either 100 or 200-feet in width, depending on the nature of the road.

The site boundary is equivalent to a micrositing transmission line corridor. A micrositing/transmission line corridor is a continuous area of land not to exceed 0.5-mile in width within which construction of facility components may occur, subject to site certificate conditions.<sup>2</sup> The Council permits final siting flexibility within the approved micrositing transmission corridor because the certificate holder has demonstrated that requirements of all applicable standards have been satisfied by adequately evaluating the entire corridor and location of facility components anywhere within the corridor/site boundary.

## 3.0 Facility Description

The facility includes approximately 300 miles of electric transmission line, with approximately 272.8 miles located in Oregon and 23.8 miles in Idaho. The facility is approved to construct, operate and retire the following major components:

- **Transmission Lines:** The approved route consists of an approximately 270.8-mile-long single-circuit 500-kV electric transmission line, removal of 12 miles of existing 69-kV transmission line, rebuilding of 0.9 mile of a 230-kV transmission line, and rebuilding of 1.1 miles of an existing 138-kV transmission line into a new ROW. Four approved alternative routes represent approximately 33.3 miles of transmission line.
- **Longhorn Station:** A 20-acre switching station, the Longhorn Station, is approved to be located near the Port of Morrow, Oregon. The switching station provides a combination of switching, protection, and control equipment arranged to provide circuit protection and system switching flexibility for the transfer of electric power; it does not incorporate step-down or step-up voltage equipment. The station connects the transmission line to other 500-kV transmission lines and the Pacific Northwest power market.

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<sup>1</sup> B2HAPPDoc3-3 ASC 02a\_Exhibit\_B\_Project Description\_ASC 2018-09-28. Section 3.2.2.3 and 3.5.2.

<sup>2</sup> OAR 345-001-0010(7) and (32)

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- **Communication Stations:** Ten communication station sites (and two alternative communication stations sites) each consisting of a communication shelter and related facilities. Each communication station site is less than 1/4-acre in size.
- **Access Roads:** The facility includes permanent access roads for the approved route, including 206.3 miles of new roads and 223.2 miles of existing roads requiring substantial modification. The approved alternative routes includes 30.2 miles of new roads and 22.7 miles of existing roads requiring substantial modification.
- **Temporary Features used during Construction:** The transmission line includes 30 temporary multi-use areas and 299 temporary pulling and tensioning sites, four of which have light-duty fly yards within the pulling and tensioning sites.

### **3.1 Facility Component Requirements**

Transmission line structures for the approved route and approved alternatives routes shall be substantially similar to the structure type, number, height and disturbance areas presented in Tables 1 and 2 below. Transmission structure foundations shall be substantially similar to the depth and diameter presented in Table 3 below.

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**Table 1: Approved Route Structure Characteristics**

<b>Structure Type</b>	<b>Number of Structures</b>	<b>Height (ft)</b>	<b>Distance Between Structures (ft)</b>	<b>Construction Disturbance Area per Structure (ft)</b>	<b>Operational Disturbance Area per Structure (ft)</b>
500-kV Single-Circuit Lattice Steel Structure	1,076	109-200	1,200-1,800	250 x 250	50 x 50
500-kV Single-Circuit Tubular Steel Pole H-Frame Structure (NWSTF Boardman area)	70	65-105	350-950	90 x 250 on NWSTF and 150 x 250 off NWSTF	40 x 10
Rebuild Single-Circuit 138-kV Wood H-Frame Structure	9	51-61	500-750	250 x 150	16.5 x 5
500-kV Single-Circuit Tubular Steel Pole H-Frame	6	65-105	450-900	250 x 250	40 x 10
Rebuild Single Circuit 230-kV Steel H-Frame Structure	5	57-75	400-1,200	250 x 100	25 x 5
500-kV Single-Circuit H-Frame	5	85-145	950-1650	250 x 250	40 x 10
230-kV Single-Circuit Tubular Steel 3-Pole Dead-end	4	61-66	NA	250 x 150	130 x 4
500-kV Single-Circuit Tubular Steel 3-Pole Dead-end	4	115	NA	250 x 250	90 x 10
500-kV Single Circuit Tubular Steel 3-Pole Dead-end (NWSTF Boardman area)	3	115	NA	90 x 250	90 x 10
500-kV Single-Circuit Tubular Steel 3-Pole Dead-end	3	75-90	NA	250 x 250	90 x 10
138-kV Single-Circuit 3-Pole Dead-end	3	51.5	NA	250 x 150	130 x 30

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**Table 2: Approved Alternative Route Structure Characteristics**

Structure Type	Number of Structures	Height (ft)	Distance Between Structures (ft)	Construction Disturbance Area per Structure (ft)	Operational Disturbance Area per Structure (ft)
500-kV Single-Circuit Lattice Steel Structure	114	109-200	1,200-1,800	250 x 250	50 x 50
500-kV Single-Circuit Tubular Steel Pole H-Frame (NWSTF Boardman area)	33	90-100	550-1100	90 x 250 on NWSTF and 150 x 250 off NWSTF	40 x 10
500-kV Single-Circuit Tubular Steel Pole Y-Frame (NWSTF Boardman area)	8	85-95	575-980	Varies (0.4 acre)	8 x 8
500-kV Single-Circuit, H-Frame Dead-end (NWSTF Boardman area)	2	95-100	NA	90 x 250	50 x 10
500-kV Single-Circuit, 3-Pole Dead-end (NWSTF Boardman Area)	2	115	NA	90 x 250	90 x 10

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**Table 3: Foundation Excavation Dimensions**

Structure Type	Number of Holes per Structure	Depth (feet)	Diameter (feet)	Concrete (cubic yards)
500-kV Single-Circuit 3-Pole Dead-end	3	30	9	212
500-kV Single-Circuit H-Frame	2	25	8	93
500-kV Single-Circuit Lattice, Heavy Dead-end	4	30	6	126
500-kV Single-Circuit Lattice, Heavy Tangent	4	16	4	30
500-kV Single-Circuit Lattice, Light Tangent	4	16	4	30
500-kV Single-Circuit Lattice, Medium Dead-end	4	22	6	93
500-kV Single-Circuit Lattice, Small Angle	4	16	6	68
500-kV Single Circuit Y-Frame, Tangent	1	43	8	80
500-kV Single-Circuit H-Frame, Tangent	2	25	8	93
230-kV Single-Circuit 3-Pole Dead-end, Guyed	3	12	4	NA
230-kV Single-Circuit H-Frame, Tangent	2	12	4	NA
138-kV Single-Circuit 3-Pole Dead-end	3	9	4	NA
138-kV Single-Circuit H-Frame, Tangent	2	9	4	NA

*Longhorn Switching Station*

The Longhorn Switching Station is approved to include the following components:

- 500-kV circuit breakers
- high-voltage switches, bus supports
- 125-135' transmission line termination structures
- 500-kV series capacitor bank, and 500-kV shunt reactor
- a control house for communications, control equipment, and a restroom facility
- a new all-weather access road
- fire protection systems with:
  - Automatic suppression systems such as fire sprinklers, foam, gaseous, explosion suppression, or other specialized extinguishing systems and appropriate alarms.
  - Adequate water supply, storage, and distribution systems for water-based extinguishing systems.

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- Automatic fire detection, occupant warning, manual fire alarm, and fire alarm reporting systems combined with properly equipped and adequately trained fire departments.
- Fire barrier systems or combinations of physical separation and barriers for outdoor locations.

### *Communication Systems and Stations*

#### *Optical Ground Wire*

Each 500-kV structure will have two lightning protection shield wires installed on the structure peaks.

#### *Communication Station Sites*

Each communication station site is approved to be 100' by 100' with a fenced area of 75' by 75'.

Each communication station site is approved to include:

- a prefabricated concrete communications structure with dimensions of approximately 11.5 feet by 32 feet by 12 feet tall on each site
- a standby generator with a liquefied propane gas tank
- Two separate conduit (underground) or aerial cable routes with two-inch-diameter polyvinyl chloride buried three feet below the surface
- smoke detectors

#### *Communication Station Distribution Lines*

Distribution lines are approved to serve communication stations BA-02, and MA-01, MA-02, MA-03, as well as alternative a communication station in Malheur County.<sup>3</sup>

#### *Related or Supporting Facilities (Permanent and Temporary)*

##### *Access Roads*

Temporary, permanent and substantially modified access road classification and limits of disturbance are presented in the table below.

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<sup>3</sup> B2HAPPDoc3-3 ASC 02a\_ Exhibit\_B\_Project Description\_ASC 2018-09-28, Section 3.3.4.

**Table 4: Summary of Access Road Classifications**

Access Road Classification		Site Boundary	Construction Disturbance	Operations Disturbance	Road Prism or Profile Changes	Extent of Work
New Roads	Primitive	200 feet	16 feet	10 feet	Yes	Clearing of vegetation or obstructions. Create roads by direct vehicle travel.
	Bladed	200 feet	16–35 feet	14 feet	Yes	Clearing of vegetation or obstructions. Create roads by cutting/filling existing terrain.
Existing Roads – Substantial Modification	Substantial Modification, 21-70% Improved	100 feet	16 feet	14 feet	Yes	Reconstruct portions of existing road to improve road function. Possible road prism widening, profile adjustments, horizontal curve adjustments, or material placement.
	Substantial Modification, 71-100% Improved	100 feet	16–30 feet	14 feet	Yes	Reconstruct portions of existing road to improve road function. Possible road prism widening, profile adjustments, horizontal curve adjustments, or material placement.
Existing Roads – No Substantial Modification	No Substantial Modification, 0-20% Improved	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>	No	Repair of existing road to maintain original road function. No betterment of existing road function or design.
<sup>1</sup> Existing roads with no substantial modifications are not included in the Site Boundary and do not have an operation or construction disturbance width assigned to them. Source: B2HAPPDoc3-3 ASC 02a_Exhibit_B_Project Description_ASC 2018-09-28, Table B-12.						

*Temporary Multi-Use Areas*

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The facility is approved to construct temporary multi-use areas approximately every 15 miles along the ROW. The multi-use areas (MUAs) are temporary construction areas to serve as field offices; reporting locations for workers; parking space for vehicles and equipment; and sites for material delivery and storage, fabrication assembly of towers, cross arms and other hardware, concrete batch plants, and stations for equipment maintenance. Each MUA is approved to be approximately 30 acres in size. After construction is complete, MUAs shall be restored to pre-construction conditions in accordance with Condition OPR-GS-03 (General Standard of Review Condition 9), as discussed in applicable sections of this order.

Helicopter operations are approved at some multi-use areas. Helicopters will be used for delivery of construction laborers, equipment, and materials to structure sites; transmission structure placement; hardware installation; and wire stringing operations. Helicopters may also be used to support the construction and administration and management (either the certificate holder or the construction contractor or both).

Gasoline, diesel fuel, crankcase oil, lubricants, and cleaning solvents will be stored at MUAs. Diesel fuel tanks must be stored within secondary containment and each station must be equipped with a spill kit.

#### *Temporary Pulling and Tensioning Sites and Light-Duty Fly Yards*

The facility is approved to include up to 299 temporary pulling and tensioning sites, approximately every 1.5 to two miles along the ROW and at angle points greater than 30 degrees. Temporary pulling and tensioning sites are approved to be located on approximately five acres at each end of the wire section to accommodate required equipment.<sup>4</sup> Equipment at pulling and tensioning sites is approved to include tractors and trailers with spooled reels that hold the conductors and trucks with the tensioning equipment.

Four pulling and tensioning sites are approved to include light-duty fly yards (within Umatilla, Baker and Malheur counties). All of the equipment and activities approved to occur at a multi-use area could also occur at a light-duty fly yard, except that oil, gas and explosive storage would not occur and no batch plants would be located at the light-duty fly yards within the pulling and tensioning sites. The light-duty fly yards are approved to be approximately five-acre sites spaced approximately 15 miles apart.

After construction is complete, the certificate holder shall restore temporary pulling and tensioning sites to pre-construction conditions in accordance with Condition OPR-GS-03 (General Standard of Review Condition 9).

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<sup>4</sup> B2HAPPDoc3-3 ASC 02a\_Exhibit\_B\_Project Description\_ASC 2018-09-28, Section 3.3.3.

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### 3.2 Facility Routes and Components by County/City

#### *Morrow County*

The approved transmission line route crosses approximately 47.5 miles in Morrow County beginning at the Longhorn Station and includes various other components, as presented in Table 5, *Approved Route Features – Morrow County* below.

**Table 5: Approved Route Features – Morrow County**

Project Features	Number of Sites*
Towers – Single Circuit 500-kV Lattice	147
Towers – Single Circuit 500-kV H-Frame	73
Towers – Single Circuit 500-kV 3-Pole Dead-end	1
Communication Station(s)	1
Light Duty Fly Yards	0
Multi-Use Areas	5
Pulling and Tensioning Sites	39
Station	1
Access Roads	Total Miles*
Existing, 21-70% Improved	19.4
Existing, 71-100% Improved	10.8
New, Bladed	1.4
New, Primitive	10.6
Crossings by Approved Route	Number of Crossings*
High-Voltage Transmission Line Crossings <sup>1</sup>	1
Existing Road Crossings <sup>2</sup>	3
Existing Railroad Crossings <sup>3</sup>	1
<sup>1</sup> Source: ABB Ventyx (2016) and Idaho Power Company; includes only transmission lines over 69 kV. <sup>2</sup> Source: Esri (2013); includes Interstate, federal, and state highways. <sup>3</sup> Source: Oregon Department of Transportation (2013). * Approximate.	

The facility is approved to include construction and operation of the Longhorn Station, located at the northern terminus of the transmission line in Morrow County.

The facility includes two approved alternative transmission routes in Morrow County.

#### *Umatilla County*

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The approved transmission line route crosses approximately 40.8 miles in Umatilla County, as presented in Table 6, *Approved Route Features – Umatilla County* below.

**Table 6: Approved Route Features – Umatilla County**

<b>Project Features</b>	<b>Number of Sites*</b>
Towers – Single Circuit 500-kV Lattice	161
Communication Station(s)	2
Light Duty Fly Yards	1
Multi-Use Areas	7
Pulling and Tensioning Sites	41
Station	0
<b>Access Roads</b>	<b>Total Miles*</b>
Existing, 21-70% Improved	15.6
Existing, 71-100% Improved	21.2
New, Bladed	5.1
New, Primitive	7.4
<b>Crossings by Approved Route</b>	<b>Number of Crossings*</b>
High-Voltage Transmission Line Crossings <sup>1</sup>	0
Existing Road Crossings <sup>2</sup>	1
Existing Railroad Crossings <sup>3</sup>	0
<sup>1</sup> Source: ABB Ventyx (2016) and Idaho Power Company; includes only transmission lines over 69 kV. <sup>2</sup> Source: Esri (2013); includes Interstate, federal, and state highways. <sup>3</sup> Source: Oregon Department of Transportation (2013). * Approximate. Source: B2HAPPDoc3-9 ASC 03_ Exhibit C_ Project_Location_ASC 2018-09-28, Table C-3.	

*Union County*

The approved transmission line route crosses approximately 39.9 miles of land in Union County and includes various other components, as presented in Table 7, *Approved Route Features – Union County* below.

**Table 7: Approved Route Features – Union County**

<b>Project Features</b>	<b>Number of Sites*</b>
Towers – Single Circuit 500-kV Lattice	169
Communication Station(s)	2
Light Duty Fly Yards	0
Multi-Use Areas	3
Pulling and Tensioning Sites	43
Station	0

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**Table 7: Approved Route Features – Union County**

<b>Project Features</b>	<b>Number of Sites*</b>
<b>Access Roads</b>	
<b>Total Miles*</b>	
Existing, 21-70% Improved	31.1
Existing, 71-100% Improved	6.4
New, Bladed	7.2
New, Primitive	0.4
<b>Crossings by Approved Route</b>	
<b>Number of Crossings*</b>	
High-Voltage Transmission Line Crossings <sup>1</sup>	3
Existing Road Crossings <sup>2</sup>	4
Existing Railroad Crossings <sup>3</sup>	3
<sup>1</sup> Source: ABB Ventyx (2016) and Idaho Power Company; includes only transmission lines over 69 kV. <sup>2</sup> Source: Esri (2013); includes Interstate, federal, and state highways. <sup>3</sup> Source: Oregon Department of Transportation (2013). * Approximate. Source: B2HAPPDoc3-9 ASC 03_ Exhibit C_ Project_Location_ASC 2018-09-28, Table C-4.	

The Morgan Lake alternative is the only alternative route in Union County and was developed based on input from landowners. The Morgan Lake alternative is approved to include one alternative communication station in Union County.

*Baker County*

The approved transmission line route crosses approximately 68.4 miles of land in Baker County and includes various other components, as presented in Table 8, *Approved Route Features – Baker County* below.

**Table 8: Approved Route Features – Baker County**

<b>Project Features</b>	<b>Number of Sites*</b>
Towers – Single Circuit 500-kV Lattice	281
Towers – Single Circuit 230-kV H-Frame	5
Towers – Single Circuit 230-kV 3-Pole Dead-end	4
Communication Station(s)	2
Light Duty Fly Yards	1
Multi-Use Areas	6
Pulling and Tensioning Sites	61
Station	0
<b>Access Roads</b>	
<b>Total Miles</b>	
Existing, 21-70% Improved	41.0

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**Table 8: Approved Route Features – Baker County**

Project Features	Number of Sites*
Existing, 71-100% Improved	22.2
New, Bladed	22.2
New, Primitive	6.0
Crossings by Approved Route	Number of Crossings*
High-Voltage Transmission Line Crossings <sup>1</sup>	9
Existing Road Crossings <sup>2</sup>	3
Existing Railroad Crossings <sup>3</sup>	1
<sup>1</sup> Source: ABB Ventyx (2016) and Idaho Power Company; includes only transmission lines over 69 kV. <sup>2</sup> Source: Esri (2013); includes Interstate, federal, and state highways. <sup>3</sup> Source: Oregon Department of Transportation (2013). * Approximate. Source: B2HAPPDoc3-9 ASC 03_Exhibit C_Project_Location_ASC 2018-09-28, Table C-5.	

*Malheur County*

The approved transmission line route crosses approximately 74.1 miles of land in Malheur County and includes various other components, as presented in Table 9, *Approved Route Features – Malheur County* below.

**Table 9: Approved Route Features – Malheur County**

Project Features	Number of Sites*
Towers – Single Circuit 500-kV Lattice	327
Towers – Single Circuit 500-kV H-Frame	6
Towers – Single Circuit 500-kV 3-Pole Dead-end	3
Towers – Single Circuit 138-kV H-Frame	8
Towers – Single Circuit 138-kV 3-Pole Dead-end	3
Communication Station(s)	3
Light Duty Fly Yards	2
Multi-Use Areas	9
Pulling and Tensioning Sites	83
Station	0
Access Roads	Total Miles*
Existing, 21-70% Improved	41.7
Existing, 71-100% Improved	12.8
New, Bladed	53.1

**Table 9: Approved Route Features – Malheur County**

Project Features	Number of Sites*
New, Primitive	13.8
Crossings by Approved Route	Number of Crossings*
High Voltage Transmission Line Crossings <sup>1</sup>	4
Existing Road Crossings <sup>2</sup>	2
Existing Railroad Crossings <sup>3</sup>	1
<sup>1</sup> Source: ABB Ventyx (2016) and Idaho Power Company; includes only transmission lines over 69 kV. <sup>2</sup> Source: Esri (2013); includes Interstate, federal, and state highways. <sup>3</sup> Source: Oregon Department of Transportation (2013). * Approximate. Source: B2HAPPDoc3-9 ASC 03_Exhibit C_Project_Location_ASC 2018-09-28, Table C-6.	

The facility includes one approved alternative route in Malheur County, the Double Mountain alternative.

*City of North Powder*

Facility components approved within City of North Powder include an approximately 27.2-acre portion of a multi-use area.

*City of Huntington*

Facility components approved within City of Huntington include one multi-use area.

**4.0 Facility Development**

**4.1 Construction**

This site certificate authorizes a 4-year construction duration. Construction will generally occur between 7 a.m. and 7 p.m., Monday through Saturday. Additional hours may be necessary to make up schedule deficiencies or to complete critical construction activities.

Construction activities could occur simultaneously across the entirety of the 300-mile transmission line route. Construction activities will generally include the following phases:

Phase I - Civil construction

- Activities along the transmission line will involve clearing the corridor and constructing access roads and, if applicable, harvestable timber will be cleared then hauled off.

Phase II – Foundation Construction

- Foundations will be constructed at each structure site to support the steel towers. Track mounted drills and excavators will be mobilized to each structure site to excavate the

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site and concrete trucks will then deliver concrete to the sites to construct the foundations.

**Phase III – Structure Erection**

- Steel lattice towers will be assembled at each site and erected on the foundations. Material will be delivered via flatbed trucks to each structure site and unloaded with forklifts and cranes where it will be assembled in pieces in the work area around the foundations.

**Phase IV – Conductor Pulling/Tensioning**

- Conductor will be pulled along the corridor and through the structures via helicopters while large man lift trucks provide work crews access to each structure.<sup>5</sup>

Construction will include approximately 437 workers and crews for the following activities: substation construction, ROW clearing, roads/pad grading, foundations, tower lacing, tower setting, wire stringing, restoration, blasting, materials management, mechanic & equipment management, refueling, dust control, construction inspection, materials testing, environmental compliance, and surveyors.

Construction will include the following vehicular trips:

- Up to 486 one-way worker trips per day
- Up to 620 one-way light construction trips per day
- Up to 188 one-way heavy construction trips per day

Limits of temporary and permanent disturbance by facility components are established in Table 10 below.

**Table 10: Site Boundary and Temporary/Permanent Disturbance Areas by Facility Component**

Component	Length or Count	Site Boundary <sup>1</sup>	Construction Disturbance	Operations Disturbance
<b>Transmission Lines</b>				
Single-Circuit 500-kV	270.8 miles (Approved Route)/ 33.3 miles (Approved Alternatives)	500 feet (width)	_ <sup>2</sup>	_ <sup>2</sup>
Single-Circuit 230-kV	0.9 mile (Approved Route)	500 feet (width)	_ <sup>2</sup>	_ <sup>2</sup>
Single-Circuit 138-kV	1.1 miles (Approved Route)	500 feet (width)	_ <sup>2</sup>	_ <sup>2</sup>
<b>Transmission Structures</b>				

<sup>5</sup> B2HAPPDoc13 DPO IPC Responses to Select DPO Comments Rec'd by 2019-11-07; B2HAPP DPO IPC Responses - City of La Grande comments 2019-10-09.

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**Table 10: Site Boundary and Temporary/Permanent Disturbance Areas by Facility Component**

Component	Length or Count	Site Boundary <sup>1</sup>	Construction Disturbance	Operations Disturbance
500-kV Lattice	1,085 (Approved Route)/ 118 (Approved Alternative)	<sub>3</sub>	250 x 250 feet (1.4 acres)	50 x 50 feet (0.06 acre)
500-kV H-Frame (NWSTF area)	73 (Approved Route)/ 34 (Approved Alternative)	<sub>3</sub>	250 x 90 feet (0.5 acres) on NWSTF / 250 x 150 feet (0.9 acres) off	10 x 40 feet (0.001 acre)
500-kV H-Frame (Birch Creek area)	6 (Approved Route)	<sub>3</sub>	250 x 250 feet (1.4 acre)	10 x 40 feet (0.001 acre)
500-kV Y-Frame	8 (Approved Alternative)	<sub>3</sub>	Varies (0.4 acres)	8 x 8 feet (0.001 acre)
500-kV 3-Pole Dead- end (NWSTF area)	1 (Approved Route)/ 2 (Approved Alternative)	<sub>3</sub>	250 x 90 feet (0.5 acre)	10 x 90 feet (0.02 acre)
500-kV 3-Pole Dead- end (Birch Creek area)	3 (Approved Route)	<sub>3</sub>	250 x 250 feet (1.4 acre)	10 x 90 feet (0.02 acre)
500-kV H-Frame Dead- end (NWSTF area)	3 (Approved Alternative)	<sub>3</sub>	250 x 90 feet (0.5 acre)	10 x 50 feet (0.01 acre)
230-kV H-Frame	5 (Approved Route)	<sub>3</sub>	250 x 100 feet (0.6 acre)	25 x 5 feet (0.01 acre)
230-kV H-Frame (Removal)	9 (Approved Route)	<sub>3</sub>	150 x 100 feet (0.3 acre)	<sub>4</sub>
230-kV 3-Pole Dead- end	4 (Approved Route)	<sub>3</sub>	250 x 150 feet (0.6 acre)	40 x 130 feet (0.1 acre)
138-kV H-Frame	8 (Approved Route)	<sub>3</sub>	150 x 250 feet (0.9 acre)	16.5 x 5 feet (0.001 acre)
138-kV H-Frame (Removal)	10 (Approved Route)	<sub>3</sub>	100 x 100 feet (0.2 acre)	<sub>4</sub>
138-kV 3-Pole Dead- end	3 (Approved Route)	<sub>3</sub>	250 x 150 feet (0.9 acre)	30 x 130 feet (0.09 acre)
69-kV H-Frame (Removal)	94 (Approved Route)	<sub>3</sub>	90 x 90 feet (0.2 acre)	<sub>4</sub>
<b>Stations</b>				
Longhorn	1	188.9	24.4 acres	19.6 acres
<b>Access Roads<sup>5</sup></b>				

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**Table 10: Site Boundary and Temporary/Permanent Disturbance Areas by Facility Component**

Component	Length or Count	Site Boundary <sup>1</sup>	Construction Disturbance	Operations Disturbance
Existing Road, Moderate Improvements (21-70%)	148.8 miles (Approved Route)/ 13.2 miles (Approved Alternatives)	100 feet (width)	16 feet (width)	14 feet (width)
Existing Road, Extensive Improvements (71-100%)	73.4 miles (Approved Route)/ 6.3 miles (Approved Alternative)	100 feet (width)	30 feet (width)	14 feet (width)
New, Bladed	88.8 miles (Approved Route)/ 12.8 miles (Approved Alternative)	200 feet (width)	35 feet (width)	14 feet (width)
New, Primitive	117.5 miles (Approved Route)/ 12.8 miles (Approved Alternatives)	200 feet (width)	16 feet (width)	10 feet (width)
<b>Permanent Facilities</b>				
Communication Station	10 (Approved Route)/ 2 (Approved Alternative)	- <sup>2</sup>	100 x 100 feet (0.2 acre)	75 x 75 feet (0.1 acre)
Distribution Power Lines to Communication Station <sup>7</sup>	7 (Approved Route)/ 2 (Approved Alternative)	50 feet (width)	25 feet (width)	14 feet (width)
<b>Temporary Facilities</b>				
Multi-use Areas	30 (Approved Route)/ 4 (Approved Alternative)	Discrete site boundary; discontinuous from	23 acres	-
Light Duty Fly Yards	4 (Approved Route)	Discrete site boundary; adjacent to transmission	5 acres	-

**Table 10: Site Boundary and Temporary/Permanent Disturbance Areas by Facility Component**

Component	Length or Count	Site Boundary <sup>1</sup>	Construction Disturbance	Operations Disturbance
Pulling and Tensioning Sites	299 (Approved Route)/ 32 (Approved Alternative)	Discrete site boundary; adjacent to transmissio	4 acres	–

<sup>1</sup> Site Boundary size may be less than indicated in specific areas to avoid impacts to protected areas or for other reasons.  
<sup>2</sup> No temporary or permanent disturbance expected along centerline, other than for specific facility features indicated below.  
<sup>3</sup> Component will be sited entirely within the site boundary.  
<sup>4</sup> No permanent disturbance expected once existing towers are removed.  
<sup>5</sup> See the Road Classification Guide and Access Control Plan (Exhibit B, Attachment B-5) for more information about road types.  
<sup>6</sup> Existing roads with no substantial improvements are defined as existing roads that require improvements along 20 percent or less of the entire road segment. These roads have minimal to no temporary or permanent disturbance impacts beyond their existing road surface/profile, are not included in site boundary.  
<sup>7</sup> Certificate holder will construct distribution lines to communication stations within their service territory.

#### 4.2 Operations and Maintenance

Operations and maintenance (O&M) activities shall include routine inspection and maintenance of the transmission line, in compliance with the Transmission Maintenance and Inspection Plan (TMIP) (see Condition OPR-OE-01).

In accordance with the TMIP, three types of line maintenance patrols will be conducted: routine line patrols/inspections, unscheduled emergency line patrols, and aerial vegetation patrols. The routine line patrols shall include a detailed visual inspection of the entire line conducted at least once per year.

Emergency line patrols shall be performed in response to any unexplained system outage or interruption, or whenever requested by a dispatcher, to identify major structural failures or issues.

Aerial vegetation patrols shall be conducted by a transmission utility arborist to identify and manage vegetation encroachments that threaten the transmission lines.

Transmission Patrolmen shall patrol and inspect the transmission lines at a minimum once a year to identify any transmission defects and any vegetation hazards that may develop between vegetation clearing cycles.

The TMIP requires that the certificate holder complete comprehensive 10-year maintenance inspection at least every 10-years.

O&M activities will also include short- and long-term monitoring and minimization measures for noxious weeds, restoration/reclamation, revegetation and habitat enhancement, as required by

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site certificate conditions provided in Section 5.0 of this site certificate.

### **4.3 Retirement/Decommissioning**

The certificate holder shall retire or decommission the facility based on a retirement to be approved by the Council in accordance with the requirement of OAR 345-027-0110 and applicable conditions provided in Section 5.6 of this site certificate.

## **5.0 Site Certificate Conditions**

### **5.1 Condition Format**

The conditions in Sections 5.2 through 5.6 of this Site Certificate are organized and coded to indicate the phase of implementation, the standard the condition is required to satisfy, and an identification number (1, 2, 3, etc.).<sup>6</sup> The table below presents a “key” for phase of implementation:

<b>Key</b>	<b>Type of Conditions/Phase of Implementation</b>
GEN	General Conditions: Design, Construction and Operation
PRE	Pre-Construction Conditions
CON	Construction Conditions
OPR	Operational Conditions
RET	Retirement Conditions

The standards are presented using an acronym; for example, the General Standard of Review is represented in the condition numbering as “GS”; the Soil Protection standard is represented in the condition numbering as “SP” and so forth.

For example, the coding of Condition GEN-GS-01 represents that the condition is a general condition (GEN) to be implemented during multiple phases including design, preconstruction, construction and/or operation of the facility, is required to satisfy the Council’s General Standard of Review, and is condition number 1. The condition language also includes in brackets [ ] for the name of the condition as imposed in the Final Order on the Application (i.e. General Standard of Review Condition 1).

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<sup>6</sup> The identification number is not representative of an order that conditions must be implemented; it is intended only to represent a numerical value for identifying the condition.

### 5.2 General Conditions: Design, Construction and Operation

Condition Number	(Site certificate conditions for all standards and phases)
<b>STANDARD: GENERAL STANDARD OF REVIEW (GS) [OAR 345-022-0000]</b>	
GEN-GS-01	<p>a. <b>Construction Commencement Deadline:</b> The certificate holder shall begin construction of the facility within four years after the effective date of the site certificate. Under OAR 345-015-0085(8), the site certificate is effective upon execution by the Council chair and the certificate holder. Prior to beginning construction as defined in OAR 345-001-0010(12), the certificate holder shall provide the Department written verification of the date that it will begin construction, acknowledge the commencement of the construction completion timeline, and confirm the construction completion deadline as stated in General Standard of Review Condition 1(b).</p> <p>b. <b>Construction Completion Deadline:</b> The certificate holder shall complete construction of the facility within four years after the construction commencement date outlined in General Standard of Review Condition 1(a). Within 90 days of construction completion, the certificate holder shall provide the Department written notification of the anticipated date of construction completion.</p> <p>c. Authorization to construct and operate facility components, including alternative transmission line routes, expires if not constructed by the construction completion deadline established in General Standard of Review Condition 1(b).                      [General Standard of Review Condition 1, Mandatory Condition OAR 345-025-0006(4)]</p>
GEN-GS-02	<p>a. At least 180 days prior to beginning construction (unless otherwise agreed to by the Department), the certificate holder shall submit to the Department a construction plan outlining construction phasing or segments, activities and schedules for completing construction of the facility consistent with the site certificate. Submission of pre-construction surveys or plans shall be conducted in accordance to site certificate conditions and may occur consistent with the phase or segment of the facility that is being constructed.</p> <p>b. Upon Department verification of compliance with applicable pre-construction requirements in the site certificate for any phase or segment of the facility, the Department shall notify the certificate holder in writing that pre-construction requirements have been met and they may commence construction for that phase or segment.                      [General Standard of Review Condition 2]</p>
GEN-GS-03	<p>The certificate holder shall design, construct, operate, and retire the facility:</p> <p>a. Substantially as described in the Final Order on the ASC and the site certificate;</p> <p>b. In compliance with the requirements of ORS Chapter 469, applicable Council rules, and applicable state and local laws, rules and ordinances in effect at the</p>

	<p>time the site certificate is issued; and</p> <p>c. In compliance with all applicable permit requirements of other state agencies.                  [General Standard of Review Condition 6; Mandatory Condition OAR 345-025-0006(3)]</p>
GEN-GS-04	<p>If the certificate holder becomes aware of a significant environmental change or impact attributable to the facility, the certificate holder shall, as soon as possible, submit a written report to the Department describing the impact on the facility and any affected site certificate conditions.                  [General Standard of Review Condition 8; Mandatory Condition OAR 345-025-0006(6)]</p>
GEN-GS-05	<p>Before any transfer of ownership of the facility or ownership of the site certificate holder, the certificate holder shall inform the Department of the proposed new owners. The requirements of OAR 345-027-0400 apply to any transfer of ownership that requires a transfer of the site certificate.                  [General Standard of Review Condition 10; Mandatory Condition OAR 345-025-0006(15)]</p>
GEN-GS-06	<p>Subject to conditions of the site certificate, the certificate holder may construct the facility anywhere within the site boundary (approved corridor(s)), and as described in ASC Exhibit B and represented in ASC Exhibit C Attachment C-2 and C-3 mapsets. The approved corridors include:</p> <ol style="list-style-type: none"> <li>a. The transmission line route extending approximately 273-miles through Morrow, Umatilla, Union, Baker, and Malheur counties;</li> <li>b. West of Bombing Range Road alternative 1 and the west of Bombing Range Road alternative 2 in Morrow County;</li> <li>c. Morgan Lake alternative in Union County; and</li> <li>d. Double Mountain alternative in Malheur County.</li> </ol> <p>[General Standard of Review Condition 11; Site-Specific Condition OAR 345-025-0010(5)]</p>
<b>STANDARD: ORGANIZATIONAL EXPERTISE (OE) [OAR 345-022-0010]</b>	
GEN-OE-01	<p>The certificate holder shall:</p> <ol style="list-style-type: none"> <li>a. Prior to construction, notify the Department and affected counties of the identity and qualifications of the major design, engineering, and construction contractor(s) for the facility. The certificate holder shall select contractors that have substantial experience in the design, engineering, and construction of similar facilities.</li> <li>b. During construction, report to the Department in its semi-annual construction progress report required pursuant to OAR 345-026-0080(1)(a) the identity and qualifications of any new or changes to its design, engineering and construction contractors.</li> </ol> <p>[Organizational Expertise Condition 2]</p>
GEN-OE-02	<p>The certificate holder shall be responsible for any matter of non-compliance under the site certificate. Any notice of violation (NOV) issued under the site certificate will</p>

	<p>be issued to the certificate holder. Any civil penalties under the site certificate will be levied on the certificate holder.                  [Organizational Expertise Condition 5]</p>
GEN-OE-03	<p>Within 72 hours after discovery of incidents or circumstances that violate the terms or conditions of the site certificate, the certificate holder must report the conditions or circumstances to the Department, in addition to the requirements of OAR 345-026-0170.                  [Organizational Expertise Condition 6]</p>
<b>STANDARD: STRUCTURAL STANDARD (SS) [OAR 345-022-0020]</b>	
GEN-SS-01	<p>The certificate holder shall design, engineer, and construct the transmission lines, Longhorn Station, and communication stations in accordance with the International Building Code, Oregon Structural Specialty Code, and local building codes that are most current at the time that final engineering of each of these components is completed and in a manner that does not conflict with National Electrical Safety Code identified in Siting Standards for Transmission Lines Condition 3.                  [Structural Standard Condition 2]</p>
GEN-SS-02	<p>The certificate holder shall design, engineer and construct the facility to avoid dangers to human safety and the environment presented by seismic hazards affecting the site that are expected to result from all maximum probable seismic events. As used in this rule “seismic hazard” includes ground shaking, ground failure, landslide, liquefaction triggering and consequences (including flow failure, settlement buoyancy, and lateral spreading), cyclic softening of clays and silts, fault rupture, directivity effects and soil-structure interaction.                  [Structural Standard Condition 3; Mandatory Condition OAR 345-025-0006(12)]</p>
GEN-SS-03	<p>The certificate holder shall notify the Department, the State Building Codes Division and the Department of Geology and Mineral Industries promptly if site investigations or trenching reveal that conditions in the foundation rocks differ significantly from those described in the application for a site certificate. After the Department receives the notice, the Council may require the certificate holder to consult with the Department of Geology and Mineral Industries and the Building Codes Division to propose and implement corrective or mitigation actions.                  [Structural Standard Condition 4; Mandatory Condition OAR 345-025-0006(13)]</p>
GEN-SS-04	<p>The certificate holder shall notify the Department, the State Building Codes Division and the Department of Geology and Mineral Industries promptly if shear zones, artesian aquifers, deformations or clastic dikes are found at or in the vicinity of the site. After the Department receives notice, the Council may require the certificate holder to consult with the Department of Geology and Mineral Industries and the Building Codes Division to propose and implement corrective or mitigation actions.                  [Structural Standard Condition 5; Mandatory Condition OAR 345-025-0006(14)]</p>
<b>STANDARD: SOIL PROTECTION (SP) [OAR 345-022-0022]</b>	
GEN-SP-01	<p>The certificate holder shall:                  a. Prior to construction of the facility, submit to the Department a final copy of an ODEQ-issued NPDES 1200-C General Construction Permit, including the final</p>

	<p>Erosion Sediment Control Plan (ESCP). The protective measures described in the 1200-C Permit Application and ESCP as provided in Attachment I-3 of the Final Order on the ASC, shall be included in the final ESCP.</p> <p>b. During construction of the facility, the certificate holder shall conduct all work in compliance with the NPDES 1200-C General Construction Permit and ESCP.</p> <p>[Soil Protection Condition 1]</p>
GEN-SP-02	<p>The certificate holder shall:</p> <p>a. Prior to construction of the facility, submit to the Department a final copy of a Construction Spill Prevention Control and Countermeasures Plan (SPCC Plan). The protective measures described in the draft Construction SPCC Plan, as provided in Attachment G-4 of the Final Order on the ASC, shall be included in the final SPCC Plan, unless otherwise approved by the Department.</p> <p>b. During construction of the facility, the certificate holder shall conduct all work in compliance with the final Construction SPCC Plan.</p> <p>[Soil Protection Condition 2]</p>
GEN-SP-03	<p>Prior to operation, if the certificate holder is required by DEQ statutes or rules to implement a SPCC Plan for operation of the facility, the certificate holder shall submit to the Department a copy of a DEQ-approved operation-related SPCC Plan. The certificate holder shall maintain compliance with the operation-related SPCC Plan during operations at the Longhorn Station.</p> <p>[Soil Protection Condition 3]</p>
GEN-SP-04	<p>a. Prior to construction, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Framework Blasting Plan (attachment G-5 of the Final Order on the ASC) the certificate holder shall finalize, and submit to the Department for approval, a final Blasting Plan. The final Blasting Plan shall meet all applicable federal, state and local requirements related to the transportation, storage, and use of explosives.</p> <p>b. Prior to construction, the certificate holder will consult with landowners regarding right-of-way acquisition, and during these consultations, the certificate holder will discuss with the landowner any blasting that the certificate holder plans to conduct on the landowner's property. If the landowner identifies a natural spring or well on the property, the certificate holder will notify the landowner that at the landowner's request, the certificate holder shall conduct pre-blasting baseline flow and water quality measurements for turbidity. The certificate holder shall compensate the landowner for adequate repair or replacement if damages to the flow or quality of the natural spring are caused by blasting.</p> <p>c. During construction, the certificate holder shall conduct all work in compliance with the final Blasting Plan approved by the Department.</p> <p>[Soil Protection Condition 4]</p>
<b>STANDARD: LAND USE (LU) [OAR 345-022-0030]</b>	
GEN-LU-01	For facility components in Morrow County, the certificate holder shall:

	<p>a. Prior to construction of any phase or segment of the facility, provide to the Department a copy of the following Morrow County approved permits, if such permits are required by Morrow County zoning ordinances:</p> <ul style="list-style-type: none"> <li>i. Zoning permit for facility components to be located in General Industrial (MG) and Port Industrial Zones.</li> <li>ii. Flood plain development permit, for work in the Flood Plain Overlay Zone;</li> <li>iii. Utility crossing permit;</li> <li>iv. Access approach site permit; and</li> <li>v. Construction permit to build on right-of-way.</li> </ul> <p>b. Prior to construction of a stream crossing at, or substantial road modification adjacent to, a Goal 5 stream including Sand Hollow Creek, Little Butter Creek, Butter Creek, and Matlock Creek, consult with ODFW on construction methods, measures to minimize riparian impacts, and measures to evaluate and monitor riparian impacts in order to demonstrate maintenance of 75 percent of vegetation layers or strata within the defined riparian zone. Consultation with DEQ and Morrow County Soil Conservation Services shall be completed if determined by the certificate holder, the Department, or ODFW to be necessary based on extent of potential water and erosion impacts. (MCZO Section 3.200(D)).</p> <p>c. During construction, the certificate holder shall comply with the conditions of permits and consultation requirements listed in (a) and (b), and if applicable, (d).</p> <p>d. During construction, if the certificate holder determines additional County-approved permits are required, the certificate holder shall provide to the Department a copy of those additional permits.</p> <p>e. Prior to construction of any phase or segment of the facility, the certificate holder shall provide to the Morrow County Weed Supervisor a list of the suppliers that will be supplying the aggregate used in construction in Morrow County. The certificate holder shall ensure that said suppliers provide the Morrow County Weed Supervisor reasonable access to the aggregate sites for inspection for weeds.</p> <p>[Land Use Condition 1]</p>
<p>GEN-LU-02</p>	<p>For facility components in Morrow County, the certificate holder shall design the facility to comply with the following setback distances and other requirements:</p> <p><u>Significant Resource Overlay Zone (MCZO Section 3.200(D)(3)(b))</u></p> <ul style="list-style-type: none"> <li>a. Buildings and the fixed bases of the transmission line towers shall be setback at least 100 feet from the high-water mark of all Goal 5 streams (i.e. Sand Hollow Creek, Little Butter Creek, Butter Creek and Matlock Canyon Creek).</li> </ul> <p><u>Sand Hollow Flood Pain Overlay Zone (MCZO Section 3.100(5.1-1))</u></p> <ul style="list-style-type: none"> <li>b. Buildings and structures located within the multi-use area shall not be located within the Sand Hollow Flood Plain Overlay Zone (see ASC Exhibit K Figure K-21) unless anchored to prevent flotation, collapse or lateral movement of the structure.</li> </ul> <p><u>In the EFU Zone (Based solely on certificate holder representations in the ASC)</u></p>

	<p>c. Buildings and the fixed bases of the transmission line towers shall be setback as follows:</p> <ul style="list-style-type: none"> <li>i. Front yards shall be set back at least 20 feet from minor collector road rights-of-way, 30 feet from major collector road rights-of-way, 80 feet from arterial road rights-of-way, and 100 feet from intensive agricultural uses;</li> <li>ii. Side yards shall be set back at least 20 feet from the property line, 30 feet for corner lots, and 100 feet from intensive agricultural uses; and</li> <li>iii. Rear yards shall be set back at least 25 feet from the property line, and 100 feet from intensive agricultural uses.</li> </ul> <p>d. Buildings and the fixed bases of the transmission line towers shall be set back at least 100 feet from the high-water mark of all streams and lakes.</p> <p><u>In the General Industrial Zone (MCZO Section 3.070(D))</u></p> <p>e. Buildings and the fixed bases of the transmission line towers shall be set back at least 50 feet from arterial road rights-of-way, 30 feet from collector road rights-of-way, and 20 feet from lower-class road rights-of-way.</p> <p><u>In the Port Industrial Zone (MCZO Section 3.073(D))</u></p> <p>f. Buildings associated with the Longhorn Station and multi-use area, and the fixed bases of the transmission line towers shall be setback as follows:</p> <ul style="list-style-type: none"> <li>i. Front yards shall be set back at least 30 feet from the property line; buildings and structures shall be setback at least 90 feet from the centerline of any public, county, or state road;</li> <li>ii. Rear and side yards shall be set back at least 10 feet from the property line.</li> </ul> <p>[Land Use Condition 2]</p>
<p>GEN-LU-03</p>	<p>For facility components in Umatilla County, the certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Prior to construction of any phase or segment of the facility, provide to the Department a copy of the following Umatilla-County issued permits:             <ul style="list-style-type: none"> <li>i. Zoning Permit for each tax lot crossed by facility components evaluated as a Utility Facility Necessary for Public Service (UCDC 152.059) including transmission line, new roads, substantially modified roads, multi-use areas (including batch plant and helipads), and communication stations in EFU-zoned land.</li> <li>ii. Installation of Utilities on County and Public Roads Permit.</li> </ul> </li> <li>b. Road Approach and Crossing Permits as determined necessary by County Public Works Department. If after construction commencement the certificate holder determines additional County-approved permits are required, the certificate holder shall provide to the Department a copy of those additional permits.</li> <li>c. Prior to construction, provide to the Department and Umatilla County a copy of the ODEQ issued Air Contaminant Discharge or General Permit for the mobile batch plant.</li> <li>d. During construction, the certificate holder shall comply with all condition requirements of permits identified under (a), (b), and (c) of this condition.</li> </ul> <p>[Land Use Condition 3]</p>

GEN-LU-04	<p>For facility components located in Umatilla County, the certificate holder shall design the facility to comply with the following setback distances and other requirements:</p> <p><u>In All Zones:</u></p> <ul style="list-style-type: none"><li>a. Buildings, the fixed bases of transmission line towers, and new access roads shall be set back from Class I streams at least 25-feet or one-half the stream width, whichever is greater.</li><li>b. Permanent vegetation removal within the riparian zone of all Class I streams shall retain 75% of all layers or strata of vegetation.</li><li>c. Within the transmission line right-of-way, a maximum of 25% of existing natural vegetation along streams, lakes, and wetlands may be removed, unless removal of a greater quantity of vegetation is necessary for reliability purposes.</li><li>d. The certificate holder shall coordinate with the Oregon Department of Fish and Wildlife and Soil and Water Conservation District on minor drainage improvements necessary to ensure effective drainage on surrounding agricultural lands. Existing drainage ditches may be cleared to original specifications without review.</li><li>e. Access points to multi-use areas and communication stations shall be limited to one every 200 feet.</li><li>f. New roads that enter onto a public or county road or state or federal highway shall be constructed of at least similar if not the same material as the public or county road or state or federal highway, and the material shall extend at least 25 feet back from the edge of the existing travel lane surface.</li></ul> <p><u>In the EFU Zone (Based solely on certificate holder representations in the ASC):</u></p> <ul style="list-style-type: none"><li>g. Buildings shall be setback as follows: (i) at least 30 feet from the property line or private road easement boundary; or (ii) at least 60 feet from the center line of the road, highway, or private road easement, whichever is greater.</li><li>h. Buildings and the fixed bases of the transmission line towers shall be set back at least 100 feet from the high-water mark of all streams, lakes, and wetlands.</li><li>i. Parking lots shall be designed and operated as follows:<ul style="list-style-type: none"><li>i. areas used for standing and maneuvering of vehicles at the multi-use areas will have paved surfaces maintained adequately for all weather use and will be drained as to avoid flow of water across public sidewalks;</li><li>ii. parking spaces along the outer boundaries of any multi-use area parking lot will be contained by a curb at least four inches high and set back a minimum of four and one-half feet from the property line, or by a bumper rail; and</li><li>iii. artificial lighting, if provided, will not create or reflect glare in a residential zone or on any adjacent dwelling.</li></ul></li></ul> <p><u>In the LI zone:</u></p> <ul style="list-style-type: none"><li>j. The temporary multi-use area shall include visibility-obscuring fencing or shall setback the fence or limit areas of activity a minimum of 500 feet from adjacent public roads.</li><li>k. The temporary multi-use area shall be designed to comply with front, side, and rear yard setbacks of 20 feet.</li></ul>
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	<p><u>In the RTC Zone:</u></p> <p>I. The temporary multi-use area shall include a visibility-obscuring fencing as necessary to limit views of the area by travelling public and from surrounding properties.</p> <p>[Land Use Condition 5]</p>
<p>GEN-LU-05</p>	<p>For facility components in Union County, the certificate holder shall:</p> <p>a. Prior to construction of any phase or segment of the facility, provide to the Department a copy of the following Union County-approved permits, if such permits are required by Union County zoning ordinances:</p> <ol style="list-style-type: none"> <li>1. Flood plain development permit;</li> <li>2. Road approach permit; and</li> <li>3. Work in county right-of-way permit.</li> </ol> <p>b. During construction, the certificate holder shall comply with conditions of permits listed in (a) and (c).</p> <p>c. During construction, if the certificate holder determines additional County-approved permits are required, the certificate holder shall provide to the Department a copy of those additional permits.</p> <p>[Land Use Condition 6]</p>
<p>GEN-LU-06</p>	<p>During construction of any phase or segment of the facility in Union County, the certificate holder shall construct the facility to comply with the following setback distances and other requirements:</p> <p><u>In All Zones:</u></p> <p>a. Buildings, the fixed bases of transmission line towers, and new access roads shall be set back from Class I streams at least 25-feet or one-half the stream width, whichever is greater.</p> <p>b. Permanent vegetation removal within the riparian zone of all Class I streams shall retain 75% of all layers or strata of vegetation.</p> <p><u>In the EFU Zone (Based solely on certificate holder representations in the ASC):</u></p> <p>c. Buildings shall be setback as follows: (i) front yards shall be set back at least 20 feet from property lines and road rights-of-way; (ii) and rear yards shall be set back at least 10 feet from property lines and road rights-of-way.</p> <p>d. A clear-vision area shall be maintained on the corners of all multi-use area properties at the intersection of two or more streets or a street and a railroad as follows: (i) the clear-vision area shall consist of a triangular area with the two lot lines measuring a distance of 30 feet or at an intersection involving an alley of 10 feet; and (ii) the clear-vision area shall not contain any planting, fence, wall, structure, or temporary or permanent obstruction exceeding 2.5 feet in height, except for trees with branches removed to a height of 8 feet.</p> <p>e. Concrete batch plants shall not be located within 2 miles of a vineyard totaling at least 40 acres and which was planted as of February 27, 2013.</p> <p><u>In the Agricultural Grazing Zone:</u></p> <p>f. Buildings shall be setback as follows: (i) front yards shall be set back at least 20 feet from property lines and road rights-of-way; and (ii) rear yards shall be set back at least 10 feet from property lines and road rights-of-way.</p>

	<p>g. All signage shall comply with the provisions of UCZPSO 3.08.  <u>In the Timber-Grazing Zone:</u>                  h. Buildings shall be setback as follows: (i) front and rear yards shall be set back at least 20 feet from property lines and road rights-of-way; (ii) and side yards shall be set back at least 10 feet from property lines and road rights-of-way.                  i. All signage shall comply with the provision of UCZPSO 5.08.                  [Land Use Condition 7]</p>
<p>GEN-LU-07</p>	<p>For facility components in Baker County, the certificate holder shall:                  a. Prior to construction in Baker County, the certificate holder shall provide to the department a copy of the following Baker County-approved permits, if such permits are required by Baker County ordinances:                      i. Flood plain development permit;                      ii. Road approach permit; and                      iii. Work in county right-of-way permit.                  b. If after commencement of construction the certificate holder determines additional County-approved permits are required, the certificate holder shall provide to the department a copy of those additional permits.                  c. During construction, the certificate holder shall comply with conditions of permits listed in (a) and (b).                  [Land Use Condition 9]</p>
<p>GEN-LU-08</p>	<p>For facility components in Malheur County, prior to construction of any phase or segment of facility components, the certificate holder shall:                  a. Obtain one zoning permit for development of facility components in both the EFU and ERU zone, and one zoning permit for development of facility components in the Heavy Industrial (C-12) zone; copies of zoning permits shall be provided to the Department.                  b. Provide to the Department a copy of Malheur County-approved Flood plain development permits for each location where development would occur within a regulatory floodplain.                  c. If after construction commencement, the certificate holder determines additional County-approved permits are required, the certificate holder shall provide a copy of those permits to the Department.                  [Land Use Condition 11]</p>
<p>GEN-LU-09</p>	<p>For facility components in Malheur County, the certificate holder shall design the facility to comply with the following setback distances and other requirements:  <u>In the EFU and ERU Zones (Based solely on certificate holder representations in the ASC):</u>                  a. Buildings shall be setback as follows:                      i. at least 40 feet from a street or road right-of-way; and                      ii. at least 15 feet from any other property line.                  b. No sight obscuring fence exceeding three feet in height shall be placed within the 40-foot street setback, also within this setback shrubbery other than trees shall be maintained at heights not exceeding three feet.                  [Land Use Condition 12]</p>

GEN-LU-10	<p>For the multi-use area in City of North Powder, the certificate holder shall design the site to comply with the following setback distance and other requirements:                  In the Commercial Interchange Zone</p> <ol style="list-style-type: none"> <li>a. All signs shall comply with NPZO 4.04(B) development standards (ASC Exhibit K p. K-275)</li> <li>b. Based solely on certificate holder representations in ASC, buildings shall not exceed 45 feet in height and shall be setback per NPZO Section 4.03 (ASC Exhibit K p. K-277):                         <ol style="list-style-type: none"> <li>i. Front yards shall be set back at least 30 feet from property lines;</li> <li>ii. Side yards shall be setback at least 20 feet from a Residential Zone, street, or corner lot; and</li> <li>iii. Rear yards shall be set back at least 20 feet from a Residential Zone.</li> </ol> </li> </ol> <p>[Land Use Condition 13]</p>
GEN-LU-11	<p>The certificate holder shall:</p> <ol style="list-style-type: none"> <li>a. Prior to construction of any phase or segment of the facility, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Agriculture Assessment and Mitigation Plan (Attachment K-1 of the Final Order on the ASC), submit to the Department a final Agricultural Assessment and Mitigation Plan.</li> <li>b. During construction and operation of any phase or segment of the facility, implement the Agriculture Mitigation Plan as finalized per sub(a) of this condition.</li> <li>c. During operation, implement a post-construction monitoring plan to identify any remaining soil and agricultural impacts associated with construction that require additional restoration or mitigation, in accordance with Section 7.0 of the Agricultural Mitigation Plan, Attachment K-1 of the Final Order on the ASC.</li> </ol> <p>[Land Use Condition 14]</p>
GEN-LU-12	<p>The certificate holder shall limit its transmission line right-of-way in Goal 4 forest lands to no wider than 300 feet.</p> <ol style="list-style-type: none"> <li>a. During construction, the certificate holder shall limit its use of the portion of the transmission line right-of-way located beyond the center 100 feet to vegetation maintenance activities.</li> <li>b. During operation, the certificate holder shall limit its use of the portion of the transmission line right-of-way located beyond the center 100 feet to vegetation maintenance activities.</li> </ol> <p>[Land Use Condition 15]</p>
GEN-LU-13	<p>The certificate holder shall:</p> <ol style="list-style-type: none"> <li>a. Prior to construction, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Right-of-Way Clearing Assessment (Attachment K-2 of the Final Order on the ASC), submit to the Department for its approval, a final Right-of-Way Clearing Assessment. The protective measures described in the draft Right-of-Way Clearing Assessment in Attachment K-2 of the Final Order on ASC shall be included and implemented as part of the final Right-of-Way Clearing Assessment, unless otherwise approved by the</li> </ol>

	<p>Department.</p> <p>b. During construction, the certificate holder shall conduct all work in compliance with the final Right-of-Way Clearing Assessment.</p> <p>[Land Use Condition 16]</p>
<b>STANDARD: PROTECTED AREA (PA) [OAR 345-022-0040]</b>	
GEN-PA-01	<p>During design and construction of the facility, the certificate holder must:</p> <p>a. Coordinate construction activities in Ladd Marsh Wildlife Area with the Wildlife Area manager.</p> <p>b. Provide evidence to ODFW of a determination of eligibility and findings of effect pursuant to Section 106 NRHP compliance for the facility and the final HPMP for the portion of the facility that would cross Ladd Marsh Wildlife Area subject to confidential material submission materials.</p> <p>[Protected Areas Condition 1]</p>
GEN-PA-02	<p>During design and construction of the facility, if the Morgan Lake alternative route is selected, the certificate holder shall ensure that facility components are not sited within the boundary of the Ladd Marsh Wildlife Area. The certificate holder shall provide to the Department a final design map for Union County demonstrating that the site boundary and facility components are located outside of the protected area boundary.</p> <p>[Protected Areas Condition 2]</p>
<b>STANDARD: RETIREMENT AND FINANCIAL ASSURANCE (RT) [OAR 345-022-0050]</b>	
GEN-RT-01	<p>The certificate holder must prevent the development of any conditions on the site that would preclude restoration of the site to a useful, non-hazardous condition to the extent that prevention of such site conditions is within the control of the certificate holder.</p> <p>[Retirement and Financial Assurance Condition 1, Mandatory Condition OAR 345-025-0006(7)]</p>
<b>STANDARD: FISH AND WILDLIFE HABITAT (FW) [OAR 345-022-0060]</b>	
GEN-FW-01	<p>The certificate holder shall:</p> <p>a. Prior to construction of a phase or segment of the facility, finalize, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Reclamation and Revegetation Plan (Attachment P1-3 of the Final Order on the ASC), and submit to the Department for its approval a final Reclamation and Revegetation Plan for that phase or segment of the facility to be constructed. The protective measures described in the draft Reclamation and Revegetation Plan in Attachment P1-3 of the Final Order on the ASC shall be included and implemented as part of the final Reclamation and Revegetation Plan, unless otherwise approved by the Department. Components of the plan to be finalized are as follows. All components can be specific to the phase or segment of the facility to be constructed:</p> <p>i. Habitat (type/subtype) and disturbance impact (acres) assessment based on final facility design and layout and preconstruction field verification of disturbance areas.</p>

	<ul style="list-style-type: none"> <li>ii. Identification and mapping of reclamation treatment and control monitoring sites per habitat type.</li> <li>iii. Identification and mapping of transect size and quantity, based on size of disturbance areas, to be paired with treatment and control monitoring sites per habitat type.</li> <li>iv. Collection of preconstruction qualitative and quantitative data at treatment and control monitoring sites.</li> <li>v. Development of site-specific data analysis protocol for photographs and a standardized data-recording form.</li> <li>vi. Identification, and confirmation of availability, of appropriate seed mixes per impacted habitat type</li> </ul> <p>b. Post-construction of a phase or segment of the facility, the certificate holder shall conduct all work in compliance with the final Reclamation and Revegetation Plan referenced in sub(a) of this condition.</p> <p>[Fish and Wildlife Condition 1]</p>
<p style="text-align: center;">GEN-FW-02</p>	<p>The certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Prior to construction of a phase or segment of the facility, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Vegetation Management Plan (Attachment P1-4 of the Final Order on the ASC), finalize and submit to the Department for its approval, in consultation with ODFW, a final Vegetation Management Plan. The protective measures described in the draft Vegetation Management Plan in Attachment P1-4 of the Final Order on the ASC, shall be included and implemented as part of the final Vegetation Management Plan, unless otherwise approved by the Department.</li> <li>b. During construction, the certificate holder shall conduct all work in compliance with the final Vegetation Management Plan referenced in sub(a) of this condition.</li> <li>c. During operation, the certificate holder shall conduct all work in compliance with the final Vegetation Management Plan referenced in sub(a) of this condition.</li> </ul> <p>[Fish and Wildlife Condition 2]</p>
<p style="text-align: center;">GEN-FW-03</p>	<p>The certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Prior to construction of a phase or segment of the facility, in accordance with the OAR 345-025-0016 agency consultation process outlined in the draft Noxious Weed Plan(s) (Attachment P1-5 of the Final Order on the ASC), finalize, and submit to the Department for its approval, a final Noxious Weed Plan. The protective measures as described in the draft Noxious Weed Plan provided as Attachment P1-5 to the Final Order on the ASC, shall be included and implemented as part of the final Noxious Weed Plan, unless otherwise approved by the Department.</li> <li>b. During operation, the certificate holder shall conduct all work in compliance with the final Noxious Weed Plan referenced in sub(a) of the condition.</li> </ul> <p>[Fish and Wildlife Condition 3]</p>
<p style="text-align: center;">GEN-FW-04</p>	<p>The certificate holder shall:</p>

- a. Prior to construction of any phase or segment of the facility, finalize, and submit to the Department for its approval, a final Fish and Wildlife Habitat Mitigation Plan, based on the plan provided as Attachment P-6 of the Final Order on the ASC. The final Fish and Wildlife Habitat Mitigation Plan shall include the following, unless otherwise approved by the Department:

Information To Be Included in Final Habitat Mitigation Plan, based on the phase or segment of the facility to be constructed:

- i. The areas that were surveyed for biological resources;
- ii. The location of all facility components and related and supporting facilities;
- iii. The areas that will be permanently and temporarily disturbed during construction;
- iv. The protective measures described in the draft Fish and Wildlife Habitat Mitigation Plan in Attachment P-6 of the Final Order on the ASC; and
- v. The results of the biological surveys referenced in Fish and Wildlife Conditions 15 and 16.

Final Habitat Mitigation Plan Shall Address the Following: The final Fish and Wildlife Habitat Mitigation Plan shall address the potential habitat impacts through mitigation banking, an in-lieu fee program, development of mitigation projects by the certificate holder, or a combination of the same.

- i. To the extent the certificate holder shall develop its own mitigation projects, the final Habitat Mitigation Plan shall:
  1. Identify the location of each mitigation site, including a map of the same;
  2. Identify the number of credit-acres that each mitigation site will provide for the certificate holder;
  3. Include a site-specific mitigation management plan for each mitigation site that provides for:
    - A. A baseline ecological assessment;
    - B. Conservation actions to be implemented at the site;
    - C. An implementation schedule for the baseline ecological assessment and conservation actions;
    - D. Performance measures;
    - E. A reporting plan; and
    - F. A monitoring plan.
- ii. To the extent the certificate holder shall utilize a mitigation bank or in-lieu fee program, the final Habitat Mitigation Plan shall:
  1. Describe the nature, extent, and history of the mitigation bank or in-lieu fee program; and
  2. Identify the number of credit-acres that each mitigation site will provide for the certificate holder.
- iii. Oregon's Elk Mitigation Framework shall be used to calculate the amount of elk habitat compensatory mitigation required for the facility.
- iv. The final Fish and Wildlife Habitat Mitigation Plan may be amended

	<p>from time to time by agreement of the certificate holder and the Department. Such amendments may be made without amendment to the site certificate. The Council authorizes the Department to agree to amendments of the plan and to mitigation actions that may be required under the plan; however, the Council retains the authority to approve, reject, or modify any amendment of the plan agreed to by the Department.</p> <p>b. During construction, the certificate holder shall commence implementation of the conservation actions set forth in the final Fish and Wildlife Habitat Mitigation Plan referenced in sub(a) of this condition.                  [Fish and Wildlife Condition 4]</p>
GEN-FW-05	<p>Prior to construction of any phase or segment of the facility, the certificate holder shall train all construction personnel on the protection of cultural, paleontological, ecological, and other natural resources such as (a) federal and state laws regarding antiquities, paleontological resources, and plants and wildlife, including collection and removal; (b) the importance of these resources; (c) the purpose and necessity of protecting them; and (d) reporting and procedures for stop work. Prior to the training, the certificate holder must provide the Department with a copy of training materials that will be used such as Power Point slides, information hand-outs, maps, and other materials.                  [Fish and Wildlife Condition 6]</p>
GEN-FW-06	<p>Prior to and during construction, the certificate holder shall flag the following environmentally sensitive areas as restricted work zones:</p> <ul style="list-style-type: none"> <li>a. State protected plant species;</li> <li>b. Wetlands and waterways that are not authorized for construction impacts;</li> <li>c. Areas with active spatial and seasonal restrictions; and</li> <li>d. Category 1 habitat.</li> </ul> <p>Prior to construction of a phase or segment of the facility, the certificate holder shall submit a mapset showing the location of environmentally sensitive areas and restricted work zones to the department for its approval. The certificate holder shall make the mapset available to all construction personnel.                  [Fish and Wildlife Condition 7]</p>
GEN-FW-07	<p>During construction and operation, the certificate holder shall employ a speed limit of 25 miles per hour or less on private facility access roads.                  [Fish and Wildlife Condition 8]</p>
GEN-FW-08	<p>The certificate holder shall construct the transmission line to avian-safe design standards, consistent with the certificate holder's Avian Protection Plan (Idaho Power 2015) as provided in Attachment P1-9 of the Final Order on the ASC. Within 30 days of identification of an avian fatality within the site boundary, where predicted causal factor is electrocution or collision, the certificate holder shall report the species name and location identified (Milepost) and shall consult with ODFW and the Department on retrofit technologies or other adaptive management strategy to minimize fatality risk.                  [Fish and Wildlife Condition 10]</p>

<b>STANDARD: SCENIC RESOURCES (SR) [OAR 345-022-0080]</b>	
GEN-SR-01	The certificate holder shall use dull-galvanized steel for lattice towers and non-specular conductors. [Scenic Resources Condition 1]
GEN-SR-02	If, at final facility design, the transmission line route crosses Ladd Marsh Wildlife Management Area in Union County, the certificate holder shall select transmission structures to be constructed between approximately Milepost 108 and Milepost 113 with design modifications including Lattice-frames with a Natina finish. [Scenic Resources Condition 2]
GEN-SR-03	At final facility design, the certificate holder shall select transmission structures, to be constructed in the vicinity of the National Historic Oregon Trail Interpretive Center between approximately Milepost 145.1 and Milepost 146.6, with the following design modifications: a. H-frames; b. Tower height no greater than 130 feet; and c. Weathered steel (or an equivalent coating). Additionally, the certificate holder shall construct the facility using tower structures that meet the following criteria between approximately Milepost 146.6 and Milepost 146.7: a. H-frames; b. Tower height no greater than 154 feet; and c. Weathered steel (or an equivalent coating). [Scenic Resources Condition 3]
GEN-SR-04	At final facility design, the certificate holder shall select transmission structures, to be constructed in the vicinity of Birch Creek Area of Critical Environmental Concern between approximately Milepost 197.9 and Milepost 199.1, with design modifications including H-frame, with structure height not to exceed 100 feet. [Scenic Resources Condition 4]
<b>STANDARD: HISTORIC, CULTURAL, AND ARCHEOLOGICAL RESOURCES (HC) [OAR 345-022-0090]</b>	
GEN-HC-01	During final design and construction of the facility, the certificate holder shall design and locate facility components to avoid direct impacts to Oregon Trail/National Historic Trail resources consistent Attachment S-9 Historic Properties Management Plan (HPMP) of the Final Order on the ASC. [Historic, Cultural and Archeological Resources Condition 1]
GEN-HC-02	Prior to construction of a phase or segment of the facility, subject to confidential material submission procedures, and based on 1) new survey data from previously unsurveyed areas and 2) the final design of the facility, the certificate holder shall submit to the Department, the State Historic Preservation Office (SHPO), and applicable Tribal Governments, for review and Department approval a final Historic Properties Management Plan (HPMP) Attachment S-9 of the Final Order on ASC. The Department may engage its consultant to assist in review of the HPMP. The certificate holder shall conduct all construction activities in compliance with the final Department-approved HPMP.

	[Historic, Cultural and Archeological Resources Condition 2]
<b>STANDARD: RECREATION (RC) [OAR 345-022-0100]</b>	
GEN-RC-01	<p>If the Morgan Lake alternative facility route is selected, the certificate holder shall construct the facility using tower structures that meet the following criteria for the transmission line that would be visible from Morgan Lake Park, specifically between milepost (MP) 5.0 to MP 8.0 of the Morgan Lake alternative, as shown on ASC Exhibit C, Attachment C-3, Map 8.</p> <ul style="list-style-type: none"> <li>a. H-frames;</li> <li>b. Tower height no greater than 130 feet; and</li> <li>c. Weathered steel (or an equivalent coating).</li> </ul> <p>[Recreation Condition 1]</p>
<b>STANDARD: PUBLIC SERVICES (PS) [OAR 345-022-0110]</b>	
GEN-PS-01	<p>At least 90 days prior to use of a helicopter(s) during construction, the certificate holder shall submit to the Department and each affected County Planning Department a proposed Helicopter Use Plan. The plan must be approved by the Department, in consultation with each county where helicopter use is proposed, prior to use of a helicopter during construction. The certificate holder shall conduct all work in compliance with the approved Helicopter Use Plan. The Helicopter Use Plan shall identify or provide:</p> <ul style="list-style-type: none"> <li>a. The type of helicopters to be used (all helicopters must be compliant with the noise certification and noise level limits set forth in 14 CFR § 36.11);</li> <li>b. The duration of helicopter use;</li> <li>c. Approximate helicopter routes to be used;</li> <li>d. Protected areas and recreation areas within two miles of the approximate helicopter routes;</li> <li>e. Roads or residences over which external loads will be carried;</li> <li>f. Multi-use areas and light-duty fly yards containing helipads shall be located: (i) in areas free from tall agricultural crops and livestock; (ii) at least 500 feet from organic agricultural operations; and (iii) at least 500 feet from existing dwellings on adjacent properties;</li> <li>g. Flights shall occur only between sunrise and sunset;</li> <li>h. At least 30 days prior to initiating helicopter operations at any multi-use area or light-duty fly yard, the certificate holder shall contact adjacent property owners within 1,000 feet of the relevant multi-use area or light-duty fly yard;</li> <li>i. At least 30 days prior to initiating helicopter operations, the certificate holder shall consult with the Oregon Department of Aviation regarding the preparation and posting of notices to airmen regarding the location and nature of work being performed. The notice will be posted at each of the public airports in the vicinity of the facility to alert other aviators of the location and timing of facility-related helicopter construction activities; and</li> <li>j. The certificate holder shall maintain a customer service telephone line to address, among other things, complaints regarding helicopter operations.</li> </ul> <p>[Public Services Condition 3]</p>

GEN-PS-02	<p>Prior to construction of a facility phase or segment, in accordance with the OAR 345-025-0016 agency consultation process outlined in the plan (Attachment U-3 of the Final Order on the ASC), the certificate holder shall submit final Fire Prevention and Suppression Plan(s) to the Department for approval. The plan finalization process shall consider (a)(i) and (a)(ii) unless otherwise identified by a land management agency or other participating review agency:</p> <ul style="list-style-type: none"> <li>a. The protective measures as described in the draft Fire Prevention and Suppression Plan as provided in Attachment U-3 of the Final Order on the ASC and:             <ul style="list-style-type: none"> <li>i. Wildfire training for onsite workers and facility personnel be conducted by individuals that are National Wildfire Coordination Group and Federal Emergency Management Agency certified.</li> <li>ii. Specific seasonal work restrictions, onsite fire-fighting equipment and necessary fire protection resources based on: 1) documented evaluation of reasonably available sources related to wildfire risk and sensitive seasonal conditions such as high temperatures, drought and high winds; and 2) update Table PS-9 of the Final Order on the ASC based on information obtained from the LGRFPD on the number of full-time and volunteer employees, number and type of equipment/vehicles, and response times to the facility. Response time must consider LGRFPD crew mobilization time and access limitations (e.g., road condition, level of service and impact of multi-users from Morgan Lake Park, residents and emergency services.</li> </ul> </li> <li>b. A description of the fire districts and rural fire protection districts that will provide emergency response services during construction and copies of any agreements between the certificate holder and the districts related to that coverage.</li> <li>c. All work must be conducted in compliance with the approved plan during construction and operation, as applicable, of the facility.</li> </ul> <p>Public Services Condition 6]</p>
GEN-PS-03	<p>The certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Prior to operation, provide a copy of its Wildfire Mitigation Plan to the Department and each affected county which provides a wildfire risk assessment and establishes action and preventative measures based on the assessed operational risk from and of wildfire in each county affected by the facility.</li> <li>b. During operation, the certificate holder shall update the Wildfire Mitigation Plan on an annual basis, or frequency determined acceptable by the Department in consultation with the Oregon Public Utilities Commission.</li> <li>c. During operation, for the service territories the facility would be located within, the certificate holder shall provide to each of the fire districts and rural fire protection a contact phone number to call in the event a district needs to request an outage as part of a fire response.</li> </ul>

	<p>d. Any Wildfire Mitigation Plan required by the Oregon Public Utilities Commission shall be considered by EFSC as meeting the requirements of this condition.</p> <p>[Public Services Condition 7]</p>
<b>STANDARD: WASTE MINIMIZATION (WM) [OAR 345-022-0120]</b>	
GEN-WM-01	<p>At least 90 days prior to construction of a facility phase or segment, the certificate holder shall submit to the Department a Construction Waste Management Plan. The Department must review and approve the plan prior to construction of a facility phase or segment. The site certificate holder shall conduct all work in compliance with the approved Plan. The Plan must address, at a minimum:</p> <ul style="list-style-type: none"> <li>a. The number and types of waste containers to be maintained at multi-use areas and pulling and tensioning sites;</li> <li>b. Waste segregation methods for recycling or disposal;</li> <li>c. Names and locations of appropriate recycling and waste disposal facilities, collection requirements, and hauling requirements to be used during construction;</li> <li>d. Recycling steel and other metal scrap;</li> <li>e. Recycling wood waste;</li> <li>f. Recycling packaging wastes such as paper and cardboard;</li> <li>g. Collecting non-recyclable waste for transport to a local landfill by a licensed waste hauler or by using facility equipment and personnel to haul the waste;</li> <li>h. Segregating all hazardous and universal wastes such as used oil, oily rags and oil- absorbent materials, mercury-containing lights and lead-acid and nickel cadmium batteries for disposal by a licensed firm specializing in the proper recycling or disposal of hazardous and universal wastes;</li> <li>i. When possible, discharging concrete truck rinse-out within foundation holes, completing truck wash-down off-site, and burying other concrete waste as fill on-site whenever possible; and</li> <li>j. For waste hauling and disposal within Morrow County, the certificate holder shall ensure its personal or third party contractors adhere to the applicable requirements in the Morrow County Solid Waste Management Ordinance Section 5.000 Public Responsibilities, 5.010 Transportation of Solid Waste and 5.030 Responsibility for Propose Disposal of Hazardous Waste which requires that all loads be covered and secured and that operators be responsible for hazardous waste disposal in accordance with applicable regulatory requirements.</li> <li>k. If required by county ordinance, solid waste transported on public roads must be covered and secured during transporting, including:             <ul style="list-style-type: none"> <li>i. Loads which are totally contained within an enclosed vehicle or container;</li> <li>ii. Loads of solid waste contained in garbage cans with tightly fitting lids, tied plastic bags or similar totally enclosed individual containers that are completely contained within the walls of a vehicle or container, such that no solid waste can reasonably be expected to escape during hauling;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>iii. Loads of brush, building materials and similar bulky materials which are secured in or on the hauling vehicle or completely contained within the walls of a vehicle or container, such that none can reasonably be expected to escape during hauling; or</li> <li>iv. Loads consisting entirely of rock, concrete, asphalt paving, stumps and similar materials that are completely contained within the walls of a vehicle or container, such that none can reasonably be expected to escape during hauling.</li> <li>I. A requirement that the certificate holder report to the Department on the implementation of the Plan during construction must be included in the six month construction report required pursuant to OAR 345-026-0080(1)(a).</li> </ul> <p>[Waste Minimization Condition 1]</p>
<b>STANDARD: SITING STANDARDS FOR TRANSMISSION LINES (TL) [DIVISION 24]</b>	
<p>GEN-TL-01</p>	<p>To reduce or manage human exposure to electromagnetic fields, the certificate holder shall design and construct:</p> <ul style="list-style-type: none"> <li>a. All aboveground 500-kV transmission lines with a minimum clearance of 34.5 feet from the ground under all operating conditions;</li> <li>b. All aboveground 230-kV transmission lines with a minimum clearance of 20 feet from the ground under all operating conditions; and</li> <li>c. All aboveground 138-kV transmission lines with a minimum clearance of 20 feet from the ground under all operating conditions.</li> <li>d. In areas where an aboveground transmission line will cross an existing transmission line, the certificate holder shall construct the transmission line at a height and separation that would ensure that alternating current electric fields do not exceed 9-kV per meter at one meter above the ground surface.</li> <li>e. The Department may authorize a lower conductor clearance in areas determined to not be accessible to the public or otherwise demonstrated by the applicant to be compliant with the standard.</li> </ul> <p>[Siting Standards for Transmission Lines Condition 1]</p>
<p>GEN-TL-02</p>	<ul style="list-style-type: none"> <li>a. The certificate holder shall design, construct, and operate the transmission lines, Longhorn Station, and communication stations in accordance with the requirements of the version of the National Electrical Safety Code that is most current at the time that final engineering of each of these components is completed; and</li> <li>b. The certificate holder shall develop and implement a program that provides reasonable assurance that all fences, gates, cattle guards, trailers, or other objects or structures of a permanent nature in place at the time of construction and within the right-of-way, that could become inadvertently charged with electricity are grounded or bonded throughout the life of the line. The certificate holder shall be responsible for costs associated with grounding or bonding of permanent infrastructure in place at the time of construction.</li> </ul> <p>[Siting Standards for Transmission Lines Condition 3, Site-Specific Condition OAR 345-</p>

	025-0010(4)]
<b>STANDARD: NOISE CONTROL REGULATIONS (NC) [OAR 340-035-0035]</b>	
GEN-NC-01	<p>Prior to construction, the certificate holder will initiate discussions with the 41 NSR property owners at which it has estimated exceedances of the ambient antidegradation standard may occur identified in Attachment X-4 and/or X-5 of the Final Order on the ASC (NSR: 8, 9, 10, 11, 5002, 69, 70, 5004, 46, 118, 125, 5010, 5011, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 518, 111, 112, 132, 133, 5008, 5009, 113, and 115) to develop mutually agreed upon Noise Exceedance Mitigation Plans, specific to each NSR location. The site-specific Noise Exceedance Mitigation Plans will include agreed upon measures that would be implemented at the NSR location to minimize or mitigate the ambient antidegradation standard noise exceedance.</p> <ol style="list-style-type: none"> <li>a. If the certificate holder and the NSR property owner agree upon a specific Noise Mitigation Plan, the certificate holder will submit a signed acknowledgement from the property owner to the Department for its records.</li> <li>b. If an agreement between certificate holder and NSR property owner is not obtained, the certificate holder shall concurrently notify the Department and NSR property owner of the dispute and of Council review of the dispute to occur at the next regularly scheduled Council meeting, to the extent possible, from the date of the certificate holder's notice. The notice shall explain that the NSR property owner will be given an opportunity to provide comments to the Council on the dispute, unless the Council Chair defers the dispute review to the Department. Review of the dispute will be based on the information per sub(i) below, and any other relevant facts provided by the NSR property owner and will result in a determination of the appropriate mitigation measure(s), proportional to the facility operational noise levels in excess of the ambient degradation standard, as determined to occur at the NSR property. The Council or Department's determination of appropriate mitigation is not binding on the NSR property owner or certificate holder if the NSR property owner opts not to accept the mitigation.             <ol style="list-style-type: none"> <li>i. At the time of issuance of the notice per (b) above, certificate holder will submit to the Department: (1) the mitigation measures it offered the NSR property owner, the mitigation measures that the NSR property owner requested and an explanation of the dispute; (2) a list of the dates that the certificate holder communicated with, or attempted to communicate with, the NSR property owners; and (3) the names, addresses, and phone numbers of the NSR owners.</li> </ol> </li> <li>c. In working with NSR property owners under this condition, certificate holder will propose corona-noise mitigation of installation of sound- attenuating windows for residential structures as follows:             <ol style="list-style-type: none"> <li>i. For NSRs where an 11 to 14 dBA sound level increase above ambient noise levels are expected, certificate holder will purchase and install sound attenuating windows with an STC rating of 25-40.</li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>ii. For NSRs where a 15 dBA or greater sound level increase is expected, certificate holder will purchase and install sound attenuating windows with an STC rating of above 40.</li> <li>iii. If an owner of an NSR where an 11 dBA or greater sound level increase is expected provides a letter from a health care provider indicating that health care provider's belief that the owner has a health condition that is exacerbated by increased sound levels, upon request, certificate holder will purchase and install sound attenuating windows with an STC rating of over 40 and would work with the NSR property owner to consider other mitigation options, as appropriate. During landowner consultations required under this condition, the certificate holder will specifically ask each landowner whether that landowner has a health condition that the landowner believes is exacerbated by elevated sound levels.</li> <li>iv. At the request of an NSR property owner, certificate holder will offer alternative mitigation proposals, including but not limited to performing air-sealing of the NSR residence, planting trees, or installing insulation.</li> <li>d. Prior to operation, the certificate holder will implement the mitigation measures agreed upon with the NSR property owners and/or as determined by EFSC or the Department to be the appropriate mitigation measures.</li> </ul> <p>[Noise Control Condition 1]</p>
<p>GEN-NC-02</p>	<ul style="list-style-type: none"> <li>a. After the Site Certificate has been issued and before landowner consultations contemplated in Condition 1, the certificate holder will prepare a new version of Attachment X-7, which will update landowner information and correct any errors (Updated Attachment X-7). The certificate holder will send notices to all landowners listed in Updated Attachment X-7, which notice shall: (a) inform the recipient that the recipient is the owner of an NSR; (b) provide the requirements and condition language of Noise Control Conditions 1 and 2 as adopted by the Council; and (c) provide a plain language summary of the steps designated in Noise Control Conditions 1 and 2. In addition, prior to construction, the certificate holder shall develop and submit to the Department an operational noise complaint response plan as well as distribute a simplified operational noise complaint response plan to the landowners listed in Updated Attachment X-7.</li> <li>b. The plan shall specify that it is intended to address complaints filed by persons falling into one of the following categories: (1) the owner of an NSR property identified in Noise Control Condition 1, and for whom has received mitigation under Noise Control Condition 1, but who believes that exceedances (as measured at their NSR property) are occurring in a manner not otherwise allowed under Noise Control Condition 4 or Noise Control Condition 5; or (2) An owner of an NSR property within one mile of the site boundary who was not identified under Noise Control Condition 1 and who has not received mitigation from the certificate holder, but who nevertheless believes that exceedances above the ambient degradation standard have occurred at their NSR property.</li> <li>c. The plan shall include the following: Scope of the complaint response plan, including process for complaint filing, receipt, review and response. The scope</li> </ul>

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shall clearly describe how affected persons will be provided necessary information for filing a complaint and receiving a response, and will specify the information that the complainant must include in its complaint, including the date the certificate holder received the complaint, the nature of the complaint, weather conditions of the date for which the complaint is based (such as wind speed, temperature, relative humidity, and precipitation), duration of perceived noise issue, the complainant's contact information, and the location of the affected property.

- d. The plan shall require that the certificate holder notify the Department within three working days of receiving a noise complaint related to the facility. The notification shall include the date the certificate holder received the complaint, the nature of the complaint, weather conditions of the date for which the complaint is based (such as wind speed, temperature, relative humidity, and precipitation) as described by the complainant, duration of perceived noise issue, the complainant's contact information, the location of the affected property, and a schedule of any actions taken or planned to be taken by the certificate holder (including inspection and maintenance actions, or actions taken or planned to be taken pursuant to the processes described in subsection (e) of this condition).
  - e. The plan shall identify the following process if a noise complaint is received:
    - i. The certificate holder shall assess possible causes of the corona noise. If the complaint is received within the first 12 months of operation, the certificate holder will assess whether the corona noise is typical of noise that occurs during the transmission line "burn in period" (the first 12 months of operation) and ensure that it already has taken appropriate measures near that NSR to minimize corona noise that may occur during the burn in period (e.g., use conductors with a nonspecular finish/sandblasting of conductors to make them less reflective and clean them of manufacturing oils, protect the conductors to minimize scratching and nicking during construction). If the exceedance occurs during the burn-in period, and if the certificate holder complies with the requirements of this condition, the certificate holder will not be found to be in violation of its site certificate because of the exceedance.
    - ii. If it is determined the corona noise is not typical "burn in period" noise, the certificate holder will assess whether the noise exceeds the ambient antidegradation standard in a manner not otherwise allowed under Noise Control Condition 4 or Noise Control Condition 5. If the complainant's noise sensitive property or properties are included in Attachment X-5 of the Final Order on the ASC, the modeled sound level increases as presented in Attachment X-4 of the Final Order on the ASC may be relied upon to determine whether the corona noise exceeds the ambient antidegradation standard, unless the complainant voluntarily provides alternative noise data.
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- iii. If the complainant's NSR property or properties are not included in Attachment X-5 of the Final Order on the ASC, the certificate holder shall model the sound level increases using the methods set forth in ASC Exhibit X, unless the complainant voluntarily provides alternative noise data.
  - iv. If the complainant voluntarily provides alternative noise data and the data suggests an exceedance that had not previously been identified and mitigated, and/or an exceedance not otherwise allowed under Noise Control Condition 4 or Noise Control Condition 5, the complaint shall be verified through site specific sound monitoring conducted by an Oregon registered Professional Engineer, Board Certified by the Institute of Noise Control Engineering noise specialist, employed or contracted by the certificate holder, in accordance with NPC-1 unless otherwise approved by the Department. If site specific sound monitoring is not authorized by the complainant, the certificate holder's modeling results may be relied upon to determine compliance.
  - v. In the event of a dispute regarding complainant's noise data and the certificate holder's data from site specific sound monitoring, certificate holder shall request that EFSC, in consultation with the Department's noise consultant, if necessary, make the final determination regarding which data will be used to determine whether corona noise exceeds the ambient antidegradation standard and/or in a manner not allowed under Noise Control Condition 4 or Noise Control Condition 5. The EFSC Chair may direct the Department to make this determination.
  - f. The plan shall specify that if it is determined pursuant to the process described in subsection (e) of this condition that corona noise at the complainant's NSR property exceeds the ambient antidegradation standard in a manner not allowed under Noise Control Condition 4 or Noise Control Condition 5, and/or exceeds the ambient antidegradation standard at an NSR property that had not previously been predicted to experience exceedances under Noise Control Condition 1, the certificate holder shall work with the NSR property owner to develop a mutually agreed upon mitigation plan to include agreed upon measures that would be implemented at the NSR location to minimize or mitigate the ambient antidegradation standard noise exceedance. To be clear, the fact that the certificate holder has received an exception or variance under Noise Control Conditions 4 and 5 does not excuse the certificate holder from providing mitigation under this condition.
    - i. If the NSR property was identified in Noise Control Condition 1 and has previously received mitigation by the certificate holder, and if it has been determined that the NSR property experiences exceedances not allowed under Noise Control Condition 4 or Noise Control Condition 5, the certificate holder will work with the complainant to identify supplemental mitigation measures, which may include any of the measures discussed in Noise Control Condition 1 or the ASC, or other measures requested by the complainant.
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	<p>ii. If the NSR property was not identified in Noise Control Condition 1 and has not been provided with mitigation by the certificate holder, certificate holder will work with the NSR property owner to identify appropriate mitigation measures, which may include any of the measures discussed in Noise Control Condition 1 or the ASC, or other measures requested by the landowner.</p> <p>iii. If, through the efforts described above, the certificate holder executes an agreement with the NSR property owner, the certificate holder will submit a signed acknowledgement from the property owner to the Department for its records. If an agreement between certificate holder and NSR property owner is not obtained, the certificate holder shall concurrently notify the Department and NSR property owner of the dispute and of Council review of the dispute to occur at the next regularly scheduled Council meeting, to the extent possible, from the date of the certificate holder's notice. The notice shall explain that the NSR property owner will be given an opportunity to provide comments to the Council on the dispute, unless the Council defers the dispute review to the Department. Review of the dispute will be based on the information per (iv) below, and any other relevant facts provided by the NSR property owner and will result in a determination of the appropriate mitigation measure(s), proportional to the facility operational noise levels in excess of the ambient degradation standard, as determined to occur at the NSR property. The Council or Department's determination of appropriate mitigation is not binding on the NSR property owner or certificate holder if NSR property owner opts not to accept the mitigation.</p> <p>iv. At the time of issuance of the notice per (iii) above, certificate holder will submit to the Department: (1) the mitigation measures it offered the NSR property owner, the mitigation measures that the NSR property owner requested and an explanation of the dispute; (2) a list of the dates that the certificate holder communicated with, or attempted to communicate with, the NSR property owners; and (3) the names, addresses, and phone numbers of the NSR owners.</p> <p>g. The certificate holder shall provide necessary information to the complainant to support understanding of corona noise, corona noise levels and effects, and of the process to verify actual noise levels of events resulting in complaints. If the complainant opts not to authorize the certificate holder to conduct monitoring, and it is otherwise determined pursuant to the process described in subsection (e) of this condition that corona noise does not exceed the ambient antidegradation standard, the noise complaint shall be considered fully resolved and no mitigation shall be required.</p> <p>[Noise Control Condition 2]</p>
<b>STANDARD: REMOVAL FILL LAW (RF) [OAR 141-085-0500 through -0785]</b>	
GEN-RF-01	<p>The certificate holder shall:</p> <p>a. Prior to construction of a phase or segment of the facility, the certificate holder shall submit to the Department and Oregon Department of State Lands (DSL) a</p>

	<p>final Site Rehabilitation Plan (Plan), consistent with the draft Plan provided in Attachment J-2 of the Final Order on the ASC. The Department shall provide written verification of its review of the final Plan, confirming that the Plan is consistent with the draft Site Rehabilitation Plan.</p> <p>b. Following construction and during operation of a phase or segment of the facility, the certificate holder shall ensure that temporary impacts to wetlands and non-wetland waters of the state are restored in accordance with the final Plan.</p> <p>c. The Department will provide updates to Council on the certificate holder's implementation of the final Plan and of any Plan revisions at Council meetings, following submittal of the certificate holder's six-month construction progress report per General Standard of Review Condition 3 or annual report per General Standard of Review Condition 4.</p> <p>[Removal Fill Condition 2]</p>
<p>GEN-RF-02</p>	<p>The certificate holder shall:</p> <p>a. Prior to construction of a phase or segment of the facility, submit an updated final Compensatory Wetland and Non-Wetland Mitigation Plan (CWNWMP), consistent with the draft CWNWMP (Attachment J-1 to the Final Order on the ASC), for review and approval by the Department, in consultation with Department of State Lands (DSL). The Department shall provide written verification of its review and approval of the final CWNWMP. The final amount of wetland mitigation credit required shall be based on the final design configuration of the phase or segment of the facility and the estimated acres of wetlands and non-wetland waters of the state that would be permanently impacted, unless otherwise agreed to by the Department.</p> <p>b. Following construction and during operation of a phase or segment of the facility, the certificate holder shall implement the actions described in the final CWNWMP.</p> <p>c. The Department will provide updates to Council on the certificate holder's implementation of the final CWNWMP and of any Plan revisions at Council meetings, following submittal of the certificate holder's six-month construction progress report per General Standard of Review Condition 3 or annual report per General Standard of Review Condition 4.</p> <p>d. The final CWNWMP version approved when the facility begins operation may be revised or updated from time to time by agreement of the certificate holder and the Oregon Energy Facility Siting Council. Such revisions or updates may be made without amendment of the site certificate. The Council authorizes the Department to agree to revisions or updates to this plan, in consultation with DSL. The Department shall notify the Council of all revisions or updates, and the Council retains the authority to approve, reject, or modify any revisions or updates of the plan agreed to by the Department.</p> <p>[Removal Fill Condition 4]</p>
<p>GEN-RF-03</p>	<p>Prior to construction of a phase or segment of the facility and during operation, the certificate holder shall maintain compliance with the General and Special Conditions set forth in the removal-fill permit (Attachment J-3 to the Final Order on the ASC).</p>

	[Removal Fill Condition 5]
GEN-RF-04	<p>The certificate holder shall:</p> <ol style="list-style-type: none"> <li>a. Prior to construction of a phase or segment of the facility, comply with procedures in all Removal-Fill Conditions, and receive an updated removal-fill permit (Attachment J-3 to the Final Order on the ASC) reviewed and approved by the Department in consultation with the Oregon Department of State Lands.</li> <li>b. Prior to construction of a phase or segment of the facility, submit a final copy of the updated removal-fill permit issued by the Oregon Department of State Lands.</li> <li>c. Following construction and during operation of a phase or segment of the facility, the certificate holder shall implement the actions described in the removal-fill permit.</li> <li>d. The Department will provide updates to Council on the certificate holder's implementation of the removal-fill permit and of any permit revisions at Council meetings, following submittal of the certificate holder's six-month construction progress report per General Standard of Review Condition 3 or annual report per General Standard of Review Condition 4.</li> <li>e. The removal-fill permit version approved when the facility begins operation may be revised or updated from time to time by agreement of the certificate holder and the Oregon Energy Facility Siting Council ("Council"). Such revisions or updates may be made without amendment of the site certificate. The Council authorizes the Department to agree to revisions or updates to this permit. The Department shall notify the Council of all revisions or updates, and the Council retains the authority to approve, reject, or modify any revisions or updates of the permit agreed to by the Department.</li> </ol>
	[Removal Fill Condition 6]
<b>STANDARD: FISH PASSAGE [OAR 635-412-0035]</b>	
GEN-FP-01	<ol style="list-style-type: none"> <li>a. Prior to construction, the certificate holder shall finalize, and submit to the Department for its approval in consultation with ODFW, a final Fish Passage Plan. As part of finalizing the Fish Passage Plan, the certificate holder shall request from ODFW any new information ODFW may have on the status of the streams within the site boundary and shall address the information in the final Fish Passage Plan. In addition, the certificate holder shall seek concurrence from ODFW on the fish-presence determinations for non-fish bearing streams within the Ladd Creek watershed, as presented in ASC Exhibit P1-7B Table 3. If the certificate holder in consultation with ODFW, determines any of the previously identified non-fish bearing streams within the Ladd Creek Watershed to be fish-bearing, the certificate holder shall complete a crossing risk evaluation and obtain concurrence from ODFW on applicability of fish passage requirements. If fish passage requirements apply, certificate holder shall seek approval from the Energy Facility Siting Council of a site certificate amendment to incorporate ODFW approval of new crossings and fish passage design/plans and conditions. The protective measures described in the draft Fish Passage Plan in Attachment</li> </ol>

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- BB-2 to the Final Order on the ASC, shall be included as part of the final Fish Passage Plan, unless otherwise approved by the Department.
- b. The certificate holder shall maintain compliance with the measures outlined in the final Fish Passage Plan approved by the Department in consultation with ODFW.
  - c. The certificate holder shall comply with the following operational provisions, as required per ODFW's fish passage approval (December 30, 2015), per Attachment BB-2 Appendix A of the Final Order on the ASC:
    - 1. All in water work shall occur during the ODFW in-water work windows for each waterbody.
    - 2. Temporary water management and fish rescue, salvage, and recovery, is required (as prescribed in OAR 635-412-0035(10)) prior to all in-water work activities (defined as all work at or below the ordinary high water elevation) associated with the project. Fish salvage activities require the certificate holder to obtain State of Oregon Scientific Take Permits from ODFW.
    - 3. Wildlife rescue, salvage, and recovery activities associated with the facility require the applicant to obtain State of Oregon Wildlife Rescue Salvage Permits from ODFW.
    - 4. Fish passage design standards, as defined in OAR 635-412-0035(1) and (3), shall be implemented for all fish passage components of these projects.
    - 5. The certificate holder shall be responsible for all maintenance required such that projects provide adequate passage for native migratory fish. If monitoring by the certificate holder or ODFW indicates that fish passage is not being provided, the certificate holder in consultation with ODFW, shall determine the cause and, during a work period approved by ODFW, shall modify the structure as appropriate to rectify problems as necessary. Failure to maintain fish passage for the duration of these approvals shall constitute a violation of these approvals and applicable fish passage laws (ORS 509.610).
    - 6. After construction completion, the certificate holder or its designee, shall maintain, monitor, evaluate and report on the effectiveness of fish passage as required under ORS 509.610, and shall provide written status reports to ODFW's Fish Passage Program annually for the first three (3) years and then a final report at Year 5, or as determined by ODFW. Reports shall include photographs from established photo-points as part of the fish-passage evaluation and monitoring. Monitoring, evaluation, and reporting shall be conducted annually unless problems are observed that may require additional analysis. Fish passage reports shall consist of visual observations, photographs, as-built plan reviews, and future site visits with regards to fish passage at and through the project sites. Reports shall be submitted to the State Fish Passage Coordinator and the La Grande and Malheur Watershed District Fish Biologists. Electronic or hard copy submissions are acceptable.
    - 7. Failure to maintain fish passage at these locations shall constitute a violation of these approvals and applicable fish passage laws (ORS 509.585 and 509.610).
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Oregon Energy Facility Siting Council

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	<p>8. ODFW shall be allowed to inspect the crossing sites at reasonable times for the duration of the approval. Unless prompted by emergency or other exigent circumstances, inspection shall be limited to regular and usual business hours, including weekends.</p> <p>9. The appropriate ODFW District Fish Biologist shall be contacted 2-weeks in advance and prior to implementation of fish passage projects.</p> <p>10. These fish passage approvals in no way authorize a take of a federally listed species.</p> <p>[Fish Passage Condition 1]</p>
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### 5.3 Pre-Construction Conditions

<b>STANDARD: ORGANIZATIONAL EXPERTISE (OE) [OAR 345-022-0010]</b>	
PRE-OE-01	<p>Prior to construction, the certificate holder shall notify the Department of the identity and qualifications of any construction managers, including the on-site construction manager(s), to demonstrate that the construction manager is qualified in managing facility construction and has the capability to ensure compliance with all site certificate conditions.</p> <p>[Organizational Expertise Condition 3]</p>
PRE-OE-02	<p>Prior to construction, the certificate holder shall contractually require all construction contractors and subcontractors involved in the construction of the facility to comply with all applicable laws and regulations and with the terms and conditions of the site certificate. The certificate holder shall provide to the Department a copy of the executed contract terms requiring legal/site certificate compliance. Copies of the relevant contract terms may redact business confidential information. The contractors, on behalf of the certificate holder, may perform the requirements set forth in these site certificate conditions. However, such performance and such contractual provisions shall not relieve the site certificate holder of responsibility under the site certificate.</p> <p>[Organizational Expertise Condition 4]</p>
PRE-OE-03	<p>Prior to construction, the certificate holder shall:</p> <ol style="list-style-type: none"> <li>a. Submit to the Department and affected counties a list of third-party permits to be obtained or that have been obtained by Umatilla Electric Co-Op, Pacific Power and Oregon Trail Electric Cooperation for the communication station distribution lines.</li> <li>b. Submit to the Department copies of all obtained third party permits, as identified in (a) of this condition.</li> </ol> <p>[Organizational Expertise Condition 7]</p>
<b>STANDARD: STRUCTURAL STANDARD (SS) [OAR 345-022-0020]</b>	
PRE-SS-01	<p>At least 90 days prior to construction of a phase or segment of the facility:</p> <ol style="list-style-type: none"> <li>a. The certificate holder shall submit an investigation plan, prepared by a professional engineer or geologist licensed in Oregon, for the pre-construction site-specific geologic and geotechnical investigation to the Department for review in consultation with DOGAMI. The investigation plan shall specify the investigation methods to be used to evaluate site-specific seismic and non-seismic hazards identified in (b) of this condition and should, at a minimum, be consistent with the Oregon State Board of Geologist Examiners Guideline for Preparing Engineering Geologic Reports and include methods for literature review, geotechnical field exploration program, laboratory testing, mapping and detailed site reconnaissance.</li> <li>b. The certificate holder shall submit to the Department and DOGAMI a pre-construction site-specific geological and geotechnical investigation report</li> </ol>

	<p>(report), prepared by a professional engineer or geologist licensed in Oregon, for review, demonstrating that the facility site has been adequately characterized and the facility and temporary construction activities, such as blasting, have been designed and located to avoid seismic, soil and geologic hazards.</p> <ul style="list-style-type: none"> <li>i. The report shall at a minimum include information derived from the geological and geotechnical investigations regarding:             <ol style="list-style-type: none"> <li>1. Subsurface soil and geologic conditions within the site boundary;</li> <li>2. Site-specific geotechnical design criteria and data for the facility components informed by a Probabilistic Seismic Hazard Assessment and based on, at a minimum, identified fault sources, ground motion, site class for ground motion, and response spectra;</li> <li>3. Potentially active faults that may affect the facility and their potential risk to the facility;</li> <li>4. Potential slope instability and landslide hazards based on boring locations spaced approximately 1 mile along the alignment at dead-end structures; any corners or changes in alignment heading (angles); crossings of highways, major roads, rivers, railroads, and utilities as power transmission lines, natural gas pipelines, and canals; locations where blasting may occur; and, locations necessary to verify lithologic changes and/or geologic hazards such as landslides, steep slopes, or soft soil area.</li> <li>5. Potential liquefaction hazards;</li> <li>6. Potential soil expansion hazards;</li> <li>7. Groundwater detections and any related potential risk to the facility;</li> <li>8. Corrosive soils detections and any related potential risk to the facility; and</li> <li>9. Facility components within the 100-year flood zone and any related potential risk to the facility</li> <li>10. Define and delineate geological and geotechnical hazards to the facility, and identify means to mitigate the identified hazards.</li> <li>11. The report shall identify the applicable codes (i.e. Oregon Building Code, Oregon Structural Specialty Code), including name and reference number, that the facility components will be designed to satisfy.</li> </ol> </li> <li>ii. In the electronic (email) submission of the report to the Department, as required under (b) of this condition, the certificate holder shall identify whether blasting is recommended. For any recommended blasting locations, in table and map format, specify the transmission line structure number, milepost and county; and, either submit with the report the draft Framework Blasting Plan (Soil Protection Condition 4, Attachment G-5 of this order), following the pre-construction agency review process or provide the schedule for initiation of the established agency review process, as provided in the draft Blasting Framework Plan.</li> </ul> <p>[Structural Standard Condition 1]</p>
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**STANDARD: LAND USE (LU) [OAR 345-022-0030]**

PRE-LU-01	Prior to construction of any phase or segment of facility components in Umatilla
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	<p>County, the certificate holder shall work with the Public Works Department on building standards for the road improvements and construction, and for any roads constructed in forest lands in Umatilla County, the certificate holder will ensure road construction is consistent with the Oregon Forest Practices Act.                  [Land Use Condition 4]</p>
<p>PRE-LU-02</p>	<p>Prior to construction of any phase or segment of the facility in Baker County, the certificate holder shall provide to the Baker County Planning Department a list of the suppliers that will be supplying the aggregate used in construction in Baker County along with a copy of the suppliers' land use permits.                  [Land Use Condition 8]</p>
<p><b>STANDARD: RETIREMENT AND FINANCIAL ASSURANCE (RT) [OAR 345-022-0050]</b></p>	
<p>PRE-RT-01</p>	<p><b>Retirement and Financial Assurance Condition 4:</b> Consistent with Mandatory Condition OAR 345-025-0006(8), before beginning construction of the facility, the certificate holder shall submit to the State of Oregon, through the Council, a bond or letter of credit naming the State of Oregon, acting by and through the Council, as beneficiary or payee. During the construction phase (defined as the period of time from the beginning of construction as defined in ORS 469.300(6) to the date when the facility is placed in service), the certificate holder shall adjust the amount of the bond or letter of credit on a quarterly basis, as follows:</p> <ol style="list-style-type: none"> <li>a. The amount of the bond or letter of credit will be increased on a quarterly basis to correspond with the progress of the construction of the facility at the beginning of each quarter. The amount of the bond or letter of credit at the beginning of any such quarterly period will be equal to the product of (i) the estimated total decommissioning cost for the facility, adjusted for inflation, as specified in section (c) of this condition; and (ii) a fraction, the numerator of which is the number of quarters that have passed since commencement of construction, and the denominator of which will be the number of quarters during which the certificate holder must complete the construction phase; provided that in all cases the number resulting from the calculation shall not exceed 1.0.</li> <li>b. The certificate holder and the Department shall assume a four-year construction phase comprising sixteen quarterly periods. Therefore, for the first quarter of the construction phase, the bond or letter of credit will be maintained in an amount equal to one-sixteenth (1/16) of the total estimated decommissioning cost specified in section (c) of this condition. At the end of the first year of construction—i.e., four quarters—the amount of the bond or letter of credit will be equal to four-sixteenths (4/16) of the total estimated decommissioning costs.</li> <li>c. The estimated total decommissioning cost for the facility is \$140,779,000 (3rd Quarter 2016 dollars), to be adjusted to the date of issuance of the bond or letter of credit, and on a quarterly basis thereafter during the construction phase. For the purposes of calculating the bond or letter of credit amount required by section (a) of this condition, the certificate holder shall adjust the estimated total decommissioning cost using the following calculation:</li> </ol>

	<ul style="list-style-type: none"> <li>ii. Adjust the estimated decommissioning cost to correspond with the progress of the construction of the facility at the beginning of each quarter, based on the unit costs and assumptions identified in the Final Order on the ASC, Attachment W-1.</li> <li>iii. Adjust the estimated total decommissioning cost (expressed in Q3 2016 dollars) to present value, using the U.S. Gross Domestic Product Implicit Price Deflator, Chain-Weight, as published in the Oregon Department of Administrative Services' "Oregon Economic and Revenue Forecast" or by any successor agency and using the third quarter 2016 index value and the quarterly index value for the date of issuance of the new bond or letter of credit. If at any time the index is no longer published, the Council shall select a comparable calculation to adjust third quarter 2016 dollars to present value.</li> <li>iv. Round the result total to the nearest \$1,000 to determine the inflation-adjusted estimated total decommissioning cost.</li> <li>d. The certificate holder shall use an issuer of the bond or letter of credit approved by the Council.</li> <li>e. The certificate holder shall use a form of bond or letter of credit approved by the Council. The certificate holder shall describe the status of the bond or letter of credit in the annual report submitted to the Council under OAR 345-026-0080(1)(b). The bond or letter of credit shall not be subject to revocation or reduction before the facility has been placed in service, at which time the certificate holder must provide the bond or letter of credit specified in Retirement and Financial Assurance Condition 5.</li> <li>f. The amount of the bond or letter of credit may be amended from time to time by agreement of the certificate holder and the Department to account for adjustments in the construction schedule. Subject to Department approval, the certificate holder may request an adjustment of the bond or letter of credit amount based on final design configuration of the facility by applying the unit costs and assumptions presented in the Final Order on the ASC, Attachment W-1. Such adjustments may be made without amendment to the site certificate. The Council authorizes the Department to agree to these adjustments in accordance with this condition.</li> </ul> <p>[Retirement and Financial Assurance Condition 4]</p>
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**STANDARD: FISH AND WILDLIFE HABITAT (FW) [OAR 345-022-0060]**

PRE-FW-01	<p>Prior to construction of a phase or segment of the facility, the certificate holder shall conduct, as applicable, the following biological surveys on those portions of the site boundary that have not been surveyed at the time of issuance of the site certificate, based on the survey protocols included in ASC Exhibit P Attachment P1-2 Revised Final Biological Survey Work Plan, unless otherwise approved by the Department in consultation with ODFW:</p> <ul style="list-style-type: none"> <li>a. Northern Goshawk;</li> <li>b. American Three-Toed Woodpecker;</li> <li>c. Great Gray Owl;</li> <li>d. Flammulated Owl;</li> </ul>
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	<ul style="list-style-type: none"> <li>e. Terrestrial Visual Encounter Surveys;</li> <li>f. Wetlands; and</li> <li>g. Fish Presence and Crossing Assessment Surveys.</li> </ul> <p>[Fish and Wildlife Condition 15]</p>
<p style="text-align: center;">PRE-FW-02</p>	<p>Prior to construction of a phase or segment of the facility, the certificate holder shall conduct, as applicable, the following biological surveys on all portions of the site boundary, regardless of whether those portions have been surveyed at the time of issuance of the site certificate, based on the survey protocols included in ASC Exhibit P Attachment P1-2 Revised Final Biological Survey Work Plan, unless otherwise approved by the Department in consultation with ODFW:</p> <ul style="list-style-type: none"> <li>a. Washington ground squirrels;</li> <li>b. Raptor nests;</li> <li>c. Pygmy rabbits;</li> <li>d. State-listed Threatened and Endangered plants</li> <li>e. Greater sage-grouse, as necessary for the State of Oregon to calculate the amount of sage-grouse habitat compensatory mitigation required for the facility using Oregon’s Sage-Grouse Habitat Quantification Tool.</li> </ul> <p>[Fish and Wildlife Condition 16]</p>
<p style="text-align: center;">PRE-FW-03</p>	<p>At least 90 days prior to construction of a facility phase or component in sage-grouse habitat as mapped by The Oregon Department of Fish and Wildlife (ODFW) at that time, unless otherwise agreed to by the Department, the certificate holder shall finalize, and submit to the Department for its approval, in consultation with ODFW, a final Sage-Grouse Habitat Mitigation Plan for the phase or segment to be constructed.</p> <ul style="list-style-type: none"> <li>a. The certificate holder shall provide to the Department the information necessary for the State of Oregon to calculate the amount of sage-grouse habitat compensatory mitigation required for the facility using Oregon’s Sage-Grouse Habitat Quantification Tool (HQT).</li> <li>b. The final Sage-Grouse Habitat Mitigation Plan shall address the potential sage-grouse habitat impacts through mitigation banking, an in-lieu fee program, development of mitigation projects by the certificate holder, or a combination of the same.             <ul style="list-style-type: none"> <li>i. To the extent the certificate holder develops its own mitigation projects, the final Sage-Grouse Habitat Mitigation Plan shall:                 <ol style="list-style-type: none"> <li>1. Identify the location of each mitigation site, including a map of the same;</li> <li>2. Identify the number of credit-acres that each mitigation site will provide for the certificate holder, including results of the HQT results for the site and mitigation actions;</li> <li>3. Include a site-specific mitigation management plan for each mitigation site that provides for:                     <ul style="list-style-type: none"> <li>A. A baseline ecological assessment;</li> <li>B. Conservation actions to be implemented at the site;</li> <li>C. An implementation schedule for the baseline ecological assessment</li> </ul> </li> </ol> </li> </ul> </li> </ul>

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	<p>and conservation actions;</p> <ul style="list-style-type: none"><li>D. Performance measures and success criteria for mitigation actions;</li><li>E. Adaptive management considerations for changes in habitat conditions or a results of catastrophic fire;</li><li>F. Weed management plan;</li><li>G. A reporting plan;</li><li>H. A monitoring plan; and;</li><li>I. A description of how the durability of the mitigation site will be achieved, including but not limited to, any long-term stewardship plans and financial assurances.</li></ul> <ul style="list-style-type: none"><li>ii. To the extent the site certificate utilizes a mitigation bank or in-lieu fee program, the final Sage-Grouse Habitat Mitigation Plan shall:<ul style="list-style-type: none"><li>1. Describe the nature, extent, and history of the mitigation bank or in-lieu fee program;</li><li>2. Identify the number of credit-acres that each mitigation site will provide for the certificate holder, and;</li><li>3. Demonstrate that ODFW has approved the program to fulfill sage-grouse habitat mitigation requirements.</li></ul></li><li>iii. The final Sage-Grouse Habitat Mitigation Plan shall include compensatory mitigation sufficient to address impacts from, at a minimum, all facility components except indirect impacts from existing access roads substantially modified for the facility (related or supporting facilities). For calculation purposes, new facility roads with access control will be assigned a “no-traffic” designation, and new roads without access control will be assigned a “low-traffic” designation. As referenced in Fish and Wildlife Condition 19, the certificate holder shall demonstrate during or about the third year of operation that sage-grouse habitat mitigation shall be commensurate with the final compensatory mitigation calculations, either by showing the already-implemented mitigation is sufficient to cover all facility component impacts, or by proposing additional mitigation to address any impacts incremental to the initial calculation. The final compensatory mitigation calculations must be based on the as-constructed facility as well as the pre- and post- construction traffic studies, and must include the addition of indirect impacts from substantially modified existing access roads.</li><li>c. Oregon’s Sage-Grouse Habitat Quantification Tool shall be used to calculate the amount of sage-grouse habitat compensatory mitigation required for the facility and the number of credit-acres that each mitigation site will provide for the certificate holder.</li><li>d. Prior to construction of a phase or segment in sage-grouse habitat as mapped by the Oregon Department of Fish and Wildlife (ODFW) at that time and based on final facility design, Oregon’s Sage-Grouse Development Registry shall be used to calculate and verify compliance with the metering and disturbance thresholds established at OAR 660-023-0115(16) and (17). Evidence of compliance must be</li></ul>
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	<p>provided to the Department prior to construction.</p> <p>e. The Sage-Grouse Habitat Mitigation Plan may be amended from time to time by agreement of the certificate holder and the department. Such amendments may be made without amendment to the site certificate. The Council authorizes the Department to agree to amendments of the plan and to mitigation actions that may be required under the plan; however, the Council retains the authority to approve, reject, or modify any amendment of the plan agreed to by the Department.</p> <p>[Fish and Wildlife Condition 17]</p>
<p style="text-align: center;">PRE-FW-04</p>	<p>Prior to construction of a phase or segment of the facility, the certificate holder shall conduct a one-year traffic study in elk habitat (elk summer range and elk winter range, based on the most recent ODFW maps available at the time) and sage-grouse habitat (areas of high population richness, core area habitat, low density habitat, and general habitat, based on most recent ODFW maps available at the time). The certificate holder shall submit the traffic study to the Department for its review and approval in consultation with ODFW.</p> <p>[Fish and Wildlife Condition 21]</p>
<p><b>STANDARD: PUBLIC SERVICES (PS) [OAR 345-022-0110]</b></p>	
<p style="text-align: center;">PRE-PS-01</p>	<p>Prior to construction within Malheur County,</p> <p>a. The certificate holder shall consult with the Owyhee Irrigation District on the segment between Milepost 255 and 258. Consultation shall present results of the geotechnical studies within this segment area, evaluate structure interference with irrigation structures, and confirm adequate clearance to minimize impacts to irrigation canal structures.</p> <p>b. The certificate holder shall develop mitigation for any agreed upon impacts from construction and operation of the facility to the South Canal of the Owyhee Project and any other impacted irrigation pipelines or equipment as determined appropriate by the certificate holder and Owyhee Irrigation District. A copy of any finalized agreement shall be submitted to the Department.</p> <p>[Public Services Condition 1]</p>
<p style="text-align: center;">PRE-PS-02</p>	<p>At least 90 days prior to construction of a facility phase or segment in each affected county and jurisdiction, unless otherwise approved by the Department, the certificate holder shall complete the following to address traffic impacts and transportation coordination in each county and jurisdiction:</p> <p>a. The certificate holder shall, in accordance with the OAR 345-026-0016 agency consultation process outlined in the draft Transportation and Traffic Plan (Attachment U-2 of the Final Order on the ASC) submit to the Department for review and approval, a final county-specific Transportation and Traffic Plan associated with the phase or segment of the facility to be constructed. The protective measures described in the draft Transportation and Traffic Plan, Attachment U-2 to the Final Order on the ASC, shall be included and implemented as part of the final county-specific Plan, unless otherwise approved by the Department, in consultation with the county or jurisdiction;</p>

	<p>b. The final county-specific Transportation and Traffic Plan submitted to the Department, county, and jurisdiction shall include:</p> <ul style="list-style-type: none"> <li>i. The identification of the final material/equipment transportation, access, and haul routes and documentation of the existing condition of the routes/roads;</li> <li>ii. Attachment B-5 Road Classification Guide and Access Control Plan attached to the Final Order on the ASC updated to reflect the final design of the facility. Include applicable road segment maps with road names for existing public roads, road names in Appendix A: Access Road Segment Attribute Table, road improvements designations, and final access control device description and locations;             <ul style="list-style-type: none"> <li>1. If, at final facility design, substantial modification of existing roads not identified as related or supporting facilities in Attachment B-5 (maps) of the Final Order on the ASC is necessary, the certificate holder must submit an Amendment Determination Request (OAR 345-027-0357), or submit a site certificate amendment request to the Department, prior to the modification to determine whether the road modifications are related or supporting facilities. Substantial modification of existing roads shall be as defined in Attachment B-5, which includes repairs to more than 20 percent of road surface, defined by the road prism width and longitudinal distance over a defined road segment.</li> </ul> </li> <li>iii. List any road use permits, encroachment permits, oversize/overweight permits, or road use or other legal agreements obtained by the construction contractor or applicant.</li> </ul> <p>c. The final Transportation and Traffic Plan for a phase or segment of the facility must be approved by the Department, in consultation with each county or jurisdiction, prior to construction.</p> <p>d. Prior to construction or road modification in any area designated as a geologic hazard zone by Oregon Department of Geology and Mineral Industries (DOGAMI) data and maps (e.g., as landslide or debris flow fan), or by relevant local zoning ordinances and maps, the site certificate holder and/or its construction contractors will consult with a licensed civil engineer to assess the proposed construction or road design in relation to potential geologic hazards.</p> <p>[Public Services Condition 2]</p>
<p>PRE-PS-03</p>	<p>Prior to construction of any phase or segment of the facility, the certificate holder shall submit to the Federal Aviation Administration (FAA) and the Oregon Department of Aviation (ODA) a FAA Form 7460-1 Notice of Proposed Construction or Alteration for transmission structures within 5-miles of a public airport (La Grande /Union County Airport and Baker City Airport) and cranes exceeding 200 feet in height. The certificate holder shall submit to the Department a copy of the FAA and ODA hazard determination.</p>

	[Public Services Condition 4]
PRE-PS-04	<p>At least 90 days prior to construction of a facility phase or segment, the certificate holder shall submit to the Department a proposed Environmental and Safety Training Plan, for review and approval by the Department, in consultation with each county and the medical response entities identified in the plan. The plan must include at a minimum, the following elements:</p> <ul style="list-style-type: none"> <li>a. Measures for securing multi-use areas and work sites when not in use;</li> <li>b. Drug/alcohol/firearm policies with clear consequences for violations; and</li> <li>c. An emergency and medical response plan including:                             <ul style="list-style-type: none"> <li>i) Contact information for federal, state, and county emergency management services;</li> <li>ii) Emergency response procedures for helicopter emergency response, spill reporting, hospitals closest to the transmission line route, and any other emergency response procedures;</li> <li>iii) Landing locations for medical emergency life-flights.</li> </ul> </li> <li>d. Requirements for training workers on the contents of the plan.</li> <li>e. The certificate holder shall maintain copies of the Environmental and Safety Training Plan onsite and conduct all work in compliance with the plan during construction and operation of the facility.</li> </ul> <p>[Public Services Condition 5]</p>
<b>STANDARD: SITING STANDARDS FOR TRANSMISSION LINES (TL) [DIVISION 24]</b>	
PRE-TL-01	<p>Prior to construction, the certificate holder shall schedule a time to brief the Public Utility Commission Safety, Reliability, and Security Division (Safety) Staff as to how it will comply with OAR Chapter 860, Division 024 during design, construction, operations, and maintenance of the facilities. The certificate holder shall notify the Department how and when it briefed the Public Utility Commission staff.</p> <p>[Siting Standards for Transmission Lines Condition 4]</p>
<b>STANDARD: REMOVAL FILL LAW (RF) [OAR 141-085-0500 through -0785]</b>	
PRE-RF-01	<p>The certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Prior to construction of a phase or segment of the facility, submit updated electronic wetland delineation report(s) to the Department and to the Oregon Department of State Lands. All wetland delineation report(s) submitted to the Oregon Department of State Lands shall follow its submission and review procedures.</li> <li>b. Prior to construction of a phase or segment of the facility, the Department must receive a Letter of Concurrence issued by the Oregon Department of State Lands referencing the applicable wetland delineation for the phase or segment of the facility.</li> </ul> <p>[Removal Fill Condition 1]</p>
PRE-RF-02	<p>Prior to construction of a phase or segment of the facility, the certificate holder shall provide an electronic copy of the updated Joint Permit Application (JPA) to the Department.</p> <p>[Removal Fill Condition 4]</p>

### 5.4 Constructions Conditions

Condition Number	(Site certificate conditions for all standards and phases)
<b>STANDARD: GENERAL STANDARD OF REVIEW (GS) [OAR 345-022-0000]</b>	
CON-GS-01	<p>Within six months after the Construction Commencement Deadline in General Standard of Review Condition 1, and every six months thereafter during construction of the facility and related or supporting facilities, the certificate holder shall submit a semiannual construction progress report to the Department consistent with OAR 345-026-0080(1)(a). To the extent that information required by this rule is contained in reports the certificate holder submits to other state, federal or local agencies, the certificate holder may submit excerpts from such other reports to satisfy this rule, unless otherwise required by a site certificate condition.                      [General Standard of Review Condition 3]</p>
CON-GS-02	<p>The certificate holder may begin construction, as defined in OAR 345-001-0010(12), or create a clearing on a part of the site if the certificate holder has construction rights on that part of the site and the certificate holder would construct and operate part of the facility on that part of the site even if a change in the planned route of transmission line occurs during the certificate holder's negotiations to acquire construction rights on another part of the site.                      [General Standard of Review Condition 7; Mandatory Condition OAR 345-025-0006(5)]</p>
<b>STANDARD: LAND USE (LU) [OAR 345-022-0030]</b>	
CON-LU-01	<p>During construction in Baker County, the certificate holder shall construct the facility to comply with the following setback distances and other requirements:  <u>In the EFU Zone (Based solely on certificate holder representations in the ASC):</u></p> <ol style="list-style-type: none"> <li>a. Buildings shall be setback as follows: front yards shall be set back at least 20 feet from property lines and road rights-of-way.</li> <li>b. Buildings and the fixed bases of transmission line towers shall be set back at least 60 feet from the center line of a road or street or 30 feet from any right-of-way in excess of 60 feet.</li> <li>c. Buildings and the fixed bases of transmission line towers shall be set back at least 10 feet from property lines.</li> <li>d. Buildings and the fixed bases of the transmission line towers shall be set back at least 50 feet from the high-water mark of naturally-occurring riparian area, bog, marsh, or waterway.</li> </ol> <p>[Land Use Condition 10]</p>
CON-LU-02	<p>Within 90-days of construction within Union County, if the Morgan Lake alternative route segment is selected at final facility design, the certificate holder shall provide the Department a copy of the Memorandum of Agreement, if executed, between the City of La Grande and certificate holder for improvements at Morgan Lake Park.</p>

	[Land Use Condition 17]
<b>STANDARD: FISH AND WILDLIFE HABITAT (FW) [OAR 345-022-0060]</b>	
CON-FW-01	<p>During construction, the certificate holder shall not conduct ground-disturbing activities within elk or mule deer winter range between December 1 to March 31. Upon request by the certificate holder, the Department in consultation with ODFW may provide exceptions to this restriction. The certificate holder's request must include a justification for the request, including any actions the certificate holder will take to avoid, minimize, or mitigate impacts to elk and mule deer in the relevant area.</p> <p>[Fish and Wildlife Condition 11]</p>
CON-FW-02	<p>During construction, if active pygmy rabbit colonies or the roost of a State Sensitive bat species is observed during the biological surveys set forth in Fish and Wildlife Conditions 15 and 16, the certificate holder shall submit to the Department for its approval a notification addressing the following:</p> <ol style="list-style-type: none"> <li>Identification of the State Sensitive bat species observed;</li> <li>Location of pygmy rabbit colony or bat roost; and</li> <li>Any actions the certificate holder will take to avoid, minimize, or mitigate impacts to pygmy rabbit colony or bat roost.</li> <li>The Department in consultation with the Oregon Department of Fish and Wildlife (ODFW) will review and approve the proposed avoidance, minimization, or mitigation measures prior to the action by the certificate holder to impact State Sensitive bat species roosts or hibernacula.</li> </ol> <p>[Fish and Wildlife Condition 12]</p>
CON-FW-03	<p>During construction, if the certificate holder will be conducting ground-disturbing activities during the migratory bird nesting season between April 1 and July 15, the certificate holder shall conduct, as applicable, biological surveys for native, non-raptor bird species nests on all portions of the site boundary a maximum of 7 days prior to ground-disturbing activities, regardless of whether those portions have been previously surveyed. If the certificate holder identifies a native, non-raptor bird species nest, the certificate holder shall submit to the Department for its approval a notification addressing the following:</p> <ol style="list-style-type: none"> <li>Identification of the native, non-raptor species observed;</li> <li>Location of the nest; and</li> <li>Any actions the certificate holder will take to avoid, minimize, or mitigate impacts to the nest.</li> </ol> <p>[Fish and Wildlife Condition 13]</p>

<p>CON-FW-04</p>	<p>During construction, the certificate holder shall not conduct ground-disturbing activities within the following timeframes and spatial buffers surrounding occupied nests of certain raptor species. Upon request by the certificate holder, the Department in consultation with ODFW may provide exceptions to this restriction. The certificate holder's request must include a justification for the request, including any actions the certificate holder will take to avoid, minimize, or mitigate impacts to the raptor and its nest.</p> <table border="1" data-bbox="451 512 1463 1089"> <thead> <tr> <th colspan="3" data-bbox="451 512 1463 552">Raptor Nest Buffers</th> </tr> <tr> <th data-bbox="451 552 782 667">Nesting Species</th> <th data-bbox="782 552 1084 667">Spatial Buffers (radius around nest site):</th> <th data-bbox="1084 552 1463 667">Temporal Restrictions</th> </tr> </thead> <tbody> <tr> <td data-bbox="451 667 782 703">Bald eagle</td> <td data-bbox="782 667 1084 703">0.5 mile</td> <td data-bbox="1084 667 1463 703">January 1 to August 15</td> </tr> <tr> <td data-bbox="451 703 782 739">Golden eagle</td> <td data-bbox="782 703 1084 739">0.5 mile</td> <td data-bbox="1084 703 1463 739">February 1 to August 15</td> </tr> <tr> <td data-bbox="451 739 782 774">Ferruginous hawk</td> <td data-bbox="782 739 1084 774">0.50 mile</td> <td data-bbox="1084 739 1463 774">March 15 to August 15</td> </tr> <tr> <td data-bbox="451 774 782 810">Flammulated owl</td> <td data-bbox="782 774 1084 810">0.25 mile</td> <td data-bbox="1084 774 1463 810">March 1 to August 15</td> </tr> <tr> <td data-bbox="451 810 782 846">Great gray owl</td> <td data-bbox="782 810 1084 846">0.25 mile</td> <td data-bbox="1084 810 1463 846">March 1 to August 15</td> </tr> <tr> <td data-bbox="451 846 782 882">Northern goshawk</td> <td data-bbox="782 846 1084 882">0.5 mile</td> <td data-bbox="1084 846 1463 882">May 1 to August 15</td> </tr> <tr> <td data-bbox="451 882 782 917">Peregrine falcon</td> <td data-bbox="782 882 1084 917">0.25 mile</td> <td data-bbox="1084 882 1463 917">January 1 to July 1</td> </tr> <tr> <td data-bbox="451 917 782 953">Prairie falcon</td> <td data-bbox="782 917 1084 953">0.25 mile</td> <td data-bbox="1084 917 1463 953">March 15 to July 1</td> </tr> <tr> <td data-bbox="451 953 782 989">Red-tailed hawk</td> <td data-bbox="782 953 1084 989">300 to 500 feet</td> <td data-bbox="1084 953 1463 989">March 1 to August 15</td> </tr> <tr> <td data-bbox="451 989 782 1024">Swainson's hawk</td> <td data-bbox="782 989 1084 1024">0.25 mile</td> <td data-bbox="1084 989 1463 1024">April 1 to August 15</td> </tr> <tr> <td data-bbox="451 1024 782 1089">Western burrowing owl</td> <td data-bbox="782 1024 1084 1089">0.25 mile</td> <td data-bbox="1084 1024 1463 1089">April 1 to August 15</td> </tr> </tbody> </table> <p>[Fish and Wildlife Condition 14]</p>	Raptor Nest Buffers			Nesting Species	Spatial Buffers (radius around nest site):	Temporal Restrictions	Bald eagle	0.5 mile	January 1 to August 15	Golden eagle	0.5 mile	February 1 to August 15	Ferruginous hawk	0.50 mile	March 15 to August 15	Flammulated owl	0.25 mile	March 1 to August 15	Great gray owl	0.25 mile	March 1 to August 15	Northern goshawk	0.5 mile	May 1 to August 15	Peregrine falcon	0.25 mile	January 1 to July 1	Prairie falcon	0.25 mile	March 15 to July 1	Red-tailed hawk	300 to 500 feet	March 1 to August 15	Swainson's hawk	0.25 mile	April 1 to August 15	Western burrowing owl	0.25 mile	April 1 to August 15
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<p>CON-FW-05</p>	<p>During construction of a facility phase or component in sage-grouse habitat as mapped by the Oregon Department of Fish and Wildlife (ODFW) at that time, the certificate holder shall implement the conservation actions set forth in the final Sage-Grouse Habitat Mitigation Plan referenced in Fish and Wildlife Condition 17 within six months of the impact actions.</p> <p>[Fish and Wildlife Condition 18]</p>																																							
<p>CON-FW-06</p>	<p>During construction, the certificate holder shall not conduct ground-disturbing activities within sage-grouse areas of high population richness, core area habitat, low density habitat, or general habitat between March 1 to June 30. Upon request by the certificate holder, the Department in consultation with ODFW may provide exceptions to this restriction. The certificate holder's request must include a justification for the exception, including any actions the certificate holder will take to avoid, minimize, or mitigate impacts to sage-grouse in the relevant area.</p> <p>[Fish and Wildlife Condition 20]</p>																																							
<p><b>STANDARD: THREATENED AND ENDANGERED SPECIES (TE) [OAR 345-022-0070]</b></p>																																								
<p>CON-TE-01</p>	<p>During construction, the certificate holder shall not conduct ground-disturbing activities within Category 1 Washington ground squirrel (WAGS) habitat, subject to the following:</p> <p>a. The identification and categorization of WAGS habitat shall be based on the</p>																																							

	<p>surveys referenced in Fish and Wildlife Condition 16 and the results of the surveys shall apply for up to three years.</p> <p>b. The certificate holder may span Category 1 WAGS habitat and may work within Category 1 WAGS habitat, provided such work does not cause any ground disturbance.</p> <p>c. The results of the surveys completed per Fish and Wildlife Condition 16 shall remain valid for 3 years. If, during construction and within three years of the protocol survey, an occupied WAGS colony is encountered, the habitat category identified during the protocol survey shall remain valid (i.e. habitat not considered Category 1); the certificate holder shall submit to the Department for its approval, in consultation with ODFW, a notification addressing the following:</p> <ul style="list-style-type: none"> <li>i. Location of the burrow or colony; and</li> <li>ii. Any actions the certificate holder will take to avoid, minimize, or mitigate impacts to the colony.</li> </ul> <p>[Threatened and Endangered Species Condition 1]</p>
<p>CON-TE-02</p>	<p>During construction, the certificate holder shall not conduct ground-disturbing activities within a 33-foot buffer around threatened or endangered plant species, based on pre-construction field surveys required per site certificate condition Fish and Wildlife Habitat 16, subject to the following:</p> <p>a. If complete avoidance is not possible (for example, if the threatened or endangered plant species is located within 33 feet of an existing road where upgrades are authorized), the certificate holder shall install temporary construction mats over soils where the threatened or endangered plant species have been observed and where construction vehicles will be operated; and</p> <p>b. If herbicides are used to control weeds, the certificate holder shall follow agency guidelines including guidelines recommended by the herbicide manufacturer, in establishing buffer areas around confirmed populations of threatened or endangered plant species and refrain from using herbicides within those buffers.</p> <p>[Threatened and Endangered Species Condition 2]</p>
<p><b>STANDARD: NOISE CONTROL REGULATIONS (NC) [OAR 340-035-0035]</b></p>	
<p>CON-NC-01</p>	<p>During construction, the certificate holder shall implement the following design measures and construction techniques to minimize potential corona noise during operations:</p> <p>a. For 500 kV transmission lines, use a triple bundled conductor configuration.</p> <p>b. Maintain tension on all insulator assemblies to ensure positive contact between insulators.</p> <p>c. Protect conductor surface to minimize scratching or nicking.</p> <p>[Noise Control Condition 3]</p>

### 5.5 Operational Conditions

Condition Number	(Site certificate conditions for all standards and phases)
<b>STANDARD: GENERAL STANDARD OF REVIEW (GS) [OAR 345-022-0000]</b>	
OPR-GS-01	<p>After January 1 but no later than April 30 of each year after beginning operation of the facility, unless otherwise agreed upon by the certificate holder and the Council Secretary, the certificate holder shall submit an annual report to the Department addressing the subjects listed in OAR 345-026-0080(1)(b). To the extent that information required by this rule is contained in reports the certificate holder submits to other state, federal or local agencies, the certificate holder may submit excerpts from such other reports to satisfy this rule, unless otherwise required by a site certificate condition.</p> <p>[General Standard of Review Condition 4]</p>
OPR-GS-02	<p>The certificate holder shall submit a legal description of the site to the Department, Malheur County Planning Department, Baker County Planning Department, Union County Planning Department, Umatilla County Planning Department, and Morrow County Planning Department within 90 days after beginning operation of the facility. The legal description required by this rule means a description of metes and bounds or a description of the site by reference to a map and geographic data that clearly and specifically identify the outer boundaries that contain all parts of the facility.</p> <p>[General Standard of Review Condition 5; Mandatory Condition OAR 345-025-0006(2)]</p>
OPR-GS-03	<p>Upon completion of construction, the certificate holder shall restore vegetation to the extent practicable and shall landscape all areas disturbed by construction in a manner compatible with the surroundings and proposed use. Upon completion of construction, the certificate holder shall remove all temporary structures not required for facility operation and dispose of all timber, brush, refuse and flammable or combustible material resulting from clearing of land and construction of the facility. In the annual report, the certificate holder shall report to the Department restoration activities, and applicable sections of the Reclamation and Revegetation Plan provided as Attachment P1-3 of the Final Order on the ASC, by county and area of temporary disturbance (i.e. multi-use areas, light duty fly yards, pulling and tensioning sites).</p> <p>[General Standard of Review Condition 9; Mandatory Condition OAR 345-025-0006(11)]</p>
<b>STANDARD: ORGANIZATIONAL EXPERTISE (OE) [OAR 345-022-0010]</b>	
OPR-OE-01	<p>During operations, the certificate holder shall provide documentation of inspection, including date inspection(s) occurred, issues identified, and any corrective actions taken, within the annual report submitted to the Department pursuant to OAR 345-026-0080(1)(b), for the following:</p>

	<p>a. Transmission line(s): Routine line patrols/inspections, unscheduled emergency line patrols, aerial vegetation patrols, and comprehensive 10-year maintenance inspection conducted in accordance with its Transmission Maintenance and Inspection Plan and Transmission Vegetation Management Program.</p> <p>b. Longhorn Station: Monthly inspections including visual inspections of buildings, fencing, and electrical equipment; monitoring of all protective relays, gauges, counters, meters, and communication devices; and, annual infrared assessment of bus and operating equipment carrying capacity in accordance with the Station Maintenance Program.</p> <p>[Organizational Expertise Condition 1]</p>
<b>STANDARD: SOIL PROTECTION (SP) [OAR 345-022-0022]</b>	
OPR-SP-01	<p>During operation, the certificate holder shall inspect the facility components for soil impacts as part of the certificate holder's regular transmission line inspection process and shall implement corrective action and mitigation measures, if necessary.</p> <p>[Soil Protection Condition 5]</p>
<b>STANDARD: RETIREMENT AND FINANCIAL ASSURANCE (RT) [OAR 345-022-0050]</b>	
OPR-RT-01	<p>Consistent with Mandatory Condition OAR 345-025-0006(8), no later than the date the facility is placed in service (the In-Service Date), the certificate holder shall submit to the State of Oregon, through the Council, a bond or letter of credit naming the State of Oregon, acting by and through the Council, as beneficiary or payee. The certificate holder shall maintain a bond or letter of credit as follows:</p> <p>a. Notwithstanding subsections (b) – (g) of this condition, the Council retains the authority to require the certificate holder to submit a bond or letter of credit, in a timeframe identified by Council, and in an amount equal to the estimated total decommissioning cost for the facility (\$140,779,000 in 3<sup>rd</sup> Quarter 2016 dollars adjusted to present day value), or another amount deemed by the Council to be satisfactory to decommission the facility and restore the site to a useful, nonhazardous condition.</p> <p>b. From the In-Service Date until In-Service Year 51, the amount of bond or letter of credit shall be \$1.00.</p> <p>c. On the 50<sup>th</sup> anniversary of the In-Service Date, the certificate holder shall begin maintaining a bond or letter of credit in an amount that will increase on an annual basis for the next 50 years. In year 51, the amount of the bond or letter of credit will be set at one-fiftieth (1/50) of the total estimated decommissioning costs, adjusted for inflation, as specified in section (e) of this condition. Each year, through the 100<sup>th</sup> year of service, the bond or letter of credit shall be increased by one-fiftieth (1/50) of the estimated decommissioning costs. Once the bond or letter of credit is in an amount equal to 100 percent of decommissioning costs, it will remain at that level for the life of the facility.</p> <p>d. On the fifth anniversary of the In-Service Date, and on each subsequent quinquennial thereafter, or any year if requested by Council, the certificate holder shall notify the Department 60 days prior and report to the Council in writing or in-person on the following subjects for the prior 5-year reporting</p>

period: (i) the physical condition of the facility; (ii) any evolving transmission or electrical technologies that could impact the continued viability of the facility; (iii) the facility's performance in the context of the larger power grid; and (iv) the certificate holder's general financial condition, including the certificate holder's credit rating and current financial statements for that 5-year reporting period. The Department shall review the 5-year report and may engage its consultant in the review of the 5-year report. The Department may also include other information in its evaluation of the 5 year-report, including but not limited to: expertise of other reviewing agencies and internal Department staff, consultation with industry experts, or other consulting parties. The certificate holder shall be responsible for all costs associated with review of the 5-year report, in accordance with applicable rules and statutes. Based on the information provided in the 5-year report, and the Department's review and recommendations, the Council will consider whether the certificate holder should be required to post a bond or letter of credit that varies from the financial assurance requirements set forth in sections (b) and (c) of this condition. The certificate holder shall be subject to Council's determination. The Council's determination may include extending the date on which the certificate holder would be required to begin posting the financial assurances set forth in section (c) of this condition.

- e. The estimated total decommissioning cost for the facility is \$140,779,000 (3<sup>rd</sup> Quarter 2016 dollars), to be adjusted to the date of issuance of the bond or letter of credit in In-Service Year 51, and on an annual basis thereafter. Subject to Department approval, the certificate holder may request an adjustment of the bond or letter of credit amount based on final design configuration of the facility by applying the unit costs and assumptions presented in the Final Order on the ASC, Attachment W-1. Such adjustments may be made without amendment to the site certificate. The Council authorizes the Department to agree to these adjustments in accordance with this condition. The certificate holder shall adjust the decommissioning cost for inflation using the following calculation:
  - i. Adjust the estimated total decommissioning cost (expressed in Q3 2016 dollars) to present value, using the U.S. Gross Domestic Product Implicit Price Deflator, Chain-Weight, as published in the Oregon Department of Administrative Services' "Oregon Economic and Revenue Forecast" or by any successor agency and using the third quarter 2016 index value and the quarterly index value for the date of issuance of the new bond or letter of credit. If at any time the index is no longer published, the Council shall select a comparable calculation to adjust third quarter 2016 dollars to present value.
  - ii. Round the result total to the nearest \$1,000 to determine the inflation-adjusted estimated total decommissioning cost.
- f. The certificate holder shall use an issuer of the bond or letter of credit approved by the Council.

	<p>g. The certificate holder shall use a form of bond or letter of credit approved by the Council. The certificate holder shall describe the status of the bond or letter of credit in the annual report submitted to the Council under OAR 345-026-0080(1)(b). The certificate holder shall maintain a bond or letter of credit in effect at all times as described in this condition and Retirement and Financial Assurance Condition 4 until the facility has been retired.                  [Retirement and Financial Assurance Condition 5]</p>
<b>STANDARD: FISH AND WILDLIFE HABITAT (FW) [OAR 345-022-0060]</b>	
<p>OPR-FW-01</p>	<p>During the third year of operation, the certificate holder shall provide to the Department a report demonstrating that fish and wildlife habitat mitigation is commensurate with the final compensatory mitigation calculations.</p> <ul style="list-style-type: none"> <li>a. The final calculations shall be based on the as-constructed facility.</li> <li>b. Oregon's Elk Mitigation Framework shall be used to calculate the amount of elk habitat compensatory mitigation required for the facility, and the information from the pre- and post-construction traffic studies, as required by Fish and Wildlife Conditions 21 and 22, shall be used in the calculation.</li> </ul> <p>[Fish and Wildlife Condition 5]</p>
<p>OPR-FW-02</p>	<p>During operation, the certificate holder shall employ access control on facility access roads within elk habitat (elk summer range and elk winter range) and sage-grouse habitat (areas of high population richness, core area habitat, low density habitat, or general habitat), subject to approval by the applicable land-management agency or landowner.                  [Fish and Wildlife Condition 9]</p>
<p>OPR-FW-03</p>	<p>During the third year of operation, the certificate holder shall provide to the Department and ODFW the data from the traffic studies in Fish and Wildlife Conditions 21 and 22 for ODFW to calculate the final amount of indirect impact from facility roads that are considered related or supporting facilities to sage-grouse habitat and corresponding compensatory mitigation required using Oregon's Sage-Grouse Habitat Quantification Tool. After receiving the calculations from the State, the certificate holder shall provide to the Department a report demonstrating that sage-grouse habitat mitigation shall be commensurate with the final compensatory mitigation calculations.</p> <ul style="list-style-type: none"> <li>a. The final calculations shall be based on the as-constructed facility.</li> <li>b. Oregon's Sage-Grouse Habitat Quantification Tool shall be used to calculate the amount of sage-grouse habitat compensatory mitigation required for the facility, and the information from the pre- and post-construction traffic studies shall be used in the calculation.</li> </ul> <p>[Fish and Wildlife Condition 19]</p>
<p>OPR-FW-04</p>	<p>During the second year of facility operation, the certificate holder shall conduct a one-year traffic study in elk habitat (elk summer range and elk winter range, based on the same maps used for the pre-construction traffic study) and sage-grouse habitat (areas of high population richness, core area habitat, low density habitat, general habitat, based on the same maps used for the pre-construction traffic study).</p>

	[Fish and Wildlife Condition 22]
<b>STANDARD: HISTORIC, CULTURAL, AND ARCHEOLOGICAL RESOURCES (HC) [OAR 345-022-0090]</b>	
OPS-HC-01	<p>Within three year after construction is completed, the certificate holder shall finalize, and submit to the Department for its approval, a final Cultural Resources Technical Report.</p> <ul style="list-style-type: none"> <li>a. The results of all cultural resource monitoring required by the Historic Properties Management Plan (HPMP) referenced in Historic, Cultural, and Archaeological Resources Condition 2; and</li> <li>b. The results of all cultural resources testing or data recovery conducted as a result of unanticipated discoveries as required by the Inadvertent Discovery Plan in the Historic Properties Management Plan referenced in Historic, Cultural, and Archaeological Resources Condition 2.</li> </ul> <p>[Historic, Cultural and Archeological Resources Condition 3]</p>
<b>STANDARD: SITING STANDARDS FOR TRANSMISSION LINES (TL) [DIVISION 24]</b>	
OPR-TL-01	<p>Prior to placing the facility in service, the certificate holder shall take the following steps to reduce the risk of induced current and nuisance shocks:</p> <ul style="list-style-type: none"> <li>a. Provide to landowners a map of overhead transmission lines on their property and advise landowners of possible health and safety risks from induced currents caused by electric and magnetic fields.</li> <li>b. Implement a safety protocol to ensure adherence to National Electric Safety Code grounding requirements.</li> </ul> <p>[Siting Standards for Transmission Lines Condition 2]</p>
OPR-TL-02	<p>During operation, the certificate holder shall:</p> <ul style="list-style-type: none"> <li>a. Annually update the Public Utility Commission Safety Staff as to how the operator will comply with OAR Chapter 860, Division 024 considering future operations, maintenance, emergency response, and alterations until project retirement.</li> <li>b. File information with the Commission before January 2 of each even-numbered year, as required by ORS 758.013:             <ul style="list-style-type: none"> <li>i. The name and contact information of the person that is responsible for the operation and maintenance of the electric power line, and for ensuring that the electric power line is safe; and</li> <li>ii. The name and contact information of the person who is responsible for responding to conditions that present an imminent threat to the safety of employees, customers and the public.</li> <li>iii. In the event that the contact information described above in Siting Standards for Transmission Lines Condition 5(b) changes or that ownership of the electric power line changes, the person who engages in the operation of the electric power line must notify the commission of the change as soon as practicable, but no later than within 90 days.</li> </ul> </li> <li>c. Provide Public Utility Commission Safety Staff with:             <ul style="list-style-type: none"> <li>i. Maps and drawings of routes and installation of electrical supply lines showing:</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>11. Transmission lines and structures (over 50,000 Volts)</li> <li>12. Distribution lines and structures - differentiating underground and overhead lines (over 600 Volts to 50,000 Volts)</li> <li>13. Substations, station, roads and highways</li> <li>ii. Plan and profile drawings of the transmission lines (and name and contact information of responsible professional engineer).</li> <li>d. Document compliance with the above provisions in its annual report to the Department as provided in General Standard Condition 4.</li> </ul> <p>[Siting Standards for Transmission Lines Condition 5]</p>
<b>STANDARD: NOISE CONTROL REGULATIONS (NC) [OAR 340-035-0035]</b>	
OPR-NC-01	<p>During operation:</p> <ul style="list-style-type: none"> <li>a. Pursuant to OAR 340-035-0010, an exception to compliance with the ambient antidegradation standard at OAR 340-035-0035(1)(b)(B) (which prohibits an increase of more than 10 dBA above ambient sound pressure levels) is granted during facility operation when there is foul weather (a rain rate of 0.8 to 5 millimeters per hour), which Council finds constitutes an infrequent event under OAR 345-035-0035(6)(a).</li> <li>b. The ambient antidegradation standard at OAR 340-035-0035(1)(b)(B) may be exceeded by the transmission line at any time of day or night during foul weather events (defined as a rain rate of 0.8 to 5 millimeters per hour). [OAR 340-035-0010(2)]</li> <li>c. The quantity and quality of noise generated in exceedance of the ambient antidegradation standard OAR 340-035-0035(1)(b)(B), during foul weather events (defined as a rain rate of 0.8 to 5 millimeters per hour), shall not be more than 10 dBA (or ambient plus 20 dBA). [OAR 340-035-0010(2)]</li> </ul> <p>[Noise Control Condition 4]</p>
OPR-NC-02	<p>During operation:</p> <ul style="list-style-type: none"> <li>a. A variance to compliance with the ambient antidegradation standard at OAR 340-035-0035(1)(b)(B) (i.e. an increase of 10 dBA above ambient sound pressure levels) is granted pursuant to OAR 345-035-0100(1) for the transmission line at any time of day or night during foul weather events (defined as a rain rate of 0.8 to 5 millimeters per hour).</li> <li>b. The ambient antidegradation standard at OAR 340-035-0035(1)(b)(B) may be exceeded by the transmission line at any time of day or night. [OAR 340-035-0100]</li> </ul> <p>[Noise Control Condition 5]</p>

### 5.6 Retirement Conditions

<b>STANDARD: RETIREMENT AND FINANCIAL ASSURANCE (RT) [OAR 345-022-0050]</b>	
RET-RT-01	<p>The certificate holder must retire the facility in accordance with a retirement plan approved by the Council if the certificate holder permanently ceases construction or operation of the facility. The retirement plan must describe the activities necessary to restore the site to a useful, nonhazardous condition, as described in OAR 345-027-0110(5). After Council approval of the plan, the certificate holder must obtain the necessary authorization from the appropriate regulatory agencies to proceed with restoration of the site.</p> <p>[Retirement and Financial Assurance Condition 2; Mandatory Condition OAR 345-025-0006(9)]</p>
RET-RT-02	<p>The certificate holder is obligated to retire the facility upon permanent cessation of construction or operation. If the Council finds that the certificate holder has permanently ceased construction or operation of the facility without retiring the facility according to a final retirement plan approved by the Council, as described in OAR 345-027-0110, the Council must notify the certificate holder and request that the certificate holder submit a proposed final retirement plan to the Department within a reasonable time not to exceed 90 days. If the certificate holder does not submit a proposed final retirement plan by the specified date, the Council may direct the Department to prepare a proposed final retirement plan for the Council's approval.</p> <p>Upon the Council's approval of the final retirement plan, the Council may draw on the bond or letter of credit described in OAR 345-025-0006(8) to restore the site to a useful, nonhazardous condition according to the final retirement plan, in addition to any penalties the Council may impose under OAR Chapter 345, Division 29. If the amount of the bond or letter of credit is insufficient to pay the actual cost of retirement, the certificate holder must pay any additional cost necessary to restore the site to a useful, nonhazardous condition. After completion of site restoration, the Council must issue an order to terminate the site certificate if the Council finds that the facility has been retired according to the approved final retirement plan.</p> <p>[[Retirement and Financial Assurance Condition 3; Mandatory Condition OAR 345-025-0006(16)]]</p>

**6.0 Successors and Assigns**

To transfer this site certificate or any portion thereof or to assign or dispose of it in any other manner, directly or indirectly, the certificate holder shall comply with OAR 345-027-0400.

**7.0 Severability and Construction**

If any provision of this agreement and certificate is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and conditions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the agreement and certificate did not contain the particular provision held to be invalid.

**8.0 Execution**

This site certificate may be executed in counterparts and will become effective upon signature by the Chair of the Energy Facility Siting Council and the authorized representative of the certificate holder.

**IN WITNESS THEREOF**, this site certificate has been executed by the State of Oregon, acting by and through the Energy Facility Siting Council and Idaho Power Company (certificate holder).

**ENERGY FACILITY SITING COUNCIL**

**Idaho Power Company**

By:   
Kent Howe (Oct 6, 2022 10:46 PDT)  
\_\_\_\_\_  
Kent Howe, Vice Chair

By:   
Adam Richins (Oct 5, 2022 16:26 MDT)  
\_\_\_\_\_  
Authorized Representative

Date: 06-Oct-2022

Date: 05-Oct-2022

By: \_\_\_\_\_

Date: \_\_\_\_\_

**Attachment A**  
Facility Location Mapsets (ASC Exhibit C)

**ATTACHMENT C-1  
PROPOSED STATION LOCATION**

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Boardman to Hemingway Transmission Line Project

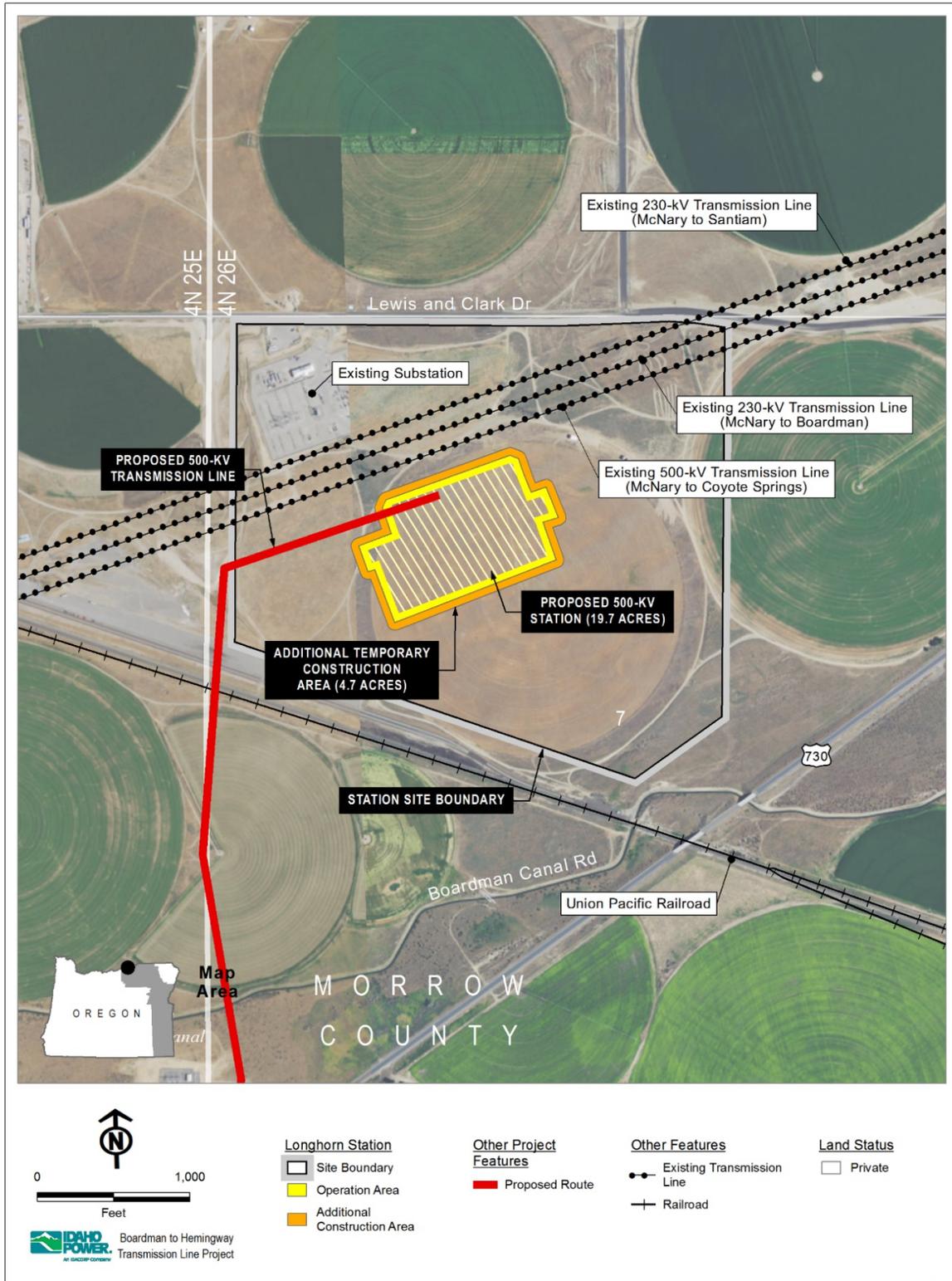
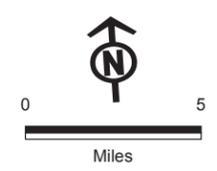
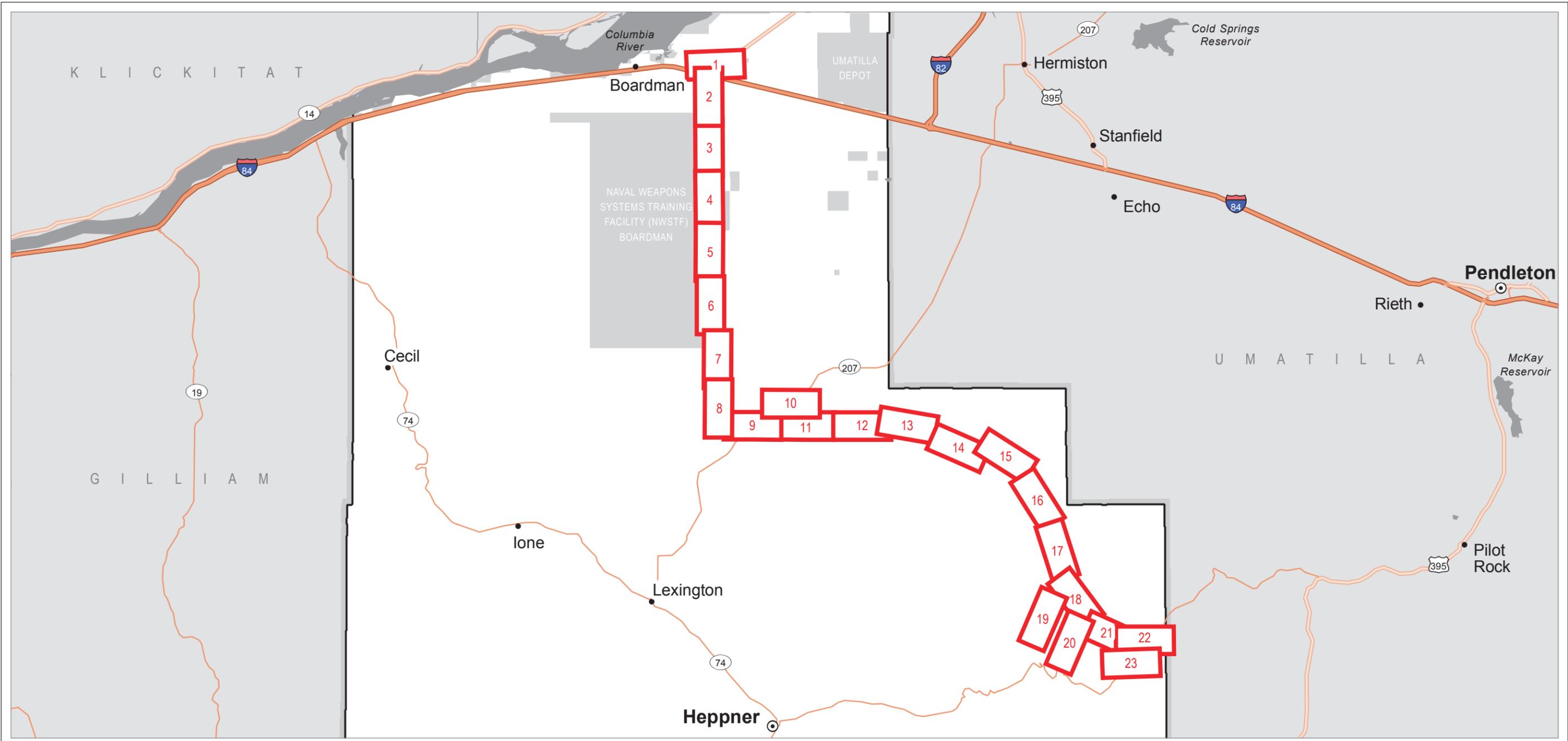


Figure C-1. Proposed Longhorn Station

**ATTACHMENT C-2**  
**PROPOSED ROUTE LOCATION**

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Source(s): BLM, IPC, Esri  
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Map Index  
 Location Map (Map #)

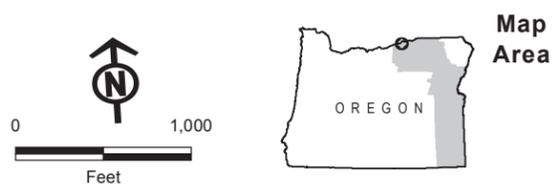
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map Index



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> <li>Mileposts                     <ul style="list-style-type: none"> <li>● Mile</li> <li>○ Tenth-mile</li> </ul> </li> <li>Work Areas                     <ul style="list-style-type: none"> <li>■ Longhorn Station (Construction Area)</li> <li>■ Longhorn Station (Operations Area)</li> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>□ Structure Work Area</li> <li>Access                     <ul style="list-style-type: none"> <li>— New Road, Primitive</li> </ul> </li> <li><b>Important Siting Constraints and Other Features</b> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>● Existing Transmission Lines</li> <li>— Pipeline</li> <li>— Interstate</li> <li>— Highway</li> <li>— Other Road</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>— Railroad</li> <li>— Stream</li> <li>■ Protected Area (EFSC)</li> <li><b>Land Status</b> <ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>■ Bureau of Reclamation</li> <li>□ Private</li> </ul> </li> </ul> |
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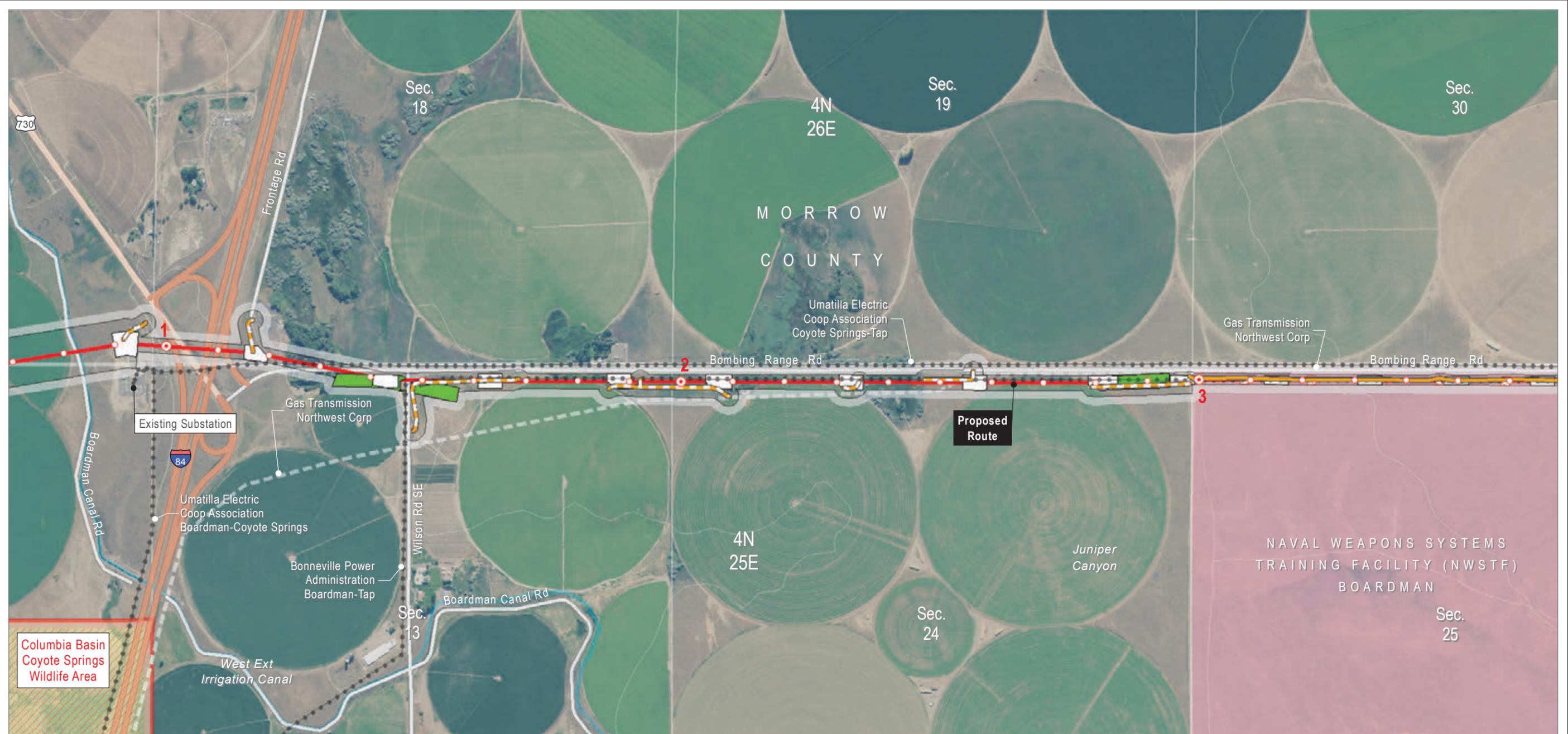
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 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 1



Columbia Basin  
 Coyote Springs  
 Wildlife Area

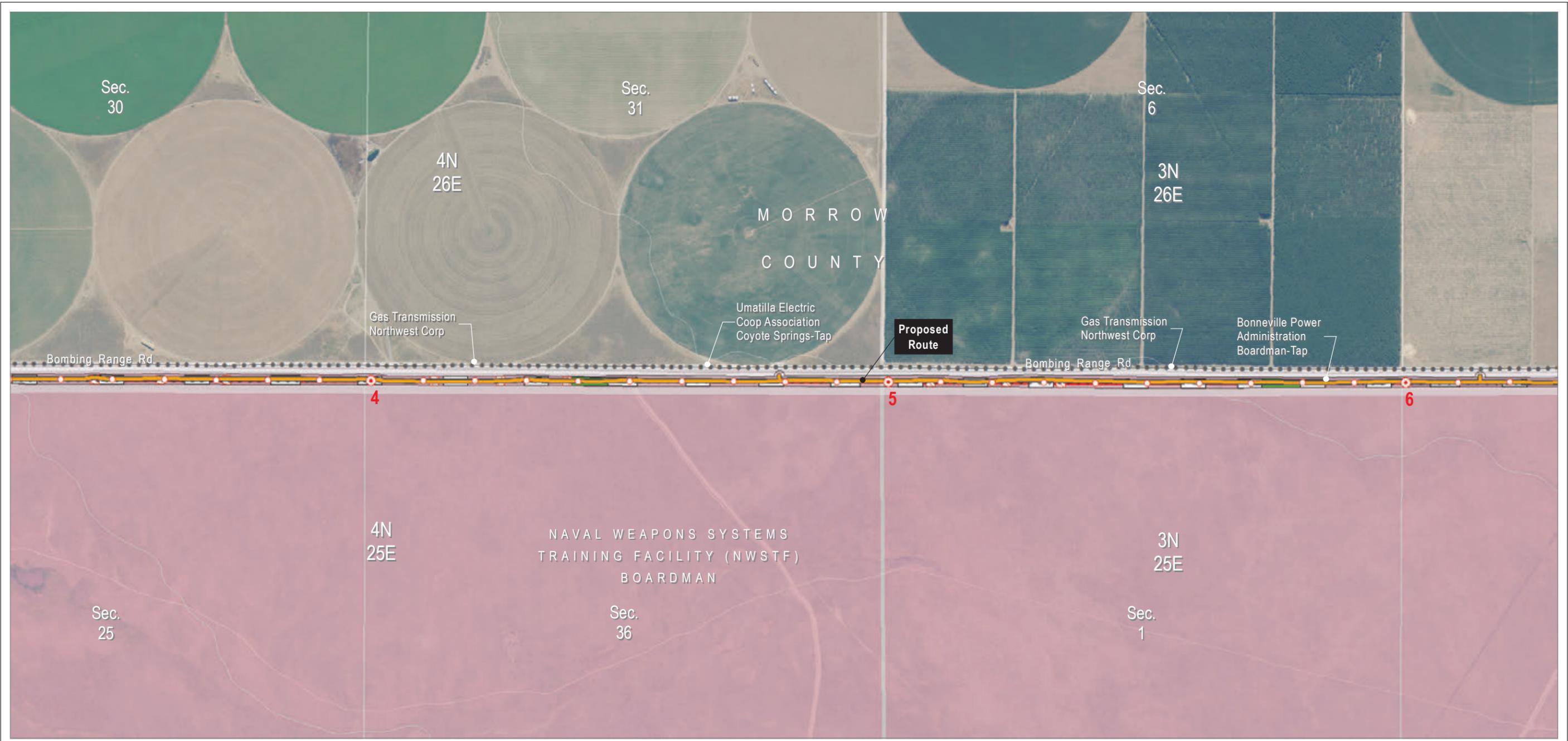


Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Interstate</li> <li> Highway</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li> Stream</li> <li> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Reclamation</li> <li> Military Reservation or Corps of Engineers</li> <li> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
 Map 2



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px; background-image: linear-gradient(to right, transparent 49%, black 49%, black 51%, transparent 51%); background-size: 4px 4px;"></span> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; width: 15px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Other Road</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; width: 15px; height: 10px; margin-right: 5px;"></span> Military Reservation or Corps of Engineers</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

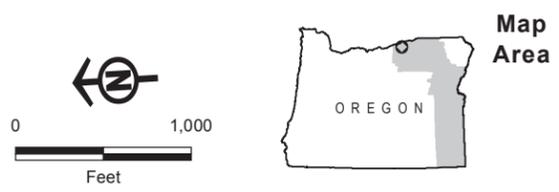
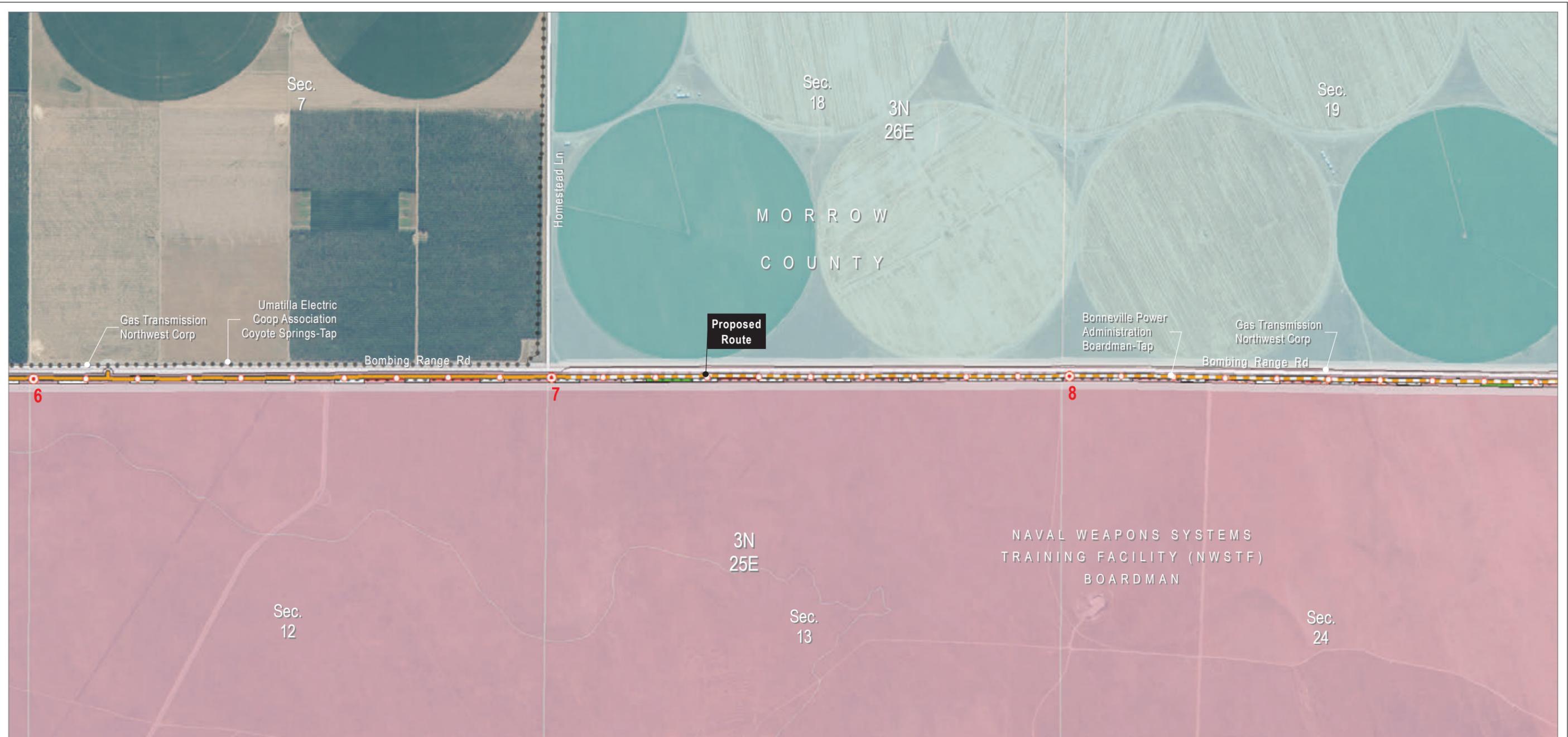


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 3

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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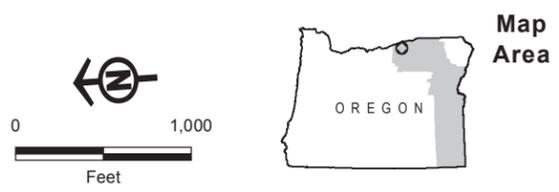
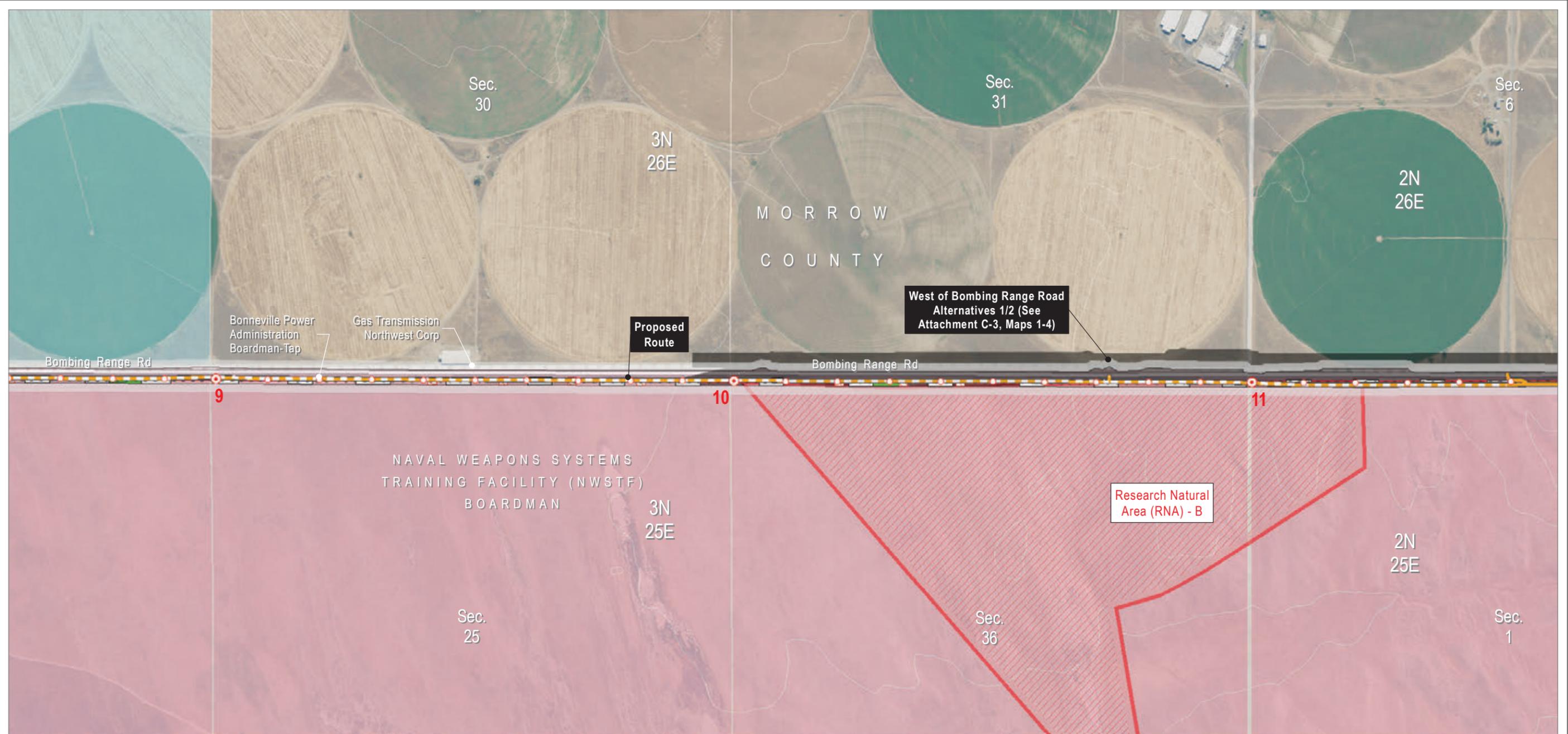
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> <li><span style="border: 1px solid red; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid yellow; width: 15px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; width: 15px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Other Road</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; width: 15px; height: 10px; margin-right: 5px;"></span> Military Reservation or Corps of Engineers</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: lightblue; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
 Map 4

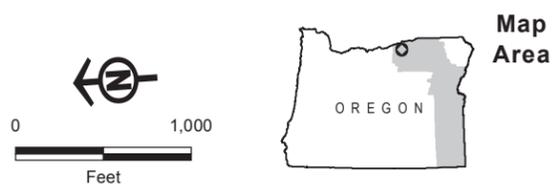
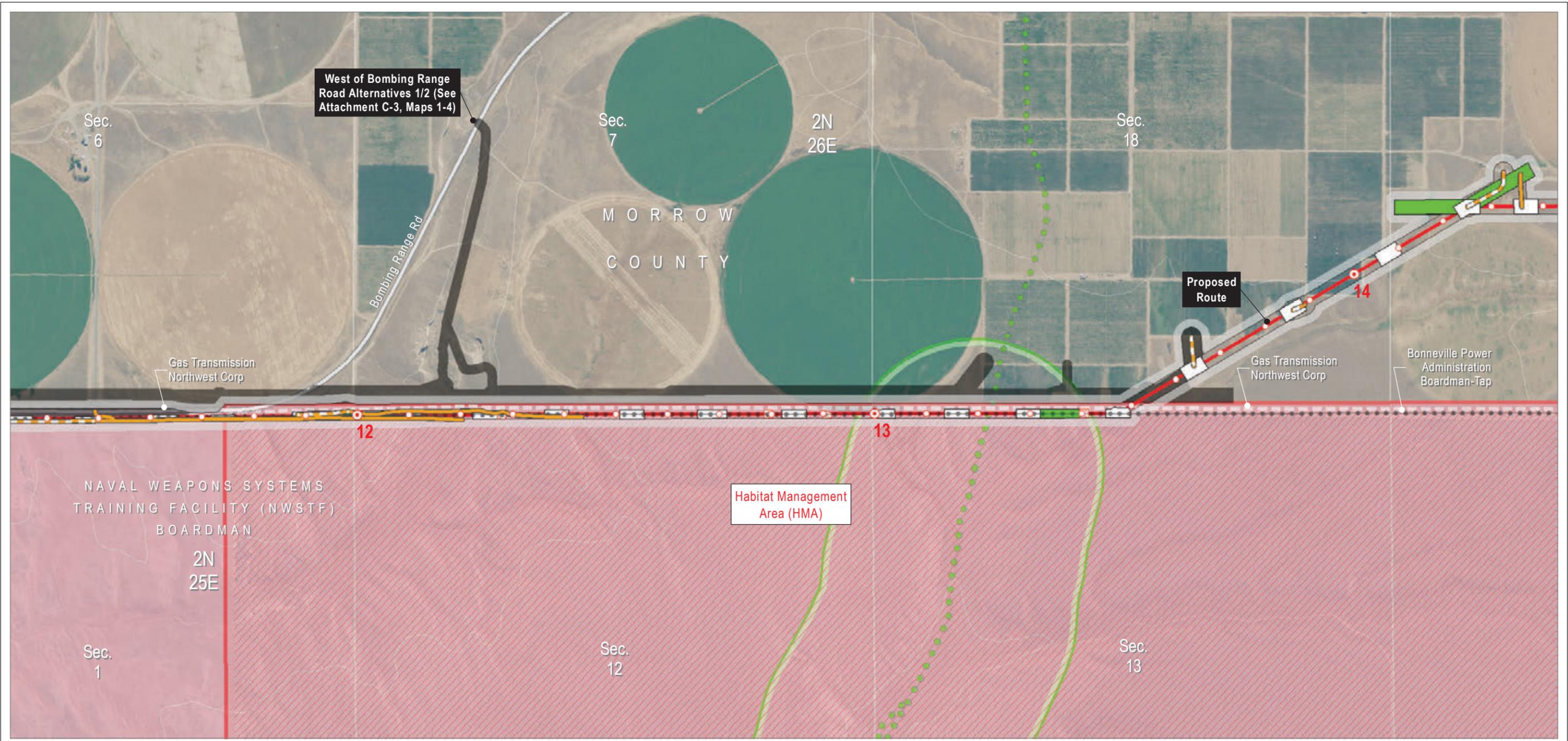


Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Alternative</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Other Road</li> <li> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Military Reservation or Corps of Engineers</li> <li> Private</li> <li> State or Local</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
**Map 5**



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

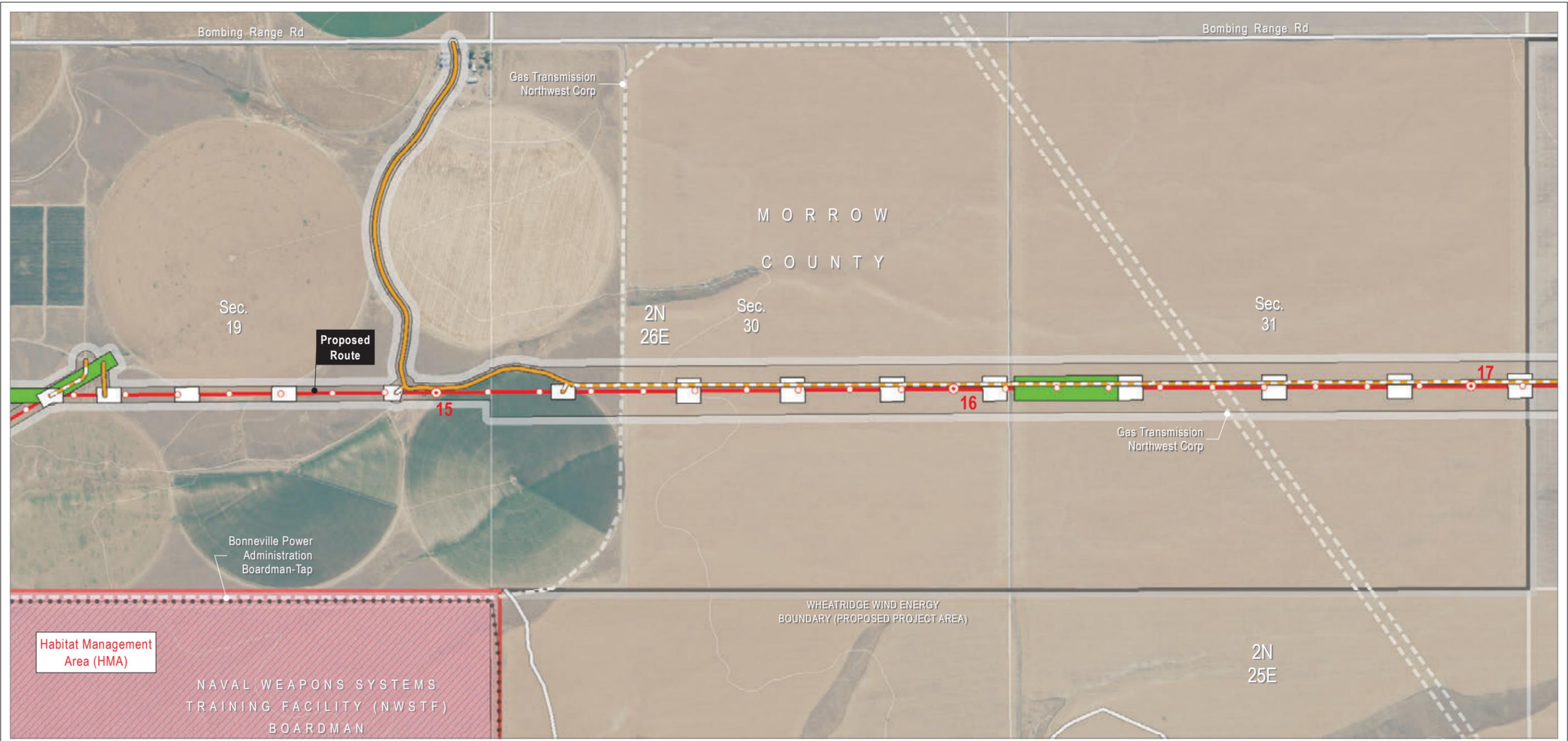
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Alternative</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; display: inline-block; width: 5px; height: 5px; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> <li><span style="border: 1px solid red; border-style: dashed; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; display: inline-block; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dotted green; display: inline-block; width: 15px; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 15px; margin-right: 5px;"></span> Pipeline</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid green; display: inline-block; width: 15px; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="border: 1px solid red; border-style: dashed; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Military Reservation or Corps of Engineers</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
 Map 6



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><span style="border-bottom: 2px solid orange; display: inline-block; width: 20px; margin-right: 5px;"></span> New Road, Primitive</p> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 20px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 20px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid gray; display: inline-block; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="background-color: red; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Wheatridge Wind Energy (Project Area)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Military Reservation or Corps of Engineers</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
 Map 7

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: red; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Pipeline</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px wavy blue; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 2px solid black; margin-right: 5px;"></span> Wheatridge Wind Energy (Project Area)</li> <li><b>Land Status</b></li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

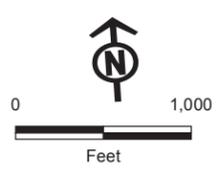
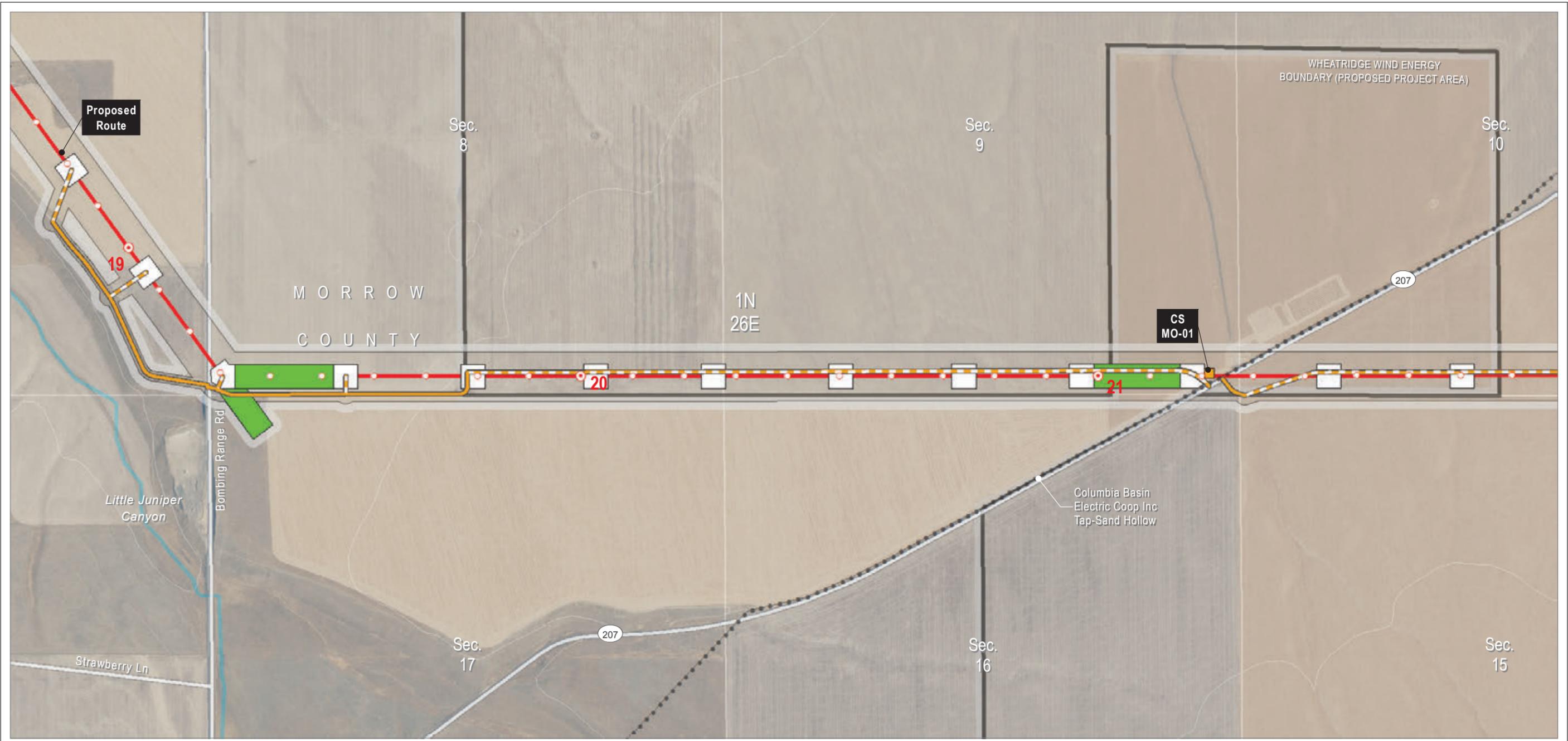


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 8

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- |   |   |   |
|---|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #90EE90; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Communication Station</li> <li><span style="background-color: #32CD32; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Wheatridge Wind Energy (Project Area)</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
|---|---|---|

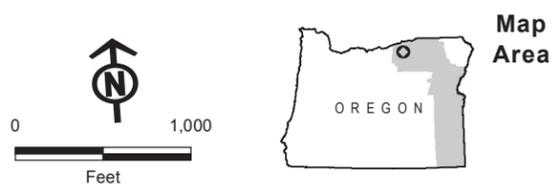
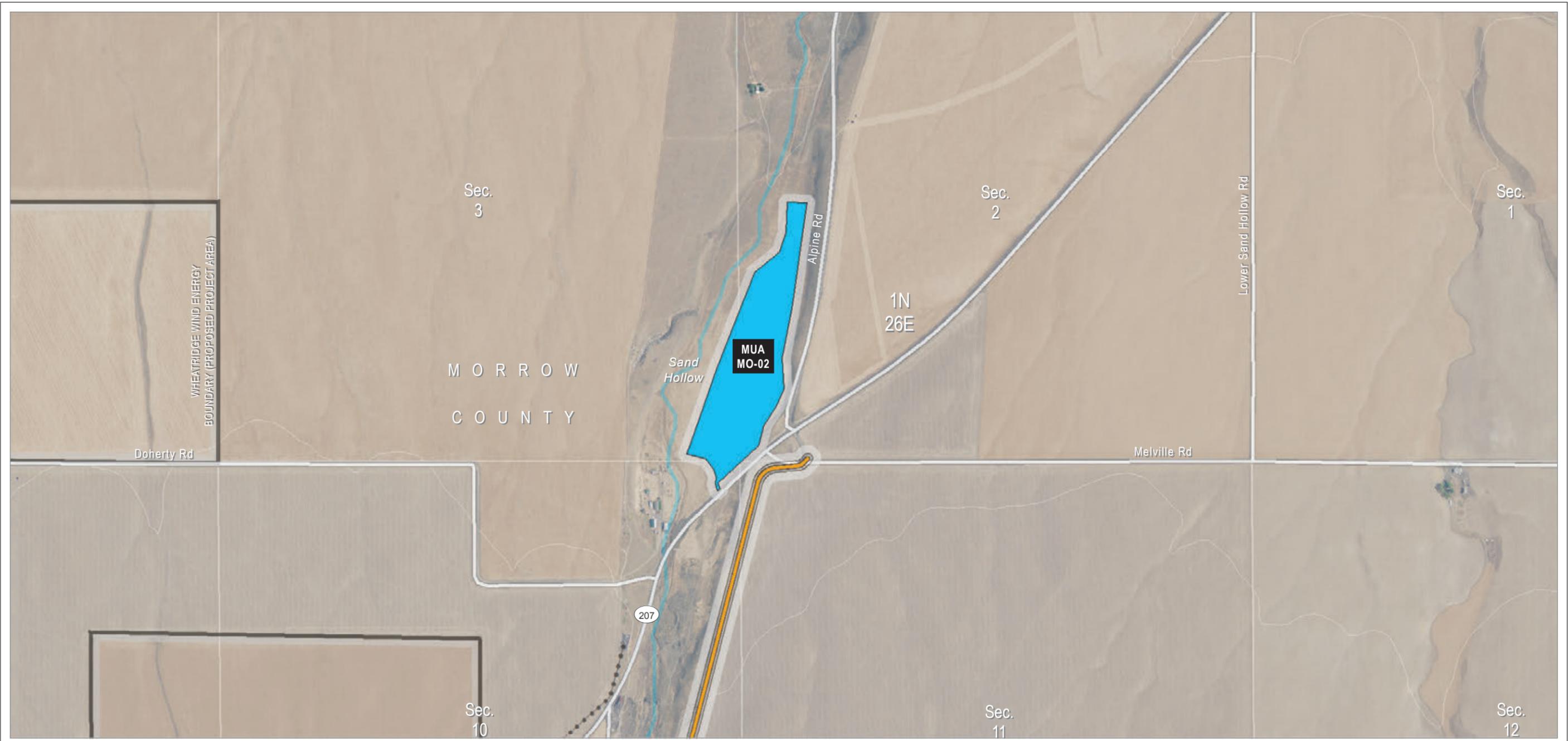
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 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 9



- Project Features**
- Site Boundary
  - Multi-Use Area
  - Existing Road, Substantial Modification, 21-70% Improvements
  - 100-foot Contours
  - Existing Transmission Lines
- Work Areas**
- Access**
- Important Siting Constraints and Other Features**
- Other Road**
- Stream**
- Wheatridge Wind Energy (Project Area)**
- Land Status**
- Private

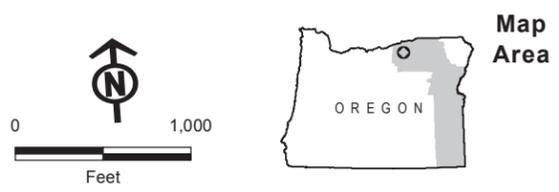
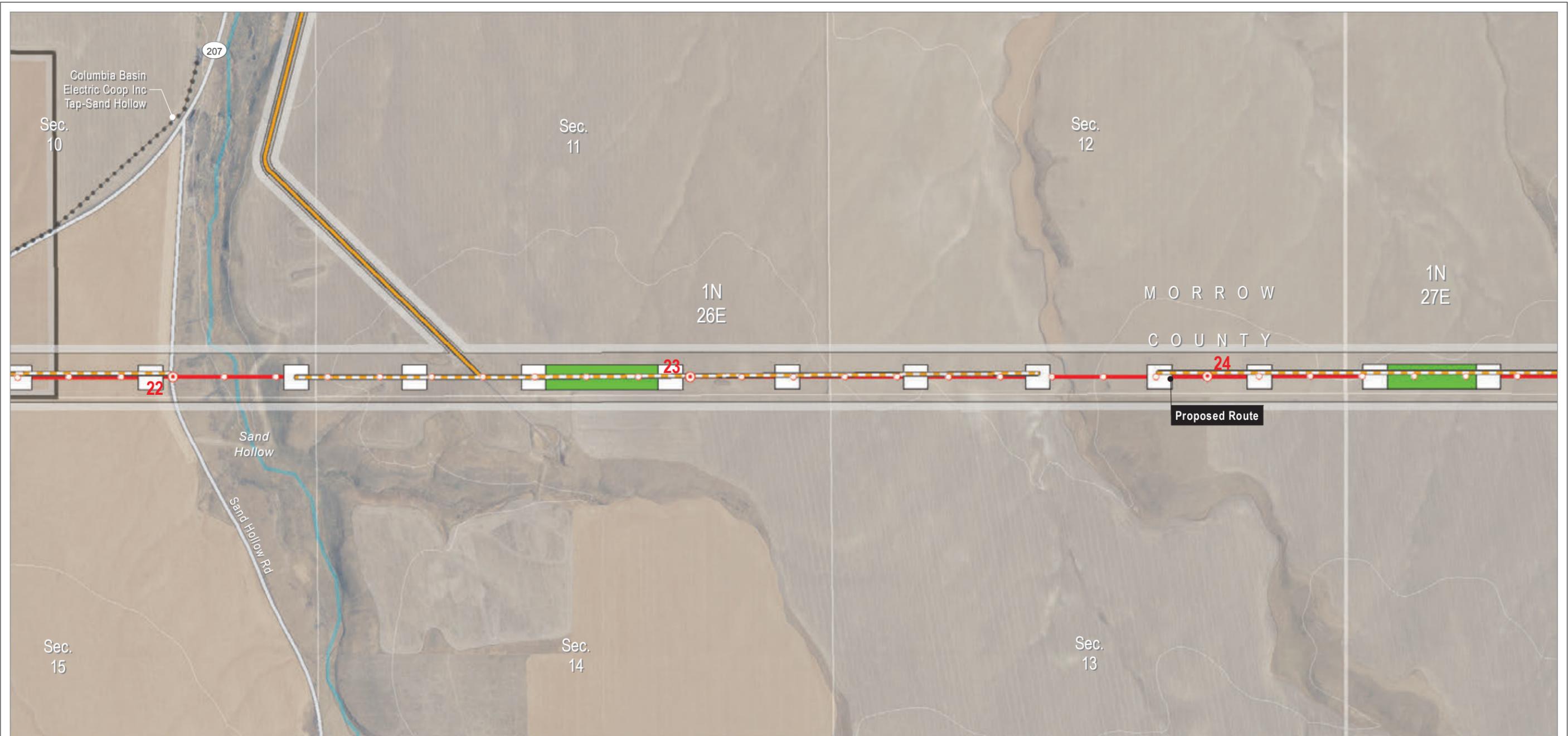
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
**Map 10**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Existing Transmission Lines
  - Other Road
  - Stream
  - Wheatridge Wind Energy (Project Area)
- Land Status**
- Private

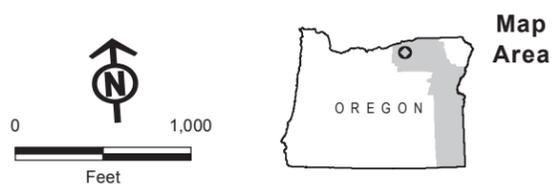
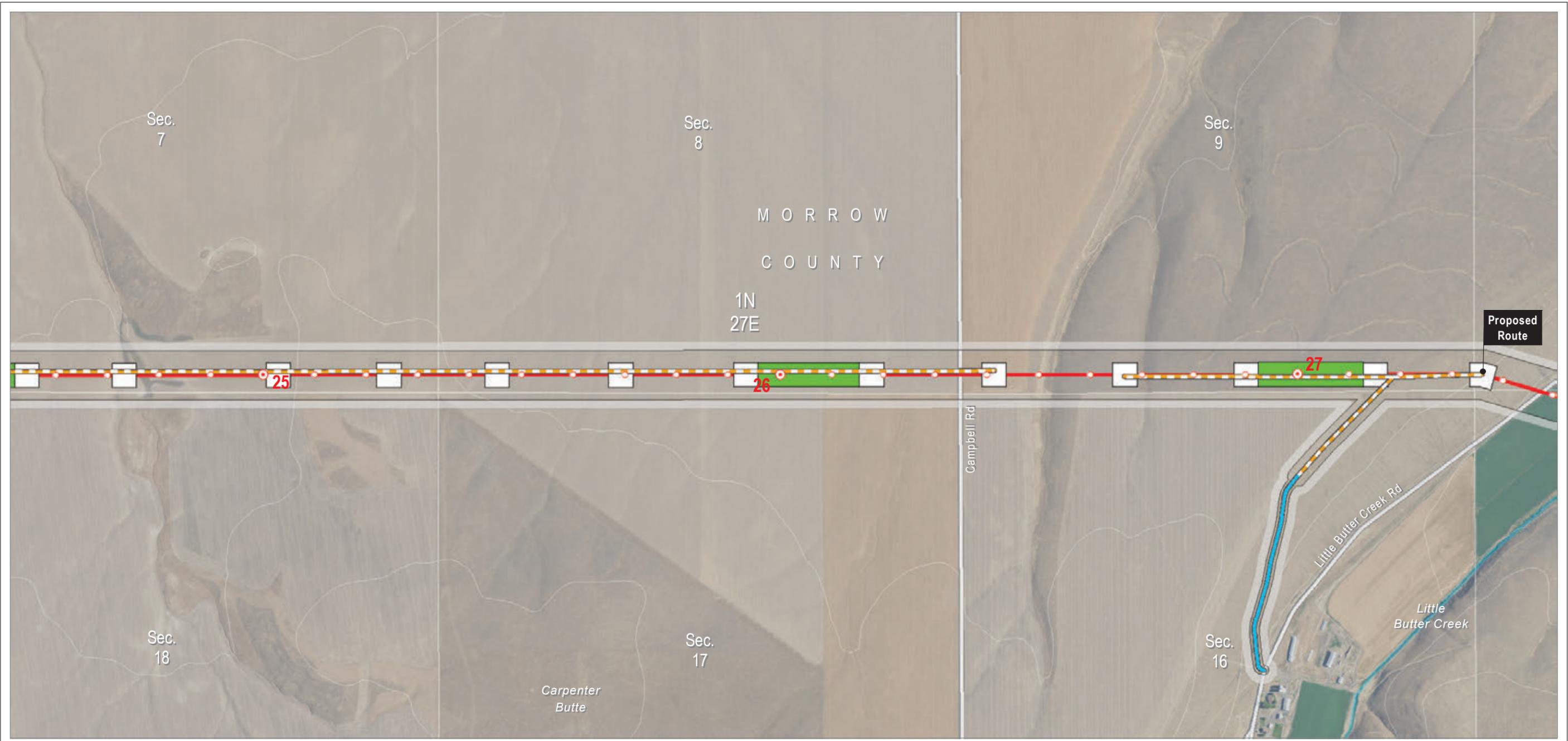
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 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 11



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
    - Mile
    - Tenth-mile
  - Work Areas**
    - Pulling and Tensioning
    - Structure Work Area
  - Access**
    - Existing Road, Substantial Modification, 71-100% Improvements
    - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
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**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 12



- |   |  |   |
|---|--|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: blue; width: 15px; height: 10px; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px; opacity: 0.5;"></span> Other Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 13

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts
    - Mile
    - Tenth-mile
  - Work Areas
    - Pulling and Tensioning
    - Structure Work Area
  - Access
    - Existing Road, Substantial Modification, 21-70% Improvements
    - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - ~ Stream
  - Wheatridge Wind Energy (Project Area)
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

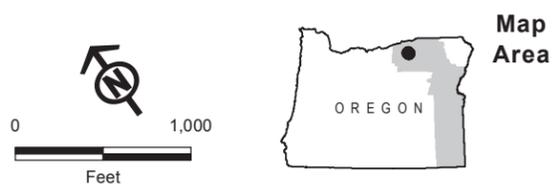


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 14

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> <li><b>Mileposts</b></li> <li>● Mile</li> <li>○ Tenth-mile</li> <li><b>Work Areas</b></li> <li>■ Multi-Use Area</li> <li>□ Structure Work Area</li> <li><b>Access</b></li> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li>~ 100-foot Contours</li> <li>— Other Road</li> <li>~ Stream</li> <li>□ Wheatridge Wind Energy (Project Area)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>□ Private</li> </ul> |
|--|--|---|

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
 Map 15



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - ~ Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

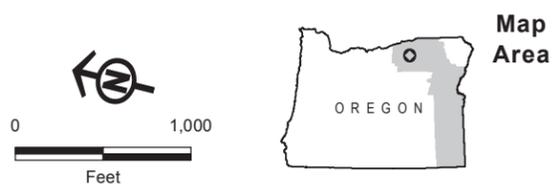
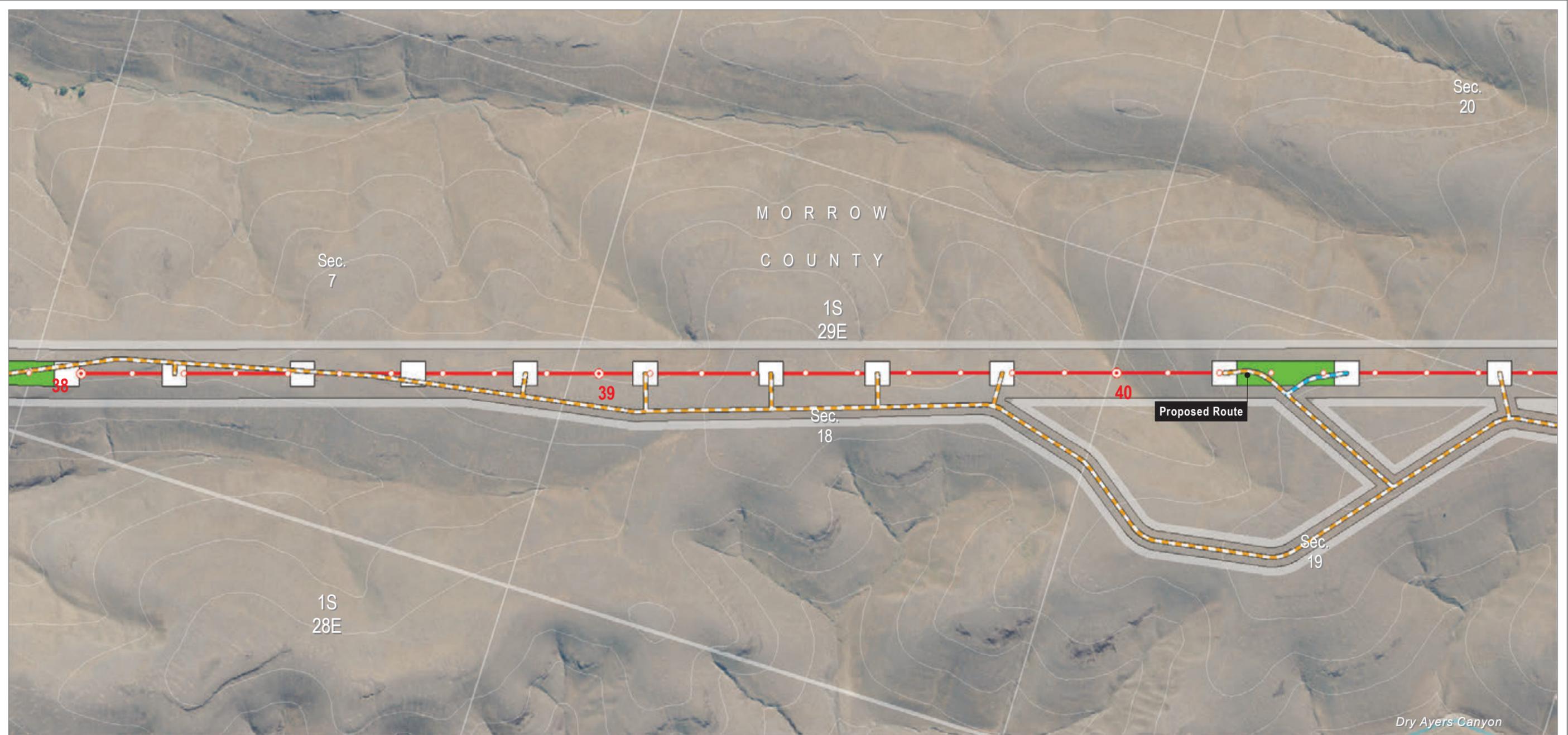


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 16

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Stream
- Land Status**
- Private

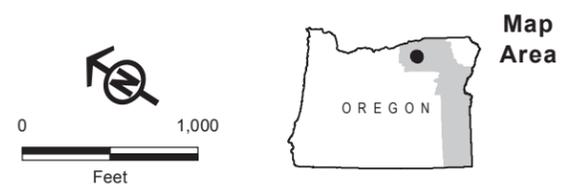
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
**Map 17**



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

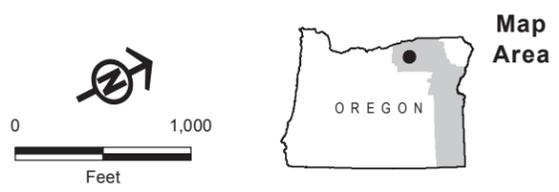


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 18

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Access
  - Existing Road, Substantial Modification, 71-100% Improvements
- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - Other Road
  - ~ Stream

- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

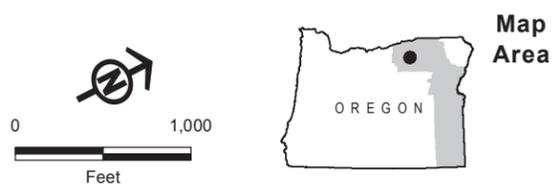


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 19

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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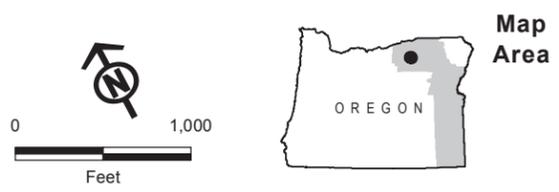
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Primitive
  - Important Siting Constraints and Other Features**
  - 100-foot Contours
- Other Road**
- Other Road
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**Attachment C-2**  
**Proposed Route Location Maps**  
 Morrow County  
**Map 20**



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

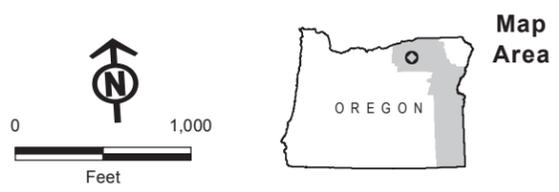
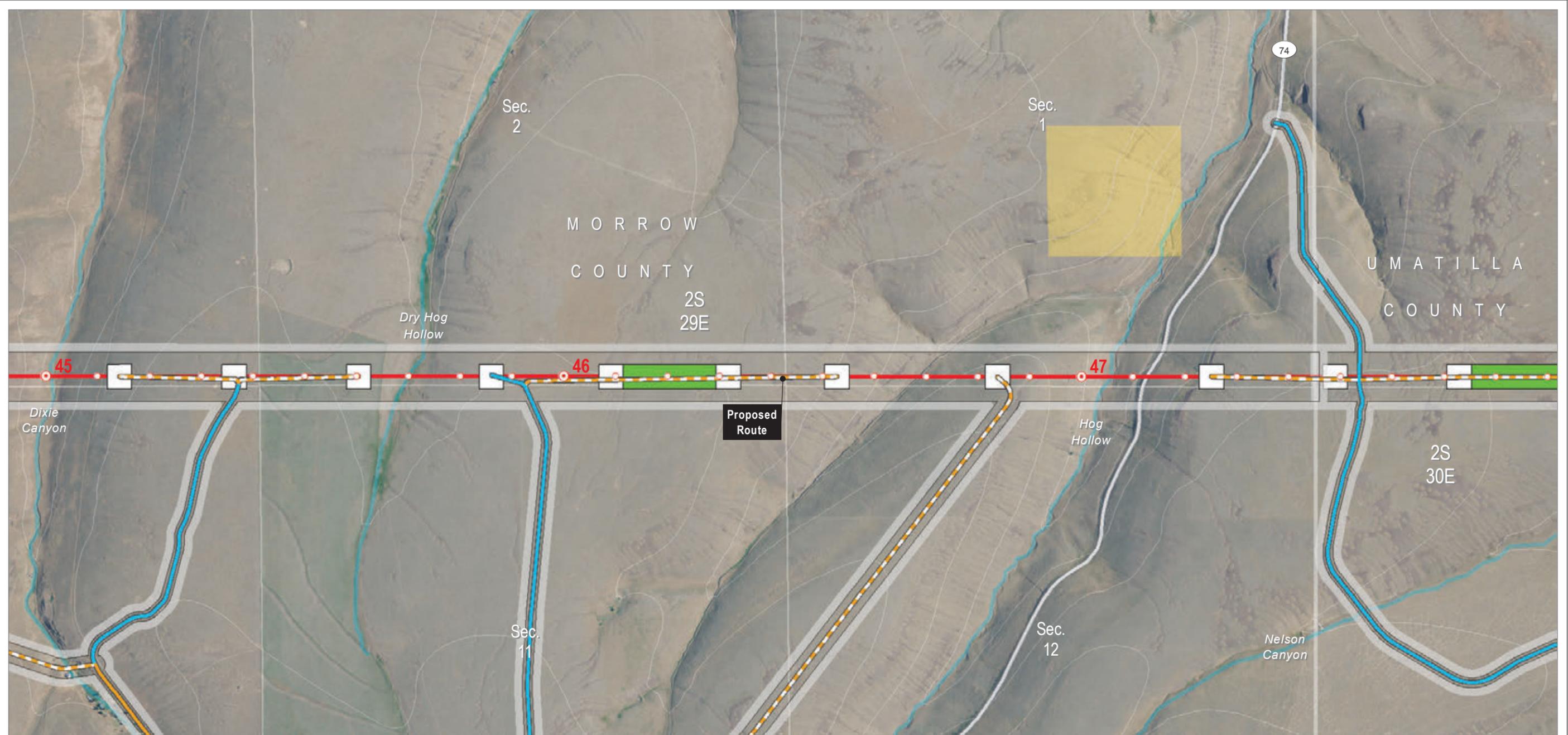


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 21

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Bureau of Land Management
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 22

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Work Areas
  - Multi-Use Area
  - Access
  - Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Primitive

- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

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 Application for Site Certificate

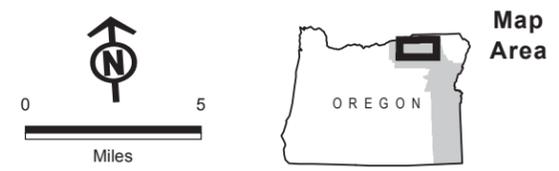
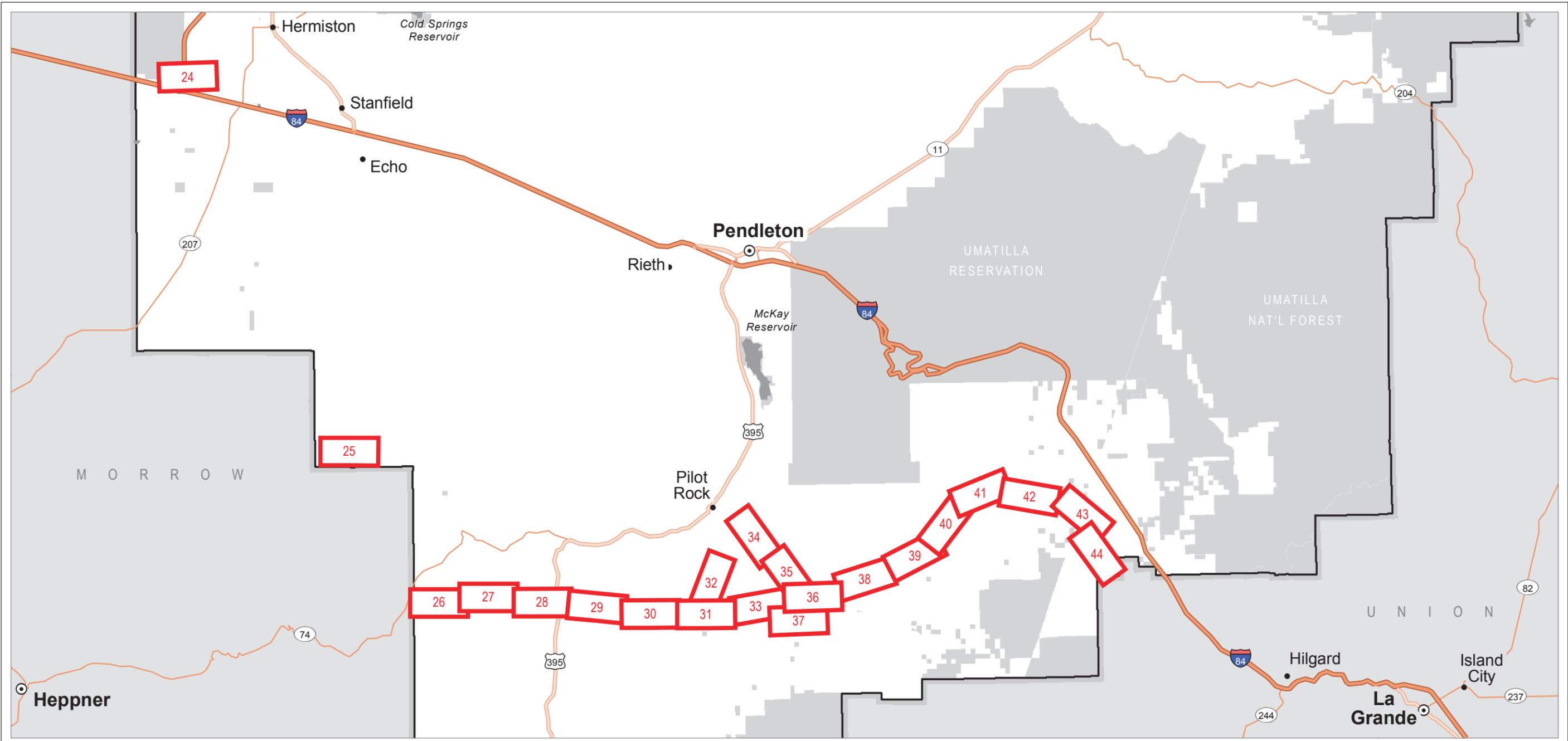


**Attachment C-2  
 Proposed Route Location Maps**

Morrow County

Map 23

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Index  
 [Red Box] Location Map (Map #)

Source(s): BLM, IPC, Esri  
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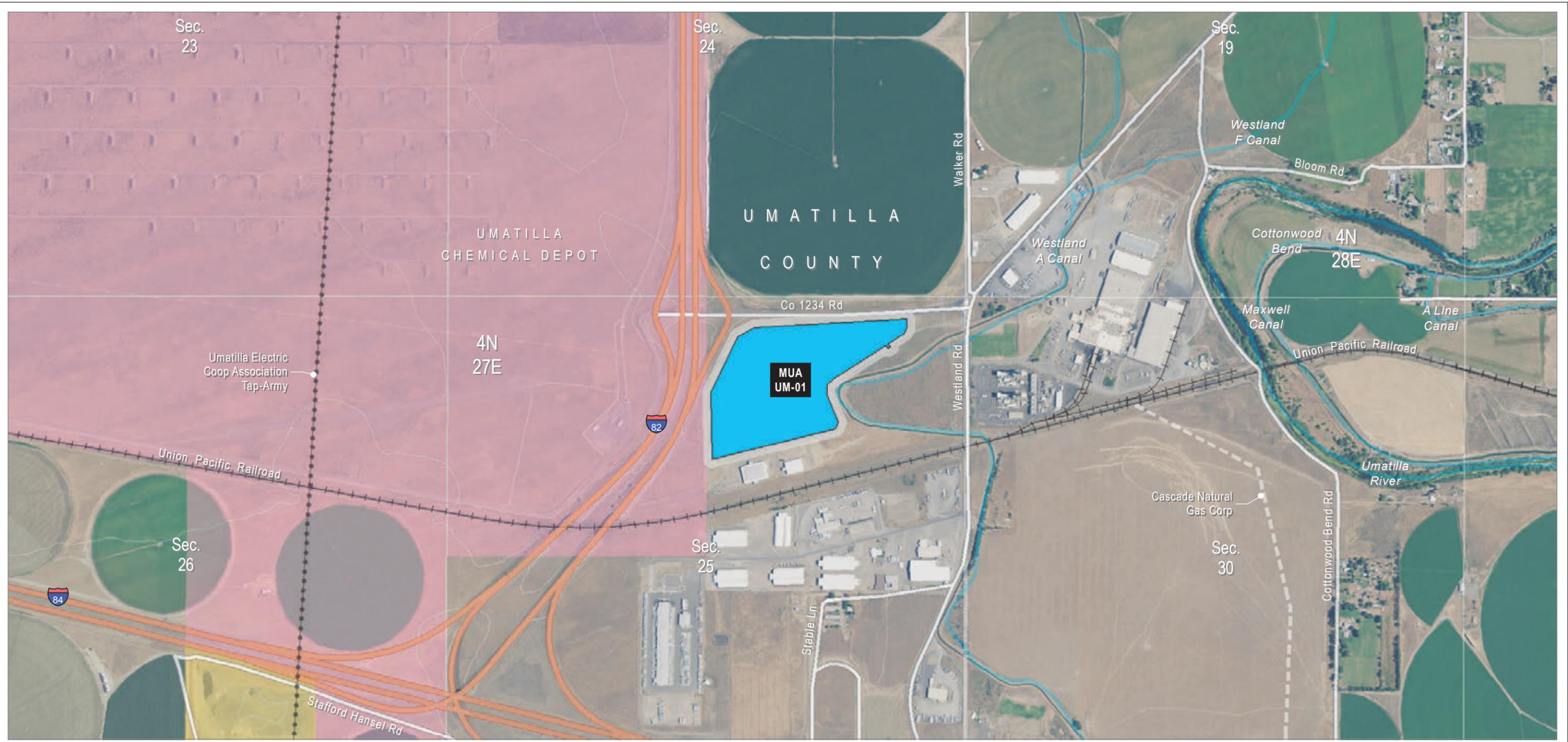
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map Index



- Project Features**
- Site Boundary
  - Work Areas
  - Multi-Use Area
- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - Existing Transmission Lines
  - Pipeline
  - Interstate
  - Other Road
- Land Status**
- Railroad
  - Stream
  - Bureau of Land Management
  - Military Reservation or Corps of Engineers
  - Private

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 Application for Site Certificate

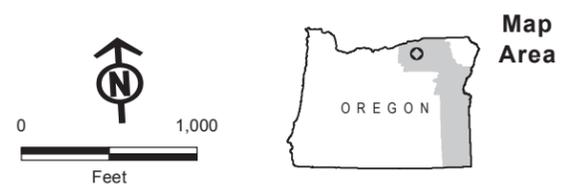


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 24

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Work Areas
  - Multi-Use Area
- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - Other Road
  - ~ Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

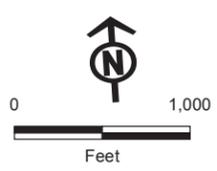
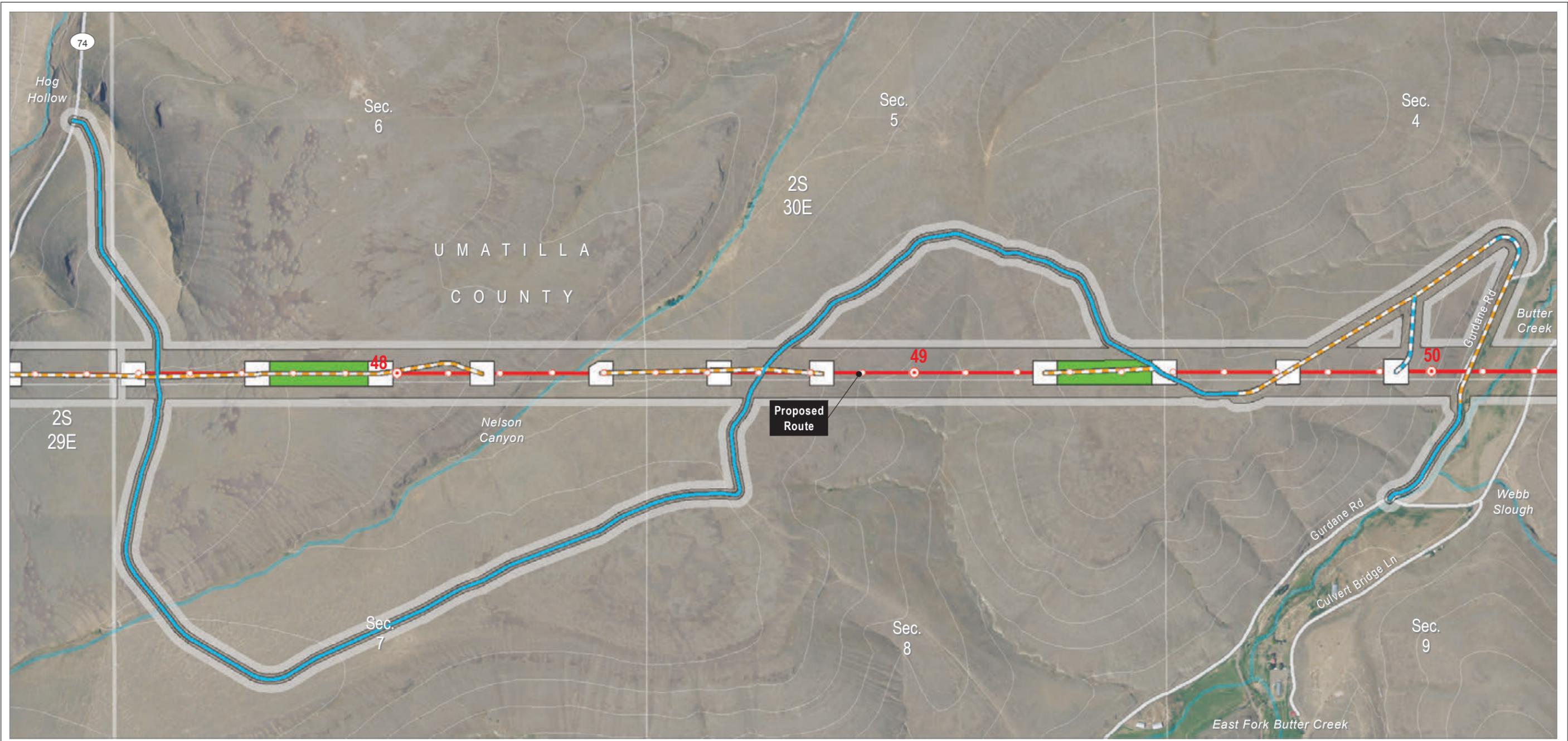


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

**Map 25**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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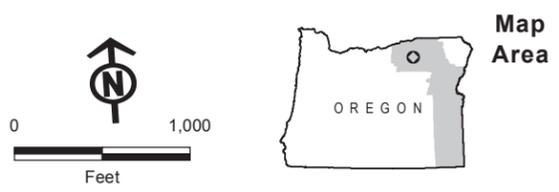
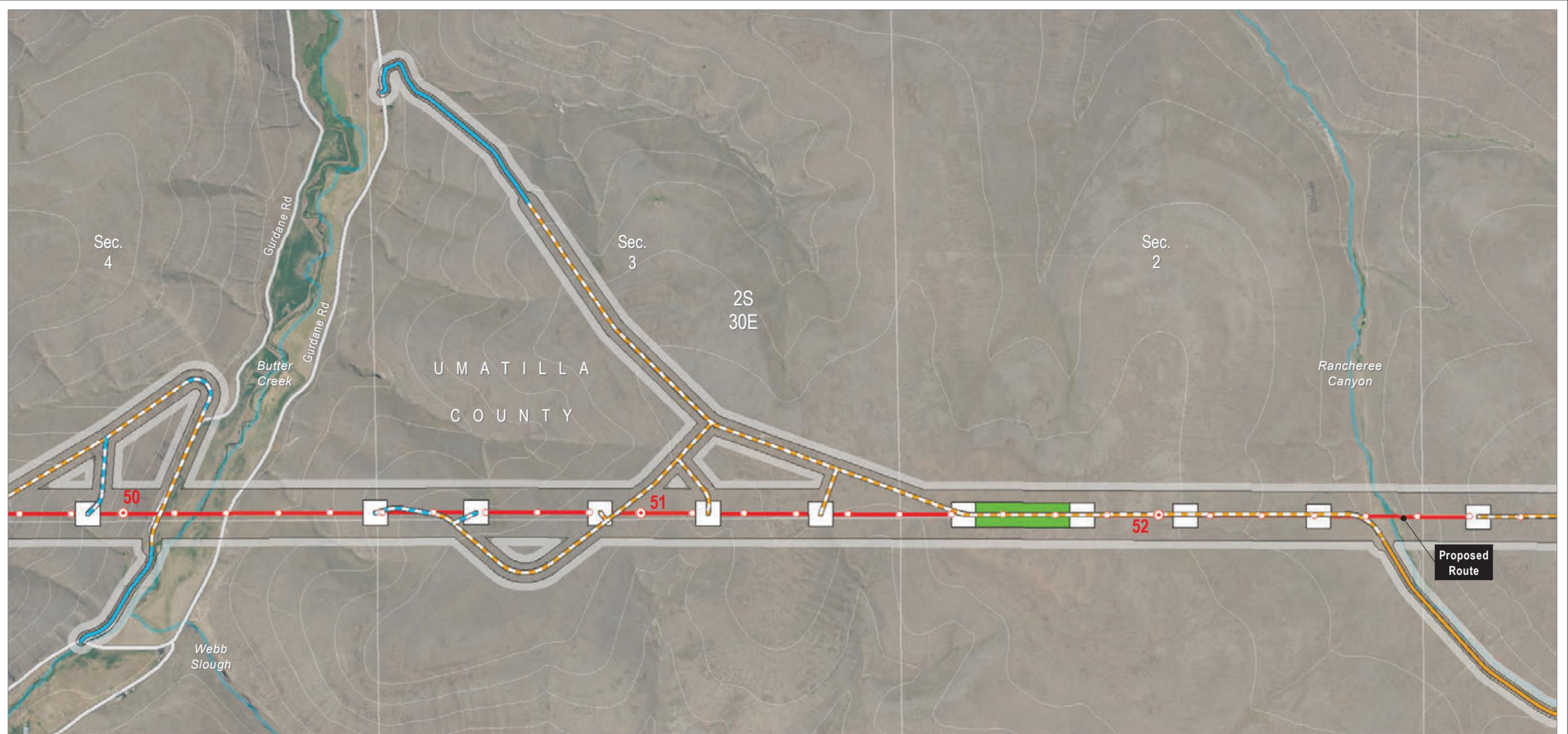
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 26



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

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 Application for Site Certificate

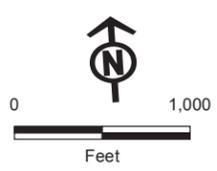
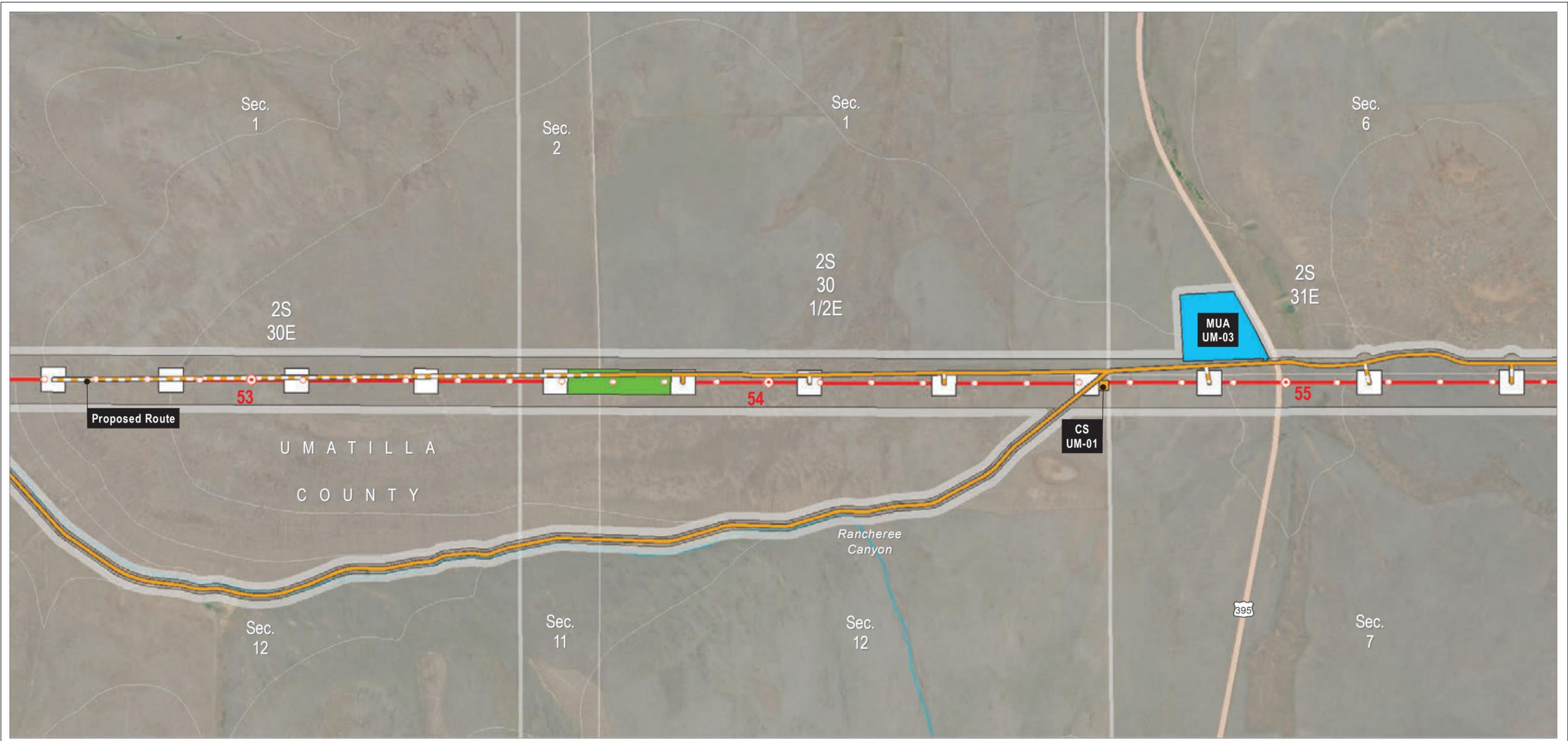


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 27

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Area

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Communication Station
  - Multi-Use Area
  - Pulling and Tensioning
  - Structure Work Area

- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Highway
  - Stream
- Land Status**
- Private

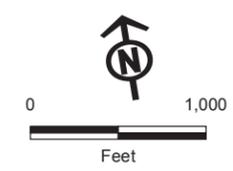
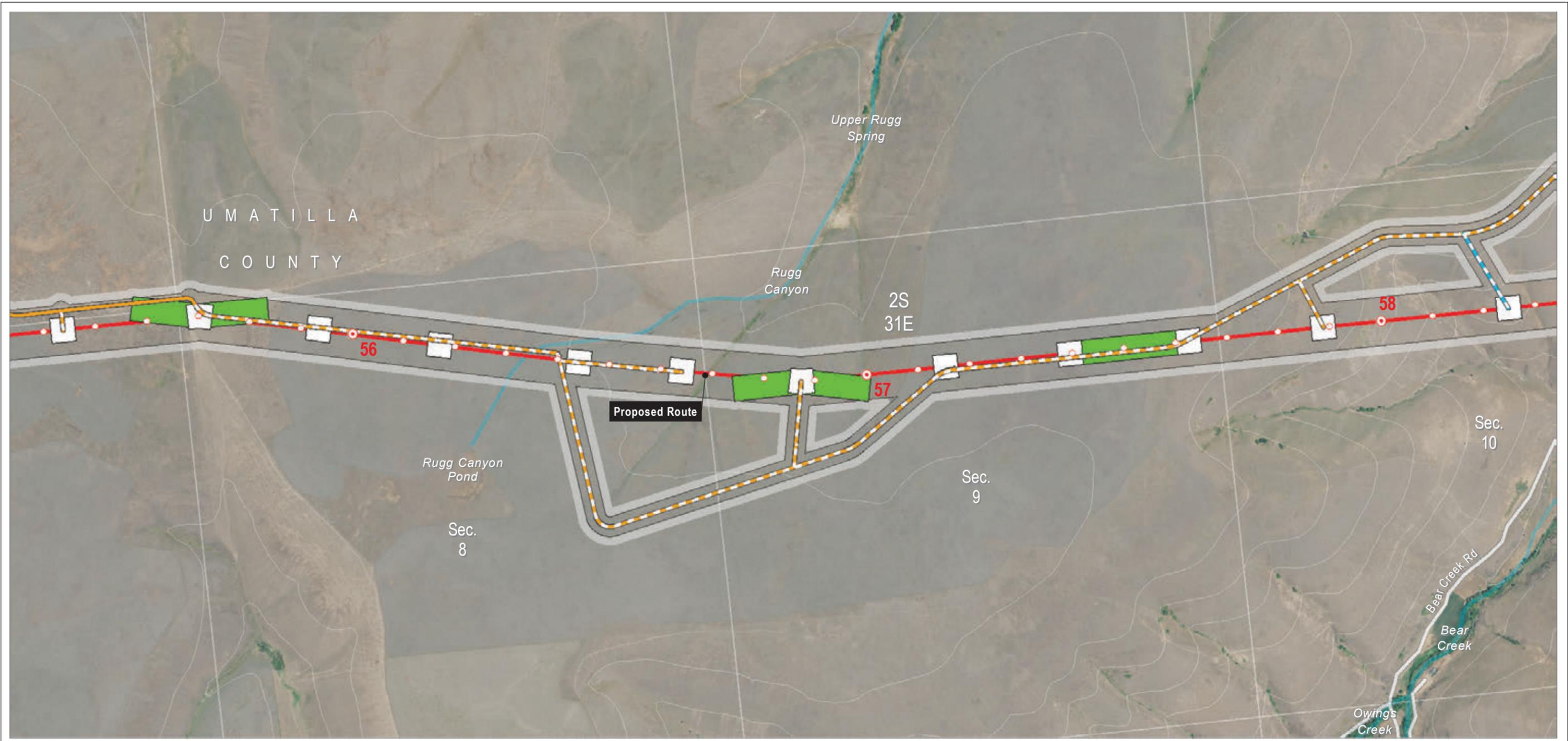
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 28



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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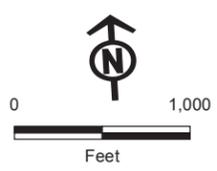
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 29



Map Area

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 71-100% Improvements

- New Road, Bladed
- New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
- Other Road
- Stream
- Land Status**
- Bureau of Land Management
- Private

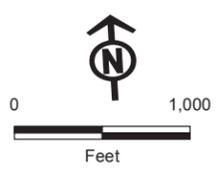
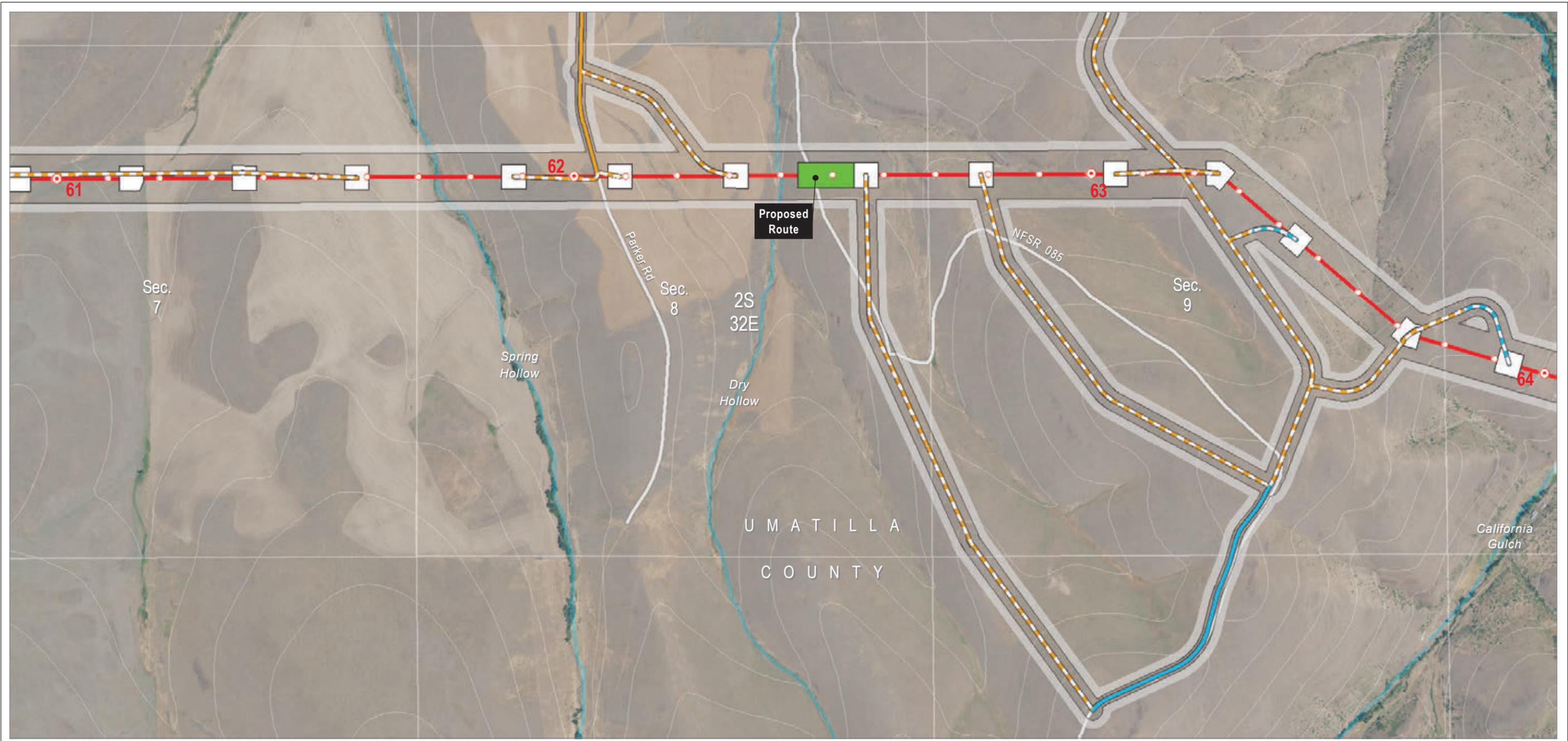
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 30



- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
  - Important Siting Constraints and Other Features**
  - 100-foot Contours
  - Other Road
  - Stream
  - Land Status**
  - Private

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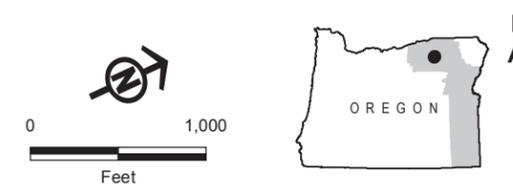
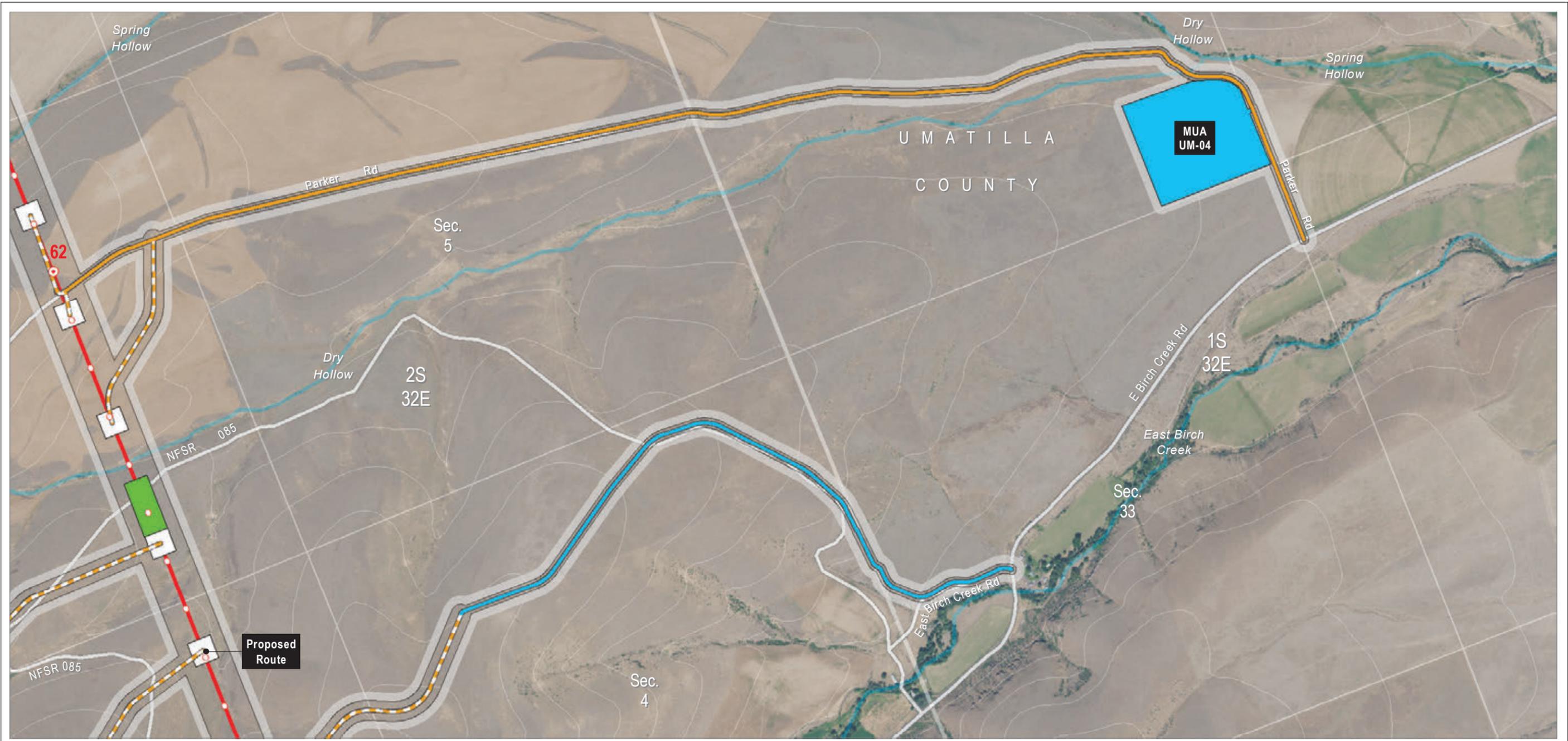


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 31

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Area

**Project Features**

- Site Boundary
- Transmission Centerline
- Mileposts**
- Mile
- Tenth-mile
- Work Areas**
- Multi-Use Area
- Pulling and Tensioning
- Structure Work Area

**Access**

- Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements
- New Road, Primitive

**Important Siting Constraints and Other Features**

- 100-foot Contours
- Other Road
- Stream

**Land Status**

- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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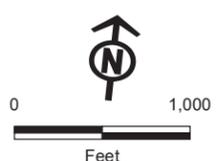
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 32



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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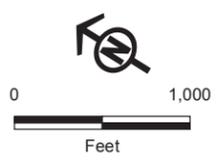
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 33



- Project Features**
- Site Boundary
  - Existing Road, Substantial Modification, 71-100% Improvements
- Access**
- Other Road
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream

- Land Status**
- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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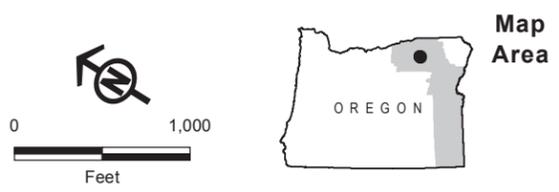
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**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 34



- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Primitive

- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
  - Land Status**
  - Private

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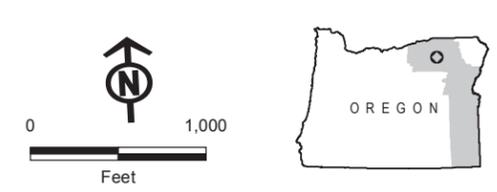


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 Proposed Route Location Maps**

Umatilla County

Map 35

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 71-100% Improvements

- New Road, Bladed
- New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
- Other Road
- Stream
- Land Status**
- Bureau of Land Management
- Private

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 Proposed Route Location Maps**

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Map 36



- Project Features**
- Site Boundary
  - Work Areas
  - Multi-Use Area
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - ~~~~~ Stream
- Land Status**
- Private

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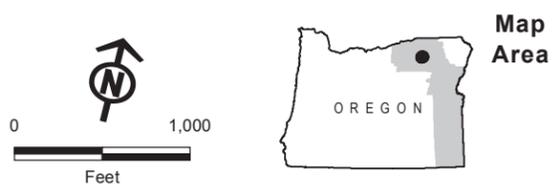


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Umatilla County

**Map 37**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - ~ Stream
- Land Status**
- Bureau of Land Management
  - Private

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**Attachment C-2  
 Proposed Route Location Maps**

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**Map 38**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: lightblue; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="background-color: lightgreen; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
|---|---|---|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

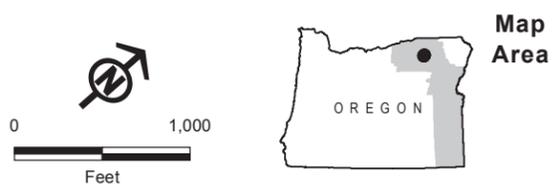


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 39

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Multi-Use Area
  - Pulling and Tensioning
  - Structure Work Area

- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

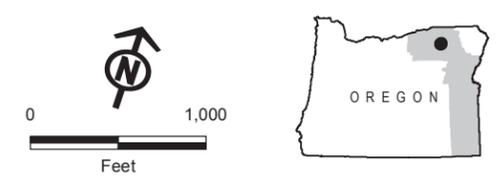


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 40

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Area

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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|--|--|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Communication Station</li> <li> Multi-Use Area</li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Other Road</li> <li> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Private</li> </ul> |
|--|--|--|

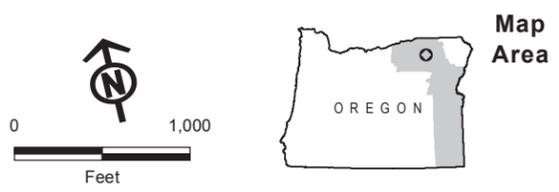
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 41



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

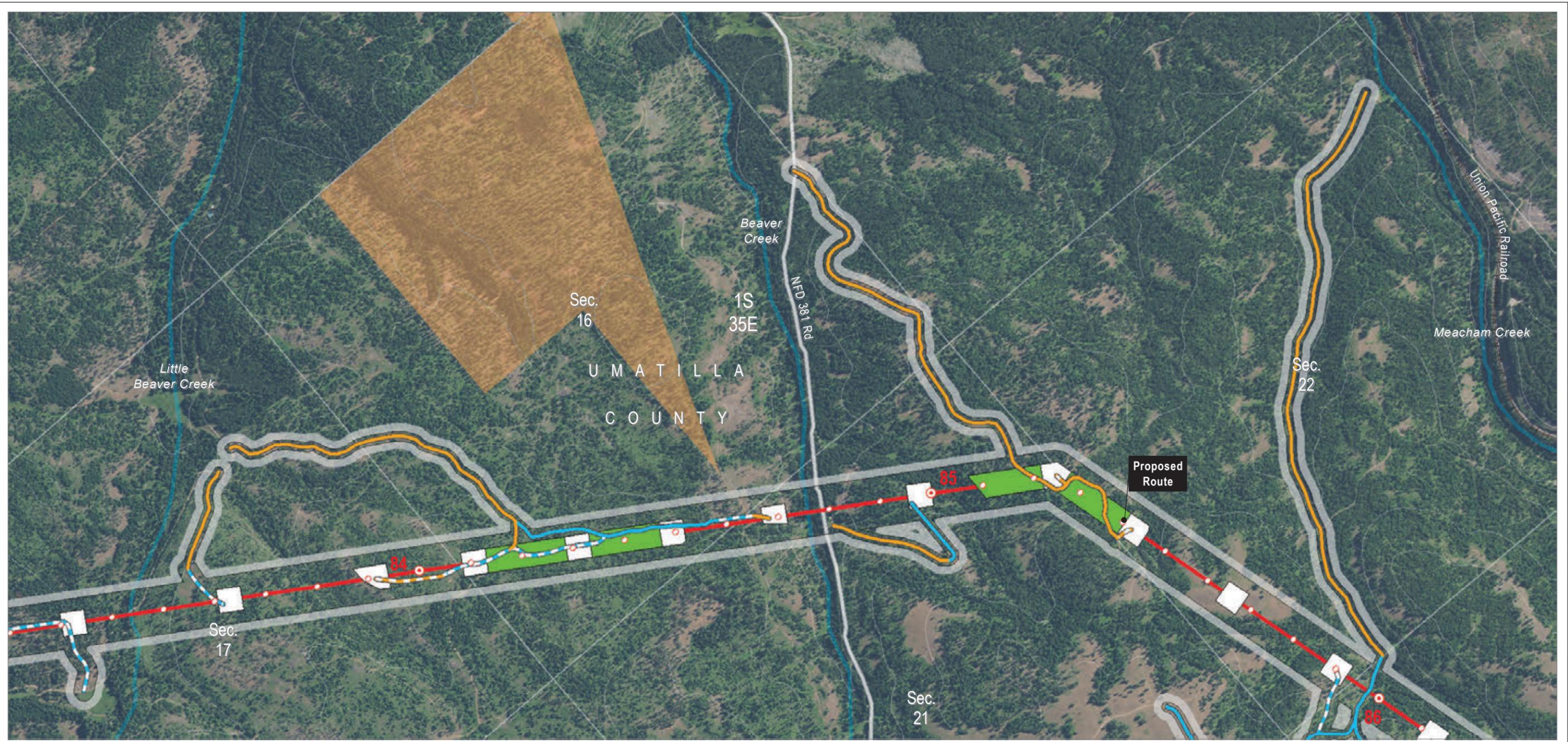


**Attachment C-2  
 Proposed Route Location Maps**

Umatilla County

Map 42

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

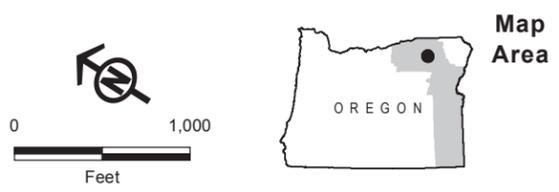
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|--|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid grey; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid grey; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid grey; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Railroad</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: orange; margin-right: 5px;"></span> Indian Reservation</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid grey; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Umatilla County  
 Map 43



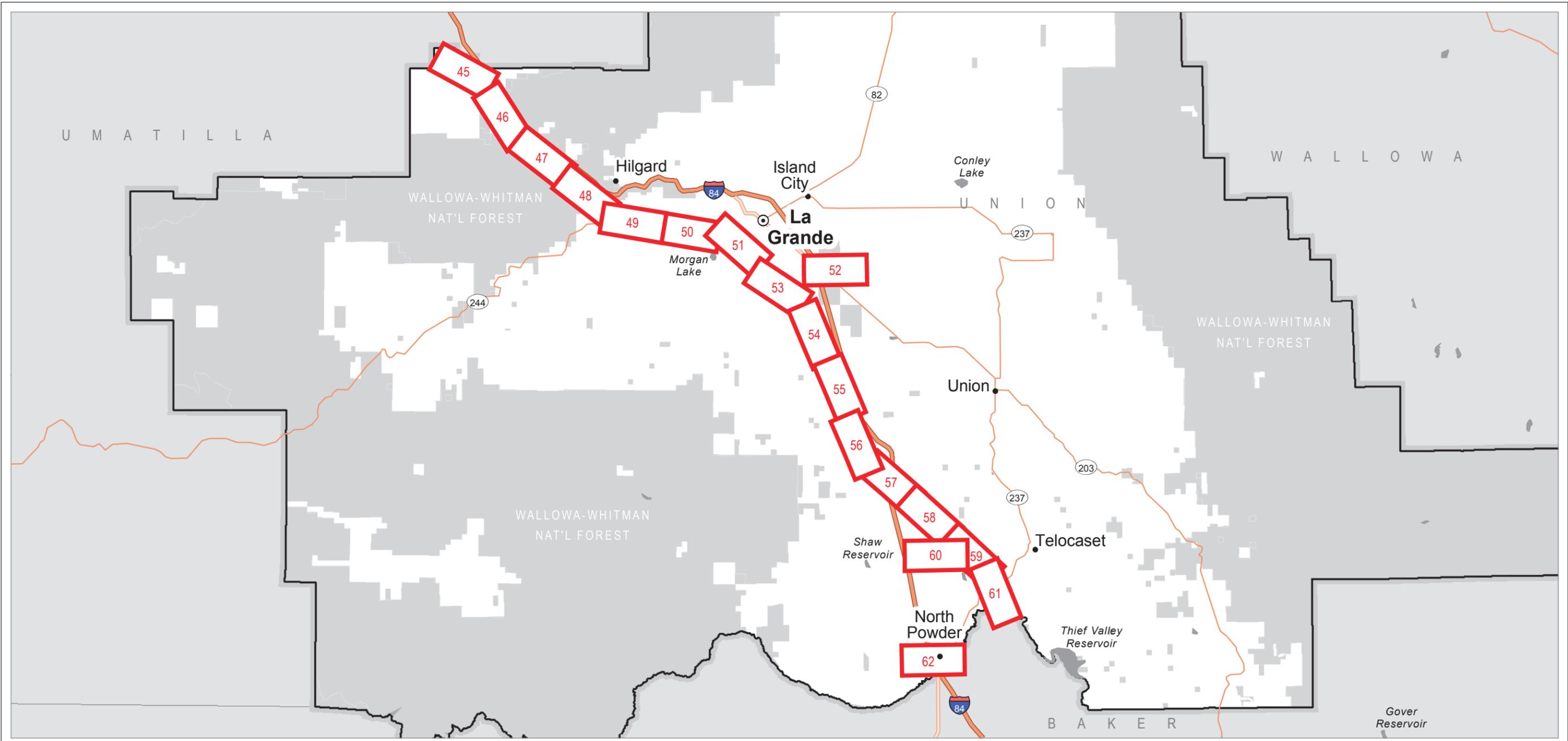
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border: 1px solid blue; margin-right: 5px;"></span> Light-Duty Fly Yard</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; border: 1px solid green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid gray; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: blue; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="display: inline-block; width: 15px; height: 2px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; height: 2px; border-bottom: 1px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Other Road</li> </ul> | <p><b>Stream</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> Indian Reservation</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Umatilla County  
 Map 44

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, Esri  
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ASC\Exhibits\C\_Project Location\Maps\Attachment C-2\Index\_Union.mxd

Map Index  
Location Map (Map #)

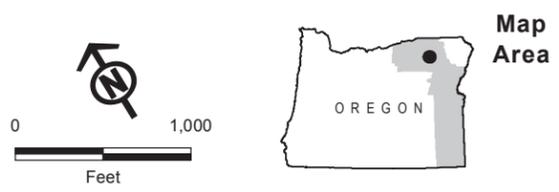
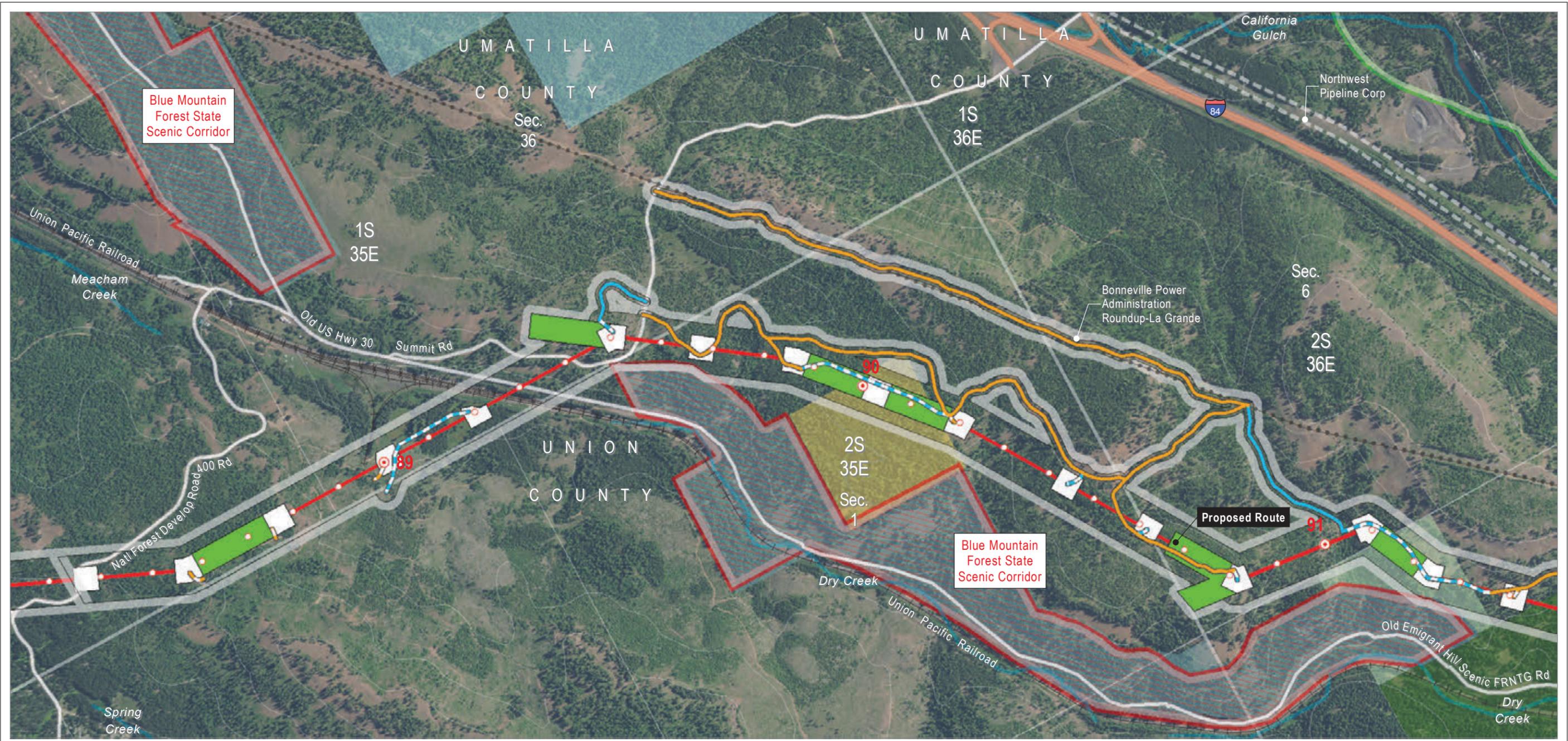
Boardman to Hemingway Transmission Line Project  
Application for Site Certificate



**Attachment C-2  
Proposed Route Location Maps**

Union County

Map Index



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Road</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Willowa-Whitman NF Utility Corridor (MA-17)</li> <li><span style="background-color: lightgreen; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="border: 2px solid red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><b>Land Status</b></li> <li><span style="background-color: yellow; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="background-color: lightgreen; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Forest Service</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: lightblue; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> State or Local</li> <li><span style="background-color: blue; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> State or Local Parks and Recreation or Wildlife</li> </ul> |
|--|--|--|--|

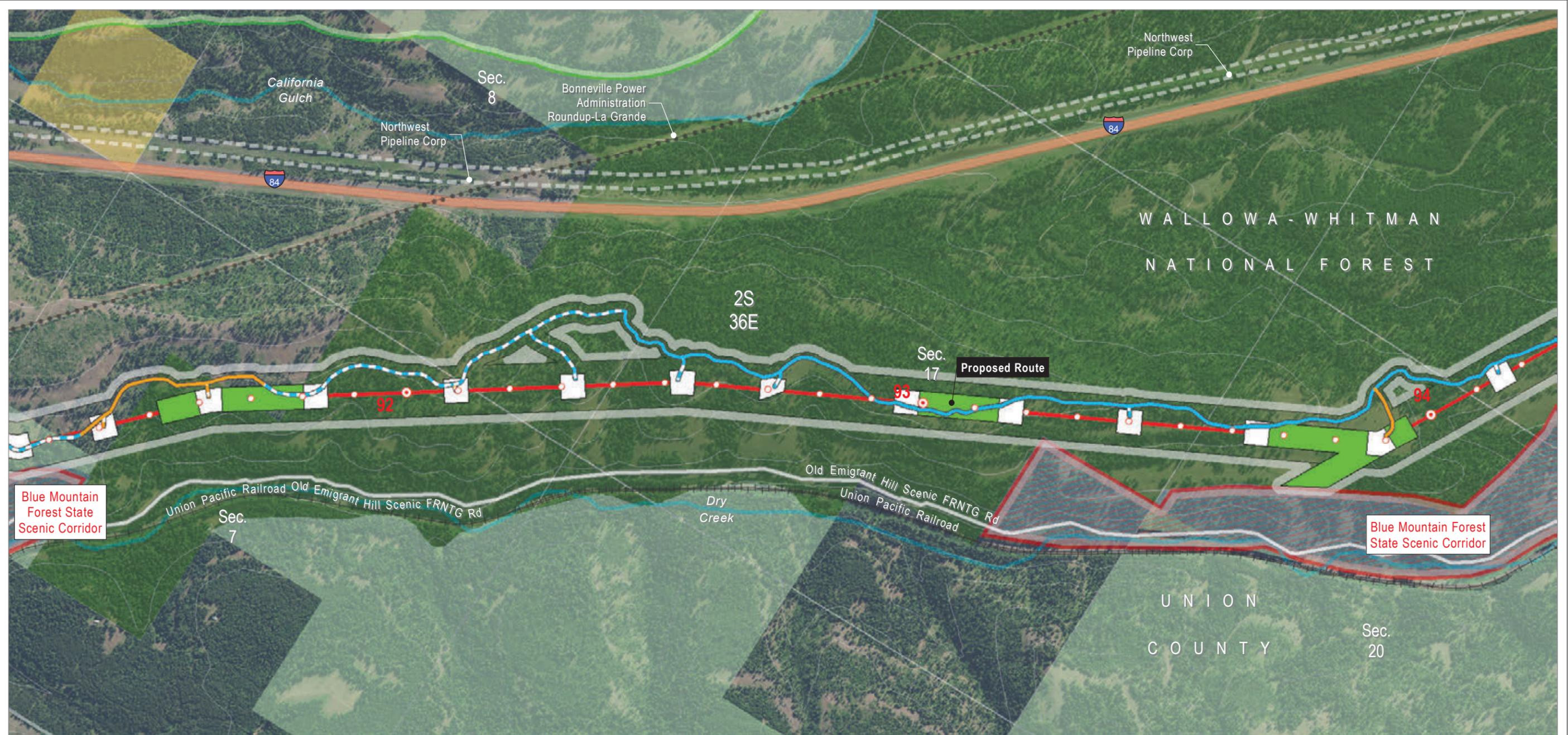
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Union County  
 Map 45



**Map Area**

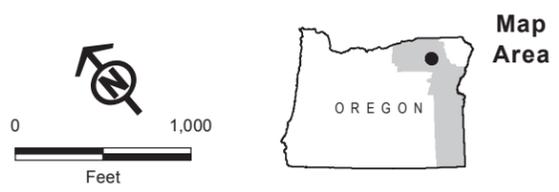
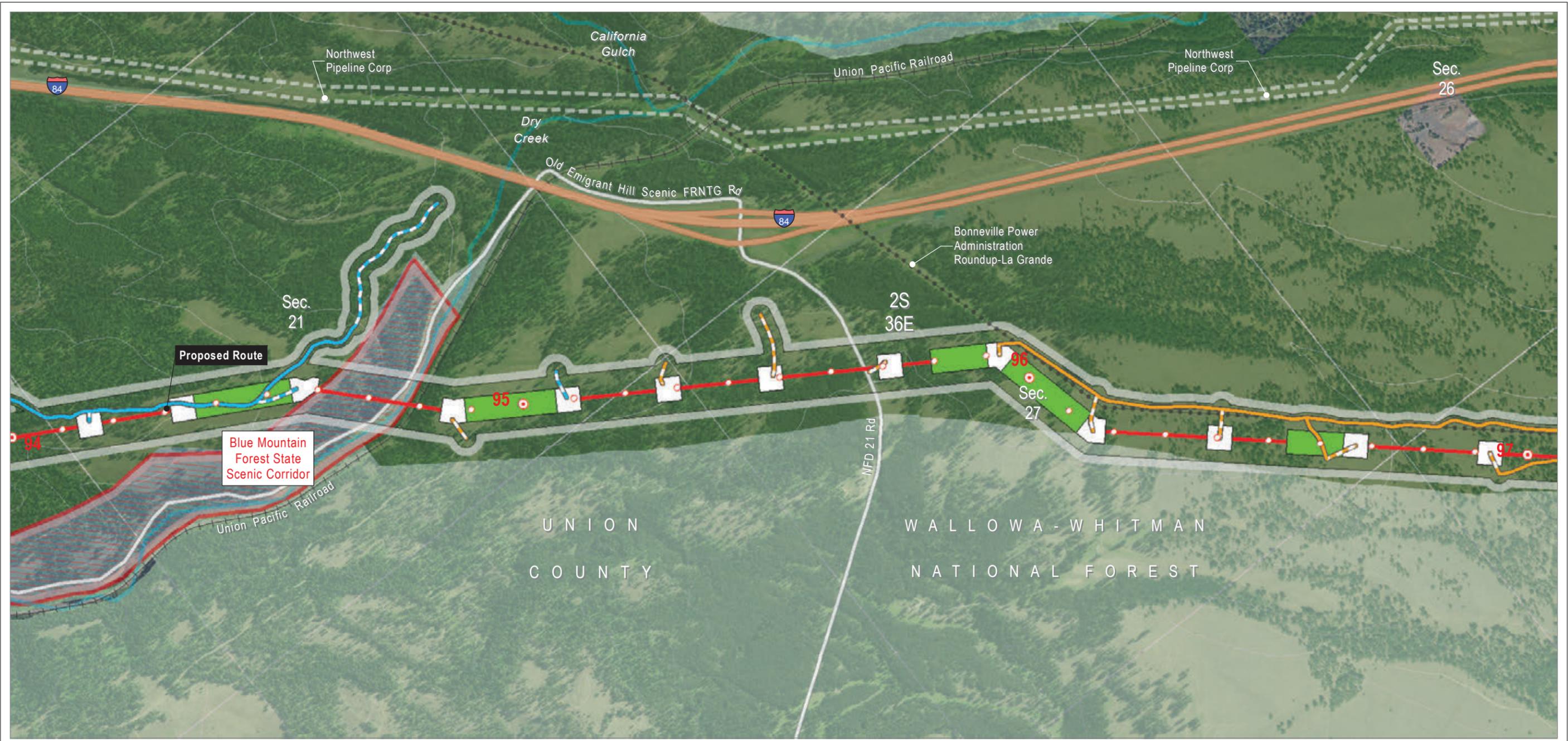
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts
    - Mile
    - Tenth-mile
  - Work Areas
    - Pulling and Tensioning
    - Structure Work Area
  - Access
    - Existing Road, Substantial Modification, 21-70% Improvements
- Existing Road, Substantial Modification, 71-100% Improvements**
- New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Existing Transmission Lines
  - Pipeline
  - Interstate
  - Road
- Railroad**
- Stream
  - Wallova-Whitman NF Utility Corridor (MA-17)
  - Oregon NHT Intact Segment (1/4-mile buffer)
  - Protected Area (EFSC)
- Land Status**
- Bureau of Land Management
  - Forest Service
  - Private
  - State or Local Parks and Recreation or Wildlife

Boardman to Hemingway Transmission Line Project  
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Union County  
 Map 46



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #90EE90; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Existing Road, Substantial Modification, 71-100% Improvements</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Road</li> </ul> | <p><b>Railroad</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 20px; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: #008000; width: 15px; height: 10px; margin-right: 5px;"></span> Wallowa-Whitman NF Utility Corridor (MA-17)</li> <li><span style="background-color: #FF0000; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #90EE90; width: 15px; height: 10px; margin-right: 5px;"></span> Forest Service</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: #ADD8E6; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local Parks and Recreation or Wildlife</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
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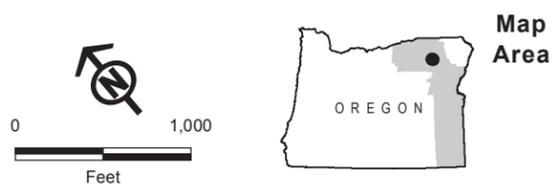


**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 47

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

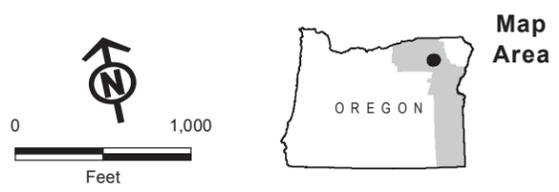
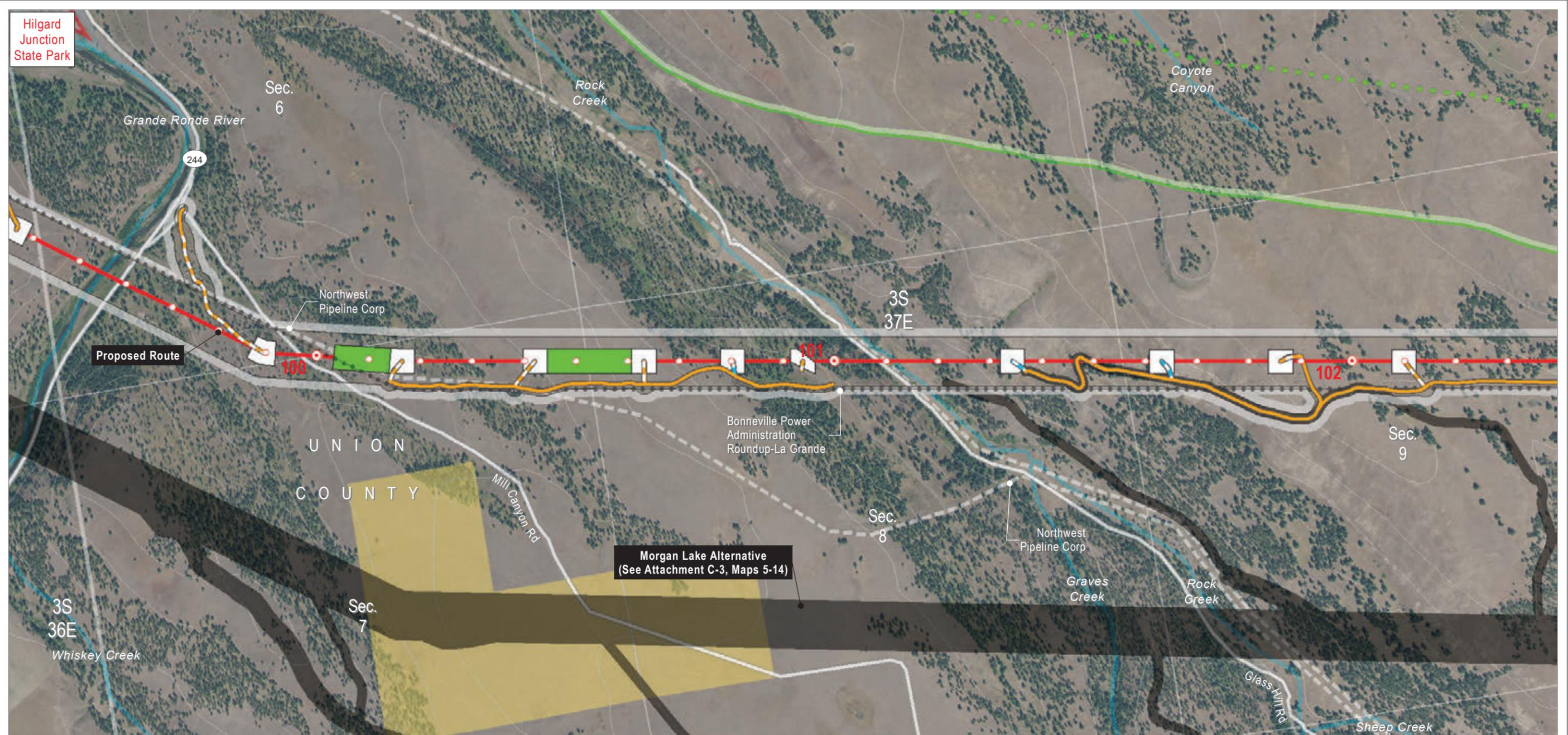
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<p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Alternative</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; display: inline-block; width: 5px; height: 5px; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; display: inline-block; width: 15px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; display: inline-block; width: 15px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 15px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 15px; margin-right: 5px;"></span> Interstate</li> </ul>	<p><b>Road</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; display: inline-block; width: 15px; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 1px solid blue; display: inline-block; width: 15px; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Wallowa-Whitman NF Utility Corridor (MA-17)</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Wallowa-Whitman NF Utility Corridor (MA-17)</li> <li><span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: lightgreen; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Forest Service</li> <li><span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local Parks and Recreation or Wildlife</li> </ul>
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Union County  
**Map 48**



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Alternative</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid yellow; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dotted green; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; margin-right: 5px;"></span> State or Local Parks and Recreation or Wildlife</li> </ul> |
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Pipeline</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid green; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px solid red; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul>  |   |   |

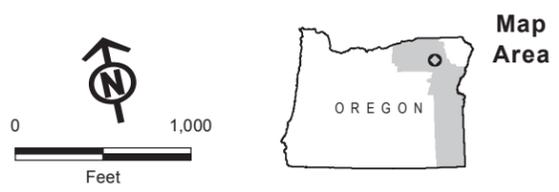
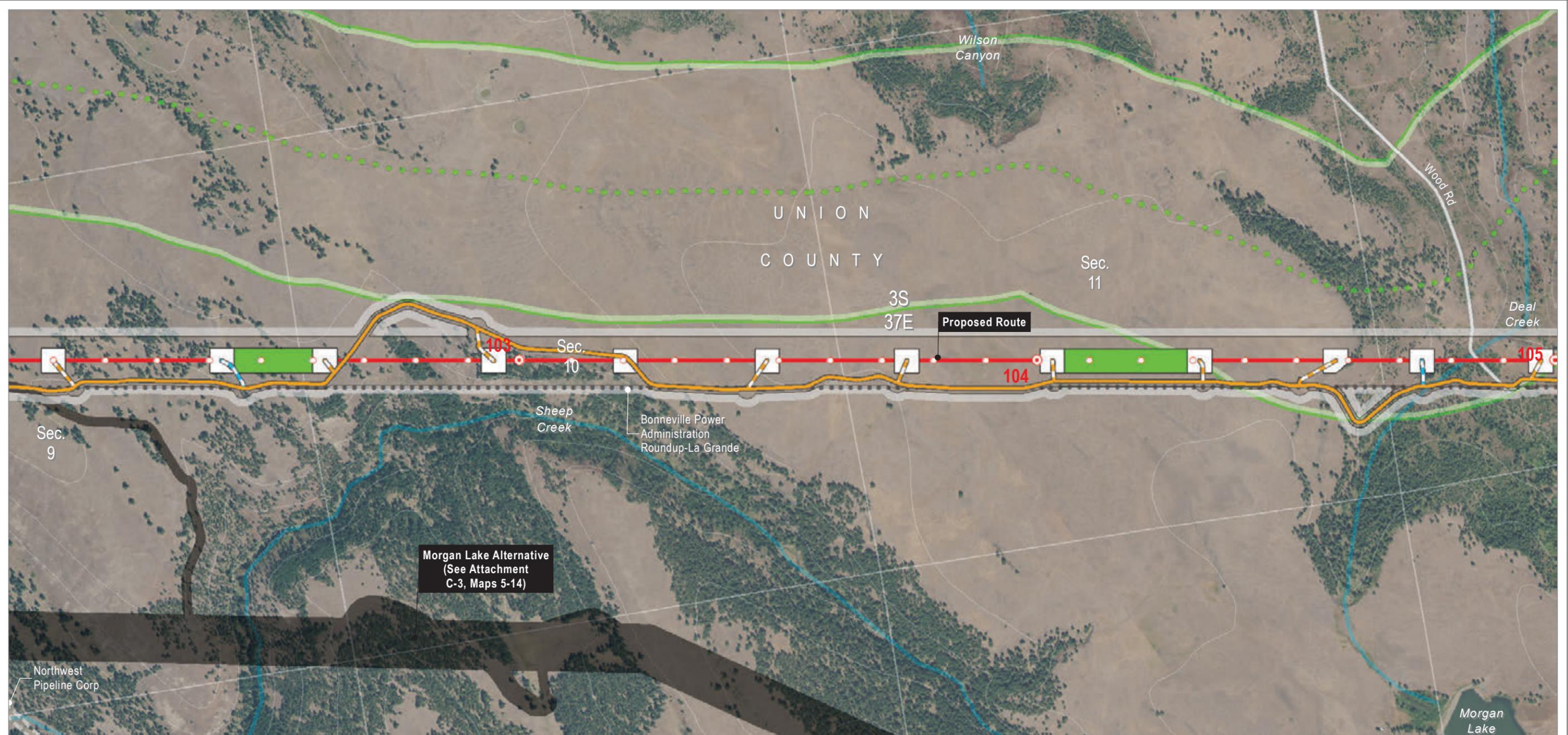
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 49



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Alternative</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid yellow; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed grey; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dotted green; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid grey; margin-right: 5px;"></span> Pipeline</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Private</li> </ul> |
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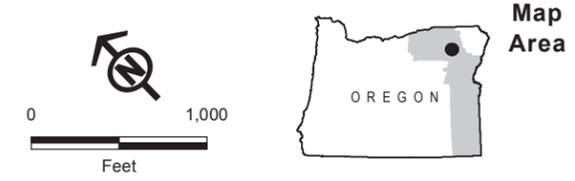
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 50



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: orange; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Communication Station</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><span style="border-bottom: 2px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 2px dashed green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 2px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> City Limits</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px; background-color: green;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 51

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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**

Union County

Map 52



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid black; width: 20px; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 2px solid purple; width: 20px; margin-right: 5px;"></span> Scenic Byway (Type)</li> <li><span style="border-bottom: 1px solid blue; width: 20px; margin-right: 5px;"></span> Stream</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; margin-right: 5px;"></span> Airport Controlled</li> <li><span style="background-color: yellow; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Airspace (Height Restrictions Apply)</li> <li><span style="border: 2px solid red; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><b>Land Status</b></li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: lightblue; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local Parks and Recreation or Wildlife</li> </ul> |
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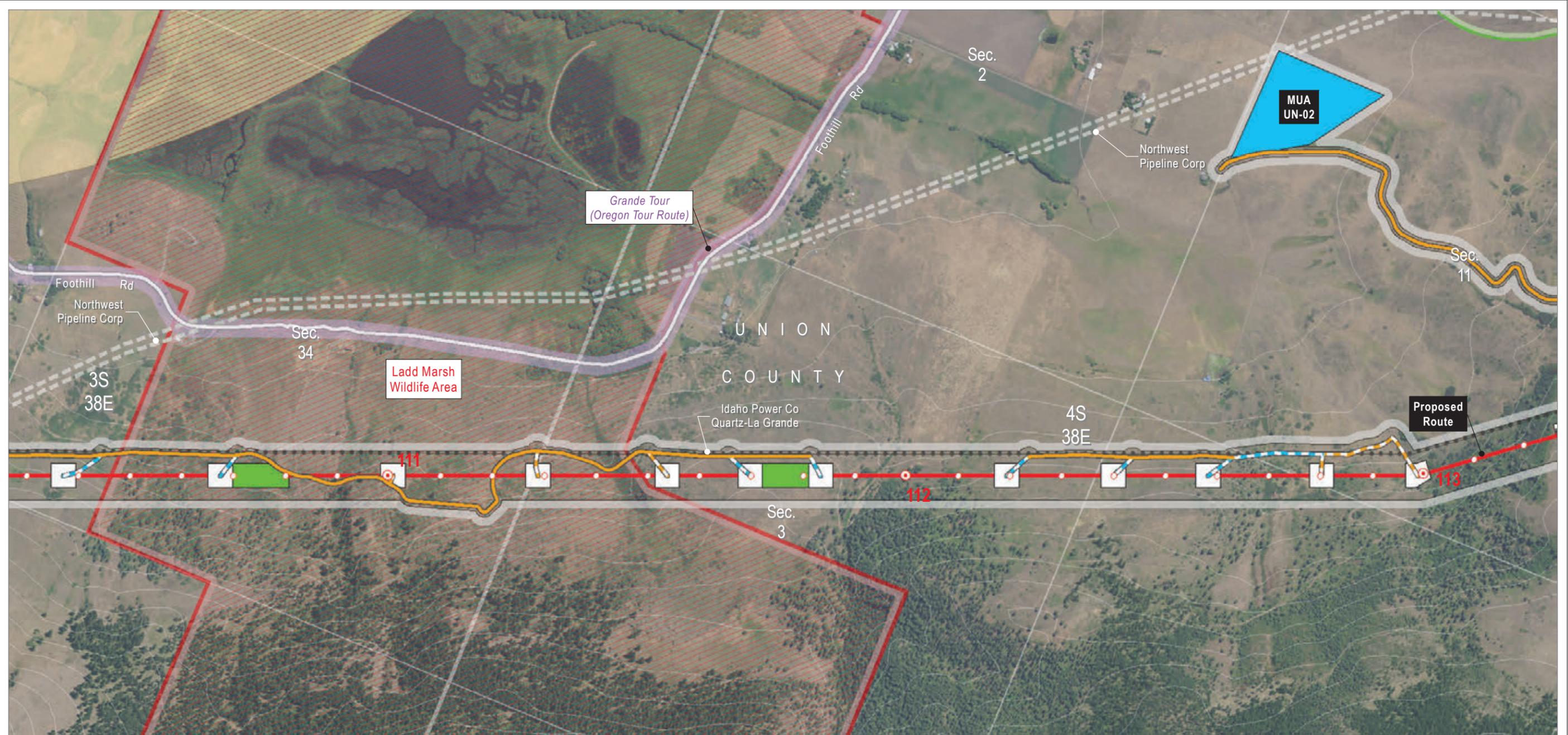
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 53



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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<p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Alternative</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Multi-Use Area</li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Road</li> </ul>	<p><b>Scenic Byway (Type)</b></p> <ul style="list-style-type: none"> <li> Airport Controlled Airspace (Height Restrictions Apply)</li> <li> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Private</li> <li> State or Local Parks and Recreation or Wildlife</li> </ul>
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 54



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; width: 15px; height: 10px; margin-right: 5px;"></span> Alternative</li> <li><span style="border-bottom: 2px solid red; width: 15px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid yellow; width: 15px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 15px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="color: green; font-size: 1.2em;">●</span> Oregon National Historic Trail (NHT)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border: 2px solid orange; width: 15px; height: 10px; margin-right: 5px;"></span> Interstate</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Road</li> <li><span style="color: blue; font-size: 1.2em;">~</span> Stream</li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 55

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; width: 15px; height: 10px; margin-right: 5px;"></span> Alternative</li> <li><span style="border-bottom: 2px solid red; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 15px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 15px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed green; width: 15px; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 1px dashed gray; width: 15px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 15px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid blue; width: 15px; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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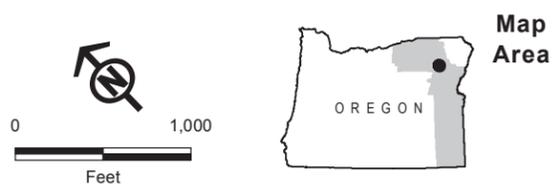
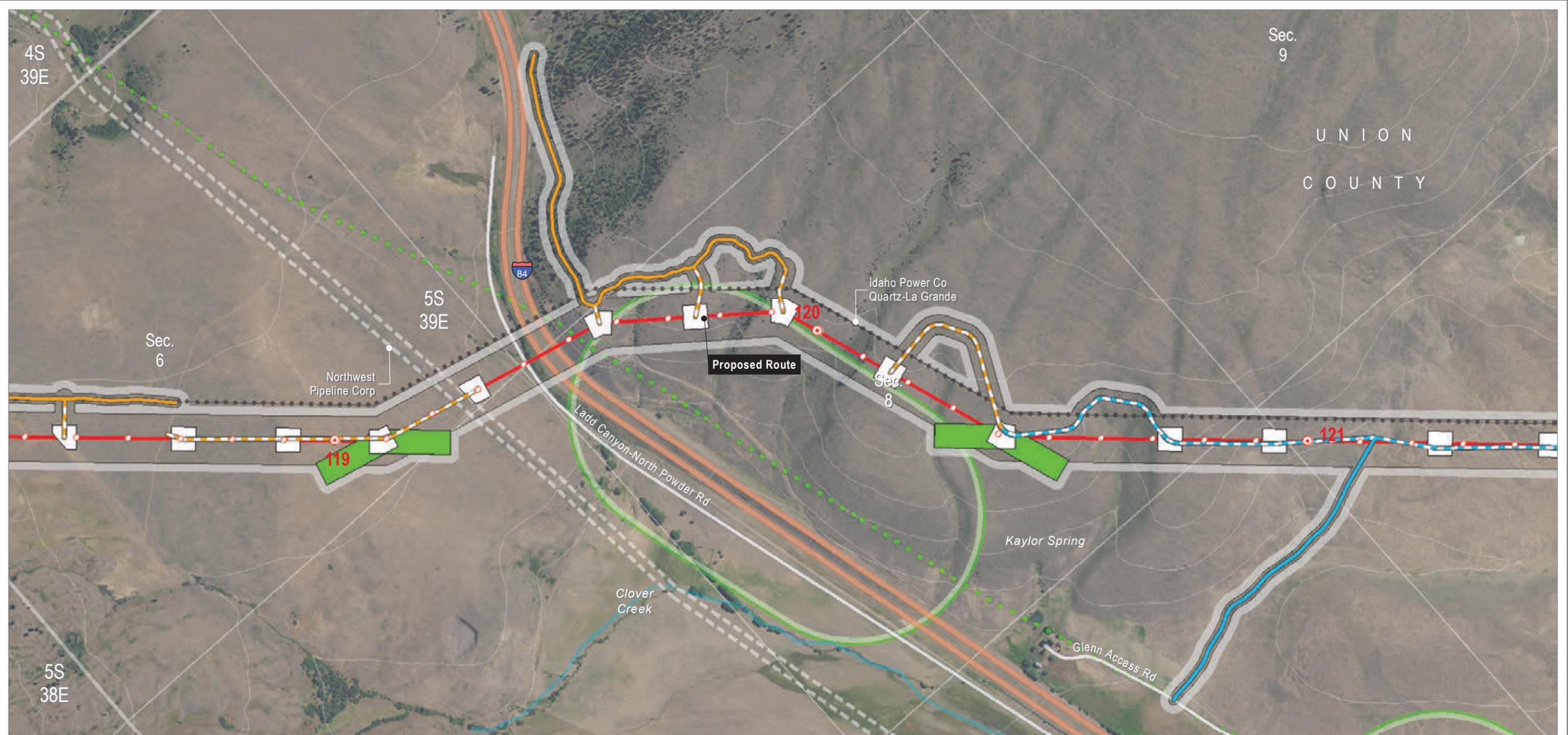
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 56



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px; position: relative; top: -2px;">●</span> Existing Transmission Lines</li> <li><span style="border-bottom: 2px dashed green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 2px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid orange; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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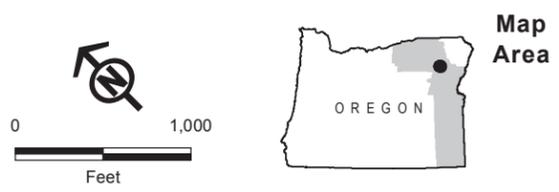
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 57



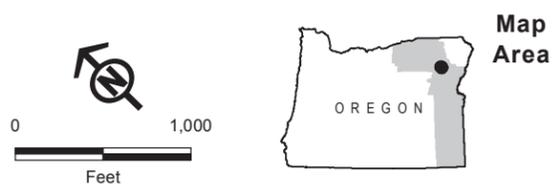
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|---|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><b>Land Status</b></li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Union County  
 Map 58

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: #90EE90; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Existing Road, Substantial Modification, 71-100% Improvements</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid blue; border: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; border: 1px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

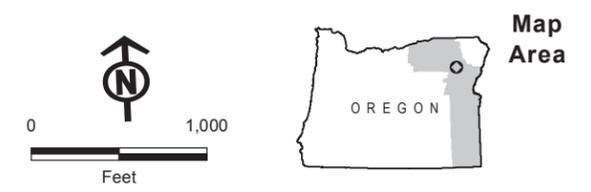


**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 59

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Multi-Use Area
  - Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Existing Transmission Lines
  - Oregon National Historic Trail (NHT)
- Land Status**
- Private
- Other Symbols**
- Interstate
  - Road
  - ~ Stream

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

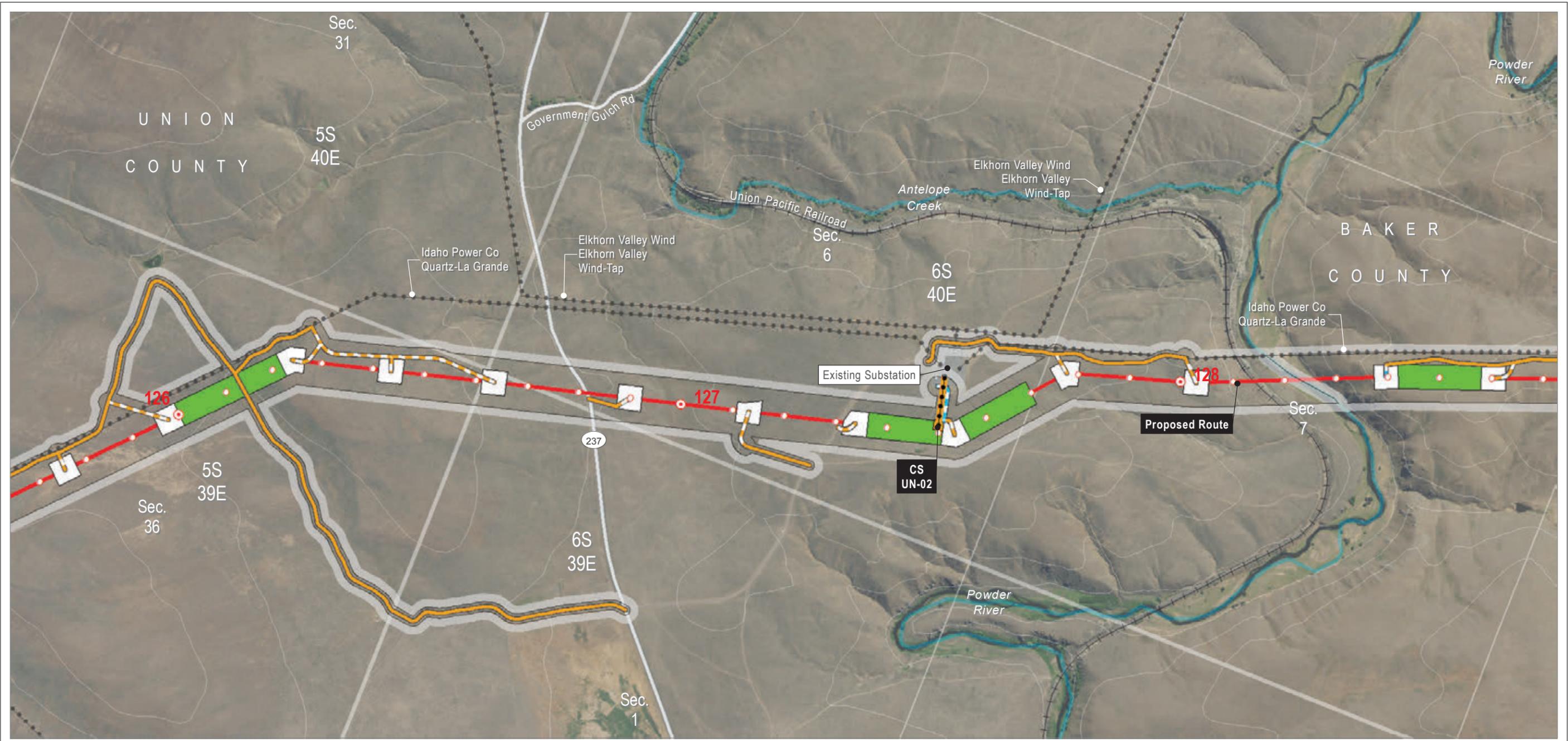


**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 60

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

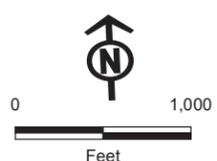
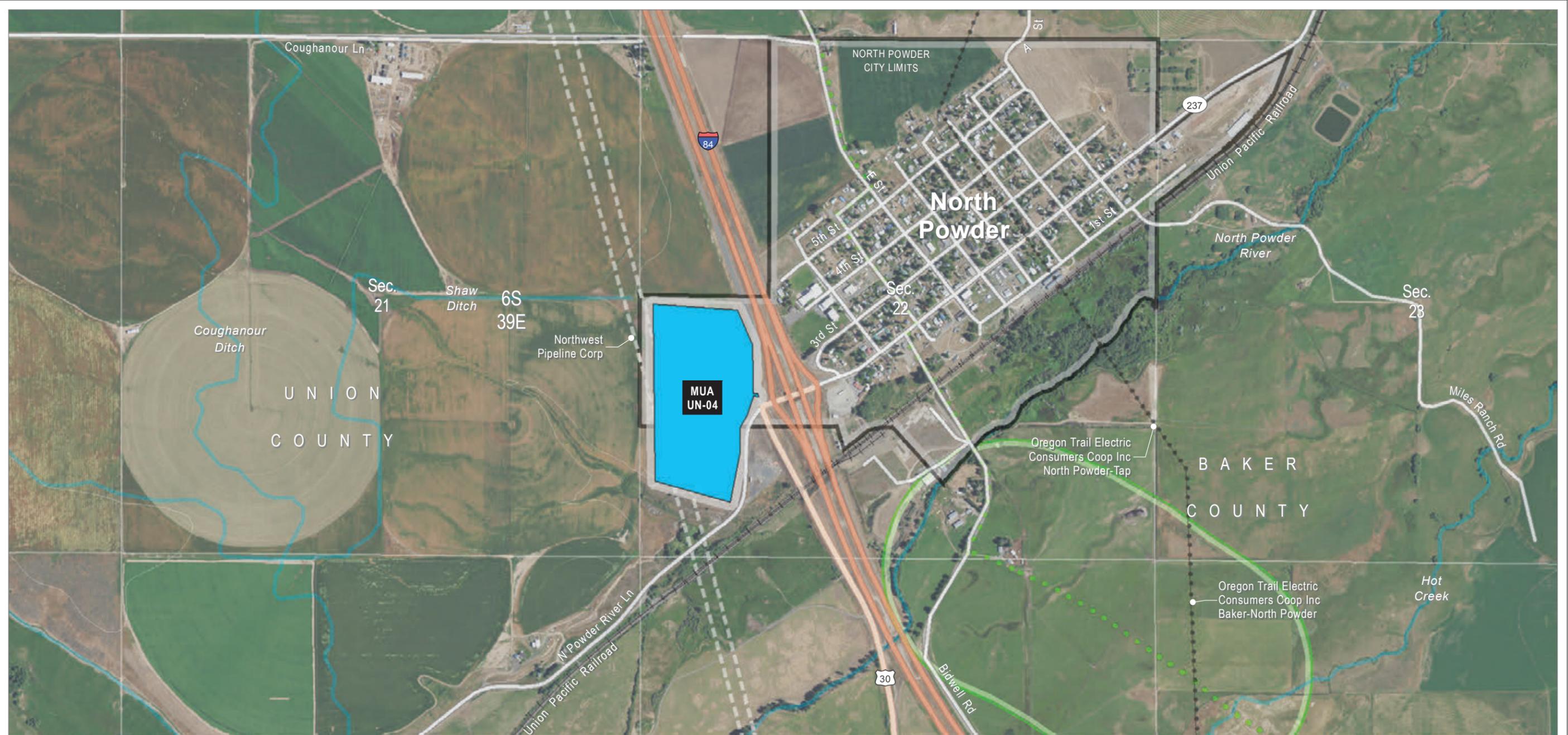
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|---|--|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: orange; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Communication Station</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 2px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Road</li> <li><span style="border-bottom: 2px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
|---|--|--|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Union County  
 Map 61



- |   |   |
|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>Work Areas</li> <li>■ Multi-Use Area</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>● Existing Transmission Lines</li> <li>● Oregon National Historic Trail (NHT)</li> <li>— Pipeline</li> </ul> | <ul style="list-style-type: none"> <li>— Interstate</li> <li>— Highway</li> <li>— Road</li> <li>— Railroad</li> <li>— Stream</li> <li>■ City Limits</li> <li>— Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>□ Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

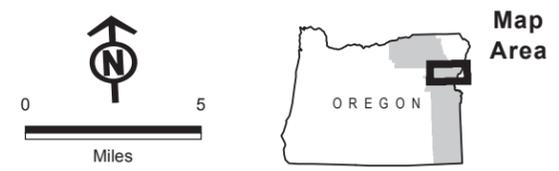
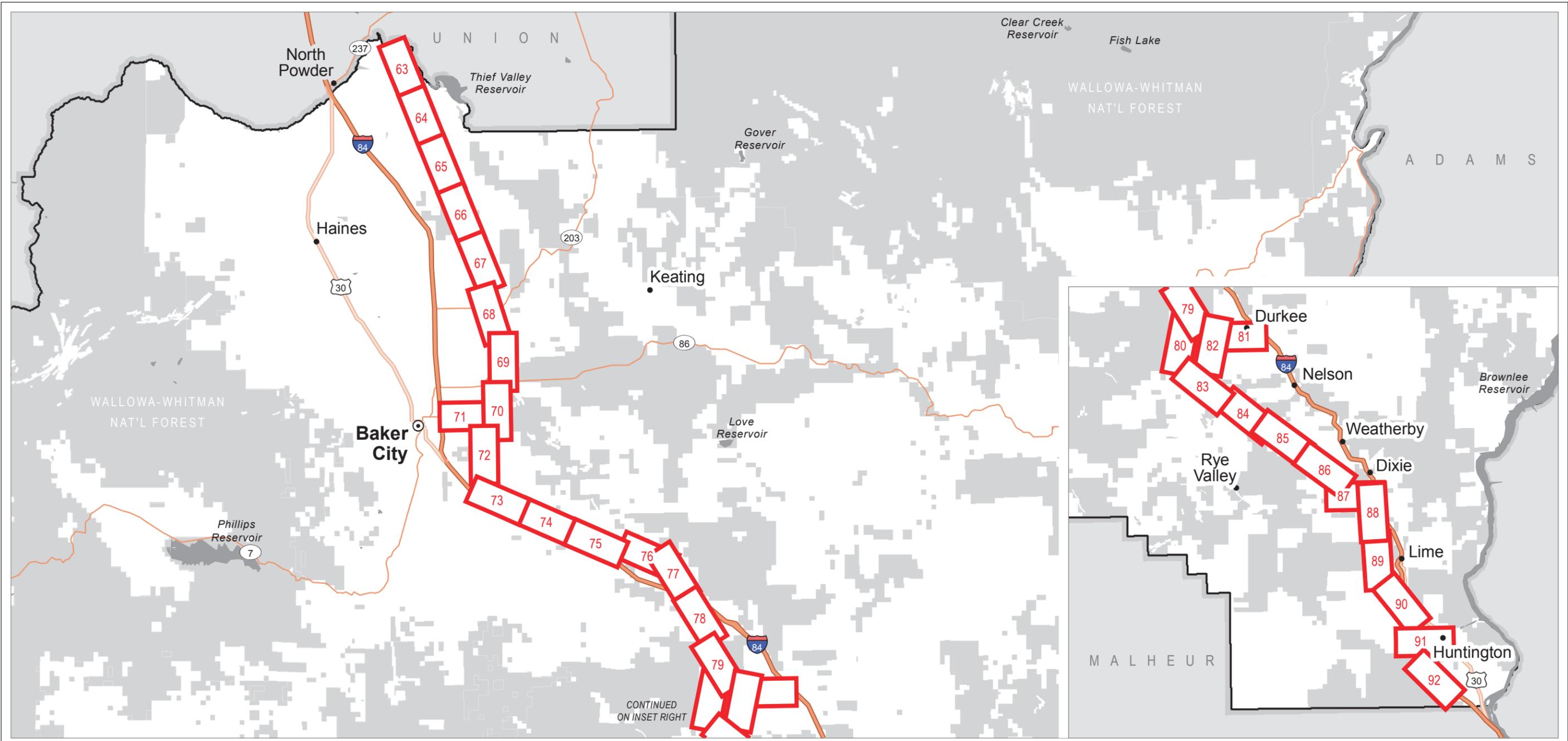


**Attachment C-2  
 Proposed Route Location Maps**

Union County

Map 62

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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**Map Index**  
■ Location Map (Map #)

Source(s): BLM, IPC, Esri  
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 ASC\Exhibits\C\_Project Location\Maps\Attachment C-2\Index\_Baker.mxd

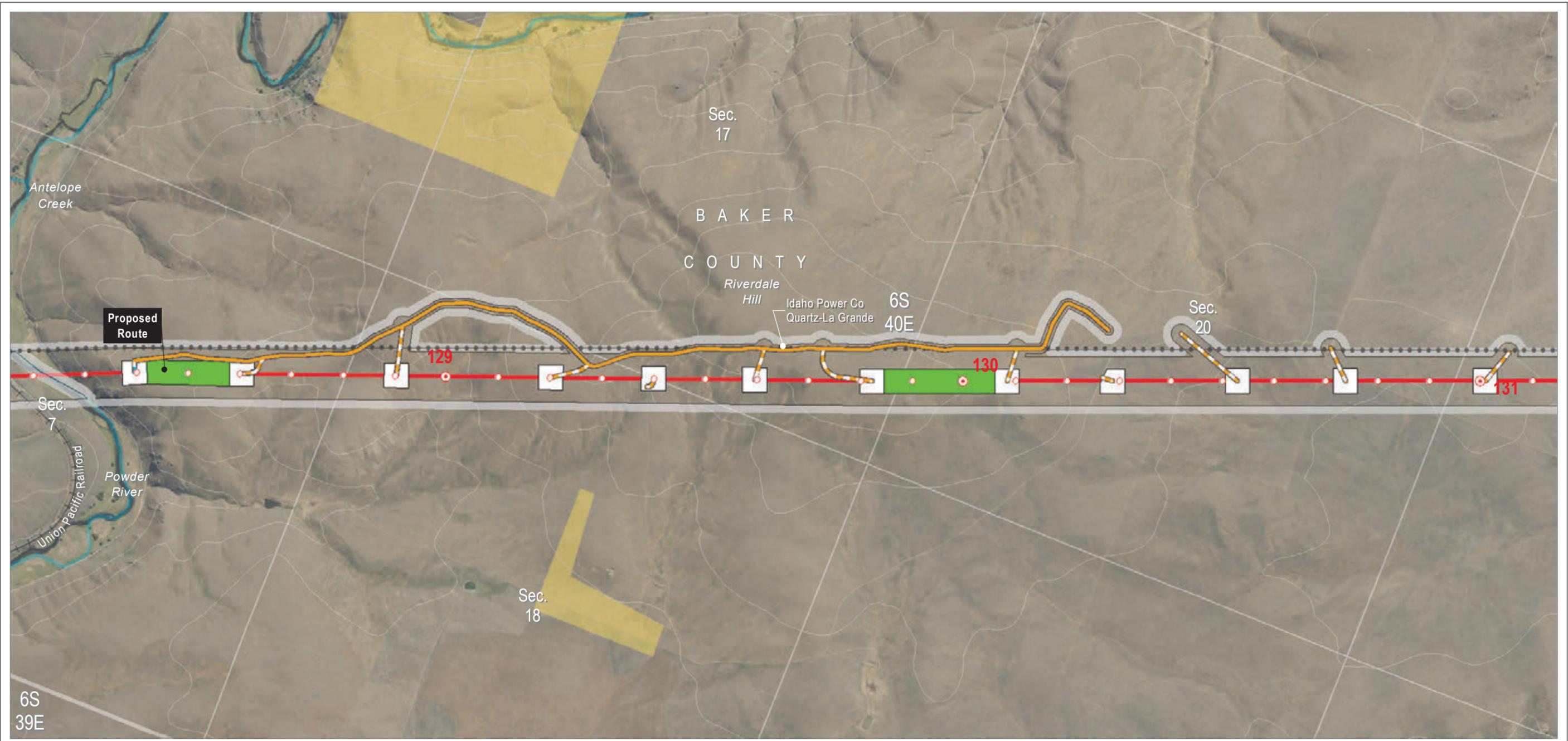
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



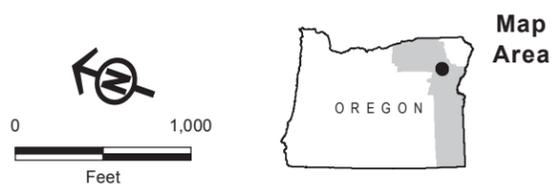
**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map Index



6S  
39E



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Bladed
  - New Road, Primitive
  - Private
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Existing Transmission Lines
  - Railroad
  - Stream
- Land Status**
- Bureau of Land Management

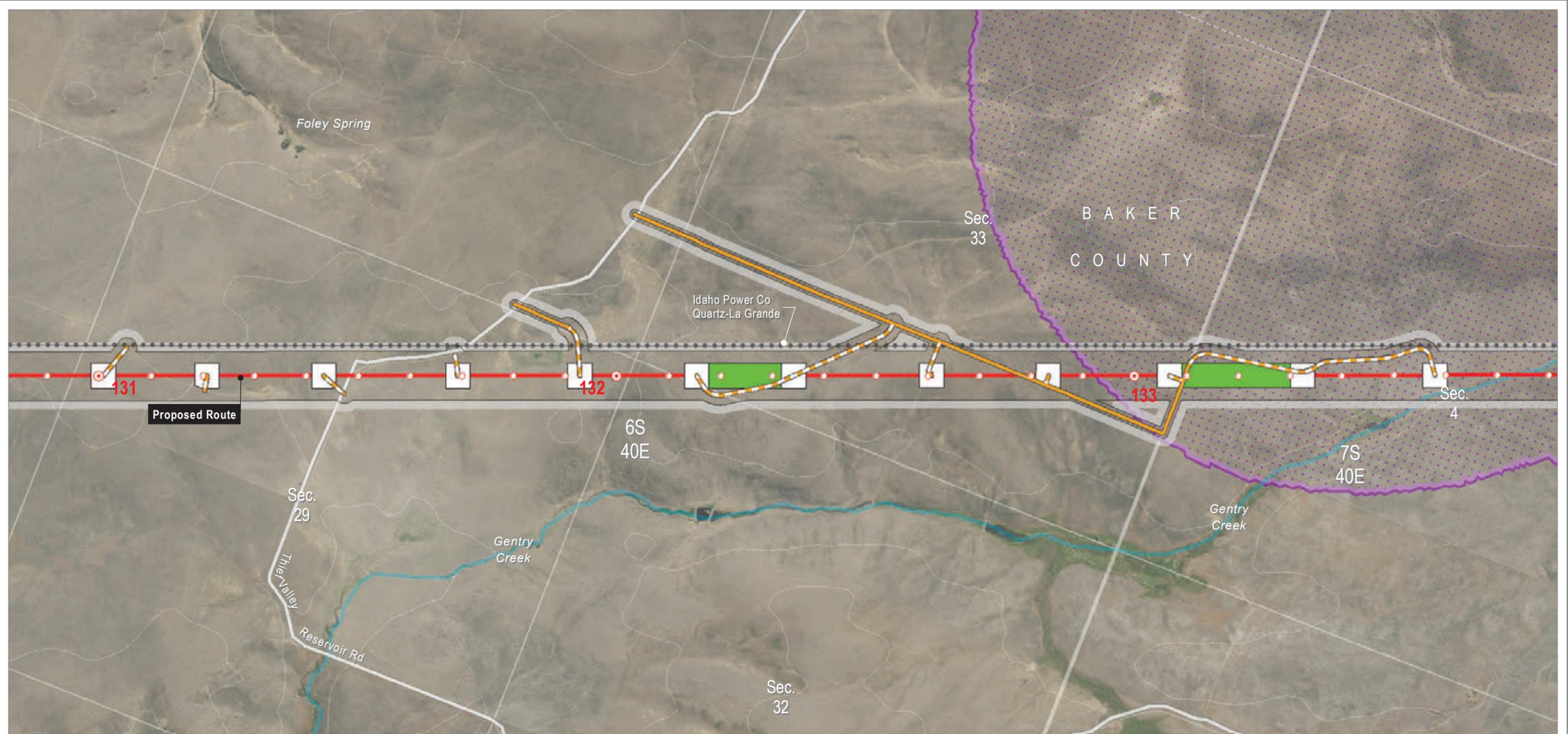
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 63



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|--|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li>Mileposts                     <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> </li> <li>Work Areas                     <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> </li> <li>Access                     <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> </li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="border: 1px solid purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

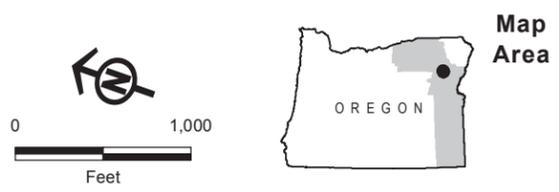


**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 64

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="border: 1px solid purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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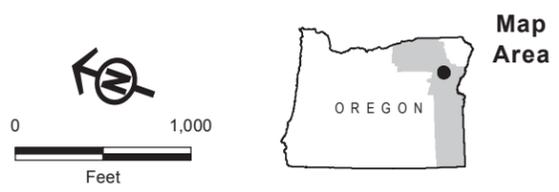
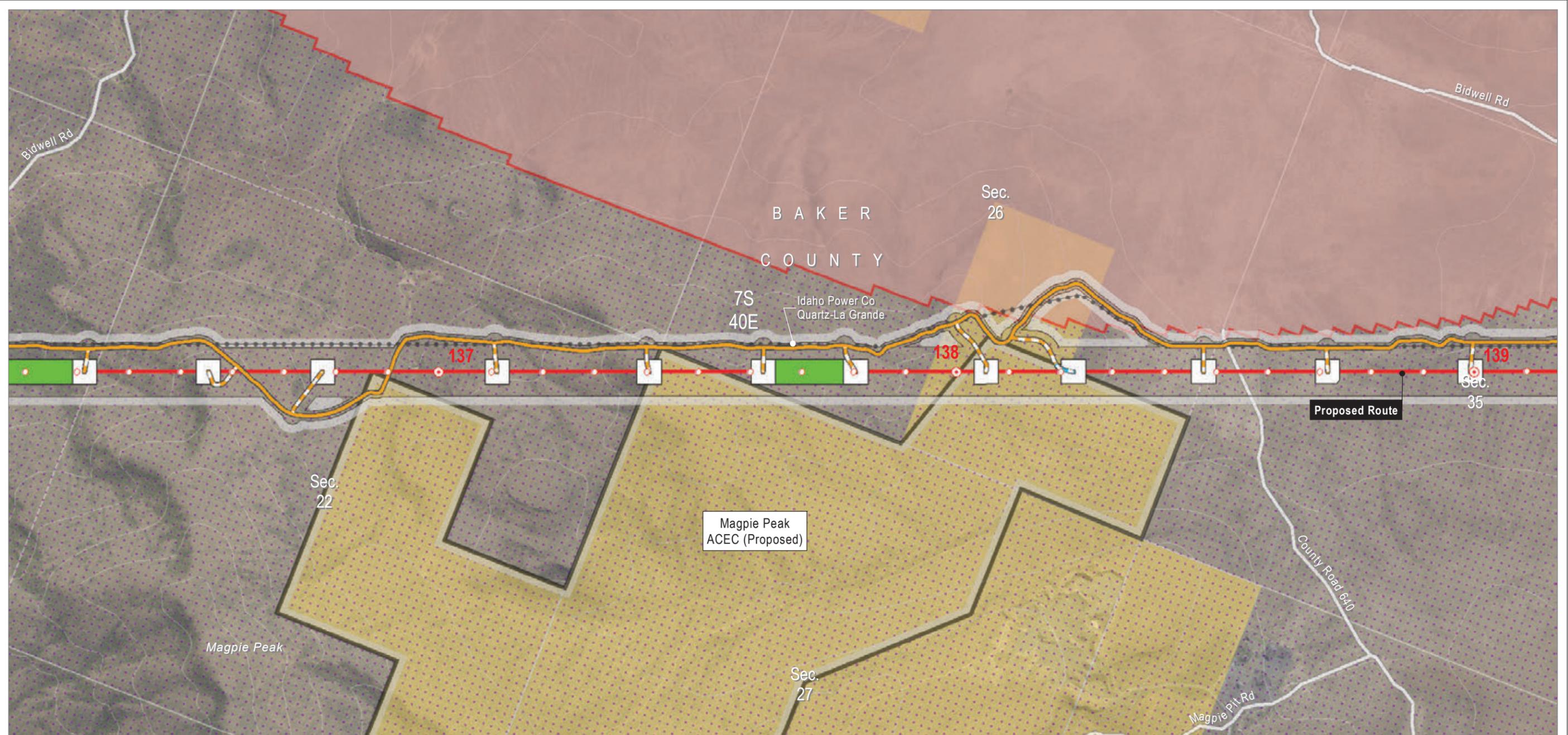
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 65



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border: 2px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Magpie Peak ACEC (Proposed)</li> <li><span style="border: 2px solid purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Areas of Population Richness</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

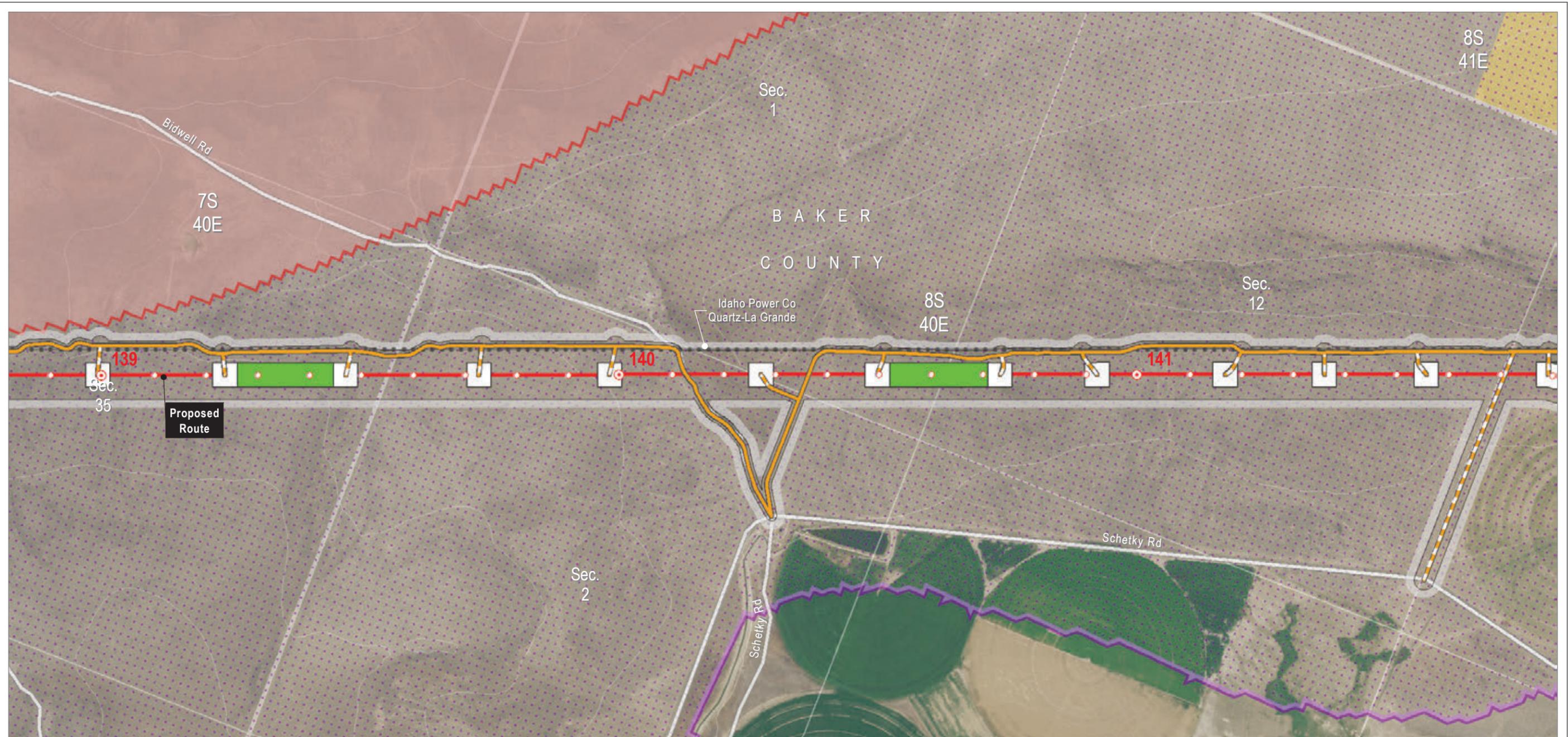


**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 66

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Other Road</li> <li> Sage-grouse Core Area</li> <li> Sage-grouse Areas of Population Richness</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 67



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>● Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> </ul> | <ul style="list-style-type: none"> <li>— Existing Transmission Lines</li> <li>— Other Road</li> <li>— Stream</li> <li>■ Airport Controlled Airspace (Height Restrictions Apply)</li> <li>■ Oregon NHT Intact Segment (1/4-mile buffer)</li> <li>■ Sage-grouse Core Area</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>□ Private</li> </ul> |
|---|---|--|

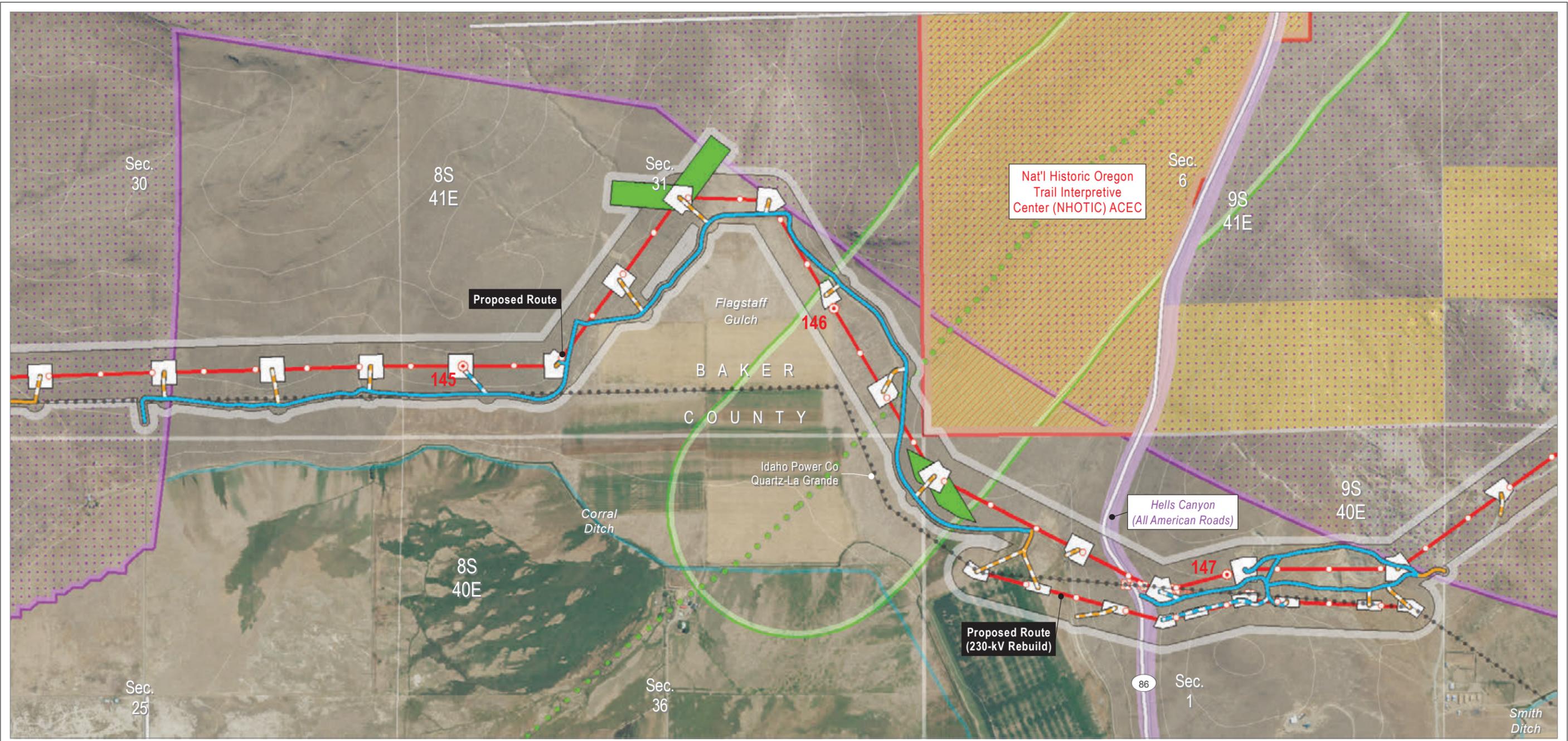
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 68



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><span style="border: 1px solid red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px; border-left: 1px solid black;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px; border-left: 1px solid black;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dotted green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px; border-left: 1px solid black;"></span> Other Road</li> <li><span style="border-bottom: 1px solid purple; width: 20px; display: inline-block; margin-right: 5px;"></span> Scenic Byway (Type)</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="border: 1px solid red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><span style="border: 1px solid purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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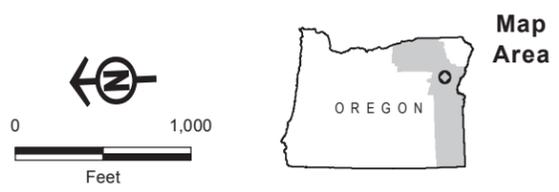
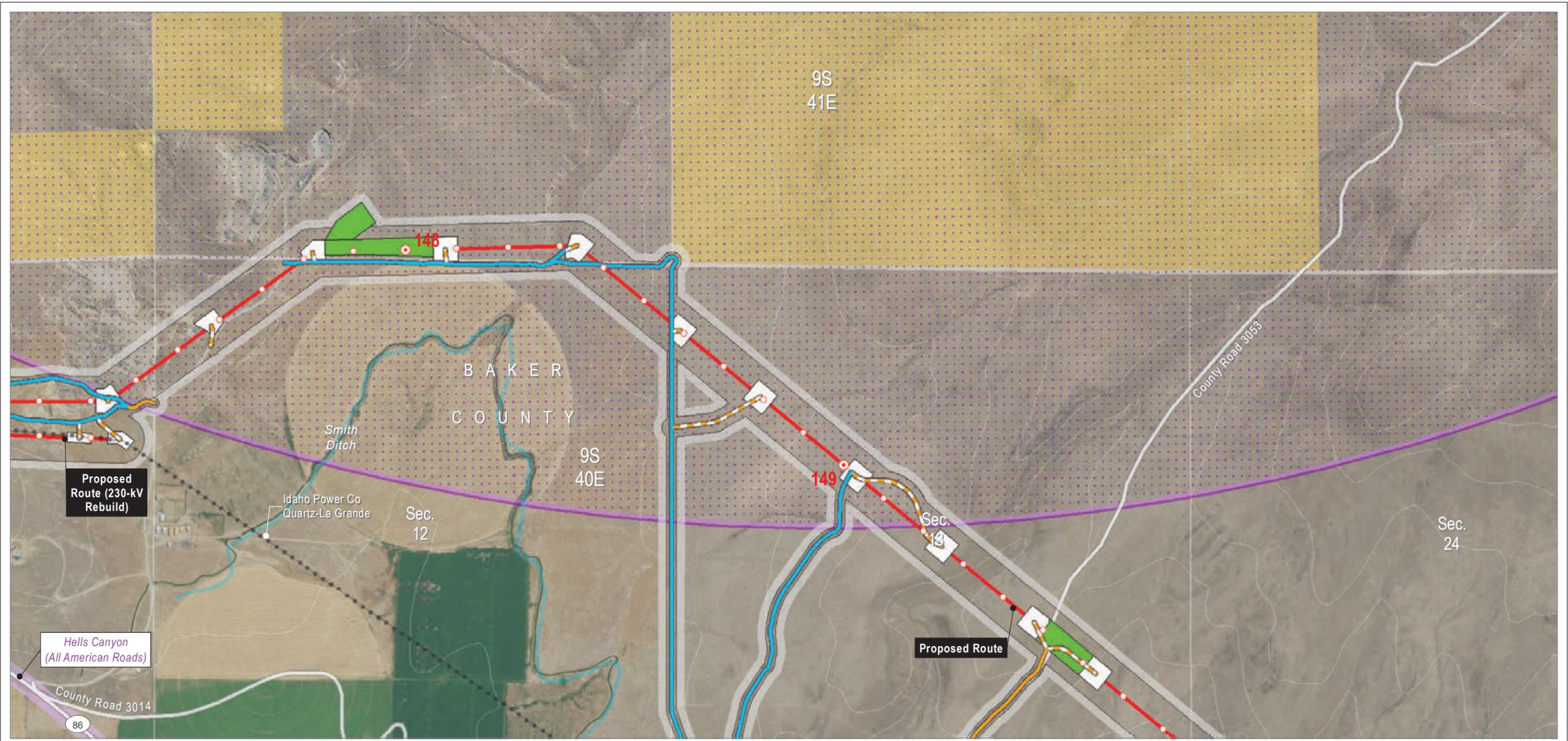
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 69



<b>Project Features</b>	Existing Road, Substantial Modification, 71-100% Improvements	<b>Land Status</b>
Site Boundary	New Road, Primitive	Bureau of Land Management
Transmission Centerline	<b>Important Siting Constraints and Other Features</b>	Private
Mileposts	100-foot Contours	
Mile	Existing Transmission Lines	
Tenth-mile	Other Road	
Work Areas	Scenic Byway (Type)	
Pulling and Tensioning	Stream	
Structure Work Area	Sage-grouse Core Area	
Access		
Existing Road, Substantial Modification, 21-70% Improvements		

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

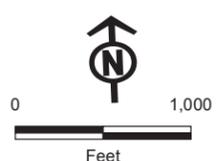
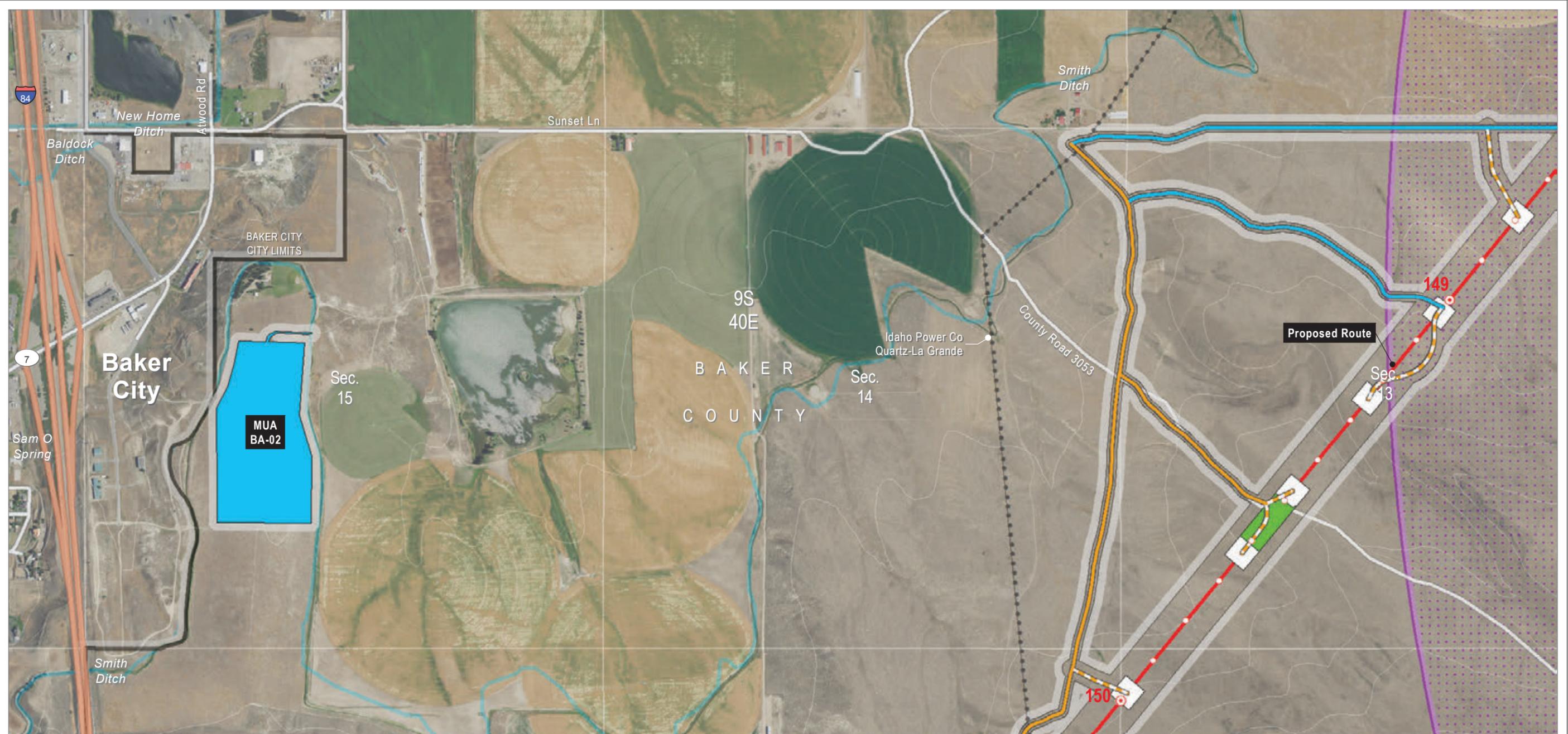


**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 70

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Area

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>● Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>● Existing Transmission Lines</li> </ul> | <ul style="list-style-type: none"> <li>— Interstate</li> <li>— Other Road</li> <li>— Stream</li> <li>■ City Limits</li> <li>■ Sage-grouse Core Area</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>□ Private</li> </ul> |
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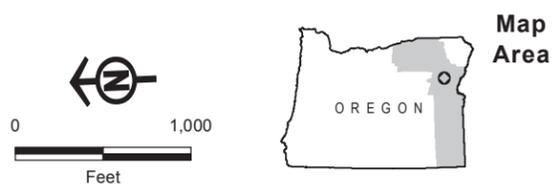
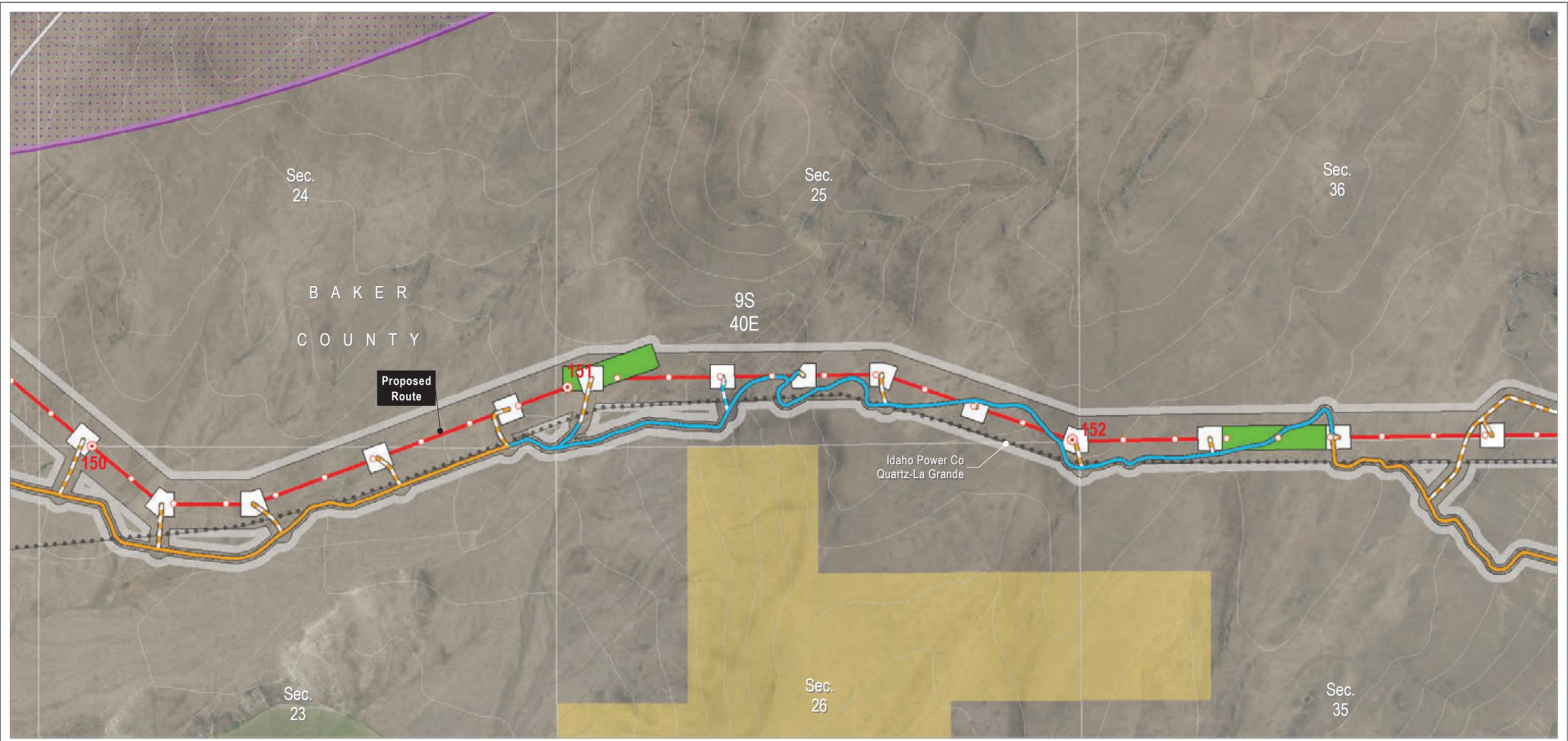
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 71



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Other Road</li> <li> Sage-grouse Core Area</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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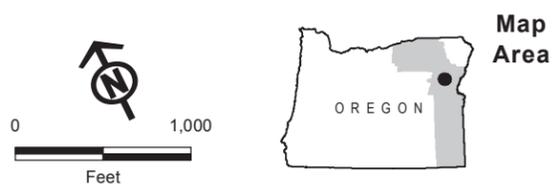
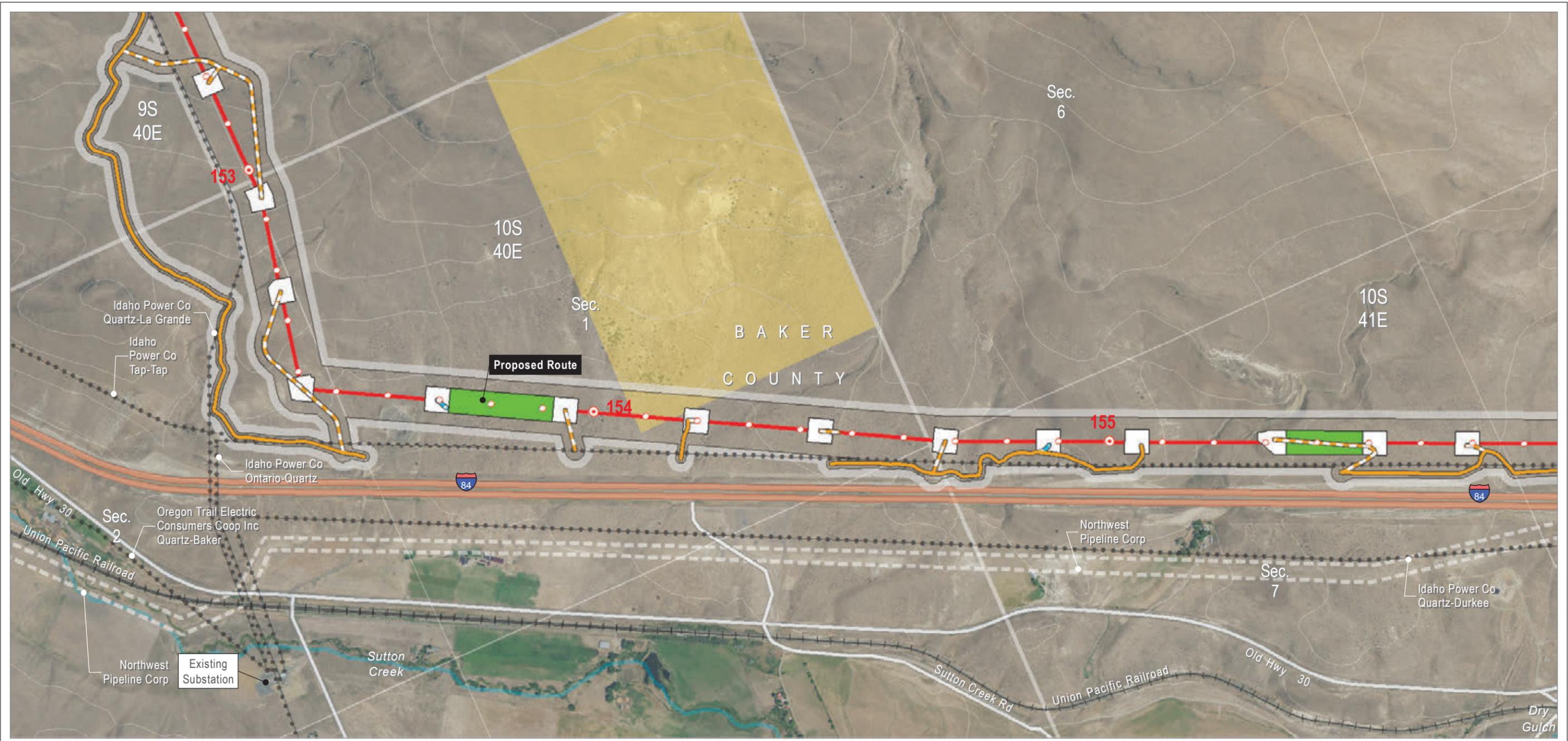
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 72



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid yellow; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px dashed black; width: 20px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid black; width: 20px; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 1px solid blue; width: 20px; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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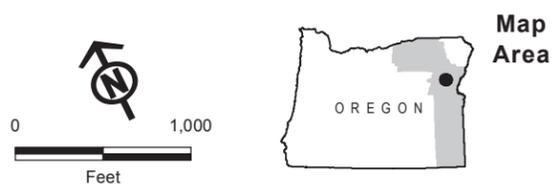
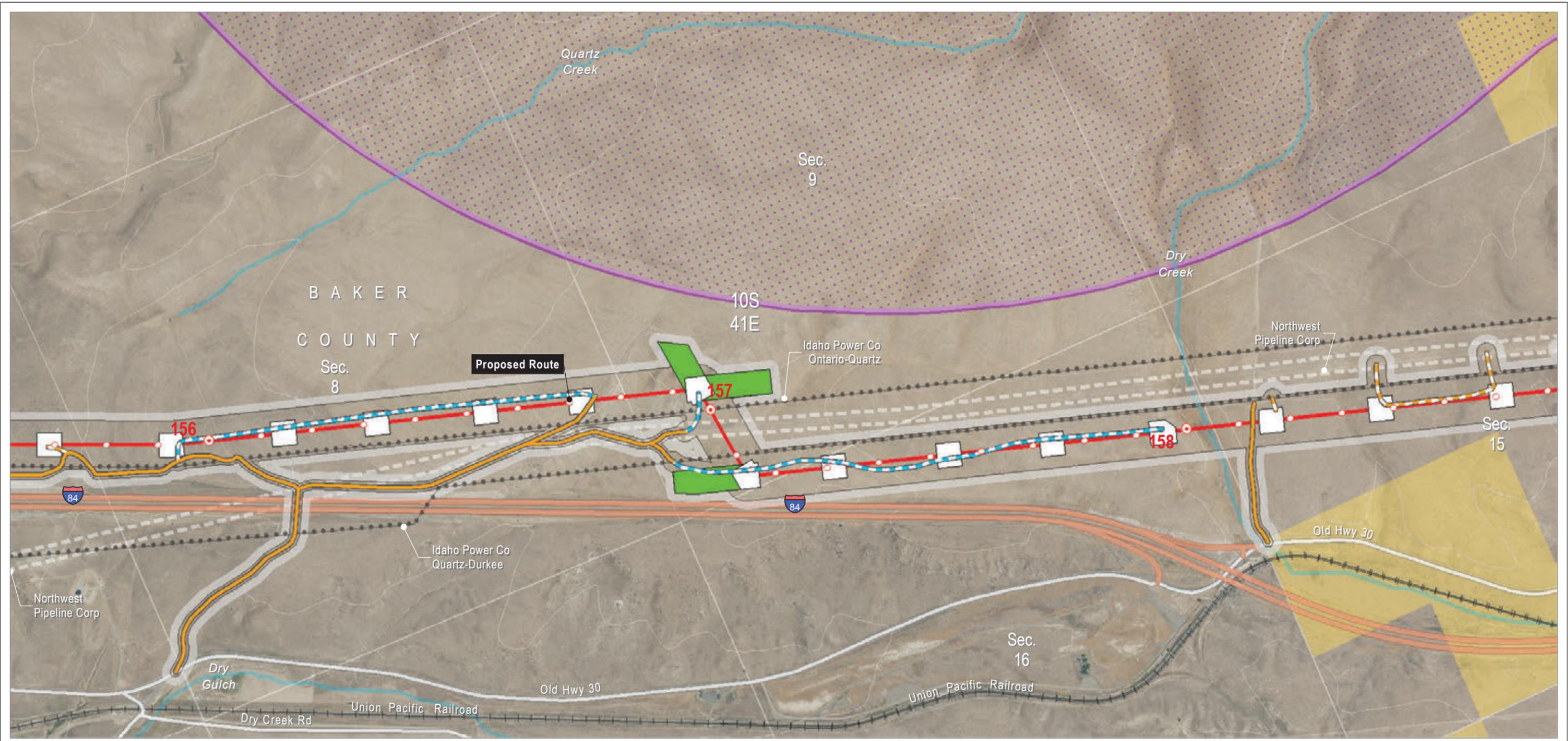
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 73



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Interstate</li> <li> Other Road</li> <li> Railroad</li> <li> Stream</li> </ul> | <ul style="list-style-type: none"> <li> Sage-grouse Core Area</li> <li><b>Land Status</b></li> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 74



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p>Mileposts</p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p>Work Areas</p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Communication Station</li> <li><span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; display: inline-block; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid blue; border-left: 2px solid blue; display: inline-block; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; border-left: 2px solid orange; display: inline-block; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> <li><span style="border-bottom: 2px solid black; border-left: 2px solid black; display: inline-block; width: 20px; margin-right: 5px;"></span> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 20px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px dashed gray; display: inline-block; width: 20px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; display: inline-block; width: 20px; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; display: inline-block; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 20px; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 1px solid blue; display: inline-block; width: 20px; margin-right: 5px;"></span> Stream</li> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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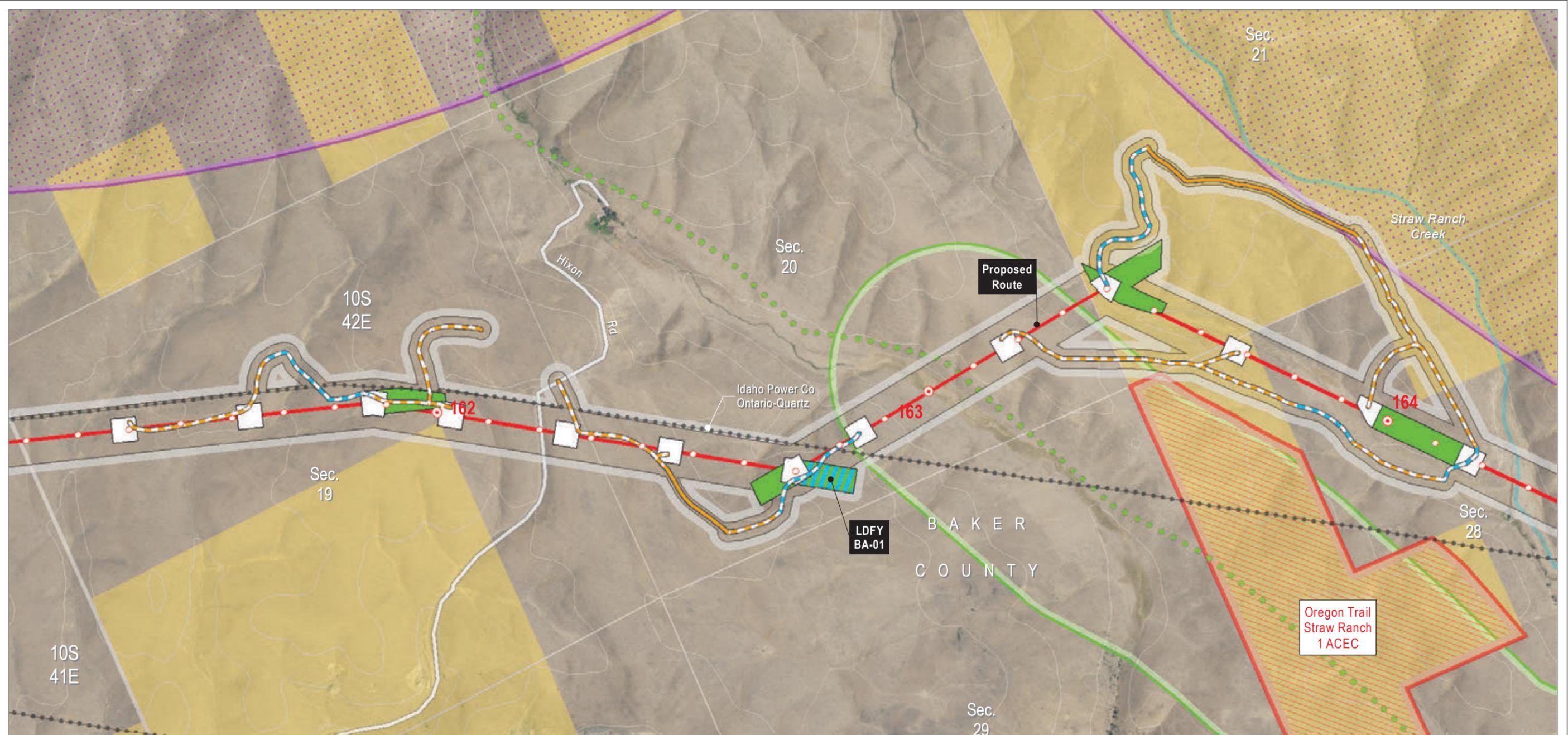
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 75



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

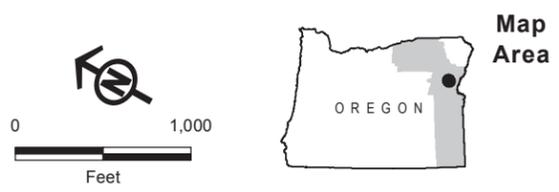
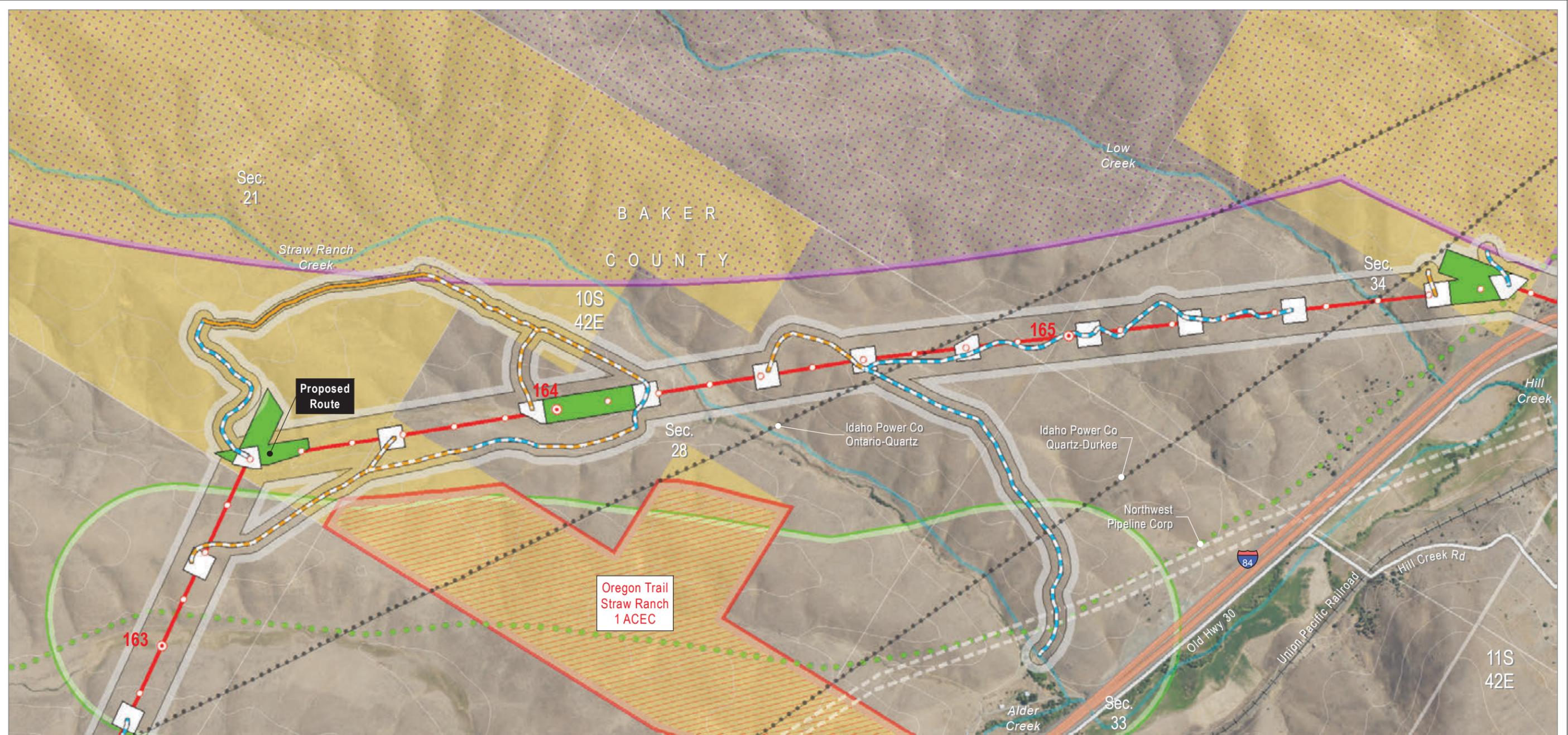
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #00b0f0; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Light-Duty Fly Yard</li> <li><span style="background-color: #008000; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 2px dotted green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> </ul> <p><b>Stream</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Oregon NHT Intact Segment (1/4-mile buffer)</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #008000; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> <p><b>Protected Area (EFSC)</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> <p><b>Sage-grouse Core Area</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #ffff00; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 76



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p> New Road, Bladed</p> <p> New Road, Primitive</p> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Oregon National Historic Trail (NHT)</li> <li> Pipeline</li> <li> Interstate</li> <li> Other Road</li> </ul> | <p> Railroad</p> <p> Stream</p> <p> Oregon NHT Intact Segment (1/4-mile buffer)</p> <p> Protected Area (EFSC)</p> <p> Sage-grouse Core Area</p> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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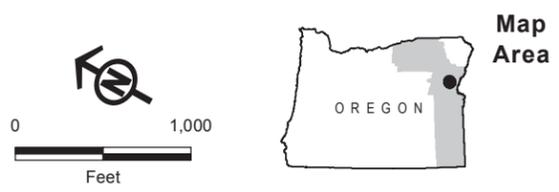
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 77



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>⊙ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>— Existing Transmission Lines</li> <li>● Oregon National Historic Trail (NHT)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>— Pipeline</li> <li>— Interstate</li> <li>— Other Road</li> <li>— Railroad</li> <li>— Stream</li> <li>■ West-wide Energy Corridor (WVEC)</li> <li>■ Sage-grouse Core Area</li> <li>■ Bureau of Land Management</li> <li>□ Private</li> </ul> |
|---|---|---|

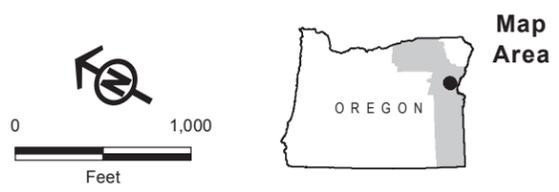
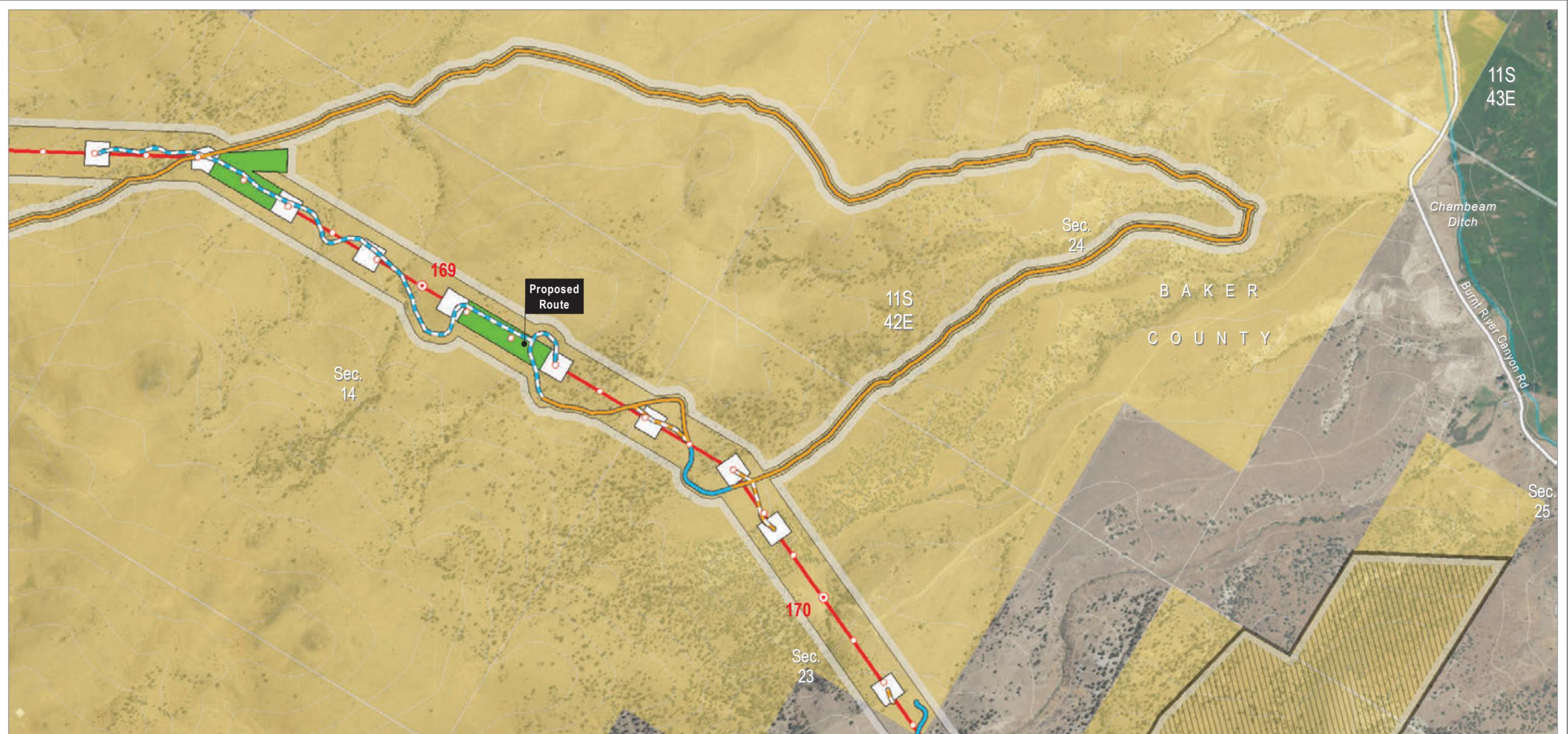
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 78



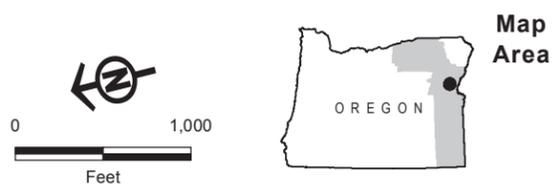
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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|---|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Other Road</li> <li> Stream</li> <li> VRM 2</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 79



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="color: blue; font-size: 2em;">~</span> Stream</li> <li><span style="background-color: gray; border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> VRM 2</li> <li><b>Land Status</b></li> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 80

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li><b>Work Areas</b></li> <li> Multi-Use Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> </ul> | <ul style="list-style-type: none"> <li> Oregon National Historic Trail (NHT)</li> <li> Pipeline</li> <li> Interstate</li> <li> Other Road</li> <li> Railroad</li> <li> Stream</li> <li> Sage-grouse Core Area</li> <li><b>Land Status</b></li> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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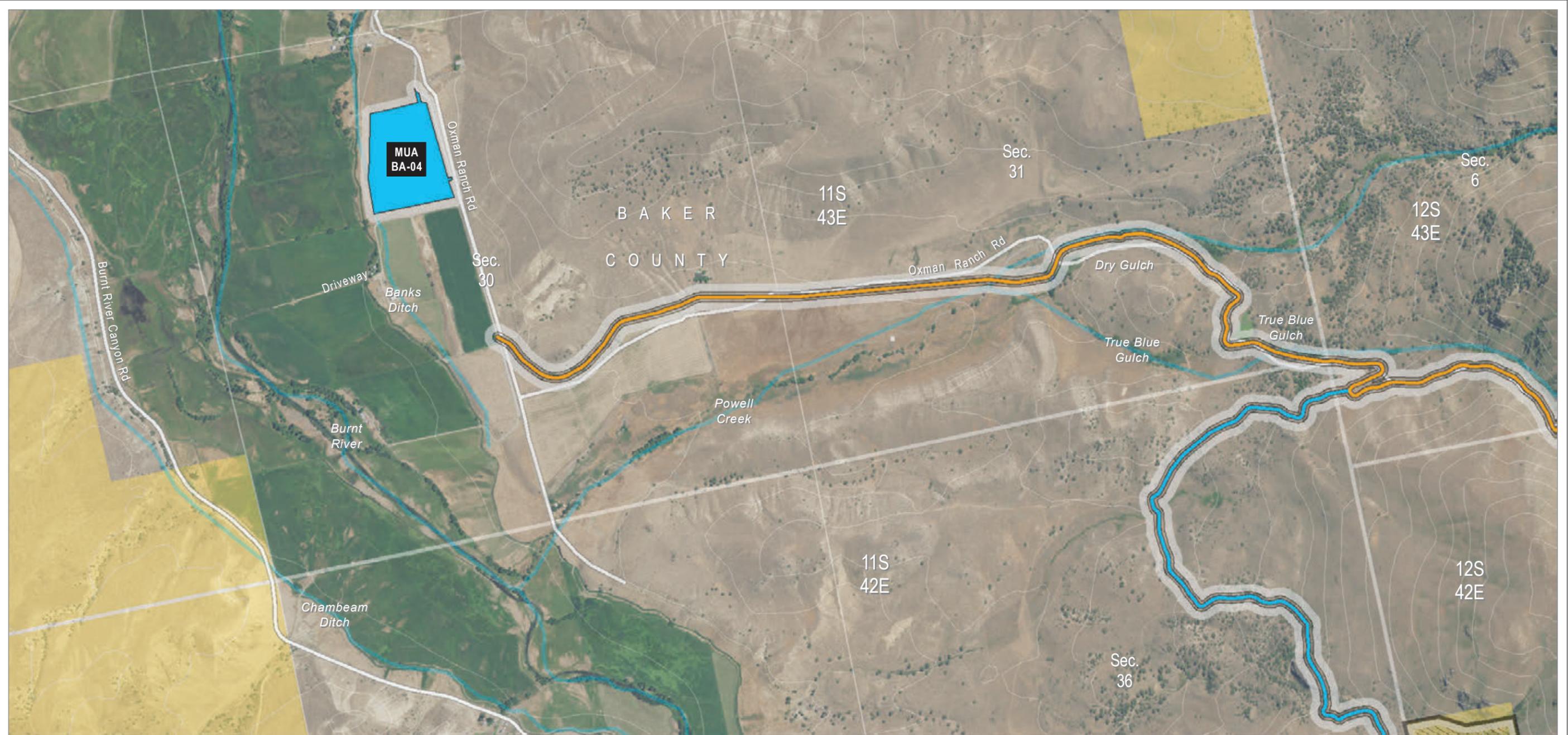
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 81



- Project Features**
- Site Boundary
  - Work Areas
  - Multi-Use Area
  - Access
  - Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements

- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - Other Road
  - ~ Stream
  - ▨ VRM 2
- Land Status**
- Bureau of Land Management
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

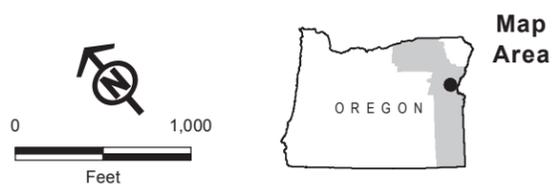
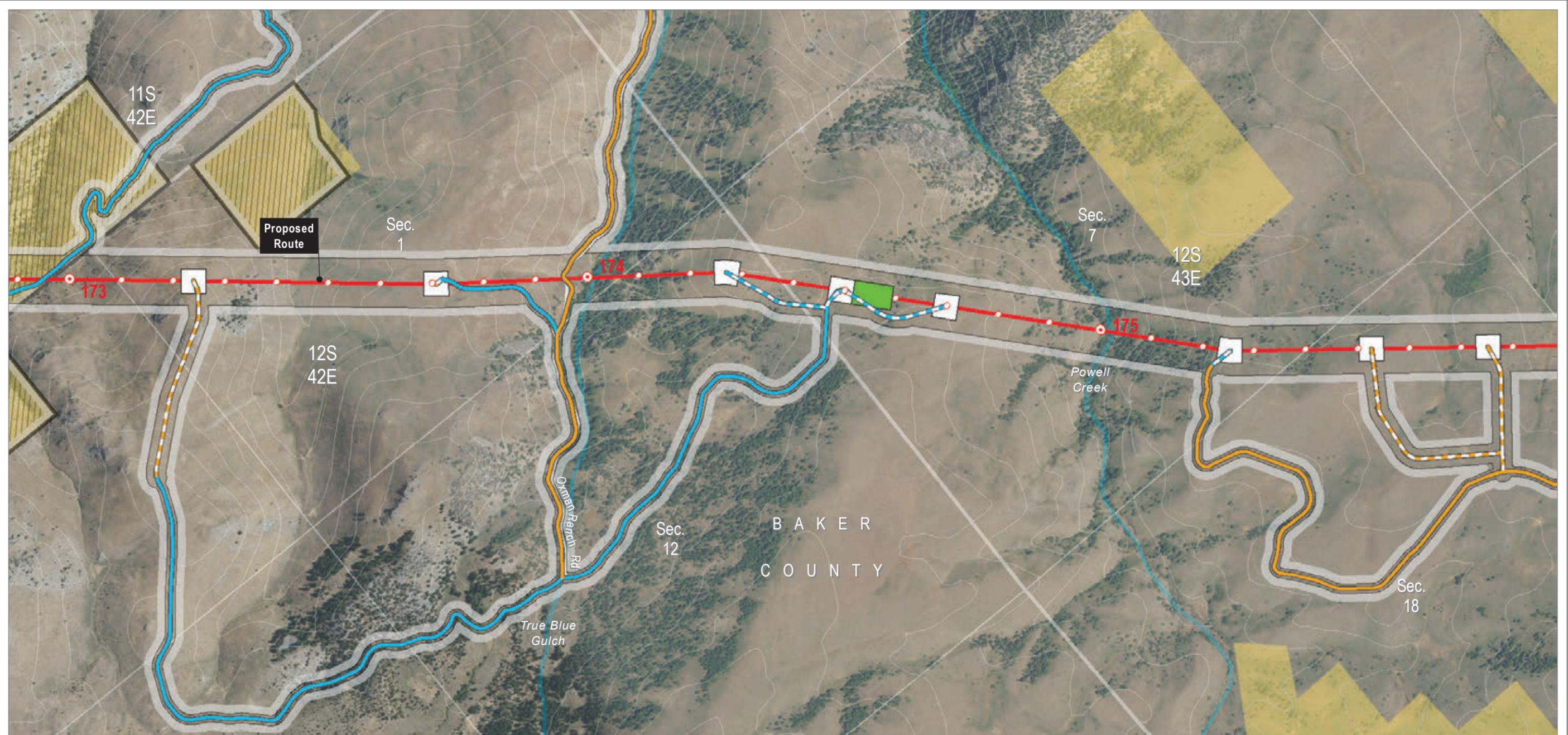


**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 82

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

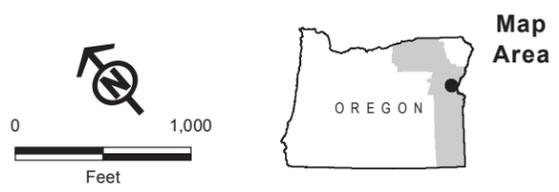
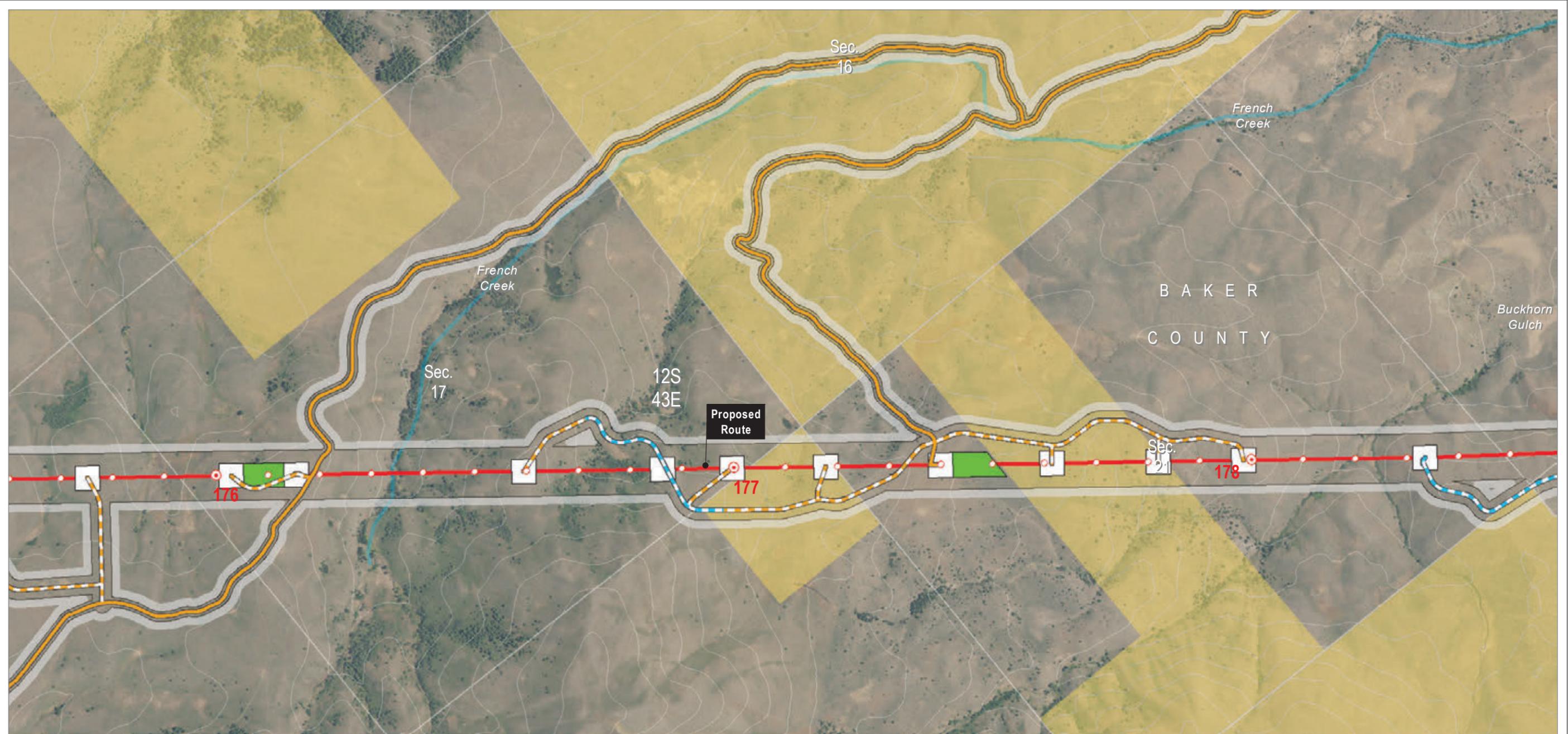
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Existing Road, Substantial Modification, 71-100% Improvements</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> VRM 2</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 83



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Stream
- Land Status**
- Bureau of Land Management
  - Private

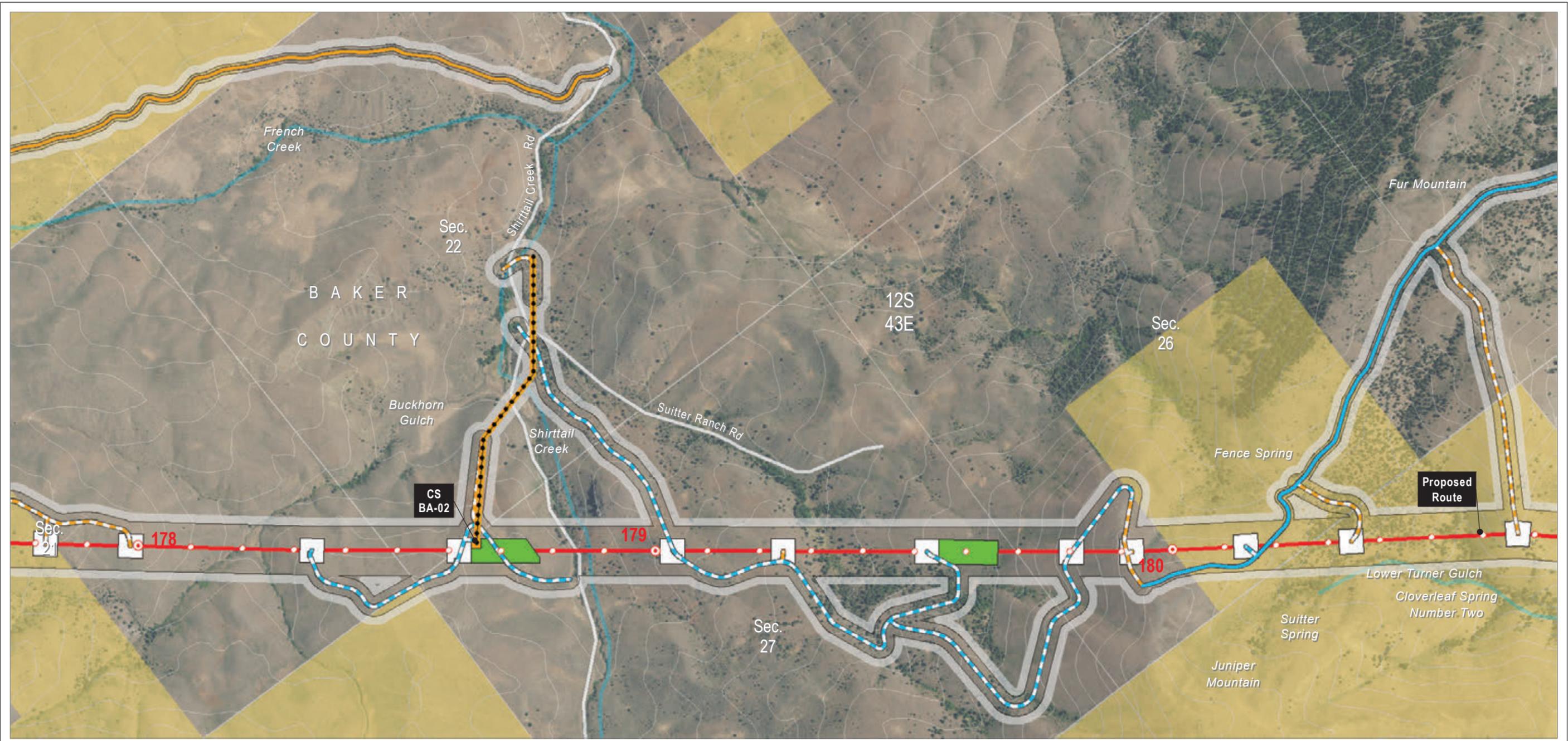
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 84



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>● Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Communication Station</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> <li>— Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>— 100-foot Contours</li> <li>— Other Road</li> <li>— Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>□ Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
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**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 85



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Stream
- Land Status**
- Bureau of Land Management
  - Private

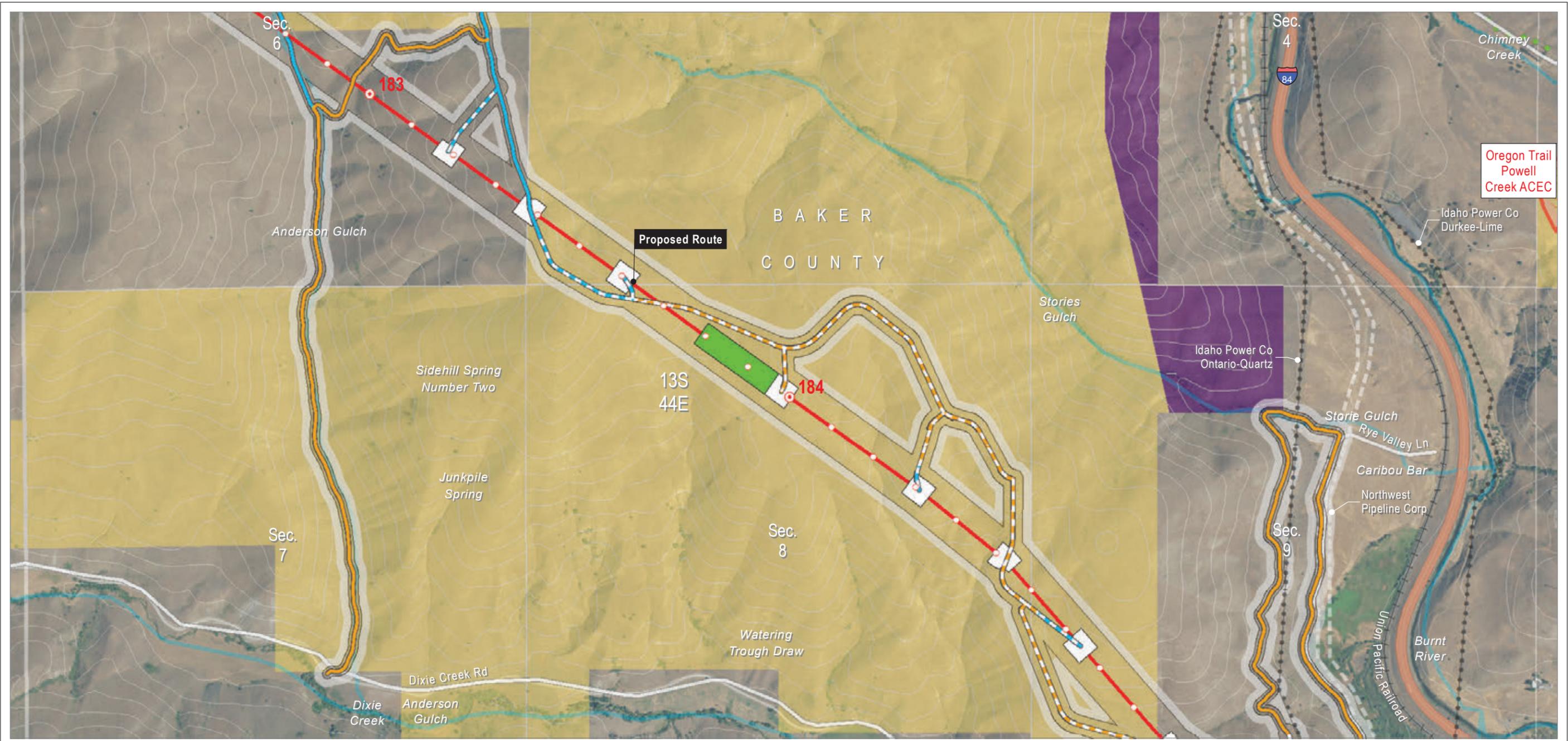
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 86



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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|---|--|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Existing Road, Substantial Modification, 71-100% Improvements</b></p> <ul style="list-style-type: none"> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Oregon National Historic Trail (NHT)</li> <li> Pipeline</li> </ul> | <ul style="list-style-type: none"> <li> Interstate</li> <li> Other Road</li> <li> Railroad</li> <li> Stream</li> <li> West-wide Energy Corridor (WVEC)</li> <li> Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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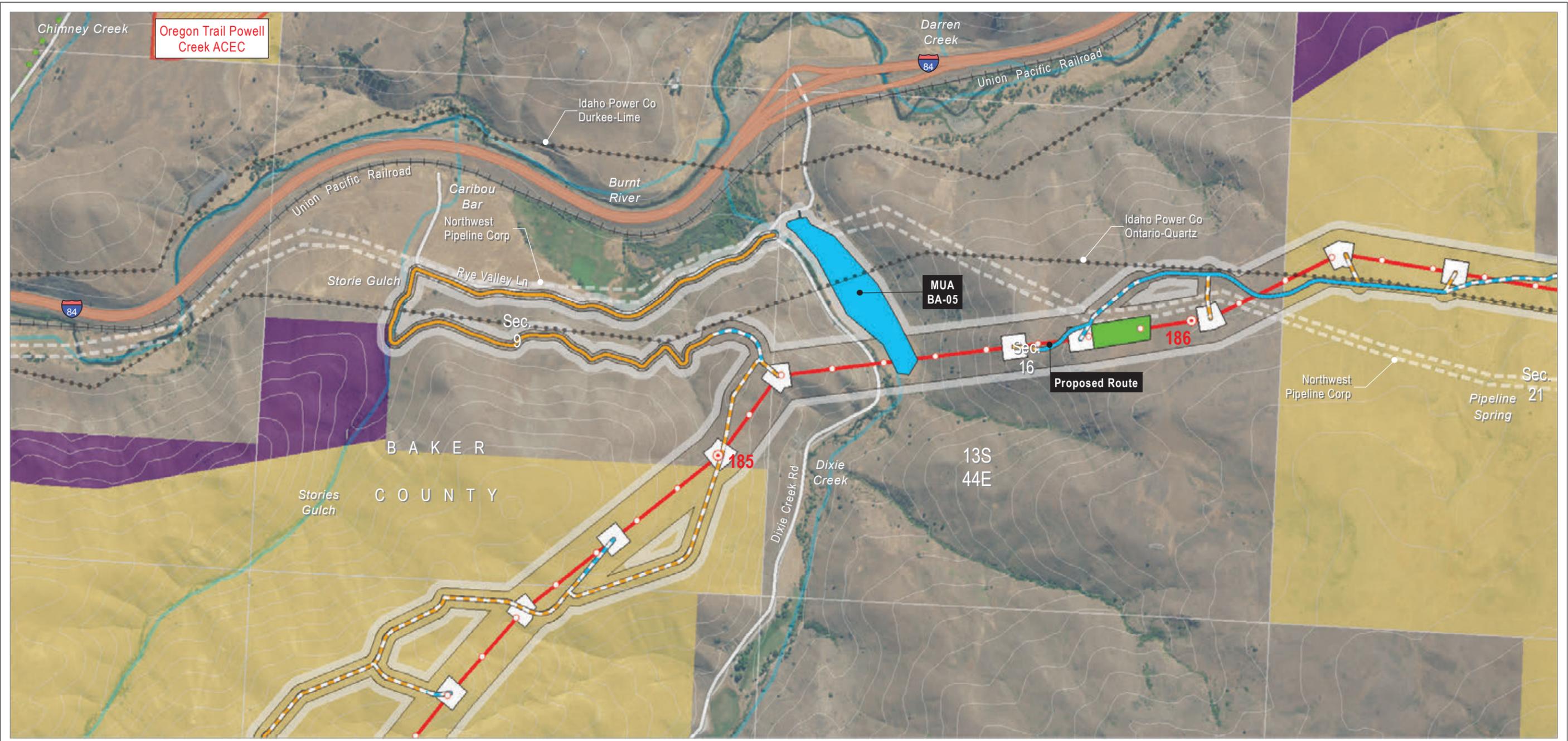
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 87



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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|---|--|--|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: blue; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> West-wide Energy Corridor (WVEC)</li> <li><span style="border: 1px solid red; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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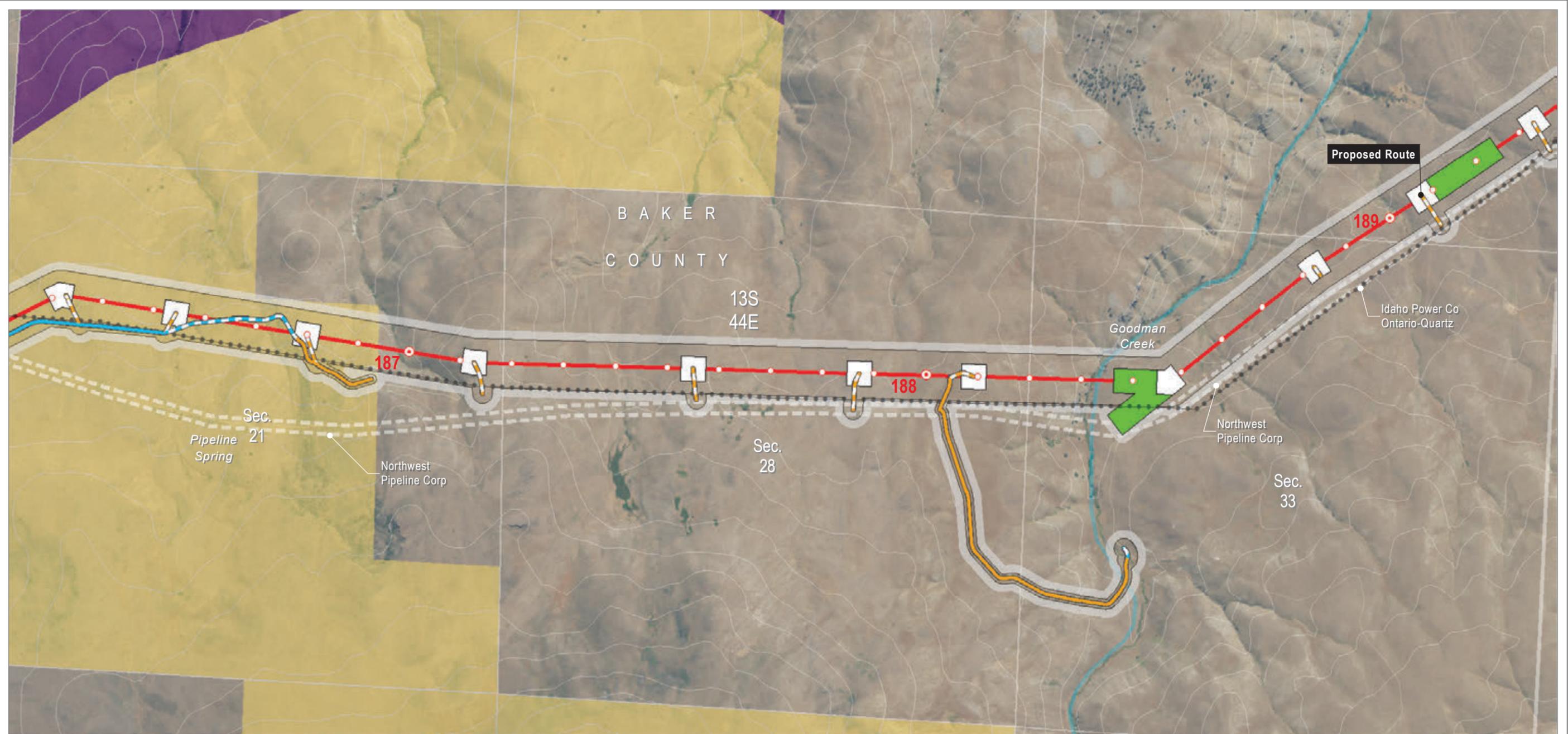
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 88



- |   |  |   |
|---|--|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> Pipeline</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; margin-right: 5px;"></span> West-wide Energy Corridor (WVEC)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> |
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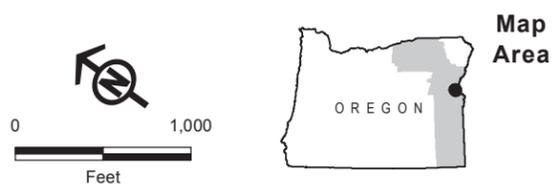
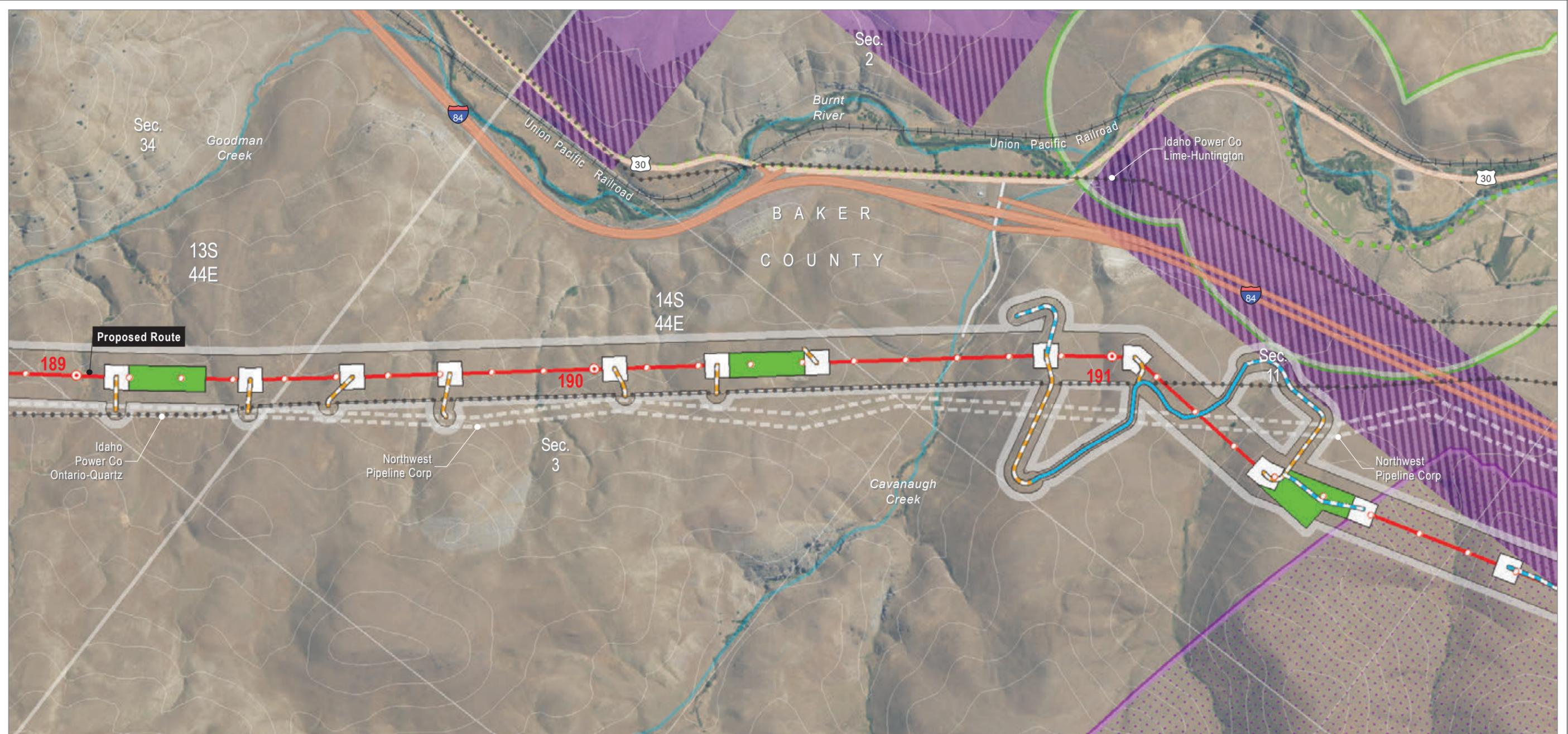
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 89



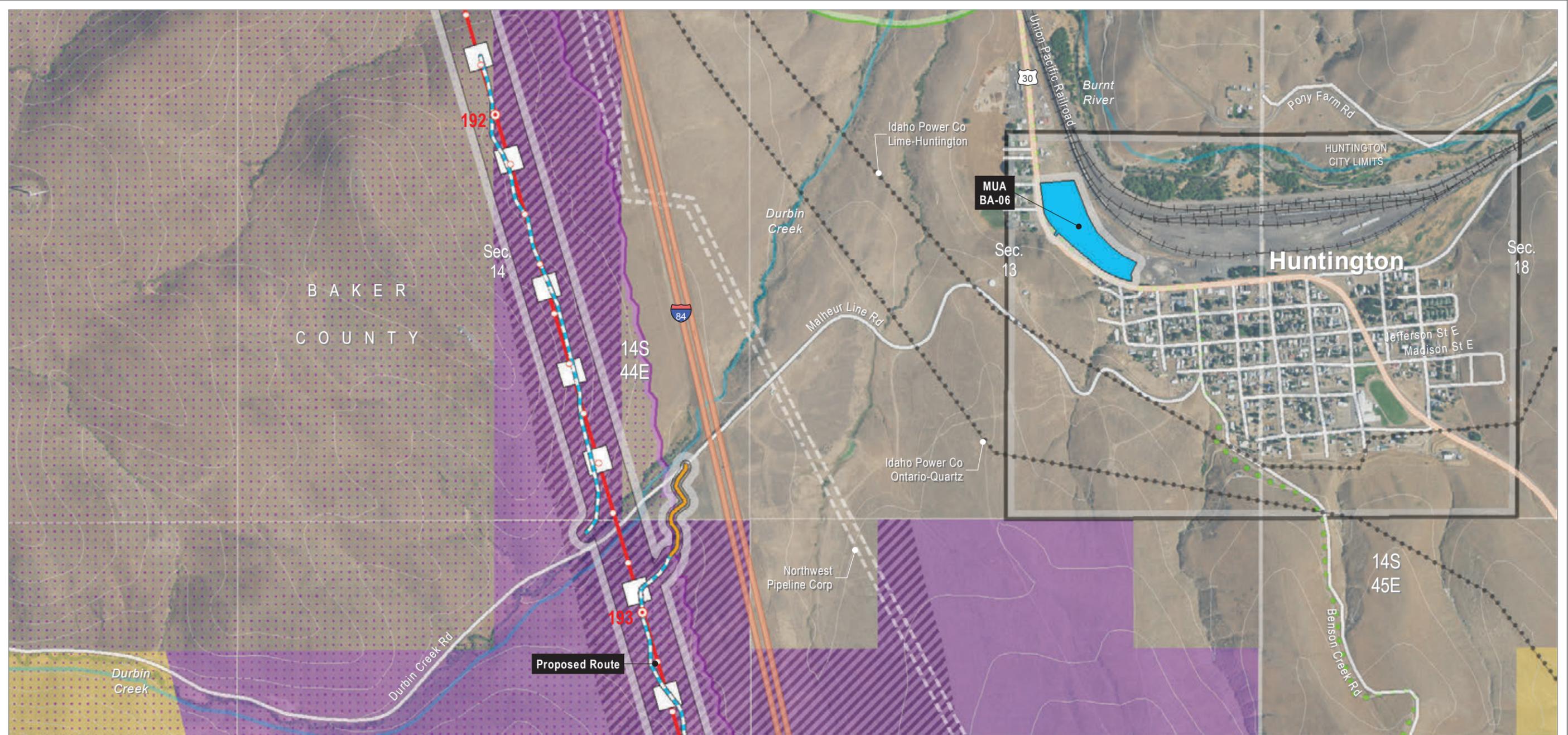
Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid green; width: 20px; display: inline-block; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Interstate</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Highway</li> </ul> | <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Railroad</li> <li><span style="border-bottom: 1px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Vale District (BLM) Utility Corridor</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px; border: 1px solid black;"></span> Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> West-wide Energy Corridor (WWEC)</li> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px; border: 1px solid black;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> | <ul style="list-style-type: none"> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Sage-grouse Core Area</li> <li><b>Land Status</b></li> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Baker County  
 Map 90



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Multi-Use Area</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road,</li> <li> Substantial Modification, 21-70% Improvements</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Oregon National Historic Trail (NHT)</li> <li> Pipeline</li> <li> Interstate</li> <li> Highway</li> <li> Other Road</li> </ul> | <ul style="list-style-type: none"> <li> New Road, Bladed</li> <li> Railroad</li> <li> Stream</li> <li> City Limits</li> <li> Vale District (BLM) Utility Corridor</li> <li> Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)</li> <li> West-wide Energy Corridor (WWEC)</li> <li> Oregon NHT Intact Segment (1/4-mile buffer)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Sage-grouse Core Area</li> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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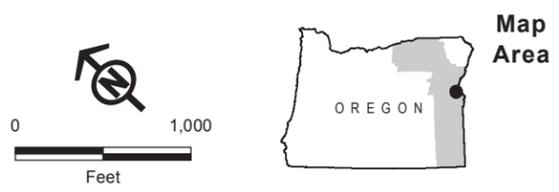
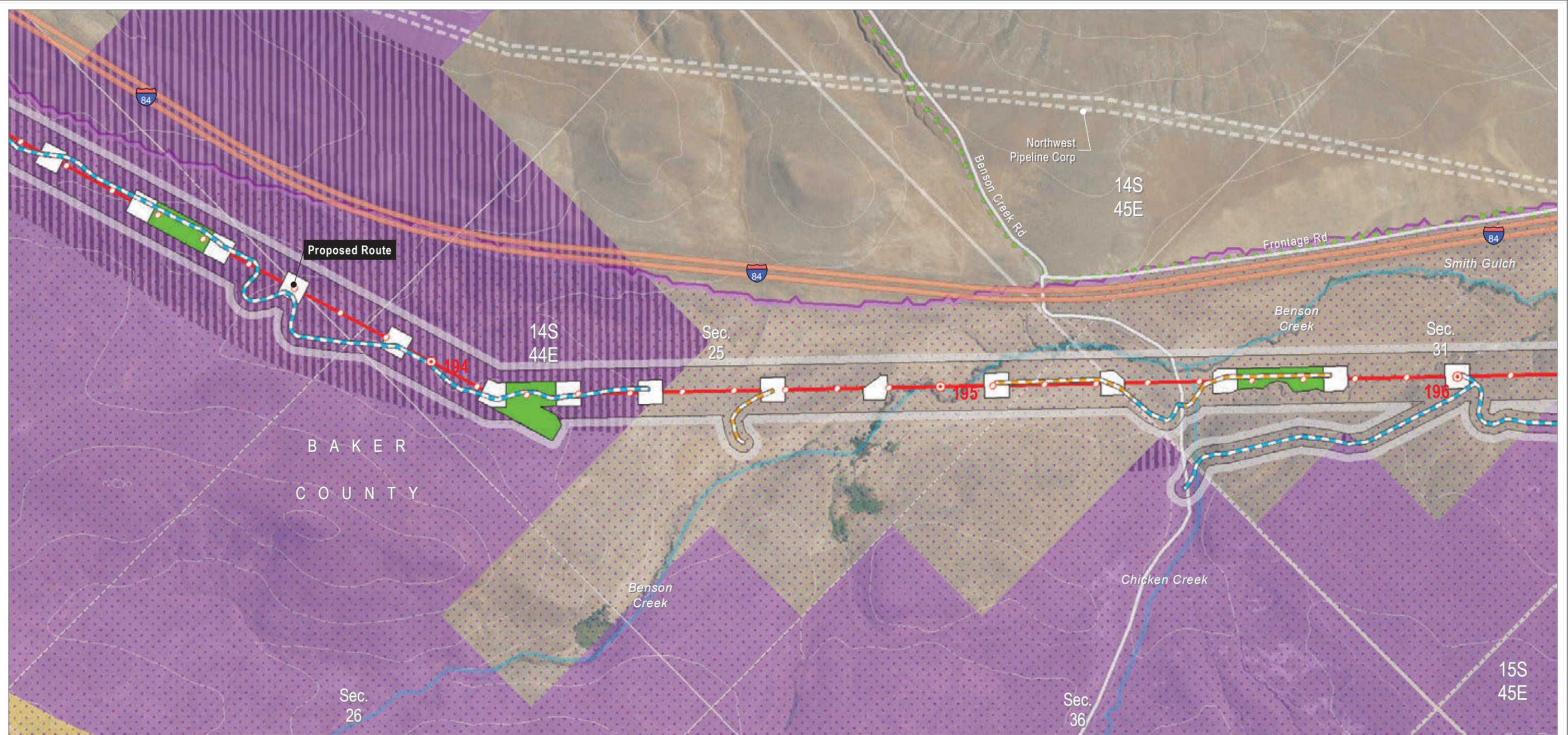
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 91



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- New Road, Bladed
  - New Road, Primitive

- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - Oregon National Historic Trail (NHT)
  - Pipeline
  - Interstate
  - Other Road
  - Stream
  - Vale District (BLM) Utility Corridor

- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WVEC)**
- West-wide Energy Corridor (WVEC)
  - Sage-grouse Core Area
- Land Status**
- Bureau of Land Management
  - Private

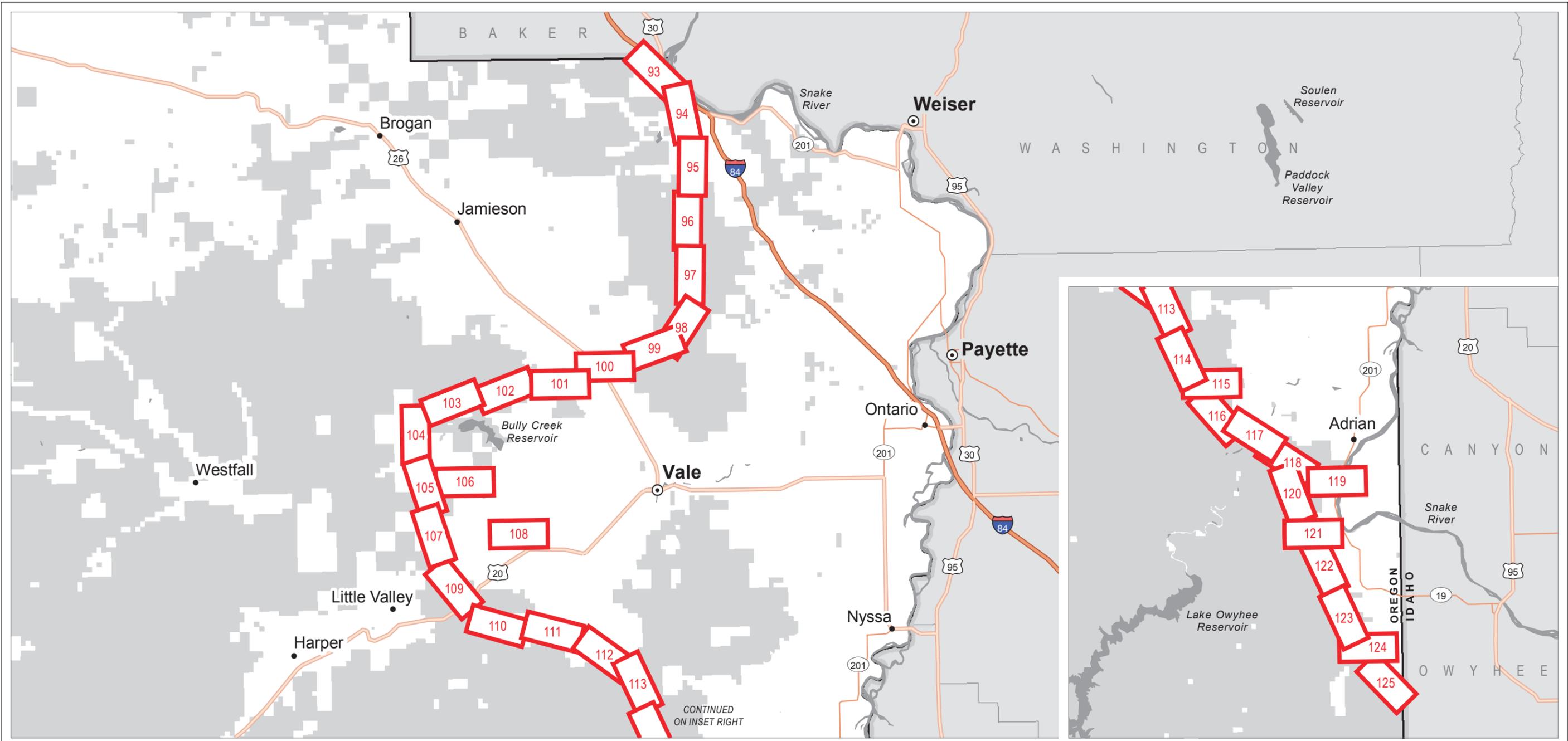
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Baker County

Map 92



Map Index  
 [Red Box] Location Map (Map #)

Source(s): BLM, IPC, Esri  
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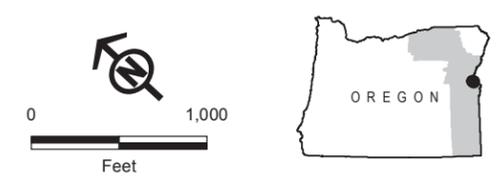
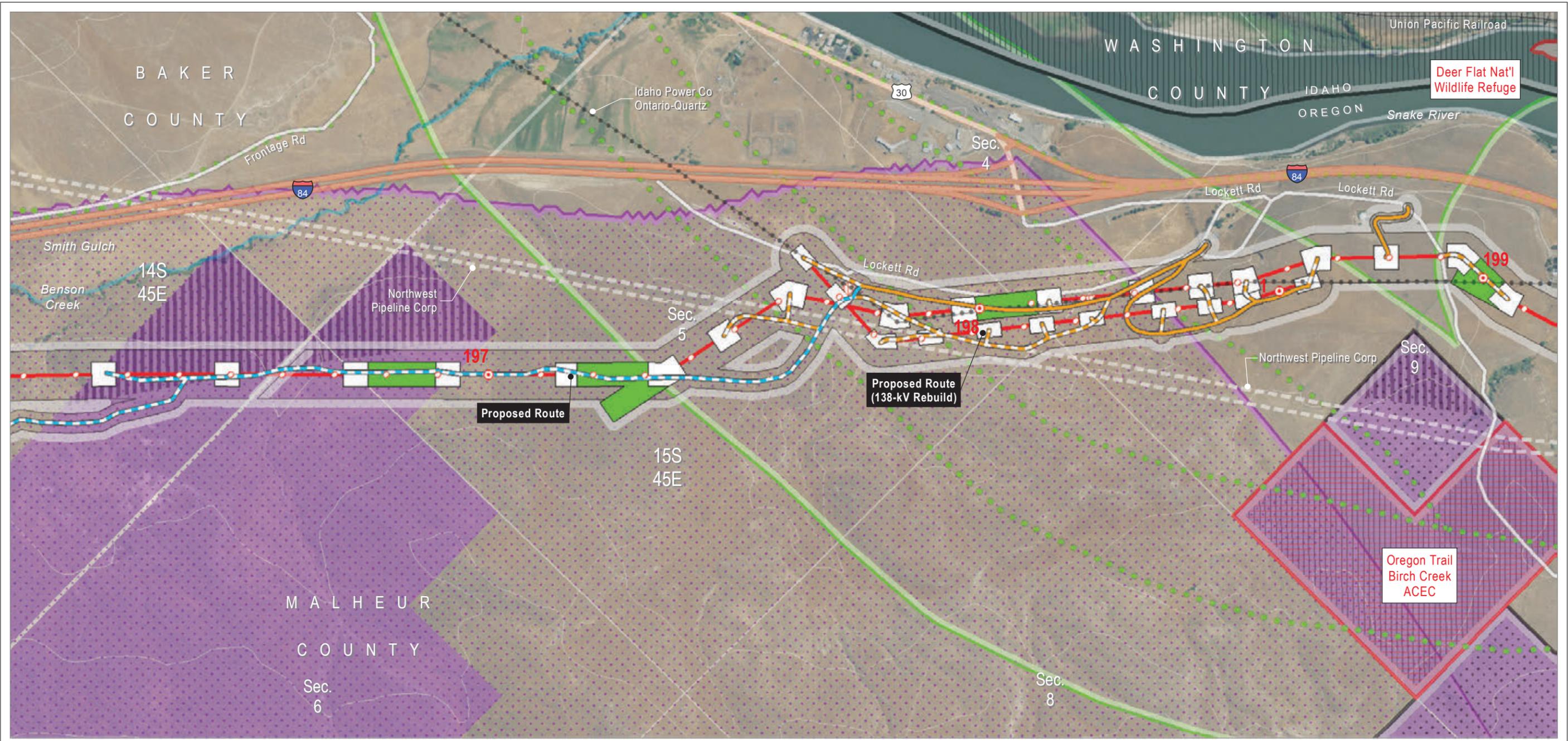
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map Index



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
  - Structure Work Area (Removal Only)

- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours

- Existing Transmission Lines**
- Existing Transmission Lines
  - Oregon National Historic Trail (NHT)
  - Pipeline
  - Interstate
  - Highway
  - Other Road
  - Railroad
  - Stream
  - Vale District (BLM) Utility Corridor

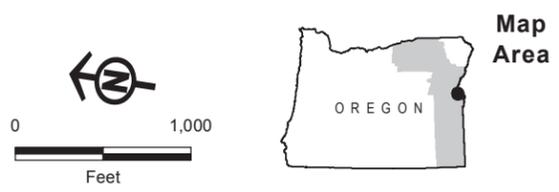
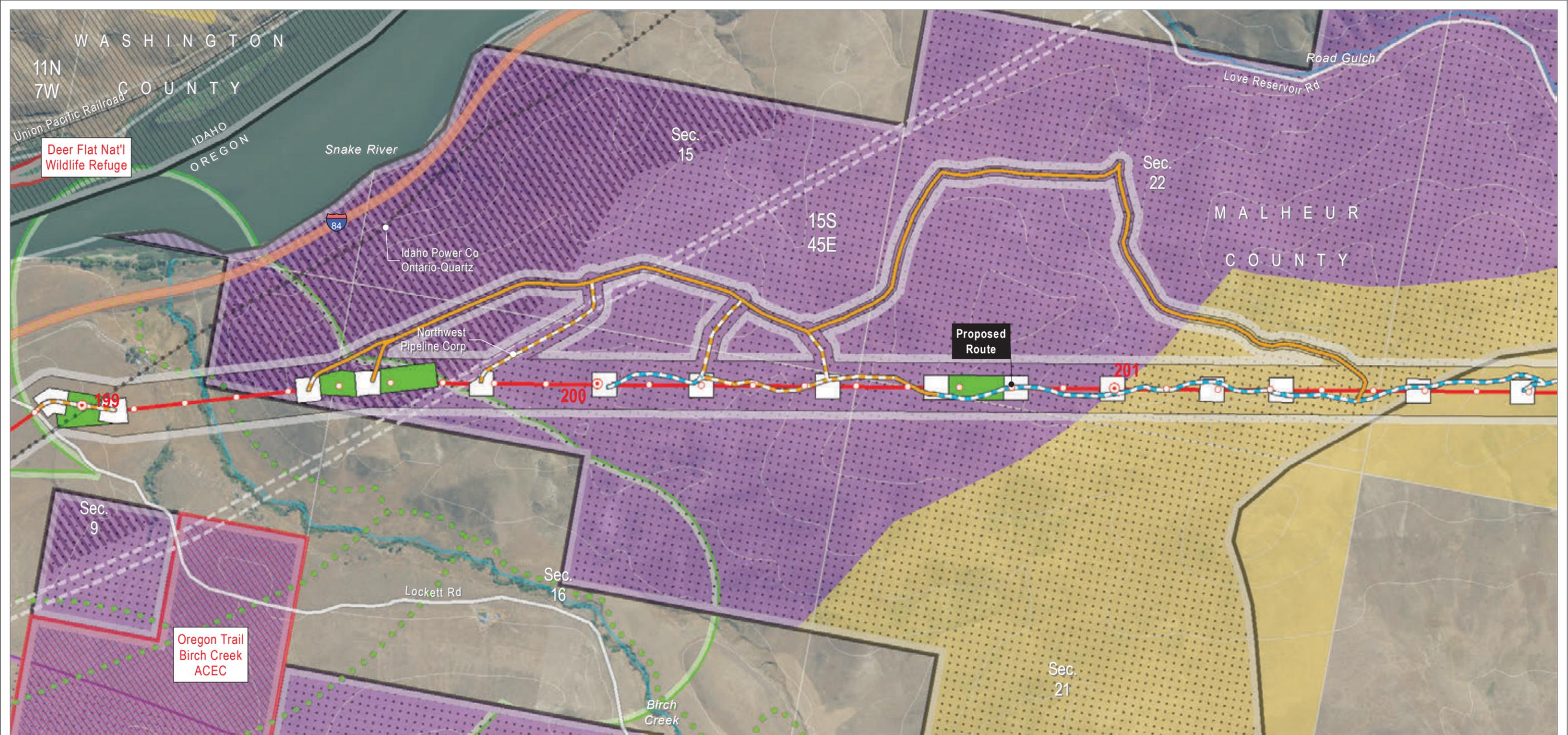
- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WVEC)**
- West-wide Energy Corridor (WVEC)
  - Oregon NHT Intact Segment (1/4-mile buffer)
  - Protected Area (EFSC)
  - Sage-grouse Core Area
  - VRM 2
  - VRM 3

- Land Status**
- Bureau of Land Management
  - Fish and Wildlife Service
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 93



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Oregon National Historic Trail (NHT)</li> <li> Pipeline</li> <li> Interstate</li> <li> Other Road</li> </ul> | <ul style="list-style-type: none"> <li> Railroad</li> <li> Stream</li> <li> Vale District (BLM) Utility Corridor</li> <li> Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WVEC)</li> <li> West-wide Energy Corridor (WVEC)</li> <li> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li> Protected Area (EFSC)</li> </ul> | <ul style="list-style-type: none"> <li> Sage-grouse Core Area</li> <li> VRM 2</li> <li> VRM 3</li> <li><b>Land Status</b></li> <li> Bureau of Land Management</li> <li> Fish and Wildlife Service</li> <li> Private</li> </ul> |
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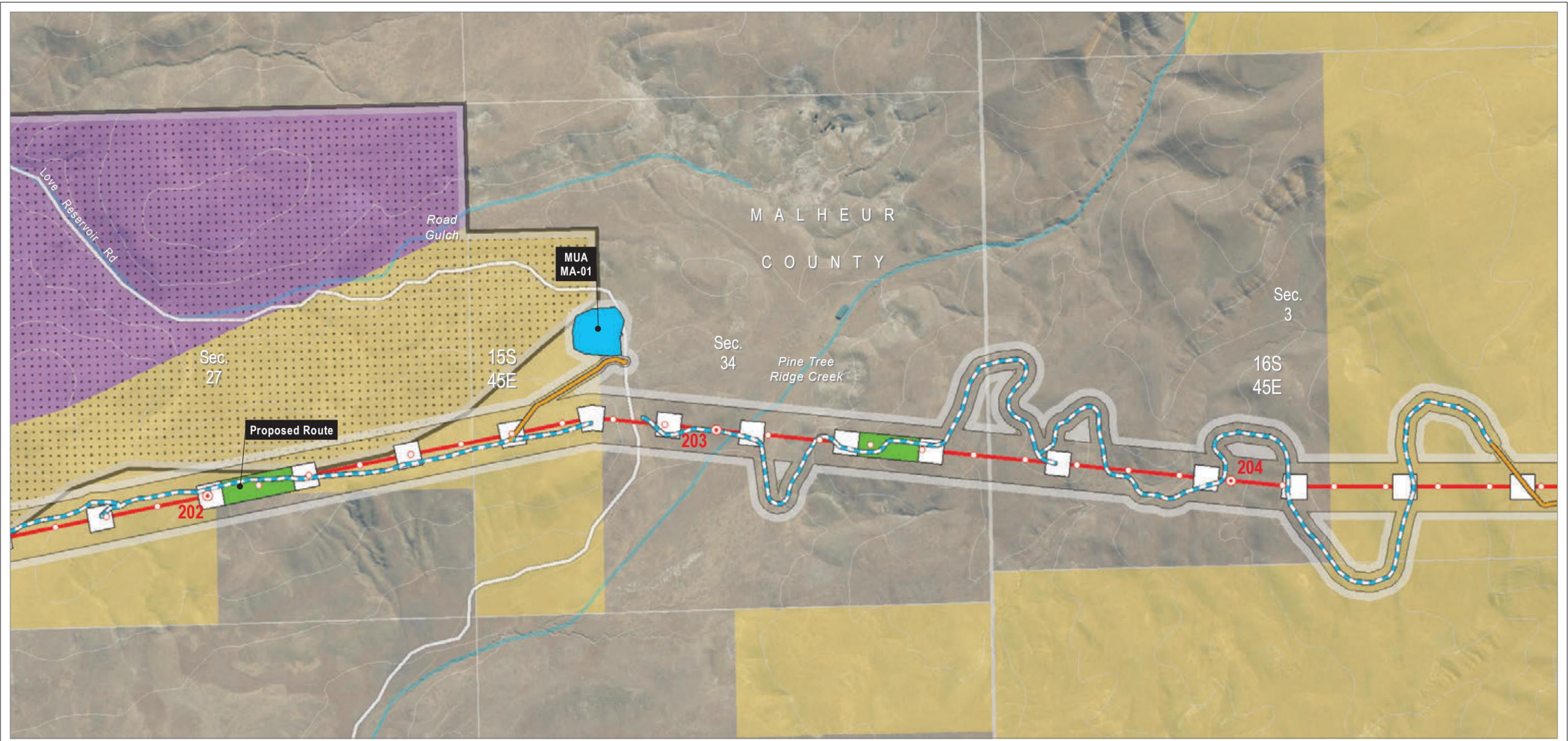
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 94



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: blue; width: 15px; height: 10px; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: purple; width: 15px; height: 10px; margin-right: 5px;"></span> Vale District (BLM) Utility Corridor</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> VRM 3</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

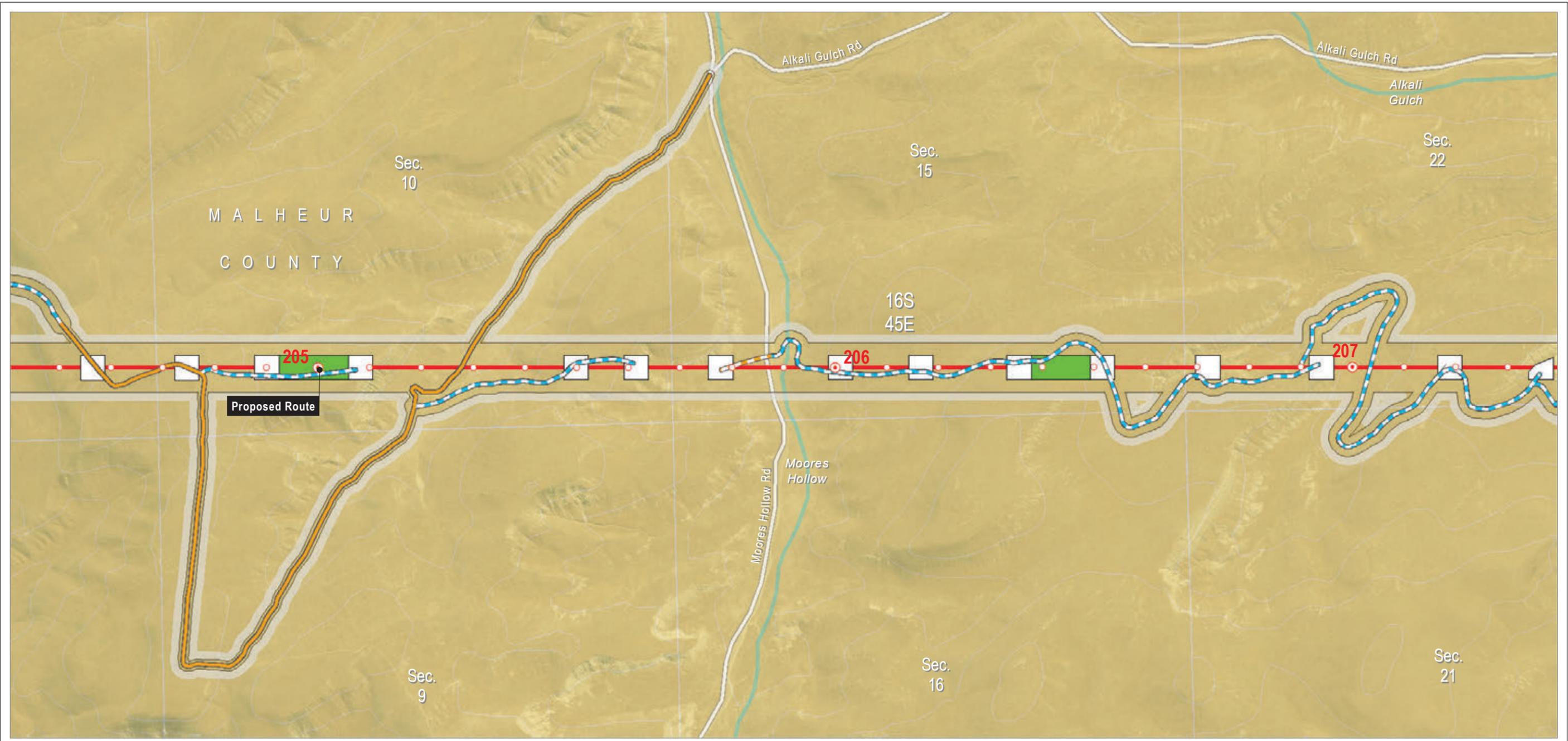


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 95

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
  - Mile
  - Tenth-mile
  - Work Areas**
  - Pulling and Tensioning
  - Structure Work Area
  - Access**
  - Existing Road, Substantial Modification, 21-70% Improvements
- Important Siting Constraints and Other Features**
- New Road, Bladed
  - New Road, Primitive
  - 100-foot Contours
  - Other Road
  - Stream
  - Land Status**
  - Bureau of Land Management

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

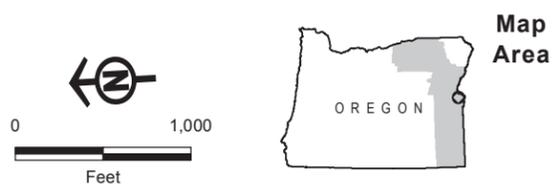
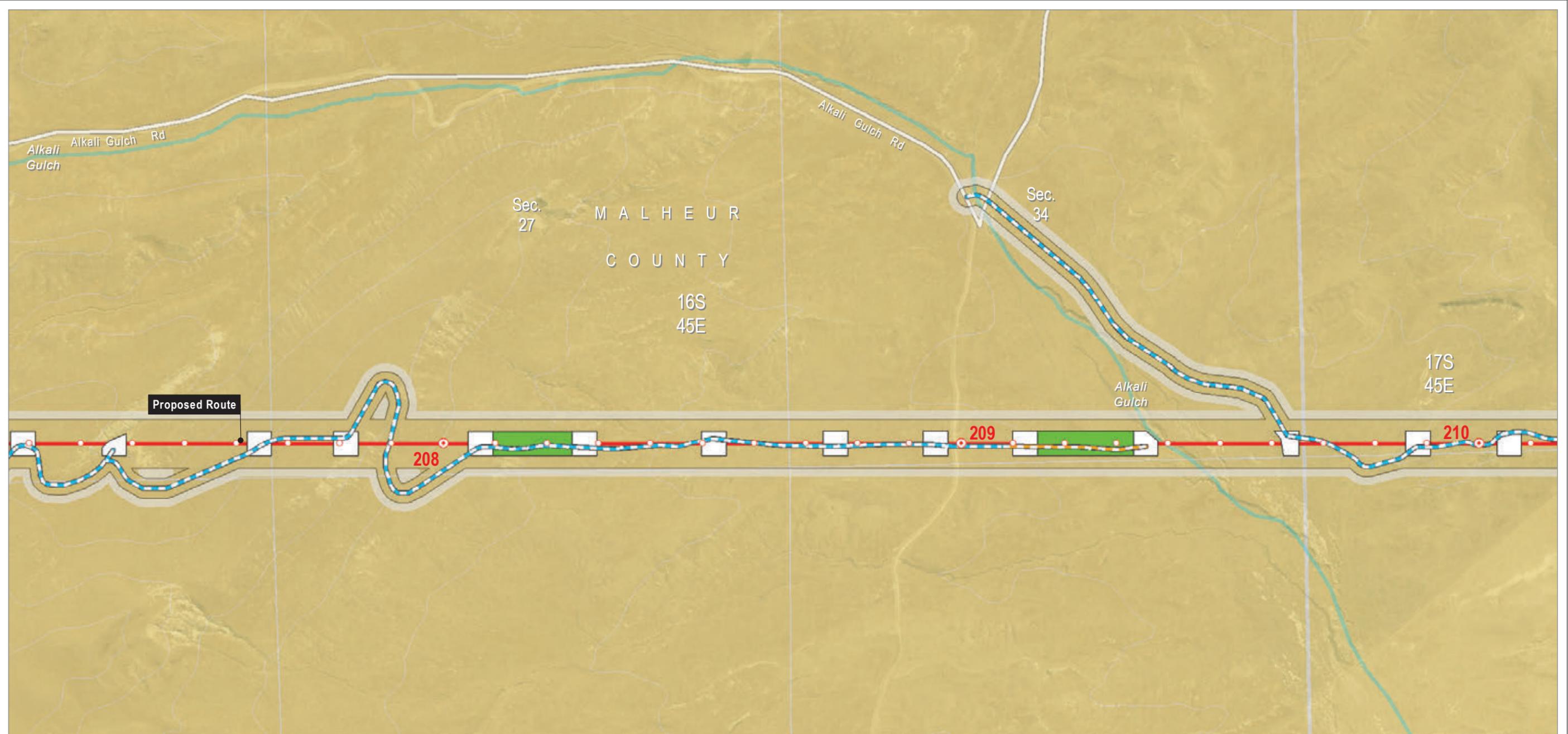


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 96

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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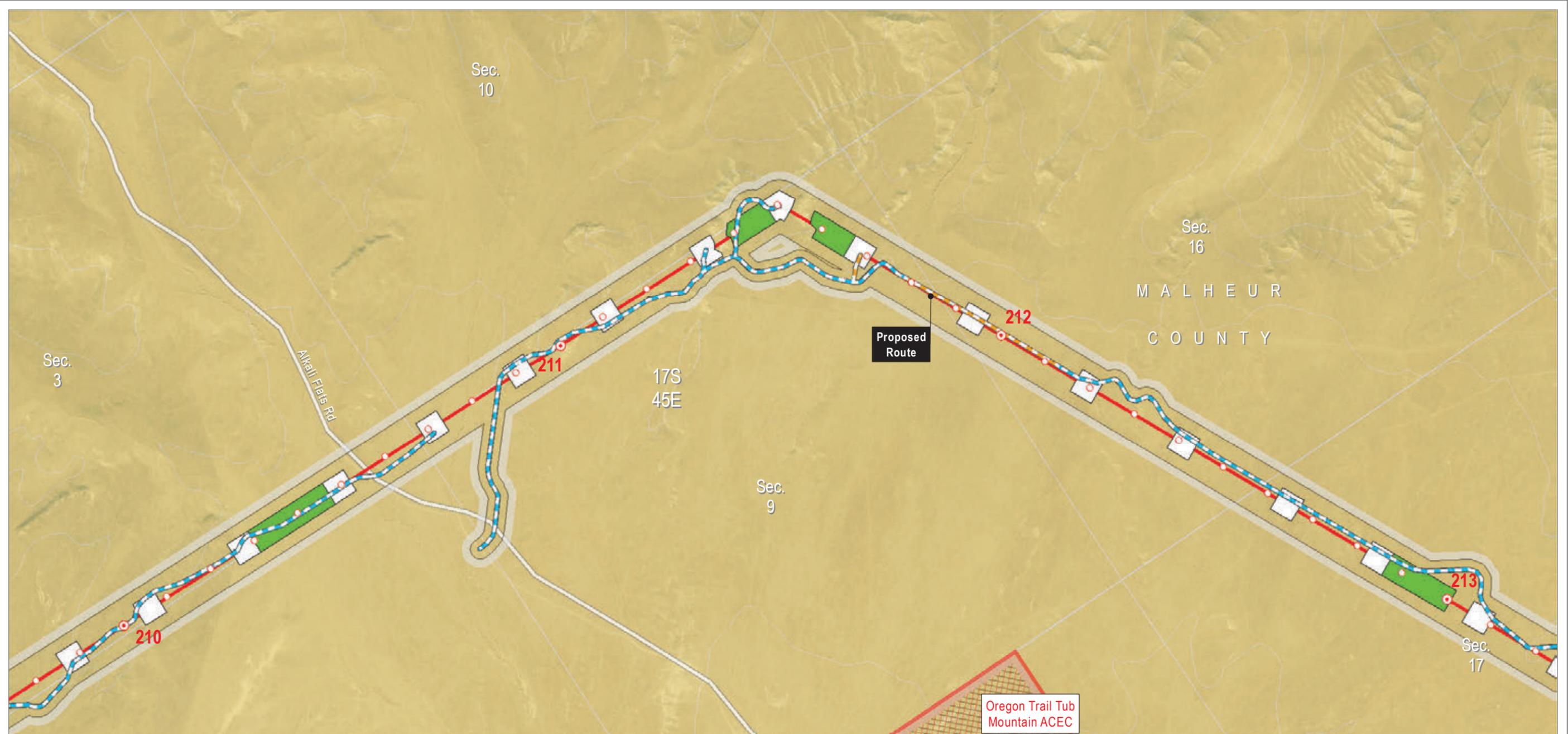
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px wavy blue; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 97

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p>Mileposts</p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p>Work Areas</p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p>Access</p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px dashed blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px dashed orange; width: 20px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="background-color: red; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><span style="background-color: black; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> VRM 2</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; margin-right: 5px;"></span> Bureau of Land Management</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

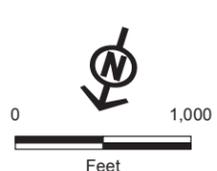
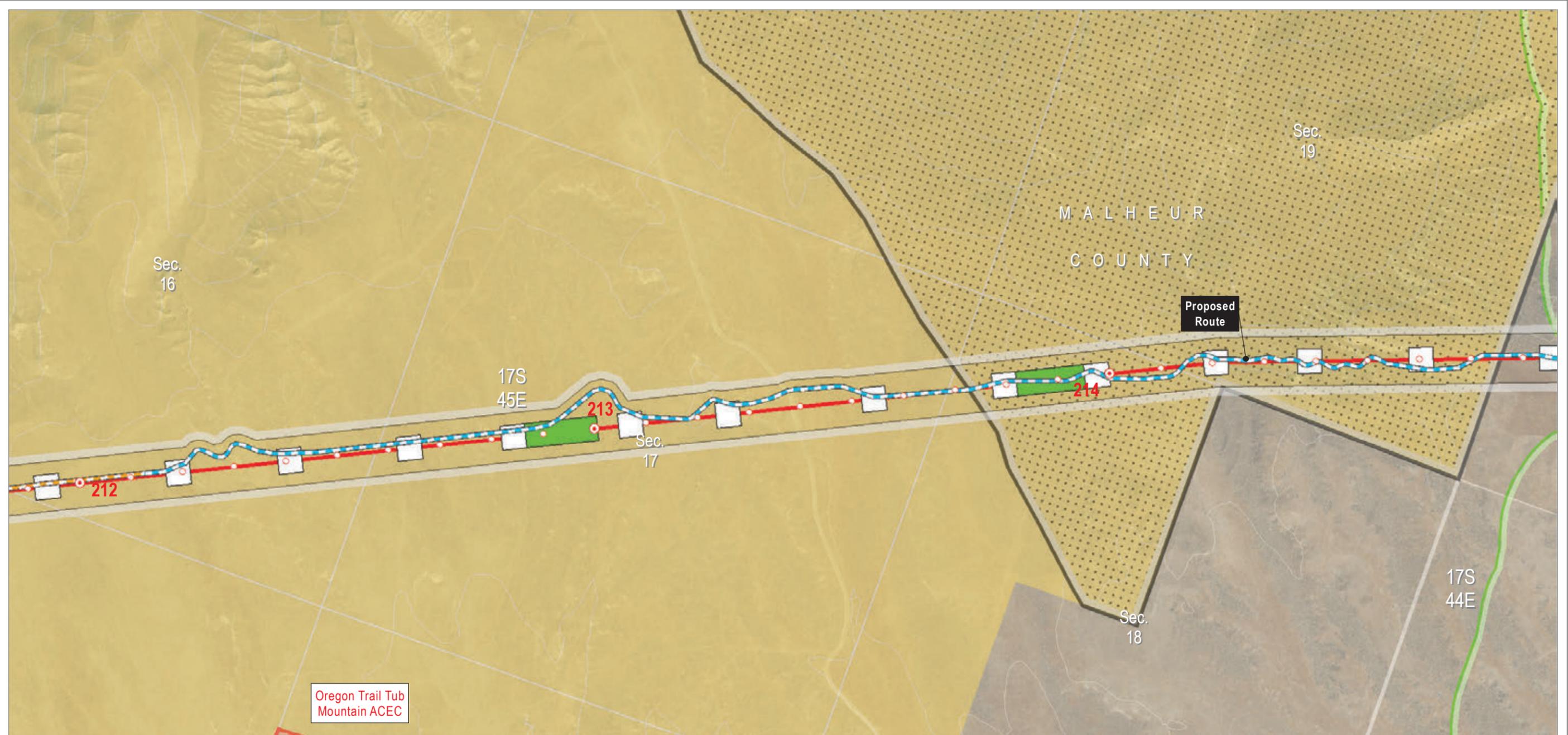


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 98

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li> Protected Area (EFSC)</li> <li> VRM 2</li> <li> VRM 3</li> <li><b>Land Status</b></li> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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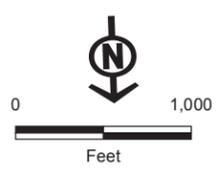
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 99



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

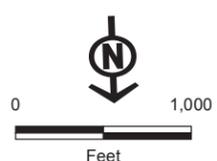
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black; margin-right: 5px;"></span> Communication Station</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed black; margin-right: 5px;"></span> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid black; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed green; margin-right: 5px;"></span> Oregon National Historic Trail (NHT)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Highway</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid gray; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid green; margin-right: 5px;"></span> Oregon NHT Intact Segment (1/4-mile buffer)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> VRM 3</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 100



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Communication Station</li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li> Stream</li> <li> VRM 3</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Bureau of Reclamation</li> <li> Private</li> </ul> |
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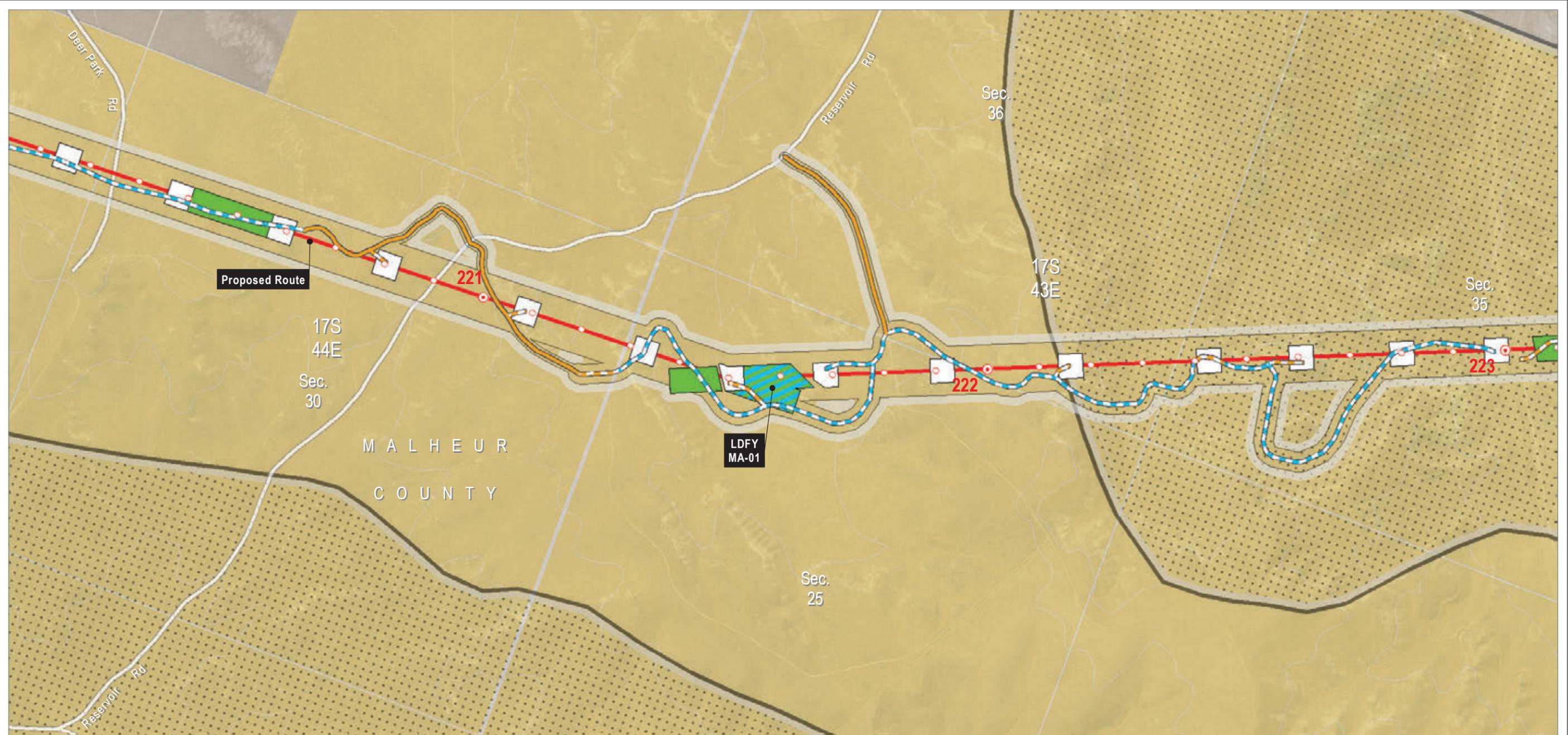
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 101



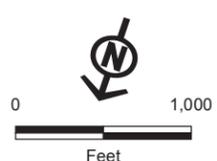
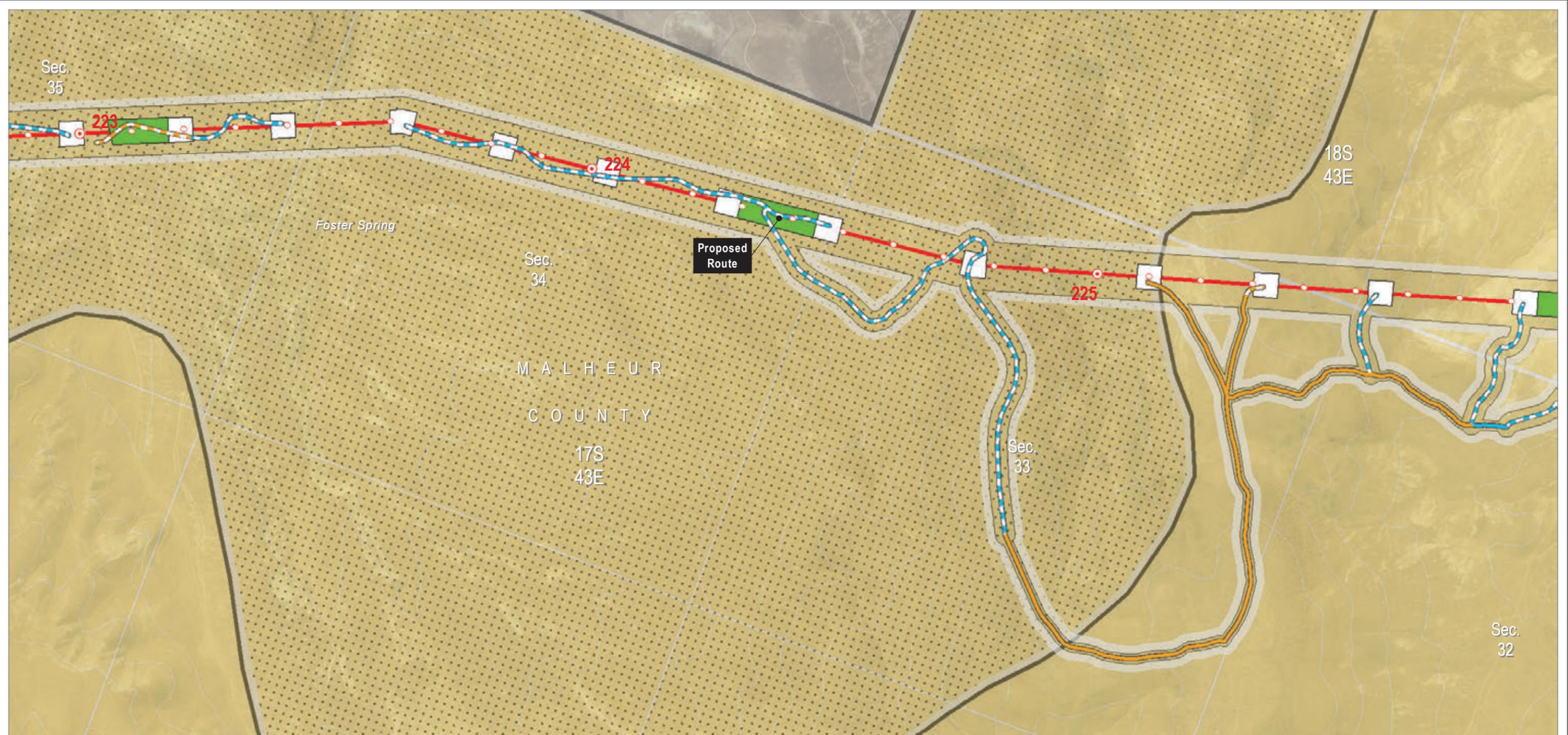
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>▨ Light-Duty Fly Yard</li> <li>▨ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>— Other Road</li> <li>▨ VRM 3</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>▨ Bureau of Land Management</li> <li>□ Private</li> </ul> |
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 102



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p>Mileposts</p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p>Work Areas</p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> <p>Access</p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> VRM 3</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Bureau of Reclamation</li> </ul> | <ul style="list-style-type: none"> <li> Private</li> </ul> |
|---|---|--|

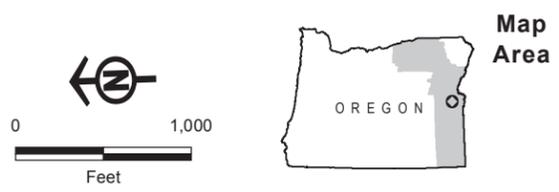
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 103



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>■ Alternative</li> <li>— Transmission Centerline</li> </ul> <p>Mileposts</p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p>Work Areas</p> <ul style="list-style-type: none"> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>— Other Road</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>□ Private</li> </ul> <p><b>Stream</b></p> <ul style="list-style-type: none"> <li>— Stream</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 104



MALHEUR  
 COUNTY

Proposed Route



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 2px; background-color: red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid blue; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed blue; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: lightyellow; margin-right: 5px;"></span> Bureau of Reclamation</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

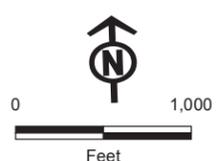
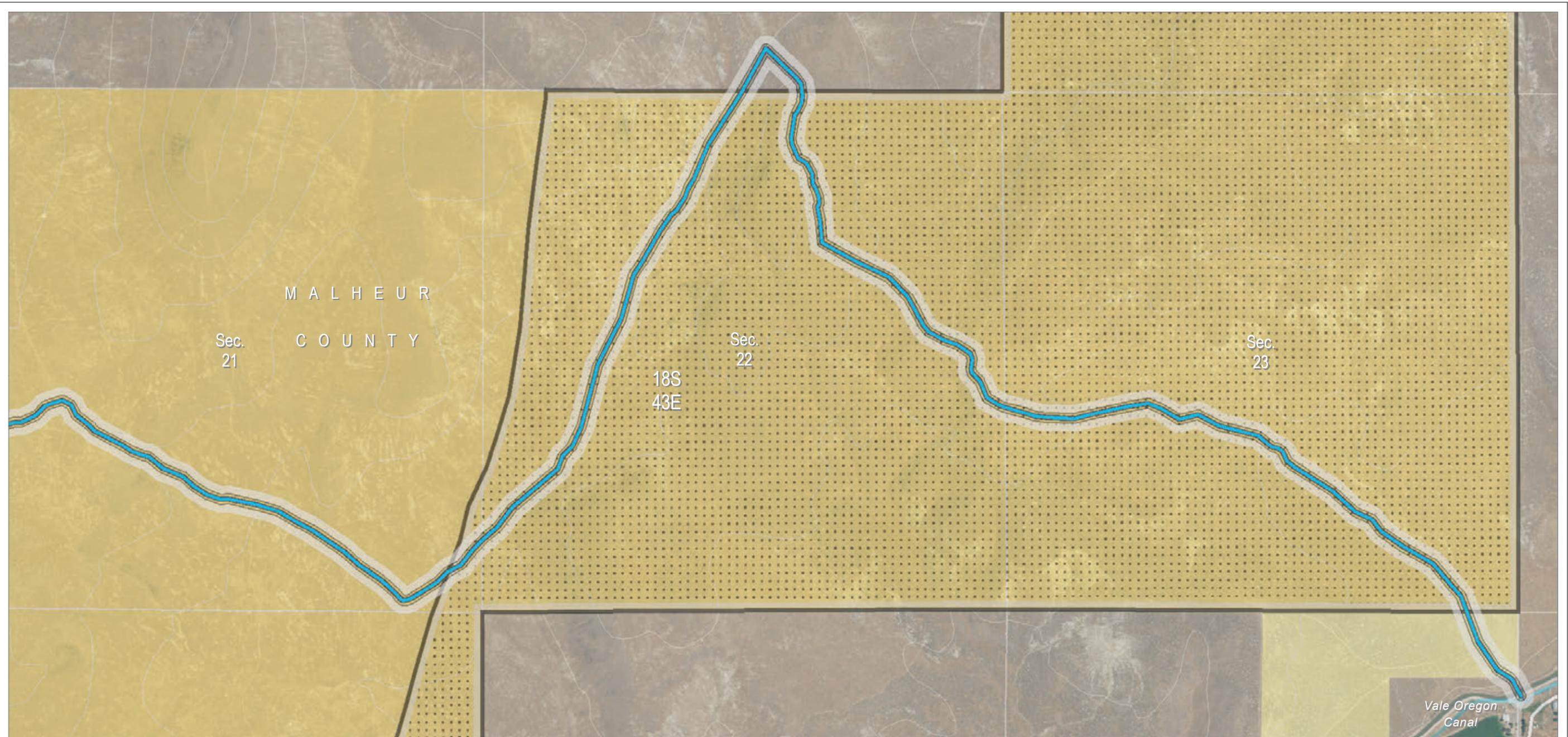


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 105

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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**Project Features**

- Site Boundary
- Existing Road, Substantial Modification, 71-100% Improvements

**Important Siting Constraints and Other Features**

- 100-foot Contours
- Other Road
- Stream
- VRM 3

**Land Status**

- Bureau of Land Management
- Bureau of Reclamation
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



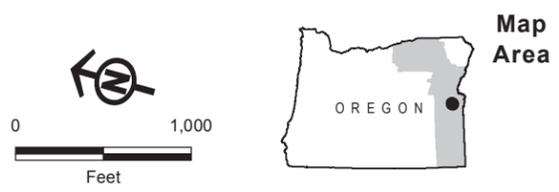
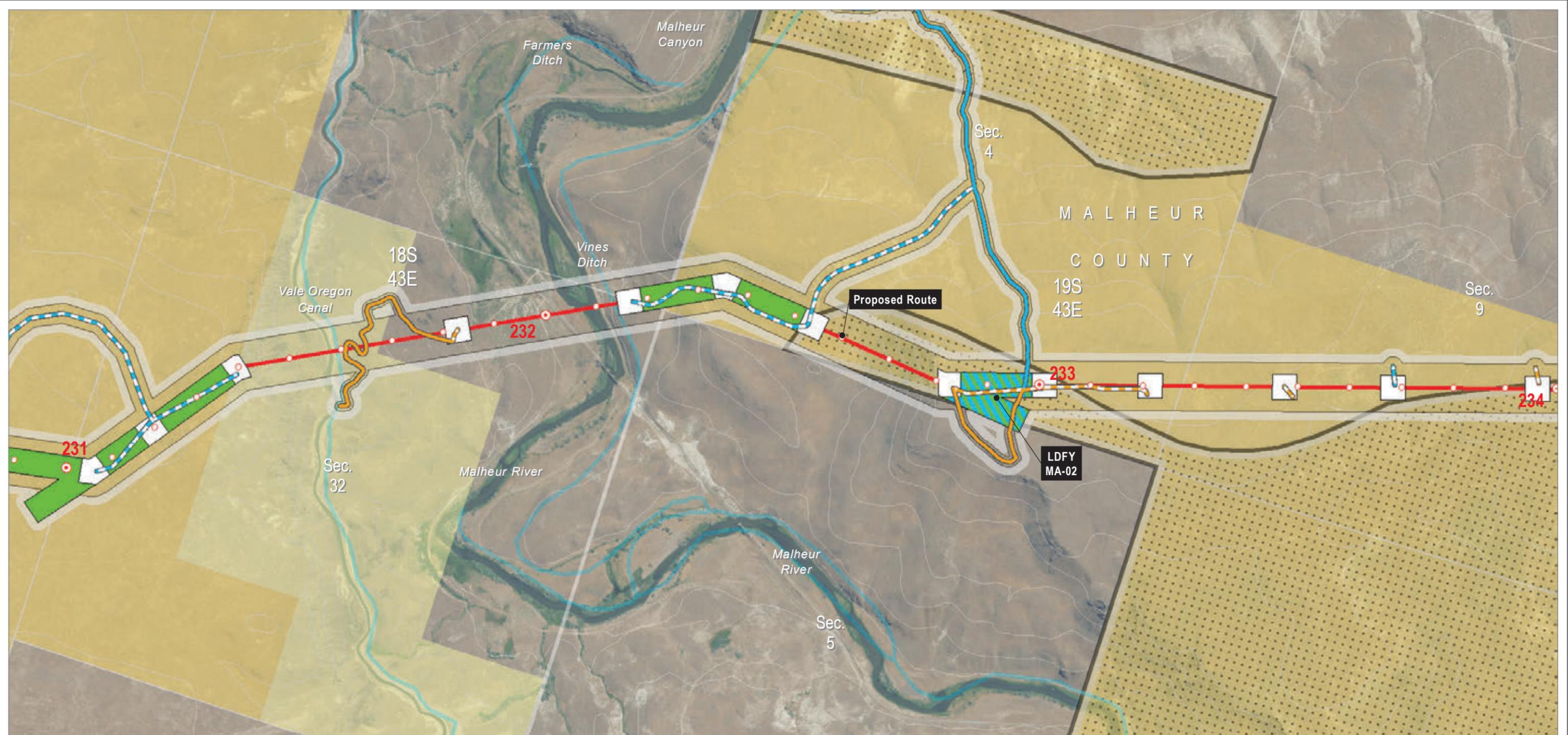
**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 106

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Light-Duty Fly Yard
  - Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Stream
- VRM 3**
- VRM 3
- Land Status**
- Bureau of Land Management
  - Bureau of Reclamation
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

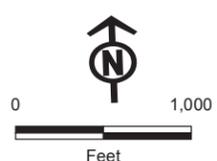


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 107

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Map Area

**Project Features**

- Site Boundary
- Multi-Use Area

**Important Siting Constraints and Other Features**

- 100-foot Contours
- Existing Transmission Lines
- Other Road
- Railroad
- Stream

**Land Status**

- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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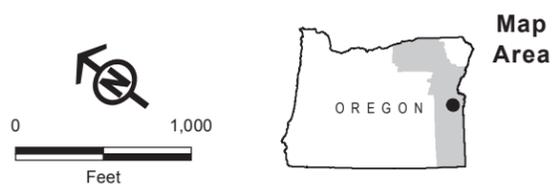
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 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 108



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

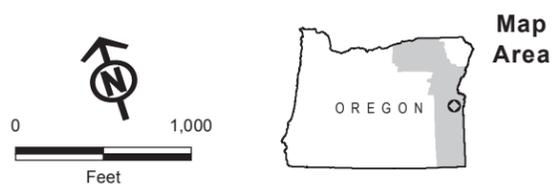
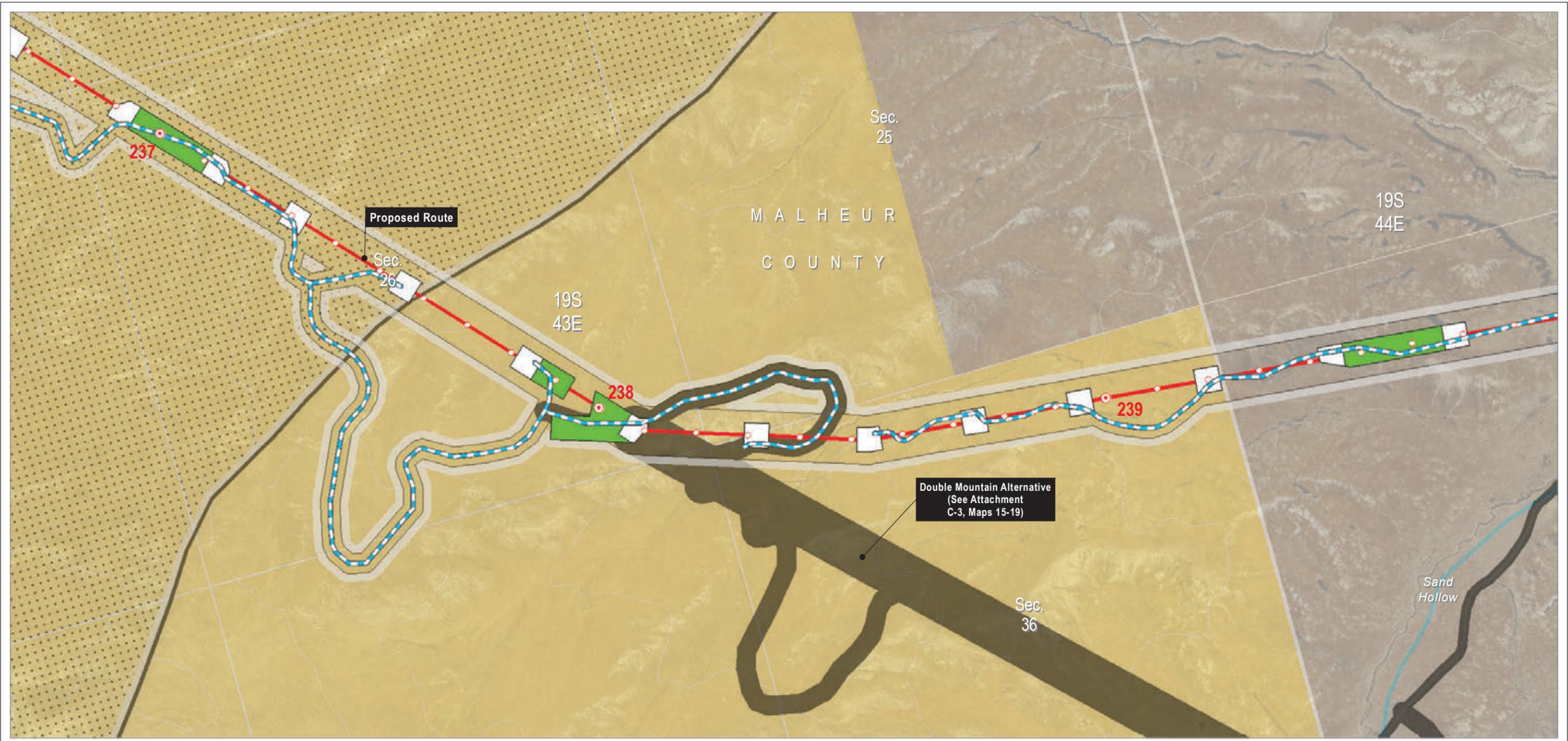
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|---|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> </ul> | <ul style="list-style-type: none"> <li>— Existing Transmission Lines</li> <li>— Highway</li> <li>■ Vale District (BLM) Utility Corridor</li> <li>■ VRM 3</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>□ Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 109



- Project Features**
- Site Boundary
  - Alternative
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- New Road, Bladed

- Important Siting Constraints and Other Features**
- ~ 100-foot Contours
  - ~ Stream
  - VRM 3
- Land Status**
- Bureau of Land Management
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

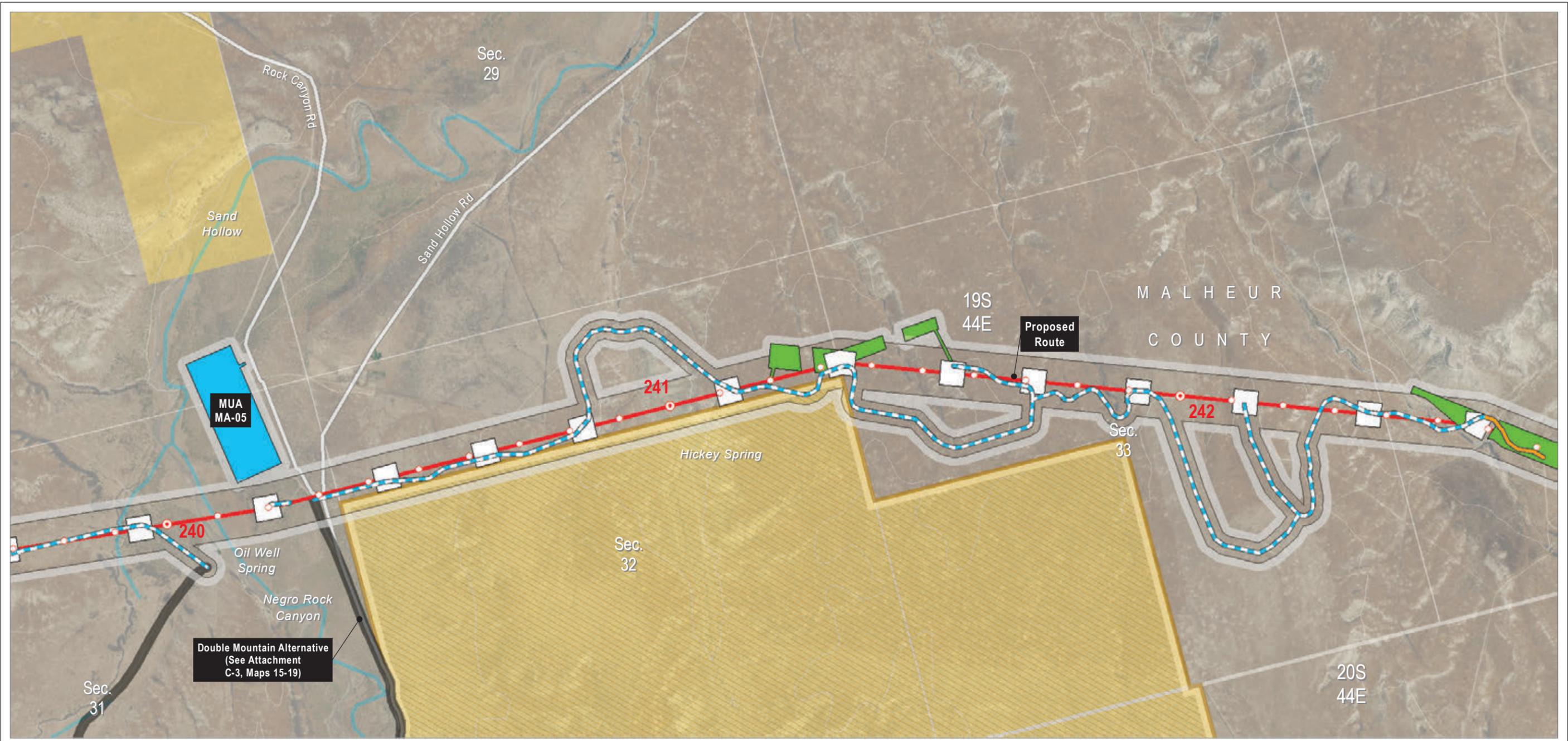


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 110

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Alternative</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: blue; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px wavy blue; margin-right: 5px;"></span> Stream</li> </ul> | <p><b>Wilderness</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Characteristic Unit Meeting Wilderness Criteria</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 111



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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>■ Alternative</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>● Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Communication Station</li> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> <li>— Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li>— Wilderness Characteristic Unit Meeting Wilderness Criteria</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Bureau of Land Management</li> <li>□ Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

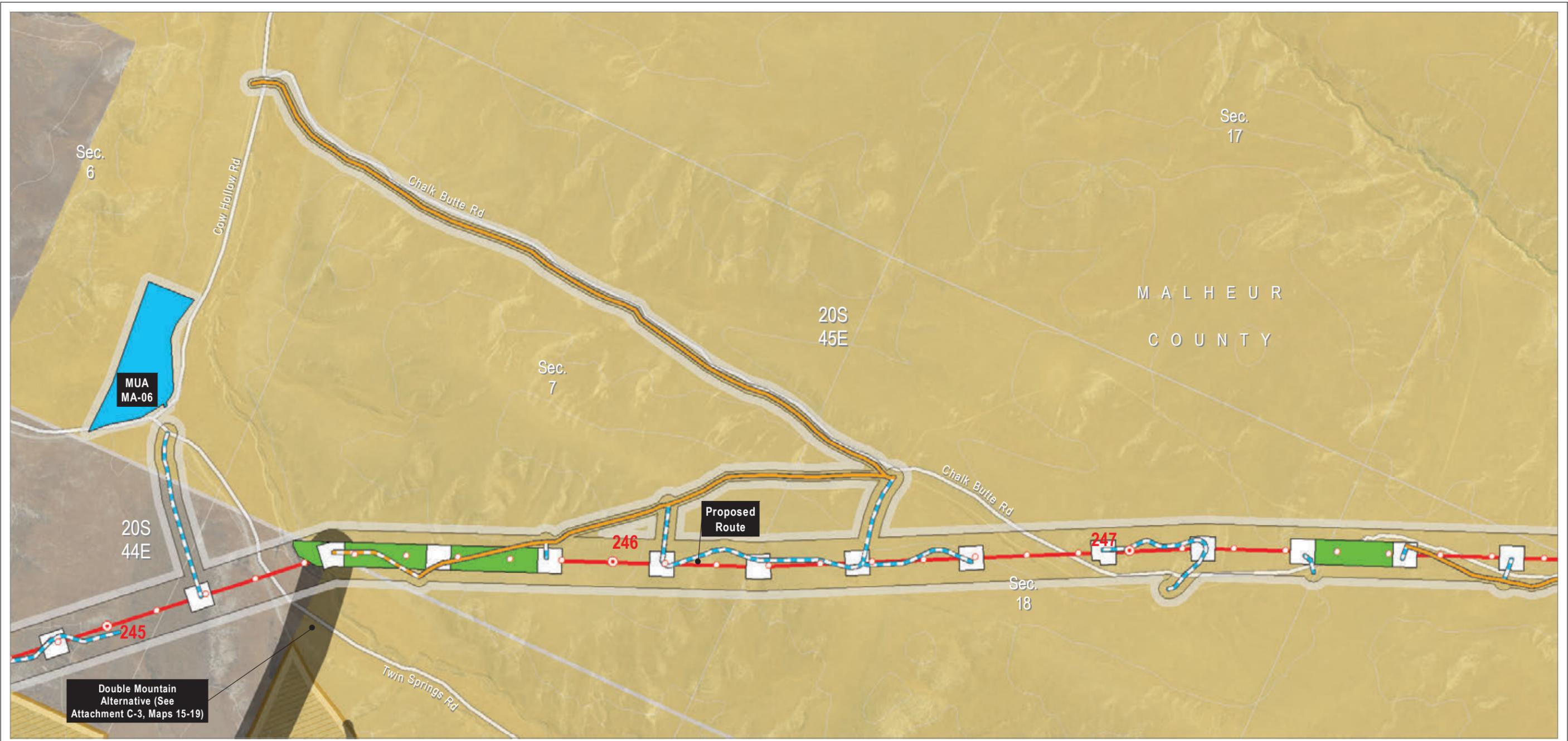


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 112

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: black; margin-right: 5px;"></span> Alternative</li> <li><span style="display: inline-block; width: 10px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: blue; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 10px; height: 10px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; border-bottom: 1px dashed gray; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 10px; border-bottom: 1px solid gray; margin-right: 5px;"></span> Other Road</li> </ul> | <p><b>Wilderness Characteristic Unit Meeting Wilderness Criteria</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid gray; margin-right: 5px;"></span> Private</li> </ul> <p><b>Land Status</b></p> |
|--|---|---|

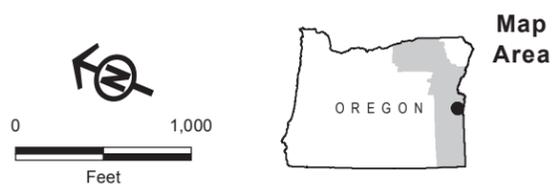
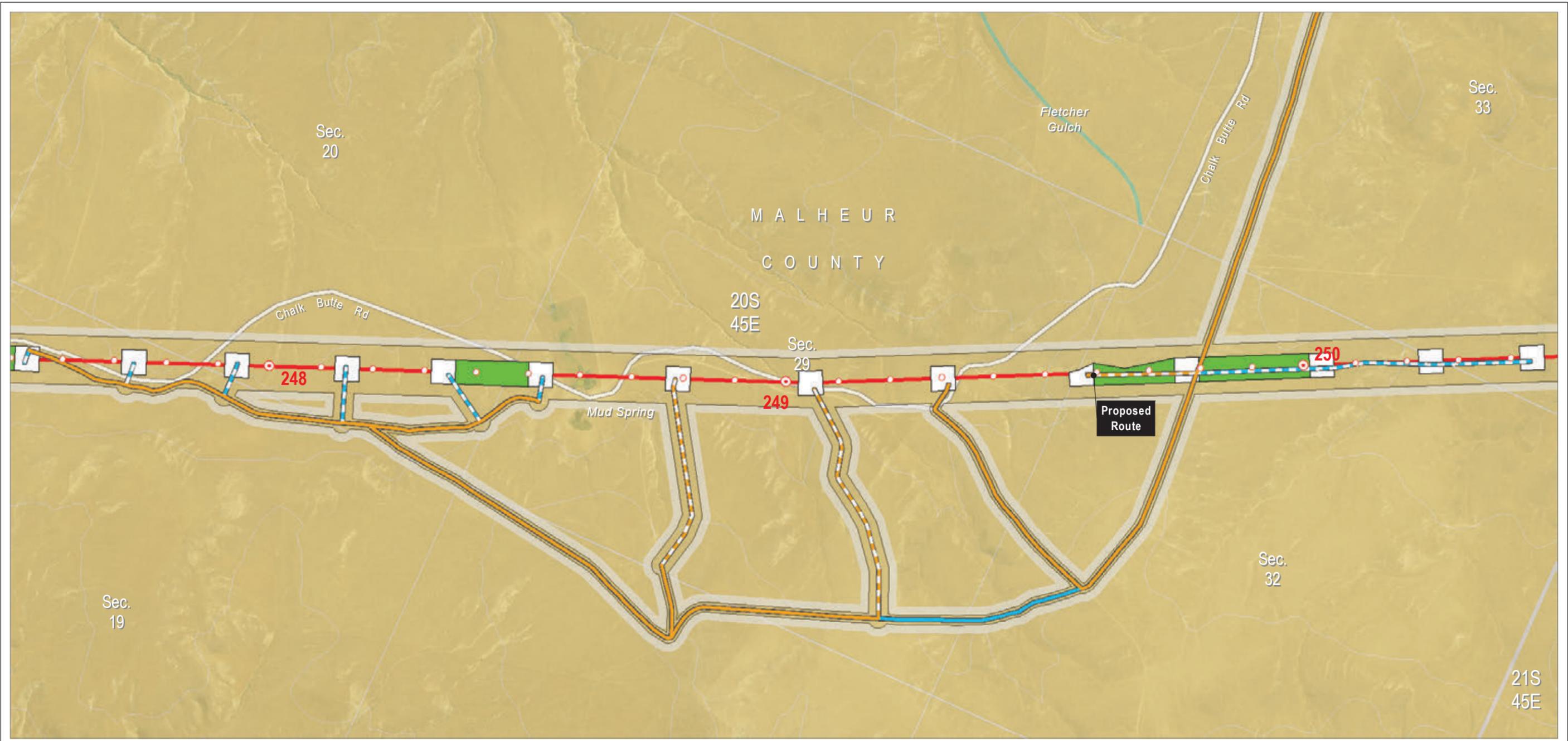
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**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 113



- Project Features**
- Site Boundary
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream
- Land Status**
- Bureau of Land Management

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

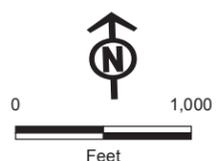
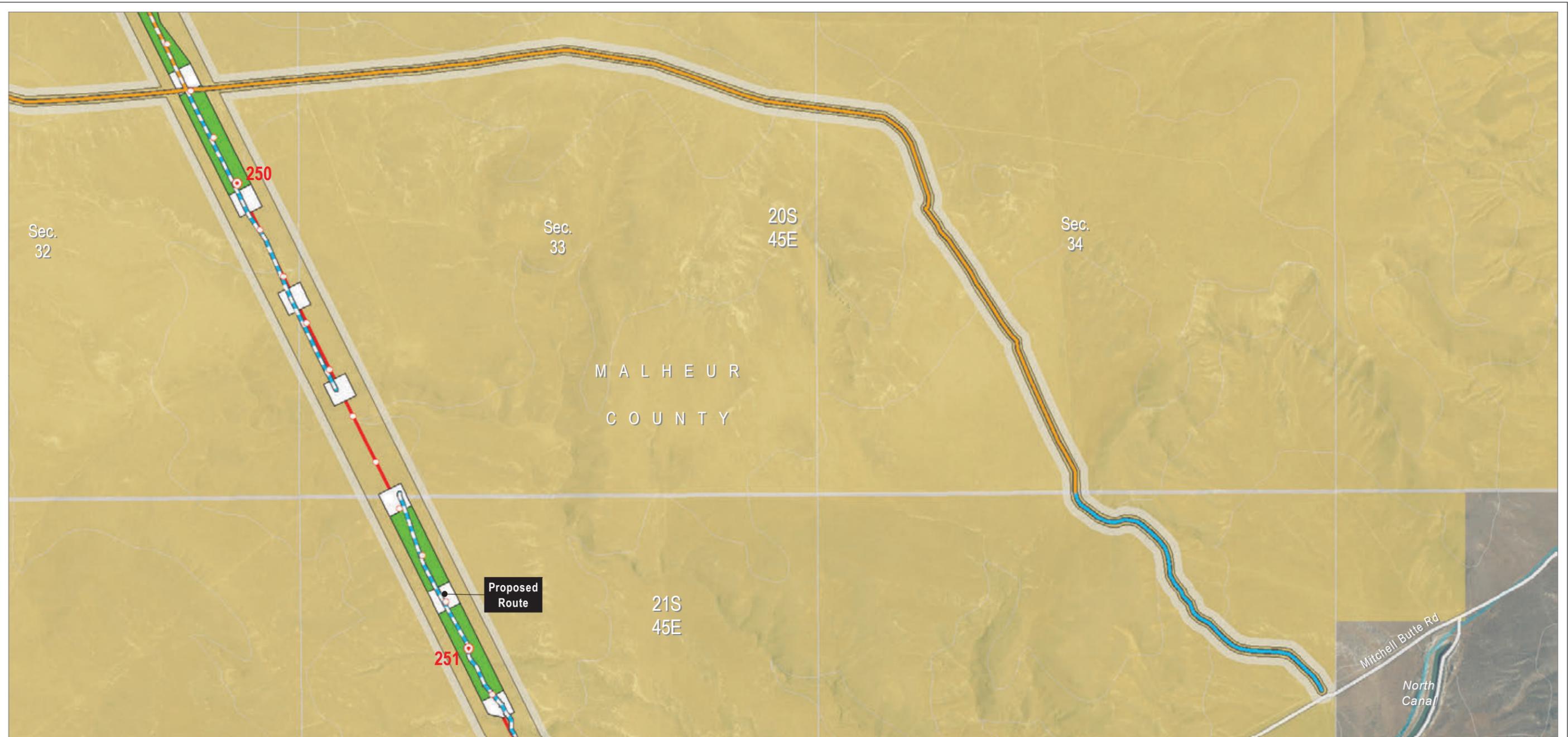


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 114

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- |                         |                         |   |                    |
|-------------------------|-------------------------|---|--------------------|
| <b>Project Features</b> |                         | Existing Road,<br>Substantial Modification,<br>71-100% Improvements | Private            |
| Site Boundary           | Transmission Centerline | New Road, Bladed  |                    |
| <b>Mileposts</b>        |                         | New Road, Primitive   |                    |
| Mile                    | Tenth-mile              | <b>Important Siting Constraints and Other Features</b>              |                    |
| <b>Work Areas</b>       |                         | Pulling and Tensioning  | 100-foot Contours  |
| Structure Work Area     |                         | Other Road  | Stream             |
| <b>Access</b>           |                         | Existing Road, Substantial Modification, 21-70% Improvements        | <b>Land Status</b> |
|                         |                         | Bureau of Land Management   |                    |

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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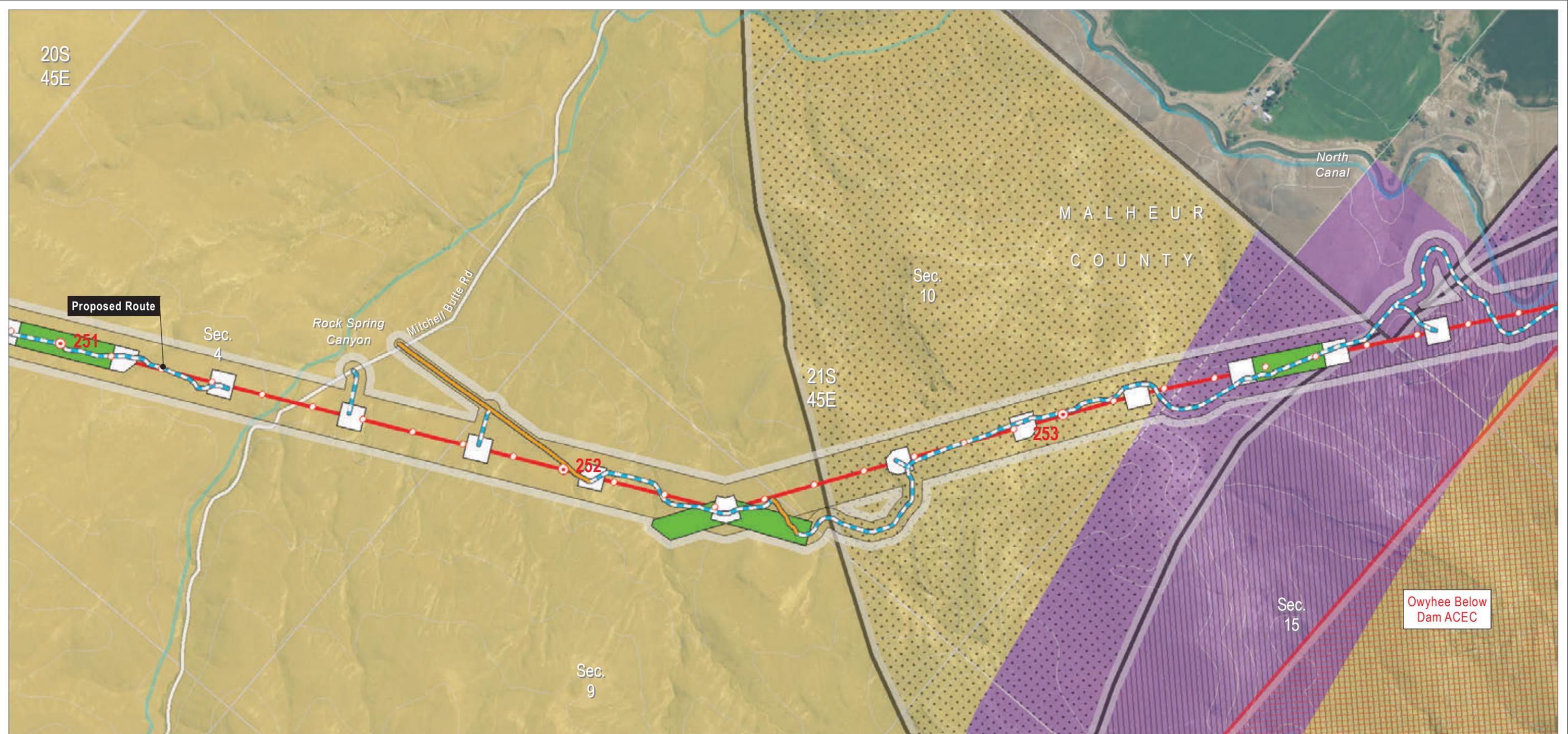
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 115



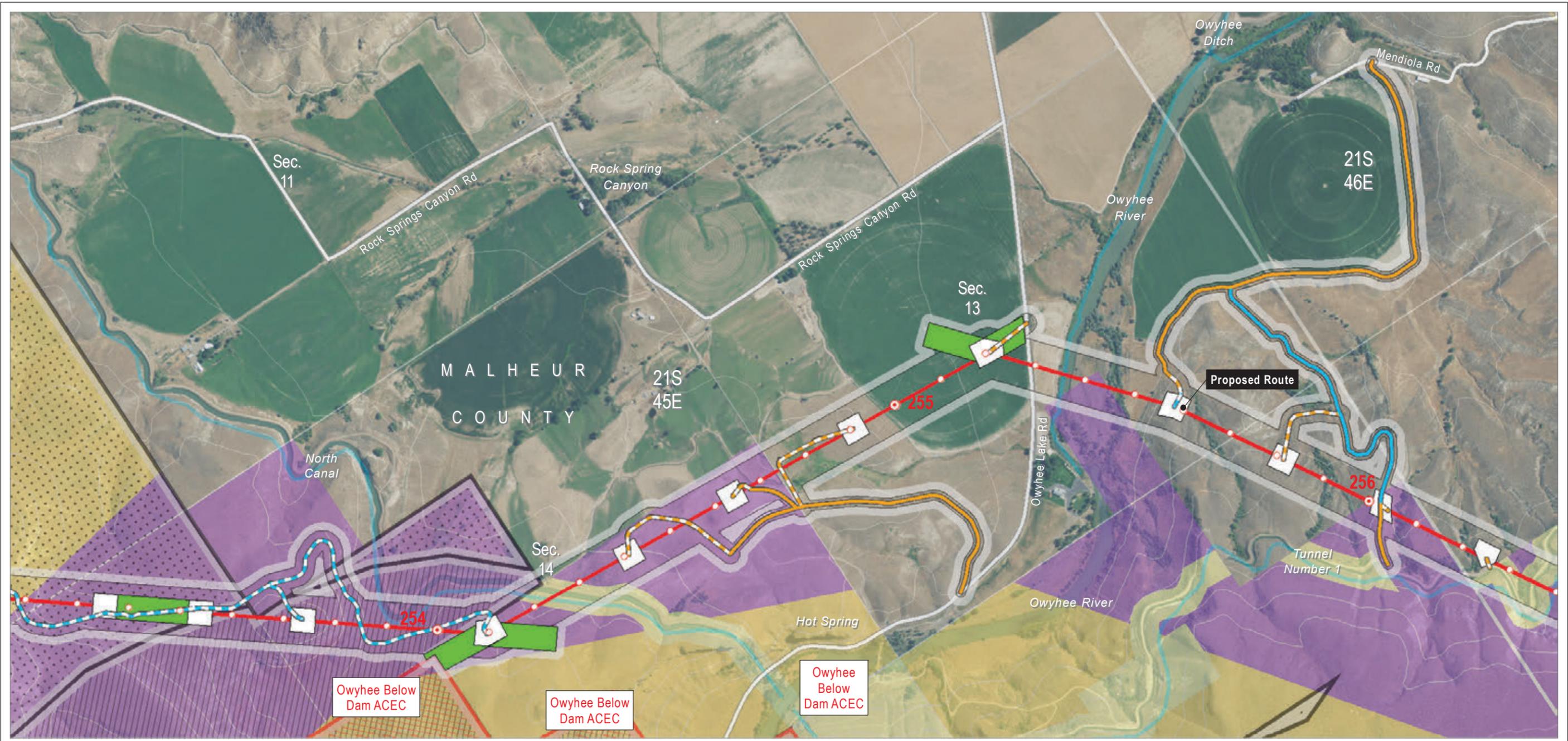
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|--|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: red; margin-right: 5px;"></span> Transmission Centerline</li> <li><b>Mileposts</b></li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> <li><b>Work Areas</b></li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> <li><b>Access</b></li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><b>Important Siting Constraints and Other Features</b></li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dashed black; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Other Road</li> <li><span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px wavy blue; margin-right: 5px;"></span> Stream</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: purple; margin-right: 5px;"></span> Vale District (BLM) Utility Corridor</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black; margin-right: 5px;"></span> Protected Area (EFSC)</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black; margin-right: 5px;"></span> VRM 2</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black; margin-right: 5px;"></span> VRM 3</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Private</li> </ul> |
|--|---|---|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 116

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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<b>Project Features</b>		<b>Existing Road, Substantial Modification, 71-100% Improvements</b>		<b>VRM 2</b>	
	Site Boundary		Existing Road, Substantial Modification, 71-100% Improvements		VRM 2
	Transmission Centerline		New Road, Bladed		VRM 3
<b>Mileposts</b>			New Road, Primitive	<b>Land Status</b>	
	Mile		100-foot Contours		Bureau of Land Management
	Tenth-mile		Other Road		Bureau of Reclamation
<b>Work Areas</b>			Stream		Private
	Pulling and Tensioning		Vale District (BLM) Utility Corridor		
	Structure Work Area		Protected Area (EFSC)		
<b>Access</b>					
	Existing Road, Substantial Modification, 21-70% Improvements				

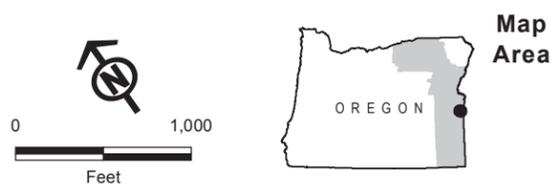
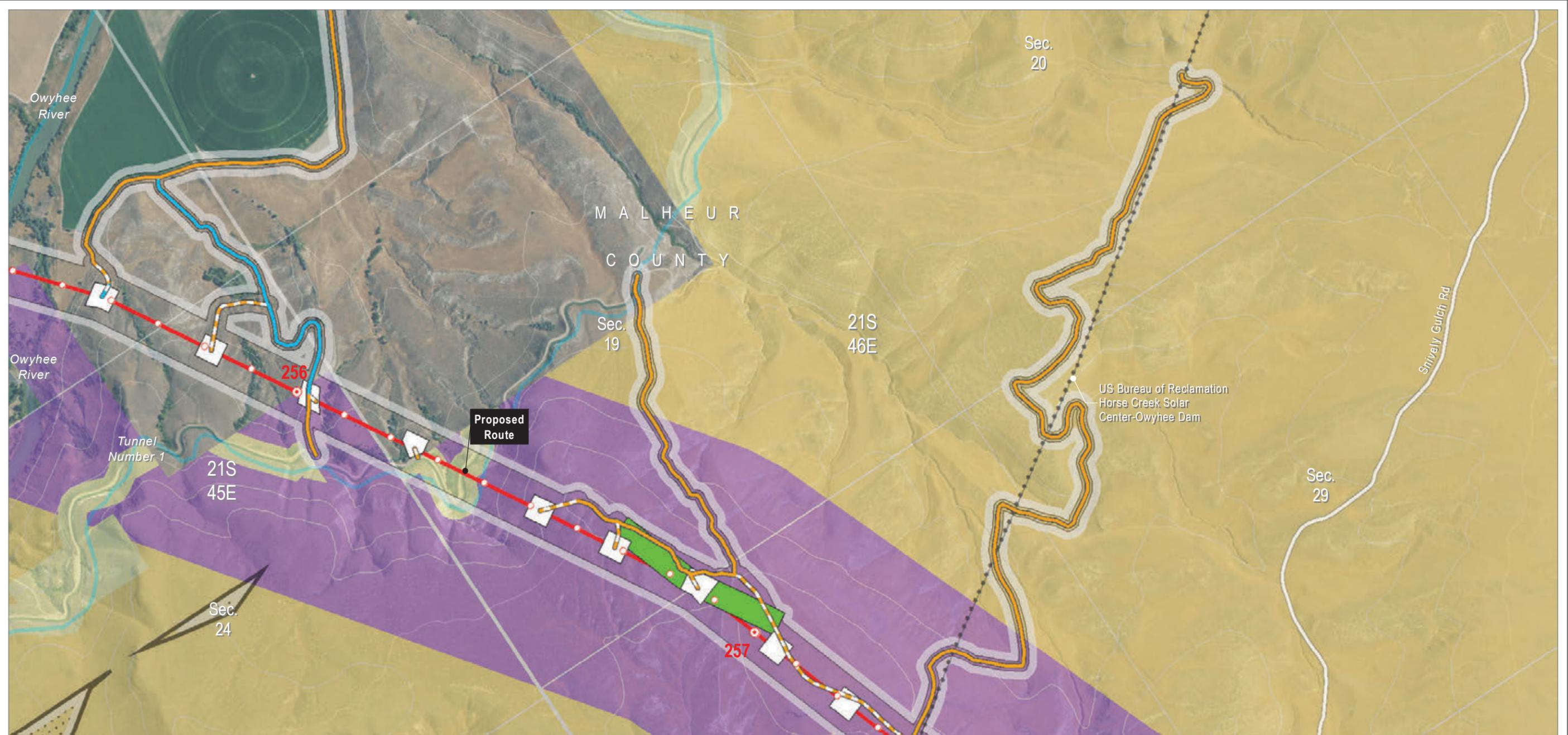
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 117



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts**
    - Mile
    - Tenth-mile
  - Work Areas**
    - Pulling and Tensioning
    - Structure Work Area
  - Access**
    - Existing Road, Substantial Modification, 21-70% Improvements
    - Existing Road, Substantial Modification, 71-100% Improvements
    - New Road, Bladed
    - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Existing Transmission Lines
  - Other Road
  - Stream
  - Vale District (BLM) Utility Corridor
  - VRM 3
- Land Status**
- Bureau of Land Management
  - Bureau of Reclamation
  - Private

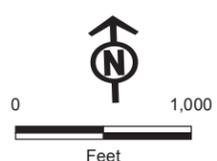
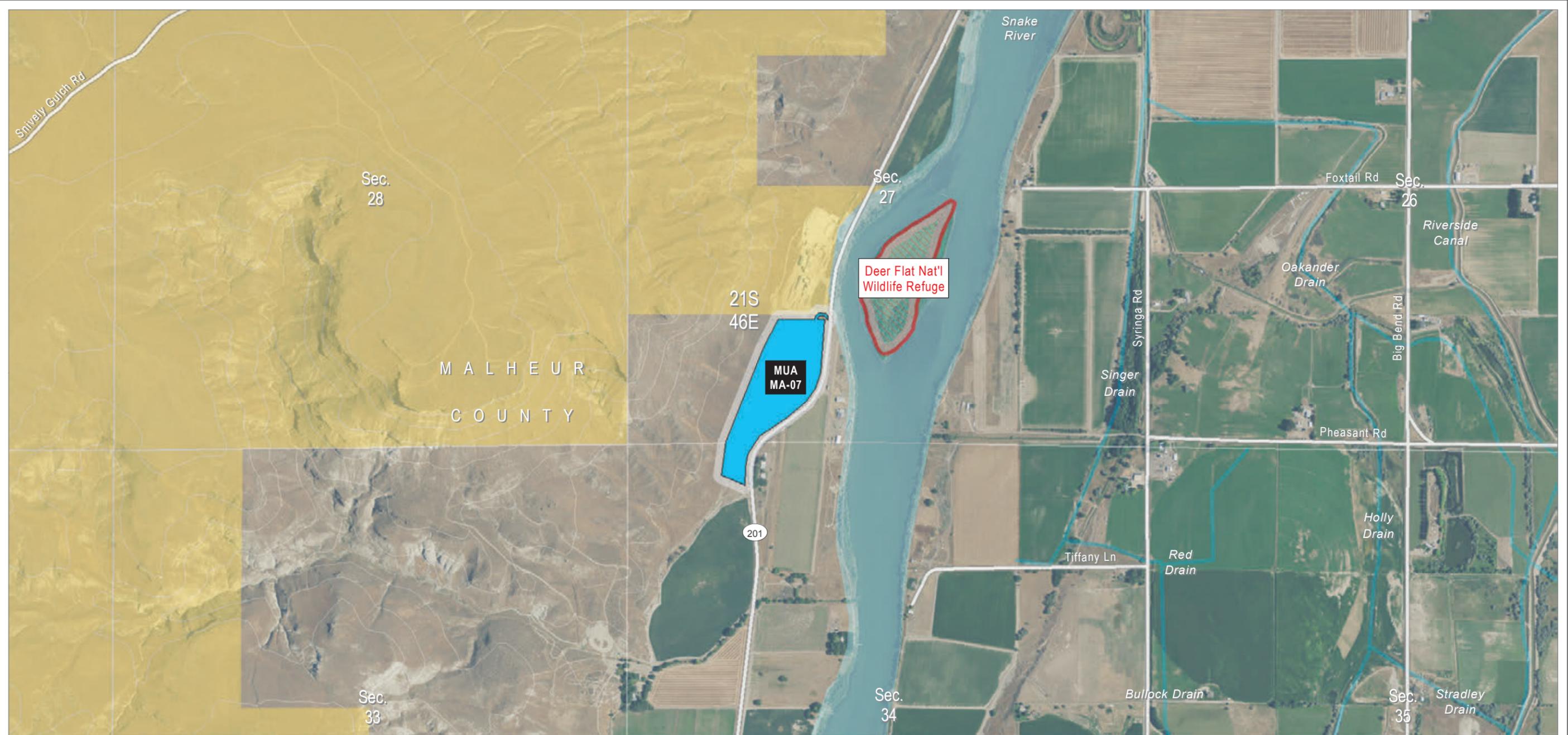
Boardman to Hemingway Transmission Line Project  
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**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 118



- Project Features**
- Site Boundary
  - Work Areas**
  - Multi-Use Area
  - Important Siting Constraints and Other Features**
  - 100-foot Contours
  - Other Road
  - Stream
  - Protected Area (EFSC)

- Land Status**
- Bureau of Land Management
  - Fish and Wildlife Service
  - Private
  - State or Local

Boardman to Hemingway Transmission Line Project  
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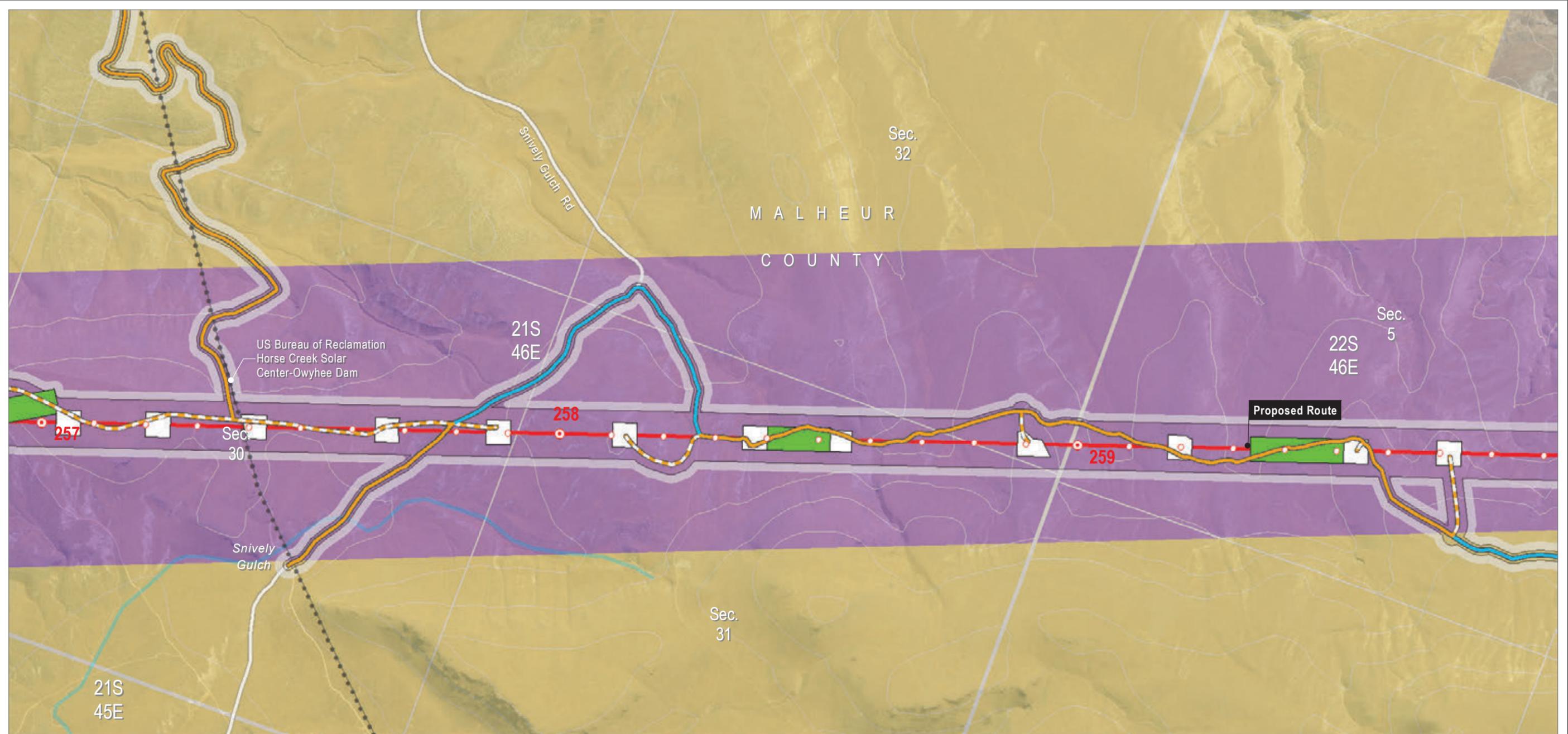


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 119

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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|--|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <p> Existing Road, Substantial Modification, 71-100% Improvements</p> <p> New Road, Primitive</p> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Other Road</li> <li> Stream</li> <li> Vale District (BLM) Utility Corridor</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
|--|---|--|

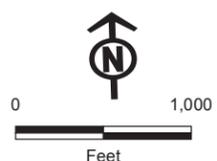
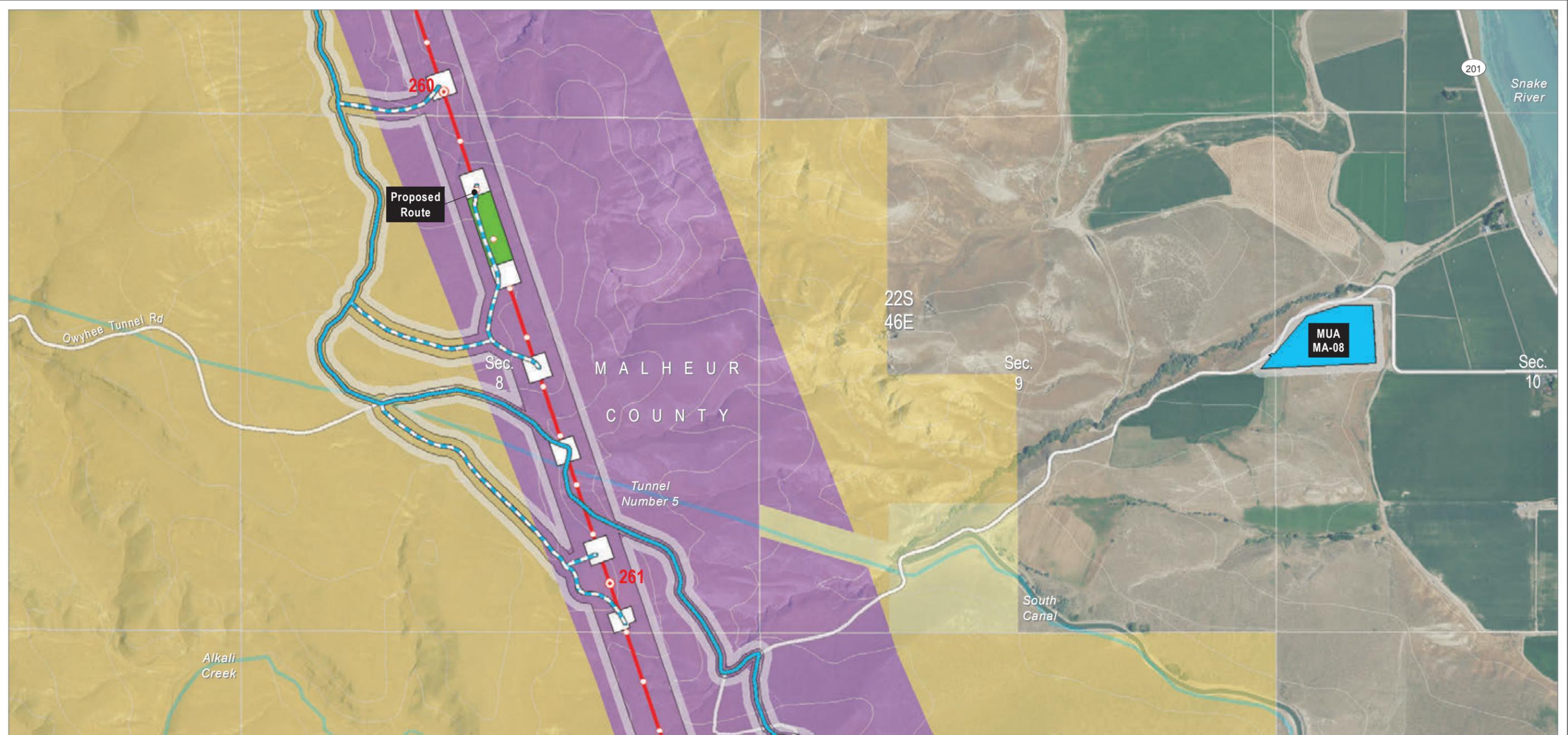
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 120



- |  |   |  |
|--|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px; opacity: 0.5;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #00aaff; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="background-color: #008000; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px dashed blue; width: 20px; margin-right: 5px;"></span> New Road, Bladed</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: #800080; width: 15px; height: 10px; margin-right: 5px;"></span> Vale District (BLM) Utility Corridor</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: #ffff00; width: 15px; height: 10px; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="background-color: #90ee90; width: 15px; height: 10px; margin-right: 5px;"></span> Bureau of Reclamation</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: #add8e6; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local</li> </ul> |
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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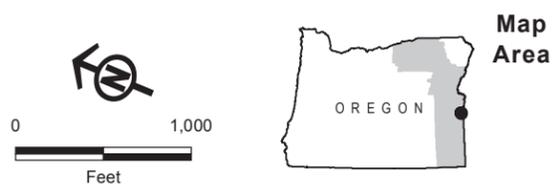
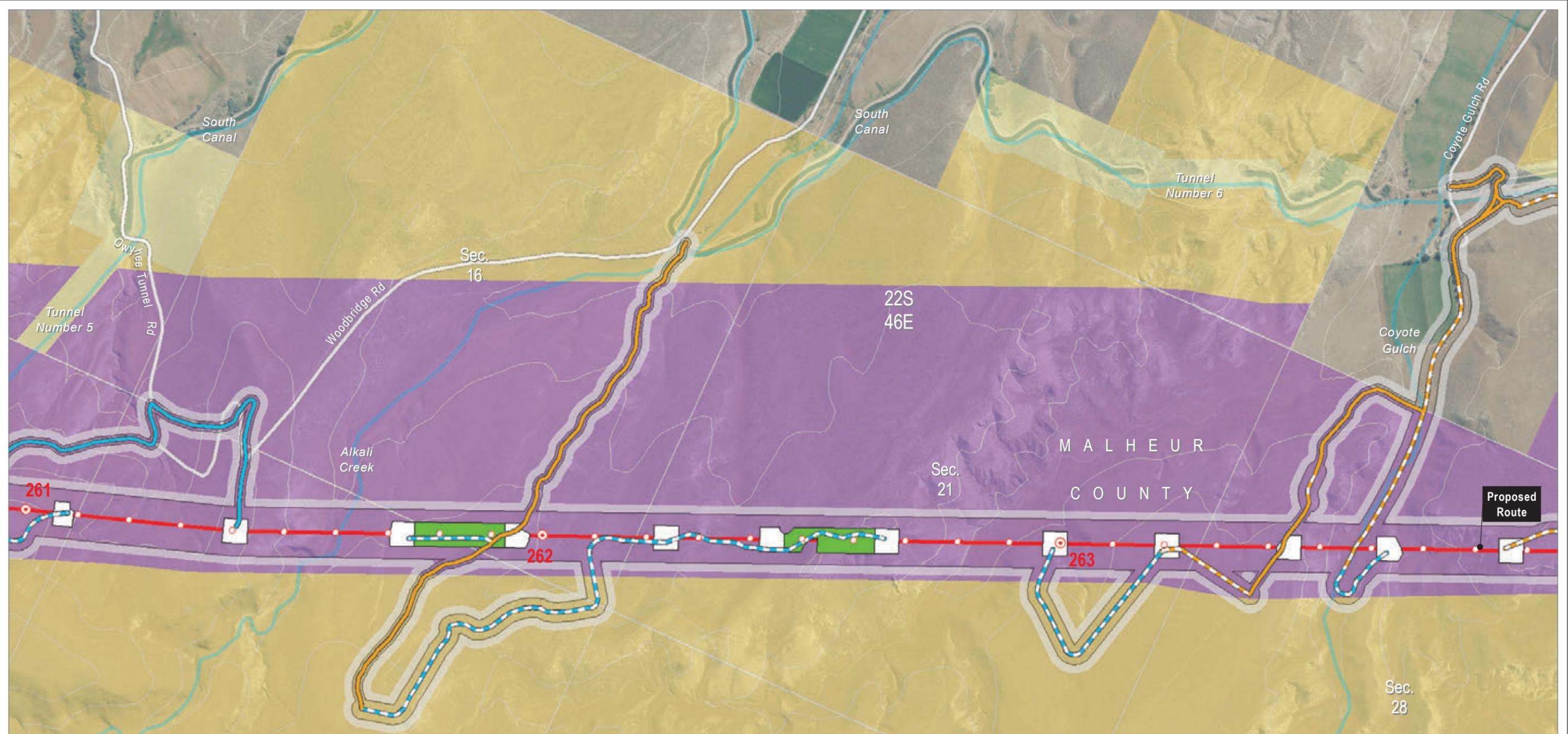
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 121



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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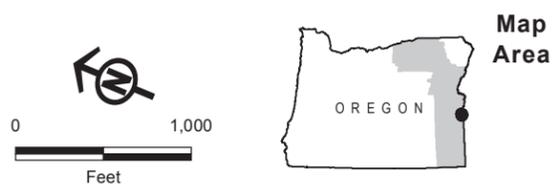
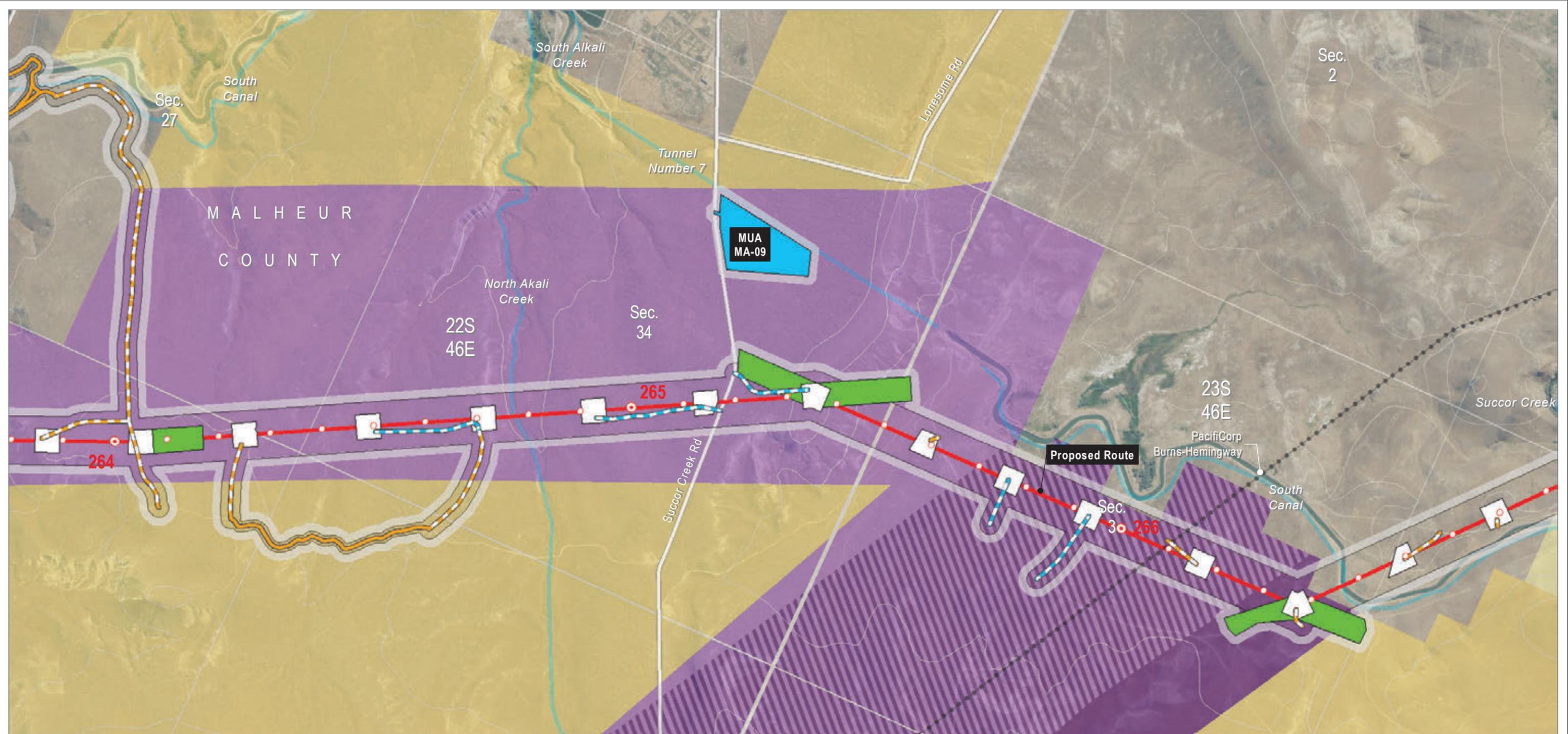
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|--|--|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> <li>Mileposts             <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> </li> <li>Work Areas             <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Structure Work Area</li> </ul> </li> <li>Access             <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 20px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> </li> </ul> | <p>Existing Road, Substantial Modification, 71-100% Improvements</p> <p><span style="border-bottom: 2px dashed blue; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</p> <p><span style="border-bottom: 2px dashed orange; width: 20px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</p> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 20px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid gray; width: 20px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px wavy blue; width: 20px; display: inline-block; margin-right: 5px;"></span> Stream</li> <li><span style="background-color: purple; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Vale District (BLM) Utility Corridor</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: yellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="background-color: lightyellow; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Bureau of Reclamation</li> <li><span style="border: 1px solid gray; width: 15px; height: 10px; display: inline-block; margin-right: 5px;"></span> Private</li> </ul> |
|--|--|---|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



An IDACORP Company

**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 122



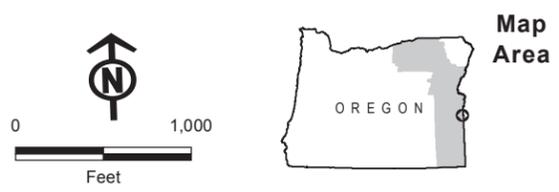
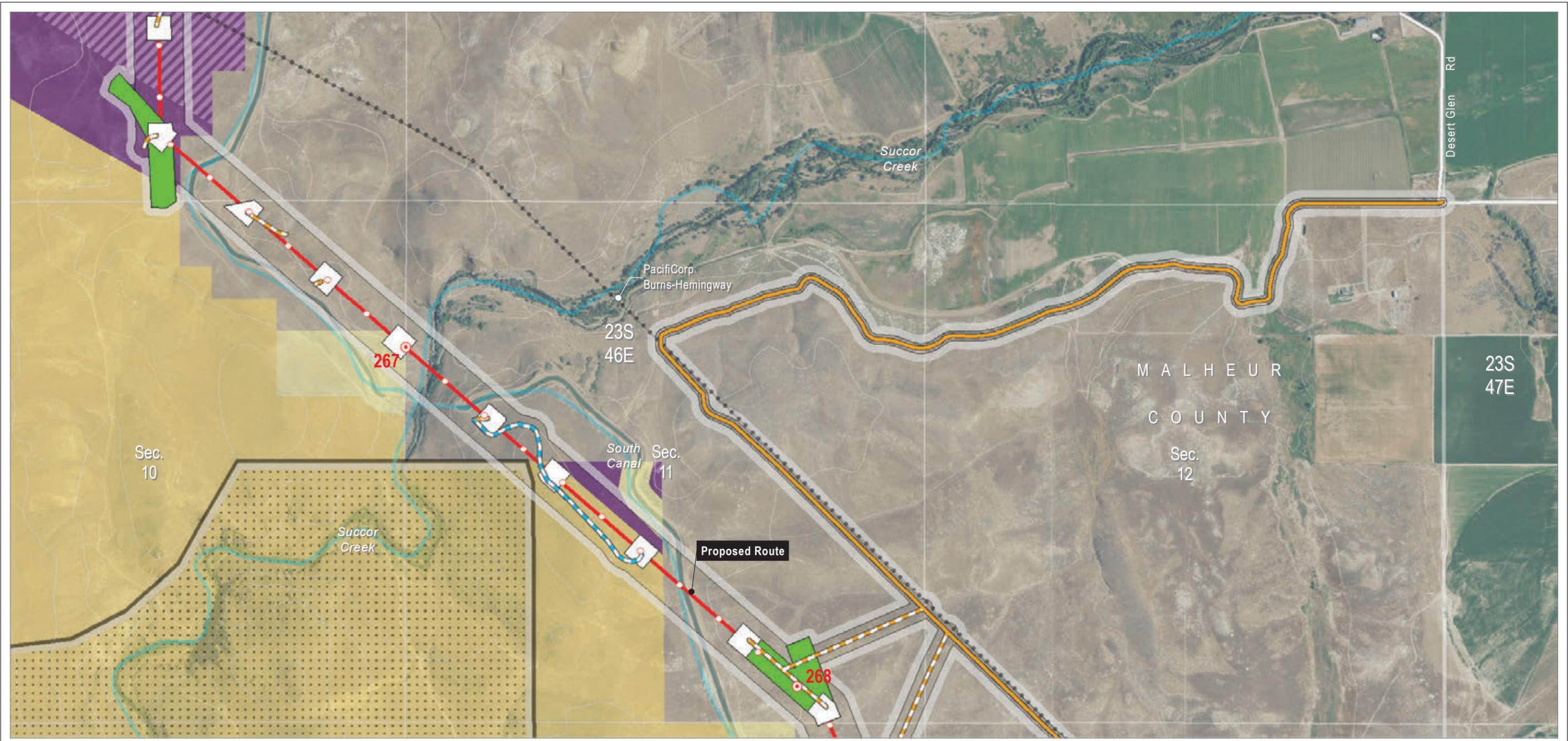
- |   |   |  |
|---|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Multi-Use Area</li> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>— Existing Transmission Lines</li> <li>— Other Road</li> <li>~ Stream</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Vale District (BLM) Utility Corridor</li> <li>■ Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WVEC)</li> <li>■ West-wide Energy Corridor (WVEC)</li> <li>■ Bureau of Land Management</li> <li>■ Bureau of Reclamation</li> <li>□ Private</li> </ul> |
|---|---|--|

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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Boardman to Hemingway Transmission Line Project  
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**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 123



- Project Features**
- Site Boundary
  - Transmission Centerline
  - Mileposts
    - Mile
    - Tenth-mile
  - Work Areas
    - Pulling and Tensioning
    - Structure Work Area
  - Access
    - Existing Road, Substantial Modification, 21-70% Improvements
- Important Siting Constraints and Other Features**
- New Road, Bladed
  - New Road, Primitive
  - 100-foot Contours
  - Existing Transmission Lines
  - Other Road
  - Stream
  - Vale District (BLM) Utility Corridor
- Land Status**
- Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WWEC)
  - West-wide Energy Corridor (WWEC)
  - VRM 3
  - Bureau of Land Management
  - Bureau of Reclamation
  - Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

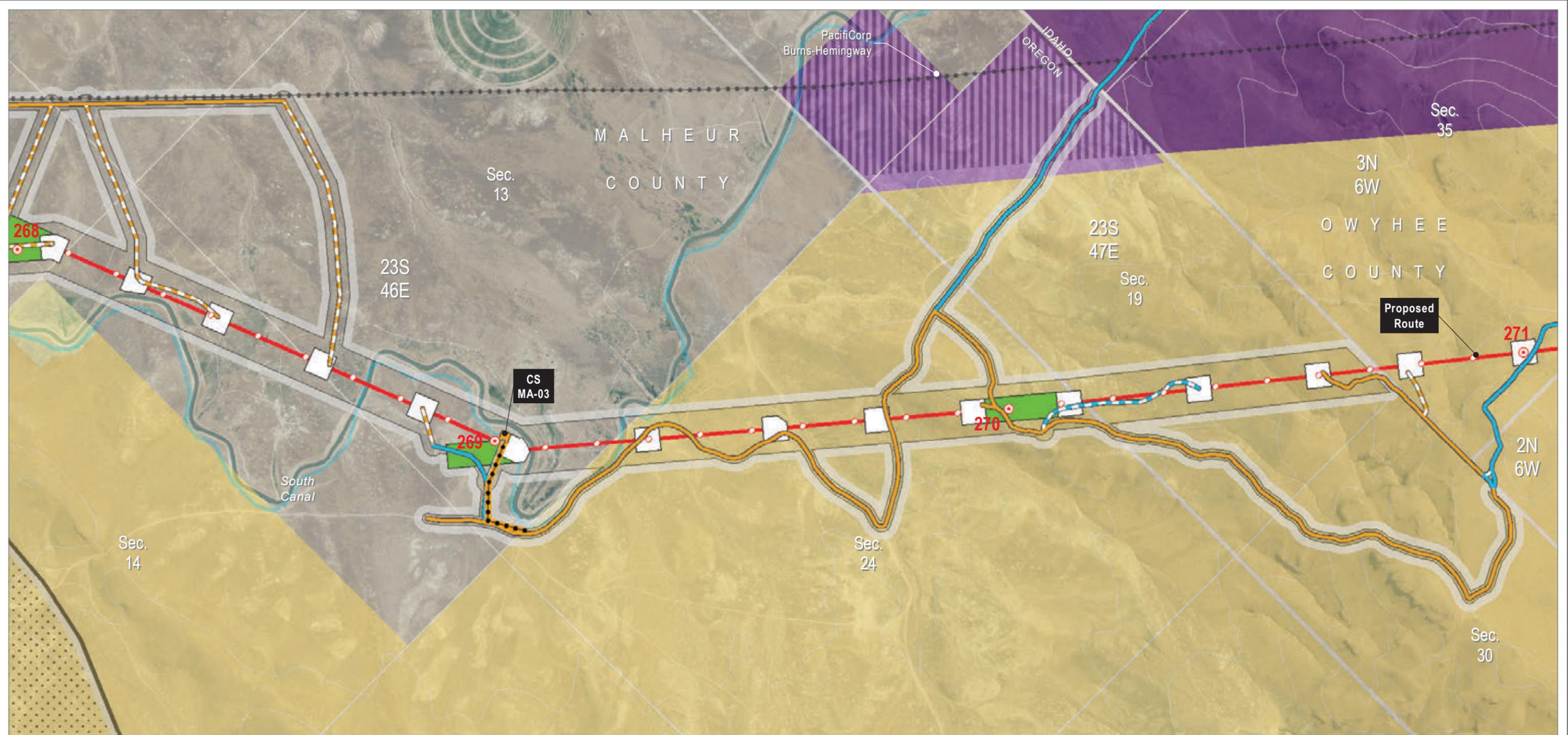


**Attachment C-2  
 Proposed Route Location Maps**

Malheur County

Map 124

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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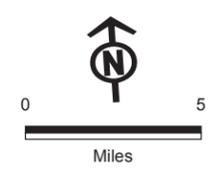
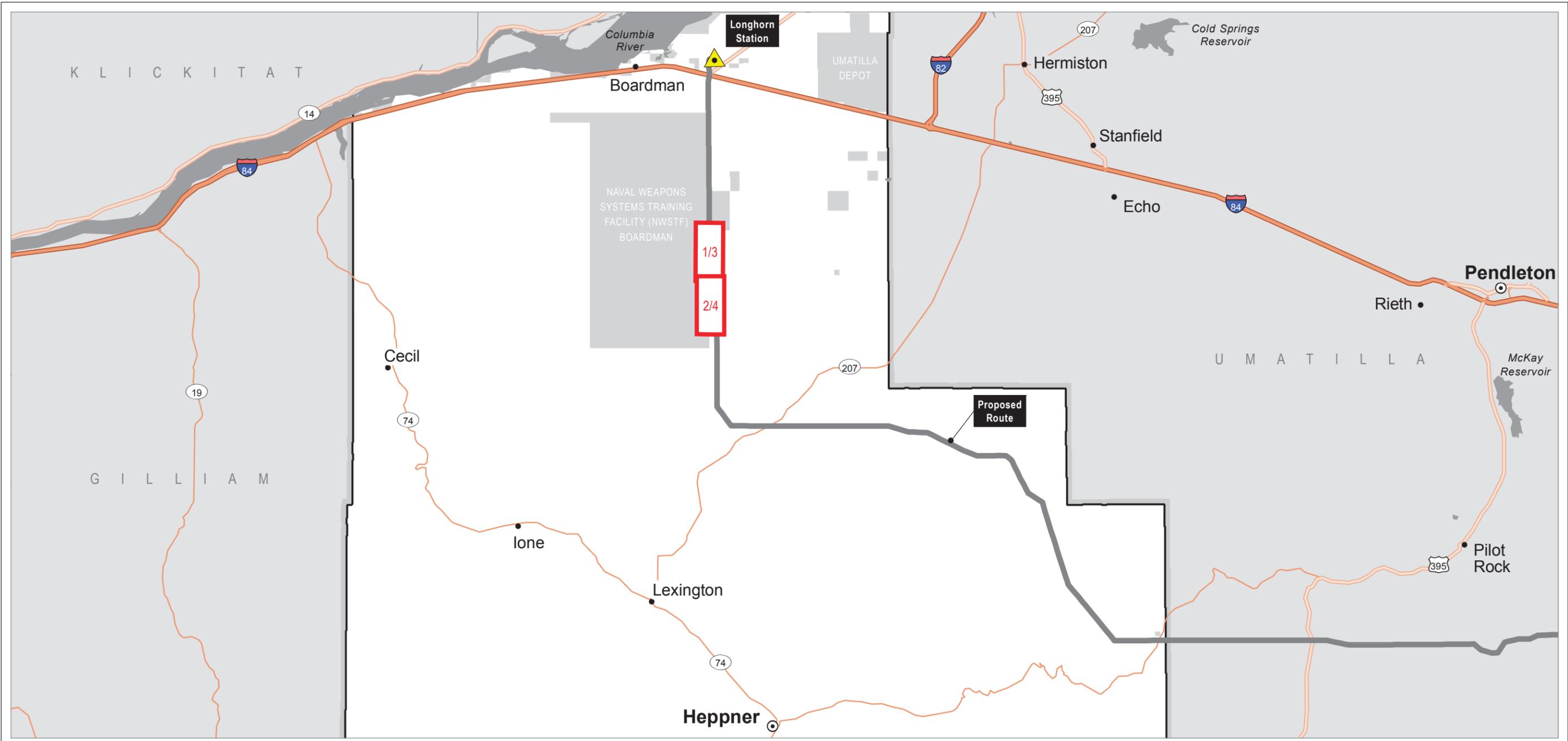
- |  |  |   |  |
|--|--|---|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>— Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>□ Communication Station</li> <li>□ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>— Existing Road, Substantial Modification, 21-70% Improvements</li> <li>— Existing Road, Substantial Modification, 71-100% Improvements</li> <li>— New Road, Bladed</li> <li>— New Road, Primitive</li> <li>— Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>— 100-foot Contours</li> <li>— Existing Transmission Lines</li> <li>— Stream</li> <li>— Vale District (BLM) Utility Corridor</li> <li>— Vale District (BLM) Utility Corridor and West-wide Energy Corridor (WVEC)</li> </ul> | <p>— West-wide Energy Corridor (WVEC)</p> <p>— VRM 3</p> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>— Bureau of Land Management</li> <li>— Bureau of Reclamation</li> <li>— Private</li> </ul> |
|--|--|---|--|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**Attachment C-2**  
**Proposed Route Location Maps**  
 Malheur County  
 Map 125

**ATTACHMENT C-3**  
**ALTERNATIVE ROUTE LOCATIONS**

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Source(s): BLM, IPC, Esri  
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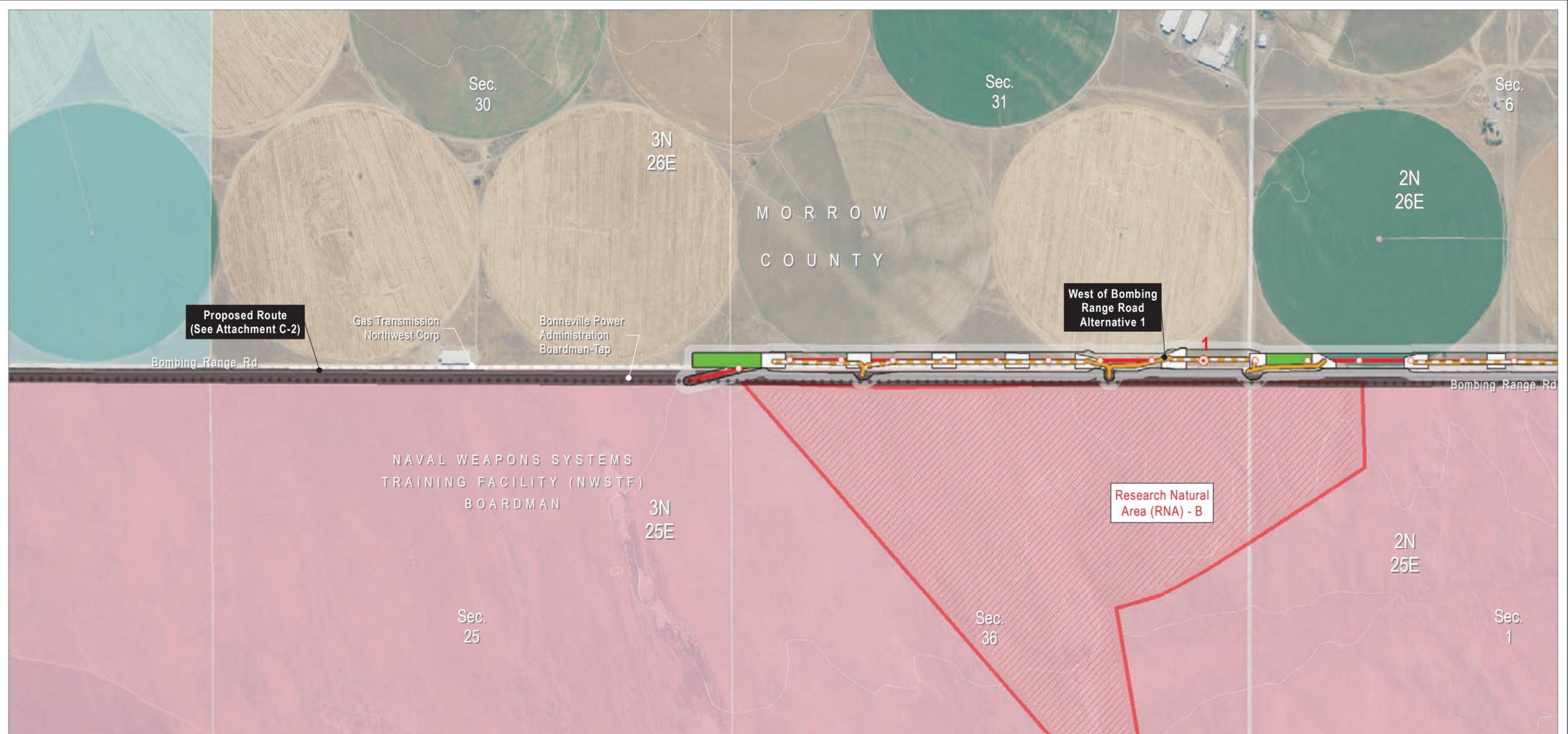
Map Index  
 Location Map (Map #)

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3**  
**Alternative Location Maps**  
 West of Bombing Range Road Alternatives 1/2  
 Morrow County

Map Index

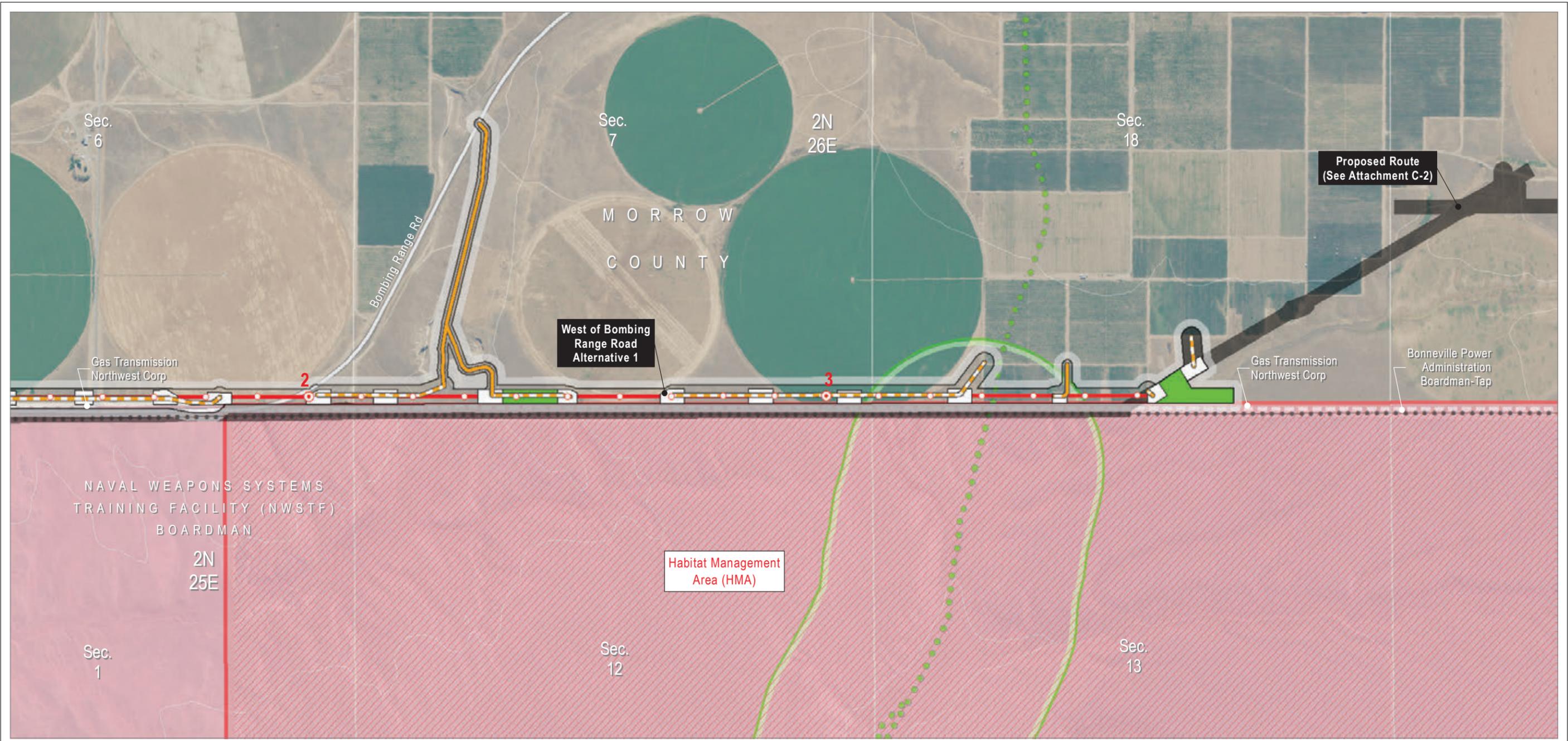


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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; width: 15px; height: 10px; margin-right: 5px;"></span> Proposed Route</li> <li><span style="border-bottom: 2px solid red; width: 15px; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid orange; width: 15px; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px dashed orange; width: 15px; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> Existing Transmission Lines</li> <li><span style="border-bottom: 1px solid gray; width: 15px; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid gray; width: 15px; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 2px solid red; width: 15px; margin-right: 5px;"></span> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; width: 15px; height: 10px; margin-right: 5px;"></span> Military Reservation or Corps of Engineers</li> <li><span style="background-color: white; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> <li><span style="background-color: lightblue; width: 15px; height: 10px; margin-right: 5px;"></span> State or Local</li> </ul> |
|--|---|--|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

  
**Attachment C-3**  
**Alternative Location Maps**  
 West of Bombing Range Road Alternative 1  
 Morrow County  
**Map 1**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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|---|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>▬ Proposed Route</li> <li>▬ Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>▬ Existing Road, Substantial Modification, 21-70% Improvements</li> <li>▬ New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>● Existing Transmission Lines</li> <li>● Oregon National Historic Trail (NHT)</li> <li>▬ Pipeline</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li>▬ Oregon NHT Intact Segment (1/4-mile buffer)</li> <li>▬ Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Military Reservation or Corps of Engineers</li> <li>□ Private</li> </ul> |
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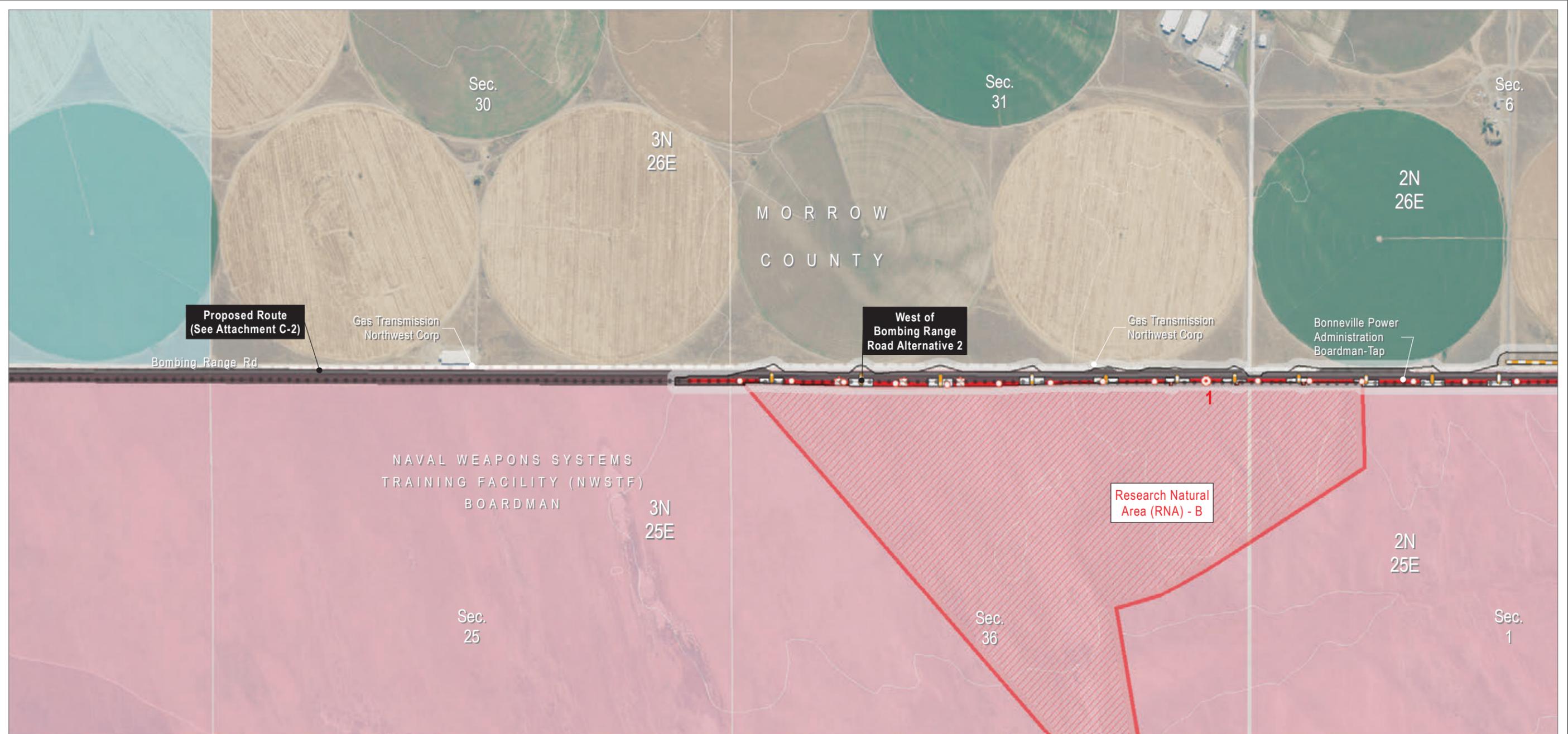
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

**IDAHO POWER**  
 An IDACORP Company

**Attachment C-3  
 Alternative Location Maps**

West of Bombing Range Road Alternative 1  
 Morrow County

**Map 2**



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Proposed Route</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Structure Work Area</li> <li> Structure Work Area (Removal Only)</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Other Road</li> <li> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Military Reservation or Corps of Engineers</li> <li> Private</li> <li> State or Local</li> </ul> |
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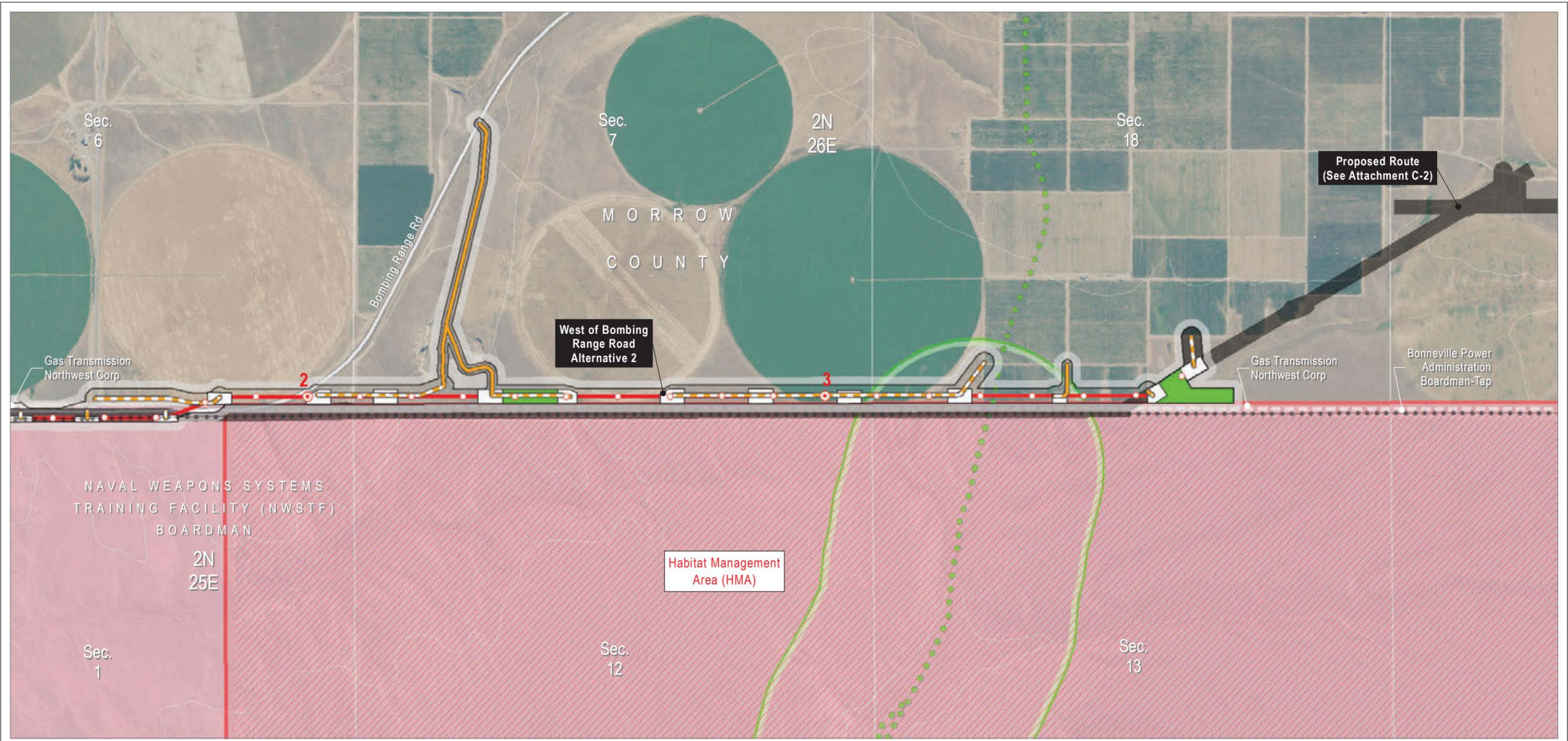
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

West of Bombing Range Road Alternative 2  
 Morrow County

**Map 3**



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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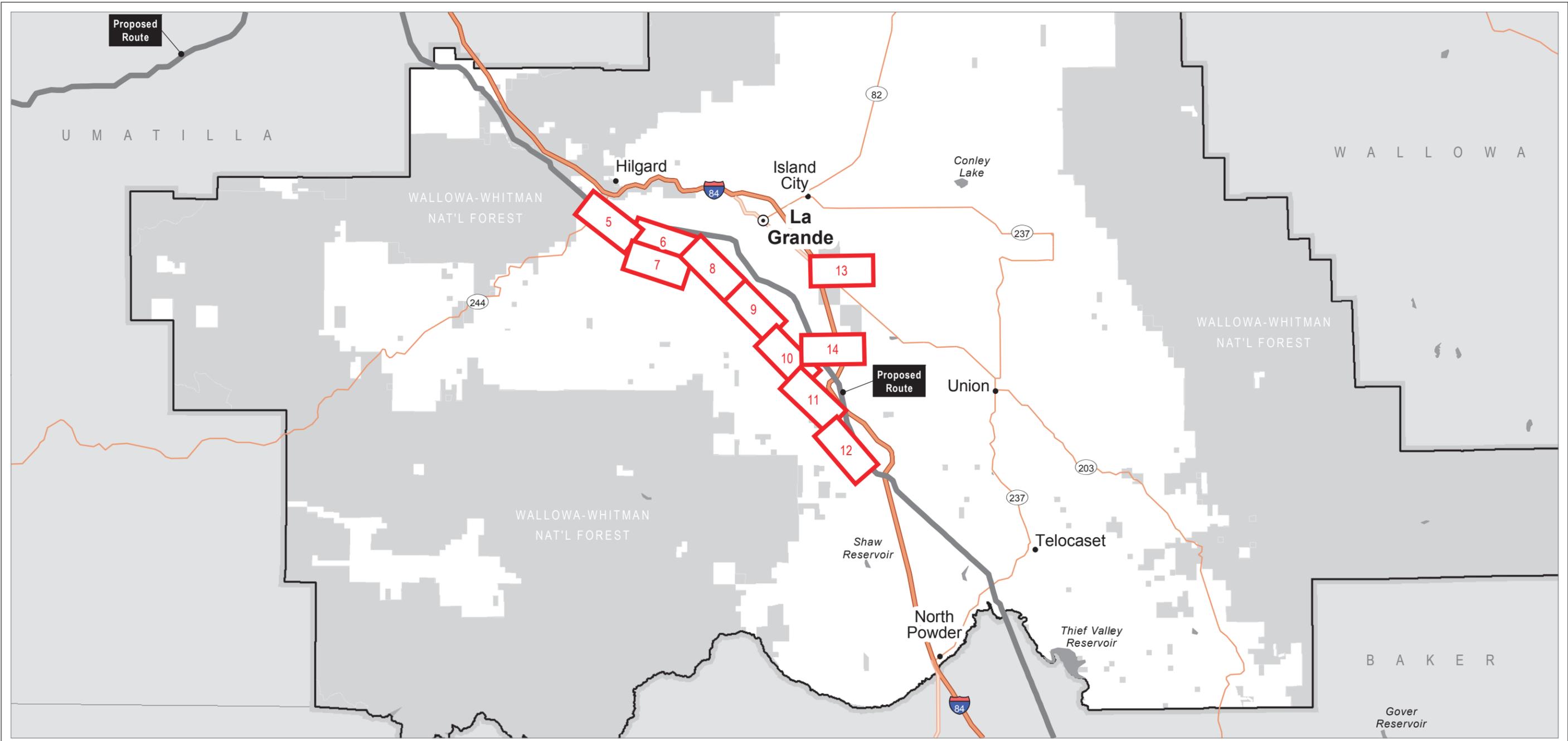
- |   |   |   |
|---|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li>□ Site Boundary</li> <li>▬ Proposed Route</li> <li>▬ Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li>○ Mile</li> <li>○ Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li>■ Pulling and Tensioning</li> <li>□ Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li>▬ Existing Road, Substantial Modification, 21-70% Improvements</li> <li>▬ New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li>~ 100-foot Contours</li> <li>● Existing Transmission Lines</li> <li>● Oregon National Historic Trail (NHT)</li> <li>▬ Pipeline</li> </ul> | <p><b>Other Road</b></p> <ul style="list-style-type: none"> <li>▬ Oregon NHT Intact Segment (1/4-mile buffer)</li> <li>▬ Protected Area (EFSC)</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li>■ Military Reservation or Corps of Engineers</li> <li>□ Private</li> </ul> |
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Boardman to Hemingway Transmission Line Project  
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**Attachment C-3  
 Alternative Location Maps**

West of Bombing Range Road Alternative 2  
 Morrow County



Source(s): BLM, IPC, Esri  
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Map Index  
■ Location Map (Map #)

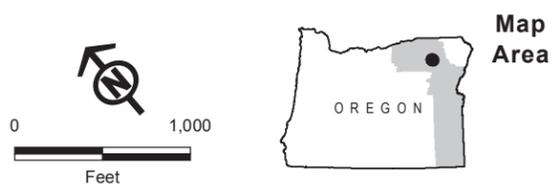
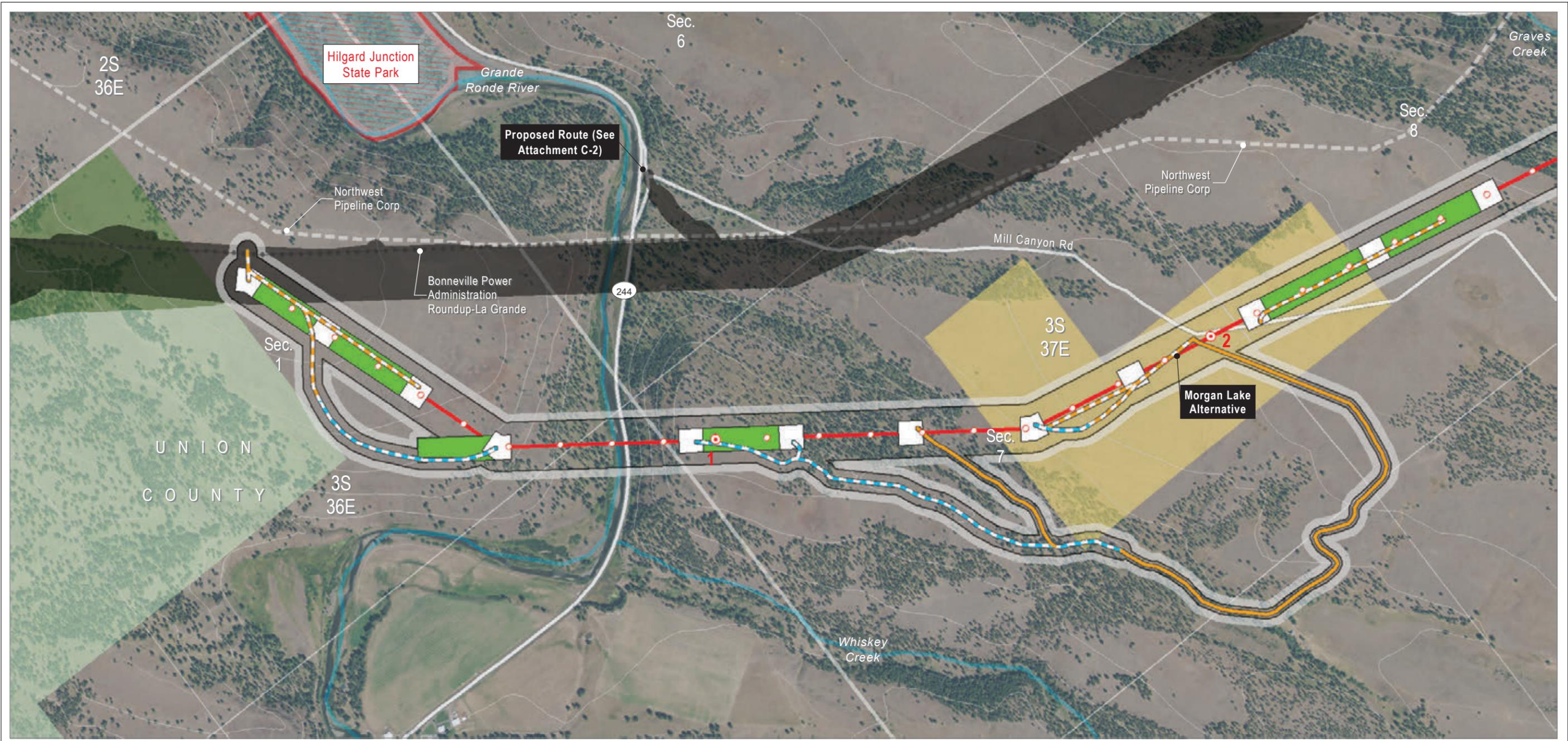
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County

[Map Index](#)



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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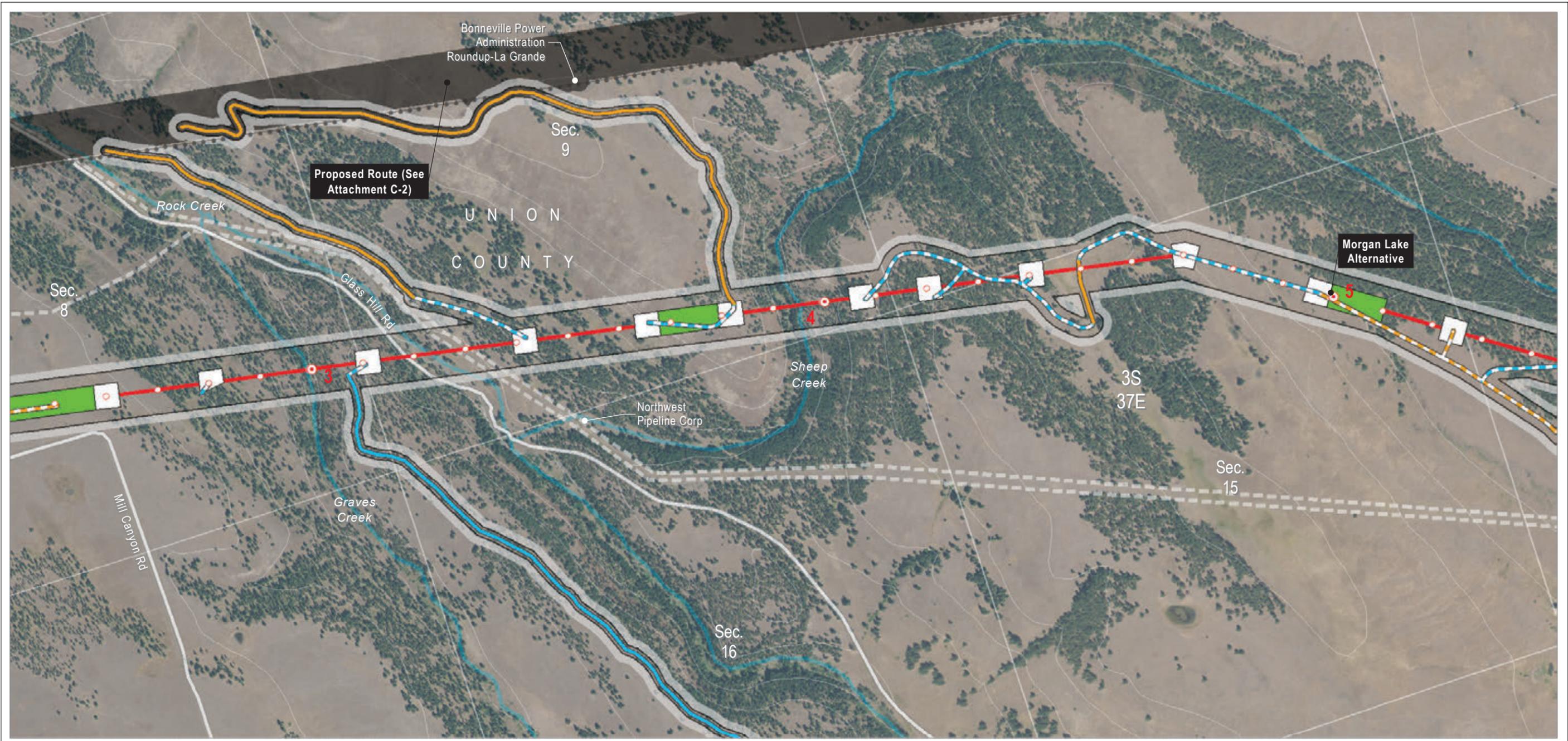
<p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Proposed Route</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Existing Transmission Lines</li> <li> Pipeline</li> <li> Other Road</li> </ul>	<p><b>Stream</b></p> <ul style="list-style-type: none"> <li> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Wallowa-Whitman NF Utility Corridor (MA-17)</li> <li> Protected Area (EFSC)</li> <li> Bureau of Land Management</li> <li> Forest Service</li> <li> Private</li> <li> State or Local Parks and Recreation or Wildlife</li> </ul>
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Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Site Boundary</li> <li><span style="background-color: black; width: 15px; height: 10px; margin-right: 5px;"></span> Proposed Route</li> <li><span style="border-bottom: 2px solid red; width: 15px; display: inline-block; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; border-radius: 50%; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Mile</li> <li><span style="border: 1px solid red; width: 10px; height: 10px; display: inline-block; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li><span style="background-color: green; width: 15px; height: 10px; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid yellow; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 21-70% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="border-bottom: 2px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="border-bottom: 2px solid yellow; width: 15px; display: inline-block; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px dashed gray; width: 15px; display: inline-block; margin-right: 5px;"></span> 100-foot Contours</li> </ul> | <p><b>Existing Transmission Lines</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid gray; width: 15px; display: inline-block; margin-right: 5px;"></span> Pipeline</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block; margin-right: 5px;"></span> Other Road</li> <li><span style="border-bottom: 1px solid blue; width: 15px; display: inline-block; margin-right: 5px;"></span> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid gray; width: 15px; height: 10px; margin-right: 5px;"></span> Private</li> </ul> |
|---|--|---|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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- Project Features**
- Site Boundary
  - Existing Road, Substantial Modification, 71-100% Improvements
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
  - Stream

- Land Status**
- Private

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County

**Map 7**



- |                         |                         |   |                   |
|-------------------------|-------------------------|---|-------------------|
| <b>Project Features</b> |                         | <b>Important Siting Constraints and Other Features</b>                  |                   |
| Site Boundary           | Transmission Centerline | New Road, Primitive   | 100-foot Contours |
| <b>Mileposts</b>        |                         | Distribution Line to Communication Station (IPC Service Territory Only) | Pipeline          |
| Mile                    | Tenth-mile              | Other Road  | Stream            |
| <b>Work Areas</b>       |                         | <b>Land Status</b>  |                   |
| Communication Station   | Pulling and Tensioning  | Private   |                   |
| Structure Work Area     | New Road, Bladed        |   |                   |
| <b>Access</b>           |                         |   |                   |

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

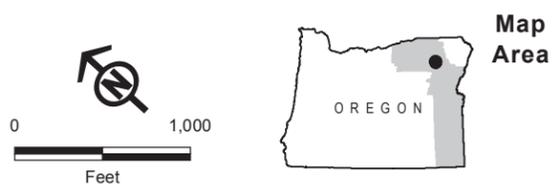


**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County

**Map 8**

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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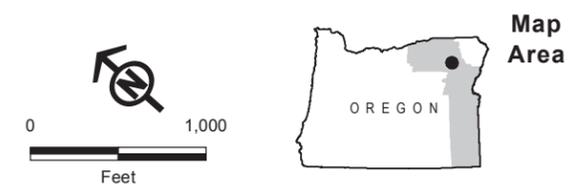
- |   |  |  |
|---|--|--|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Other Road</li> <li> Stream</li> <li> Glass Hill Rebarrow Forest</li> <li> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Private</li> <li> State or Local Parks and Recreation or Wildlife</li> </ul> |
|---|--|--|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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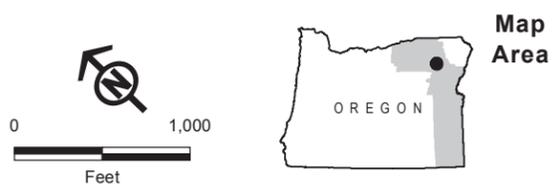
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary</li> <li> Transmission Centerline</li> <li><b>Mileposts</b></li> <li> Mile</li> <li> Tenth-mile</li> <li><b>Work Areas</b></li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> <li><b>Access</b></li> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> </ul> | <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> <li><b>Important Siting Constraints and Other Features</b></li> <li> 100-foot Contours</li> <li> Other Road</li> <li> Stream</li> <li> Glass Hill Rebarrow Forest</li> <li> Protected Area (EFSC)</li> </ul> | <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Forest Service</li> <li> Private</li> <li> State or Local Parks and Recreation or Wildlife</li> </ul> |
|---|--|---|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County



Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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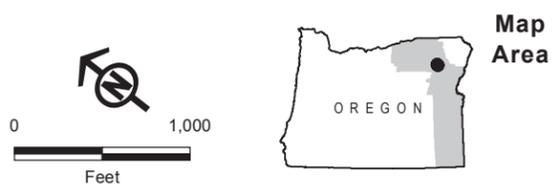
<b>Project Features</b>		<b>Access</b>		<b>Stream</b>	
Site Boundary	Proposed Route	Existing Road, Substantial Modification, 21-70% Improvements	New Road, Bladed	Stream	<b>Land Status</b>
Transmission Centerline	Mileposts	New Road, Primitive	Important Siting Constraints and Other Features	Forest Service	Private
Mile	Tenth-mile	100-foot Contours	Existing Transmission Lines	Interstate	Other Road
Work Areas	Pulling and Tensioning	Structure Work Area			

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County



- Project Features**
- Site Boundary
  - Proposed Route
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- New Road, Bladed
- Important Siting Constraints and Other Features**
- New Road, Primitive
  - 100-foot Contours
  - Existing Transmission Lines
  - Other Road
- Land Status**
- Private

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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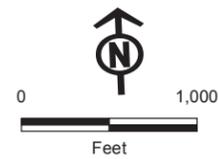
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County

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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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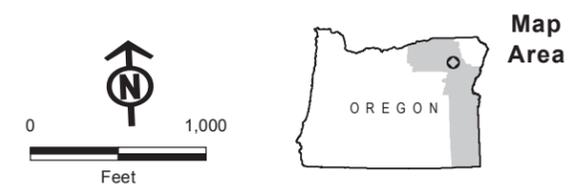
Boardman to Hemingway Transmission Line Project  
Application for Site Certificate



**Attachment C-3  
Alternative Location Maps**

Morgan Lake Alternative  
Union County

**Map 13**



- Project Features**
- Site Boundary
  - Proposed Route
  - Work Areas**
  - Multi-Use Area
  - Important Siting Constraints and Other Features**
  - 100-foot Contours
  - Existing Transmission Lines
  - Oregon National Historic Trail (NHT)
- Land Status**
- Protected Area (EFSC)
  - Private
  - State or Local Parks and Recreation or Wildlife
- Other Features**
- Pipeline
  - Interstate
  - Other Road
  - Stream
  - Oregon NHT Intact Segment (1/4-mile buffer)

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate

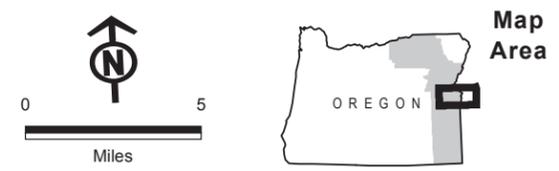
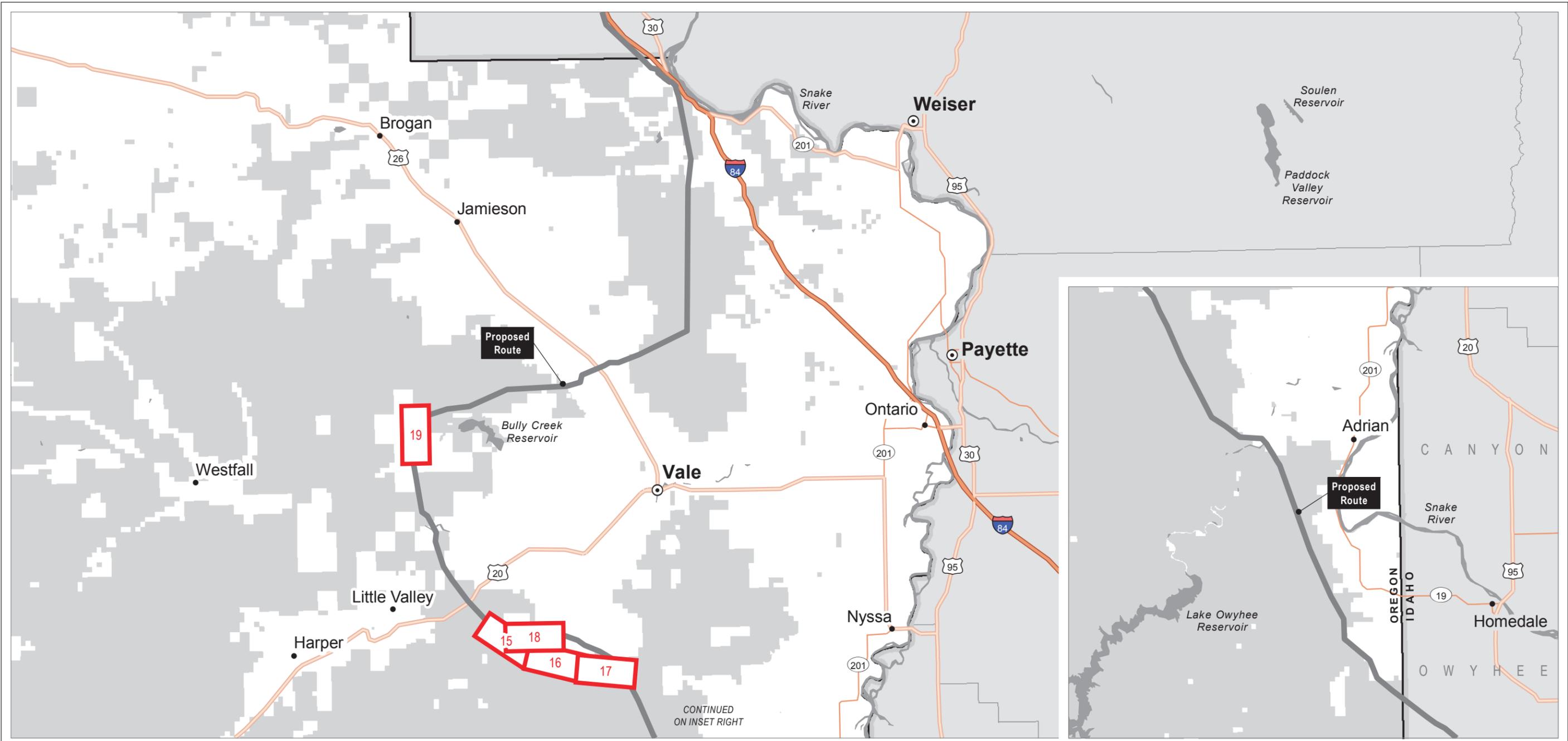


**Attachment C-3  
 Alternative Location Maps**

Morgan Lake Alternative  
 Union County

Map 14

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, Esri  
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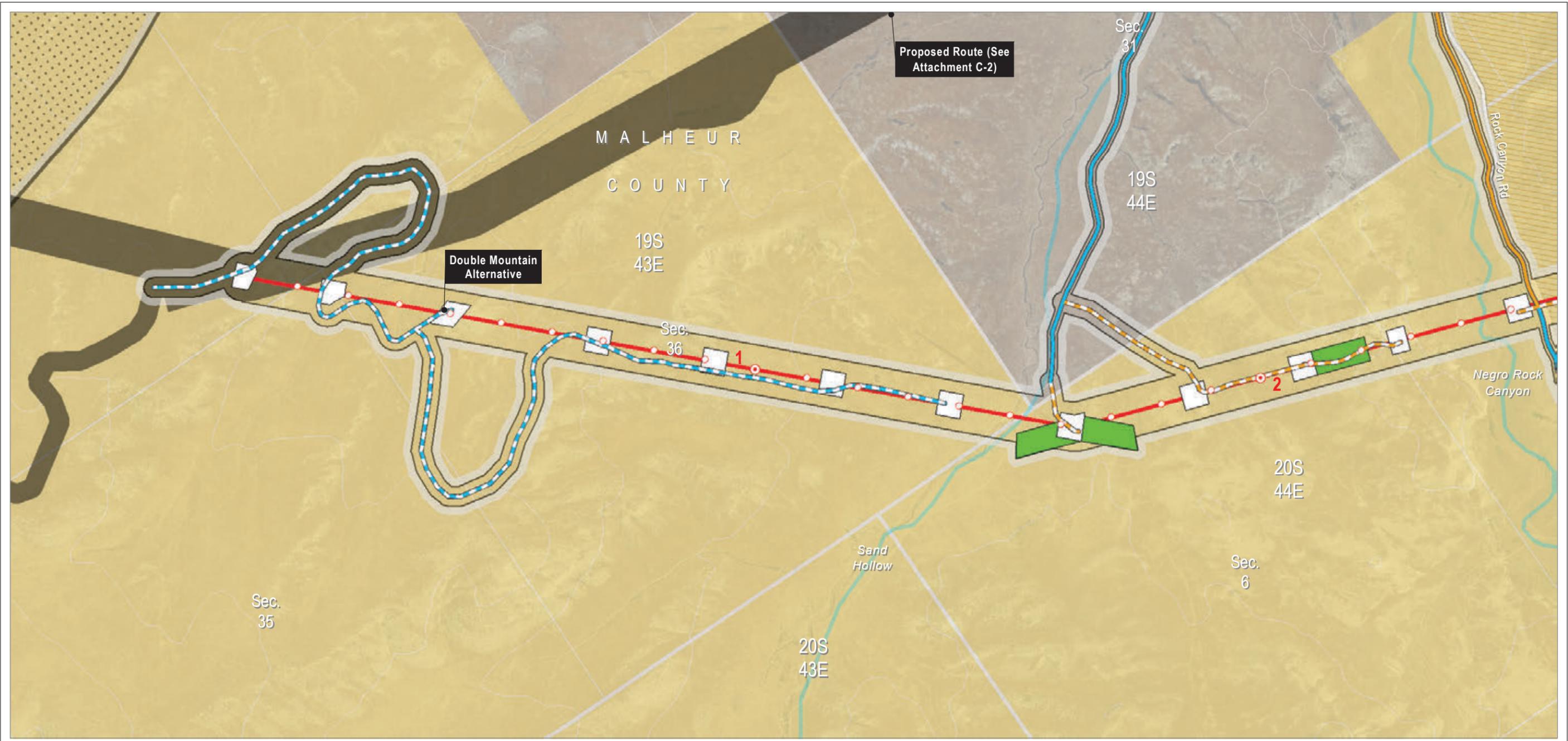
Map Index  
■ Location Map (Map #)

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3**  
**Alternative Location Maps**  
 Double Mountain Alternative  
 Malheur County

Map Index



- |  |   |   |
|--|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary (Alternative Route)</li> <li> Site Boundary (Proposed Route)</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Other Road</li> </ul> | <p><b>Stream</b></p> <ul style="list-style-type: none"> <li> Stream</li> </ul> <p><b>VRM 3</b></p> <ul style="list-style-type: none"> <li> Wilderness Characteristic Unit Meeting Wilderness Criteria</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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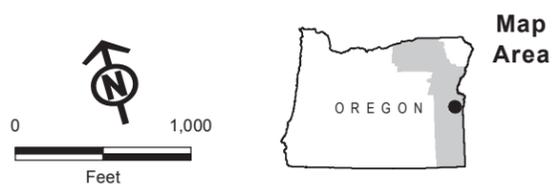
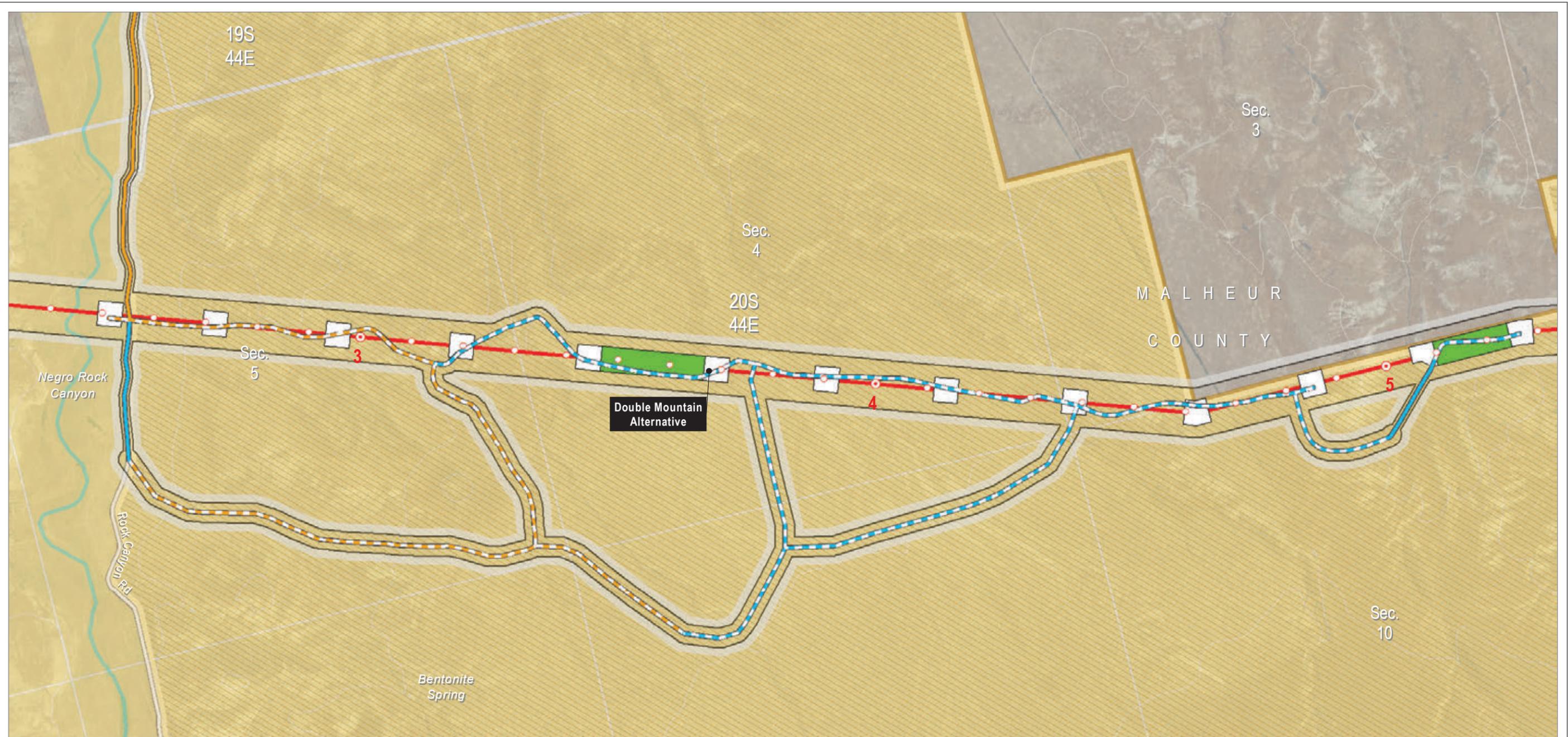
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Double Mountain Alternative  
 Malheur County

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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- Project Features**
- Site Boundary (Alternative Route)
  - Transmission Centerline
- Mileposts**
- Mile
  - Tenth-mile
- Work Areas**
- Pulling and Tensioning
  - Structure Work Area
- Access**
- Existing Road, Substantial Modification, 21-70% Improvements
  - Existing Road, Substantial Modification, 71-100% Improvements
  - New Road, Bladed
  - New Road, Primitive
- Important Siting Constraints and Other Features**
- 100-foot Contours
  - Other Road
- Stream**
- Stream
  - Wilderness Characteristic Unit Meeting Wilderness Criteria
- Land Status**
- Bureau of Land Management
  - Private

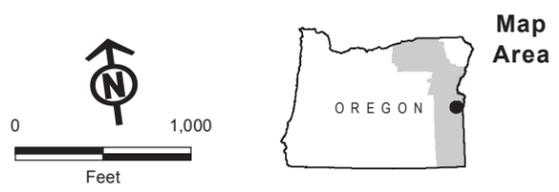
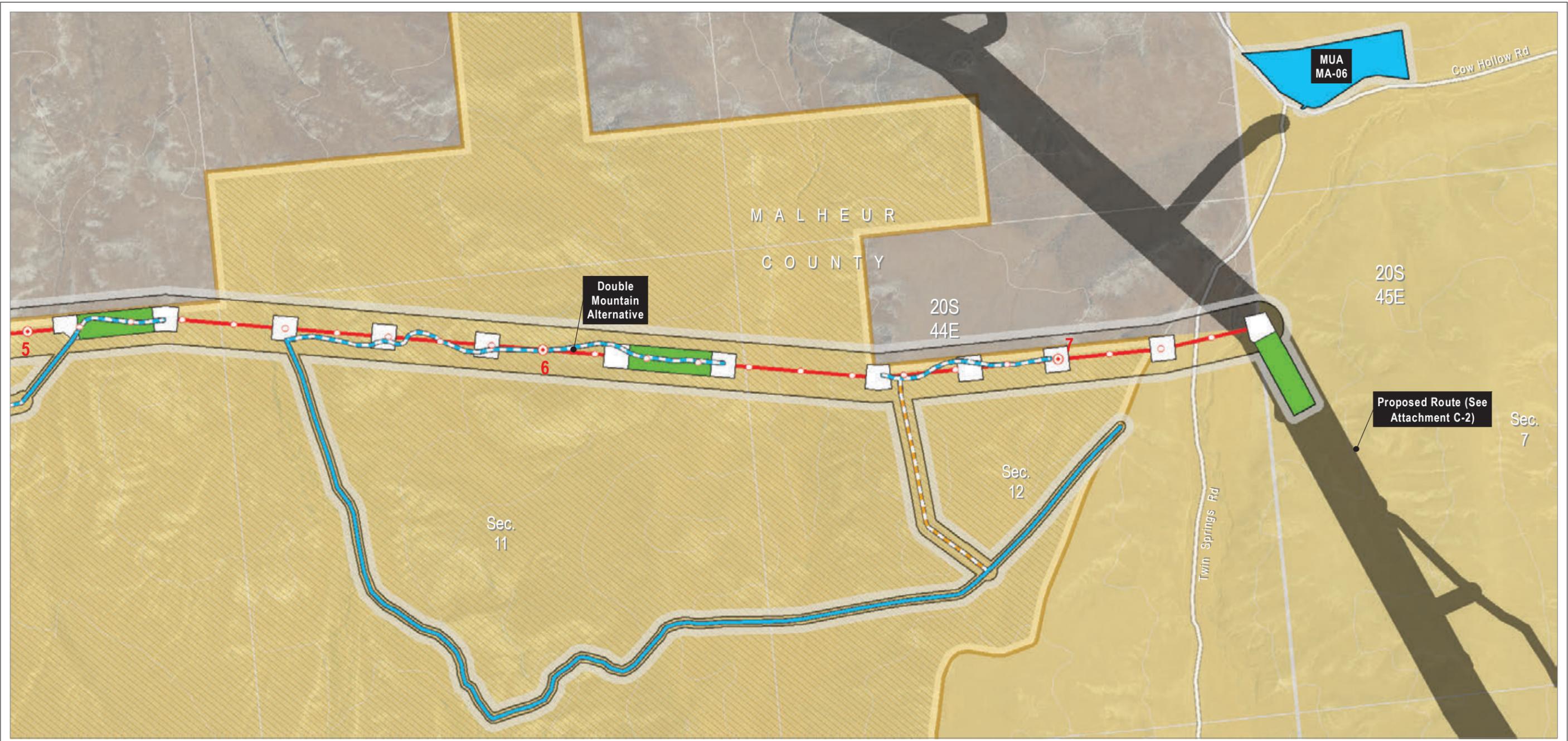
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Double Mountain Alternative  
 Malheur County

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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Site Boundary (Alternative Route)</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Site Boundary (Proposed Route)</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Transmission Centerline</li> </ul> <p>Mileposts</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; border-radius: 50%; margin-right: 5px;"></span> Mile</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></span> Tenth-mile</li> </ul> <p>Work Areas</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: blue; margin-right: 5px;"></span> Multi-Use Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> Pulling and Tensioning</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid blue; margin-right: 5px;"></span> Existing Road, Substantial Modification, 71-100% Improvements</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> New Road, Bladed</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dashed orange; margin-right: 5px;"></span> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; border-bottom: 1px dashed grey; margin-right: 5px;"></span> 100-foot Contours</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid grey; margin-right: 5px;"></span> Other Road</li> </ul> | <p><b>Wilderness</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Characteristic Unit Meeting Wilderness Criteria</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> Bureau of Land Management</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Private</li> </ul> |
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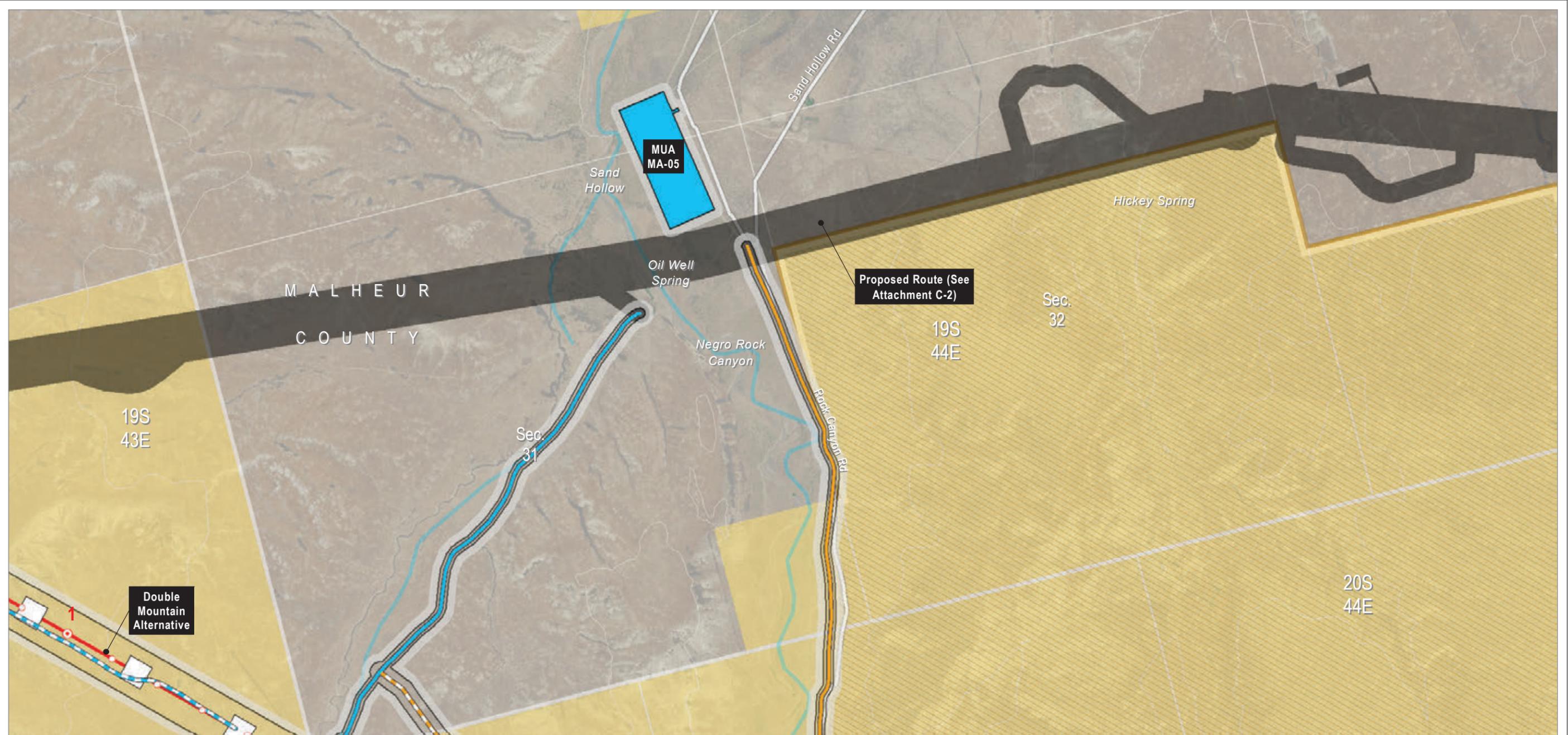
Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Double Mountain Alternative  
 Malheur County

Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo  
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Source(s): BLM, IPC, ODFW, ODOT, NPS, USDA, USFS, USGS, Ventyx, Esri, DigitalGlobe, GeoEys, Earthstar Geographics, CNES/Airbus DS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo

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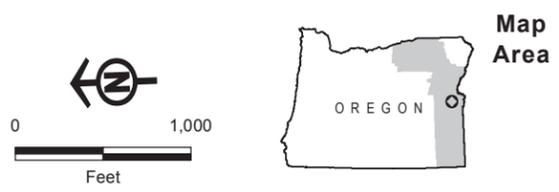
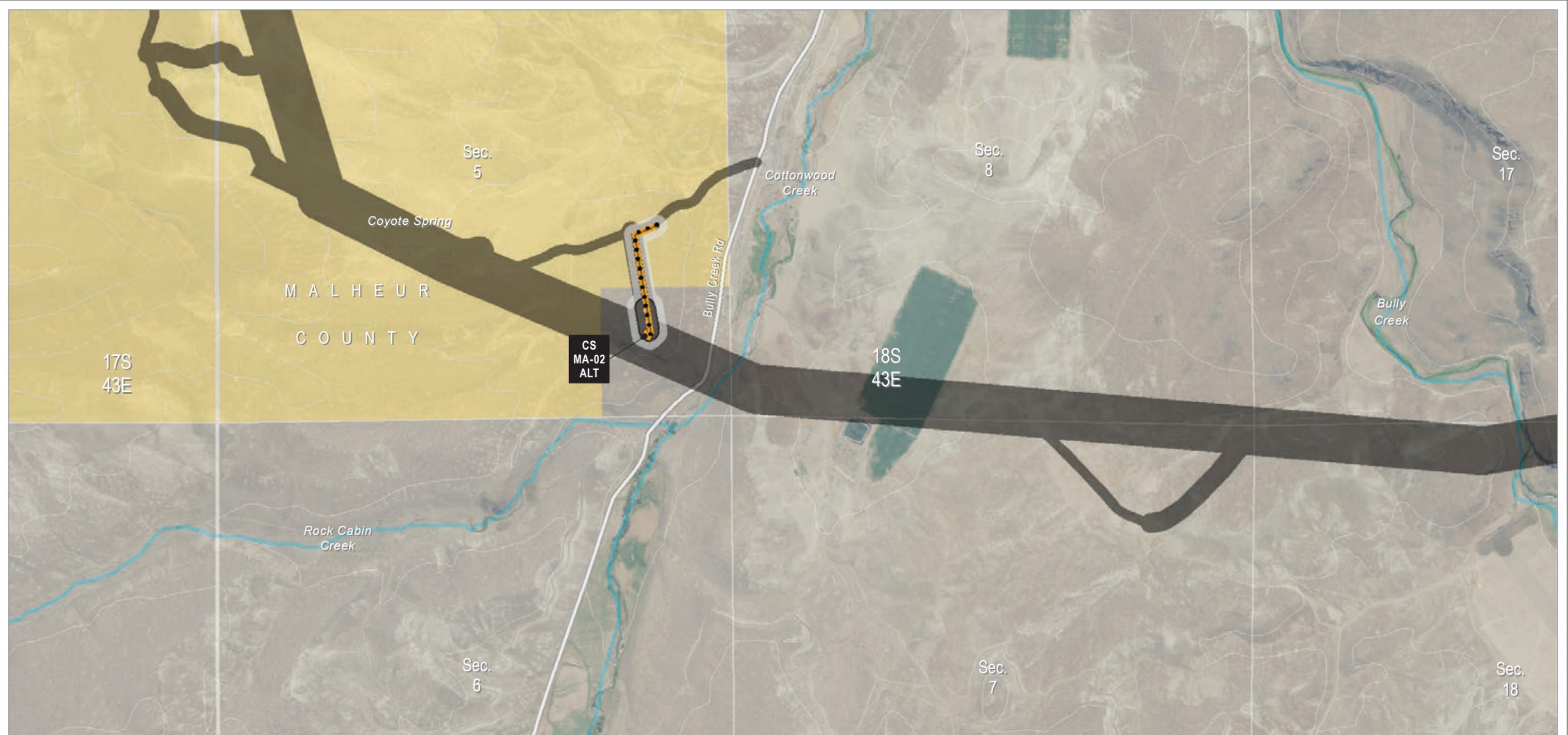
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| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary (Alternative Route)</li> <li> Site Boundary (Proposed Route)</li> <li> Transmission Centerline</li> </ul> <p><b>Mileposts</b></p> <ul style="list-style-type: none"> <li> Mile</li> <li> Tenth-mile</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Multi-Use Area</li> <li> Pulling and Tensioning</li> <li> Structure Work Area</li> </ul> | <p><b>Access</b></p> <ul style="list-style-type: none"> <li> Existing Road, Substantial Modification, 21-70% Improvements</li> <li> Existing Road, Substantial Modification, 71-100% Improvements</li> <li> New Road, Bladed</li> <li> New Road, Primitive</li> </ul> <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Other Road</li> </ul> | <p><b>Stream</b></p> <ul style="list-style-type: none"> <li> Stream</li> <li> Wilderness Characteristic Unit Meeting Wilderness Criteria</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
|---|---|--|

Boardman to Hemingway Transmission Line Project  
 Application for Site Certificate



**Attachment C-3  
 Alternative Location Maps**

Double Mountain Alternative  
 Malheur County



- |   |   |
|---|---|
| <p><b>Project Features</b></p> <ul style="list-style-type: none"> <li> Site Boundary (Alternative Route)</li> <li> Site Boundary (Proposed Route)</li> </ul> <p><b>Work Areas</b></p> <ul style="list-style-type: none"> <li> Communication Station</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li> New Road, Bladed</li> <li> Distribution Line to Communication Station (IPC Service Territory Only)</li> </ul> | <p><b>Important Siting Constraints and Other Features</b></p> <ul style="list-style-type: none"> <li> 100-foot Contours</li> <li> Other Road</li> <li> Stream</li> </ul> <p><b>Land Status</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> Private</li> </ul> |
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