

**BPA I-5 Corridor Reinforcement Project**  
**Existing and Proposed Right-of-Way (ROW) Configurations - November 2010**

SEGMENT	DRAWING No. <i>(click a link below to see the drawing)</i>	SECTION (Tower to Tower)	EXISTING ROW WIDTH (Feet)	ADDITIONAL ROW REQUIRED (Feet)
1, 3, 4, 5, 7, 8, 10, 11, 12, 14, 15, 18, 23, 26, 28, 30, 35, 43, B, F, G, H, I, J, K, L, M, N, O, P, Q, S, T, U, V, W	<a href="#">NEW ROW</a>	Varies	N/A	150
2	<a href="#">ROW 2-1</a>	2/1-2/18	300	0
	<a href="#">ROW 2-2</a>	2/18-2/28	412.5	0
9	<a href="#">ROW 9-1</a>	9/1-9/11	250	0
	<a href="#">ROW 9-2</a>	9/11-9/20	250	0
	<a href="#">ROW 9-3</a>	9/20-9/21	300	22.5
	<a href="#">ROW 9-4</a>	9/21-9/82	300	0
25	<a href="#">ROW 25-1</a>	25/1-25/11	300	0
	<a href="#">ROW 25-2</a>	25/11-25/105	250	0
	<a href="#">ROW 25-3</a>	25/17-25/18	250	12.5
	<a href="#">ROW 25-4</a>	25/105-25/109	300	0
	<a href="#">ROW 25-5</a>	25/109-25/140	300	0
	<a href="#">ROW 25-6</a>	25/140-25/150	300	30
	<a href="#">ROW 25-7</a>	25/150-25/151	300	30
36	<a href="#">ROW 36</a>	36/1-36/2	300	30
36A	<a href="#">ROW 36A-1</a>	36A/1-36A/4	300	30
	<a href="#">ROW 36A-2</a>	36A/4-36A/6	300	0
36B	<a href="#">ROW 36B</a>	36B/1-36B2	300	155
37	<a href="#">ROW 37-1</a>	37/1-37/2	300	0
	<a href="#">ROW 37-2</a>	37/2-37/4	300	0
38	<a href="#">ROW 38</a>	38/1-38/5	300	0
39	<a href="#">ROW 39-1</a>	39/1-39/20	300	0
	<a href="#">ROW 39-2</a>	39/20-39/23	300	105
	<a href="#">ROW 39-3</a>	39/23-39/27	300	105
40	<a href="#">NEW ROW</a>	40/1-40/11	N/A	150
	<a href="#">ROW 40-1</a>	40/11-40/14	300	0
41	<a href="#">ROW 41</a>	41/1-41/8	100	50
45	<a href="#">ROW 45-1</a>	45/1-45/3	100	50
	<a href="#">NEW ROW</a>	45/3-45/6	N/A	150
46	<a href="#">ROW 46</a>	46/1-46/3	300	0
47	<a href="#">ROW 47</a>	47/1-47/4	300	0
48	<a href="#">ROW 48</a>	48/1-48/14	300	0
49	<a href="#">NEW ROW</a>	49/1-49/7	N/A	150
	<a href="#">ROW 49-1</a>	49/7-49/10	300	105
	<a href="#">ROW 49-2</a>	49/10-49/15	300	0
50	<a href="#">NEW ROW</a>	50/1-50/5	N/A	150
	<a href="#">ROW 50-1</a>	50/5-50/13; 50/21-50/26	100	130
	<a href="#">ROW 50-2</a>	50/13-50/21	100	50
51	<a href="#">ROW 51</a>	51/1-51/11	250	0
52	<a href="#">ROW 52-1</a>	52/1-52/2; 52/9-52/17	250	0
	<a href="#">ROW 52-2</a>	52/2-52/9	325	0
	<a href="#">NEW ROW</a>	52/17-52/19	N/A	150
	<a href="#">ROW 52-3</a>	52/19-52/24	Varies	0
A	<a href="#">ROW A</a>	A/1-A/12	525	125
C	<a href="#">ROW C</a>	C/1-C/17	525	0
D	<a href="#">ROW D</a>	D/1-D/17	525	125
E	<a href="#">ROW E</a>	E/1-E/7	525	0
R	<a href="#">NEW ROW</a>	R/1-R/10	N/A	150
	<a href="#">ROW R</a>	R/10-R/18	300	105

The following segments were either modified into other segments or removed from further consideration:

6, 13, 16, 17, 19, 20, 21, 22, 24, 27, 29, 31, 32, 33, 34, 42 and 44