

## **Refinements to the I-5 Corridor Reinforcement Project August 2010**

The I-5 Corridor transmission project map has been updated. The new map, dated August 2010, has newly proposed route segments that are identified by letters rather than numbers. The four route segments previously dropped from consideration no longer appear on the map (segments 27, 31, 42 and 44).

### **Substation sites**

BPA is now considering three sites for a new substation near Castle Rock, Wash.: Monahan Creek, Baxter Creek, and Casey Road (see project map). The Monahan Creek site is large and includes two areas under consideration for a new substation. One area is at the intersection of existing BPA lines. The other is relatively flat but farther away from BPA lines. The Baxter Creek and Casey Road sites are alternate sites we want to consider because of their relative remoteness, proximity to BPA lines and flatter terrain.

### **Routes segments**

Changes to route segments include refining some segments, removing some segments and portions of others from further consideration in the EIS, and adding segments in response to comments and new information. Original segments still under consideration retain their original numbers and new segments are identified with letters.

#### *In the northern portion of the project area*

Segments A, B, C, D, and E connect the two new northern-most substation sites to the rest of the proposed project. Portions of segments 10 and 11 have been eliminated because of steep terrain. Segments, F, G, H, I, J and K have been identified farther east because of potential impacts to timber harvesting practices.

#### *In the Merwin/Yale dams area*

Segment 13 has been dropped because of steep terrain and could impact existing communication towers on Davis Mountain. Without segment 13, segments 16, 17 and 24 are no longer needed to connect to other segments. Segments 19, 20, 21 and 22 have been modified into segment N.

#### *Eastern portion of the project area*

In response to public input and discussions with Department of Natural Resources, segment 29 has been dropped and segment O has been developed farther east. Segments 32, 33 and 34 have been dropped because of segment O and because there is a new segment P, which would impact fewer recreation resources. Segment U allows segments P and O to be optional routes through DNR land. The addition of segment U creates segments V and W. Portions of segments 28, 30 and 35 have been eliminated because the segments to which they are connected have changed and these portions are no longer needed. Segments Q, R, S and T allow segments P and O to connect back to the proposed substation site near Troutdale, Ore.

### **Columbia River Crossing**

The river crossing from Camas, Wash. to Troutdale remains the only Columbia River crossing under consideration. Although we received suggestions of alternative crossing locations, none of them are a good match for the needs of this project.

You can find more detailed views of route segments we will analyze in our environmental review in the “Maps” section of the project website. By inserting an address into the search field using Google Maps, you will be able see specific route segments in more detail. Over the next several months, further refinements, including actual line and tower locations will be identified. We will update the project maps once that information is available.

