



UNION COUNTY PUBLIC WORKS DEPARTMENT

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Memo

To: Scott Hartell

From: Doug Wright
Public Works Director

Subject: B2H Road Comments

Based upon a review of maps supplied by Idaho Power Company (IPC), the following gravel roads will be impacted during construction of the B2H power line: Jimmy Creek, Olsen, Heber, Bushnell, Marvin, Hawthorne, Rock Creek and Dark Canyon. Depending on how the power line is constructed, and the types of construction equipment used, these roads will need additional maintenance, before, during and post construction, including blading, watering, rolling, additional $\frac{3}{4}$ - 0 gravel, and dust abatement in front of residents homes. Union County Public Works Department will inspect each road before, during, and post construction, to evaluate the condition of the roads.

In addition to the roads listed, two additional gravel roads requiring special accommodation will be impacted during construction of the B2H power line: Morgan Lake Road and Glass Hill Road. Morgan Lake Road is a narrow gravel road two miles long, with a very steep grade (15% - 18%), that serves residents, cattle ranches, and access to Morgan Lake. Depending on the types of construction equipment that will use this road, maintenance will be needed, as mentioned above. Again, this road is very narrow and given the volume of traffic that uses this road (400 ADT or greater during summer months) guard rail should be installed the full length of the road, and the road must be widened to accommodate two lanes of traffic. If guard rail modifications and widening cannot be completed, IPC should not use Morgan Lake Road and instead look for other alternatives to access the power line during construction.

Glass Hill Road is a gravel road and will need additional maintenance during construction as outlined above. In addition, at approximately mile post 1, from Morgan Lake Road, there is an active slide. IPC will be required during construction to monitor the slide and if movement occurs the contractor will be required to clean culverts, ditches, install retaining walls, and remove any excess material to reduce the further movement of the road to ensure safe passage for residents and construction equipment.

Paved roads that will be used for construction are Foothill Road and Old Oregon Trail. According to Union County Public Works pavement management system, Foothill Road is in fair condition. If substantial damage occurs during construction, IPC and/or its contractor will return the road in the same condition. Union County Public Works will review the road before during and after construction to evaluate damage to the existing road.

Old Oregon Trail Road is paved but in poor condition. If this road is used as a haul route for construction materials, IPC and/or its contractor will fix any further damage to the paved road. Union County Public Works will review the road before during and after construction to evaluate damage to the existing road.

The total number of road approaches equals approximately 22. Each road approach will require a Work in Right of Way Permit. IPC's contractor can obtain these permits at the Union County Public Works office. Each permit will be evaluated by Union County Public Works to determine if culverts are needed, and approve location of the approach.

In summary, all roads that will be used to construct the B2H power line are farm to market roads and do not experience this type construction traffic. I encourage IPC to review the condition of the roads with Union County Public Works Director to develop a maintenance and safety plan that will keep Union County roads in current or better condition.