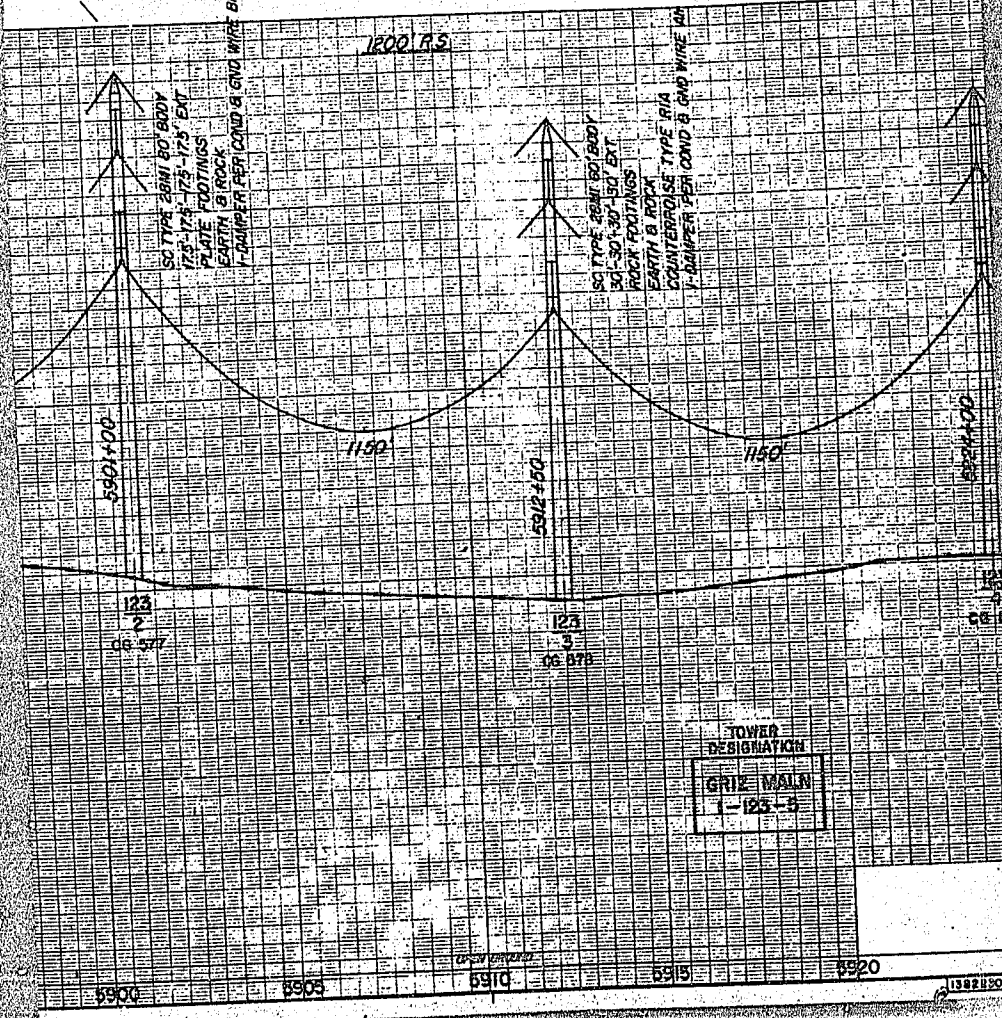
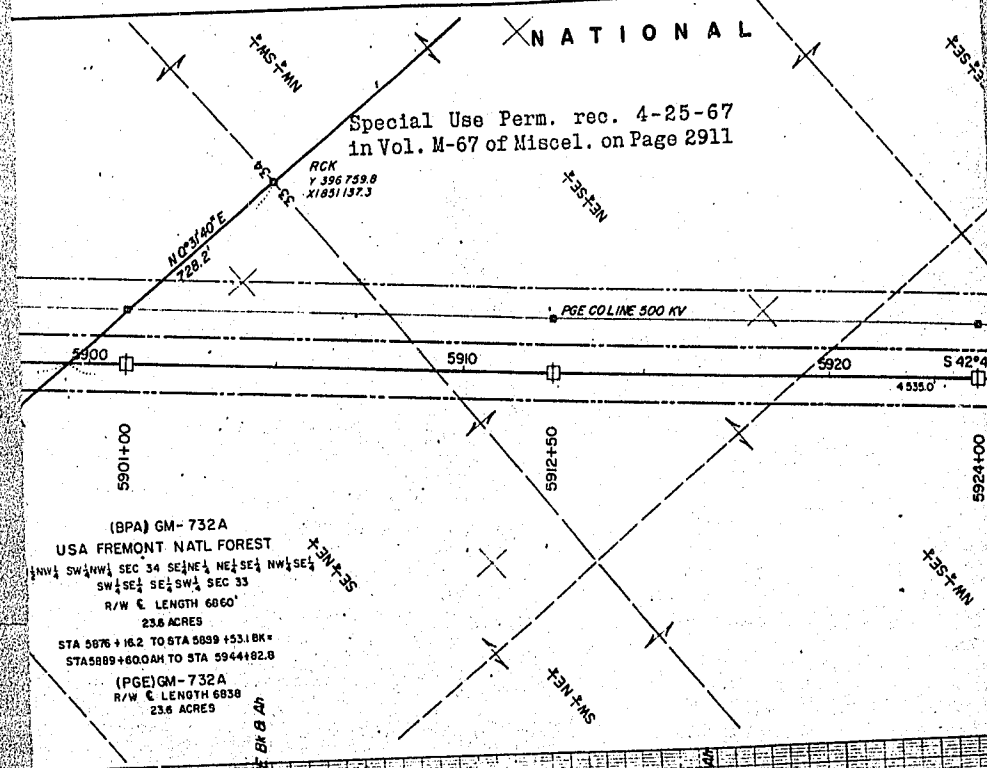


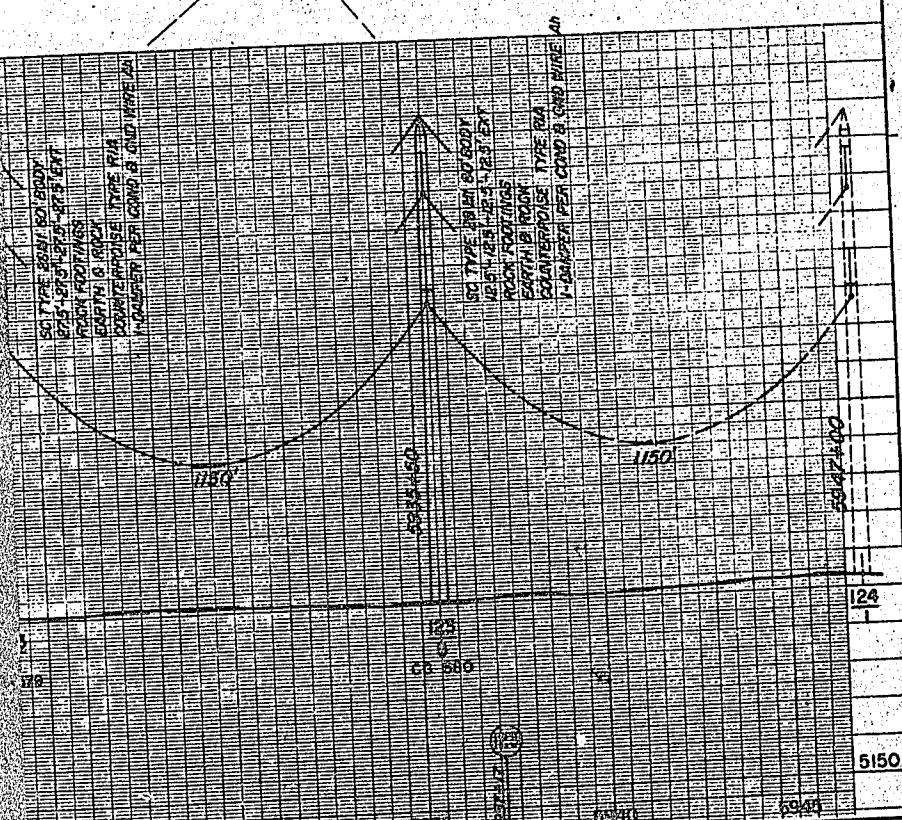
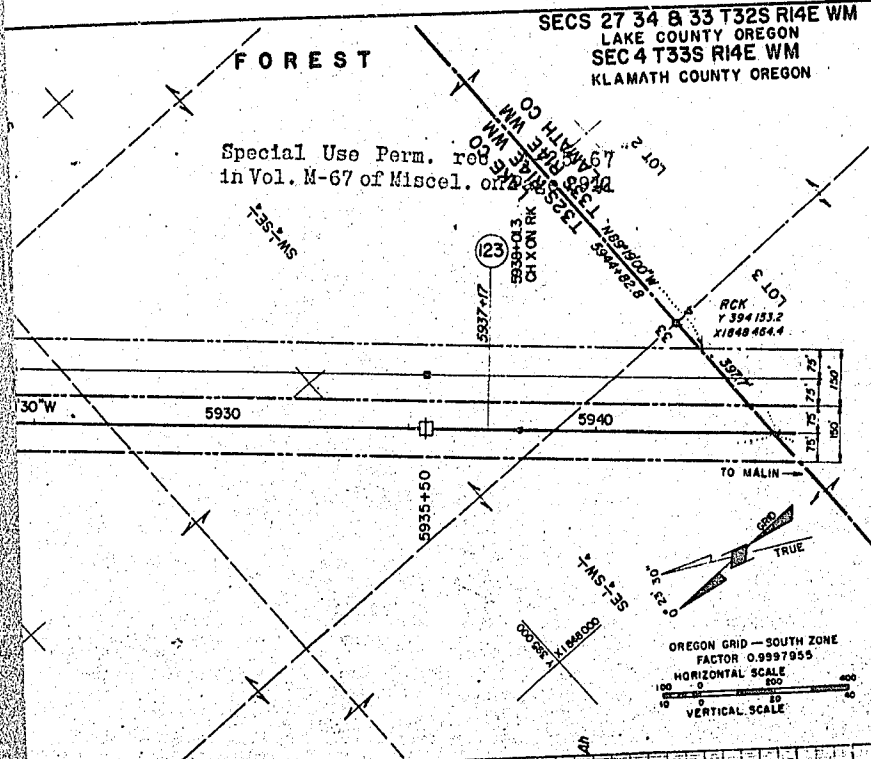
3754



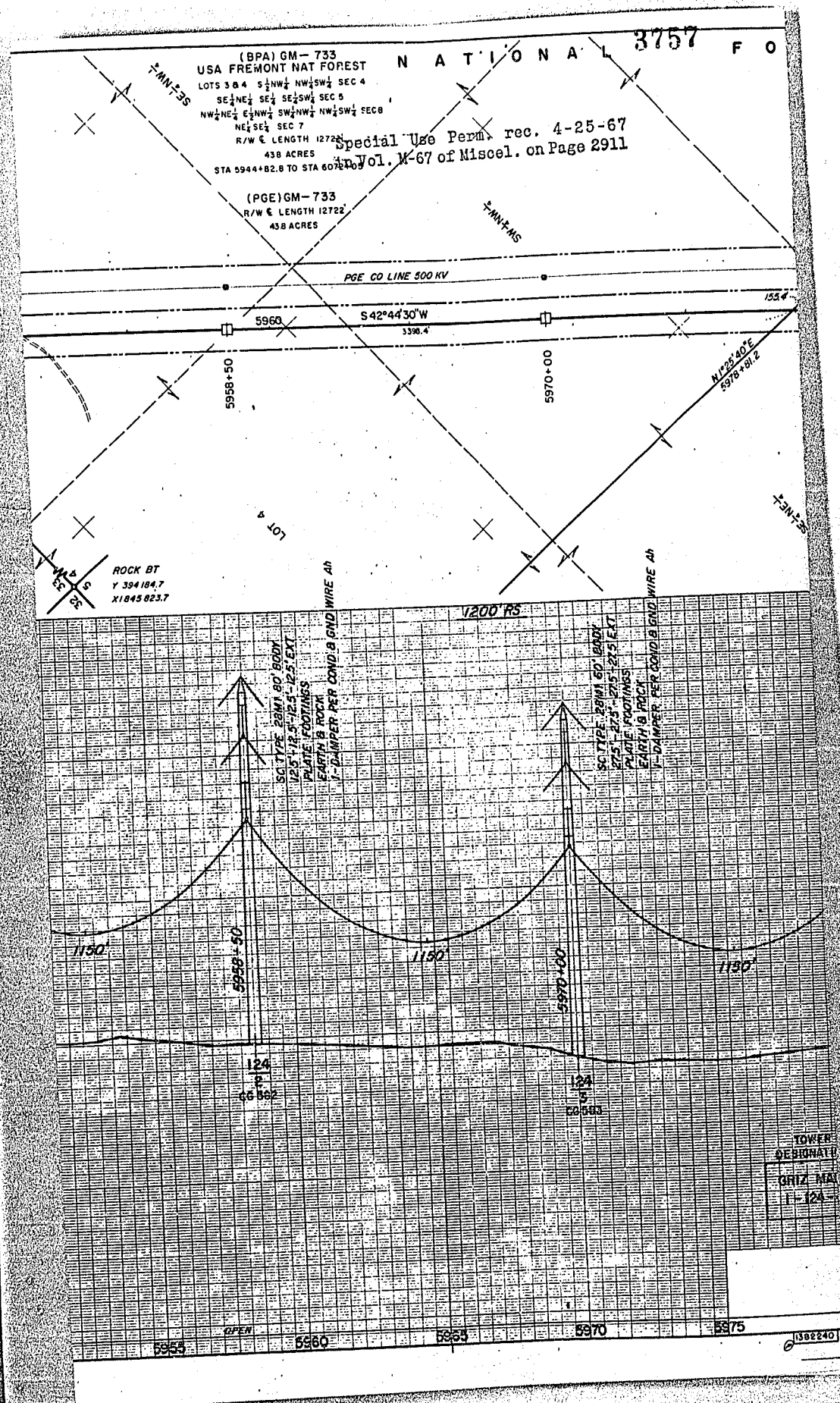
Audit # 22085 3755

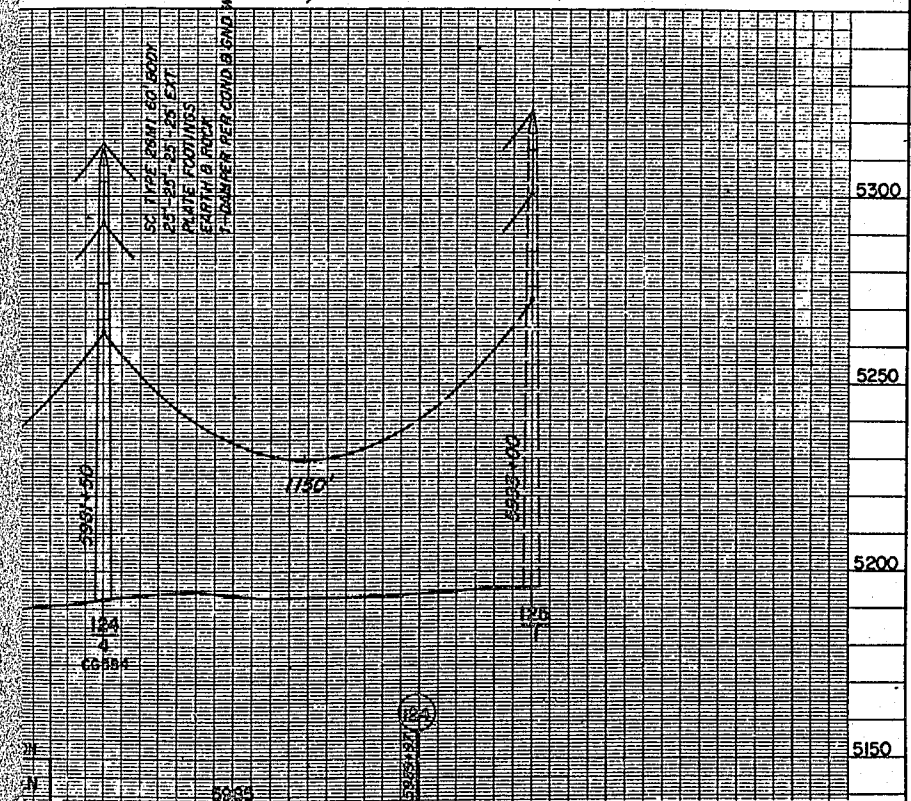
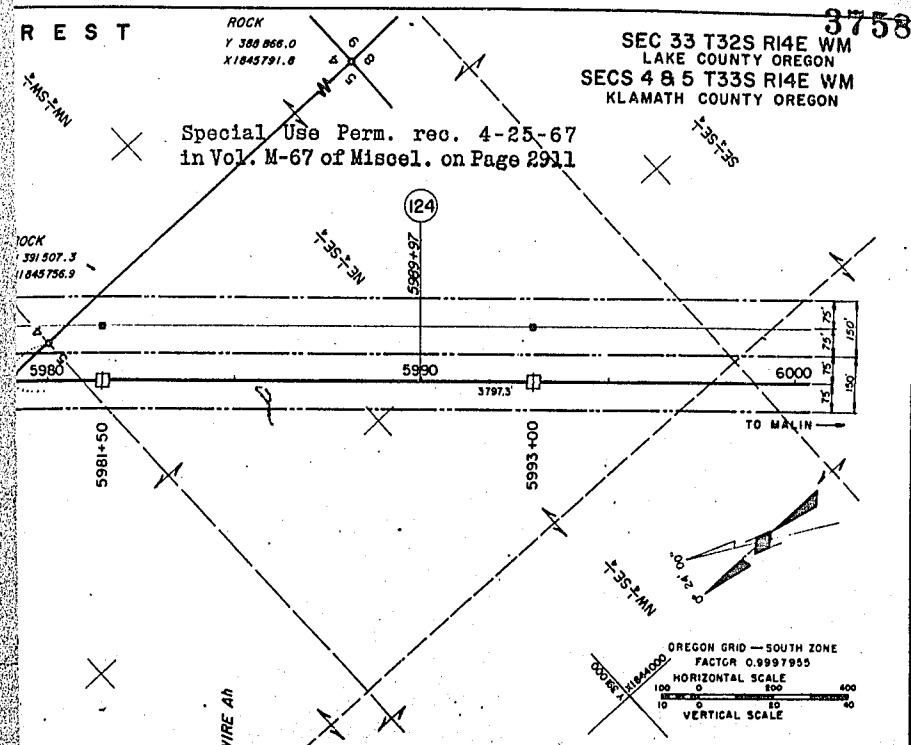
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LAKE COUNTY OREGON
SEC 4 T33S R14E WM
KLAMATH COUNTY OREGON

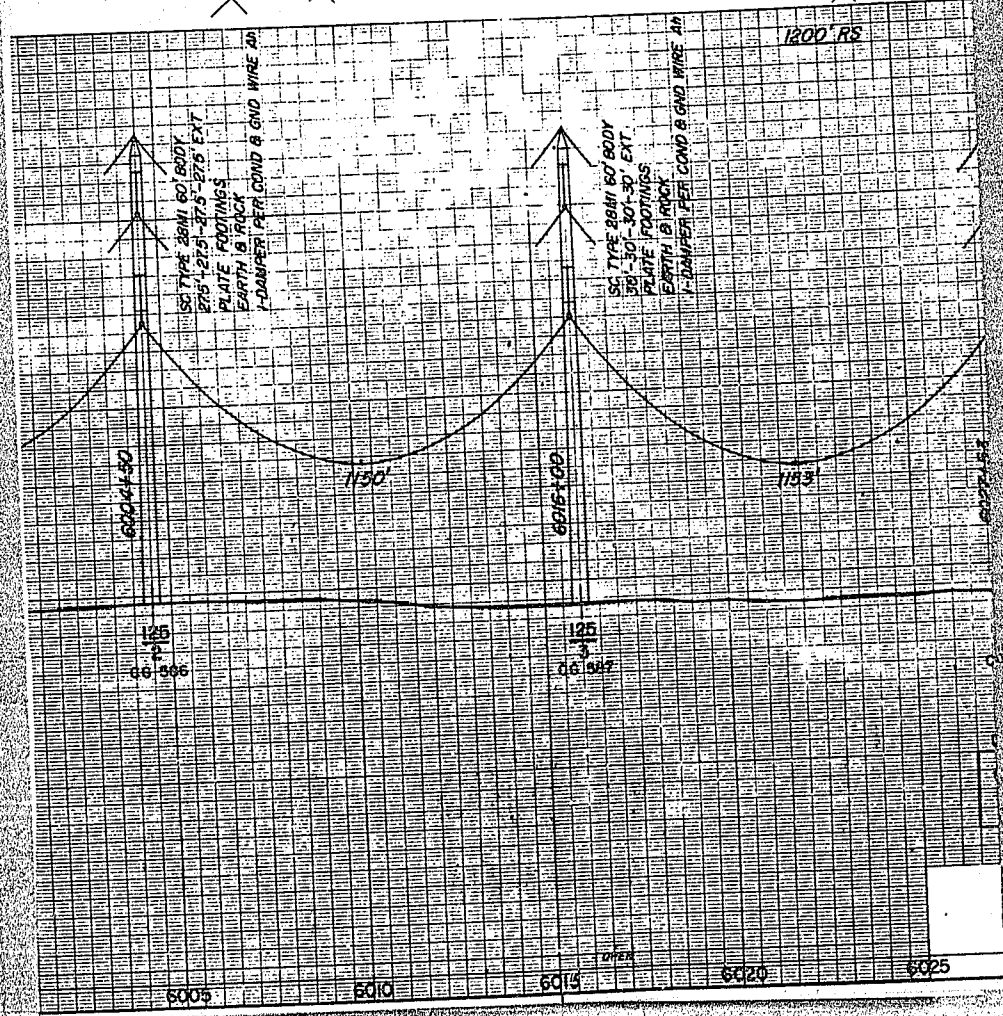
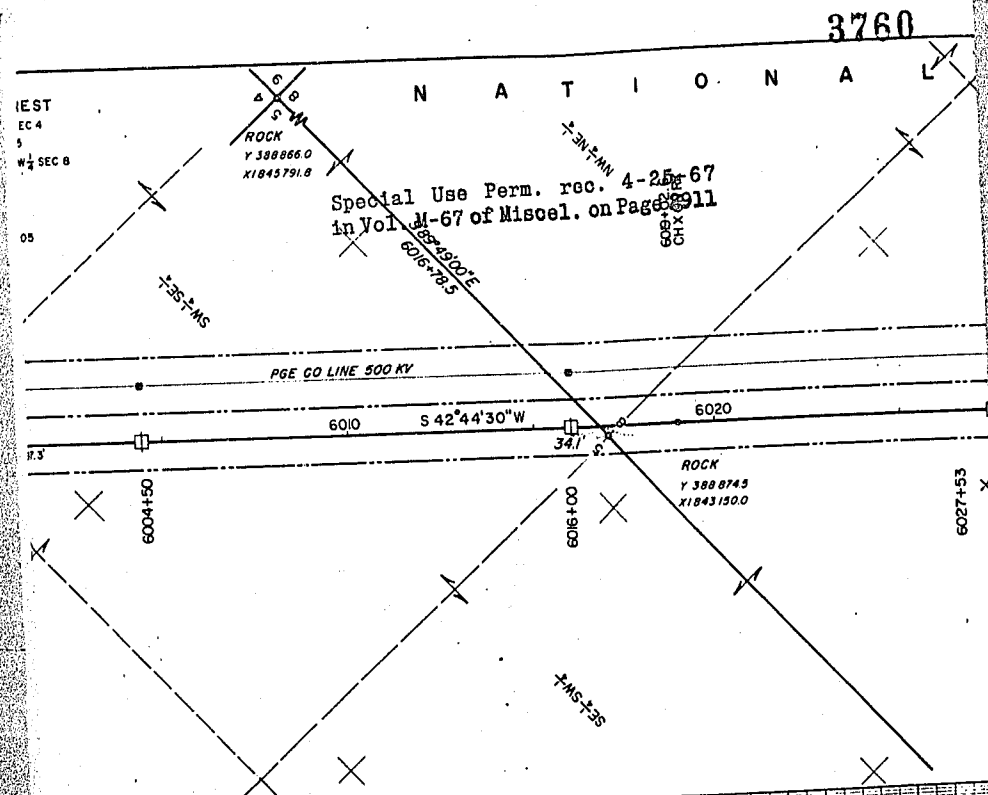
Special Use Perm. req.
in Vol. M-67 of Miscel. or.



The conductor curve shown is that used for determining tower locations.		UNITED STATES DEPARTMENT OF THE INTERIOR	
Date: 10-23-65		BONNEVILLE POWER ADMINISTRATION	
By: [Signature]		HEADQUARTERS, PORTLAND, OREGON	
Project: 138223 DTM-D		GRIZZLY - MALIN NO 1	
Scale: 1" = 100'		500KV TRANSMISSION LINE	
Sheet: 102-11		MILE 123 FROM GRIZZLY	
Revision: 1		DATE: 10-23-65	
APPROVED: [Signature]		DRAWN: [Signature]	
CHECKED: [Signature]		CALCULATED: [Signature]	
DESIGNED: [Signature]		IN CHARGE: [Signature]	



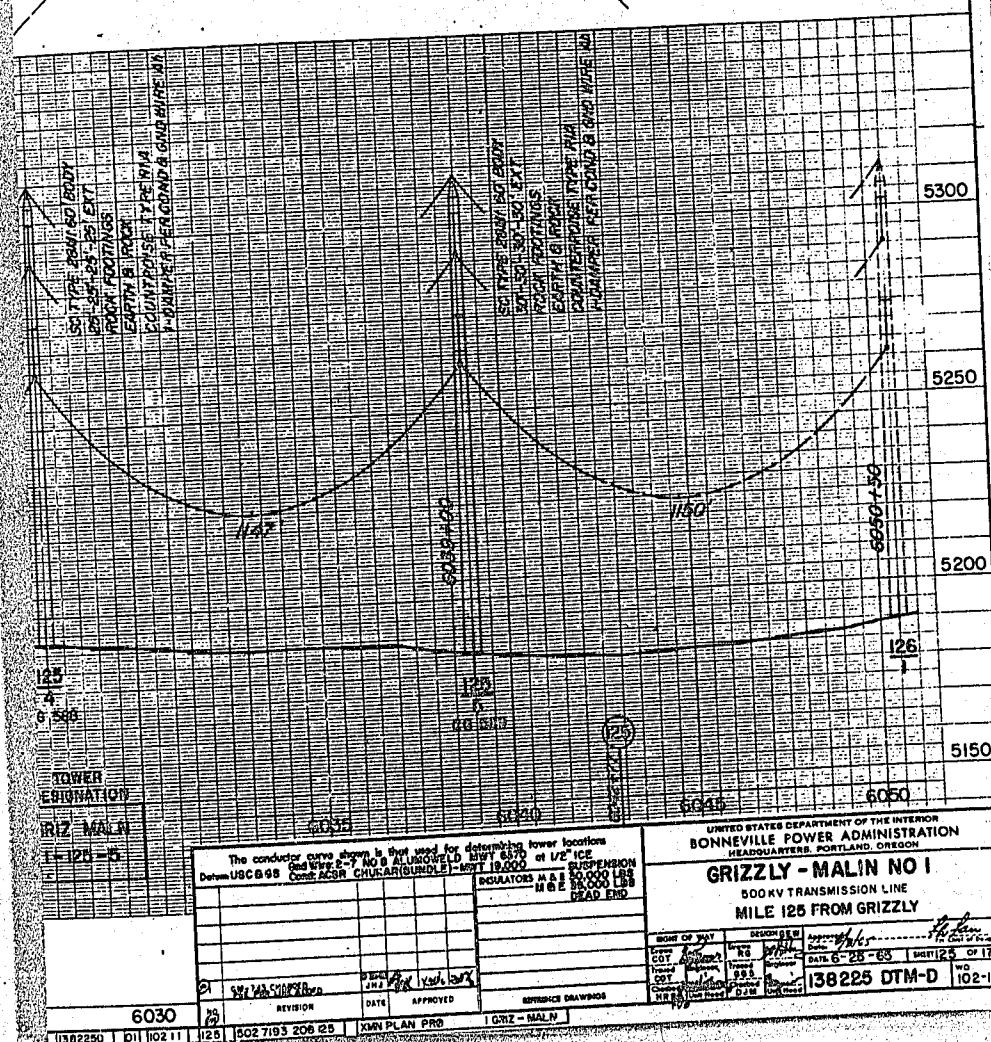
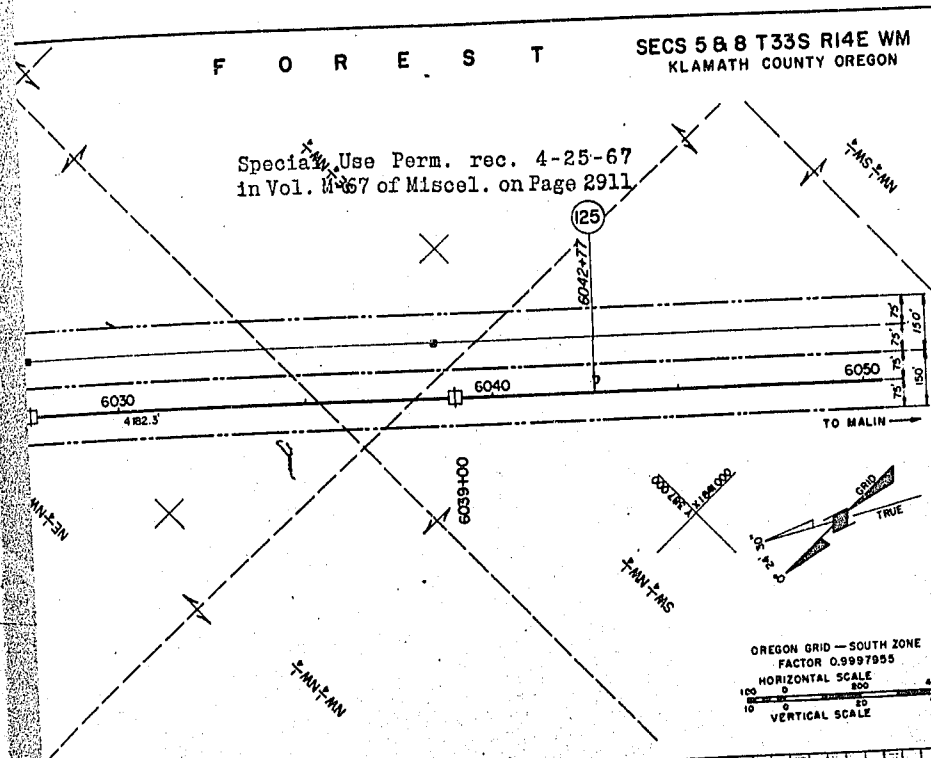


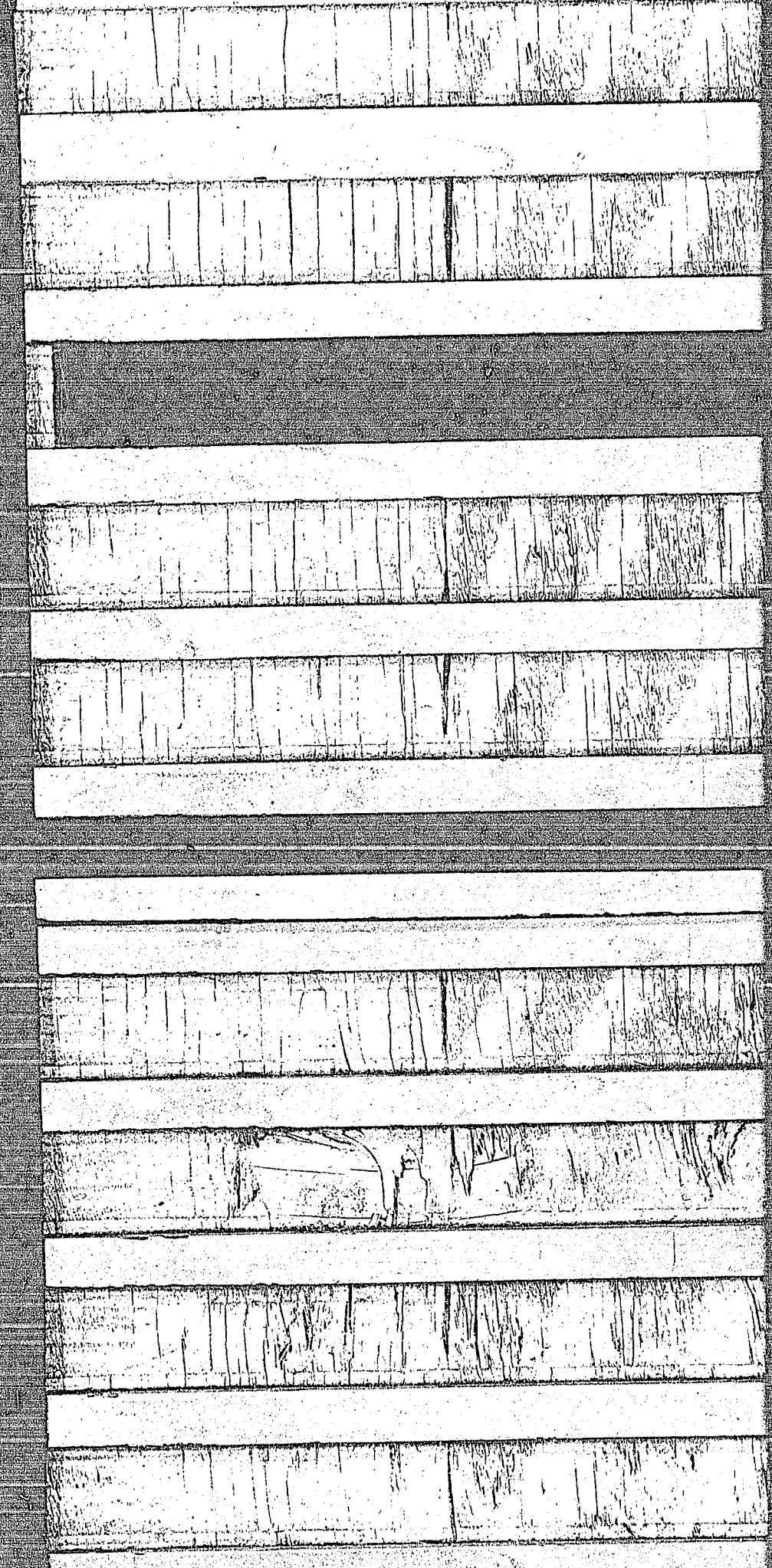
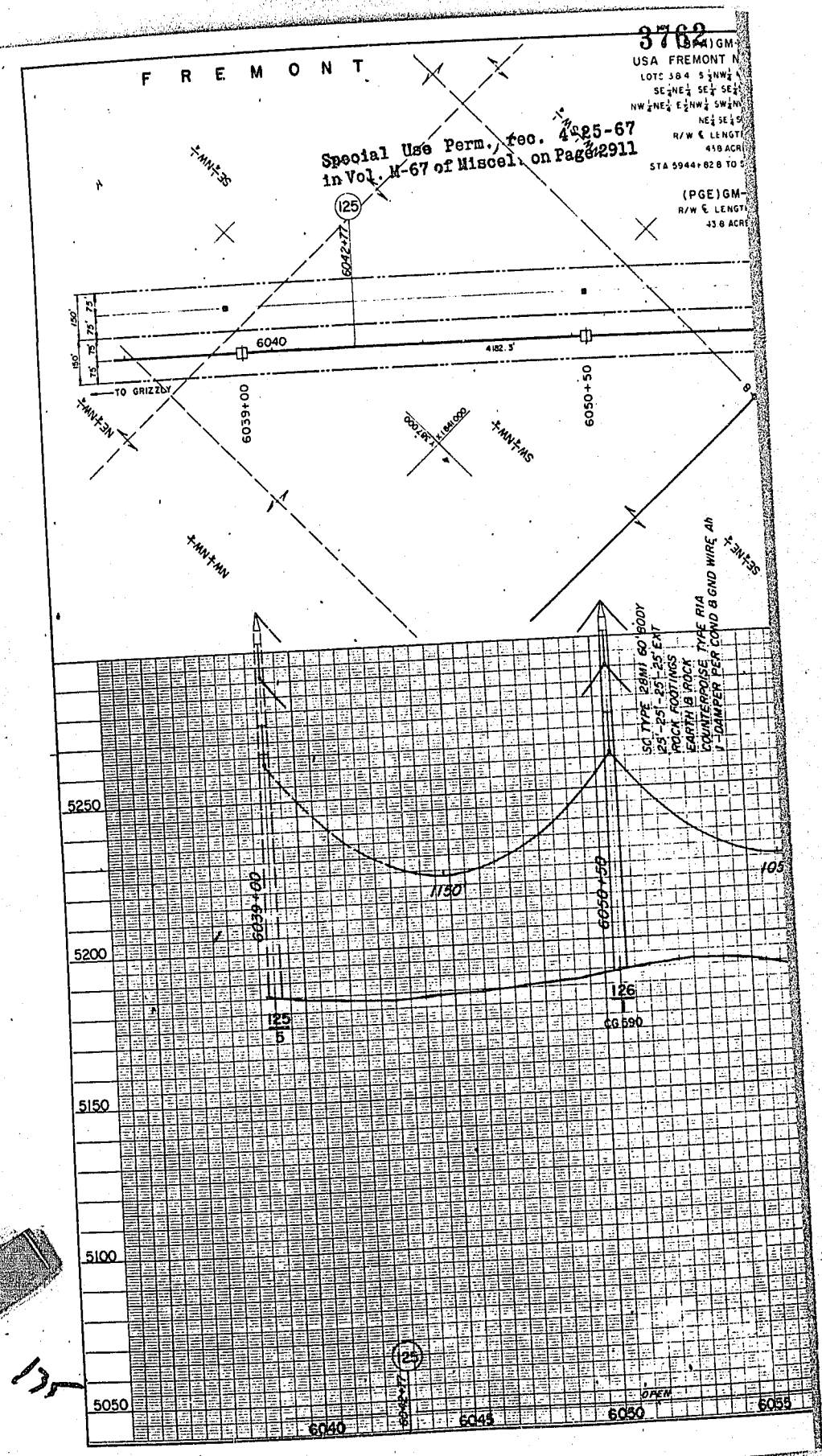
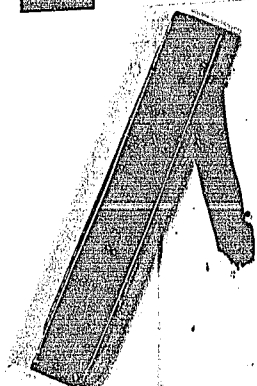


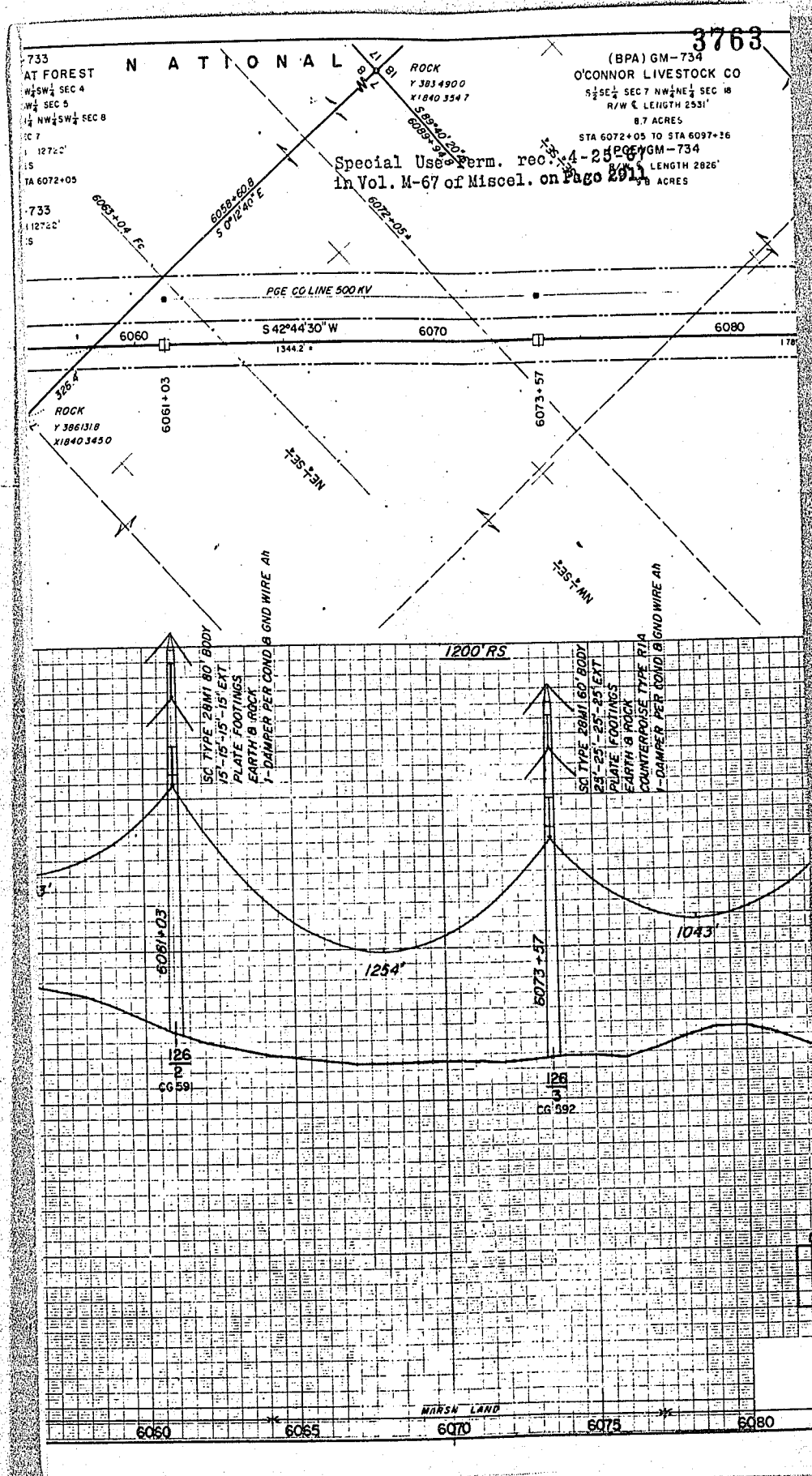
F O R E S T

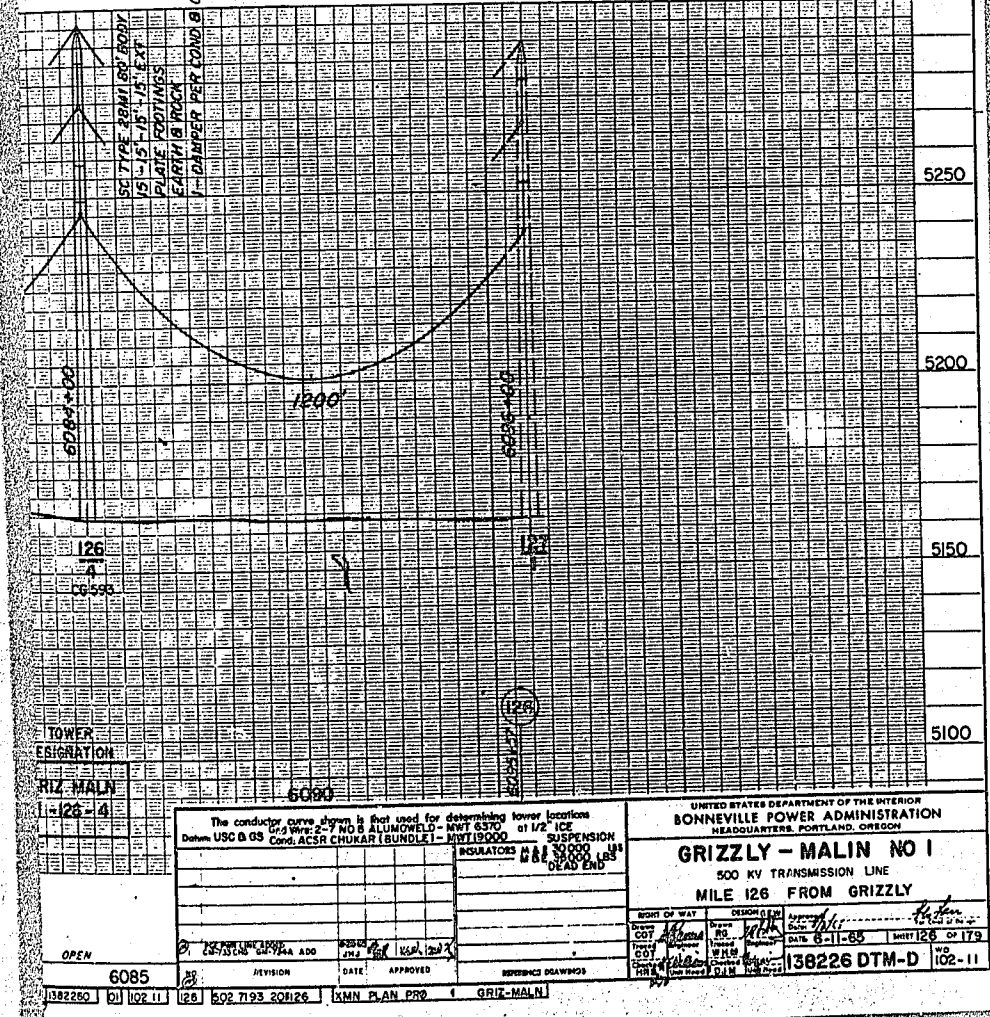
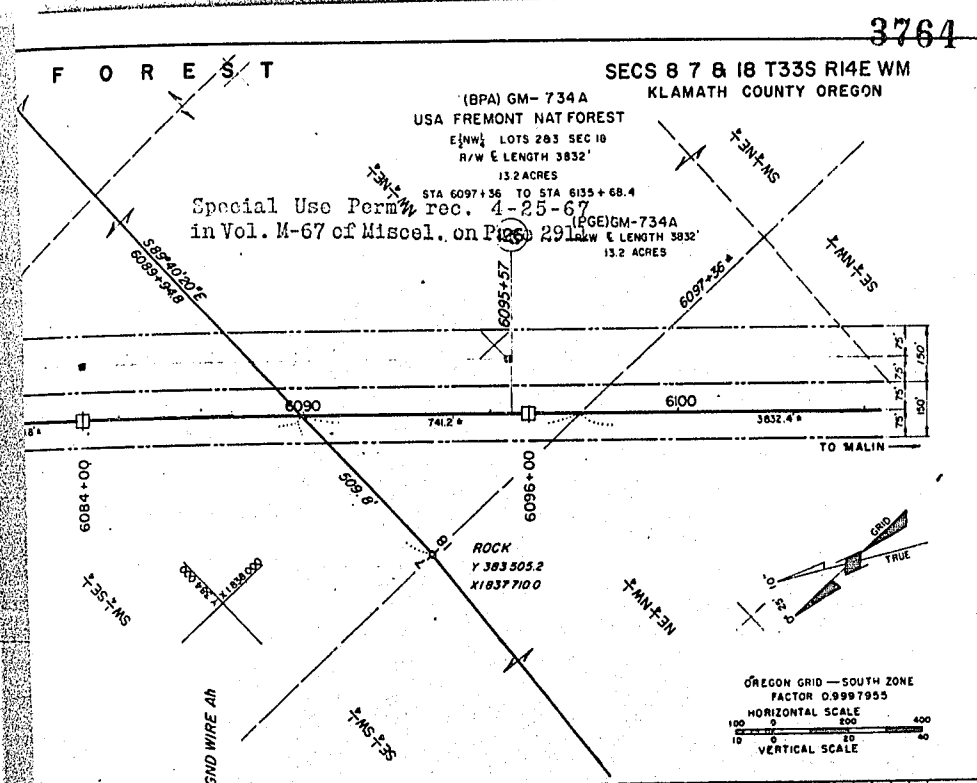
SECS 5 & 8 T33S R14E WM
KLAMATH COUNTY OREGON

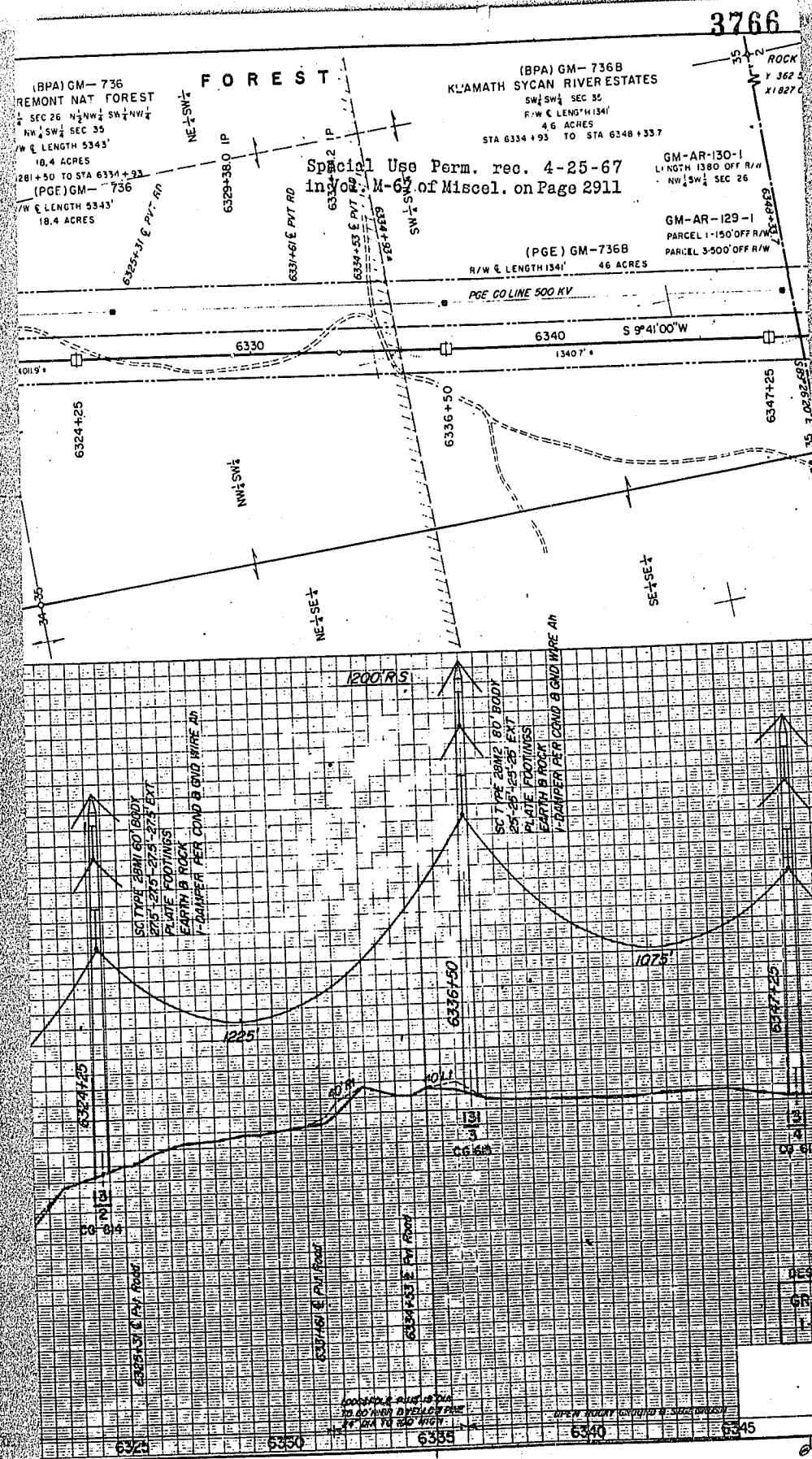
Special Use Perm. rec. 4-25-67
in Vol. W-67 of Miscel. on Page 2911









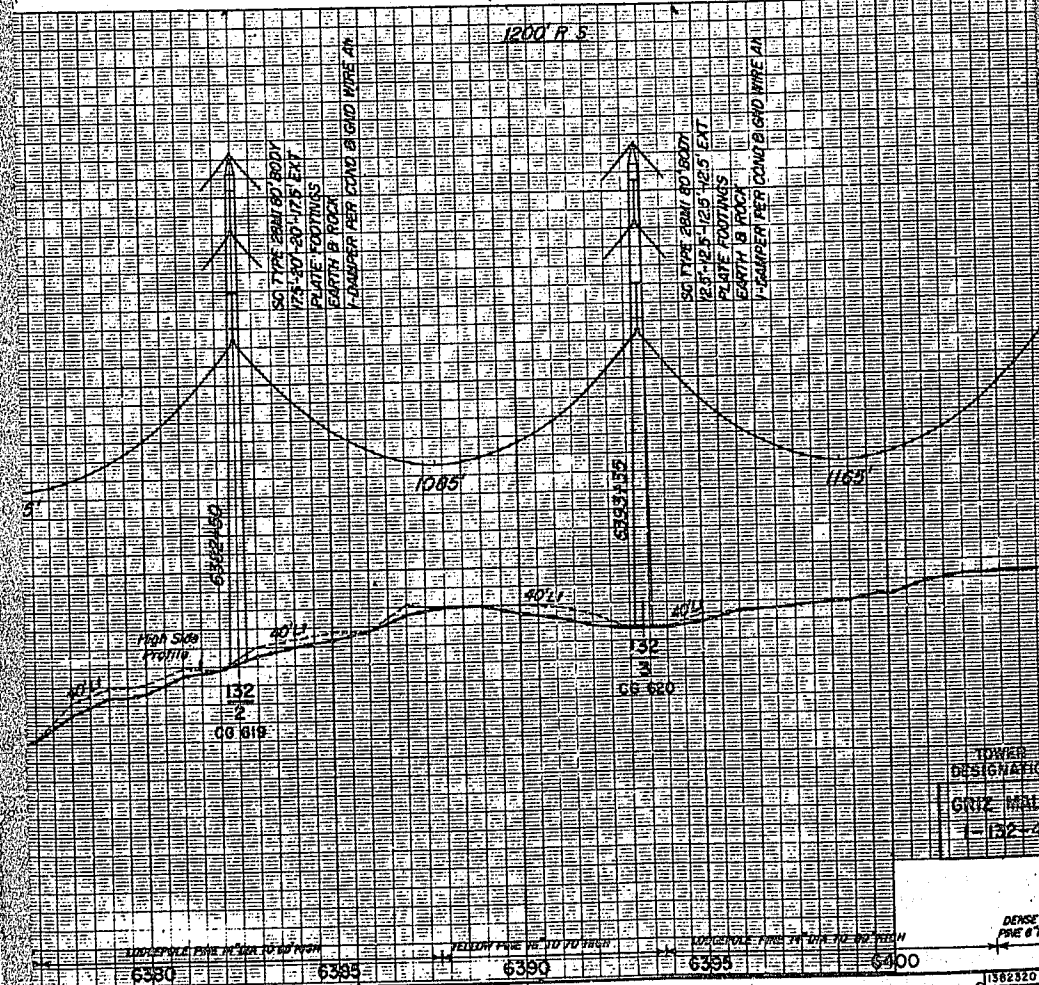
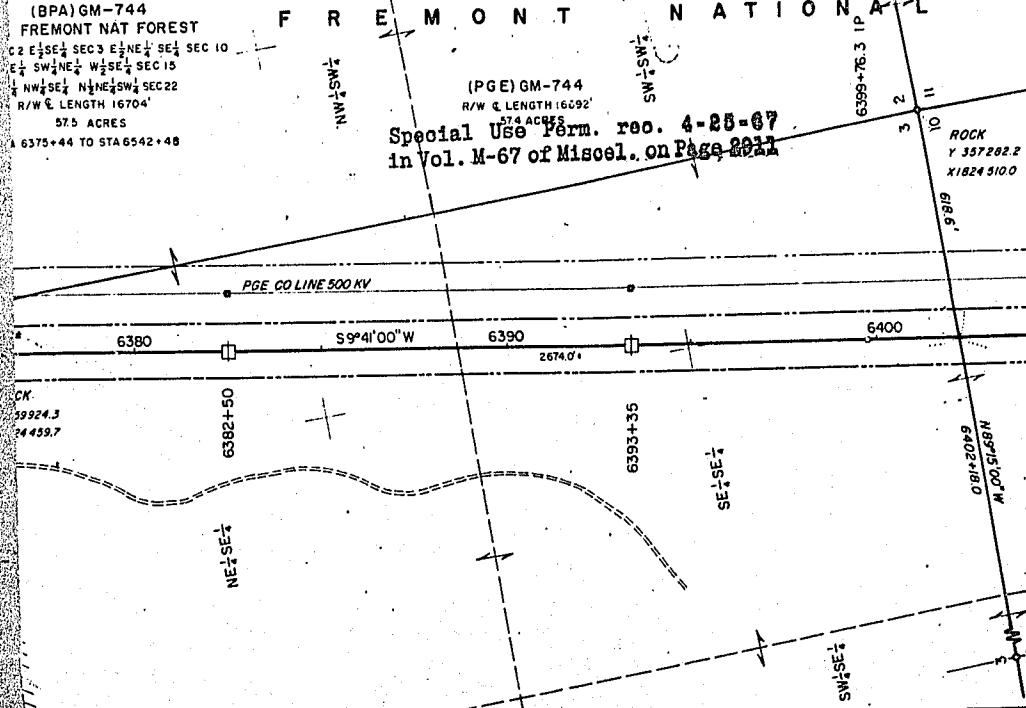


3769

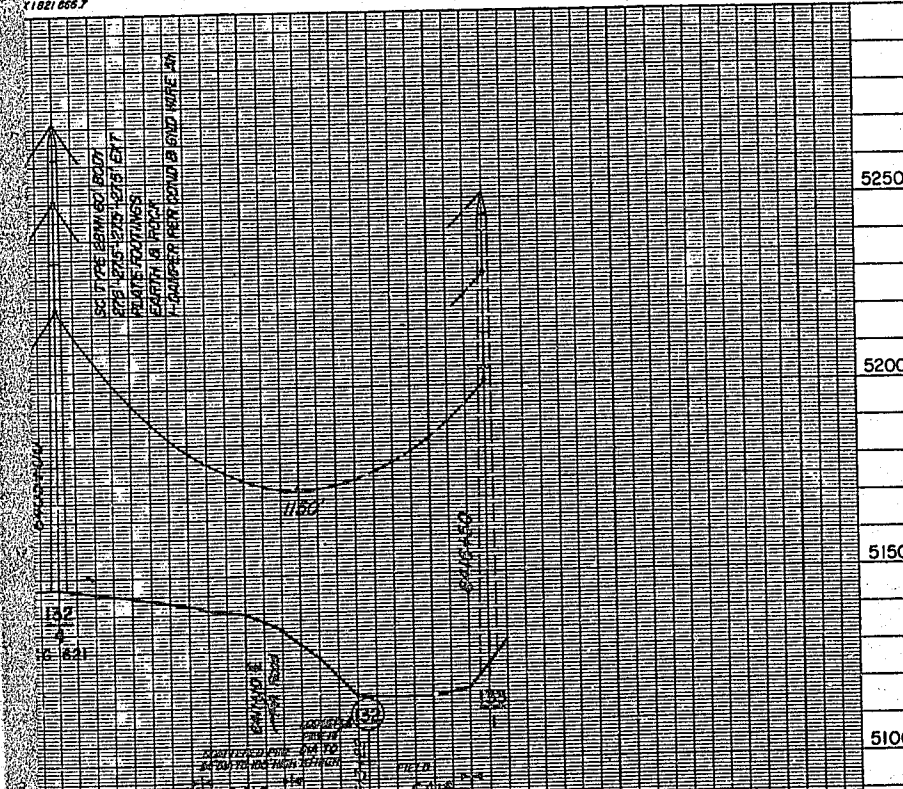
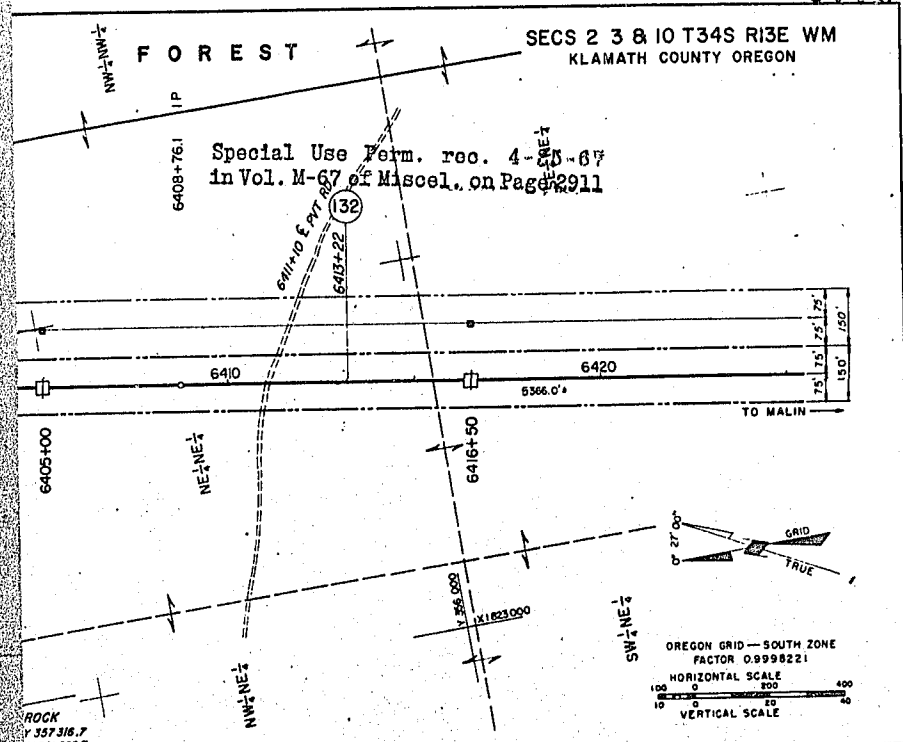
(BPA) GM-744
FREMONT NAT FOREST
C 2 E 1/2 SEC 3 E 1/2 NE 1/4 SEC 10
E 1/2 SW 1/4 SEC 15
N 1/4 SEC 15 N 1/4 SEC 22
R/W & LENGTH 1670'
57.5 ACRES
6375+44 TO STA 6542+48

F R E M O N T N A T I O N A L

(PGE) GM-744
R/W & LENGTH 16092'
57.4 ACRES
Special Use Perm. rec. 4-25-67
in Vol. M-67 of Miscel. on Page 2011

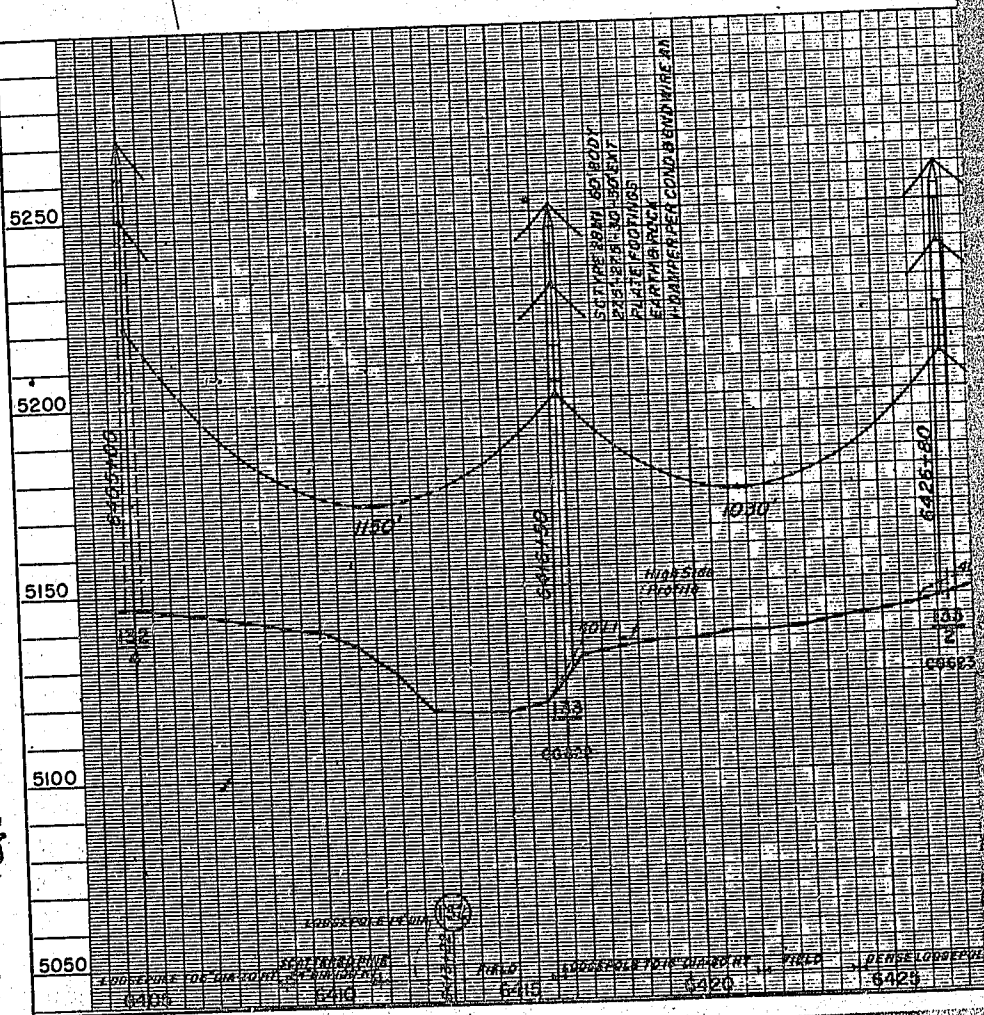
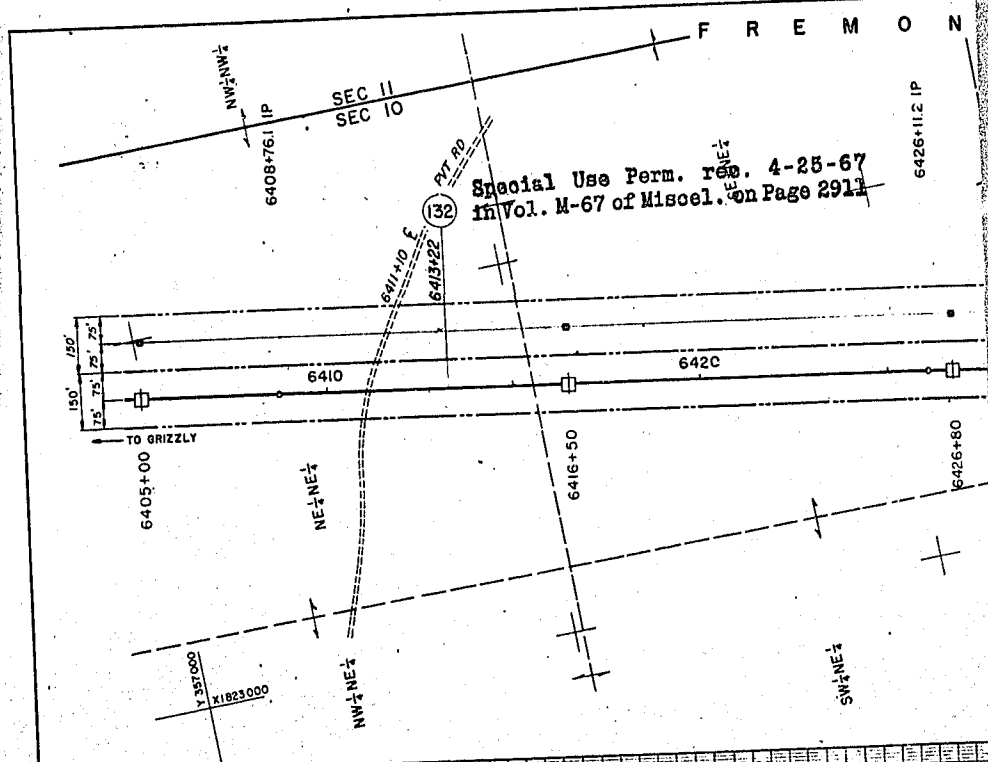


3770



The conductor code shown is that used for determining tower locations Date: <u>5-7-68</u> Wire: <u>2-7 HO & ALUMINUM</u> LD MNT C570 of 1/2" ICE Code: <u>USC & GS</u> <u>ALBERT</u> <u>12200</u> SUSPENSION <u>ACSR CHUKKAH (BUTILE)</u> <u>30000 LBS</u> <u>INSULATORS M & B</u> <u>30000 LBS</u> <u>MSE</u> <u>30000 LBS</u> <u>DEAD END</u>		UNITED STATES DEPARTMENT OF THE INTERIOR BONNEVILLE POWER ADMINISTRATION HEADQUARTERS, PORTLAND, OREGON GRIZZLY - MALIN NO 1 500 KV TRANSMISSION LINE MILE 132 FROM GRIZZLY	
DEEP TOE TO 30" HIGH 6405		RIGHT OF WAY DATE: <u>5-11-68</u> BY: <u>1234</u> <u>1234</u> 507 <u>1234</u> <u>1234</u> 508 <u>1234</u> <u>1234</u> 509 <u>1234</u> <u>1234</u> 510 <u>1234</u> <u>1234</u> 511 <u>1234</u> <u>1234</u> 512 <u>1234</u> <u>1234</u> 513 <u>1234</u> <u>1234</u> 514 <u>1234</u> <u>1234</u> 515 <u>1234</u> <u>1234</u> 516 <u>1234</u> <u>1234</u> 517 <u>1234</u> <u>1234</u> 518 <u>1234</u> <u>1234</u> 519 <u>1234</u> <u>1234</u> 520 <u>1234</u> <u>1234</u> 521 <u>1234</u> <u>1234</u> 522 <u>1234</u> <u>1234</u> 523 <u>1234</u> <u>1234</u> 524 <u>1234</u> <u>1234</u> 525 <u>1234</u> <u>1234</u> 526 <u>1234</u> <u>1234</u> 527 <u>1234</u> <u>1234</u> 528 <u>1234</u> <u>1234</u> 529 <u>1234</u> <u>1234</u> 530 <u>1234</u> <u>1234</u> 531 <u>1234</u> <u>1234</u> 532 <u>1234</u> <u>1234</u> 533 <u>1234</u> <u>1234</u> 534 <u>1234</u> <u>1234</u> 535 <u>1234</u> <u>1234</u> 536 <u>1234</u> <u>1234</u> 537 <u>1234</u> <u>1234</u> 538 <u>1234</u> <u>1234</u> 539 <u>1234</u> <u>1234</u> 540 <u>1234</u> <u>1234</u> 541 <u>1234</u> <u>1234</u> 542 <u>1234</u> <u>1234</u> 543 <u>1234</u> <u>1234</u> 544 <u>1234</u> <u>1234</u> 545 <u>1234</u> <u>1234</u> 546 <u>1234</u> <u>1234</u> 547 <u>1234</u> <u>1234</u> 548 <u>1234</u> <u>1234</u> 549 <u>1234</u> <u>1234</u> 550 <u>1234</u> <u>1234</u> 551 <u>1234</u> <u>1234</u> 552 <u>1234</u> <u>1234</u> 553 <u>1234</u> <u>1234</u> 554 <u>1234</u> <u>1234</u> 555 <u>1234</u> <u>1234</u> 556 <u>1234</u> <u>1234</u> 557 <u>1234</u> <u>1234</u> 558 <u>1234</u> <u>1234</u> 559 <u>1234</u> <u>1234</u> 560 <u>1234</u> <u>1234</u> 561 <u>1234</u> <u>1234</u> 562 <u>1234</u> <u>1234</u> 563 <u>1234</u> <u>1234</u> 564 <u>1234</u> <u>1234</u> 565 <u>1234</u> <u>1234</u> 566 <u>1234</u> <u>1234</u> 567 <u>1234</u> <u>1234</u> 568 <u>1234</u> <u>1234</u> 569 <u>1234</u> <u>1234</u> 570 <u>1234</u> <u>1234</u> 571 <u>1234</u> <u>1234</u> 572 <u>1234</u> <u>1234</u> 573 <u>1234</u> <u>1234</u> 574 <u>1234</u> <u>1234</u> 575 <u>1234</u> <u>1234</u> 576 <u>1234</u> <u>1234</u> 577 <u>1234</u> <u>1234</u> 578 <u>1234</u> <u>1234</u> 579 <u>1234</u> <u>1234</u> 580 <u>1234</u> <u>1234</u> 581 <u>1234</u> <u>1234</u> 582 <u>1234</u> <u>1234</u> 583 <u>1234</u> <u>1234</u> 584 <u>1234</u> <u>1234</u> 585 <u>1234</u> <u>1234</u> 586 <u>1234</u> <u>1234</u> 587 <u>1234</u> <u>1234</u> 588 <u>1234</u> <u>1234</u> 589 <u>1234</u> <u>1234</u> 590 <u>1234</u> <u>1234</u> 591 <u>1234</u> <u>1234</u> 592 <u>1234</u> <u>1234</u> 593 <u>1234</u> <u>1234</u> 594 <u>1234</u> <u>1234</u> 595 <u>1234</u> <u>1234</u> 596 <u>1234</u> <u>1234</u> 597 <u>1234</u> <u>1234</u> 598 <u>1234</u> <u>1234</u> 599 <u>1234</u> <u>1234</u> 600 <u>1234</u> <u>1234</u> 601 <u>1234</u> <u>1234</u> 602 <u>1234</u> <u>1234</u> 603 <u>1234</u> <u>1234</u> 604 <u>1234</u> <u>1234</u> 605 <u>1234</u> <u>1234</u> 606 <u>1234</u> <u>1234</u> 607 <u>1234</u> <u>1234</u> 608 <u>1234</u> <u>1234</u> 609 <u>1234</u> <u>1234</u> 610 <u>1234</u> <u>1234</u> 611 <u>1234</u> <u>1234</u> 612 <u>1234</u> <u>1234</u> 613 <u>1234</u> <u>1234</u> 614 <u>1234</u> <u>1234</u> 615 <u>1234</u> <u>1234</u> 616 <u>1234</u> <u>1234</u> 617 <u>1234</u> <u>1234</u> 618 <u>1234</u> <u>1234</u> 619 <u>1234</u> <u>1234</u> 620 <u>1234</u> <u>1234</u> 621 <u>1234</u> <u>1234</u> 622 <u>1234</u> <u>1234</u> 623 <u>1234</u> <u>1234</u> 624 <u>1234</u> <u>1234</u> 625 <u>1234</u> <u>1234</u> 626 <u>1234</u> <u>1234</u> 627 <u>1234</u> <u>1234</u> 628 <u>1234</u> <u>1234</u> 629 <u>1234</u> <u>1234</u> 630 <u>1234</u> <u>1234</u> 631 <u>1234</u> <u>1234</u> 632 <u>1234</u> <u>1234</u> 633 <u>1234</u> <u>1234</u> 634 <u>1234</u> <u>1234</u> 635 <u>1234</u> <u>1234</u> 636 <u>1234</u> <u>1234</u> 637 <u>1234</u> <u>1234</u> 	

3771

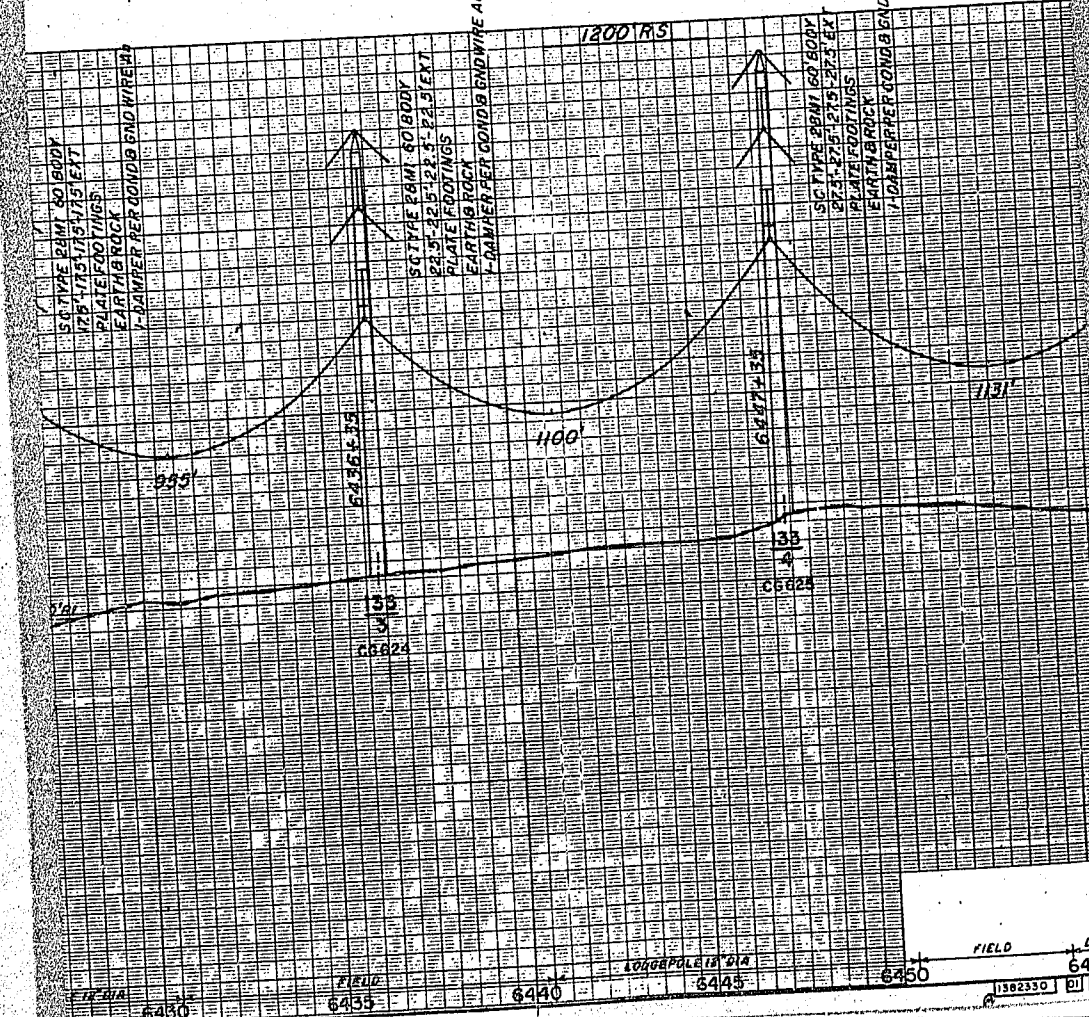
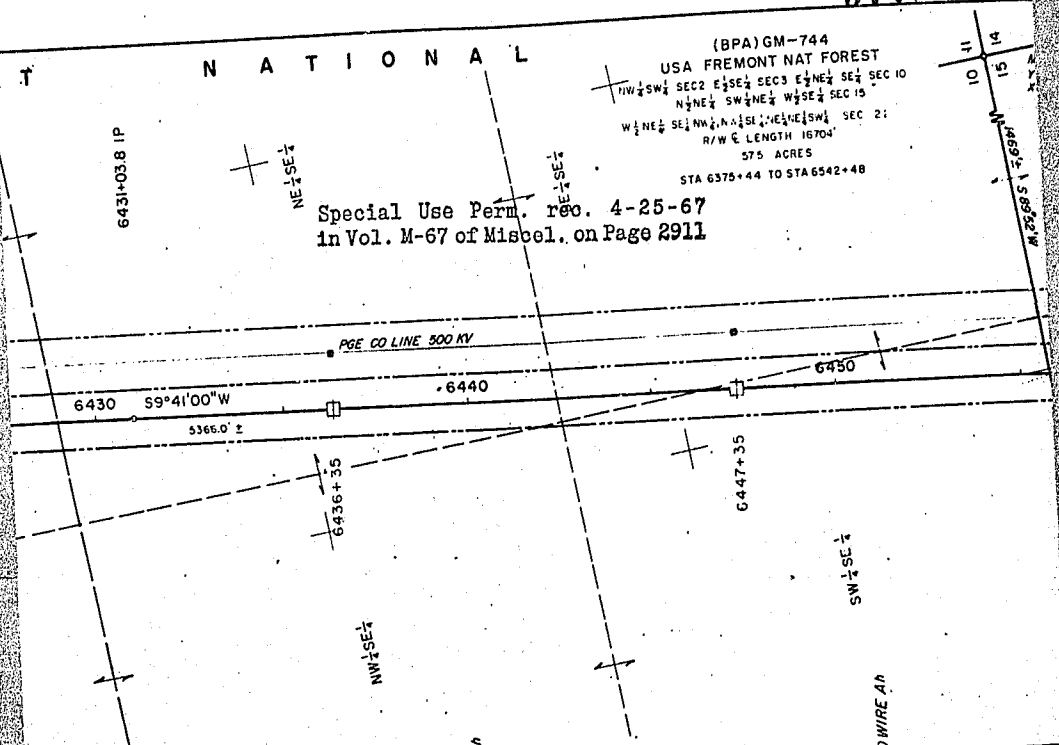


3772

NATIONAL

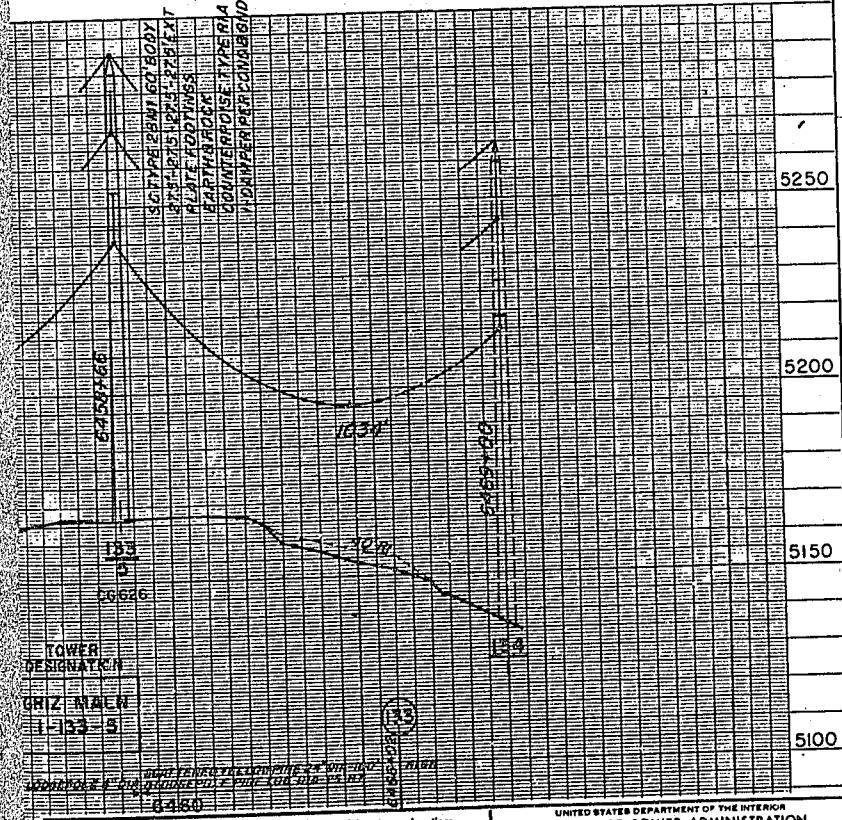
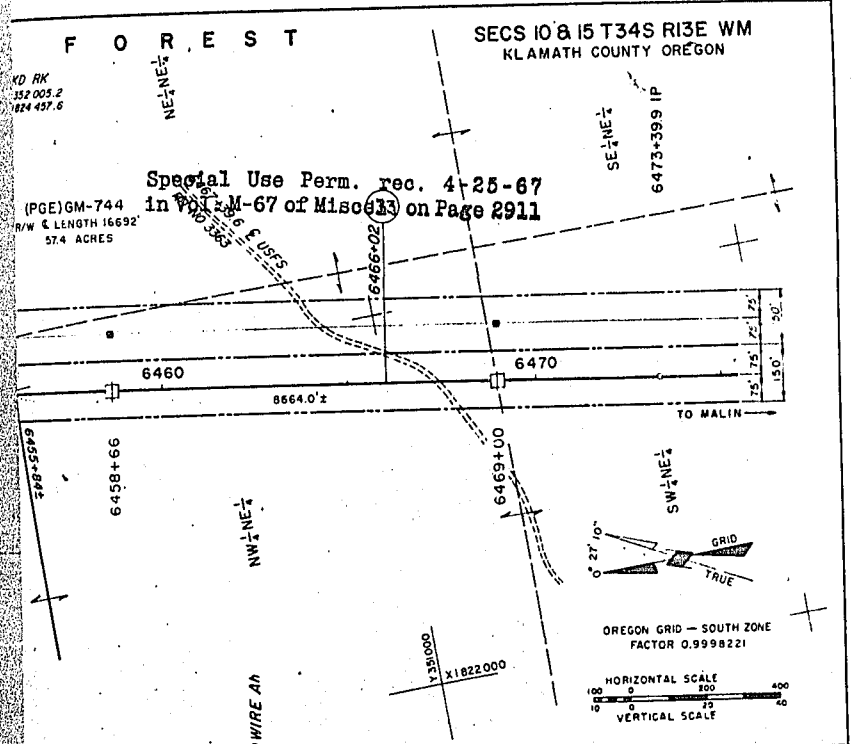
(BPA) GM-744
USA FREMONT NAT FOREST
NW 1/4 SEC 2 E 1/4 SEC 3 E 1/4 SEC 10
N 1/4 SEC 2 SW 1/4 SEC 3 SW 1/4 SEC 10
W 1/4 SEC 2 NE 1/4 SEC 1 SW 1/4 SEC 2
R/W & LENGTH 1670'
575 ACRES
STA 6375+44 TO STA 6542+48

Special Use Perm. rec. 4-25-67
in Vol. M-67 of Miscel. on Page 2911



FIELD DEN
6455
1302330 DJ 102

3773



The conductor curve shown is that used for determining tower locations
Data: USCB 95 2nd Wire 2-7N08ALUMUMW 10-11/2" ICE SUSPENSION
Cond ACSCBCHUNK (BUNDLE) 11/2" TROOD INSULATORS 11/2" 30000
NBS 18000 LBS DEAD END

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
HEADQUARTERS PORTLAND, OREGON

GRIZZLY - MALIN NO 1
500 KV TRANSMISSION LINE
MILE 133 FROM GRIZZLY

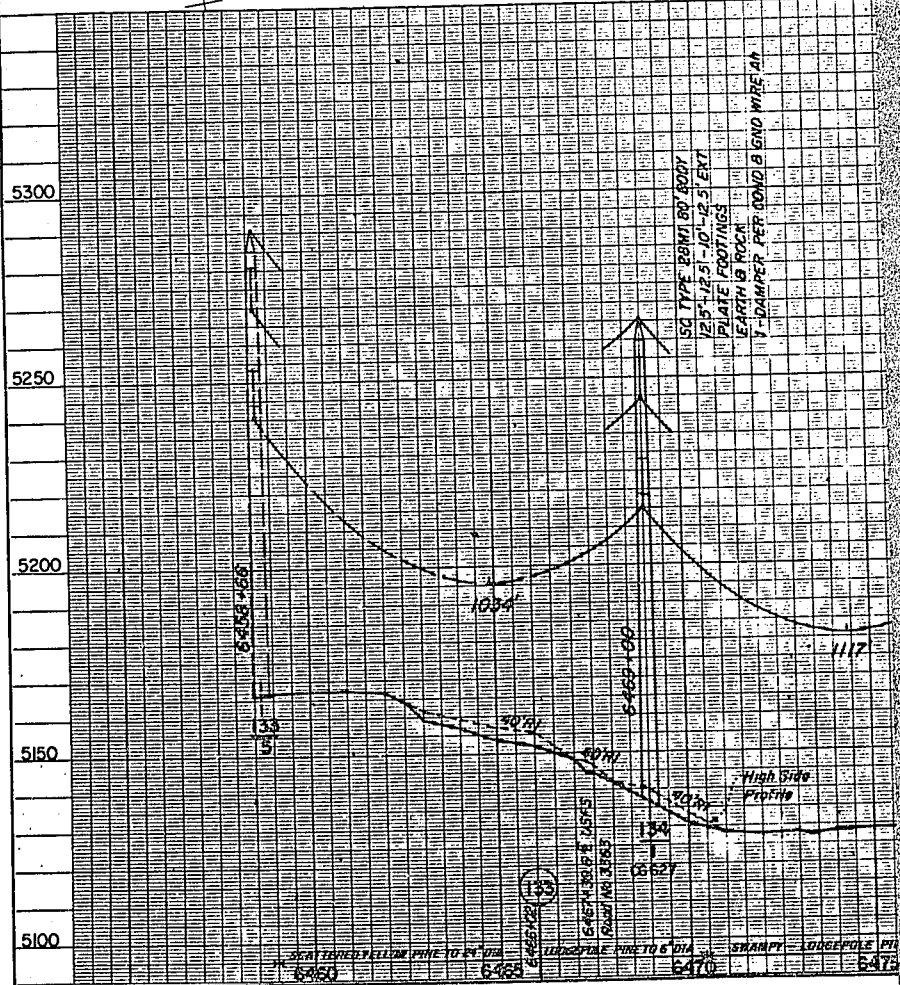
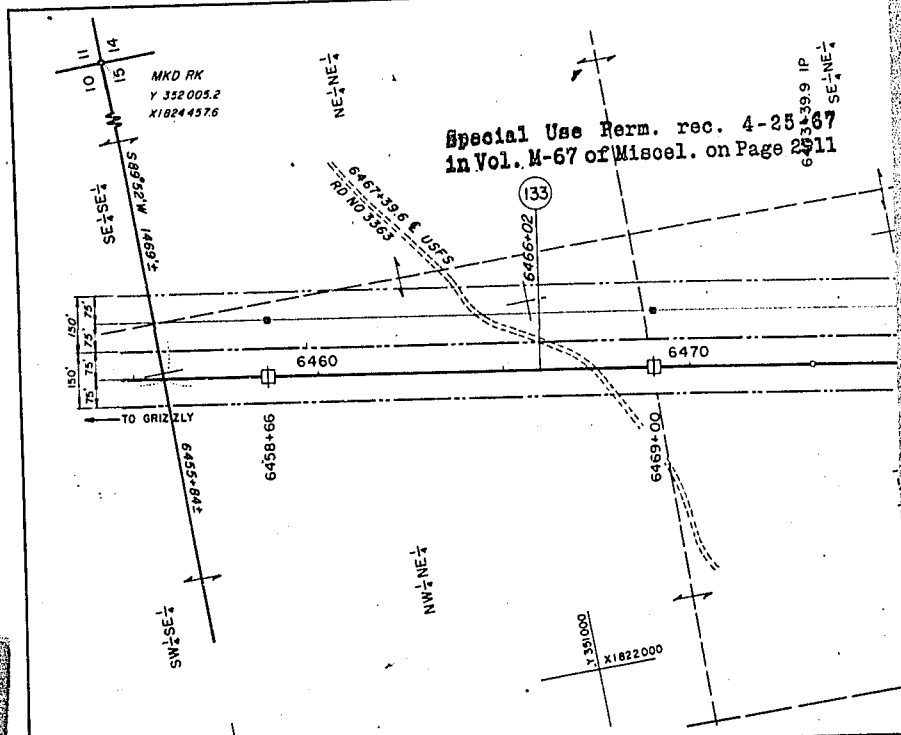
DATE: 6-11-65
BY: 138233 DTM-D
102-11

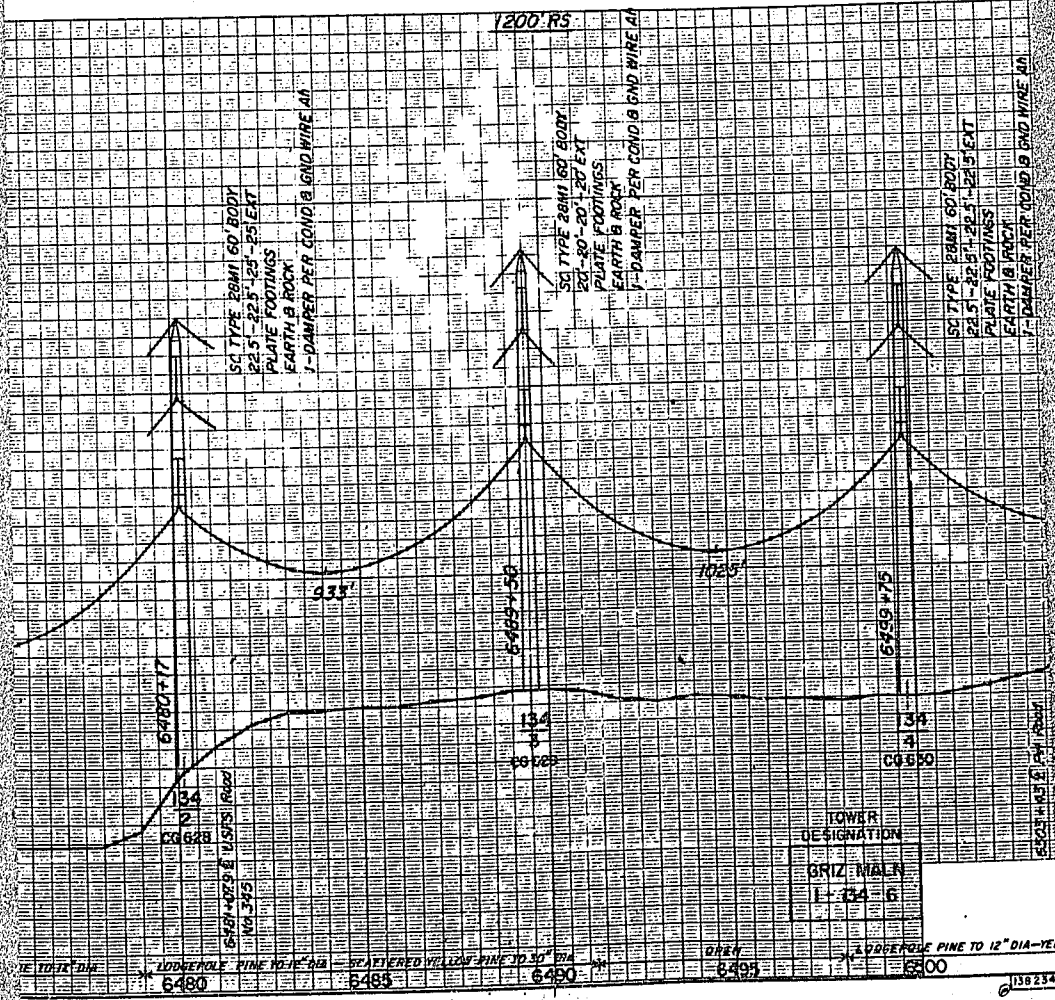
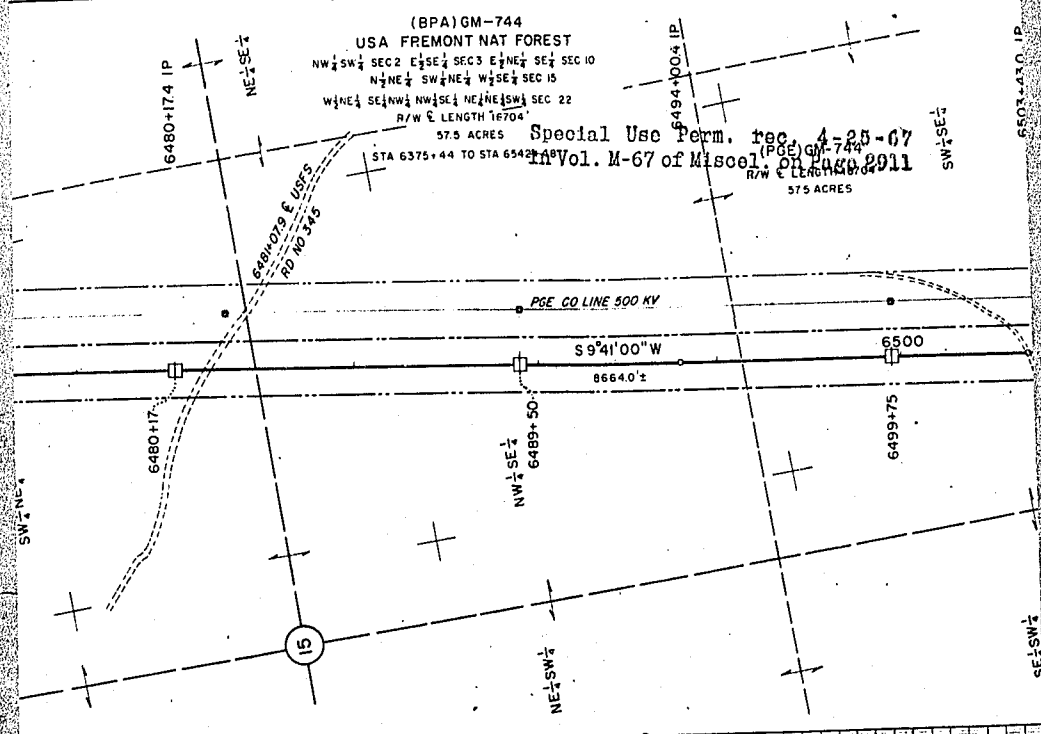
REVISION: 1
DATE: 6-11-65
BY: 138233 DTM-D
102-11

APPROVED: 138233 DTM-D
102-11

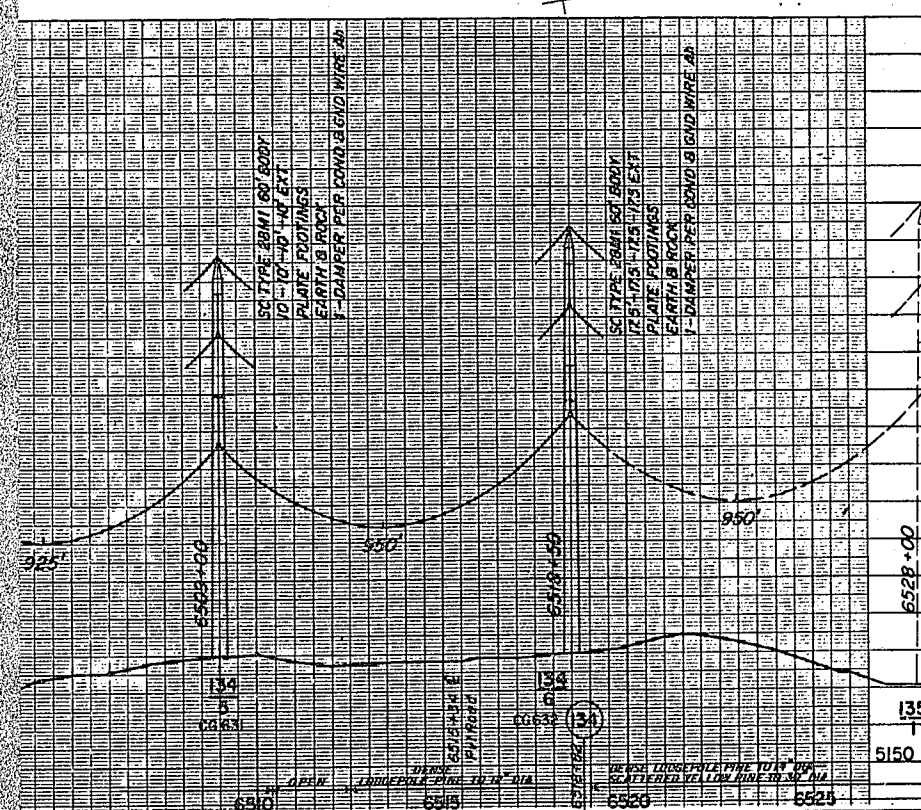
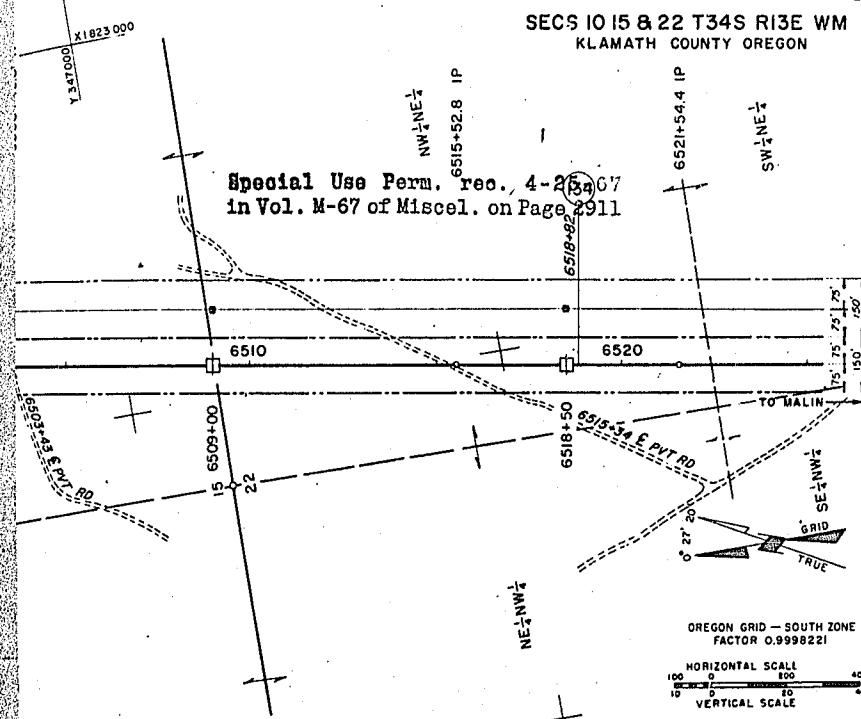
REFERENCE DRAWINGS: 138233 DTM-D
102-11

3774



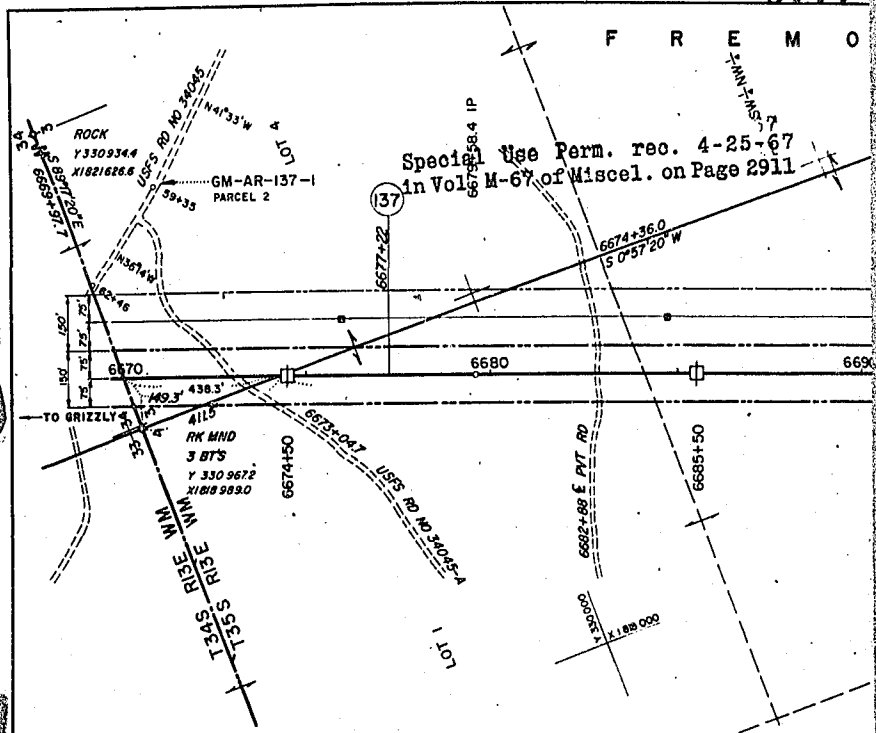


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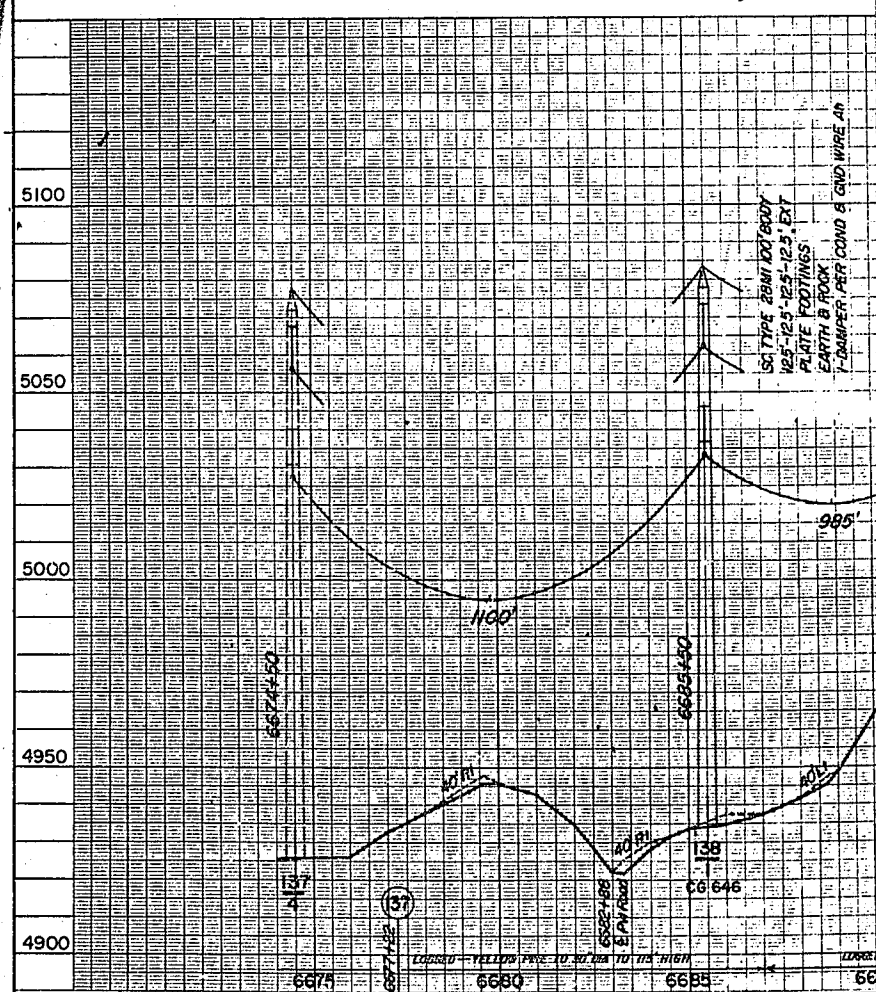


The conductor curve shown is that used for determining tower locations (and sag) - 70° & 80° (unloaded) - WWT 6570 at 1/2" ICE (and sag) - 70° & 80° (unloaded) - WWT 6570 at 1/2" ICE		BONNEVILLE POWER ADMINISTRATION HEADQUARTERS, PORTLAND, OREGON	
INSULATORS 40000 LBS M & S 30000 LBS DEAD END		GRIZZLY - MALIN NO 1. 500 KV TRANSMISSION LINE MILE 134 FROM GRIZZLY	
DATE 6-21-85 BY 138234 DTM-D NO 102-11	DATE 6-21-85 BY 138234 DTM-D NO 102-11	DATE 6-21-85 BY 138234 DTM-D NO 102-11	DATE 6-21-85 BY 138234 DTM-D NO 102-11

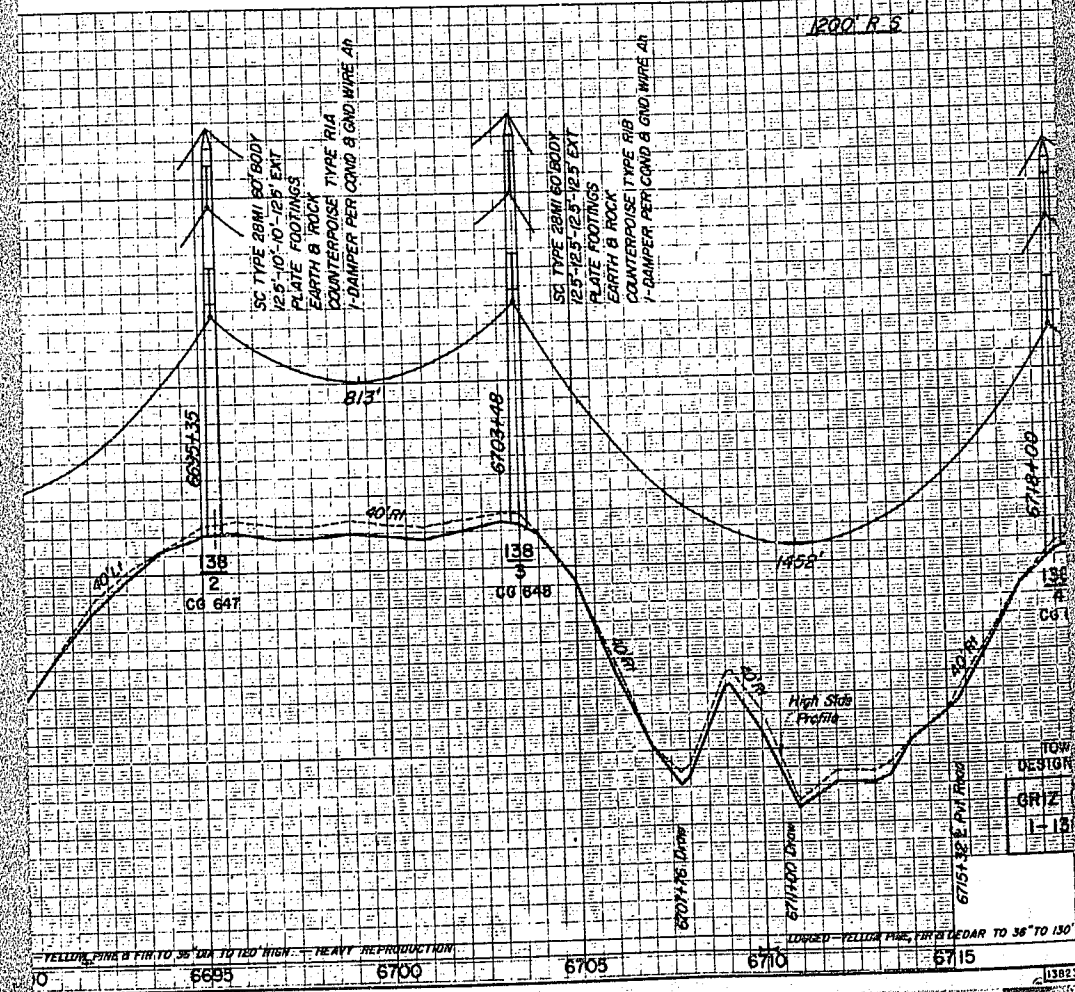
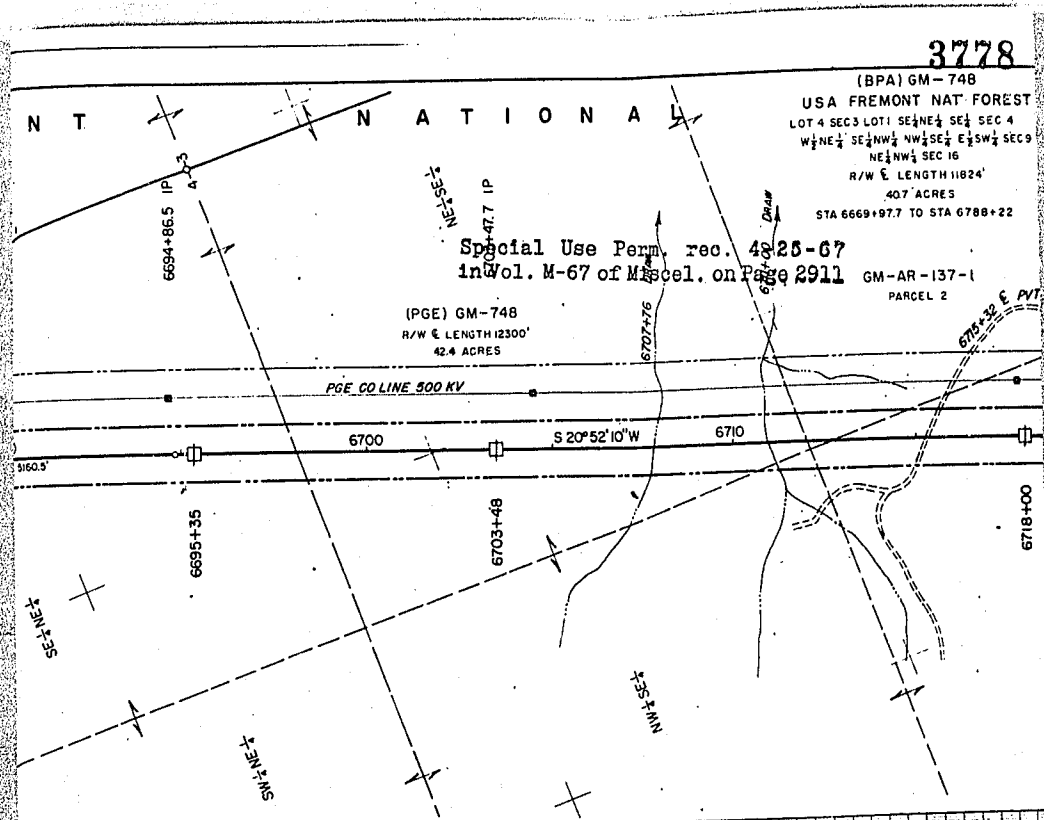
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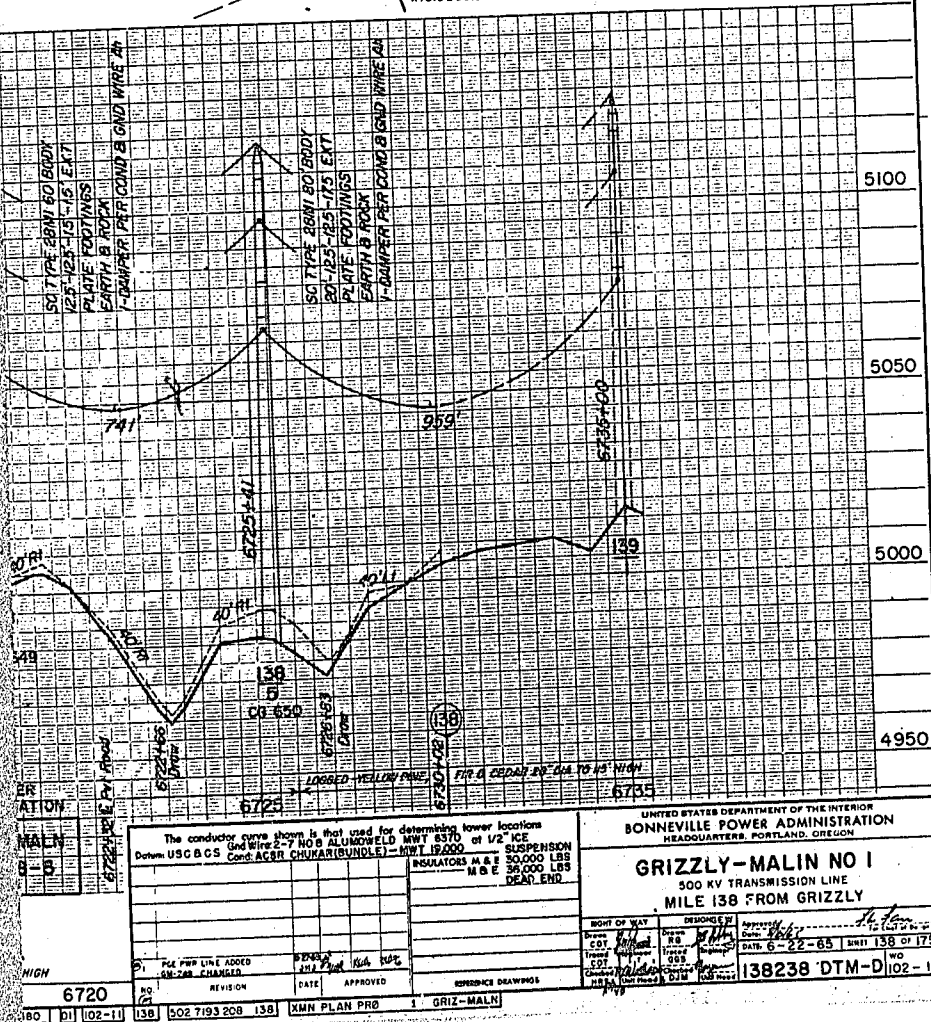
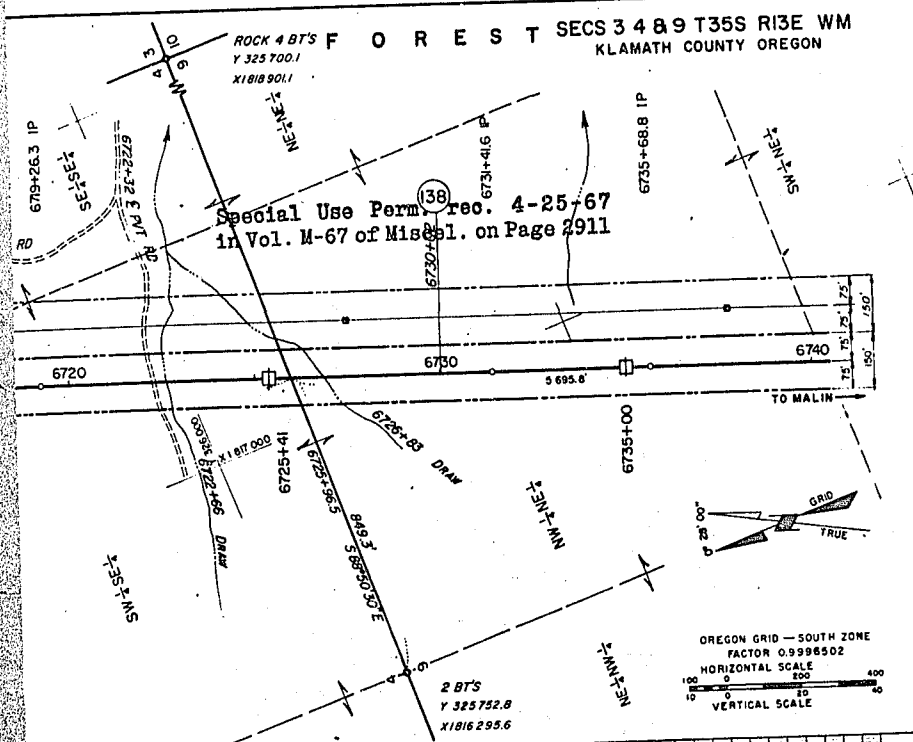
Special Use Perm. rec. 4-25-67
in Vol. M-67 of Miscel. on Page 2911



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3779

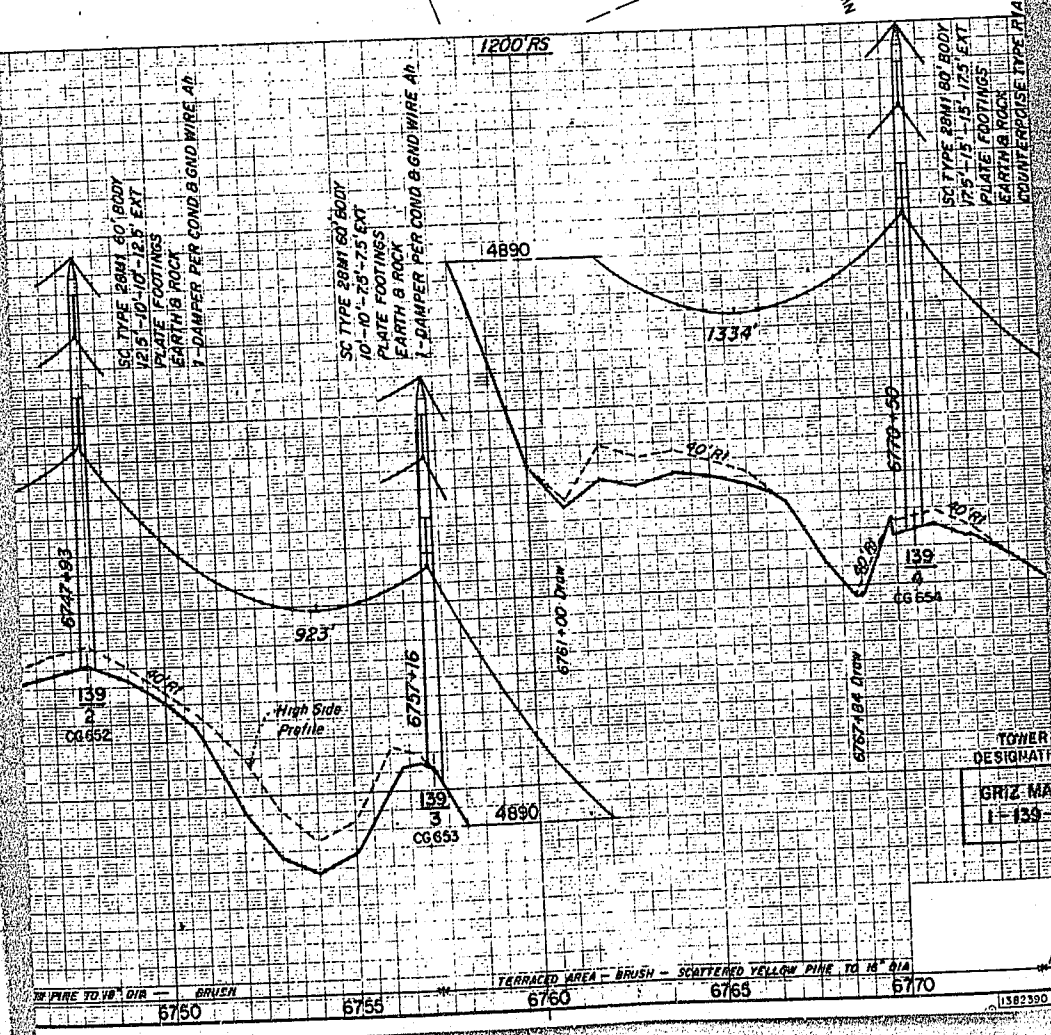
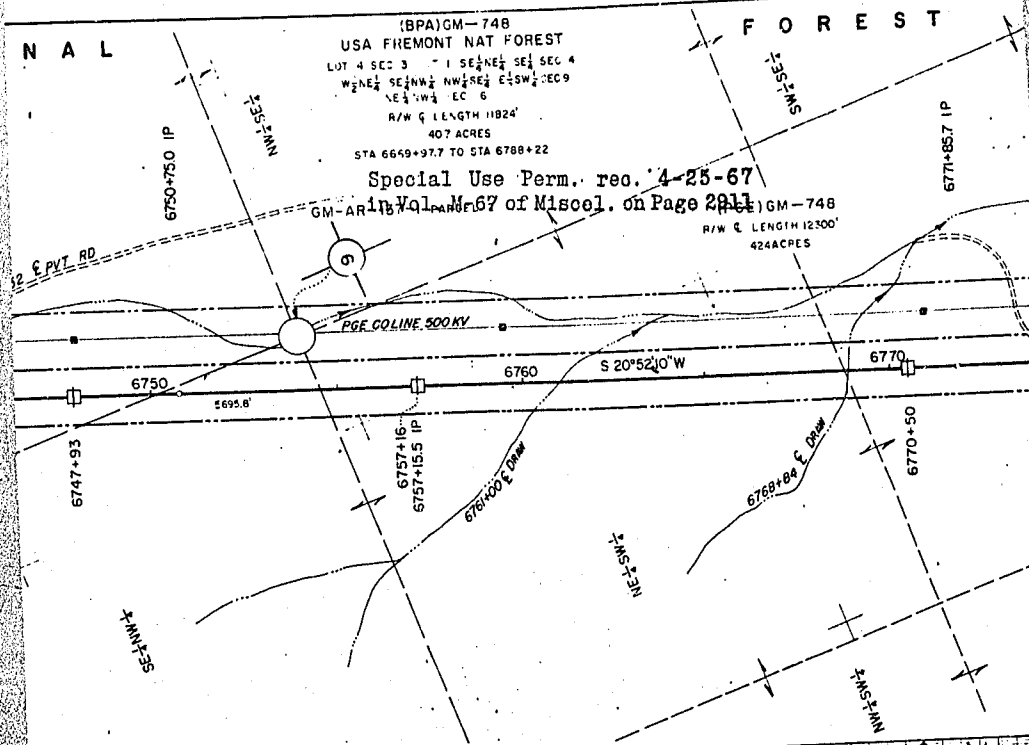


2/18

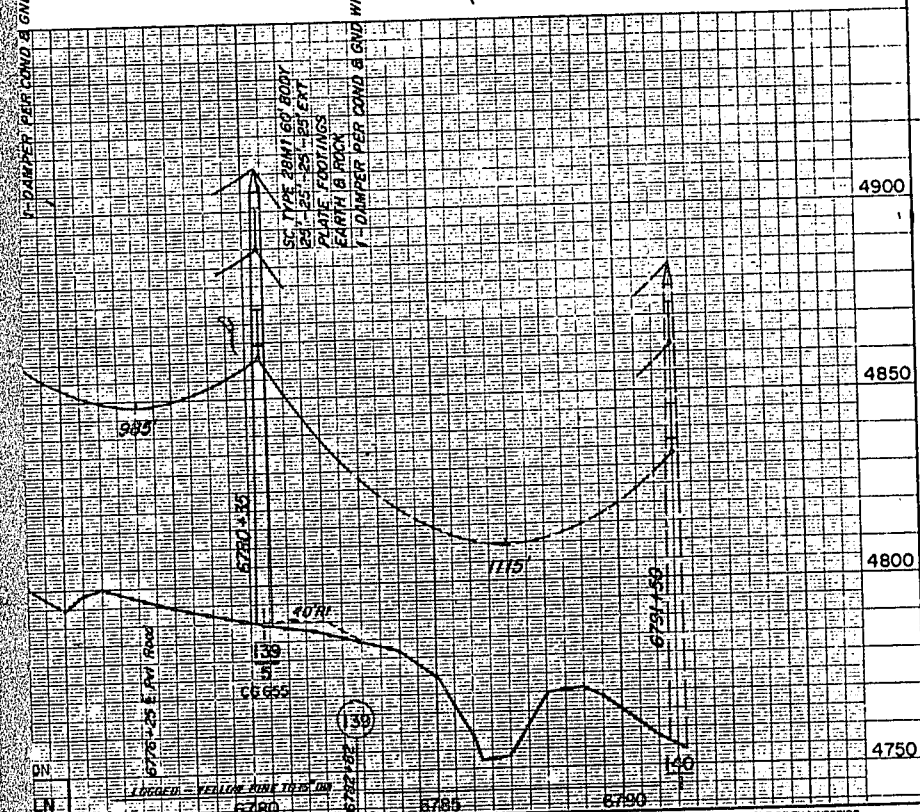
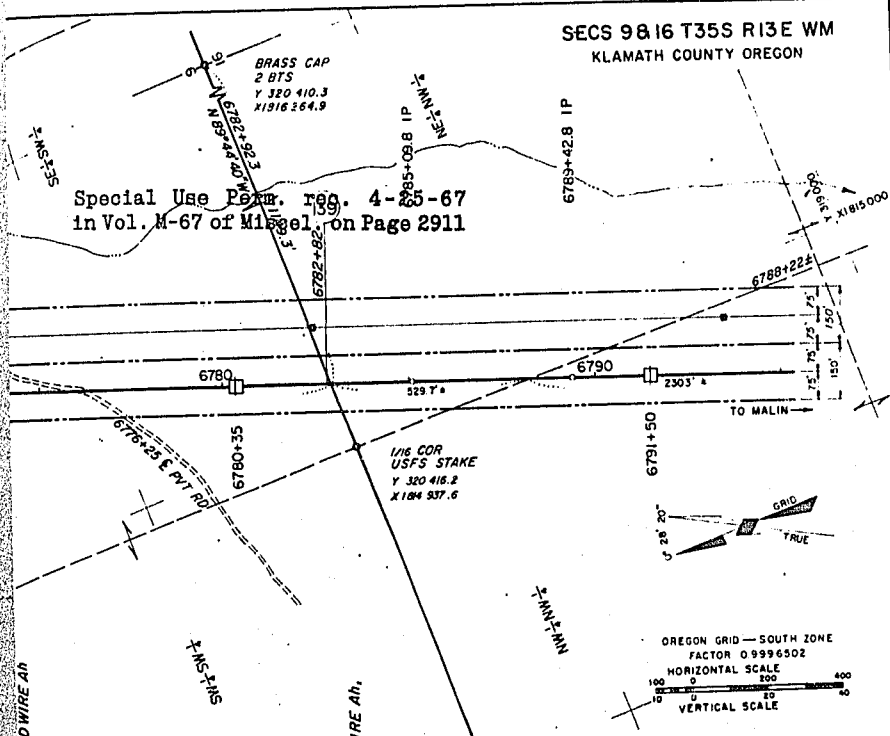


Special Use Perm. rec. 4-25-67
in Vol. M-67 of Miscel. on Page 2911

3781

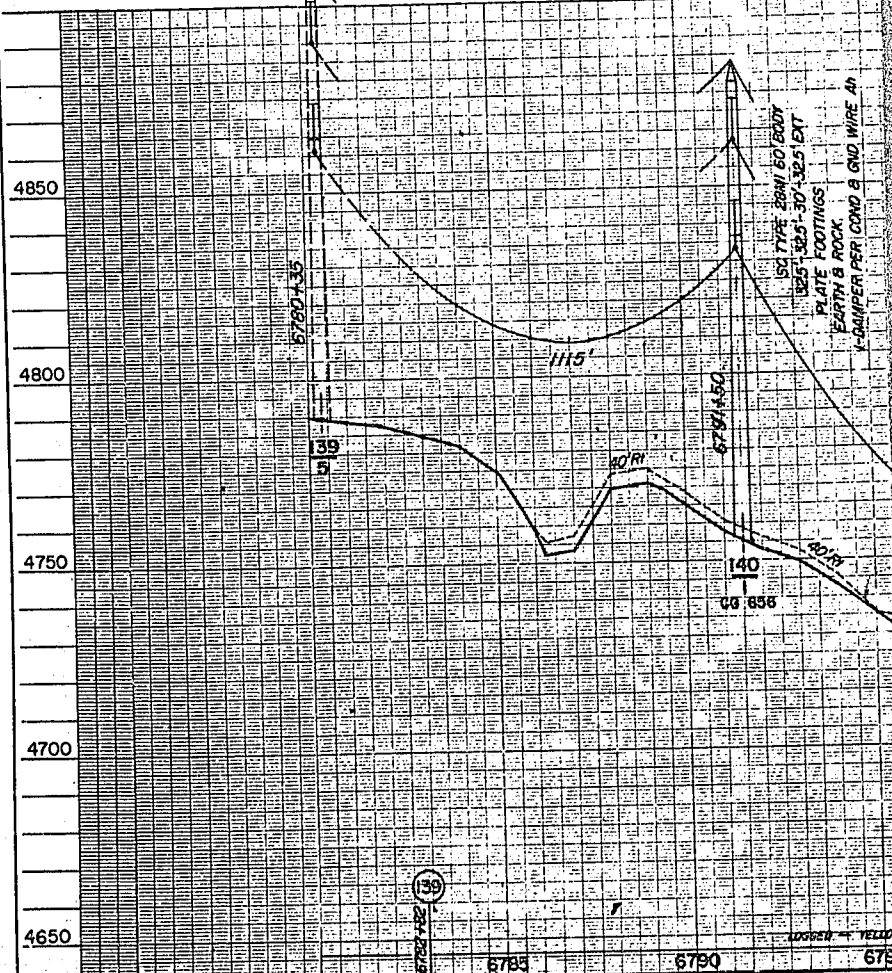
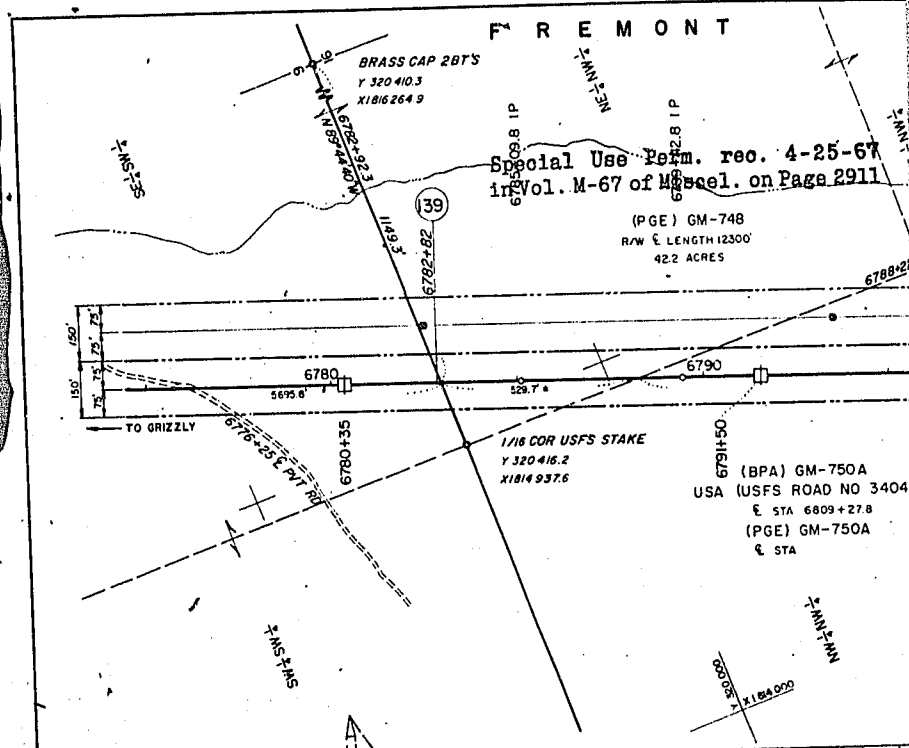


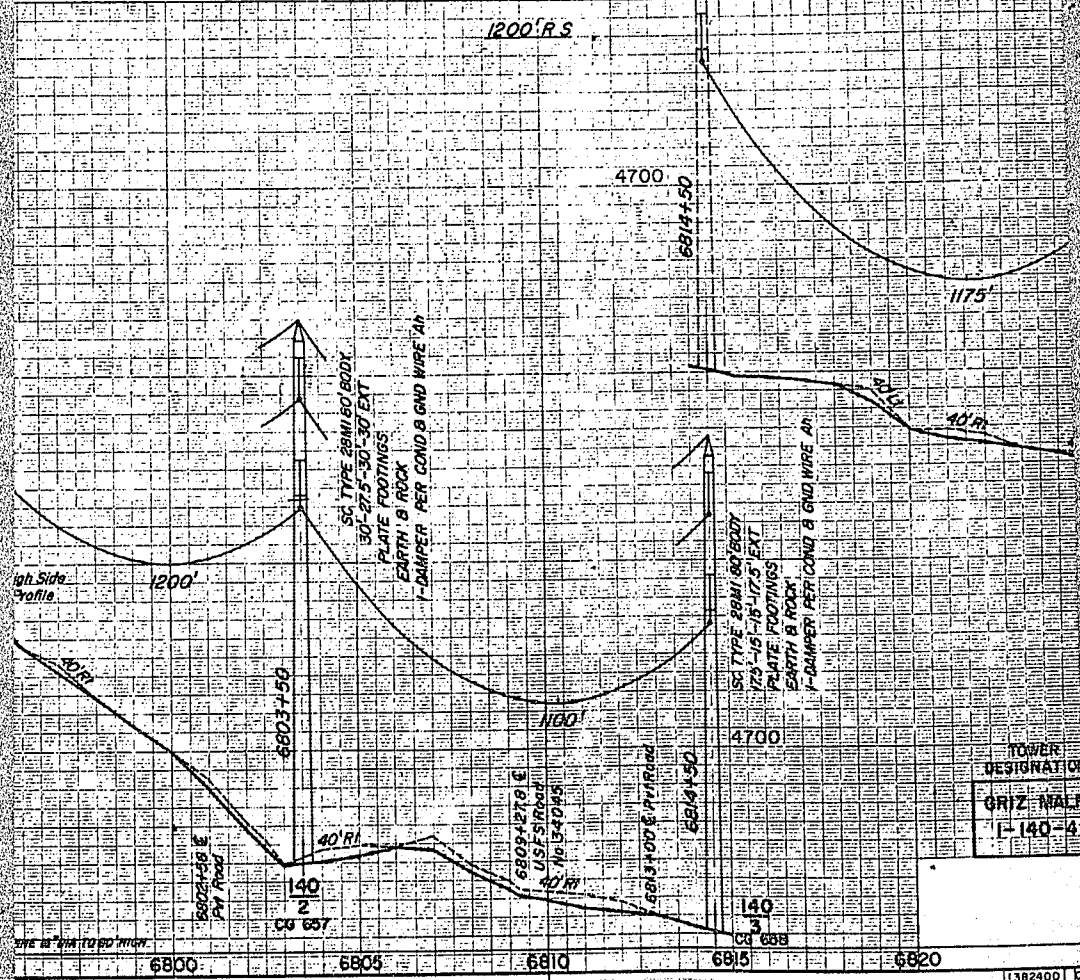
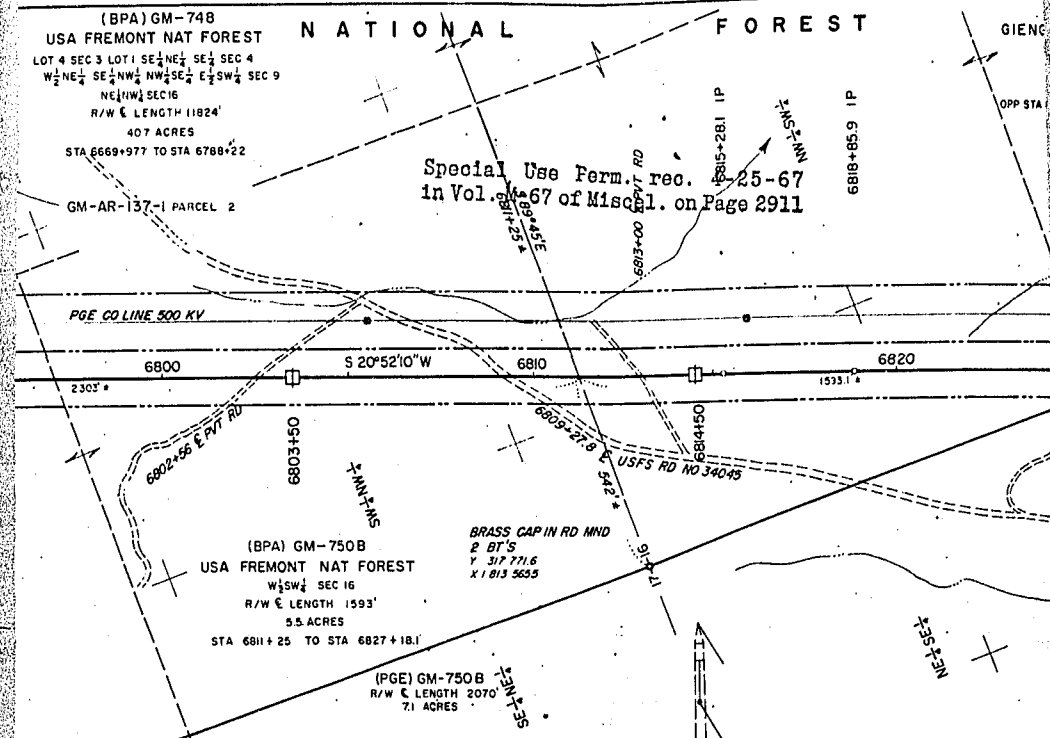
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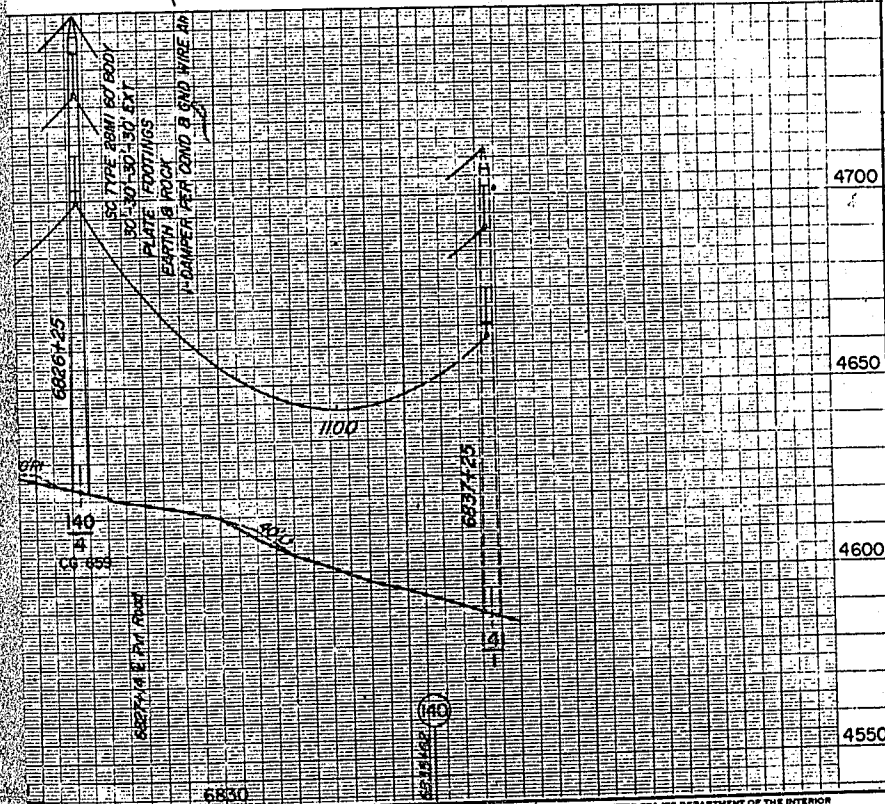
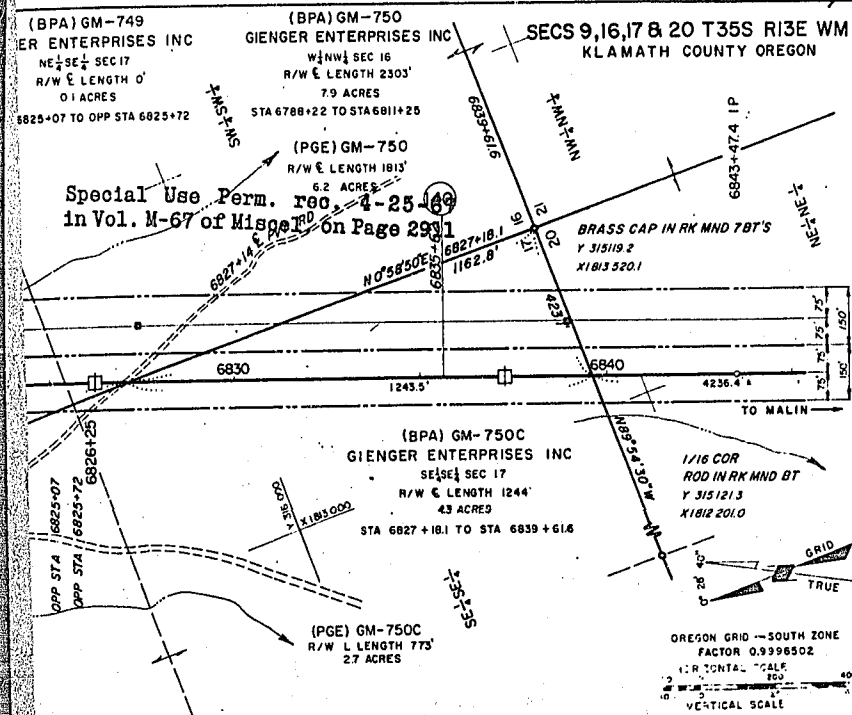


67760		67765		67760	
The conductor curve shown is that used for determining tower locations Grid Wires: 2-70 N ALLOWED - WPT 6310 01 1/2" E Conductor: USC 665 WPT 6000 SUSPENSION Conductor: ACSR CHANAR (BUNDLE) 1- INSULATORS: M & S 30000 LBS M & S 25000 LBS DEAD END					
UNITED STATES DEPARTMENT OF THE INTERIOR BONNEVILLE POWER ADMINISTRATION HEADQUARTERS, PORTLAND, OREGON					
GRIZZLY - MALIN NO 1 500 KV TRANSMISSION LINE MILE 139 FROM GRIZZLY					
ELLWOOD PINE TO 30" DIA 67765 DI 102 11 139 502719320139 NAME PLAN PRO 1 GRIZ-MALIN					
REVISION DATE TIME APPROVED HYDROLOGICAL					
SHEET OF 10 COT. WPT 6310 01 1/2" E COT. WPT 6000 SUSPENSION COT. WPT 6000 SUSPENSION COT. WPT 6000 SUSPENSION					
APPROVED: 6-21-65 UNIT 139 OF 178 138239 DTM-D 102-11					

3783







The conductor curve shown is that used for determining tower locations
 Grid Wire: 5-7 H0 8 ALUMINUM WELD W/ 6370 1/2 I/E
 Ducts: USC B 85 2-1/2" I.D. 2000 RUSCHHORN
 COND. A.C.B.R. CHURCH (BUNDLED) - INSULATORS M & S 50000 LBS
 M & S 50000 LBS
 DEAD END

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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5. SEE PWR LINE AND
 6. 10-70000 LBS. 10-70000 LBS.

REVISION DATE APPROVED REFERENCE DRAWINGS

10/21/80 180 1502 7193 208 140 1 XAN PLAN PRS 1 GRIZ-MALN

BOUNT OF WAY
 DEPT. OF
 10/21/80
 180
 1502
 7193
 208
 140
 1 XAN
 PLAN
 PRS
 1 GRIZ-MALN

RESPONSE
 10/21/80
 180
 1502
 7193
 208
 140
 1 XAN
 PLAN
 PRS
 1 GRIZ-MALN

APPROVAL
 10/21/80
 180
 1502
 7193
 208
 140
 1 XAN
 PLAN
 PRS
 1 GRIZ-MALN

138240DTM-D NO 102-1

STATE OF OREGON; COUNTY OF KLAMATH; ss.

Filed for record at request of Portland General Electric Company
this 19 day of May 1967 at 2:00 o'clock p M., and
duly recorded in Vol. M-61, of Misc. on Page 3753

DOROTHY ROGERS, County Clerk

Fee 49.50

By Louise M. Krutson