

**Arthur R. Bowman Dam Safety of Dams Modifications Crooked River Project,
Oregon Environmental Assessment
Addendum**

Background

In February of 2010, Reclamation prepared an Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA) for a project to construct a 6-foot-high concrete parapet wall on the upstream side of the dam to provide for emergency storage. The EA identified no significant impacts to relevant resources in the project area. Reclamation signed a Finding of No Significant Impact (FONSI) for this project.

It has since been identified that Oregon State Highway 27 would need to be closed for a maximum of 26 days after the Labor Day holiday to allow for placement of the parapet wall across the roadway, subgrading, and paving of the highway the full length of the dam. This document analyzes the additional action to determine if there are any significant impacts.

Proposed Action

Reclamation would construct a 6-foot-high concrete parapet wall on the upstream side of the dam crest and raise a section of the existing spillway walls. Construction of the concrete parapet wall would provide approximately 30,000 acre-feet of additional emergency or surcharge storage above the dam crest elevation to protect up to a 21,000-year flood event. The project will be the same as described in the EA, except that Oregon State Highway 27 will need to be closed for a maximum of 26 days. The closure is necessary in order to install the parapet wall across the existing road, subgrade and aggregate base course preparation, and laying asphalt pavement. The 26 day road closure cannot begin prior the day after Labor Day and will have to be complete before October 15th. Reclamation has obtained permission from Oregon Department of Transportation to lay asphalt pavement between September 30th and October 15th as long as temperatures are above 40 degrees Fahrenheit. All paving operations must be completed by October 15th.

Affected Environment and Environmental Impacts

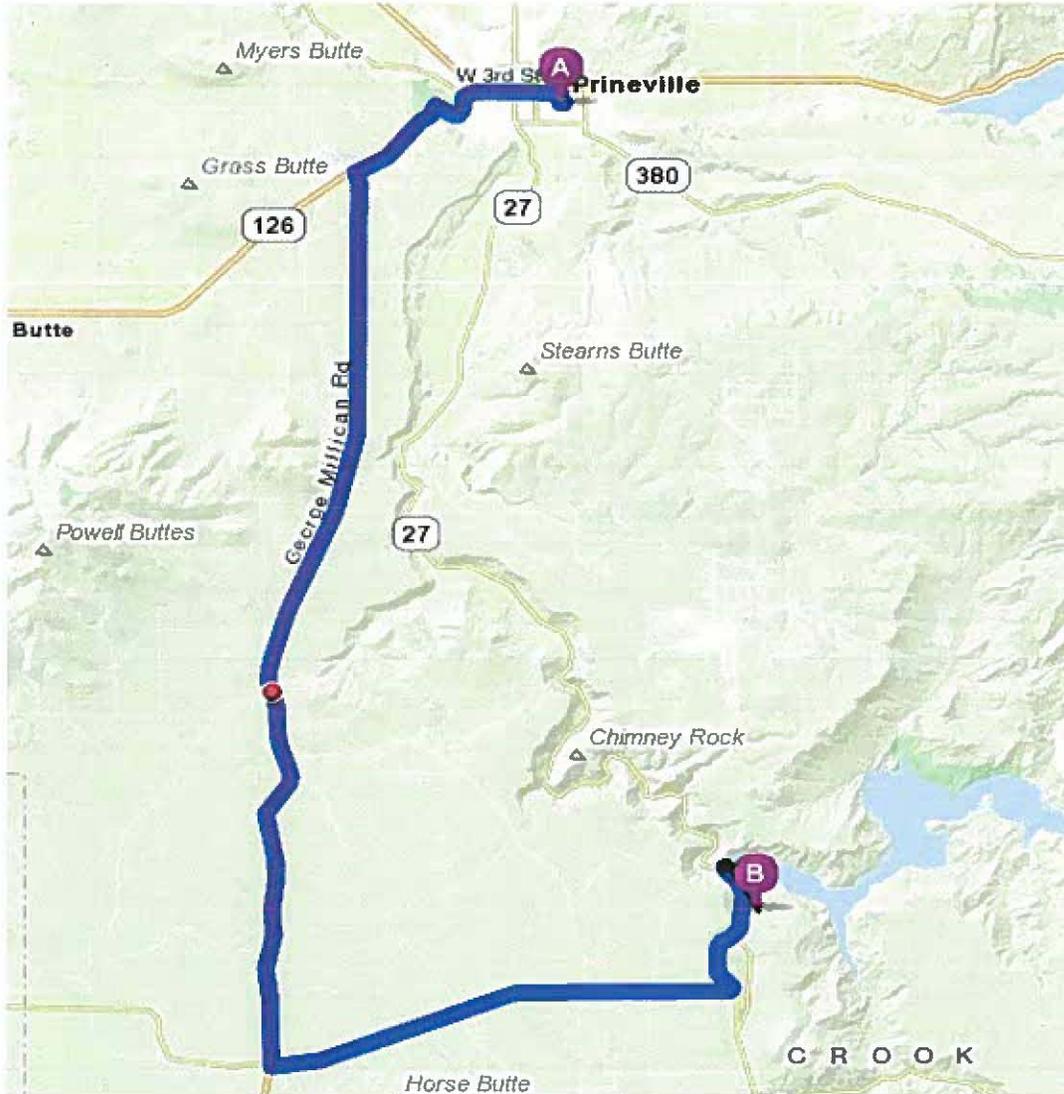
All impacts to the existing environment are similar in intensity and location to those described in the EA, except to transportation and recreation. Construction methods would be the same as described in the EA with the exception of the additional work listed above. The added work requires additional discussion of the two resources affected, transportation and recreation.

Transportation

The closure of Oregon Highway 27 for the 26 day period beginning the day after Labor Day would require the use of an alternative route to reach the Powder House Cove boat

ramp from the city of Prineville, Oregon. The alternative route would require travelers from Prineville to take Oregon Highway 126 (Ochoco Highway) to George Millican Road, then head south on George Millican Road to Southwest Reservoir Road, then head east to Highway 27, and north on Highway 27 to the turn off for the Powder House Cove boat ramp. A map of the alternative route is given as Figure 1.

Figure 1 Alternative Route



The original route to the boat ramp is 22 miles long and the alternative route described above is 28 miles. The alternative route is paved and in good condition. The impact to transportation due to the road closure would be temporary and there would be no significant impacts.

Signs giving the dates of closure and the alternative route will need to be posted well in advance of the dates of closure.

Users of the Powder House Cove from the Bend, Oregon area will not be affected by the road closure, as they do not travel through Prineville to access to the reservoir.

Recreation

The current proposal to close the road on top of Bowman Dam for 26 days after Labor Day Weekend would have minor impacts to the recreating public. Currently, the distance from Prineville, OR to Powder House Cove Boat Ramp is 22 miles along Highway 27; the alternate route is approximately 28 miles in distance. Recreation users from Bend, OR will not be impacted by the closure, since the majority of the public does not go through Prineville, OR to get to Powder House Cove boat ramp. It is important that the public will be informed well in advance and signs should be posted at the beginning of Highway 27 just outside of Prineville, OR prior to the closure. Campers downstream of the dam wanting to access the reservoir during the road closure will have additional distance to drive but will also be able to use the boat ramp at Jasper Point as an alternative. This impact would be temporary in nature and would not be significant.

Conclusion

Since no new significant effects were identified in this document, the existing FONSI should also apply to the closure of Highway 27 for the 26 day construction and paving period.

RECOMMENDED:

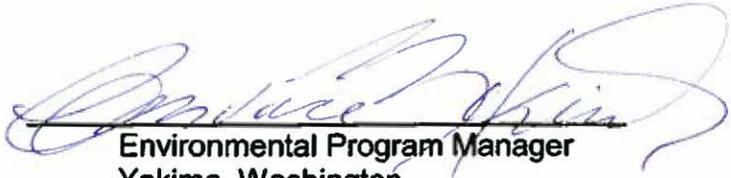


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2/28/11

Date

CONCUR:

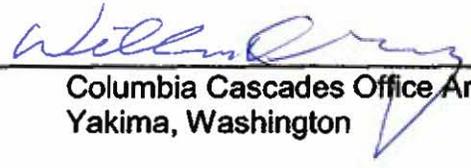


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APPROVED:



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