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January 21, 2015
File No.: 129316.1026

Ms. Kirsten Walli
Board Secretary
Ontario Energy Board
Yonge-Eglinton Centre
P.O. Box 2319
2300 Yonge Street, Suite 2700
Toronto ON M4P 1E4

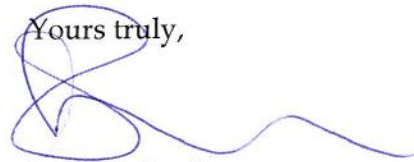
Dear Ms. Walli:

**Re: wpd Sumac Ridge Incorporated (the "Applicant")
EB-2013-0442**

Pursuant to Procedural Order No. 3, enclosed please find two copies of the Applicant's Response to Board Staff's and Elizabeth Salmon's Supplemental Interrogatories.

Should you have any questions, please do not hesitate to contact me.

Yours truly,



Ingrid Minott

IM/dl

TORONTO

MONTREAL

OTTAWA

CALGARY

VANCOUVER

NEW YORK

LONDON

SYDNEY

IN THE MATTER of the *Ontario Energy Board Act, 1998*, S.O.
1998, c. 15, Schedule B, (the “OEB Act”);

AND IN THE MATTER of an Application by wpd Sumac
Ridge Incorporated for an Order or Orders pursuant to section
41(9) of the *Electricity Act, 1998*, S.O. 1998, c. 15, Schedule A
establishing location for the applicant’s distribution facilities
on public road owned by the Municipality of Kawartha Lakes,
Ontario, as set out in this application.

**WPD SUMAC RIDGE INCORPORATED (“wpd” or the “Applicant”) RESPONSE TO
SUPPLEMENTAL INTERROGATORIES**

1 **Response to Board Staff Supplemental Interrogatories**

2 **Interrogatory 1**

3 (a) What is the length (in metres) of the distribution system segment that is proposed to be
4 located along Gray Road?

5 (b) What is the length (in metres) of the distribution system segment that is proposed to be
6 located below Wild Turkey Road?

7 (c) The Location Drawing related to Gray Road indicates that 22 poles are to be located
8 along Gray Road. Please provide the height of the poles and the minimum, maximum
9 and average distance between the poles?

10 (d) The boundaries of the right-of-way along Gray Road are noted by the blue lines in the
11 related Location Drawing. Please provide the width of the right-of-way? Are all the
12 poles to be located within the right-of-way boundary?

13 (e) The poles for the overhead segment are proposed to be located on the south side of
14 Gray Road. Please provide a description of the properties that are located along the
15 route of the overhead line.

- 1 (f) Please provide a description of the properties near the segment to be located below Wild
2 Turkey Road.
- 3 (g) At what distance from the existing property lines are the poles for the overhead line to
4 be situated? How was this distance determined and why is it an appropriate distance?
- 5 (h) Were the locations of the facilities noted in the Location Drawings determined in
6 consultation with City of Kawartha Lakes Public Works staff?
- 7 (i) Were the Location Drawings provided to the City for comment/input and what has the
8 City's response been?
- 9 (j) Please provide a description of any "other" infrastructure (such as telephone
10 lines, electricity lines or natural gas lines) that is currently located along the affected
11 sections of Gray Road and Wild Turkey Road. Please explain if any of the existing
12 "other" infrastructure will be affected by the location of the facilities that are proposed
13 in this application and what steps has wpd Sumac Ridge taken to address any
14 locational issues with the owners of these facilities. In your response please also
15 indicate if the owners of these facilities are aware of wpd Sumac Ridge's proposal
16 regarding the location of the distribution facilities and whether they were consulted in
17 determining the proposed locations.

18 **RESPONSE**

- 19 (a) The portion of the distribution system that is proposed to be located along Gray
20 Road is approximately 1750 metres.
- 21 (b) The portion of the distribution system that is proposed to be located below Wild
22 Turkey Road is approximately 20 metres.
- 23 (c) The poles that are proposed to be located along Gray Road vary in height and will
24 consist of poles that are approximately 13.7 metres, 15.3 metres and 16.8 metres high.

1 The minimum distance between the poles is approximately 78 metres and the
2 maximum distance is 95 metres. The average distance between the poles is
3 approximately 90 metres.

4 (d) The width of the right-of-way along Gray Road is approximately 20 metres. The
5 Applicant intends to locate all poles within the right-of way boundary.

6 (e) The properties that are located on Gray Road along the route of the overhead line are
7 zoned for agricultural use and the legal description of the properties are as follows:

8 South of Gray Rd

- 9 • 632660148 - PT LT 11 CON 6 MANVERS AS IN R332313; S/T LIFE
10 INTEREST IN MV84201; S/T MVB15717, MVB16364; KAWARTHA LAKES
- 11 • 632660150 - PT LT 11 CON 6 MANVERS AS IN R337715; S/T MVB15718,
12 MVB16363; KAWARTHA LAKES
- 13 • 632660153 - PT LT 12-13 CON 6 MANVERS AS IN MV97709; S/T MVB15719,
14 MVB15720, MVB16361, MVB16362; KAWARTHA LAKES
- 15 • 632660157 - E1/2 LT 13 CON 6 MANVERS; S/T MVB15721, MVB16360;
16 KAWARTHA LAKES
- 17 • 632660158 - N1/2 LT 14 CON 6 MANVERS EXCEPT PT 1, 9R2356; S/T
18 MVB15722, MVB16335; KAWARTHA LAKES

19 North of Gray Rd

- 20 • 632660129 - PT LT 11 CON 7 MANVERS AS IN R444756; S/T MV40073;
21 KAWARTHA LAKES
- 22 • 632660134 - PT LT 12-13 CON 7 MANVERS AS IN MV94949; S/T MV36323;
23 KAWARTHA LAKES
- 24 • 632660136 - PT LT 13-14 CON 7 MANVERS AS IN R314310; S/T MV36322;
25 KAWARTHA LAKES

(f) The properties that are located near the segment to be located below Wild Turkey Road are zoned for agricultural use and the legal description of the properties are as follows:

- 632660160 - S1/2 LT 14 CON 6 MANVERS S/T LIFE INTEREST IN MV72403; KAWARTHA LAKES
- 632660164 - S1/2 LT 15 CON 6 MANVERS SUBJECT TO AN EASEMENT IN GROSS AS IN KL58010 CITY OF KAWARTHA LAKES

(g) The poles for the overhead line will be situated approximately 3-5 metres from the existing property lines. This distance was determined using HONI's standard applicable to distribution lines on private properties, which is a more stringent standard as compared to the standard applicable to distribution lines situated in road allowances. The distance between the centerline of the distribution line and the property lines (Gray Road right-of-way boundary) was determined based on the insulator length (0.584 m), pole tip diameter (0.409 m), swing distance (1.32 m) and buffer (3 m), which results in a total of 5.013 m. A topographic survey of Gray Road revealed that Gray Road is not a straight road and at a certain point, approximately half way along the route of the distribution line, Gray Road is closer to the existing property lines and therefore cannot accommodate a 5 m distance. To account for this variance, the Applicant applied a lower buffer value so that the distribution line would be 3.1 m from the edge of the right-of-way.

The Applicant also determined that 3-5 m was an appropriate distance because this distance would ensure that the poles are located outside the traveled portion of the trail on Gray Road to avoid recreational users of the trail, while also being situated at an appropriate distance away from the existing property lines to ensure that the pole anchors are located within the right-of-way.

(h) The Applicant and the City of Kawartha Lakes (the "City") held an initial meeting to discuss the route and location of the proposed facilities. During this initial meeting,

1 the Applicant provided the City with preliminary drawings of the location of the
2 distribution system and the City advised the Applicant that a portion of Gray Road
3 was used as a recreational trail. As noted above, in the Applicant's response to
4 supplemental interrogatory 1(g), the Applicant attempted to address these concerns
5 in its designs. Based on the discussions that occurred during this initial meeting with
6 the City, it became apparent to the Applicant that the parties would be unable to
7 reach an agreement.

8 (i) The Applicant provided the City with location drawings substantially similar to the
9 drawings included in the Applicant's pre-filed evidence. However, the additional
10 location drawings prepared and filed by the Applicant in response to Board Staff's
11 interrogatories have not been provided to the City. The City did not appear to have
12 any objections to the proposed route when it was presented with the location
13 drawings. Instead, the disagreement between the Applicant and the City arose from
14 the City's requirement that the Applicant conduct an additional environmental
15 assessment, and the requirement that the Applicant wait for the REA process to be
16 completed.

17 (j) To the Applicant's knowledge, there are no other existing infrastructures located
18 along Gray Road and Wild Turkey Road that will be affected by the proposed
19 facilities. As is common practice, the Applicant will retain ON1Call to complete a
20 locate search prior to beginning construction.

21

22 **Response to Supplemental Interrogatories of Elizabeth Salmon**

23 **Colour Map – Plan View of a 44Kv Collector Line – Dated November 13, 2014**

24 **Interrogatory 1 (Paragraph 4):** It is not established how the Applicant determined the width
25 and location of the road allowance along Gray Road in the colour map. Please clarify by
26 what process the Applicant made these determinations.

1 **RESPONSE**

2 An Ontario certified surveyor retained by the Applicant conducted a physical survey of the
3 location of the proposed distribution system and surrounding area. The surveyor then
4 converted the data it collected into drawings, using the AUTOCAD design and
5 documentation software. The drawings were provided to the Applicant's consultants who
6 in turn superimposed the drawings over an aerial image of the area surveyed (which image
7 was obtained using ExpertGPS) to provide a general picture of area.

8 **Interrogatory 2 (Paragraph 5):** There is no indication that the City of Kawartha Lakes was
9 consulted as to its location and specific dimensions. Please clarify that this consultation in
10 fact took place.

11 **RESPONSE**

12 Please see the Applicant's response to Board Staff's supplemental interrogatory 1(h) and (i).

13 **Interrogatory 3 (Paragraphs 6-9):** The location drawing superimposed over what appears to
14 be a Google earth map does not match the actual landscape on the ground. The Applicant
15 does not identify the source of the aerial map. Please identify the source of the aerial map.

16 **RESPONSE**

17 The aerial map was obtained using ExpertGPS and was included in the Applicant's
18 materials to provide a general picture of the relevant area and assist the Board with
19 determining the location of the distribution line within the road allowance. The imagery
20 was intended to be used as a general reference and, while there are minor discrepancies and
21 variations of approximately 10-25 metres between the image and the physical landscape, the
22 aerial image matches the critical objects, including Highway 35 and Gray Road. However,
23 due to the apparent confusion regarding the aerial image, the Applicant has provided a
24 revised plan view of the overhead distribution line without aerial image, which is attached
25 at Appendix "A".

Interrogatory 4 (Paragraph 10): The colour map also describes two areas as being 'carniferous forests'. There are no such known vegetative communities. Please clarify what was meant by 'carniferous forests'.

RESPONSE

"Carniferous" as it is used on the map is a spelling error. The appropriate term is "coniferous forest".

Interrogatory 5 (Paragraph 11): As can be seen, the colour map is vague and missing relevant information. The Intervenor requests that the Applicant clarify and correct the mapping errors contained in the colour map.

RESPONSE

Please see revised plan view of the overhead distribution line without aerial image, which is, attached at Appendix "A".

Interrogatory 6 (Paragraph 12): The Intervenor also requests that clarification and correction of the information missing on the colour map listed as follows be provided by the Applicant:

(a) The aerial source map is not identified. There is no legend or scale in the colour map. There are no distances marked on the colour map. The distance of the overhead distribution line along Gray Road is not marked. The length of the distribution system segment that is proposed to be constructed below Wild Turkey Road is not recorded on the map. Wild Turkey Road, which is also subject to this Application before the Board, does not appear on the colour map. Please clarify and correct these omissions.

(b) The Applicant marks several areas in the colour map as being "top of bank" and "bottom of bank". There are no elevation levels or widths between the top of bottom of banks marked. There are no distances of how long each bank extends in any direction

1 marked. Please clarify and correct these omissions.

2 (c) There are several water features adjacent to and that cross the Gray Road road
3 allowance that are not marked on the colour map. Culverts, drainage areas and/or
4 ditches might be required since the water table is at ground level for a section of Gray
5 Road. There is no indication of such features in the colour map. Please clarify and
6 correct these omissions.

7 (d) The route of the distribution line is marked in the wrong location being to the north of
8 the actual location of the road allowance Gray Road. The marked top and bottom of
9 banks are located on private property and have nothing to do with the proposed
10 route. There are banks of different height, width and length along portions of the
11 Gray Road allowance. They are not marked on the colour map. Please clarify and
12 correct these omissions.

13 **RESPONSE**

14 (a) As noted above, the source of the aerial map is ExpertGPS. There is a legend and a
15 scale on the map filed on December 5, 2014 in response to Board Staff
16 interrogatories, and the distance is also identified on the map as being 30 metres.
17 These features and indicators are also included on the revised plan view of the
18 overhead distribution line without aerial image, which is attached at Appendix "A".
19 It is not possible to identify all of the relevant measurements on the map as this
20 would make the map unreadable. However, the scale provided on the map can be
21 used to determine all of the relevant measurements including, the distance of the
22 overhead distribution line along Gray Road and the length of the collector line that is
23 proposed to be constructed below Wild Turkey Road. Wild Turkey Road is
24 separately identified on the map included in the Applicant's pre-filed evidence
25 submitted in respect of this Application.

26 (b) Changes in elevations were considered in the design of the distribution system, but
27 were not identified on the map to ensure readability. The length of the banks can be

1 estimated based on the scale included on the revised plan view of the overhead
2 distribution line without aerial image, which is attached at Appendix "A".

3 (c) The Applicant will only use distribution poles and does not intend to upgrade the
4 road surface at the time of construction. As the Applicant will not be using culverts,
5 drainage and ditches, water bodies do not need to be considered.

6 (d) Please see the Applicant's response to interrogatory 3, above and the revised plan
7 view of the overhead distribution line without aerial image, which is attached at
8 Appendix "A". The scale on the revised plan view can be used to determine the
9 height, distance, width and length of the distribution line.

10 **Interrogatory 7 (Paragraph 13):** The Applicant did not provide topographic information.
11 The subject area is dominated by the Peterborough Drumlins and the Oak Ridges Moraine.
12 There are significant changes in elevation in the subject area. Please clarify how the
13 Applicant will handle significant changes in topography and elevation when constructing
14 the distribution line along the Gray Road allowance.

15 **RESPONSE**

16 There is no significant change in elevation along the proposed route of the distribution line.
17 At the time of construction, the Applicant will maintain the required ground clearance to
18 account for small changes in elevation along the proposed route of the distribution line.

19 **Interrogatory 8 (Paragraph 14):** The Applicant has not provided justification for the number
20 of hydro poles (22) planned to be constructed along the unopened, unmaintained road
21 allowance known as Gray Road. The colour map contains the first documentation of the hydro
22 poles and the number planned to be strung along the local heritage trail. The colour map
23 supplied by the Applicant does not indicate the distances between the poles. Please clarify and
24 correct these omissions.

25 **RESPONSE**

1 The number hydro poles are provided for preliminary purposes only. These numbers may
2 be adjusted at the time of construction. In addition, please see the Applicant's response to
3 1(g) of Board Staff's supplemental interrogatory.

4
5 **Interrogatory 9 (Paragraph 15):** There are two trail or other access routes to private
6 properties along this road allowance. It appears that at least one hydro pole might be
7 positioned in the middle of one of the access routes to private property. Please clarify the
8 locations of the poles as they relate to all access points along the route.

9 **RESPONSE**

10 As noted above, in the Applicant's response to interrogatory 3, there are small variations
11 between the physical landscape and the map provided as a result of the AUTOCAD
12 drawing being superimposed over an aerial image of the location. However, to the best of
13 the Applicant's knowledge, there are no hydro poles located in access routes to private
14 property. To the extent that this appears to be the case, the Applicant will remove or relocate
15 such poles at the time of construction.

16 **Interrogatory 10 (Paragraph 16):** The Applicant did not provide the distances from the existing
17 property lines to the poles on the map or an explanation as to why such a distance is derived.
18 Infrastructure such as telephone lines or other infrastructure that might be within Wild
19 Turkey and Gray Road allowances is not marked on the maps provided by the Applicant.
20 Please clarify and correct these omissions.

21 **RESPONSE**

22 Please see the Applicant's response to Board Staff's interrogatory 1(g) and (j). The map
23 shows the typical clearances and distances for the proposed route. As noted above,
24 identifying all distances on the map would make it unreadable. However, the scale included
25 on the revised plan view of the overhead distribution line, which is attached at Appendix
26 "A" can be used to determine the distances desired.

Interrogatory 11 (Paragraph 17): The colour map does not provide the width of the road allowance along Gray Road or the width sections of Gray Road which vary along its length. Please clarify and correct this omission.

RESPONSE

The width of the road allowance along Gray Road is included on the cross-section filed on December 5, 2014. In addition, please see the revised cross-section, which is attached at Appendix "B".

Interrogatory 12 (Paragraph 18): The Applicant has not provided any mapping regarding the collector line crossing below ground at Gray Road. Please clarify this omission and provide this information.

RESPONSE

Information regarding the collector line crossing below ground at Gray Road is included in the pre-filed evidence submitted in respect of the Application.

The Black and White Cross Section Drawing for 44 Kv Collector Distribution Line Dated November 20, 2014

Interrogatory 13 (Paragraph 19): The Intervenor seeks clarification of missing, erroneous and/or incomplete information contained in the two cross section drawings provided by the applicant as follows:

(a) There is no indication what specific part of the road allowance Gray Road the smaller cross section diagram refers to. There is great variation in the environmental communities along the length of the unopened road allowance. Please clarify and correct this omission.

(b) The cross section map indicates the gravel to gravel edge of the Gray Road allowance is 2.9 m. Much of the road allowance contains little if any gravel. The width of Gray Road varies along its length, as does its soil composition. The width of 2.9 metres

1 will not allow for passage of construction vehicles required to erect 22 hydro poles.
2 The road allowance is not a through passage. There is no diagram or mapping that
3 indicates where a turnaround will be constructed to accommodate vehicular traffic.
4 Please clarify and correct this omission.

5 (c) The cross section diagram does not account for water features found within and/or
6 that cross Gray Road. The cross section diagram does not account for possible
7 culverts and drainage areas or ditches that may be necessary since the water table is at
8 ground level for a section of Gray Road. Please clarify and correct these omissions.

9 (d) The cross section diagram does not list soil conditions. Soil structure varies along the
10 length of Gray Road from silt/gravel loam to sand loam to sand. Please clarify and
11 correct these omissions.

12 (e) There is no information in the cross section diagram that addresses or considers
13 banks found along the road allowance. Please clarify and correct this omission.

14 (f) The cross section diagram does not account for the location of other utilities or
15 infrastructure found along the road allowance. Please clarify and correct these
16 omissions.

17 (g) The cross section diagram indicates there is an undescribed 6.8 m zone to the
18 apparently north side of the gravel edge of the road allowance Gray Road. The
19 diagram suggests the 6.8 m is a clear zone devoid of vegetation. The unopened road
20 allowance Gray Road is heavily treed, including trees over 100 years old. Gray Road is
21 host to numerous other vegetative communities including shrubs, native groundcover
22 plants, grasses and vines. Please clarify and correct this omission.

23 (h) The cross section diagram indicates there is a clear zone of 3 m on the south side of the
24 road allowance Gray Road marking the existing line of vegetation to the south of the
25 hydro pole in the diagram. This is inaccurate. The south side of Gray Road is heavily

1 vegetated. Please clarify and correct this error.

2 (i) Furthermore, the legend in the upper right hand corner of the diagram under Notes
3 states: *"Trees within 3 meters to the centre of the distribution line will be brushed before line*
4 *construction"*. The cross section diagram does not account for a 3 m clear zone on the
5 south side of the hydro pole. Please clarify and correct this omission.

6 (j) The Applicant has not provided cross section diagrams regarding the collector line
7 below ground crossing Gray Road or Wild Turkey Road allowances. Please clarify
8 and correct these omissions.

9 (k) The second larger diagram which includes the unopened, unmaintained road allowance
10 known as Wild Turkey Road does not provide specific information on the collector
11 line planned to be constructed below and to cross this road allowance. Please clarify
12 and correct these omissions.

13 (l) There is no indication of the vegetation that exists where the collector line is to cross
14 the road allowance Wild Turkey Road. Please clarify and correct this omission.

15 (m) There are no distances marked that define the length of the collector line. Please clarify
16 and correct this omission.

17 (n) This diagram shows an access road running parallel to the road allowance Wild
18 Turkey Road. This access road is not in the Sumac Ridge application which received
19 approval. There are no dimensions provided for this apparently new access road
20 including length, width and composition. The diagram suggests the collector line will
21 cross the new access road as well as the new access turn to Turbine #5 as well as crossing
22 Gray Road. The mapping information at this juncture supplied is confusing. This
23 confusion is compounded by what appears to be the original access turn to Turbine #
24 5 from Wild Turkey Road originally planned as the access route also included in the
25 diagram. Please clarify and correct these issues.

1 **RESPONSE**

2 (a) The cross-section is a general representation of Gray Road in its entirety.

3 (b) The Applicant does not intend to do any road work on Gray Road at the time of
4 construction.

5 (c) As the Applicant does not intend to do any road work on Gray Road, there is no
6 need to consider culverts, drainage and ditches.

7 (d) The Applicant does not anticipate that soil conditions will affect the construction of
8 the distribution line.

9 (e) The cross-section is a general representation of Gray Road in its entirety post-
10 construction.

11 (f) Please see the Applicant's response to Board Staff's supplemental interrogatory 1(j).

12 (g) The cross-section diagram of Gray Road is a representation of Gray Road in its post
13 construction state.

14 (h) The cross-section diagram of Gray Road is a representation of Gray Road in its post
15 construction state.

16 (i) The cross-section diagram of Gray Road is a representation of Gray Road in its post
17 construction state.

18 (j) A Cross-section diagram regarding the collector line crossing below ground at Wild
19 Turkey Road was provided in the pre-filed evidence submitted in respect of this
20 Application.

21 (k) The pre-filed evidence submitted in respect of this Application and the additional
22 evidence filed by the Applicant on September 18, 2014 in response to Board Staff's

1 interrogatories contains all the necessary information regarding the collector line
2 that crosses below Wild Turkey Road.

3 (l) The cross-section diagram of the crossing at Wild Turkey road is a post-construction
4 representation.

5 (m) The scale on the map of the collector line below Wild Turkey Road filed by the
6 Applicant on September 18, 2014 in response to Board Staff's interrogatories can be
7 used to determine the length of the collector line.

8 (n) Please see revised cross-section, which is attached at Appendix "B".

9 **Additional Concerns – Location Drawings**

10 **Interrogatory 14 (Paragraph 20):** The September 8, 2014 Board Staff Interrogatory requested
11 that colour photographs of the affected sections be provided including colour photographs of
12 the proposed facilities to be located in and along the undeveloped, unopened road allowances
13 known as Gray Road and Wild Turkey Road. There are no colour photographs provided in
14 the December 5, 2014 response from the Applicant. Please clarify and correct this omission.

15 **RESPONSE**

16 The colour photographs were filed with the Board on September 18, 2014 with the
17 Applicant's Response to Interrogatories.

18 **Interrogatory 15 (Paragraph 21):** The Applicant did not provide answers to questions posed
19 by the Board involving the Sumac Ridge Environmental Review Tribunal appeal. These
20 issues included the impact on the location of the distribution facilities if the appeal is
21 successful, outlining the risks and ramifications if construction of the proposed facilities is
22 delayed, whether the Applicant proposes to commence construction of the facilities that are the
23 subject of this application before it receives a decision on the REA appeal and if it is the
24 Applicant's intention to commence construction prior to the decision on the appeal, to
25 provide the reasons for such an approach. Please clarify and correct these omissions.

1 **RESPONSE**

2 The answers were provided by the Applicant in its Response to Interrogatories filed with
3 the Board on September 18, 2014.

4 **Interrogatory 16 (Paragraph 22):** The Applicant also did not provide, as requested by the
5 Board on September 8, 2014, the most up-to-date Construction Schedule for the complete
6 project or identify the date when construction of the facilities (that are the subject of this
7 application) are planned to commence. This has not been provided in the response of
8 December 5, 2014. Please clarify and correct this omission.

9 **RESPONSE**

10 An up-to-date Construction Schedule was filed with the Board on September 18, 2014 with
11 the Applicant's Response to Interrogatories.

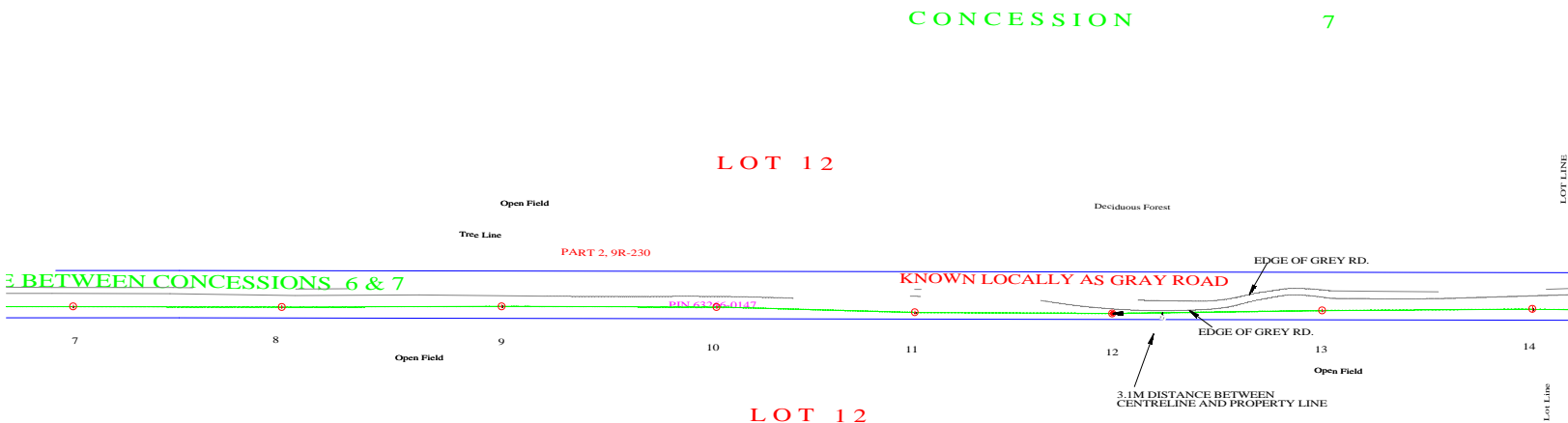
12 **Interrogatory 17 (Paragraph 23):** Board Staff Interrogatories dated Monday September 8,
13 2014 also requested a response as to whether the Applicant reached an agreement with the
14 city regarding the city's stated concerns and if an agreement has been reached, to indicate if the
15 Applicant will be filing a letter/document with the Board as has been requested by the city, or
16 if the Applicant objects to the city's request, to provide reasons for the objection. The City of
17 Kawartha Lakes did respond; the Applicant has not. Please clarify and correct this omission.
18 All details of any fail safe/safety/backup systems in the event of a failure in the
19 transmission line. Provide details of any measures that will be taken to prevent
20 electrification of the surrounding lands in the event of a failure in the transmission line.

21 **RESPONSE**

22 The Applicant provided a response in its Response to Interrogatories filed with the Board on
23 September 18, 2014. Additional correspondence regarding this matter was filed by the
24 Applicant on November 6, 2014.

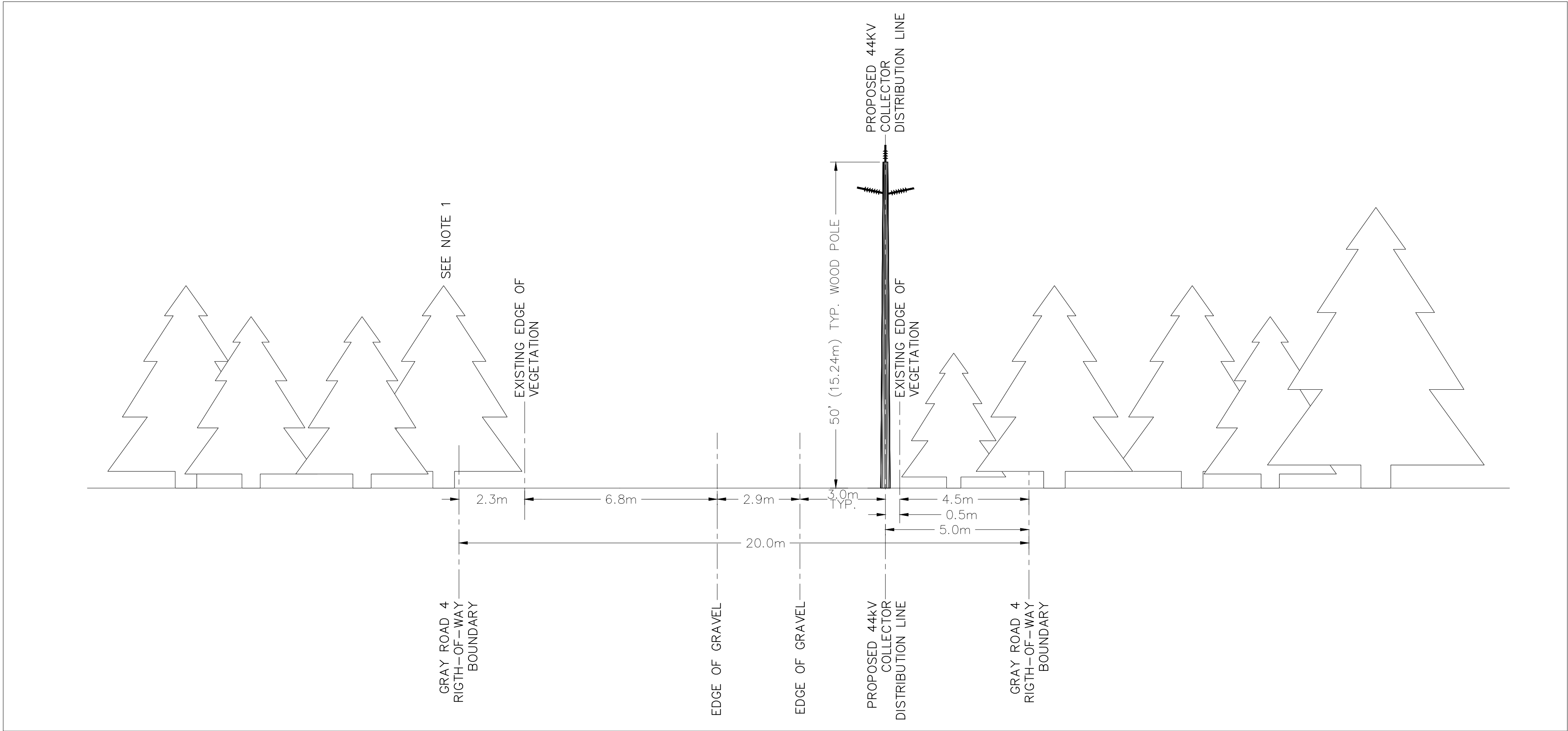
APPENDIX "A"

**PLAN VIEW OF 44KV COLLECTOR DISTRIBUTION
LINE**

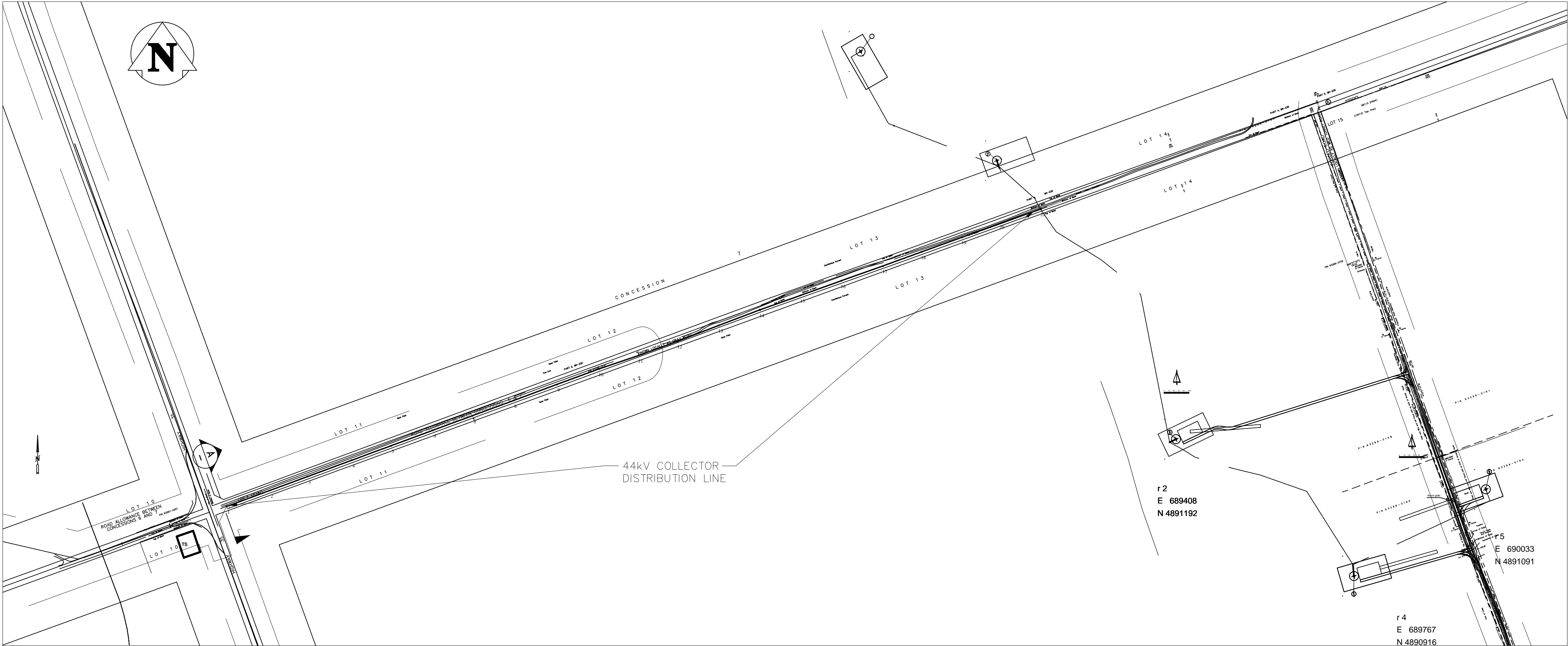
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APPENDIX "B"

**CROSS-SECTION DRAWING FOR 44KV
COLLECTOR DISTRIBUTION LINE**



SECTION A
NTS



PLAN VIEW
1: 5000

REFERENCE DRAWINGS	
NO.	DESCRIPTION

NOTES:

- TREES WITHIN 3 METERS TO THE CENTER OF DISTRIBUTION LINE WILL BE BRUSHED BEFORE LINE CONSTRUCTION.

C	2015.01.19	ISSUED FOR REVIEW	DB	SAm	SAm	RE	
B	2014.11.28	ISSUED FOR REVIEW	AMC	SAm	SAm	RE	
A	2014.11.21	ISSUED FOR REVIEW	DB	SAm	SAm	RE	
NO.	DATE	DESCRIPTION	PREPARED	REVIEW	DESIGN	AUTHORIZE	
REVISIONS/ISSUE			DRAFTING	ENGINEERING			

SEAL

PERMIT STAMP

PRELIMINARY
DRAWING

NOT TO BE
USED FOR
CONSTRUCTION

DESIGNED BY: S. AMJAD	PREPARED BY: D. BOWERS	REVIEWED BY: R. EFTEKHARI
AUTHORIZED BY: R. EFTEKHARI	DATE: 2014.11.20	SCALE: AS NOTED

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