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Arizona Corporation Commission
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December 14, 2004

Colleen Ryan, Supervisor
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Arizona Corporation Commission
1200 W. Washington
Phoenix, AZ 85007

AZ CORP COMMISSION
DOCUMENT CONTROL

2004 DEC 16 P 4: 50

RECEIVED

Re: In the matter of Salt River Project *et al.*
Docket No. L-00000B-04-0126

Dear Ms. Ryan:

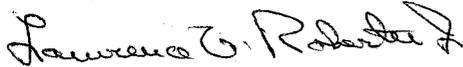
Enclosed for filing are an original and twenty-five (25) copies of a substitute second page for the "Transmission Routing Report on Pinal West - Santa Rosa/ Southeast 500 kV for Save Our Valley Association" as submitted by the Save Our Valley Association ("SOVA") last Friday as a part of its direct case presentation in the above-referenced proceeding. In reviewing the aforementioned report in connection with the public hearings which will resume later this week, we ascertained that a portion of the description of the electric transmission line route proposed by SOVA was in error. More specifically, the alternative routes included in that description reflected SOVA's thinking at an earlier point in time. SOVA's proposing only one route.

Enclosed for substitution by you and all persons/ parties receiving SOVA's filing of last Friday is a substitute second page in both "redlined/ strikethrough" and "clean" versions. The "redlined/ strikethrough" version identifies the nature and location of the changes we are making. The "clean" version reflects how the language of the report and SOVA'S route recommendation should read as so corrected.

Colleen Ryan, Supervisor
December 14, 2004
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Please contact me in the event you should have any questions regarding the enclosed materials or the above information. Thank you for your assistance.

Sincerely,



Lawrence V. Robertson, Jr.

LVR:cl

cc: All Parties of Record
Save Our Valley Association
Kenneth Carothers
Gary Rich

enclosures

The result of the study conducted for SOVA is a recommendation that the proposed SRP Pinal West - Santa Rosa/Southeast Valley 500 kV transmission line follow the APS Certificated Gila Bend - Santa Rosa 230 kV corridor from Pinal West Substation to the vicinity of Teel and Ralston Roads as the preferred alignment. It is suggested that in the section of State Trust Land bounded by Miller and Barnes on the north and south and Warren and Ralston Roads on the east and west the alignment be moved to the edges of the section instead of diagonally through the section, as APS's current CEC for the 230 kV line provides.

B. Proposed SOVA Route - APS Certificated 230 kV Alignment

The proposed SOVA Route extends south from Pinal West Substation along the TEP Westwing - South 345 kV line through flat open sparsely vegetated terrain. About three-fourths of a mile south of Pinal West the route enters BLM transmission corridor. Approximately one-fourth mile further south the route begins to climb through a rocky foothill area reaching a narrow saddle at a point approximately two miles south of the Pinal West Substation before descending into and through a detention basin for storm water runoff for a distance of about one mile. The route then continues through flat open sparsely vegetated land about one additional mile before existing the BLM at Miller Road. The route continues to parallel the TEP corridor through private land for approximately one mile to Barnes Road before turning east. This section of line would be constructed on lattice steel structures with dulled galvanized steel finish and non-specular conductor to minimize visual impacts.

The private land from Miller Road to the intersection with the SRP Preferred Route is flat open with sparse vegetation. The first area of multiple rural residences is encountered between Miller and Barnes Road. At this point the SOVA Route is in the same corridor as the TEP 345 kV line. After turning east paralleling Barnes Road the second area of multiple rural residences is encountered between Hidden Valley Road and Warren Road. The present rural residential development is primarily south of Barnes Road, but is on the north side as well. The section of land between Warren and Ralston Roads is State Trust Land and the route would parallel the southern boundary of this section to Ralston Road. The currently permitted APS 230 kV route runs diagonally through this section. ~~At this point there are two options. One is to parallel Ralston Road to Teel Road where it would intersect with the SRP Preferred Route. The route SOVA is proposing second would be to parallel Ralston Road north to Miller Road then east along Miller Road to White Road. The alignment then parallels White Road to Teel Road intersecting with the SRP Preferred Route at that point. SOVA can support use of either option.~~

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