



3500 SW Fairlawn Rd., Suite 101
Topeka, KS 66614

Return Service Requested

Spearville-Axtell (KETA)

345 KV TRANSMISSION LINE PROJECT



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Letter from the President

Dear Friends,

The fifth-hottest summer on record in the State of Kansas could not slow down the progress of the Spearville-Axtell (KETA) high-voltage transmission line project. In fact, Phase I line construction north from Spearville is currently ahead of schedule and well on its way to completion. That's great news for everyone associated with this project, including landowners, citizens, local communities, businesses and the State of Kansas. On behalf of ITC Great Plains, I'd like to express our continued appreciation for the support and cooperation from everyone throughout this multi-county project area.

Scan the landscape from Spearville north toward Hays and you'll see that construction is complete in Ford, Hodgeman, Edwards, Pawnee and Rush counties. All of the steel monopole structures are up in Ellis County up to the Post Rock substation site, and the transmission lines have been strung well into Ellis County. See the inside pages for more construction photos.



FAST FACTS:

- Line Length:** 174 miles, Spearville to Nebraska border
- Line Route:** Ford, Hodgeman, Edwards, Pawnee, Rush, Ellis, Rooks, Osborne and Smith counties
- Voltage:** 345,000 (345 kV)
- Right of way width:** 150 feet
- Structure type:** Steel monopole, single circuit
- Structure height:** 100 – 150 feet
- Span between structures:** 800 – 1,100 feet
- Structures per mile:** Average of six
- Substations:** Spearville, Post Rock (near Hays)

KEY DATES & TIMELINE:

- December 9 & 10, 2008** – ITC hosted Phase I Community Open Houses
- November 30-December 1, 2009** – Phase II Community Open Houses
- July 2009** – Kansas Corporation Commission approved Phase I route
- January 2010 thru January 2012** – Right-of-way negotiations and engineering design
- June 2010** – Kansas Corporation Commission approved Phase II route
- November 2010** – Construction began on Phase I (Spearville to Hays)
- October 2011** – Construction began on Post Rock substation (near Hays)
- Third quarter 2011** – Construction to begin on Phase II (Hays to Nebraska border)
- June 2012** – Energize Phase I – Spearville to Post Rock Substation
- December 2012** – Target date for completion
- June 2013** – Official in-service date from Spearville to Axtell, Neb.



Project Area

Phase II of the project from Hays to the Nebraska border is making great progress also. We're happy to report that we have obtained all necessary right-of-way easements for the transmission line corridor in Ellis, Rooks, Osborne and Smith counties. We appreciate everyone's willingness to work with our land agents on these agreements, and we are particularly grateful for the cordial nature of our conversations. Construction work has started on the Post Rock substation, poles are being transported to their locations along the line route in northern Ellis County and we are digging foundations.

Again, thank you for your continued cooperation and partnership in making the Spearville-Axtell line a success. We value your input and feedback, so please contact us toll-free (877) ITC-ITC9 or SKAfeedback@itctransco.com with your questions, concerns or request for more information. You also can find information on our website at www.itcgreatplains.com.

Sincerely,

Carl A. Huslig

Carl A. Huslig
President, ITC Great Plains

ITC Great Plains

ITC Great Plains, LLC is a transmission-only utility which seeks to build a more robust electric transmission system providing access to reliable, non-discriminatory, competitive and low-cost energy throughout the Southwest Power Pool region. Based in Topeka, Kansas, ITC Great Plains holds transmission-only utility status in Kansas and Oklahoma, with authority to construct, own, operate and maintain a regulated, high-voltage transmission system. ITC Great Plains is a subsidiary of ITC Grid Development, LLC, a wholly-owned subsidiary of ITC Holdings Corp., the nation's largest independent electricity transmission company. For more information, please visit <http://www.itctransco.com>. ■



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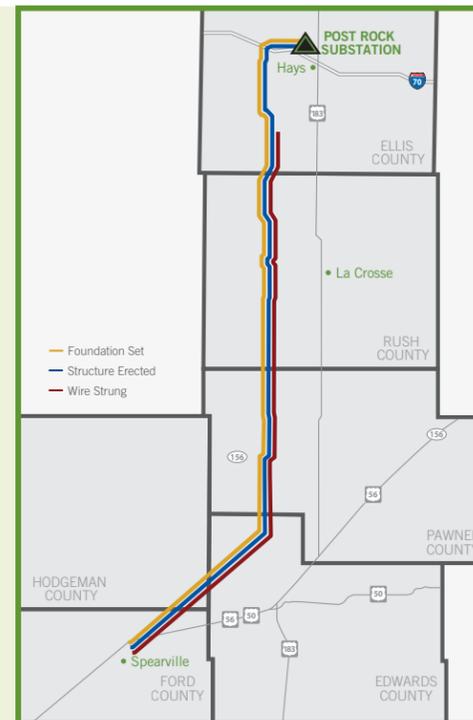
Construction Update

It's been more than 10 months since the groundbreaking in Hays officially kicked off construction of Phase I of the Spearville-Axtell project from Spearville to Hays. Since then crews from the MYR Group have been hard at work digging foundations, assembling and setting poles and stringing conductors (wires). Construction has been going smoothly and remains ahead of schedule. Phase I is scheduled to be operational by June 2012.

The map at the right shows construction progress on Phase I. All of the poles have been assembled and erected. Crews are busy "stringing the wires" (conductors) in southern Ellis County and have started digging foundations for the first segment of Phase II of the project, north of Hays. As the photo below shows, the terrain north of Hays is a bit more challenging than the flat, open sections of Phase I. There also is more rock below the surface in this area, so digging foundations can be more difficult and time-consuming.



In October, we began work on the new Post Rock substation northwest of Hays, where Phases I and II will meet. Post Rock will connect with Midwest Energy's Knoll substation nearby.



Steven Rubin Photo

Transmission Line Construction at a Glance

There are three main steps to building a high-voltage transmission line: Pre-construction activities, line construction, and clean-up & restoration.

Pre-construction. This includes surveying, soil borings to aid in the design of foundations, environmental and cultural studies, permitting and final design work. We work with landowners to determine suitable access points for crews, equipment and materials in order to minimize impacts to your land and crops. Access to your land during this phase is minimal, especially if soil borings are not required on your property.

Line construction. First, the transmission line easement area is prepared and any incompatible vegetation is removed. Then, we auger foundation holes which can range from 6-to-12 feet in diameter and 29-to-65 feet deep. For this project, a combination of concrete pier foundations and direct-embedded base sections will be utilized for supporting the steel pole structures. Direct-embedded base sections are back-filled between the pole base and the surrounding earth with concrete or crushed stone for support.

The pole sections are assembled on the ground using hydraulic jacks to draw them together. Then large cranes lift the assembled poles onto their bases. The final step is stringing the conductors (wires).



Equipment and Materials

Construction uses a variety of equipment including augers, cranes, wire-stringing machines and concrete mixer trucks. Although some of this equipment can be considerably heavier than typical farming machinery, the weight is distributed over tracks or multiple axles and wheels.

This project uses engineered steel monopoles. They are delivered to the construction site on trucks, usually in three or four sections, and assembled on the ground, along with the hardware to support the conductors, before being lifted into place. The conductors are transported on large spools and attached to the poles with specialized stringing equipment.

Clean-up/restoration. When construction is completed and all equipment and materials are removed, ITC Great Plains offers landowners two options to restore ground compaction caused by heavy equipment traversing the property. One option is to accept a fair-value monetary compensation from ITC Great Plains. A second option is to have ITC Great Plains till the soil to repair land damage to as near as possible to original condition, at ITC's expense. Further, landowners are entitled to reimbursement for crop damages in accordance with the terms of the easement.

Construction notes

- The KETA project requires nearly 1,000 steel poles, an average of six per mile for the 174 miles of line from Spearville to the Nebraska border.
- Each pole is individually engineered for its specific location. Poles can weigh from 6 tons to more than 30 tons. Average weight is about 10 tons.
- There is a special heavy-duty "storm pole" about every four miles to help prevent the cascading of a series of poles in extreme weather conditions such as ice storms.
- The conductors are made of multiple strands of wire with a steel core for strength and outer strands of aluminum to conduct the electricity.
- A high-voltage AC circuit consists of three phases, or sets of wires. For this project each phase is made up of two parallel bundles. Each bundle consists of two pairs of conductors twisted together. This creates an asymmetrical airflow surface which helps prevent ice formation on the lines.
- County road officials have been very cooperative in working with ITC Great Plains to secure the necessary road permits and helping determine appropriate routes for construction vehicles.
- Safety is ITC's top priority during construction of all projects. There is frequent truck traffic in the construction areas, so we ask everyone, especially students driving to-and-from school, to be careful and alert for unexpected large vehicles on country roads in the area. Also, we ask that the public remain clear of construction zones so that everyone remains safe. ■



Steven Rubin Photo

