Regina to Moose Jaw Area System Reinforcement

RATIONALE FOR PREFERRED ROUTE SELECTION

ROUTING CONSIDERATIONS		WHAT WE LEARNED
ENVIRONMENT	We consider many factors like land cover, wetlands, waterbodies, and potential archaeology, as well as potential impact on rare and endangered plant and animal species and their habitats. When avoidance isn't possible, we will work with stakeholders and regulators to find the most responsible way to offset or mitigate effects and impacts. We follow Environmental Beneficial Management Practices.	• The area is subject to large accumulations of surface water. • All route options were designed to ensure we can cross water bodies using our standard structures (which have an approximate span of 300m). • Comparable wetlands, creek/drainage. • No route holds any advantage.
INDIGENOUS KNOWLEDGE	We engage Indigenous communities to seek invaluable knowledge. Local and Indigenous knowledge refers to the understandings, skills and philosophies developed by societies with long histories of interaction with their natural surroundings like hunting, fishing, trapping, ceremonial and spiritual uses.	• The area has been predominantly cultivated for many years. • Indigenous Knowledge is not a factor for this project. • No route holds any advantage.
LAND USE	We recognize that land and resource use is important to agricultural operations, property owners, communities and resource users like hunters and trappers, commercial operators, nature, environmental organizations and the public. We consider how resources or access to resources may be affected as well as community land use plans and proximity to communities, residences, habitable buildings, outbuildings.	• South 2 holds the advantage of having the greatest percentage of length along boundary lines. • South 2 was suggested by stakeholders and is preferred by most stakeholders. • The South routes hold the advantage of fewest number of heavy angle/deflection structures. South 1 has 7; South 2 has 8. • Some areas designated rural residential. • The revised North 3B, North 4 and South 2 routes all have the advantage of having no residences within 160m of the centerline of the corridor. • Each of the other 6 route options have the disadvantage of having at least 1 residence within 160m.
SOCIAL	We consider the social value communities place on landscapes, points of interest, economic benefits to local communities, job opportunities and recreation activities.	• This project does not impact any recreational areas or points of interest. • No route holds any advantage.
TECHNICAL	We consider engineering and construction standards as well as access, terrain, design, system reliability, proximity to required and other existing infrastructure. SaskPower is committed to ensuring public safety and safe access for construction and maintenance activities.	• All routes have an equal number of infrastructure crossings. • There is a technical risk of causing interference with radio broadcast signals for portions of all routes except for the South 1 and South 2 route options. • There is an existing SaskWater easement on the boundary lines on North 2A and North 3A • South 1 interferes with an existing irrigation system.
COST	We consider capital costs (project budget), operating budget (long term maintenance), land acquisition costs and impact on power rates.	• There are many disadvantages associated with our lowest cost option when considering all the criteria. • South 2 corridor options hold the least overall disadvantages. • South 2 (via C7/North 3A) holds the advantage over South 2 (Via North 4) due to lower capital cost. • South 2 (via C7/North 3A) has a 12.9% cost premium over the lowest cost option.

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PROJECT INFORMATION

STRUCTURE TYPE

Structure Dimensions

Pole Spacing: 10.3m (33.8ft)

Structure Height: 31.7-39.2m (104-128.6ft)

Average Span: ~300m (984.3ft)

Deflection Structures: Guy-anchored

Minimum Conductor Clearance

Over Farmland/Highway: 8.1m (26.6ft)

Over High load Corridors: 11.25m (36.9ft)

Over Railways: 9.3m (30.5 ft)

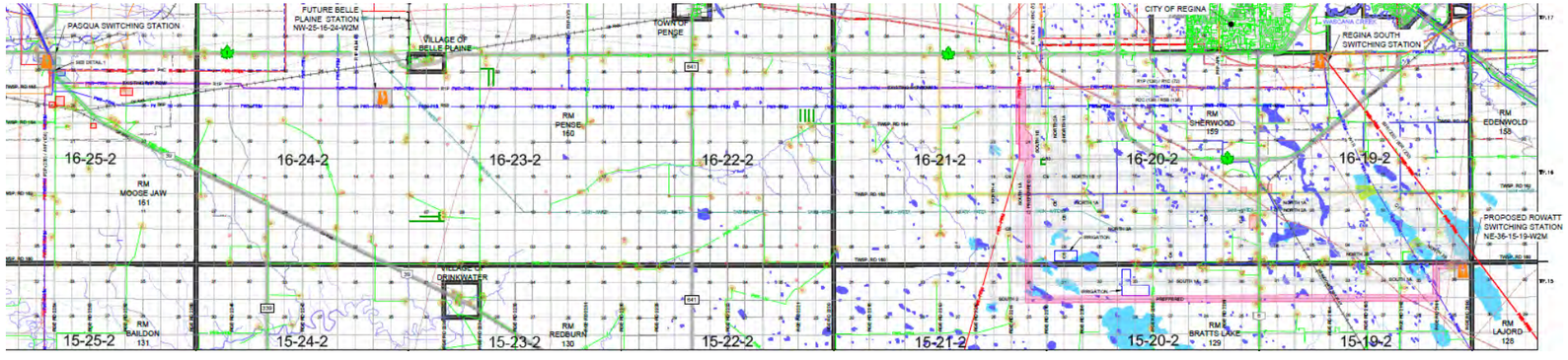
Right of Way

40m (131.2ft)

MILESTONE SCHEDULE

Consultations:	Ongoing
Transmission line design:	May 2021 to May 2022
Structure placement review with landowners:	July to Oct 2021
Easement acquisition:	Sept 2021 to April 2022
Rowatt Switching Station construction:	June 2021 to Nov 2022
Transmission Line construction:	Sep 2021 to May 2023
Transmission line in service:	May 2023
Belle Plaine Switching Station construction:	5-10 years

PREFERRED ROUTE



FOR MORE INFORMATION

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