NWI-mapped wetland features proximal to alternative links consist mostly of freshwater pond features, forested/shrub wetlands, and emergent wetlands. Many of these are concentrated on USACE lands associated with Grapevine Lake, of which only Link G2 may cross, near the IH 35W corridor. There are concentrations of mapped wetlands in the floodplain of Denton Creek which are crossed by certain links. However, NWI data for the region is based on agency photo-interpretation using color infrared imagery from 1981. Field verification would be required to determine if potential features not included in the NWI data or otherwise apparent from current imagery meet wetland criteria under the Section 404 program. If wetlands are cleared during construction for the proposed project, there should be no change in pre-construction contours or local drainage patterns, and wetlands should eventually re-establish within the ROW. Consistent with TPWD (2022c) guidance, the location of the proposed project minimizes impacts to waterways, associated floodplains, riparian corridors, and wetlands, and maintains buffers to these features by minimizing fragmentation and utilizing/paralleling existing disturbed corridors where available.

Oncor will implement a SWPPP, if required, and will seek to minimize impacts to surface waters during construction of the proposed project. Oncor will also comply with any compensatory mitigation requirements that may be required as part of the Section 404 permitting process. From a water resources perspective, the proposed project should have no significant impacts to surface water.

7.3.2 Groundwater/Aquifer

The construction, operation, and maintenance of the proposed project are not expected to adversely affect groundwater resources in the study area or its vicinity. The amount of recharge area disturbed by construction is insignificant compared with the total amount of recharge area available for the groundwater systems in the region. No measurable alteration of aquifer recharge capacity should occur, and the likelihood of groundwater contamination would not be significant.

The main potential impact on groundwater resources from any construction project is pollution resulting from the accidental spillage of petroleum or other chemical products. Use of industry standard BMPs during construction for proper control and handling of any

petroleum or other chemical products will be implemented. Therefore, the project should have no significant impacts to groundwater.

7.4 Impact on Ecosystems

7.4.1 Vegetation

7.4.1.1 Terrestrial Vegetation

The primary impact to vegetation resulting from the site preparation and construction of the proposed project would be the removal of existing woody vegetation from the areas required for the ROW. **Table 7-2** (**Appendix E**) presents the linear extent of different land cover types crossed by each of the alternative routes. All alternative routes would require some clearing of woody vegetation. Link M5 has the greatest total length across upland woodlands (2,284 feet) which are fringe woodlands near Elizabeth Creek. Link M1 has the longest continuous crossing of upland woodlands (893 feet of its 1,100 feet) which by contrast is an undisturbed reach in an otherwise fragmented area near Elizabeth Creek. A distinction in **Table 7-2** provides for riparian areas (**Section 7.4.1.2**) that similarly contain woody shrub growth, most of which is associated with riparian corridors of Denton Creek and its larger tributaries, as well as other smaller drainages scattered throughout the study area. The clearing of these communities could cause some degree of habitat fragmentation. Minimal clearing would be necessary where paralleling existing roads or other linear corridor ROW. Within croplands (including hay meadows), the ROW might be temporarily unavailable for grazing or cultivation during construction. The only land lost to cultivation and grazing would be that which is occupied by the base of the transmission line structures.

A substantial portion of the proposed project would be constructed on land utilized primarily as rangeland pasture. Consistent with project-specific recommendations from TPWD regarding the prevention of habitat fragmentation, construction within the ROW will be performed in such a manner as to minimize adverse impacts to vegetation and to retain existing ground cover wherever possible (TPWD, 2022c). All brush and undergrowth within the ROW will be removed. Soil and plant conservation practices will be undertaken to protect native vegetation and ensure a successful restoration program for disturbed

areas emphasizing native species where possible. Erosion and stream sedimentation would be controlled as required by procedures set forth in the SWPPP, if required.

7.4.1.2 Aquatic/Hydric Vegetation

Based on interpretation of aerial photography, review of USGS topographic maps (USGS, 1955-1992), and review of NWI maps (USFWS, 2023a), the approximate impacts associated with each of the alternative routes were measured in linear feet. As noted in **Section 7.3.1**, NWI-mapped wetlands crossed by alternative routes are concentrated in certain areas, and many mapped crossings are associated with open water ponds or features that are no longer present. Potential wetlands occurring along the alternative routes include riparian habitat, but not all riparian areas may be considered jurisdictional wetlands by the USACE. Delineation of wetlands would require detailed site-specific examination of vegetation, hydrology, and soils.

Most riparian areas near the alternative routes are associated with the Denton Creek floodplain and its major associated tributaries. All alternative routes that cross riparian habitat may include wetlands. Link M5 has the greatest total length across a riparian area (4,518 linear feet), associated with the floodplain of Elizabeth Creek. Link H41 has the longest continuous crossing of a riparian area (2,440 linear feet of its 3,345 feet), associated with the floodplain of Denton Creek.

7.4.1.3 Commercially or Recreationally Important Vegetation

Commercially important cropland vegetation may still be observed within the study area. However, with the rate of development within the area, much of the cropland vegetation is undergoing development or is planned for development. Significant impacts by the proposed project are not anticipated to these resources.

7.4.1.4 Endangered and Threatened Plant Species

No federally listed endangered or threatened plant species are known to occur in Denton and Wise counties (USFWS, 2023b; 2023c). TPWD county lists of rare species and TPWD NDD data (TPWD, 2022a; 2023c) support that the study area may contain rare species or vegetative communities for which TPWD requests additional consideration. The Comanche Peak prairie clover and Reverchon's scurf-pea have several records in the study area and are likely to be present within the study area where suitable grassland

habitat exists or road ROW. The earleaf false foxglove, Glen Rose yucca, Hall's prairie clover, and the Texas milk vetch have all been observed in Tarrant County south of the study area. Hall's baby bulrush, Shumard's morning glory, and the Topeka purple-coneflower have been documented in Wise County west of the study area. The Osage Plains false foxglove has been documented in Tarrant and Wise Counties. There is suitable prairie habitat for the earleaf false foxglove, Glen Rose yucca, Hall's prairie clover, Hall's baby bulrush, Osage Plains false foxglove, Shumard's morning glory, and Texas milk vetch within the study area. Of the listed rare plant species, only the Topeka purple-coneflower is not likely to be present within the study area due to limited preferred habitat. For these species and other plant species listed in **Table 3-7**, TPWD recommends surveying the proposed project where suitable habitat may be present to minimize potential impacts to these rare resources. If specimens are found, TPWD recommends establishment of work avoidance and instruction of construction crews prior to construction, maintenance, and operation activities (TPWD, 2022c).

7.4.2 Fish and Wildlife

7.4.2.1 Terrestrial Wildlife

The primary impact of construction activities on wildlife would be the result of vegetation clearing and associated ground disturbances. Increased noise and activity levels during construction may also affect wildlife outside the perimeter of the construction area, temporarily displacing animals for a short distance on either side of the transmission line corridor. The impacts of transmission lines on wildlife can be divided into short-term effects resulting from physical disturbance during construction and long-term effects resulting from habitat modification. The net effect on local wildlife of these two types of impacts is usually minor given the narrow focus of transmission line corridors.

The increased noise and activity levels during construction could potentially disturb breeding or other activities of species inhabiting the areas adjacent to the ROW. Wildlife should be minimally affected by dust and gaseous emissions. Although the normal behavior of many wildlife species would be disturbed during construction, little permanent damage to the populations of such organisms should result.

Any required clearing and other construction-related activities would directly and/or indirectly affect most animals that reside or wander within the transmission line ROW. Some small, low-mobility animals may be harmed by the heavy machinery. These include several species of amphibians, reptiles, and mammals. If ROW clearing and construction occurs during the breeding season, impacts may occur to the young of many species including nestling and fledgling birds. Impacts to nesting birds will require mitigating measures to ensure compliance with the Migratory Bird Treaty Act (MBTA). TPWD provided recommendations corresponding with the MBTA by avoiding vegetation clearing between mid-March and mid-September. If clearing activities are unavoidable during this time, then TPWD recommends surveying disturbance areas for eggs or young birds in nests. If an active nest is identified, TPWD suggests a 150-foot disturbance-free buffer from the nesting location until the eggs have hatched and the young have fledged (TPWD, 2022c).

Fossorial animals (i.e., those that live underground), such as mice and gophers, may be harmed or displaced because of soil compaction caused by heavy machinery. Larger, more mobile species like birds, white-tailed deer, rabbits, and coyotes would likely vacate the area upon initial clearing and move into adjacent areas outside the ROW. Wildlife in the immediate area may experience a slight loss of browse or other forage material. However, the prevalence of similar habitats in adjacent areas and regrowth of vegetation in the ROW following construction would minimize the effects of this loss.

After construction is completed and grasses, forbs, and shrubs are allowed to recover, many forms of wildlife are anticipated to re-occupy the ROW area. Periodic vegetation maintenance within the ROW may temporarily cause some negative impacts to wildlife habitat. Maintenance clearing activities during the breeding season may destroy some nests and broods. With the increase in sunlight penetration to a previously dense shrub/tree stratum, more perennial forbs and grasses would be expected to germinate. Such edge habitats are preferred by many species, for example the eastern cottontail rabbit and white-tailed deer.

Transmission line structures could benefit some bird species, particularly raptors, by providing resting and hunting perches, especially in open, treeless habitats (Avian Power Line Interaction Committee [APLIC], 2006). Study area resident raptors, such as the

American kestrel (*Falco sparverius*) and the red-tailed hawk, often utilize the support structures as nesting sites, as well as hunting or resting perches. By such benefits, transmission lines have increased raptor populations in some areas of the U.S. (APLIC, 2006). The danger of electrocution to birds would be insignificant since the distance between conductors, or between conductor and ground wire on 345 kV transmission lines, is greater than the wingspan of any bird in the area (i.e., greater than eight feet). Also, it is Oncor's standard practice to install devices at appropriate locations to deter bird landings on the insulator between the conductor and structure. This standard practice is consistent with agency-recognized guidelines for minimizing bird collision risks (APLIC, 2006; 2012).

Transmission lines (both structures and wires) could present a hazard to flying birds, particularly migrants, and especially near crossings of water features. Collisions tend to increase in frequency during fall months when migrating flocks are denser and flight altitudes are lower in association with cold air masses, fog, or inclement weather. Studies indicate that higher rates of mortality exist during periods when poor light and weather conditions persist (Bevanger and Brøseth, 2004; Electric Power Research Institute [EPRI], 1993; Krapu, 1974). This is important to note, given that most migratory species will continue to migrate regardless of weather conditions (Gauthreaux, 1971). Overall wire strikes are greatly reduced during bright daylight hours (Pandey et al., 2008). Species at higher risk for wire strikes are those that fly in fast-moving and/or tight flocks and larger-bodied birds with more awkward flight characteristics (Winning and Murray, 1997; Rusz et al., 1986). For resident birds or during periods of non-migration, those most prone to collision are often the most common raptors in a given area because of a greater number of repeated flights across power lines, particularly when in pursuit of prey (APLIC, 2006). Nevertheless, resident birds and those in an area for an extended period may learn the location of power lines and become less susceptible to wire strikes (Janss, 2000).

All of the alternative routes cross upland woodland and riparian areas (including potential forested wetlands), and therefore may potentially impact wildlife. However, these impacts are anticipated to be temporary and minimal. The greatest potential impact to wildlife from the project would result from the clearing of brushland/woodland habitat, clearing the ROW within 100 feet of streams, and clearing or crossing bottomland/riparian woodlands and

wetlands. Direct impacts to wildlife and woodland fragmentation are greatly reduced by utilizing or paralleling existing ROW to the greatest practical extent.

7.4.2.2 Fish and Aquatic Wildlife

Potential impacts to aquatic systems by an action of this nature involve mainly the effects of increased erosion and sedimentation. Land clearing and/or construction may result in increased suspended solids entering streams traversed by the transmission line, which in turn may negatively affect many aquatic organisms that require relatively clear water for feeding and reproduction. The proposed project would span stream crossings, and erosion controls would be utilized to minimize any impacts to aquatic systems.

In evaluating impacts to aquatic systems, factors taken into consideration include the number of potential wetlands crossed, the amount of ROW within 100 feet of streams, the number of stream crossings, and the amount of open water crossed. Although streams and wetlands can usually be spanned, increased sedimentation and turbidity could result during rainfall. Routes parallel to and near a stream could have a similar effect.

Physical habitat loss or modification could result whenever temporary access roads cross a perennial stream, or through sedimentation due to erosion, increased suspended solids loading, or accidental petroleum spills directly into a stream. Erosion results in suspended solids, which negatively affects many aquatic organisms, notably game fish that require relatively clear water for feeding and reproduction. The primary aquatic ecosystems that could be directly affected by the proposed project are Denton Creek, Elizabeth Creek, Harriet Creek, Trail Creek, Henrietta Creek, Catherine Branch, Graham Branch, and associated tributaries and other seasonally flooded reaches of larger tributaries in the study area. Water quality degrades as a result of particulate loading caused by construction within stream beds, by clearing of riparian vegetation, and by siltation from erosion in newly disturbed areas. Particularly sensitive in this respect are gravel, riffle, and sand bottom habitats. Blanketing of these areas by fine sediments could eliminate habitats important for fish spawning, resident benthic invertebrates, the aquatic nymphal stages of dragonflies, mayflies and caddisflies, and freshwater mussels. These impacts would be largely, if not completely, obviated by appropriate industry-standard construction techniques. TPWD recommends that impact avoidance measures be considered for aquatic organisms, regardless of protection status, during project planning and

construction. If any dewatering is required for any crossing, TPWD recommends relocating native aquatic resources to avoid harmful effects to stationary aquatic resources such as mussels, as coordinated through an Aquatic Resources Relocation Plan (TPWD, 2022c). No heavy equipment will operate in flowing stream segments, and it is anticipated that a temporary road crossing of perennial or intermittent streams will not be required during construction. Herbicides or other chemicals will not be used in areas where they might enter the aquatic ecosystems and cause significant adverse impacts to the aquatic communities therein. In addition, implementation of the SWPPP, if required, would further minimize any potential impacts to aquatic communities.

For the most part, the alternative routes would span streams at a perpendicular angle, thereby minimizing the amount of stream habitat affected. Open water crossings are minimal, categorized only by a few crossings of man-made ponds. In light of the avoidance measures used to plan and construct the proposed project, no significant impact to study area aquatic resources is anticipated.

7.4.2.3 Commercially or Recreationally Important Fish and Wildlife Species

Construction of the proposed project is not expected to have significant impacts on commercially or recreationally important species occurring within the study area. Furbearers like the common raccoon, Virginia opossum, common gray fox, coyote, bobcat, and striped skunk, and game species, such as the white-tailed deer, quail, dove, and squirrel, are very mobile and would leave the immediate vicinity during the initial construction phase. Wildlife in the immediate area may experience a temporary loss of browse or other forage vegetation during construction; however, the abundance of similar habitats in adjacent areas would minimize the effect of the loss. As noted in **Section 7.4.1.2**, impacts to aquatic habitat would be minimal, thereby minimizing any impacts to fish in the study area.

7.4.2.4 Endangered and Threatened Fish and Wildlife Species

Although federally listed threatened or endangered wildlife species may occur within the study area, it is unlikely that any federally listed fish or wildlife species would be affected by the proposed project. This conclusion is based on consultation with TPWD (2022c) and reconnaissance surveys of the study area. Information from the USFWS indicates there is no designated critical habitat for any federally listed threatened or endangered species

within the study area (USFWS, 2023c). Regarding all listed and otherwise rare wildlife species, TPWD advised that precautions should be taken if any endangered, threatened, or rare animal species are included on county rare species lists (see listing in **Table 3-15**), are known to occur in the study area, or have been documented there in the recent past (TPWD, 2022c).

Many of the endangered or threatened species and unlisted rare species of potential occurrence in the study area are either migratory and present only for brief periods, or highly mobile. These include the bald eagle, Franklin's gull, mountain plover, piping plover, red knot, Sprague's pipit, white-faced ibis, whooping crane, monarch butterfly, American bumblebee, big brown bat, big free-tailed bat, tricolored bat, black bear, and mountain lion. Species such as the Strecker's chorus frog, Woodhouse's toad, long-tailed weasel, swamp rabbit, eastern box turtle, slender glass lizard, Texas garter snake, Texas horned lizard, timber rattlesnake, and western box turtle are possible residents of the area, which have more limited mobility and could be impacted by heavy machinery, should they occur within the ROW of the proposed transmission line. TPWD (2022c) requested that personnel involved in the construction of the proposed project be informed of the potential presence of rare species and how to avoid potential habitat, in particular the Texas horned lizard. TPWD recommends that a biologist be present during clearing and construction activities if areas of suitable habitat of endangered or threatened species are unavoidable. If a biologist monitoring survey is not feasible during these activities, TPWD requests that any state-listed species observed within the ROW be left to safely leave the area or be translocated by a permitted individual. TPWD recommends that, if any reptiles are translocated to similar habitats, the wildlife be moved preferably within 100 to 200 yards of the initial encounter, but no greater than 1 mile (TPWD, 2022c).

TPWD (2022c) provided specific recommendations for the whooping crane. As described in **Section 3.5.2.4**, the study area is located in the primary whooping crane migration corridor. While whooping cranes are more likely to find stopover locations east of the study area, it is possible for whooping cranes to occasionally fly over or stop in the margins of Grapevine Lake, flooded herbaceous areas, and croplands habitat within the study area. Generally, whooping cranes migrate at altitudes between 1,000 and 6,000 feet, although individuals may also fly at lower altitudes when seeking stopover habitat typically near lakes, large ponds, rivers, and wetlands. TPWD (2022c) recommended avoiding

placement of transmission lines near areas that might provide stopover habitat (e.g., shallow wetland habitats such as marshes, small ponds, dugouts, lake edges, and suitable riverine habitat). TPWD added that where it is necessary for a selected transmission line route to be located near potential whooping crane stopover habitat, consideration should be given to the use of visual markers on overhead ground wires. Marking transmission lines as outlined by APLIC has been shown to substantially reduce the incidence of bird collisions (APLIC, 2006).

Other species are aquatic species limited to very specific aquatic habitats that can be easily avoided during construction. These include the state listed threatened Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, and alligator snapping turtle. TPWD provided recommendations to minimize temporary or permanent access roads across creeks, avoid placing structures within creek channels, maintain the riparian and stream bank vegetation, and implement erosion control measures to the greatest extent possible. These recommendations may minimize or avoid adverse impacts to state listed aquatic species. TPWD further requests that any work proposed within the stream feature be coordinated with the TPWD Kills and Spills Team (TPWD, 2022c).

Endangered, threatened, or rare species listed in **Table 3-15**, but not mentioned in this section, are either extirpated within the study area (e.g., black bear) or are restricted to habitat within or near perennial water habitats (e.g., crustaceans, fish, and mollusks), and are unlikely to be affected by construction and operation of the proposed project. Construction of transmission line structures that would span aquatic habitats would not appreciably affect the quality or quantity of such habitat. Therefore, the populations threatened, endangered, or rare species that may be present are not expected to be affected.

7.5 Summary of Natural Resources Impacts

Several natural resource areas have been evaluated to determine the relative ecological impacts of the alternative routes. For the proposed project, these areas primarily included potential impacts to vegetation and wildlife. Although all alternative routes have the potential to impact natural resources, none of the alternative routes for the proposed project are anticipated to have any significant impacts to the natural resources of the area.

7.6 Impacts on Community Values and Community Resources

Impacts on community resources can be classified into two areas: (1) direct effects, which are those effects that would occur if the location and construction of a transmission line results in the removal of a valued resource or loss of public access to a valued resource; and (2) indirect effects, or those effects that would result from a loss, or diminishment in the enjoyment or use of a resource, due to the characteristics (primarily aesthetic) of the proposed transmission line, structures, or ROW.

Impacts on community resources, whether direct or indirect, can be more accurately gauged as they affect recreation areas, recreational resources, or the visual environment of an area (aesthetics). The sections that follow discuss impacts to community values and community resources.

7.7 Land Use Impacts

Land use impacts from transmission line construction are determined by the amount of land (of whatever use) displaced by the actual ROW and by the compatibility of electric transmission line ROW with adjacent land uses. During construction, temporary impacts to land uses within the ROW could occur due to the movement of workers and materials through the area. Noise and dust from construction, as well as disruption of traffic flow, may also temporarily affect residents and businesses in the area immediately adjacent to the ROW. Coordination between Oncor, its contractors, and landowners regarding access to the ROW, and construction scheduling, should minimize these disruptions. Most existing land uses may continue during construction.

The primary criteria considered to measure potential land use impacts from the proposed project include overall route length, proximity to habitable structures, and length parallel to existing corridors (including apparent property boundaries).

7.7.1 Urban/Residential

Important measures of potential land use impacts include the number of habitable structures located near each alternative route and the proximity of each habitable structure to the alternative route. Halff determined the number and distance of habitable structures located within 500 feet of the centerline of each alternative route through the interpretation of aerial photography and verification during reconnaissance surveys, where practical. To

account for photographic interpretation limitations such as shadows, tree canopies, and horizontal accuracy of the photography, Halff identified all habitable structures within a measured distance of 520 feet of the alternative route centerline. Habitable structures within the study area consist mostly of single-family residences (SFR). These include larger lot residences that may be associated with older neighborhoods, newer high-density development residences, and multi-acre estate residences along the fringes of current developed areas. These associations may also include institutional structures such as schools. Industrial and commercial facilities were also noted, often in close proximity to major transportation corridors (e.g., FM 156, SH 114, IH 35W).

Habitable structures are documented in **Table 7-4** (**Appendix F**) and identified in **Figures 3-1A** through **3-1D**. It is evident on aerial photography that several route links are proximal to high-density residential neighborhoods that are in varying stages of development. Habitable structure measurements reflect conditions that were confirmed from public ROW as of April 25, 2023. It is recognized that as additional homes are constructed in these areas, as well as in other planned developments, additional habitable structures may ultimately be within 520 feet of many route links.

Habitable structures are clustered throughout the study area, and habitable structures in **Table 7-4** are consistent with this distribution as some links have little or no spatial relationship to a habitable structure, whereas several links have many. In some instances, a link utilizes open space parallel to a roadway or property boundary, but may have a residential subdivision on the other side of the road or property (e.g., Links C3, E8, J22, and O6). In other instances, the presence of other routing constraints limited available corridors to floodplain areas where residential subdivisions surrounded either or both sides of alignment (e.g., Links J3, J4, and Link I12). Those portions of the study area that were more rural may have structures with several other attendant structures (e.g., sheds, outbuildings) detached from the habitable structure. Halff was overinclusive in including these structures if they could meet the definition of a habitable structure (i.e., intended to be inhabited on a daily or regular basis). Regardless of classification, Halff intended to prevent having any attendant structures (e.g., sheds, outbuildings) in the project ROW, unless the presence of other constraints required otherwise (e.g., Link J22).

PUCT Substantive Rules Section 25.101(b)(3)(B) requires, among other things, that the PUCT consider whether new transmission line routes parallel existing compatible ROW, property lines, or other natural or cultural features in selection of a route. The length of alternative routes parallel to existing corridors (including apparent property boundaries) range between 15 to 44 percent of the total route length. This is achieved primarily through paralleling apparent property boundaries and/or roadways.

7.7.2 Recreation Areas

As noted at the bottom of **Table 7-2 (Appendix E)**, parks and recreation areas are identified as areas owned by a governmental body or an organized group, club, or church. Potential impacts to recreation areas include the disruption or preemption of recreational activities. Given the urban setting and the proximity to Grapevine Lake, the study area includes numerous recreation areas of different shapes (e.g., linear, irregular), types (e.g., trails, ball fields, parks), and sizes. Six areas that could be classified as park or recreational areas are crossed by links, as summarized below.

1) Canyon Falls Club – Link C8 crosses the front of this private community recreation and activity center along Canyon Falls Drive. It crosses parking areas, sidewalks, and general open space and landscaping associated with the facility entrance.
2) Grapevine Lake – Link G2 crosses a small corner of USACE property identified as an Environmentally Sensitive Area near the IH 35W and Denton Creek crossing.
3) NISD Outdoor Learning Center – Link H6 crosses south of the facility entrance and appears to cross near a parking circle and storage areas associated with the facility. Link H5 parallels the southern boundary and appears to cross a perimeter trail.
4) Harriet Creek Ranch Park – Link I12 crosses this City of Fort Worth park for which the Harriet Creek Ranch Subdivision and Northwest ISD share joint use. Although Link I12 will be near Clara Love Elementary recreation areas, no apparent facilities within the park will be crossed by Link I12.
5) Bishop Park – Link J4 crosses the northern portion of this City of Justin park which includes a creek observation deck, picnic tables, and outdoor grills. The park also includes a historical marker regarding the City of Justin.
6) Justin Community Park – Link J4 also crosses this City of Justin park containing ball fields and a trail network. Link J4 crosses the southernmost boundaries of the

park along Trail Creek and none of the ballfields or other park facilities would be crossed by the project ROW.

As noted by TPWD (2022c), Texas Parks and Wildlife Code Chapter 26 states that before a state agency can approve any project that will result in the use or taking of public land designated and used as a park, public recreation area, wildlife refuge, or historic site, the state agency must provide notices to the public, conduct a hearing, and provide that there is no feasible or prudent alternative, and that the project includes all reasonable planning to minimize harm to the property.

Alternative route links were also identified within 1,000 feet of park and recreational areas. Including the above-mentioned crossings, 19 total parks or recreational areas are either crossed or located within 1,000 feet of different links. These parks include city parks, subdivision parks, HOA playground/pool areas, or community centers for which use is day-to-day or on a regular basis. Others may be more event or schedule oriented (e.g., scout troop area), experiencing many users during a given event. All USACE lands between the proposed Dunham Switch and IH 35W corridor are considered passive recreation areas. Based on the proximity of the proposed Dunham Switch to the expansive USACE recreation areas, sixteen links are within 1,000 feet of this particular feature.

Five school facilities are within 1,000 feet of various links. The spatial relationships between these school facilities are varied. For example, the larger Northwest ISD and Argyle High School campuses would be separated from nearby links by a state highway and an existing 345 kV transmission line, respectively. The smaller Justin Elementary School and a nearby pre-school campus would be separated from the project (Link J4) by a large open field. Clara Love Elementary would have the closest association with any link (Link I12) with playground areas separated by a city street.

Where the ROW crosses certain recreational facilities designated for active recreation (e.g., playing fields, trails), the areas might be temporarily unavailable for access or play during construction. After construction, none of the alternative route links would be anticipated to permanently disrupt or preempt recreational facilities associated with these

different areas. Please refer to **Table 7-5** in **Appendix F** for a summary of all park and recreational area distances in relation to route links.

7.7.3 Agriculture

Impacts to agricultural lands can generally be ranked by degree of potential impact, with the least potential impacts occurring in areas where grazing is the primary use (pasture or rangeland) and the highest degree of potential impact occurring to cultivated cropland. Since Oncor will not permanently fence the ROW for the proposed project or otherwise separate the ROW from adjacent lands, there would be no long-term or significant displacement of farming or grazing activities. Most existing land uses may be resumed following construction. In general, traveling irrigation systems or other aboveground mechanical components (e.g., windmills or water troughs) should not be adversely affected as a result of the proposed project. Results of aerial photography interpretation and field reconnaissance surveys did not identify any pasture or cropland irrigated by traveling irrigation systems (rolling or pivot type) that will be traversed by any route of the proposed transmission line project.

7.7.4 Aesthetics

Aesthetic impacts, or impacts on visual resources, exist when the ROW, lines and/or structures of a transmission line system create an intrusion into, or substantially alter the character of, the existing view. The significance of the impact is directly related to the quality of the view, in the case of natural scenic areas. In the case of valued community resources and recreation areas, the significance of the impact is related to the importance of the existing setting in the use and/or enjoyment of an area.

Construction of the proposed project could have both temporary and permanent aesthetic effects. Temporary impacts may include views of the actual assembly and erection of the structures. Where wooded areas are cleared, the brush and wood debris could have an additional negative temporary impact on the local visual environment. Permanent aesthetic impacts from the proposed project may include the views of the structures and lines.

To evaluate aesthetic impacts, reconnaissance surveys were conducted to determine which segments of the proposed project would be visible from selected publicly accessible

areas. These included areas of potential community value, community resources, public recreation areas, and federal and state highways that cross the study area. Measurements were made to estimate the length of each alternative route that would fall within recreational or major highway foreground visual zone (i.e., one-half mile, unobstructed by topography, structures, or vegetation). This determination of the visibility of the transmission line from various points was calculated from USGS maps and recently flown aerial photography (USGS, 1955-1992; NearMap, 2023).

The evaluation of potential aesthetic impacts first concentrated on the alternative links that would be within the foreground visual zone of the federal and state highways within the study area. Of the 140 alternative route links, parts of 82 links are within the one-half mile foreground visual zone of the different US, SH, and FM roads within the study area. Given the urban setting and level of development along some of these corridors, the visual foreground zone is often encumbered in several directions. Although structures or conductors may not be entirely obstructed by commercial or residential development, the backdrop to the viewshed along corridors such as SH 114, US 81/287, and FM 156 would be occupied by homes, businesses or other urban elements (e.g., light poles, traffic lights, cell towers). By comparison, the US 377 and IH 35W corridors are less developed, even though the US 377 corridor is crossed by an existing 345 kV lattice tower corridor and some local distribution lines are on heavy-set monopole structures along FM 1171. The inclusion of a new transmission line in this portion of the study area will not be an entirely foreign aesthetic, and it has been suggested in public comments and communications from city officials that many of these remaining open viewsheds will ultimately be developed and incorporated into a suburban aesthetic.

The discussion in **Section 7.7.2** considered potential interference of a transmission line with activities occurring in parks and recreation areas within 1,000 feet of the proposed project. The evaluation of potential aesthetic impacts also includes the proximity of the proposed project within the visual foreground zone of public parks and recreation areas. Of the 140 alternative links, parts of 78 links are within the one-half mile foreground visual zone of parks and recreation areas. Some of these parks and recreation areas include school or park playing fields in a campus setting where lights, light standards, buildings, and other urban elements are part of the aesthetic. A transmission line link may affect neighborhood trails that are integrated into greenspace parks; however, this would be

most notable where the line crosses the actual trail. Several links in the eastern corridor would be in the visual foreground of recreational areas associated with Grapevine Lake. As managed wooded areas are away from the main body of the lake, the links would only be visible from the edges of the lake property in areas where there is little public access.

This data attempted to quantify potential visual impacts from the perspective of a park or recreational area user. It is also recognized that there will be a secondary visual impact to nearby residents that may have selected a home based on the proximity to greenspace or a park setting, for not just the recreational use aspect but for the aesthetic as well. This was a consistent theme in the public meeting comments from multiple different residential neighborhoods.

7.7.5 Transportation/Aviation

Potential impacts to transportation could include temporary disruption of traffic and conflicts with proposed roadway and/or utility improvements and may include slightly increased traffic during construction of the proposed project. However, such impacts are usually temporary and short-term. Halff attempted to identify all proposed or planned improvements proposed by TxDOT to major thoroughfares within the study area. Halff also coordinated with local governments to identify any imminent local improvements. All proposed route links should accommodate any planned improvements, including any potential additional ROW that should be required for those improvements.

The FAA provided a letter dated September 21, 2022, in response to a solicitation for information relevant to the proposed project. FAA's letter requested compliance with its guidelines for the construction of structures that may affect navigable airspace and provided instructions on the procedure for obtaining FAA approval for transmission lines proposed near an airport (FAA, 2022).

Transmission line structure heights would vary between approximately 120-175 feet and will take into consideration proximity to aircraft facilities. According to Federal Aviation Regulations (14 CFR Part 77), notification of the construction of the proposed project is required if structure heights exceed the height of an imaginary surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of a public or military airport having at least one runway longer

than 3,200 feet in length; 50 to 1 for a horizontal distance of 10,000 feet from the nearest runway of a public or military airport where all runways are less than 3,200 feet in length; or 25 to 1 for a horizontal distance of 5,000 feet for heliports.

The review of federal and state aviation/airport maps and directories, aerial photo interpretation, and reconnaissance surveys identified several FAA-registered facilities located either within or near the study area. Approximate distances to alternative route links, sorted by facilities, consistent with CCN application requirements, are provided in **Table 7-6** in **Appendix F**. Only those aviation facilities within the distances of alternative route links specified in **Table 7-6** are included in the table.

Given the density of these facilities relative to the size of the study area and the proximity of some to project endpoints, many airports have spatial relationships (within the CCN distance criteria) to numerous links as shown in **Table 7-6**. The following provides a general description of these relationships for each facility.

FAA-registered airports with a runway greater than 3,200 feet in length within 20,000 feet of the proposed project:

- Northwest Regional – Located west of the proposed Dunham Switch and east of IH 35W. This facility has the greatest number of links reflected in **Table 7-6**. Links E1, E6, E7, and F1 that parallel FM 1171 are the closest links to this north-to-south aligned runway.
- Fort Worth Alliance – Located along the southern boundary of the study area. Many links are greater than two miles from the northern end of this runway. Several warehouses and a 138 kV transmission line are located between the runway and the nearest link to the north (Link I12).
- Fairview – Located in the northwestern corner of the study area. Most links are greater than two miles from the southern end of this north-to-south aligned runway. Links Q5, T1, and T2 are the nearest links at just over a mile to the south.
- Kenneth Copeland – Located outside of the study area. All spatial relationships, all of which are greater than three miles, are tied to links that approach the proposed Ramhorn Hill Switch.

FAA-registered airports with no runway greater than 3,200 feet in length within 10,000 feet of the proposed project:

- Bell Training Facility – Located northwest of Texas Motor Speedway and appears as multiple intersecting concrete runways which could support landing for different types of aircraft. This facility is provided in this category for informational purposes. Records indicate each of these linear components as three distinct helipads within one facility.
- Blue Jay Airfield – Appears as a maintained grass strip aligned northwest-to-southeast on aerial imagery east of FM 407 and the City of Justin. Link H6 is the closest link, although Links G5 and G8 are the nearest relative to the runway alignment.
- Dooley – Located near FM 407 east of City of Justin. Available information was limited, and the runway was difficult to ascertain on aerial imagery. Link H6 was calculated as the nearest link at just under a mile.
- Propwash – Located in the north central portion of the study area, noticeable by its north-to-south asphalt runway and numerous hangars aligning each side of the runway. Link M8 is the nearest link at under one-half mile to the south.
- Flying S Farm – Located just east of Propwash, aerial photograph sequences suggest that a grass landing strip is semi-regularly maintained and that this north-to-south facility is still active. Link M8 is also the nearest link at under one-half mile to the south.
- JW – Located northwest of Propwash, aerial photograph sequences suggest that a grass landing strip is regularly maintained, and that this north-to-south facility is still active. Link Q2 is the nearest link at approximately one mile to the south.

Heliport facilities within 5,000 feet of the proposed project:

- Bell Training Facility – As noted above, this facility appears as multiple intersecting concrete runways, although records indicate each of these linear components as three distinct helipads within one facility.
- Rolling V Ranch – Located near the proposed Ramhorn Hill Switch and indicated as a single concrete pad near ranch buildings. Based on this proximity to the endpoint, any of the links within a mile of the Ramhorn Hill Switch are listed in **Table 7-6**.

- Texas Motor Speedway – Halff found no federal registration information for this helipad area abutting the north end of the main facility but found local code (US-5020) for what appears to be several concrete pads to serve as arrival/departure, tours, or emergency flights during events. These pads are also shown in Texas Motor Speedway brochure facility diagrams.

No substantial impact is anticipated to airports or heliports from the proposed project.

7.7.6 Communication Towers

As noted in **Section 3.7.7**, several communication towers were identified within the study area. No commercial AM radio transmitters were identified within the study area; the proposed project is not located within 10,000 feet of any AM radio transmitter. No FM radio transmitters were identified in the study area; the proposed project is not within 2,000 feet of any FM radio transmitter. There are 12 other communication towers that are within 2,000 feet of the alternative route links. Please refer to **Table 7-7** in **Appendix F** for a summary of tower distances in relation to route links.

7.8 Cultural Resources Impacts

Construction activities associated with the proposed project have the potential to adversely impact cultural resources through changes in the quality of the archeological, historical, or cultural characteristics that qualify a property under the eligibility requirements for listing in the NRHP. Adverse impacts occur when an undertaking alters the integrity of location, design, setting, materials, construction, or association that contribute to a resource's significance in accordance with the NRHP criteria.

As discussed in 36 CFR Part 800, adverse impacts on the NRHP listed or eligible properties may occur under conditions that include, but are not limited to:

- destruction or alteration of all or part of a property;
- isolation from or alteration of the property's surrounding environment (setting); or
- introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting.

Direct impacts typically occur during construction, whereas indirect impacts include those caused by construction that occurs later in time or are farther removed but foreseeable.

These impacts may include alterations in the pattern of land use, changes in population density, or accelerated growth rates, all of which may have an impact on properties with historic, architectural, archeological, or cultural significance.

The preferred form of mitigation for direct or indirect impacts for cultural resources is avoidance. An alternative form of mitigation of direct impacts can be developed for archeological historic properties with the implementation of a program of detailed data retrieval. Additionally, relocation may be possible for some historic structures. Indirect impacts on above-ground historic resources and landscapes can be lessened through careful design considerations and landscaping.

The method utilized to assess an area for potential archeological resources is outlined in the pre-approved research design developed by Oncor and THC for new transmission line studies. This method involves the preliminary identification of high probability areas (HPAs) through background research performed ahead of any fieldwork. Physiographic settings in the Prairie-Savannah Region of Texas identified as HPAs for archeological sites generally consist of areas that contain deep soils and are in proximity to natural water sources. More specifically, such areas include interfluve summits overlooking alluvial valleys, interfluve toe slopes and alluvial and colluvial fans adjacent to alluvial valleys, natural levees or levee remnants, alluvial terraces, rises within floodplains, upland edges adjacent to alluvial valleys and stream confluences, near springs and within floodplain deposits.

As a formal cultural resources survey has not been conducted for any of the alternative routes, the possibility of affecting unknown archeological sites exists. Correspondence from THC (2022) advised that a qualified archeologist survey the alternative transmission line routes and further recommended that any work occurring over land owned or managed by a state agency or political subdivision of the state requires a Texas Antiquities Permit prior to initiation of fieldwork. The THC also advised that any state-owned buildings 50 years old or older located within the alternative transmission line routes should be photographed and included in the archeological survey.

As part of this environmental assessment, a qualified archeologist identified HPAs along the alternative routes using USGS topographic maps and soil survey data. Following

PUCT approval of a route for the proposed project, a cultural resources survey will be conducted in accordance with the pre-approved research design developed by Oncor and THC for new transmission line studies. Any cultural resources discovered during this initial survey will be mitigated, if required, during consultation with the THC. In the event Oncor or its contractors encounter any archeological artifacts or other cultural resources during construction of the proposed project, Oncor will cease work in the immediate vicinity of the resource and report the discovery to the THC. It is anticipated that the proposed project will have no substantial impacts to cultural resources.

A review of the maps at the TARL and the THC's Archeological Sites Atlas identified recorded archeological sites and previously recorded historic structures in the study area. Further examination of the recorded sites' location identified those which appear to be within 1,000 feet of the alternative routes.

7.8.1 Historical Summary

There are two sites in the study area that have been listed in the NRHP, consisting of the Old Continental State Bank and the Central Roanoke Historic District. No links are within 1,000 feet of either of these listed NRHP sites. Ten cemeteries, three of which are designated as Historic Texas Cemeteries, are documented in the study area. Two of these cemeteries have links within 1,000 feet, summarized as follows:

- Link A0 is approximately 610 feet from the Dunham Cemetery near the proposed Dunham Switch.
- Link J4 is approximately 100 feet north of the City of Justin Cemetery (also known as Odd Fellows Cemeteries) along Trail Creek east of the City of Justin.

Historical markers are usually located along major roadways to accommodate public viewing of the information contained in the marker. Furthermore, the marker may refer to a specific site, area of an event, or community that is not necessarily immediately near the marker location. Most of the historical markers within the study are in locations sufficiently distant from any link to conclude that those locations are not within 1,000 feet of any link. The exception is a historical marker in Bishop Park crossed by Link J4 in the City of Justin. The marker is identified as "Justin" and recognizes the early settlement history and the role of railroads in early growth for the City of Justin.

Two previously recorded archeological sites are shown to be within 1,000 feet of two links. Site 41DN552 is recorded as the location of a former historic schoolhouse and would be within the ROW of Link M1. A review of historical imagery supports that much of the site has been disturbed in recent decades, and the location appears to be an active agriculture field also occupied by natural gas pipelines. The other site is 41DN553 which is recorded as a historic house approximately 90 feet south of Link L2. The point of record is near multiple natural gas pipelines and may be in reference to a historic-aged structure integrated with other modern structures in a farm-style setting through which Link L2 passes.

Most of the study area retains a rural, agricultural character intermixed with modern commercial and residential land use. In addition to the historic resources previously documented, typical historic resources in the study area may include homesteads and farmsteads or remnants thereof, farmhouses, associated barns and outbuildings, fencing, water storage tanks, troughs, animal pens, and windmills. These observations are based on views of areas in the region from public roadways, and additional potentially historic features may be found in areas that are not visually accessible.

7.8.2 Archeological Summary

As documented in TARL correspondence (2022), most of the study area has never been studied for cultural resources. Prehistoric sites typically recorded near study areas are associated with streams and valleys, and close to other perennial water sources. They occur less frequently on steep slopes or in upland settings distant from water sources. Sites in the region include campsites, lithic procurement sites, and burned rock middens. Permanent water sources are frequent throughout the study area, although significant amounts of development lessen the likelihood of intact archeological material. HPAs were identified within the proposed alternative links and consist of areas that contain alluvial soils in proximity to or intersecting with natural water sources and/or previously recorded archeological sites. More specifically, these areas include:

- Interfluve summits and shoulder slopes overlooking alluvial valleys;
- Natural levees or levee remnants;
- Relict alluvial terraces;
- Rises within floodplains;
- Upland edges adjacent to valleys and stream confluences;

- Nearby springs;
- Floodplain deposits; and
- Areas near previously documented resources.

Table 7-8 summarizes HPAs in relation to link crossings.

TABLE 7-8. ALTERNATIVE LINK PROXIMITY TO HIGH PROBABILITY AREAS FOR ARCHEOLOGICAL SITES

Link	High Probability Area	Distance (feet)
A6	Terrace adjacent to Denton Creek	430
C6	Graham Branch crossing	2,260
C7	Graham Branch crossing	1,470
C8	Graham Branch crossing	690
C9	Terrace adjacent to Graham Branch	1,040
E5	Graham Branch and unnamed tributary of Graham Branch crossing	3,630
F5	Terrace adjacent to Cleveland Branch	580
G1	Terrace adjacent to Cleveland Branch	1,280
G2	Denton Creek and unnamed tributary of Denton Creek crossing	8,430
G3	Unnamed Denton Creek tributary crossing	5,930
G4	Unnamed Denton Creek tributary crossing	330
G5	Unnamed Denton Creek tributary crossing	1,320
G6	Unnamed Denton Creek tributary crossing	2,640
G7	Unnamed Denton Creek tributary crossing	1,560
H1	Terrace adjacent to Denton Creek	1,620
H2	Terrace adjacent to Denton Creek	140
H3	Unnamed Denton Creek tributary crossing	4,870
H41	Denton Creek crossing	4,680
H42	Terrace adjacent to Denton Creek	1,910
H5	Denton Creek and unnamed tributary of Denton Creek crossing	3,030
H6	Denton Creek and unnamed tributary of Denton Creek crossing	3,200
H9	Unnamed Denton Creek tributary crossing	2,120
I12	Harriet Creek crossing	9,710
I32	Catherine Branch and unnamed tributary of Catherine Branch crossing	2,900
I4	Unnamed tributary of Catherine Branch crossing	3,560
I6	Terrace adjacent to Catherine Branch	740
I7	Unnamed tributary of Catherine Branch crossing	2,760
I8	Unnamed tributary of Catherine Branch crossing	2,300
I9	Terrace adjacent to Denton Creek	2,820
J1	Unnamed tributary of Catherine Branch crossing	1,340
J21	Catherine Branch crossing	1,600
J22	Terrace adjacent to Catherine Branch	1,090
J3	Unnamed tributary of Catherine Branch crossing	2,970
J4	Proximity to Justin Cemetery, Trail Creek crossings, and unnamed Trail Creek tributary crossing	11,870
J5	Trail Creek crossing	970

TABLE 7-8. ALTERNATIVE LINK PROXIMITY TO HIGH PROBABILITY AREAS FOR ARCHEOLOGICAL SITES

Link	High Probability Area	Distance (feet)
J6	Unnamed Denton Creek tributary crossing	3,320
K21	Trail Creek and unnamed tributary of Trail Creek crossing	1,580
K61	Unnamed Trail Creek tributary crossing	5,090
L1	Harriet Creek crossing	4,840
L2	Terrace adjacent to Harriet Creek	1,780
L3	Harriet Creek crossing	3,520
M1	Elizabeth Creek and unnamed Elizabeth Creek tributary crossing	8,470
M3	Unnamed Elizabeth Creek tributary crossing	1,360
M4	Unnamed Elizabeth Creek tributary crossing	3,030
M5	Unnamed Elizabeth Creek tributary crossing	16,880
M7	Harriet Creek crossing	8,370
M8	Unnamed Harriet Creek tributary crossing	670
O1	Harriet Creek crossing	270
O2	Harriet Creek and unnamed Harriet Creek tributary crossing	590
O3	Unnamed Harriet Creek tributary crossing	100
O7	Harriet Creek crossing	3,240
O8	Unnamed Harriet Creek tributary crossing	650
P1	Unnamed Elizabeth Creek crossing and adjacent terrace	1,660
P3	Unnamed Elizabeth Creek tributary crossing	520
P5	Terrace adjacent to unnamed Elizabeth Creek tributary	1,320
P6	Unnamed Elizabeth Creek tributary	2,220
Q1	Harriet Creek crossing	900
Q5	Harriet Creek crossing	930
R1	Elizabeth Creek and unnamed Elizabeth Creek tributary adjacent terrace	2,450
R2	Unnamed Elizabeth Creek tributary crossing	3,310
R5	Unnamed Elizabeth Creek tributary crossing	1,050
R6	Unnamed Elizabeth Creek tributary crossing	3,240
S1	Elizabeth Creek crossing	1,560
S2	Unnamed Elizabeth Creek tributary crossing	660
S3	Elizabeth Creek crossing	1,450
S4	Terrace adjacent to Elizabeth Creek	2,700
S5	Elizabeth Creek crossing	2,160
T1	Elizabeth Creek crossing	740
T2	Elizabeth Creek crossing, and unnamed Elizabeth Creek tributary crossing	3,130
T3	Unnamed Elizabeth Creek tributary crossing	4,650
T4	Unnamed Elizabeth Creek tributary crossing	7,800
U2	Unnamed Elizabeth Creek tributary crossing	1,290
V2	Unnamed Moss Branch tributary crossing	1,630
V4	Unnamed Moss Branch tributary crossing	590
W1	Unnamed Elizabeth Creek tributary crossing	670
W6	Moss Branch crossing	1,550
X	Unnamed Moss Branch tributary crossing	400
Z	Terrace adjacent to unnamed Moss Branch tributary	600

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8.0 LIST OF PREPARERS

Halff prepared this Environmental Assessment and Alternative Route Analysis for Oncor. **Table 8-1** provides a list of the project team and corresponding primary responsibilities for the preparation of this document.

TABLE 8-1. LIST OF PREPARERS

Responsibility	Name	Title
Project Manager	Russell Marusak	Senior Project Manager
Assistant Project Manager	Jody Urbanovsky	Environmental Project Manager
Physiography and Geology	Margaret Harpe	Environmental Scientist
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Cultural Resources	Michael Mudd	Archeologist
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Source	Aerial Imagery Date
Maxar	March 7, 2021
Maxar	July 13, 2021
Maxar	May 28, 2022
Maxar	June 11, 2022

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Map Name	Original Map	Photo-Revision
Avondale	1955	1988
Keller	1955	1992
Colleyville	1959	1982
Rhome	1960	1974
Argyle	1960	1974
Justin	1960	1987

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Appendix A

Agency Correspondence

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APPENDIX A
AGENCY CORRESPONDENCE

AGENCIES

HALFF

September 13, 2022
AVO 52671.001

The Honorable Bryan Livingston
Mayor
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor Livingston:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

Halff Associates, Inc. (Halff) is preparing an Environmental Assessment (EA) and Alternative Route Analysis to support an application for a Certificate of Convenience and Necessity (CCN) from the Public Utility Commission of Texas (PUC). Halff is currently in the process of gathering data on the existing environment and identifying environmental and land use constraints within the project study area that will be used in the creation of an environmental and land use constraints map. Halff will identify potential alternative routes that consider environmental and land use constraints.

Halff is requesting that your agency/office provide information concerning environmental and land use constraints or other issues of interest to your agency/office within the study area. Your comments will be an important consideration in the assessment of potential impacts. Upon certification for the proposed project, Oncor will determine the need for other approvals and/or permits. If your jurisdiction has approvals and/or permits that would apply to this project, please identify them in response to this inquiry. If permits are required from your office, Oncor will contact your office following route certification.

Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

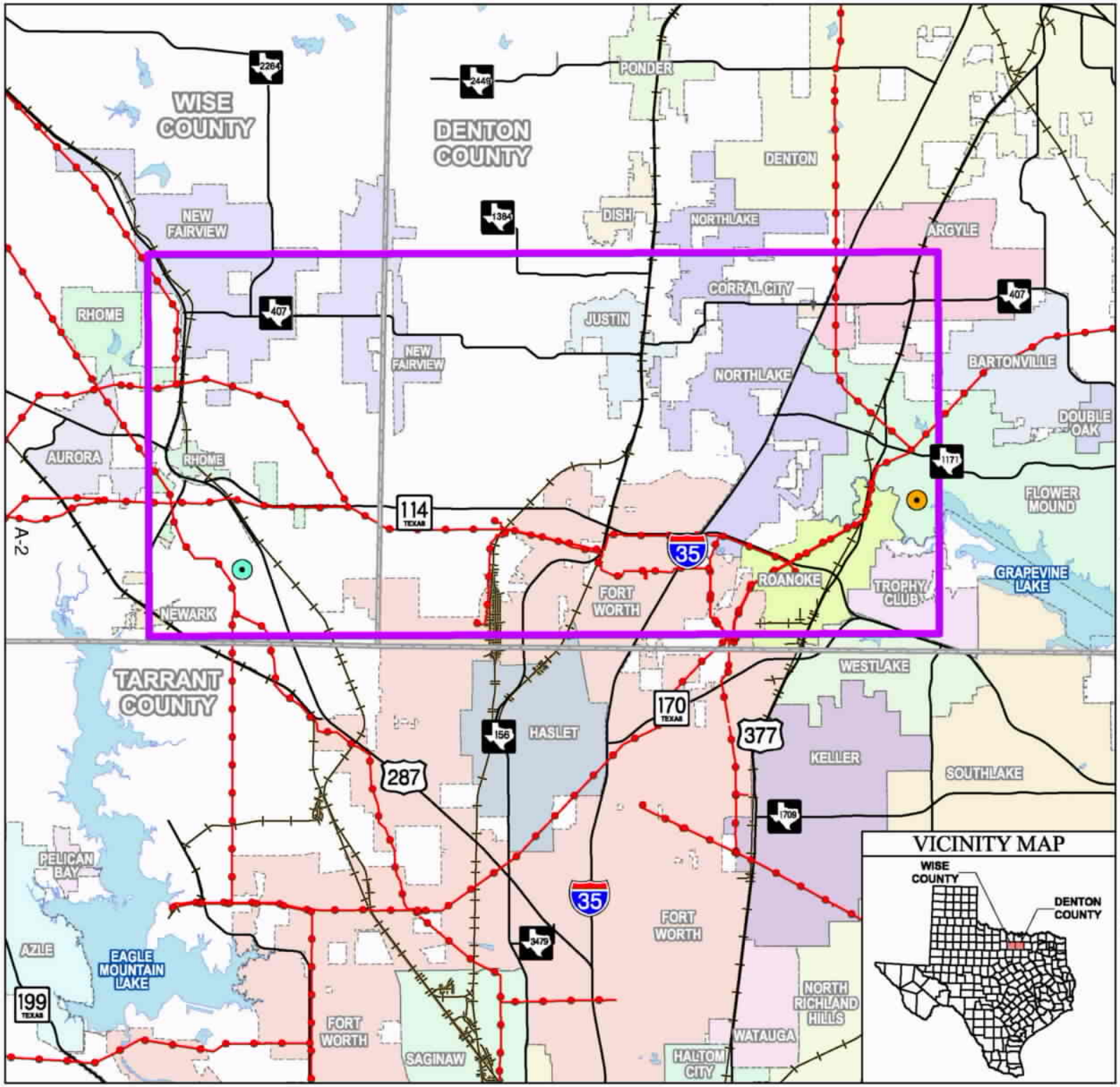
Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

TEL (214) 346-6200
FAX (214) 739-0095

WWW.HALFF.COM



RAMHORN HILL — DUNHAM 345 kV TRANSMISSION LINE PROJECT

LEGEND

- PROPOSED STUDY AREA
- PROPOSED RAMHORN HILL SWITCH
- PROPOSED DUNHAM SWITCH
- COUNTY BOUNDARY
- MAJOR ROADS
- RAILROADS
- EXISTING TRANSMISSION LINE
- WATERBODY
- CITY LIMIT BOUNDARY
- UNINCORPORATED AREAS

Notes:
1. Some legend symbols are enlarged for easier identification.
2. Data is for display purposes only. All features and boundaries have been approximated based on information gathered from review of public resources and from field reconnaissance.

Date Plotted: 9/9/2022
Date Revised: 9/9/2022

LOCATION MAP

VICINITY MAP

0 3 6

Miles

HALFF

HALFF

September 13, 2022
AVO 52671.001

The Honorable Rick Bradford
Mayor Pro Tem; Council Member, Place 5
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Bradford:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Gordon Baethge
Council Member, Place 1
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Baethge:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Ronald Schmidt
Council Member, Place 2
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Schmidt:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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September 13, 2022
AVO 52671.001

The Honorable Sherri Myers
Council Member, Place 3
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Myers:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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September 13, 2022
AVO 52671.001

The Honorable Cynthia Hermann
Council Member, Place 4
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Hermann:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

Halff Associates, Inc. (Halff) is preparing an Environmental Assessment (EA) and Alternative Route Analysis to support an application for a Certificate of Convenience and Necessity (CCN) from the Public Utility Commission of Texas (PUC). Halff is currently in the process of gathering data on the existing environment and identifying environmental and land use constraints within the project study area that will be used in the creation of an environmental and land use constraints map. Halff will identify potential alternative routes that consider environmental and land use constraints.

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Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

TEL (214) 346-6200
FAX (214) 739-0095

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HALFF

September 13, 2022
AVO 52671.001

Ms. Erika McComis
Interim Town Administrator/Town Secretary
Town of Argyle
P.O. Box 609
Argyle, Texas 76226-0609

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Ms. McComis:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jaclyn Carrington
Mayor
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor Carrington:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Clay Sams
Mayor Pro Tem; Council Member, Place 3
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Sams:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jim Roberts
Council Member, Place 1
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Roberts:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Matt Chapman
Council Member, Place 2
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Chapman:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Keith Crandall
Council Member, Place 4
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Crandall:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
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HALFF

September 13, 2022
AVO 52671.001

The Honorable Josh Phillips
Council Member, Place 5
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Phillips:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Sincerely,
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Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

Mr. Thad Chambers
Town Administrator
Town of Bartonville
1941 East Jeter Road
Bartonville, Texas 76226-9401

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Chambers:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jamie Harris
Mayor
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5720

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor Harris:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jennifer Williams
Mayor Pro Tem
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5720

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Williams:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Mike Collins
Alderman
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5721

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Alderman Collins:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Tommy Shaw
Alderman
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5722

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Alderman Shaw:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Dave Harris
Alderman
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5723

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Alderman Harris:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

TEL (214) 346-6200
FAX (214) 739-0095

WWW.HALFF.COM

HALFF

September 13, 2022
AVO 52671.001

The Honorable Allison Sheren
Alderwoman
Town of Corral City
14007 Corral City Drive
Argyle, Texas 76226-5724

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Alderwoman Sheren:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Derek France
Mayor
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor France:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Sandeep Sharma
Mayor Pro Tem; Council Member, Place 2
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Sharma:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Ann Martin
Deputy Mayor Pro Tem; Council Member, Place 5
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Martin:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Adam Schiestel
Council Member, Place 1
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Schiestel:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Brian Taylor
Council Member, Place 3
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Taylor:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jim Engel
Council Member, Place 4
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Engel:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

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HALFF

September 13, 2022
AVO 52671.001

Mr. James Childers
Town Manager
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028-2602

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Childers:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

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RICHARDSON, TX 75081-2275

TEL (214) 346-6200
FAX (214) 739-0095

WWW.HALFF.COM

From: Tommy Dalton <tommy.dalton@flower-mound.com>
Sent: Thursday, September 15, 2022 1:46 PM
To: Marusak, Russell
Cc: LauriAnn Cash; Lexin Murphy; Robert Pegg
Subject: Oncor Dunham Switch Flower Mound

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Marusak,

The Town received your letter today regarding the Oncor Dunham switch. James and I met with Steven Elk, Jaren Taylor, Danvier Johnson, and Wilson Peppard yesterday to discuss the project. In addition, Rob Myers with Kimley Horn has been in contact with staff in preparation for submitting a zoning amendment for the property.

I would recommend scheduling a meeting with the Town's development staff to better understand the environmental and land use constraints, outlined in your letter, that may be associated with this property.

LauriAnn Cash (copied) can assist you with scheduling a meeting.

If you have any questions, please let me know.

Tommy Dalton
Assistant Town Manager

Town of Flower Mound
2121 Cross Timbers Rd.
Flower Mound, TX 75028
972-874-6079

From: LauriAnn Cash <lauriann.cash@flower-mound.com>
Sent: Thursday, September 15, 2022 6:07 PM
To: Marusak, Russell
Cc: Lexin Murphy; Robert Pegg; Tommy Dalton
Subject: RE: Oncor Dunham Switch Flower Mound

Follow Up Flag: Follow up
Flag Status: Flagged

Good evening Mr. Marusak.

DRC Meetings are scheduled for Tuesday afternoons where Staff from multiple departments have time blocked to be in the office and not in the field. All DRC meetings are being conducted on our Zoom platform and scheduled in the order applications are received. To schedule a DRC Meeting, please fill out our online meeting request form here: https://form.jotform.com/92474598521164. Once submitted and received, you will be contacted by Staff with the next available time spot. Please be advised that at this time, meetings are typically being booked 1-2 weeks out.

Staff will require some type of concept plan for Staff review no later than 5:00pm the Wednesday prior to the meeting. If you already have one, it can be uploaded with the meeting request application. This can be a rough sketch or an overlaid drawing on an aerial map. This allows Staff to provide detailed information regarding the specifics of the property along with the application types that will be needed.

If you have any questions or concerns please feel free to contact us.

Kind regards,

LauriAnn Cash
Executive Assistant – Development Services
Town of Flower Mound
p: 972-874-6380
e: lauriann.cash@flower-mound.com
Q^3 Quality People + Quality Service = Quality of Life

From: Tommy Dalton <tommy.dalton@flower-mound.com>
Sent: Thursday, September 15, 2022 1:46 PM
To: rmarusak@halff.com
Cc: LauriAnn Cash <lauriann.cash@flower-mound.com>; Lexin Murphy <lexin.murphy@flower-mound.com>; Robert Pegg <robert.pegg@flower-mound.com>
Subject: Oncor Dunham Switch Flower Mound

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Tommy Dalton
Assistant Town Manager

Town of Flower Mound
2121 Cross Timbers Rd.
Flower Mound, TX 75028
972-874-6079

HALFF

September 13, 2022
AVO 52671.001

The Honorable Mattie Parker
Mayor
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor Parker:

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Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

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RICHARDSON, TX 75081-2275

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Carlos Flores
City Councilmember, District 2
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Flores:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Michael Crain
City Councilmember, District 3
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Crain:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

TEL (214) 346-6200
FAX (214) 739-0095

WWW.HALFF.COM

HALFF

September 13, 2022
AVO 52671.001

The Honorable Alan Blaylock
City Councilmember, District 4
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Blaylock:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Gyna Bivens
City Councilmember, District 5
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Bivens:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Jared Williams
City Councilmember, District 6
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Williams:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Leonard Firestone
City Councilmember, District 7
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Firestone:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Chris Nettles
City Councilmember, District 8
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Nettles:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Elizabeth Beck
City Councilmember, District 9
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Beck:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Ms. Jannette Goodall
City Secretary
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Ms. Goodall:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

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HALFF

September 13, 2022
AVO 52671.001

Mr. David Cooke
City Manager
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Cooke:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Mr. Robert Sturns, Department Head
Economic Development Department
City of Fort Worth
1150 South Freeway, Suite 106
Fort Worth, Texas 76104-5160

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Sturns:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Mr. D.J. Harrell, Department Head
Development Services
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Harrell:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Mr. Mark McAvoy, Department Head
Planning & Data Analytics
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. McAvoy:

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Mr. Justin Newhart
Historic and Cultural Landmarks Commission
City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102-6314

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Newhart:

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Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Gary Hulsey
Mayor
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mayor Hulsey:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

Halff Associates, Inc. (Halff) is preparing an Environmental Assessment (EA) and Alternative Route Analysis to support an application for a Certificate of Convenience and Necessity (CCN) from the Public Utility Commission of Texas (PUC). Halff is currently in the process of gathering data on the existing environment and identifying environmental and land use constraints within the project study area that will be used in the creation of an environmental and land use constraints map. Halff will identify potential alternative routes that consider environmental and land use constraints.

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Thank you for your assistance with this transmission line project. If you have any questions or require additional information, please contact me at (214) 346-6367. Electronic data may also be shared at rmarusak@halff.com. Your earliest reply will be appreciated.

Sincerely,
HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

Attachment (1)

HALFF ASSOCIATES, INC.

1201 NORTH BOWSER ROAD
RICHARDSON, TX 75081-2275

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Marilyn Broyles
Mayor Pro Tem; Council Member, Place 3
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Broyles:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Doug Horak
Council Member, Place 1
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Horak:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Kerry Ricketts
Council Member, Place 2
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Ricketts:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Hector Najera
Council Member, Place 4
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Najera:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

The Honorable Tanya Morrow
Council Member, Place 5
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Council Member Morrow:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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HALFF ASSOCIATES, INC.

Russell Marusak
Environmental / Natural Resources Team Leader

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HALFF

September 13, 2022
AVO 52671.001

Ms. Shannon Montgomery
City Secretary
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Ms. Montgomery:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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September 13, 2022
AVO 52671.001

Mr. Thad Chambers, Director
Economic Development Director
City of Haslet
101 Main Street
Haslet, Texas 76052-3309

Re: Oncor Electric Delivery Company's Proposed Ramhorn Hill—Dunham 345 kV Transmission Line Project in Denton and Wise Counties, Texas

Dear Mr. Chambers:

Oncor Electric Delivery Company LLC (Oncor) proposes to construct a 345 kilovolt (kV) transmission line from the proposed Ramhorn Hill Switch, which will be located approximately 2 miles south of the intersection of United States Highway 287 and State Highway 114 near Rhome, Texas, and continuing to the proposed Dunham Switch, which will be located approximately 1.4 miles southeast of the intersection of Interstate Highway 35W and Farm-to-Market Road (FM) 1171 in Flower Mound, Texas. FM 1171 is also known regionally as Cross Timbers Road. Please refer to the attached map depicting the study area.

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Environmental / Natural Resources Team Leader

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