

# Exhibit E

## Activity Plan and Restoration

Xcel Energy operates several transmission lines in this area. There are multiple activities that are currently underway as well as future anticipated work related to those transmission lines. The action included to this request specifically is related to a rotting cross-arm on our 161kV line that crosses through the marsh and over the railroad (shown on Exhibit C). This cross-arm needs to be replaced at the first opportunity this winter before it becomes a hazard.

**ACCESS ROUTE:** The rotting cross-arm is immediately next to the railroad (see Exhibit F) and the best access to this location is through City property. In coordination with the Parks, Recreation & Forestry Department, we are proposing to use the Grand Crossing Trail up to the intersection with the Willow Trail. We would then veer off to the east and proceed to our transmission line corridor. This route uses the City trail for one leg of our access, then another City parcel east of the trail. We would then cross over onto WDNR property before reaching NSP (Xcel Energy) property. Our application to WDNR has been submitted and approval is expected soon. The structure with the rotting cross-arm is on NSP property.

**PROPOSED ACTIVITY:** The maintenance activity proposed in this request will take one day to complete. Our crew would need to travel with one tracked bucket-truck and one tracked skid steer. The advantage to using tracked equipment in this area is that the ground pressure is much less than rubber-tired equipment. The machine's weight is distributed throughout the area of the tracks creating a greatly reduced PSI (pounds/sq-inch) pressure on the ground to protect from rutting. Unless something unexpectedly breaks, we would need one trip in and one trip out. Only as needed, we would have one of our professional arborists trim branches and brush ahead of our equipment entering to ensure sufficient clearance through woody vegetation.

**TIME OF YEAR:** We would like to complete this maintenance work during frozen ground. Also, by using tracked equipment, we would eliminate disturbance to the ground. The marsh is currently dryer than usual, so again, taking advantage of the current situation to make this fix would be advantageous to protecting the natural resources without the additional activity of placing construction matting.

**EQUIPMENT DETAIL:** We will utilize one tracked skid steer and one tracked bucket-truck to replace the cross-arm. The size of the larger tracked bucket-truck is 10-ft wide by 12-ft 1-inch tall. It weighs 56,000 lbs. Vegetation work would be completed with a skid steel with a brush mowing attachment and by hand (chainsaw, trimmers). Trucks and trailers would be parked on the road as shown on Exhibit B, where our tracked equipment would be unloaded and reloaded. Caution signage and traffic cones would be placed as needed to alert the public. As street privilege permit from City Engineering will be secured.

**OTHER FUTURE ACTIVITY:** This current request is specifically for the one-day maintenance work to replace the rotting cross-arm. However, there is an additional future activity that would likely utilize the same access route. Our future planned rebuild is in the early stages of planning. An important part of that planning is to gather information related to subsoil stability. We are preparing to conduct soil borings at two locations north of the City parcel. These soil boring locations are on NSP property (see Exhibit G). We are coordinating with WDNR on any permit requirements. We are hoping to be able to conduct these soil borings later this winter, February or March, while the ground is still frozen. We are still gathering details regarding this future work and will apply later with more complete information.