

Briggs Road to La Crosse Tap (Q-1D South) 161 kV Rebuild Project



Can you tell me about the Project?

Dairyland Power Cooperative (DPC), a not-for-profit generation and transmission cooperative headquartered in La Crosse, Wisconsin is proposing to rebuild approximately nine miles of the south segment of the Q-1D 161 kilovolt (kV) transmission line. This nine-mile Project, referred to as the Q-1D South Project, begins southeast of the new Briggs Road Substation located southwest of the Village of Holmen, Wisconsin and traverses generally southeast thru the City of Onalaska to Xcel Energy's line near Keil Coulee Road, west of the City of La Crosse, Wisconsin.

The Project consists of rebuilding an existing 161 kV transmission line and the voltage would remain at 161 kV. Construction of the Project would occur entirely within the existing right-of-way (ROW), and would require use of existing and temporary access routes and two temporary staging areas. Approximately 0.6 miles of the project would cross the La Crosse River floodplain south of Valley View Mall.

Why is the Project needed?

The Q-1D line was built in 1950 and needs to be rebuilt due to its age and condition. Over the last several years a number of outages have been caused by transmission structures failing, impacting both transmission service and fiber optic service carried on the same structures. The Project would allow for the continuation of reliable service to the greater La Crosse area to members of DPC and Xcel Energy customers.

When will the Q-1D South Project be Rebuilt?

The Q-1D South line will be rebuilt as soon as possible to avoid interruptions in service and costly maintenance issues. DPC anticipates rebuilding the line over the winter of 2016/2017.

What if the line is not rebuilt?

The line is being rebuilt due to age and condition. DPC's current 69 kV & 161 kV rebuild strategy is a pro-active replacement program that includes rebuilding lines where a majority of structures, conductor, hardware and insulators approaches 65 years of age. If the line is not rebuilt, the reliability of electric service to customers in the greater La Crosse area will be compromised, as will the safety of the public and our employees.

TERMS TO KNOW

Access routes: Routes to allow vehicle access to each structure location and other points along the right of way to rebuild the transmission line.

Dewatering: The process of removing groundwater or surface water from a construction site, caisson, soil boring, or excavation by the use of pumping equipment.

Right of way: Land area legally acquired for a specific purpose, such as the placement of transmission facilities and for maintenance access.

Structure: Towers or poles that support a transmission line.

Temporary staging areas: Areas used for temporary stockpiling and storage of equipment and materials during construction.

How are environmental impacts considered?

DPC intends to seek financial assistance for the Project from the U.S. Department of Agriculture (USDA) Rural Utility Service (RUS), which makes the Project a federal action subject to review under the National Environmental Policy Act of 1969 (NEPA) and all applicable federal environmental law and regulations. RUS has determined that the Project would require the preparation of an Environmental Report (ER) to analyze potential impacts to the natural and human environments.

RUS will use the ER as one of the primary support documents for DPC's application for financial assistance or other approval from RUS, and to determine if there are any extraordinary circumstances that would require additional review.

As part of this process, RUS is responsible for determining the adequacy of the ER and the proposed Project's environmental acceptability. Copies of all comments received will be forwarded to RUS for consideration prior to RUS approving financing assistance or taking other Federal action related to a proposed project.

Would the new transmission structures look different from the existing structures?

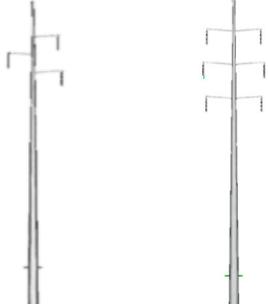
The existing wooden H-frame structures would be replaced by new steel transmission structures. The typical design characteristics are shown in the diagrams below.

Within the La Crosse River floodplain, DPC would use specialized construction techniques consisting of vibratory caissons along with Y-frame steel structures and one H-frame steel deadend structure for the 0.6 mile section to:

- Limit new transmission line height to average of 65 feet, which will keep the line at or below the average tree height to reduce the potential for bird strikes.
- Eliminate the need for concrete foundations.

- Avoid the need for dewatering and associated impacts on water resources.
- Eliminate the generation of waste soil material.
- Reduce the number of structures needed in the La Crosse River floodplain from three H-frame structures (six poles) to three single Y-frame structures and one H-frame steel dead-end structure (five poles). The shorter H-frame steel deadend structure is needed to allow the Project to be rebuilt under an existing 161 kV transmission line and the three-pole design is to maintain sufficient height above a stream crossing.

Single-pole steel structures would be used for the remainder of the Project where the need for more costly Y-frame structures used to address environmental concerns in the La Crosse River floodplain is reduced.

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| <p><u>4 Y-Frame Steel Structures</u> Used in La Crosse River Floodplain</p> <p>Average 65 Feet Tall 600 to 800 Foot Span Between Structures</p> |  |
| <p><u>3 H-Frame Deadend Steel Structures</u> Used Where Construction Starts and Stops</p> <p>Average 50 Feet Tall Average 375 Foot Span Between Structures</p> |  |
| <p><u>54 Steel Monopole Structures</u> Used for Rest of Project</p> <p>95 to 115 Feet Tall 775 to 800 Foot Span Between Structures</p> |  |