

To: TCLP Board
From: Tony Chartrand - Systems Engineer
CC: Daren Dixon - Operations Manager
Meeting: Regular Board - May 10 2022
Subject: Barlow to Parsons Tree Trimming Update

Why the Project was approved

- This project was previously approved by the board in order to upgrade the Barlow to Parsons transmission line after MISO identified it as being undersized for certain contingencies, as well to correct a clearance condition as required by the FAA near the airport.

Action Taken

The design was chosen which:

1. Shortens the line, decreasing line loss and improving reliability.
2. Undergrounds a section of the line in front of the airport property, ensuring we meet FAA requirements and improving reliability. The alternative to meet the FAA requirement would have involved moving the transmission line from Steele to Hastings St, which would have resulted in 2000' of conflict with large, mature trees along a residential neighborhood on Hastings and Eighth St.
3. Removes 7000' of existing overhead transmission from Steele Street and in a tree-filled backlot from Eighth down to the Parsons/Airport Access intersection, which will help reduce the extents of tree trimming in the future, as only distribution lines will remain, those having a lesser clearance requirement to trees. This will allow these large trees to properly grow and remain healthy for years to come. This also improves reliability and supports our environmental goals.

Changes to the Initial Design

- The week of 4/25 Newkirk, who is the construction contractor for this project, performed some preliminary investigation along the underground route along the north side of Parsons Road west of Airport Access Road. They physically dug up the buried water and AT&T lines along the route to verify that depth data provided was accurate. Upon completing this work they found the data AT&T provided was incorrect, and they were in fact much shallower.

Action from Contractor findings

- In order to construct the duct bank it will now have to be built on the cemetery, or north, side of the other utilities. This means that many trees, mainly scotch pines, that were originally remaining will now have to be removed. Staff worked with the construction contractor to ensure they weren't just asking to cut the trees to make the underground portion easier to construct. In fact, TCL&P incurred additional cost by ensuring that the contractors would be responsible for slight variations on the route, and staff

pushed contractors to plan to install the line as far away from the existing trees as possible so as not to affect them. Unfortunately given the site conditions this wasn't possible, but staff worked with the contractor to ensure that the least amount of trees were affected by crossing AT&T once the water line turned away and left ample room for construction of the line. This means the trees on the far western side of the route do not have to be cut down. While it may be possible to save a few more of the existing trees, it was determined that the trenching would likely injure their root systems too much for their survival.

TCLP Final Resolution

- Staff plans on replacing these trees with shorter growing arborvitae and native bushes. This will ensure that the trees will not grow to a height that will cause them to be cut down for the runway, and add some color during the spring and summer to the corridor. Staff will present at the May 16th City Commission meeting and send out a PSA to inform the public of this work to ensure that everyone is aware of what is going on and the restoration plan. Attached is additional information that will be included in the PSA.

Throughout this project TCL&P staff has been working to tailor the design to limit the tree impact, improving reliability in the process. We have communicated our plans with the Board, the City Commission, and customers successfully thus far and intend to present our plan to the City Commission and put out a PSA around this necessary modification.