



GRID *Forward*

Central Wisconsin
Project

ROUTING AND SITING HIGH-VOLTAGE POWER LINES

DETERMINING THE LOCATION FOR NEW POWER LINES

At ATC, we follow a careful and deliberate process that provides guidance for identifying and analyzing options for routing and siting power lines – a process that ultimately strengthens our electric grid. Through input we receive from government agencies, the public, communities and landowners, we consider options that are appropriate for the location and issues associated with a particular project. We strive toward a balanced solution that follows a fair and inclusive process.

ROUTING CRITERIA

When building new power lines, Wisconsin law requires co-location with existing facilities and infrastructure where it is feasible. The process typically begins by identifying a broad study area. Then potential corridors are identified that may be suitable for a high-voltage power line.

For our proposed Grid Forward - Central Wisconsin Project, potential corridors have already been identified within a portfolio of projects approved in 2022 by the Midcontinent Independent System Operator – the regional transmission planning agency responsible for operating the electric grid in Wisconsin. ATC has further developed these corridors to form viable route options in accordance with state routing and siting priorities identified.



Primary routing opportunities – utility corridors:

- Existing electric lines
- Pipelines

Secondary routing opportunities – transportation corridors:

- State and federal highways
- Railroads

Tertiary routing opportunities:

- Recreational trails

New corridors:

- When primary, secondary and tertiary routes are not viable, establish new corridors using property section lines and/or boundaries when feasible

We strive toward a balanced solution that follows a fair and inclusive process.



Energizing Your Future



Routing and site high-voltage power lines

BALANCING ROUTING CONSIDERATIONS

Developing routes that may be suitable for power lines requires a balanced look at a variety of factors. Landowner and community input is taken into consideration, and we evaluate the impacts of proposed routes. Routing power lines may involve trade-offs between a particular set of advantages and disadvantages. ATC looks for routes that balance community input with environmental impacts, constructability, current and future land use, project cost and specific electric system needs. We propose routes in our regulatory applications that address electric system needs for all energy consumers in an area, and reduce local impacts to the extent possible.

PUBLIC INVOLVEMENT PROCESS

At ATC, we use an open and interactive approach that involves gathering information and public feedback before submitting the application to the Public Service Commission of Wisconsin.

Phase 1: Study area

Typically, we begin with a study area that identifies end points (substations – new or existing) for the power line. We gather data on environmental sensitivities, roads, railroads, pipelines, utility corridors and environmental areas, and start building a project map.

Phase 2: Potential corridors

In accordance with Wisconsin law, we identify many potential corridors after reviewing the study area. These corridors can be several hundred feet wide or more between the end points and may be suitable for line routes but have not yet been thoroughly evaluated. These corridors represent opportunities to rule in or rule out possible power line routes that require further evaluation and input.

Phase 3: Preliminary routes

The preliminary routes represent those that are “still on the table” and include more defined route possibilities. The preliminary routes have been evaluated more thoroughly and are likely to be considered for the project. As part of the route refinement process, new line segments that were not considered in previous phases may be added to the project map.

Phase 4: Proposed and alternate routes

These are the routes that have been identified as the best solutions based on environmental and land use considerations, suitability for construction, public acceptance, cost and electric system needs. These routes will be formally presented in ATC’s regulatory application to the PSCW for authorization to construct the project. We are required to submit preferred and alternate route options. These routes are thoroughly characterized with supporting environmental, engineering and construction information, all of which is publicly available during this phase.

Phase 5: Public feedback

During the route development process and prior to the application filing, ATC contacts local officials, community organizations and landowners to provide the latest developments of the project and offer opportunities for public feedback. After we file an application, the PSCW will evaluate whether the project is needed, hold a public hearing and decide where to site the line. The PSCW route decision may or may not be the route that we recommend and may include some additional changes.

In the route development process, new information may require us to add new route segments to our project map or to reconsider a route segment that had been eliminated earlier. For this reason, we encourage all area landowners to follow project developments until completion of the regulatory review process. Our routing activities and decisions are available on [ATC-GridForward.com](https://www.atc-gridforward.com), along with how to contact us.