

Cranberry-Conover-Plains Electric Reliability Project

An update on projects to boost system reliability in north central and north eastern Wisconsin.

February 2008

First segment under construction on new electric transmission line Construction remains on schedule

When construction began on the Cranberry-Conover segment of the Cranberry-Conover-Plains transmission line project, many visitors stopped by the work sites to observe the activities. "Lots of people have stopped by to say hello and see how things are going," said a worker from MJ Electric, an ATC construction contractor on the project. "They have been really pleasant, and always want to hear more details."

And so it goes along construction of the power line. The Cranberry-Conover and Conover-Plains projects represent a total of approximately 89 miles of transmission lines in the northern region of Wisconsin, and Michigan's Upper Peninsula. These projects will increase electric transmission transport capability, relieve congestion on existing



Workers lower a manhole into the ground to complete the underground portion of the line.



The Cranberry-Conover segment includes nearly 2 miles of underground transmission line near the Eagle River Airport. Less than one percent of ATC's 9,000-mile transmission network is located underground.

facilities and result in greater electric reliability for the entire area.

In addition, the Cranberry-Conover-Plains transmission lines will accommodate significant growth in the Rhinelander and Eagle River areas, which has resulted in an overloaded electric system that is vulnerable to interruptions and blackouts under certain conditions. The line will significantly improve reliability in the region long-term and improve ATC's ability to move power in and around northern Wisconsin and Michigan's Upper Peninsula.

Summary of Cranberry-Conover transmission line project

Construction is underway on the 16-mile, 138-kilovolt Cranberry-Conover line between the Cranberry Substation in Eagle River and new Lakota Road Substation near Conover. A two-mile underground portion near the Eagle River Airport is currently under construction. The conductors are scheduled to be pulled and terminated this spring with road repairs to follow. The transmission line

route, which was approved by the Public Service Commission of Wisconsin, makes substantial use of public land. The line is expected to be energized in June 2008.

Summary of Conover-Plains transmission line project

The lines that connect northern Wisconsin and the Upper Peninsula are among the most severely constrained in the ATC system. The constraints limit ATC's ability to move power in and out of the Upper Peninsula, requiring higher-cost generators on the system to run more often, costing electric consumers million of dollars a year. In addition, there is limited ability to schedule maintenance on these lines, resulting in reduced reliability and increased operating costs.

ATC will convert about 73 miles of existing lines between Lakota Road and Quinnesec, Mich., from 69 kilovolts to 138 kilovolts. The route follows an existing transmission line between the Conover Substation in Conover and the Plains Substation in Norway, Mich.



Helping to keep the lights on

Everything we do at ATC is designed to ensure the reliable operation of the electric transmission system. ATC is a transmission-only utility that owns, operates, builds and maintains transmission facilities that help keep the power flowing to 5 million people in portions of Wisconsin, Michigan, Minnesota and Illinois.

Questions or comments?

Please call Lee Meyerhofer, 1-866-899-3204, ext. 6572

ATC is proud to be a Green Tier participant

The Wisconsin DNR Green Tier program recognizes businesses and organizations such as ATC that demonstrate superior environmental performance and continual improvement.



What you might see during construction

Trucks, trucks, and more trucks. That's what you can expect to see during construction of the transmission lines and the substations. MJ Electric, the primary contractor on the project, has lined up additional subcontractors. MJ Electric is installing the construction mats, pouring the concrete, securing the poles and installing the power lines. Tri-State Drilling is installing the foundations. Concrete is being provided by Pitlick & Wick, a local contractor.

In addition to trucks, you can expect to see a great deal of heavy equipment, such as cranes, bulldozers, back hoes, skid steers, as well as other machinery.

If you see this equipment being transported, please give the drivers a great deal of room for safety's sake.

Please be safe while approaching our construction areas.



Safety a top priority

At ATC, safety is our top priority. We take pride in offering detailed safety training to our employees who will be working at construction job sites. Employees must wear the personal safety gear, which includes a hardhat, safety glasses, high-visibility safety vest, long pants and steel-toed boots. This measure dramatically reduces the risk for injury.

"We cut no corners when it comes to job site safety at ATC," said Tom Schemm, ATC project manager. "We ensure that every employee who steps on the job site is properly trained and is fully outfitted with the proper personal protective equipment."

TIMELINE

Completion of Cranberry-Conover segment	June 2008
Anticipated start of construction (Conover-Plains segment)	June 2008
Anticipated completion (Conover-Plains segment)	June 2010

