

WISCONSIN-ILLINOIS RELIABILITY PROJECT

Overview

Reliable electric service depends on a strong transmission system. For the system to operate economically — and more importantly, reliably—there must be adequate flexibility to carry power to where it's needed. Typically, redundancy is built into the transmission system to provide utilities with alternative power paths during emergency conditions and system disturbances, and to provide access to low-cost generation sources in neighboring regions.

In the past two years, ATC has observed multiple situations during a variety of weather conditions when power flowing on existing transmission lines between southeast Wisconsin and northeast Illinois reached maximum transfer levels, putting the system in a high-risk situation for widespread, cascading outages. To eliminate the risk of such an event, ATC is proposing the following solution:

- Constructing a double-circuit, 345-kilovolt transmission line that would electrically connect to an existing line near Pleasant Prairie, Wis.
- Connecting the proposed transmission line to the ComEd transmission system through a proposed substation on the north side of Rosecrans Road (Hwy. 173) in the Village of Wadsworth, Ill.

Project need and benefits

High power flows from Wisconsin to Illinois have become more frequent due, in part, to the evolving electric generation mix and the changing energy market. The existing transmission system cannot adequately support the growing north-south electrical flows in this specific region. ATC's proposed solution of new 345-kV connection between Wisconsin and Illinois provides:

- An alternative path to respond to the risk of overloading existing lines and to provide operational flexibility.
- Economic benefits for utilities through improved access to the regional wholesale electricity market, where they can buy and sell power when it's economic to do so for the benefit of their customers.

Transmission line routing and siting process

During the routing and siting process, we consider options that are appropriate for the location while minimizing the impacts to landowners and the environment. Transmission line routing involves trade-offs among a variety of factors. The route options that are most feasible balance community input with environmental impacts, constructability, current and future land use, project costs and specific electric system needs.



Double-circuit galvanized steel
A typical design of a double-circuit galvanized steel 345-kilovolt transmission line that may be used for the project.



Double-circuit weathering steel
A typical design of a double-circuit weathering steel 345-kilovolt transmission line that may be used for the project.

Public involvement

Informational meetings, a project website and periodic mailings will provide the public with opportunities to comment on the project, monitor developments and participate in the process.

Project at a glance

Area benefited Southeast Wisconsin, northeast Illinois and the Midwest region

Line length. 3 to 5 miles

Voltage 345,000 volts

Estimated cost Approximately \$55 million to \$66 million

End points On the north end – a tie-in to an existing, east-west transmission line along County Trunk Highway H near the Village of Pleasant Prairie, Wis.; on the south end – connecting the new line to the ComEd transmission system through a proposed substation on the north side of Rosecrans Road (Hwy. 173) in the Village of Wadsworth, Ill.

Schedule*

Project introduced to the public	Early spring 2016
Finalize route alternatives	Spring 2016
Submit application to the ICC	Summer 2016
Submit application to the PSCW	Fall 2016
Anticipated decision from the ICC	Spring 2017
Anticipated decision from the PSCW	Fall 2018
Start construction	Spring 2020
In-service date	2020

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