

Exhibit No. 3

Mark Harding – Exhibit 3
Excerpts of James Nichols Direct Testimony
Local Public Hearing Exhibit
File No. EA-2024-0302

1 **Q. Why did ATXI decide to make changes to the FDIM route in response to**
2 **comments it received at the meeting?**

3 A. Several issues drove the need for the re-route. These included:

4 • A USDA-regulated hog farm is located on a large property southeast of the
5 intersection of Highway N and 230th Road. Route DO-27 originally made a
6 turn to the east at 230th Road and followed the south side of the road. Further
7 investigation and information received at the public meetings revealed the
8 property adjacent to the south of 230th Road was also part of the hog farm. This
9 presented access issues both for construction and ongoing line maintenance, as
10 the facility restricts access due to contamination concerns.

11 • A residence is located at the intersection of Highway N and 230th Road. The
12 owner of this residence expressed concern at the public meeting over the
13 proximity of the line to the residence. ATXI, therefore, considered a route that
14 turned east at the intersection of Highway N and Kent Lane (Route 156),
15 keeping the line approximately 1,000 feet further south of the residence than
16 the originally proposed DO-27 alignment. This adjustment moved
17 approximately 9 ¼ miles of the northern portion of DO-27 starting at the
18 junction of Highway N and Kent Lane to a new alignment (DO-28) that
19 approximately parallels the original DO-27 route but is approximately one and
20 a half miles further east.

Several issues drove the need for the re-route. These included:

- A USDA-regulated hog farm is located on a large property southeast of the intersection of Highway N and 230th Road (County Line Road) at the border of Gentry and Worth counties. Route DO-27 originally made a turn to the west at 230th Road and followed the south side of the road. Further investigation revealed the property adjacent to the south of 230th Road was also part of the hog farm. This presented access issues both for construction and ongoing line maintenance, as the facility restricts access due to contamination concerns.
- A residence is located at the intersection of Highway N and 230th Road which effectively prevents the route from continuing north on the original alignment from the intersection of Highway N and 230th Road (this was one of the reasons for DO-27 making the turn to the west at this point). The owner of this residence expressed concern at the public meeting over the proximity of the line to their residence.
- Proximity to newly constructed residences north of Highway 46 identified by landowners at the public meeting (see Figure 10 in the Appendices).

To address these issues, ATXI therefore considered a route that turned east at the intersection of Highway N and Kent Lane (Route 156), keeping the line approximately 1,000 feet further south of the residence than the originally proposed DO-27 alignment. This would also completely avoid parcels that are associated with the USDA-regulated hog farm. This adjustment effectively moves the northern portion of the proposed route to an alignment that approximately parallels the original DO-27 route but approximately one and a half miles further east. See Figure 10 in the Appendices for a detailed map of this reroute along with the identified constraints.

The Routing Team evaluated the DO-28 reroute with the same data collected for the original DO-27 Proposed Route. The raw data comparison for the two routes is presented in Table 4 below. The data collection of the DO-27 and DO-28 comparison discussed in the following section was completed in May 2024. The original analysis of the preliminary alternative routes was completed in late 2022/early 2023. During that time, ATXI finalized the substation engineering design, which necessitated micro-siting adjustments around the Fairport Substation station bay as well as the tie-in to the new Denny Substation. Additionally, some databases may have updated their information during that time period. Therefore, there may be discrepancies between the DO-27 data in Appendix B and Table 4 below. The data shown below demonstrates a comparison of Routes DO-27 and DO-28 and should not be used for a comparison of the originally proposed routes.