



Batesville Transmission Improvements Project FAQs

1. Has Indiana Michigan Power (I&M) selected a route, and how can I tell whether a study segment lies near my property?

No. I&M has not selected a final route. The lines on the project maps show study segments under review, and I&M does not plan to build every segment.

2. Why does my input matter, and how does the project team use it?

Landowners often know their properties better than anyone else. Your comments can identify homes, barns, wells, septic systems, drainage tile, utilities, farm entrances, planned building sites, woods, wetlands, historic features and other conditions that may not appear in public records or aerial photos. Landowners share feedback about their properties. The project team records each comment and shares it with the appropriate routing, engineering, environmental, real estate or right-of-way specialists. No single comment or factor decides the route, but detailed information gives the team a more complete picture as it compares options.

3. Why can't the project follow I-74?

The project team considers I-74 when developing route options. However, the interstate corridor includes highway right-of-way that supports travel lanes, shoulders, ramps, interchanges, bridges, drainage systems, signs and other transportation infrastructure. This EHV transmission line requires a separate right-of-way with enough space for safe operation, maintenance and reliability. The new line cannot share or occupy any portion of the I-74 right-of-way. In some locations, a route may run near or parallel to I-74, but the line still requires a separate right-of-way outside the interstate corridor.

4. How does I&M consider homes, property use and future building plans?

The project team considers the distance from occupied homes, planned homes, schools and other places where people spend time. It also reviews current and planned property uses, including barns, cabins, businesses, driveways, road frontage, wells, septic systems and family land. The team must weigh these details with engineering, environmental, safety, construction, cost and other routing factors. If a study segment appears near a home or planned building site, please identify the location and explain how you use or plan to use the property while route options remain under review.



5. How does I&M consider farms, drainage, wells and construction access?

Please share information about crop areas, drainage tile, springs, wells, irrigation, livestock, field entrances, equipment routes, soil conditions, steep slopes, flooding and wet ground. Maps, photos and drainage plans can help the team understand conditions that may not appear on existing maps. The team reviews this information alongside engineering, environmental, construction and other routing factors. Early input helps the team understand how a study segment could affect farm productivity, water supplies, field access or planned improvements before narrowing route options.

6. How does the project team review woods, waterways, wildlife, conservation land and historic features?

Please tell the project team about streams, wetlands, flood areas, sinkholes, caves, mature woods, wildlife habitat, protected land, cemeteries, homesteads, archaeological sites and historic structures. Include a marked map, photo, property record or clear location description when possible. The team reviews landowner information alongside field studies, agency input, permit requirements and other routing factors. Sharing local information now gives the team more time to identify sensitive resources and explore practical ways to avoid, reduce or address impacts. Learn more about the [project schedule](#).

7. When can I expect details about structure locations, right-of-way width, access routes and clearing limits?

The project team usually identifies exact structure locations, access routes, work areas and right-of-way details after selecting a route and beginning detailed engineering. Project materials provide general information, but terrain, property conditions, engineering and the selected route may affect final details. While the team continues to review exact locations, please identify homes, roads, bridges, utilities, woods, field entrances or other features that should inform later design and access planning. I&M plans to share more specific information with affected landowners as the project advances.

8. How does I&M address safety, electric and magnetic fields, noise and interference?

Safety guides how I&M plans, builds, operates and maintains transmission lines. The project team follows engineering requirements and applicable safety standards. Electric and magnetic fields, often called EMF, occur naturally and wherever electricity flows. Their strength drops quickly as you move away from the source. Scientists have studied possible health effects from power-line EMF for many years, and I&M's review of the research states that EMF from power lines does not pose a public health threat. The team also evaluates



design and operating needs related to audible noise and communication systems. If you have a location-specific concern involving a home, farm equipment, GPS, radio reception or another feature, identify it in your comment. Visit [AEP Transmission's Electric and Magnetic Fields webpage](#) for more information.

9. What happens if the selected route crosses my property, and how does I&M address easements, damage and compensation?

If I&M selects a route that crosses your property, a project or right-of-way representative contacts you directly and explains the next steps. These steps may include surveys, access planning, easement discussions, property valuation and compensation. The team also discusses construction impacts and restoration, including crops, drainage or other property damage when applicable. Selecting a route does not start construction. I&M must first complete detailed design, environmental reviews, right-of-way work, permits and construction plans.

10. How does I&M choose a route, and who makes the decision?

The project team compares potential routes using a consistent set of factors, including nearby homes, current and planned land use, farms, natural and cultural resources, existing infrastructure, engineering needs, safety, construction requirements, access, line length, cost and community input. Specialists review information within their areas of expertise, and the project team weighs the overall benefits, impacts and constraints before selecting a route. Landowner input plays an important role in that review. After I&M identifies a route, the company plans to share project updates and notify affected landowners.

11. What is MISO, and why is the Batesville Transmission Improvements Project needed?

MISO, the Midcontinent Independent System Operator, oversees and monitors the regional power grid across 15 states. It studies how the grid may need to change over time to keep electricity moving reliably as power sources, electric use and system needs change.

MISO included the Batesville project in its long-range transmission plan and directed I&M to build it as part of a stronger regional grid. The project would build about 9 miles of new 345-kilovolt transmission line between the Batesville Substation and the existing Tanner's Creek-Junction Tower transmission line. This connection would strengthen the power grid, improve electric reliability and provide added capacity for future needs in the region. MISO determined the need for the connection. I&M is now responsible for planning, routing, building and operating the project.



12. Why does the Batesville area need this project, and why could the project affect me if I&M does not provide my electric service?

MISO identified the need for a stronger regional transmission connection in eastern Indiana through its long-range planning process. The Batesville area contains two facilities that can form that connection: the Batesville Station and the existing Tanner's Creek-Junction Tower 345-kilovolt transmission line. A new line between them closes a gap in the high-voltage network and gives electricity another path through the area. That added path helps grid operators move power when demand rises, equipment requires maintenance or another transmission facility becomes unavailable. It also adds capacity for future electric needs and regional growth.

The project does not generate electricity or create a line dedicated to Batesville, I&M customers or one company. High-voltage transmission lines form an interconnected regional network that carries electricity in bulk across utility service boundaries. Local utilities then deliver electricity from that wider network to their customers. For that reason, the regional grid that supports your electric provider may include facilities that I&M or another transmission company owns and operates.

A study segment may cross or approach a property whose owner receives an electric bill from a cooperative, municipal utility or another investor-owned utility. Retail service boundaries do not determine where regional transmission facilities must connect. MISO bases the need on how the broader grid performs, while I&M develops a route between the required connection points using engineering, environmental, land-use, community, construction and cost information. As a result, a non-I&M customer could experience a property impact even though I&M does not send that customer a monthly bill. The project also supports the shared regional network that the customer's electric provider relies on to obtain and deliver electricity.

I&M recognizes that this distinction does not lessen a landowner's concerns. The project team considers property-specific information from all landowners who may experience project impacts, regardless of their electric provider, as it compares route options and develops the project.