IN WITNESS WHEREOF, the Grantor has executed this Transmission Easement the day and year first above written.

_____	_____
(Signature)	(Signature)
Name:_____	Name:_____
(Print Name)	(Print Name)

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that _____, personally known to me to be the same person(s) whose names are (name is) subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they (he/she) signed, sealed and delivered the said instrument as their (his, her) free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

Given under my hand and notarial seal this _____ day of _____, A.D., 20____.

_____
Notary Public

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that _____, personally known to me to be the same person(s) whose names are (name is) subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they (he/she) signed, sealed and delivered the said instrument as their (his, her) free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the right of homestead.

Given under my hand and notarial seal this _____ day of _____, A.D., 20____.

_____
Notary Public

Prepared by: Ameren

Return to: AmerenIP
Real Estate Dept.
300 Liberty Street
Peoria, IL 61602

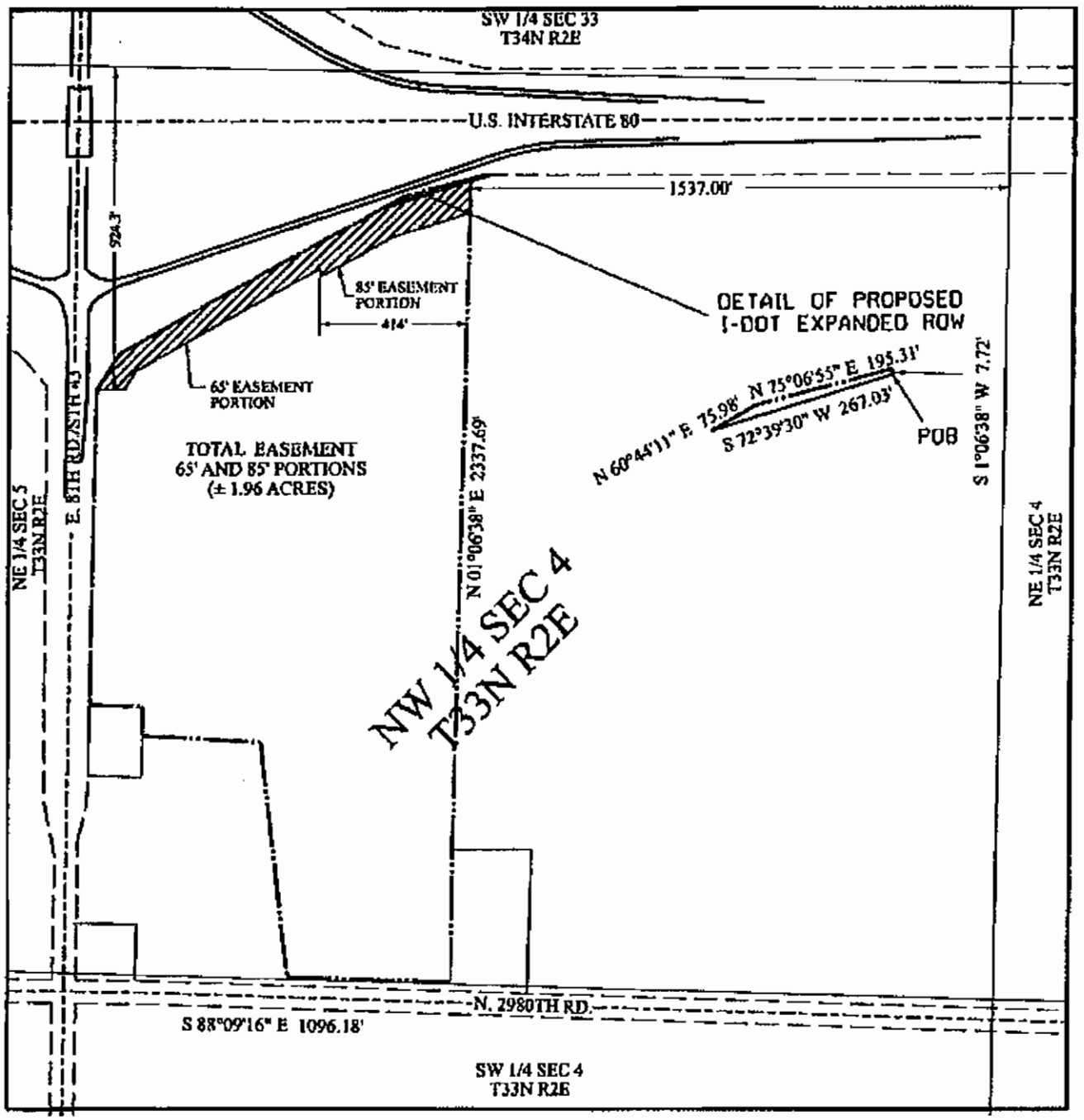


EXHIBIT A

WTG File Numbers: AMN-2006LS-998.0

OWNER: DEE J. BENNETT AND BONNIE BENNETT-CAMPBELL F/K/A BONNIE GRUSK
TAX ID: 19-04-101-0000 (17-04-100-001)

NORTH
SCALE: APPROX 1" = 400'

TOWNSHIP/RANGE: T33N R2E
SECTION: NW 1/4 SEC 4

Revised 7/20/2009

Ameren

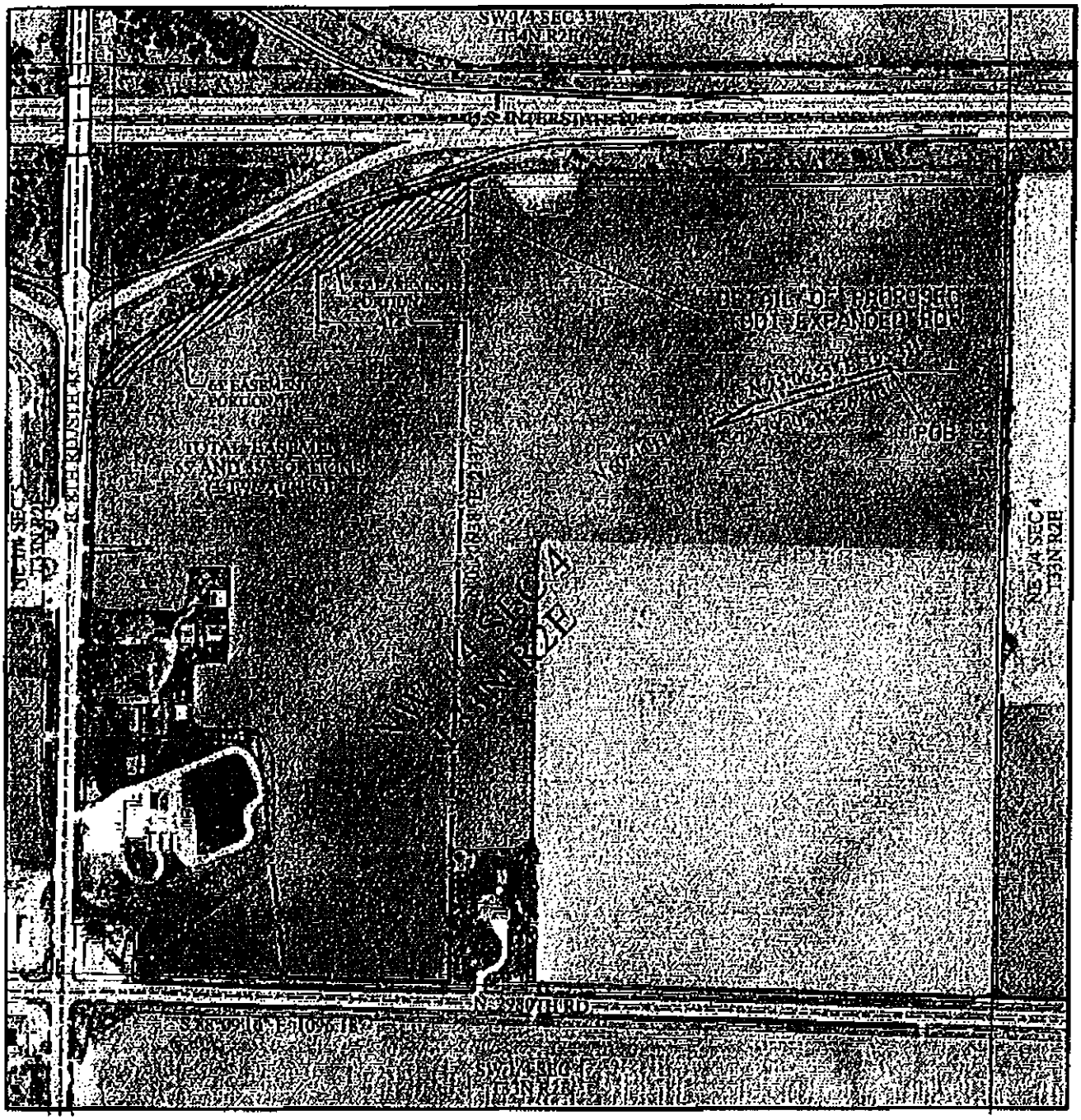


EXHIBIT A

WTG File Numbers: AMN-2006LS-998.0

OWNER: DEE J. BENNETT AND BONNIE BENNETT-CAMPBELL F/K/A BONNIE GRUSK TAX ID: 19-04-101-0000 (17-04-100-001)	NORTH SCALE: APPROX 1" = 400'
TOWNSHIP/RANGE: T33N R2E SECTION: NW 1/4 SEC 4 Revised 7/20/2009	Ameren

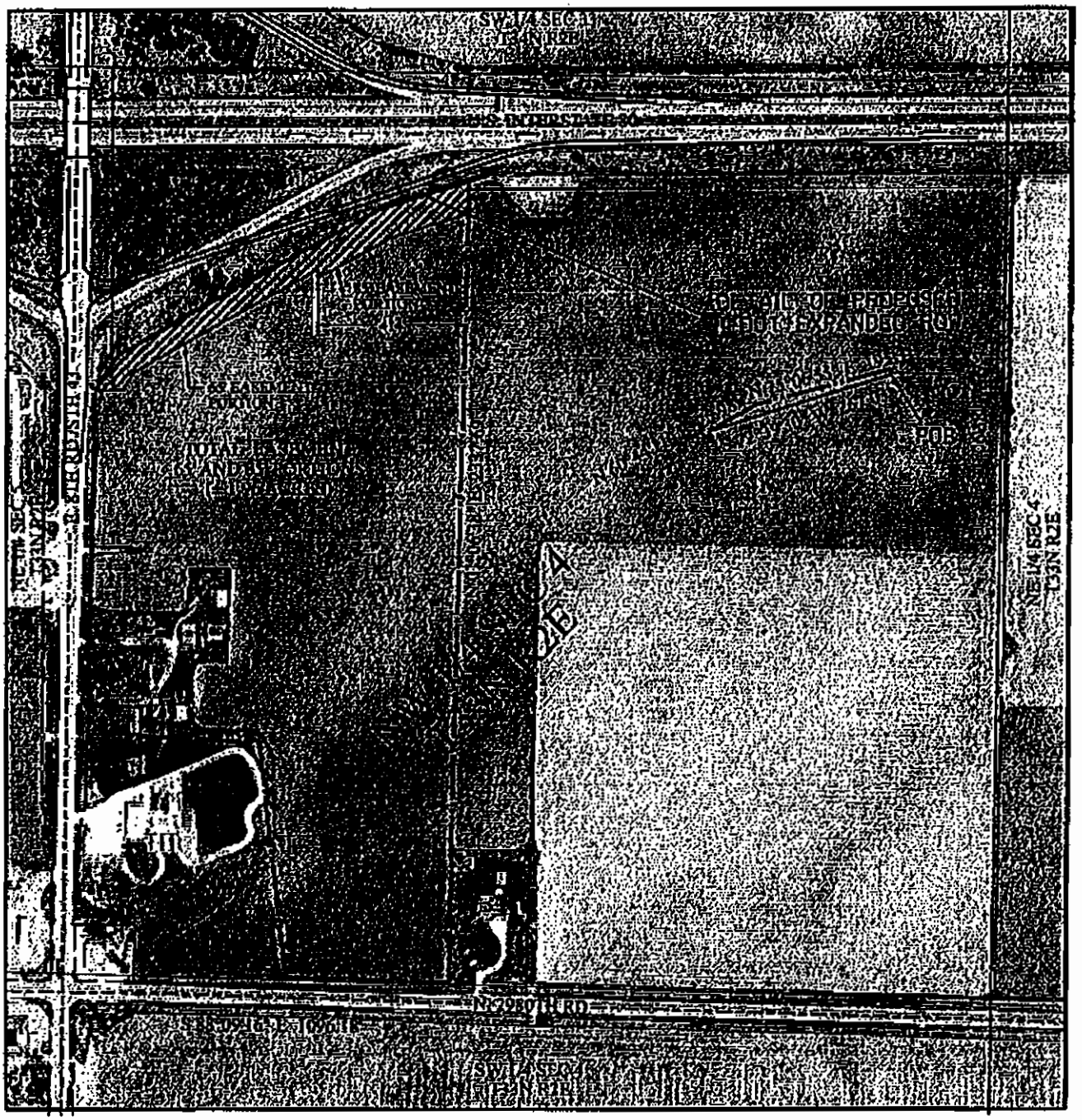


EXHIBIT A

WTG File Numbers: AMN-2006LS-998.0

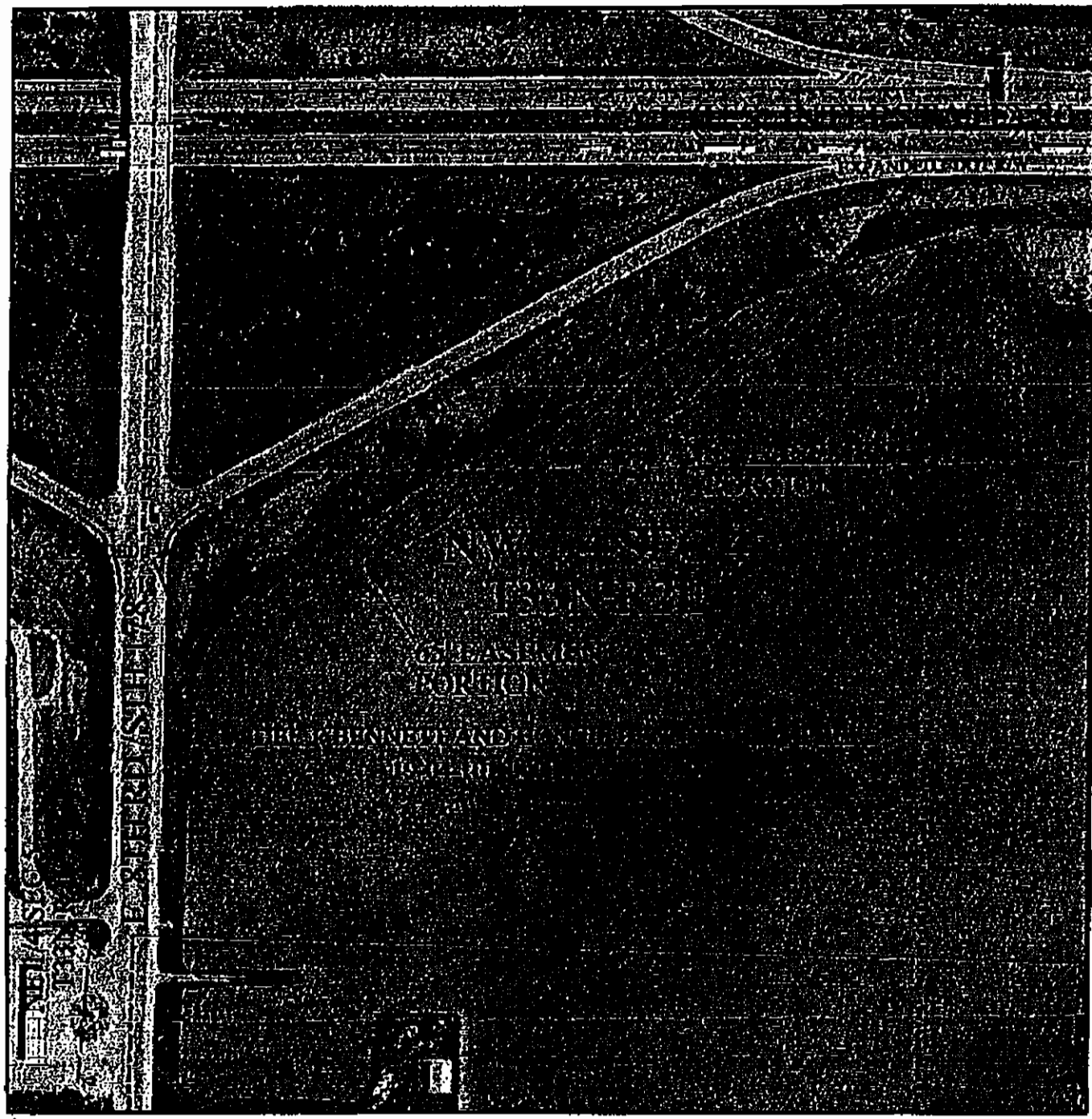
OWNER: DEE J. BENNETT AND BONNIE BENNETT-CAMPBELL F/K/A BONNIE GRUSK
TAX ID: 19-04-101-0000 (17-04-100-001)

NORTH
SCALE: APPROX 1" = 400'

TOWNSHIP/RANGE: T33N R2E
SECTION: NW 1/4 SEC 4

Revised 7/20/2009

Ameren



● APPROXIMATE POLE LOCATION (POLES NOT TO SCALE)

POLE LOCATIONS

REVISED: 11-20-2009 WTG File Numbers: AMN-LS-998.0

OWNER: DEE J. BENNETT AND BONNIE BENNETT-CAMPBELL
TAX ID: 19-04-101-0000 (17-04-100-001)

NORTH
SCALE: APPROX 1" = 200'

TOWNSHIP/RANGE: T33N R2E
SECTION: NW 1/4 SEC 4

Ameren

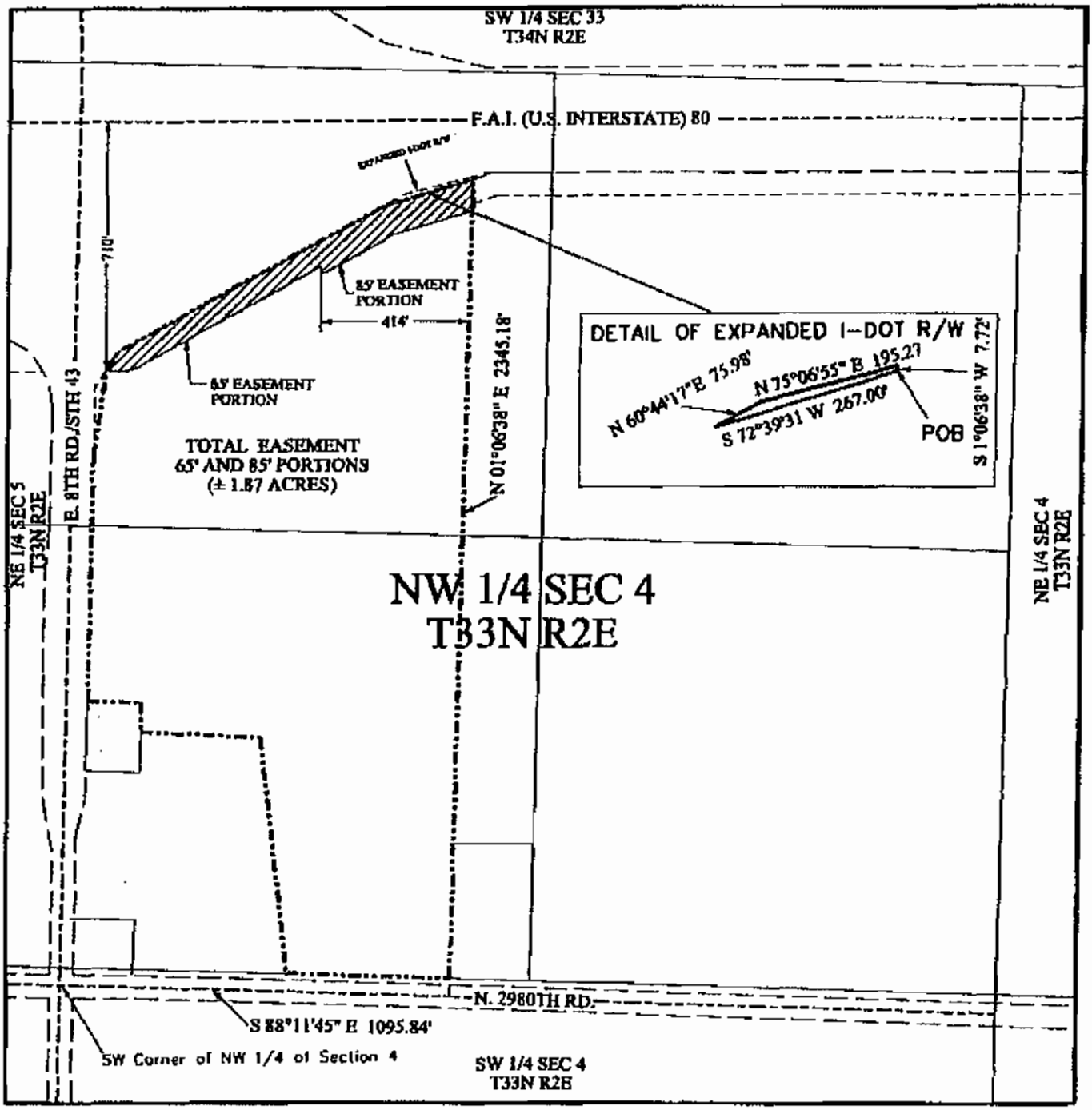


EXHIBIT A

REVISED: 10-29-2009

WTG File Numbers: AMN-LS-998.0

OWNER: DEE J. BENNETT AND BONNIE BENNETT-CAMPBELL
TAX ID: 19-04-101-0000 (17-04-100-001)

NORTH
SCALE: APPROX 1" = 400'

TOWNSHIP/RANGE: T33N R2E
SECTION: NW 1/4 SEC 4

Ameren

Ameren Corporate Facts

NYSE ticker symbol: AEE

ADDRESS One Ameren Plaza
1901 Chouteau Avenue
St. Louis, MO 63103

WEB ADDRESS: www.ameren.com
For more detailed information see Securities & Exchange Commission Filings found at www.ameren.com on the Investors page.

Ameren Corporation is the parent of:

- **AmerenCILCO**, based in Peoria, Ill.;
- **AmerenCIPS**, based in Springfield, Ill.;
- **AmerenIP**, based in Decatur, Ill.; and
- **AmerenUE**, based in St. Louis, Mo.

Ameren was created by the December 1997 merger of CIPSCO Incorporated and Union Electric Company. In 2003, Ameren grew with the acquisition of CILCORP Inc., parent of Central Illinois Light Company, now operating as **AmerenCILCO**, and in 2004, Ameren acquired Illinois Power Company — now operating as **AmerenIP** — from Dynegy Inc. Ameren employees, totaling approximately 9,500, provide energy services to approximately 2.4 million electric customers and nearly one million natural gas customers across 64,000 square miles in Illinois and Missouri.

Ameren includes among its subsidiaries, in addition to **AmerenCILCO, AmerenCIPS, AmerenIP** and **AmerenUE**, the following operating entities:

- **Ameren Energy Resources Company, LLC**, the holding company for non-rate-regulated generation, development, marketing and fuels services companies — **Ameren Energy Generating Company, Ameren Energy Medina Valley Cogen, LLC, Ameren Energy Marketing**;
- **Ameren Energy Resources Generating** — an **AmerenCILCO** subsidiary that operates non-rate-regulated generation; and
- **Ameren Services**, which provides support services to the corporation and its subsidiaries.

ELECTRIC UTILITIES

AmerenCILCO provides electricity to approximately 310,000 customers in 19 counties, serving towns in east and central Illinois. Founded in 1913, AmerenCILCO provides gas and electric services to Peoria and 26 surrounding communities.

AmerenCIPS provides electric service in 70 counties throughout a 20,500-square-mile area. Founded in 1902, AmerenCIPS today serves nearly 400,000 retail electric customers in 576 communities with a service territory that includes more than 7 percent of the state's population and 35 percent of its surface area — including Quincy and East St. Louis to the west and Mattoon and Marion to the east and south.

Founded in 1923, **AmerenIP** provides electric service to about 626,000 electric customers — an aggregate population of 1.5 million — in 313 incorporated municipalities across 15,000 square miles of central, east central and southern Illinois. AmerenIP provides service to nine cities with populations greater than 30,000, including Danville, Decatur, Belleville, Bloomington-Normal, Champaign-Urbana, Galesburg and Granite City.

Founded in 1902, **AmerenUE** — Missouri's largest electric utility — provides electric service to approximately 1.2 million customers across central and eastern Missouri, including the greater St. Louis area. UE serves 57 Missouri counties and 500 towns. More than half (55 percent) of UE's electric customers are located in the St. Louis metropolitan area.

ELECTRIC GENERATION

Ameren companies' net generating capacity is approximately 18,500 megawatts (MW), including Ameren's 80 percent share of Electric Energy, Inc., Joppa, Ill., generating facilities.

REGULATED OPERATIONS

AmerenUE Facilities:

Coal-fired Facilities

- Labadie Plant
  Franklin County, Mo.
  Size: 2,405 MW, Began Operation: 1970
- Meramec Plant
  St. Louis County, Mo.
  Size: 841 MW, Began Operation: 1953
- Rush Island Plant
  Jefferson County, Mo.
  Size: 1,181 MW, Began Operation: 1976
- Sioux Plant
  St. Charles County, Mo.
  Size: 986 MW, Began Operation: 1967

Nuclear Plant

- Callaway Nuclear Plant
  Callaway County, Mo.
  Size: 1,190 MW, Began Operation: 1984

Combustion Turbines (CTG)
Natural Gas or Oil-fired Facilities

- Audrain Power Plant
  Audrain County, Mo.
  Size: 608 MW, Purchased 2006.
- Goose Creek Power Plant
  Piatt County, Ill.
  Size: 439 MW, Purchased 2006
- Kinmundy Power Plant
  Marion County, Ill.
  Size: 232 MW,
  Purchased 2006 from an affiliate;
  Began Operation: 2001
- Peno Creek Power Plant
  Bowling Green, Mo.
  Size: 158 MW, Began Operation: 2002
- Pinckneyville Power Plant
  Perry County, Ill.
  Size: 316 MW,
  Purchased 2006 from an affiliate;
  Began Operation: 2000
- Raccoon Creek Power Plant
  Clay County, Ill.
  Size: 304 MW, Purchased 2006
- Venice Power Station
  Venice, Ill.
  Size: 500 MW, Began Operation: 2005

Other CTG units totaling around 413 megawatts

Hydroelectric Plants

- Keokuk Plant
  Keokuk, Iowa
  Size: 137 MW, Began Operation: 1913
- Osage Plant
  Lakeside, Mo.
  Size: 234 MW, Began Operation: 1931
- Taum Sauk Plant
  (pumped storage)
  Reynolds County, Mo.
  Size: 440 MW, Began Operation: 1963
  Not currently in service

NON-RATE-REGULATED OPERATIONS

Ameren Energy Generating Company:

Primarily Coal-fired Facilities

- Coffeen Power Plant
  Montgomery County, Ill.
  Size: 600 MW, Began Operation: 1965
- Hutsonville Power Plant
  Crawford County, Ill.
  Size: 151 MW, Began Operation: 1953
- Meredosia Power Plant
  Morgan County, Ill.
  Size: 464 MW (308 MW coal, 156 MW oil),
  Began Operation: 1948
- Newton Power Plant
  Jasper County, Ill.
  Size: 1,198 MW, Began Operation: 1977

Combustion Turbines (CTG)
Natural Gas-fired Facilities

- Columbia Energy Center
  Boone County, Mo.
  Size: 140 MW, Began Operation: 2001
- Elgin Energy Center
  Cook County, Ill.
  Size: 460 MW, Began Operation: 2002
- Gibson City Power Plant
  Ford County, Ill.
  Size: 228 MW, Began Operation: 2000
- Grand Tower Power Plant
  Jackson County, Ill.
  Size: 511 MW, Began Operation: 1951
  Repowered in 2001
- Joppa (1-3)
  Joppa, Ill.
  Size: 166 MW, Began Operations: 2000

Ameren

AmerenEnergy Medina Valley Cogen, LLC

Natural Gas-fired Facility

- Medina Valley Cogen Plant
  Mossville, Ill.
  Size: 44 MW, Began Operation: 2001
  Produces electricity, steam and chilled water for Caterpillar Inc.'s adjacent engine manufacturing facility.

Electric Energy, Inc. Facilities:

Coal-fired Plant

- Joppa Generating Station
  Joppa, Ill.
  Size: 1,002 MW, Began Operation: 1953

Combustion Turbines (CTG)

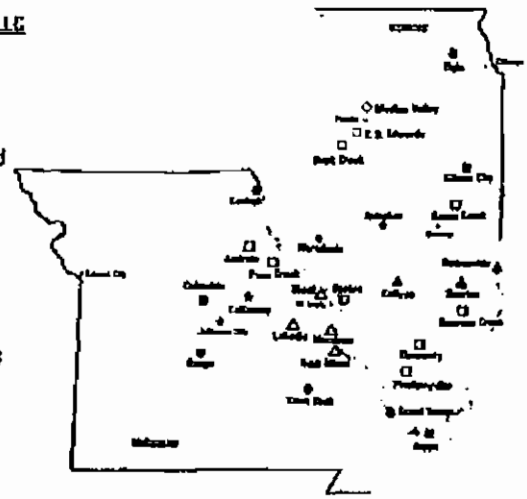
Natural Gas-fired Facility

- Joppa CTGs (4-5)
  Joppa, Ill.
  Size: 74 MW, Began Operation: 2000

Ameren Energy Resources Generating Facilities:

Coal-fired Facilities

- Duck Creek Plant
  Canton, Ill.
  Size: 410 MW, Began Operation: 1976
- E.D. Edwards Plant
  Bartonville, Ill.
  Size: 715 MW, Began Operations: 1960



- AmerenUE Coal-Fired Plants
- AmerenUE Hydro Plants
- AmerenUE Nuclear Plant
- AmerenUE CTGs
- Ameren Energy Resources Generating Coal-Fired Plants
- Ameren Energy Medina Valley Cogeneration Plant
- Ameren Energy Generating Coal-Fired Plants
- Ameren Energy Generating CTGs
- Ameren Energy Generating Coal-, Oil- & Gas-Fired Plant
- Electric Energy, Inc. (80 percent owned by Ameren) Coal-Fired Plant

NATURAL GAS OPERATIONS

The combined natural gas operations of **AmerenCILCO, AmerenCIPS** and **AmerenIP** rank as the third largest Illinois natural gas distribution operation in total number of customers. **AmerenUE** is the third largest distributor of natural gas in Missouri.

AmerenCILCO serves approximately 216,000 Illinois customers, including the cities of Peoria and Springfield, and is directly connected to five interstate natural gas pipelines with the ability to purchase from multiple suppliers. AmerenCILCO has about 3,900 miles of natural gas transmission and distribution mains and two underground storage fields with eight billion cubic feet of capacity.

AmerenCIPS has provided natural gas service for more than 75 years and today distributes natural gas to nearly 190,000 customers in more than 270 Illinois communities. AmerenCIPS operates 5,300 miles of natural gas transmission and distribution mains. It also owns and operates three underground storage fields, with a total capacity of approximately two billion cubic feet.

AmerenIP supplies retail natural gas to 421,000 customers in 258 incorporated municipalities and adjacent areas. The company owns 8,700 miles of natural gas transmission and distribution mains and seven underground natural gas storage fields with a total capacity of approximately 15 billion cubic feet.

About 126,000 of **AmerenUE's** 1.2 million customers are natural gas customers.

AmerenUE serves gas customers in more than 90 Missouri communities, including towns in southeast, central and eastern Missouri. The company owns 3,200 miles of natural gas transmission and distribution mains.

RATES AND REGULATION

Electric Rates

Missouri

In 2007, **AmerenUE** was granted a 2.1% overall electric rate increase of approximately $43 million. Until the 2007 increase, UE had not had an electric rate increase since 1987.

March 1, 2009, a 7.8 percent rate increase took effect for UE Missouri electric customers. The Missouri Public Service Commission (MoPSC) approved an increase for UE in annual revenues for its electric service territory of approximately $162 million. The rate increase was needed to cover the cost of reliability improvements and rising costs for the materials the company uses to safely generate and deliver electricity.

The MoPSC also approved UE's implementation of a fuel and purchased power cost recovery mechanism (FAC). The FAC provides for the adjustment of electric rates three times per year for a pass-through to customers of 95% of changes in fuel and purchased power costs net of off-system revenues, subject to a MoPSC prudency review. This mechanism allows UE to more quickly recover the money the company must spend on fuel to run its power plants and cover its purchased power costs — without the time and expense required for a full rate case.

The MoPSC will continue to have regulatory oversight over the FAC-adjusted rates. The fuel and purchased power adjustment clause does not generate additional profits for UE.

Illinois

On Jan. 2, 2007, new electric rates for the Ameren Illinois utilities went into effect, reflecting delivery service tariffs approved by the Illinois Commerce Commission (ICC) in November 2006 and full cost recovery of power purchased on behalf of Ameren Illinois utilities' customers in the September 2006 auction. These new electric prices significantly increased customers' energy bills. Due to the magnitude of these rate increases, various legislators supported legislation that would have reduced and frozen the Ameren Illinois utilities' electric rates at the levels in effect prior to Jan. 2, 2007. The legislation would have imposed a tax on electric generation in Illinois to help fund customer assistance programs. The Illinois governor also supported rate rollback and freeze legislation.

In July 2007, an agreement was reached among key stakeholders in Illinois to avoid this and address the increase in electric rates and the future power procurement process in Illinois. The agreement included a comprehensive rate relief and customer assistance program — which constructively resolved significant legislative, regulatory and legal uncertainty and avoided the potential for significant incremental costs — and with the passage of legislation, took effect on Aug. 28, 2007. The agreement provides approximately $1 billion of funding for rate relief for certain electric customers in Illinois, including approximately $488 million to customers of the Ameren Illinois utilities.

In September 2008, the ICC issued an order authorizing a net rate increase in annual revenues for electric delivery service totaling $123 million for the Ameren Illinois utilities. The electric rate changes were effective on Oct. 1, 2008.

Natural Gas Rates

Missouri

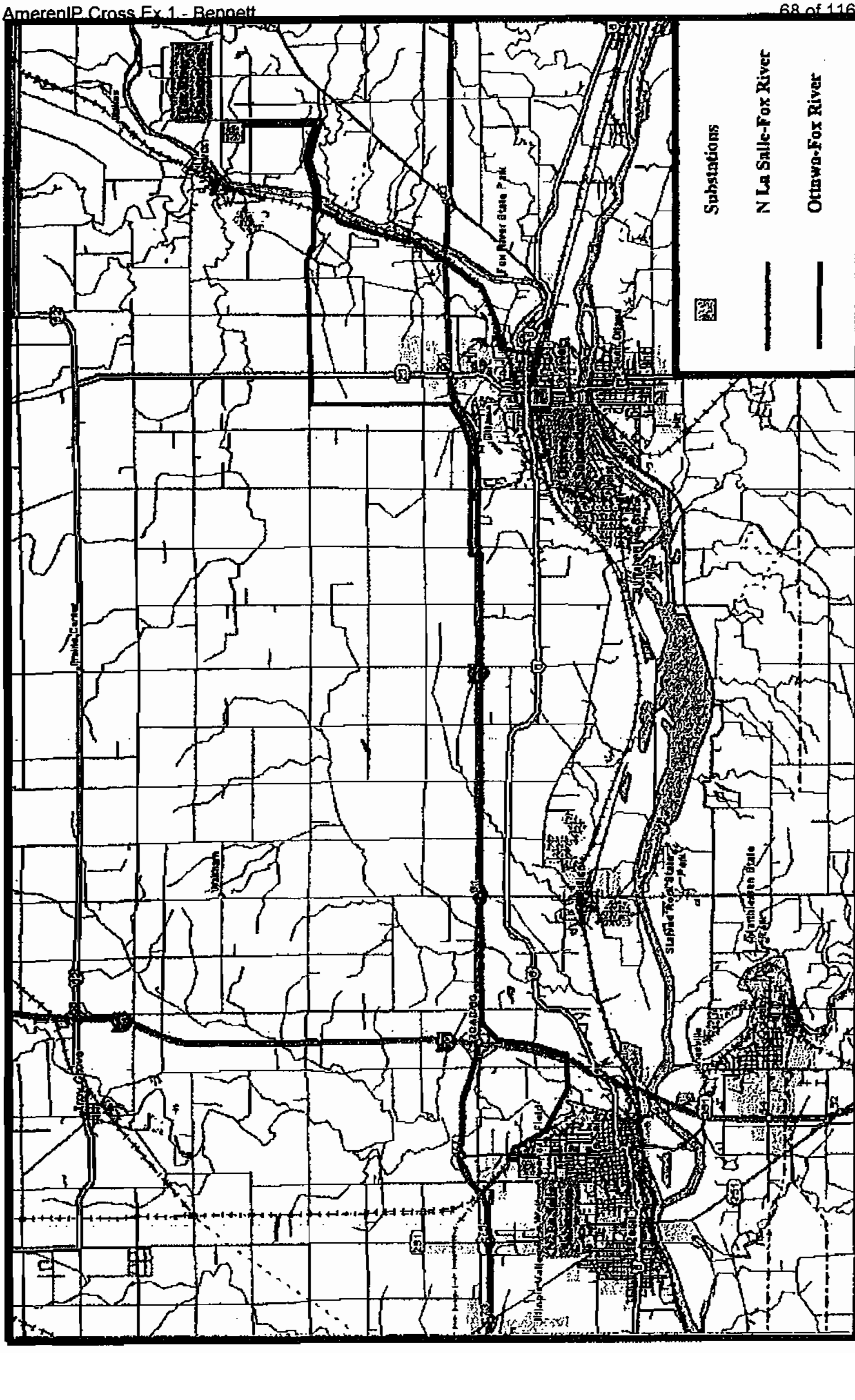
As part of a 2007 stipulation and agreement approved by the MoPSC authorizing an increase in annual natural gas delivery revenues of $6 million effective April 1, 2007, AmerenUE agreed not to file a natural gas delivery rate case before March 15, 2010.

The 2007 stipulation and agreement did not prevent UE from filing to recover gas infrastructure replacement costs through an infrastructure system replacement surcharge (ISRS) during the rate moratorium. During 2008, the MoPSC approved two UE requests to establish an ISRS to recover annual revenues of $2 million in the aggregate, effective in March and November 2008.

UE's gas rates may also be adjusted without a traditional rate proceeding for changes in the wholesale costs of gas, which are passed through to customers without mark-up from UE (the purchased gas adjustment, or PGA).

Illinois

In September 2008, AmerenCIPS, AmerenCILCO and **AmerenIP** received from the ICC a consolidated order approving a net increase in annual revenues for natural gas delivery service of $38 million in the aggregate. Rate changes implementing these adjustments became effective in October 2008. The ICC also approved an increase in the percentage of costs to be recovered through fixed monthly charges for residential and commercial natural gas customers.


Substations
N La Salle-Fox River
Ottawa-Fox River
Fox River State Park

Ameren
Illinois Utilities

Facts about the La Salle-Fox River (Wedron)-Ottawa Transmission Line Project

Project Overview

- La Salle County is experiencing significant growth, especially near Ottawa and in the corridor running from Ottawa west to La Salle. Much of this growth is being fueled by the outward expansion of the Chicago metropolitan area. The prospect for continued growth requires AmerenIP to strengthen its energy delivery system in this area.
- Ameren will build two new 138,000-volt transmission lines as follows:
  - A 24-mile line running from La Salle to the Fox River Substation at Wedron.
  - A 9-mile line running from Ottawa to the Fox River Substation.
- Ameren will upgrade the North La Salle and Ottawa Substations.
- A new substation, known as Fox River, will be constructed at Wedron.
- In total, Ameren must acquire right-of-way for approximately 33 miles of transmission line.
- The line will be built with poles typically ranging from 70 to 95 feet in height. The line will use single-shaft steel poles, which will minimize the impact on agricultural production.
- Ameren will build the transmission line to specifications and standards that follow all regulatory and safety requirements.

Project Schedule

- Following regulatory approval, the construction is expected to take two years with completion anticipated in 2012.

Cost

- The total project cost is estimated at $28 million for the new transmission line, new substation and substation upgrades

Bennett, Dee

From: Bennett, Dee
Sent: Saturday, October 10, 2009 6:26 AM
To: dedlen@ameren.com
Subject: Ameren Easement- Bennett Property, Utica

Dear Mr. Edlen,
I have received your second offer dated August 27,2009 and your status inquiry dated September 29,2009. I have been working out of state until yesterday and have had little time to deal with this. I intend to contact my attorney this week and will be back in contact with you shortly following my meeting with him.
Thank you,
Dee Bennett

Bennett, Dee

From: Edlen, Dave [DEdlen@ameren.com]
Sent: Thursday, November 19, 2009 9:06 AM
To: Bennett, Dee
Subject: RE: Easement

Thank you Dee....we are dealing with Mr. Cantlin on several other land owners, also.

Dave Edlen

From: Bennett, Dee [mailto:Dee_Bennett@kindermorgan.com]
Sent: Wednesday, November 18, 2009 10:13 AM
To: Edlen, Dave
Cc: cantlin@cantlinlaw.com
Subject: RE: Easement

I met with my attorney Mr. Jack Cantlin on Monday and he will be contacting the AmerenIP attorneys directly.
Thanks
Dee

From: Edlen, Dave [mailto:DEdlen@ameren.com]
Sent: Wednesday, November 18, 2009 10:04 AM
To: Bennett, Dee
Subject: Easement

Mr. Bennett:

Have you determined your counter offer for the AmerenIP easement yet? I would like to receive some information from you as soon as possible so it could be presented to Ameren officials prior to the Holidays.

Thank you

David H. Edlen, SRPWA
Right of Way Representative
Contractor for Ameren Services
Real Estate Department
340 Raccuglia Drive
PO Box 1428
LaSalle, Illinois 61301-3428
815-228-0870
dedlen@ameren.com

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STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

Illinois Power Company	)	
d/b/a AmerenIP	)	
and Ameren Illinois Transmission Company	)	
	)	06-0706
Petition for a Certificate of Public Convenience and	)	
Necessity, pursuant to Section 8-406 of the Illinois	)	
Public Utilities Act, to construct, operate and	)	
maintain new 138,000 volt electric lines in La Salle	)	
County, Illinois.	)	

RESPONSIVE TESTIMONY

Of

DEE BENNETT

On behalf of

PROPONENTS OF TOURISM AND ECONOMIC DEVELOPMENT ALONG I-80, INC.

(PROTED 80)

PROPRIETARY VERSION

March 30, 2007

EXHIBIT
1.08

1 Q. Please state your name and your address.

2 A. My name is Dee Bennett. My home address is 2339 Oakwood, Marseilles,
3 Illinois 61341.

4 Q. Are you affiliated with Proponents of Tourism and Economic Development Along
5 I-80, Inc. ("PROTED 80)?

6 A. Yes, I am the president of PROTED 80.

7 Q. How is PROTED 80 related to the Ameren I-80 Route Opponents ("AIRO")?

8 A. AIRO was an unincorporated association that I and some others started when we
9 became aware of the docket filed by Illinois Power Company d/b/a AmerenIP and
10 Ameren Illinois Transmission Company (jointly, "Ameren"). Due to the time
11 constraints of trying to organize and intervene in the docket, we did not have time
12 to consider any more-sophisticated organizational structure. After the initial work
13 of establishing the schedule in this docket, we have now incorporated to impose
14 clearer organizational principals on our advocacy. For that reason, PROTED 80
15 filed a motion to substitute its intervention for AIRO's. When I speak of
16 PROTED 80, it is my intention to convey the position of its members.

17 Q. What is PROTED 80's purpose?

18 A. In its Petition in this Docket, Ameren is seeking authority to build two power
19 transmission lines, one transmission line to connect its North La Salle substation

to a new substation at Wedron, Illinois and the other transmission line to connect its Ottawa substation to the new Wedron substation. In each case, Ameren proposed a primary route and two alternate routes.

PROTED 80 is taking no position on the placement of the Ottawa to Wedron transmission line. PROTED 80, however, objects to the primary route advocated by Ameren for the North La Salle-to-Wedron transmission line. Rather, PROTED 80 is proposing three alternatives (which I will call PROTED 80 Alt 1, PROTED Alt 2 and PROTED 80 Alt 3), each of which, PROTED 80 believes, would be superior to any of Ameren's proposed routes. PROTED 80 would also not object to Ameren's use of either the first or second alternative routes included in its Petition, but PROTED believes its own alternatives are preferable to any of Ameren's alternatives.

I would also note that Ameren's Petition requires Ameren to demonstrate its need for either of the transmission lines. While PROTED 80 does not take a position on the need for either transmission line, it encourages the Commission to require Ameren to meet its burden of proof on that issue because the placement of a transmission line anywhere is a burden on the area.

Q. Have you ever testified in Illinois Commerce Commission proceeding before this?

A. No.

Q. What is the purpose of your testimony?

A. I am providing testimony to explain the objections that PROTED 80 has to the primary route advanced by Ameren in this docket. Equally important, I will describe the three alternative routes that PROTED 80 is advocating and I will provide testimony in support of requiring Ameren to use one of those routes should the Commission grant Ameren authority to build the transmission facilities it requests.

Q. Do you have educational or professional experience that is relevant to your testimony here?

A. Yes, I graduated from Bradley University with a bachelor's degree in civil engineering in 1981. In 1986, I became a licensed professional engineer in the State of Illinois and, in 1990, I become a registered land surveyor in the State of Illinois. I have been employed with Natural Gas Pipeline Company of America (Kinder Morgan) for the past 26 years. (Kinder Morgan is not involved in this docket or in PROTED 80. I am providing this testimony in my personal capacity.)

Throughout my 26 years with Kinder Morgan, I have been heavily involved with the construction, including route selection, of approximately 500 miles of natural gas pipelines, as well managing the day-to-day pipeline operations of Kinder Morgan's facilities in northeastern Illinois.

I was raised in Utica on a farm that Ameren proposes to cross with its proposed primary route. I lived there for 23 years then moved away in 1981 and returned to the area in 1991 and presently live in nearby Marseilles. For this reason I am extremely familiar with the geography at issue in this docket, along with the land uses and public reaction to this kind of transmission line.

Q. How does this experience inform your testimony here?

A. This experience has given me knowledge regarding the components which effect the selection of a route as well as the day-to-day operations of a large utility. Although the components for pipeline route selection may differ slightly from those for an electric transmission line, the primary components as described in Ameren's response to data request RDL 1.26 (and attached as Schedule 1.1 to my testimony) are primarily the same. Those include:

- Length of the line
- Difficulty and cost of construction
- Difficulty and cost of operation and maintenance
- Environmental Impacts
- Impacts on historical resources
- Social and land use impacts
- Number of affected landowners and other stakeholders
- Proximity to homes and other structures
- Proximity to existing and planned development
- Community acceptance

- Visual impact
- Presence of existing corridors

I particularly agree with the response of Ameren's Doug Emmon to data request RDL 1.19 and RDL 1.26, in which he notes that professional judgments rather than mathematical formulae are used to judge merits of utility route selection, as well as the consideration of public input. Using those standards, it is apparent to me that the route selected by Ameren as its primary route is not the optimal route.

Q. What do you believe are the major shortfalls of Ameren's primary route?

A. I believe that the major shortfall of Ameren's primary route is the adverse effect that this line will have on tourism and economic development of the areas in and around the cities of La Salle, Utica and Ottawa. The proposed location of Ameren's primary route passes by and through properties that have very high potential for future development. This issue has direct relation to the value of these properties, community acceptance, visual impact and the cost estimate prepared by Ameren. Although Ameren presents a cost estimate which shows its primary route as the least cost, I believe that if true representative costs of land values along Ameren's primary route as reflected in Ameren's own Market Data Book for La Salle County (a book which Ameren produced as a proprietary exhibit in this docket) and the attached Schedule 1.2 were used to develop those cost estimates, Ameren's primary route would not be the least cost alternative, at least when compared to Ameren's Alternate Route #1.

Other major shortfalls of Ameren's primary route include where it crosses the Little Vermillion River, passing through environmentally sensitive areas and paralleling high pressure gas pipelines.

Q. Have you investigated any alternate routes?

A. Yes. As a result of my investigations, I developed PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 (shown in Schedule 1.3 which is a modified Ameren Exhibit 3.1). I believe that any of these routes have substantial merit based on the above criteria, and that all are a more attractive route under those criteria, including community acceptance. If the Commission agrees that Ameren needs a North La Salle-to-Wedron transmission line, it should direct Ameren to use one of these routes.

Q. Please describe your investigations.

A. My investigation began by obtaining from the Internet aerial photographs from the U.S. Geological Survey. I assembled photographs of a six mile wide swath of land (as measured from north to south) between La Salle and Wedron. My goal was simply to look at potential routes for getting from "Point A" (La Salle) to "Point B" (Wedron). Based on my review of the photographs and my knowledge of the geography and land uses in this area, I then began drawing different lines, taking into consideration: length, turns, property lines (using the 2005 La Salle County plat book), roads, homes, river crossing locations, existing corridors, future land use potential and known objections. I then narrowed my selection to

approximately five different routes. I then went to the field, traveling each of the routes I identified, and observed and evaluated the pros and cons of each of those routes. I then selected what I felt to be the three best routes and ranked them. I then submitted these alternatives to the PROTED 80 members. The routes proposed as PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 are the results of this investigation and evaluation.

Q. Please generally describe PROTED 80 Alt 1.

A. PROTED 80 Alt 1 leaves La Salle in a north by northwesterly direction utilizing an abandoned railroad bed for approximately five miles (the same as Ameren's Alternative 1 for four miles) then turns due east and runs for approximately 18.5 miles then turns north and runs approximately one half of mile to the end.

This route is approximately four miles north of the Route 80 corridor which is presently experiencing a high level of development. PROTED 80 Alt 1 minimizes turns and parallels property lines for nearly the entire route. Having grown up and lived in this area for most of my life, I believe that community acceptance to the proposed electric transmission line would be more well received along property lines than along roads. Placing it along property lines as proposed in PROTED 80 Alt 1 & 2 would place the line at the back of the properties rather than the front. When placed near the front, the transmission line is near homes and higher valued property. I recognize that this may necessitate purchase of additional right-of-way but the expense of additional right-of-way outweighs the

negatives associated with the lack of community acceptance, visual impact, proximity to homes and developments that placing the line along roads creates.

It is also my belief that the right-of-way width that Ameren proposes could be reduced to widths that are necessitated by National Electrical Safety Code rather than Ameren's convenience. As shown in Ameren's Real Estate Market Book for La Salle County and attached Schedule 1.2, the value of the agricultural land which make up most of PROTED 80 Alt 1 are substantially less than the value of the rural commercial, industrial and rural residential land which make up much of Ameren's primary route. PROTED 80 Alt 1 also alleviates the issues of paralleling high pressure gas pipelines and the potential effect of induced AC current on pipelines.

Q. Please generally describe PROTED 80 Alt 2.

A. PROTED 80 Alt 2 leaves La Salle in a northerly direction, paralleling a road for approximately 3.5 miles (the same as Ameren's Alt 2) then turns due east and runs for approximately 12.5 miles then turns and runs north for half a mile, then turns and runs east for approximately 5.5 miles (the same as Ameren's primary route), then turns north for approximately two miles to the end. This route has many of the same positive attributes as PROTED 80 Alt 1 except that it does bisect more properties than PROTED Alt 1 and raises the issue of paralleling high pressure gas pipelines.

Q. Please generally describe PROTED 80 Alt 3.

A PROTED 80 Alt 3 leaves La Salle in a northerly direction, paralleling a road for approximately 3 miles (the same as Ameren's Alt 2) then turns due east and runs for approximately 13.5 miles then turns and runs north for one mile, then turns and runs east for approximately 4.5 miles (the same as Ameren's primary route), then turns north for approximately two miles to the end. This route has many of the same positive attributes as PROTED 80 Alt 1 except that it raises the issue of paralleling high pressure gas pipelines. Nevertheless, PROTED 80 Alt 3 does follow roads for approximately 9.5 miles in case Ameren considers having a route along a road to be critical.

Q. Have the PROTED 80 members evaluated PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3?

A. Yes. They have reviewed all three alternatives and approved all alternatives, although PROTED 80 Alt 1 is clearly the primary alternative.

Q. I would like you to go through the specific attributes you listed above and compare your alternatives to Ameren's primary alternative and, if relevant, to Ameren's 1st and 2nd alternatives. For example, how do the PROTED 80 alternates compare to Ameren's primary North La Salle-to-Wedron Route in relation to length of the line?

A. I believe the length of line is comparable or not materially different between Ameren's primary route and any of the PROTED 80 alternatives. Not knowing how Ameren calculated its line length or having access to the specific information that Ameren used to calculate its stated lengths it is difficult to recreate Ameren's exact numbers. However, I used the US Geological Survey photographs to compare distances. Utilizing this imagery, I calculate the Ameren primary route to be 23.76 miles, PROTED Alt 1 to be slightly longer at 23.88 miles and PROTED Alt 2 & 3 to be slightly shorter at 23.62 miles.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to difficulty and cost of construction?

A. The terrain on any of the six proposed routes is relatively the same and therefore the difficulty of construction should be about the same on any of the routes. Taking that into consideration I believe that the cost of construction components that will most likely impact the total construction cost are right-of-way costs, an area near LaSalle on Ameren's primary route and overbuilding costs.

Q. Do you believe Ameren has correctly estimated the cost of the easements it will have to acquire?

A. With respect to right of way costs, I believe Ameren has underestimated the probable cost to acquire necessary easements both because it fails to use its own

204 appraiser's estimates and its appraiser's estimates fail to account for recent
205 increases in land value.

206 Q. Can you explain the right of way cost issue?

207 A. Ameren's Attachment A to its response to Data Request RDL 3.2 (attached as
208 Schedule 1.4 to the proprietary version of this testimony) purports to reflect how
209 Ameren estimates value for the easements it must acquire. In essence, Ameren
210 divides land types into five value categories along its primary route (which I have
211 identified by color code on Table 1 below).

212 **Table 1**
213 Ameren's Estimated Easement Value
214 as reflected in Attachment A to Ameren's Response to Data Request RDL 3.2

Color	Ameren's Estimated Easement Value Per Acre	Ameren's Estimated Total Land Value Per Acre (assuming Ameren's easement value reflects 75% of land value)
Orange	$36,420	$48,560
Light Green	$30,350	$40,466
Blue	$8,498	$11,330
Dark Green	$7,891	$10,521
Pink	$4,067	$5,423

215 According to Attachment A to Ameren's Response to Data Request RDL 3.2,
216 Ameren used these values to develop its cost estimate.

217 In response to discovery requests, Ameren produced a Real Estate Market Data
218 Book for La Salle County. Curiously, however, it does not appear to be the

219 source for the value categories Ameren created or assigned. The Real Estate
220 Market Data Book for La Salle County assigns the following values ranges for
221 properties in general.

222 Table 2
223 Ameren's Appraiser's Estimated Land Value
224 as reflected in Attachment A to Ameren's Response
225 to Data Request Illinois 71 Resistors 3-2

Property Type	Estimated Land Value Per Acre[1]
Rural Recreational/Timber	$5,341 to $6,711
Agricultural	$5,550 to $8,002
Rural Commercial	$27,000 to $42,000
Rural Residential	$16,539
Industrial	$12,525 to $16,000

226 I have been unable to correlate these numbers in Table 2 to Ameren's estimates
227 reflected in Table 1. Moreover, as a result of using its own value categories
228 reflected in Table 1 instead of its appraiser's categories reflected in Table 2,
229 Ameren appears to have generally estimated lower values for many segments of
230 the primary route than its own appraiser would have estimated.

231 I also believe, however, that Ameren's appraiser has excluded certain recent land
232 sales that would have the overall affect of raising the appropriate estimates.
233 Specifically, I have developed Schedule 1.2 to this testimony using Ameren's
234 Real Estate Market Data Book ("Market Data Book") for La Salle County and my
235 knowledge of other sales not shown in the Market Data Book. On Schedule 1.2,

[1] In some cases, such as Rural Commercial, Ameren's appraiser invokes its professional judgment to exclude what it apparently deems to be aberrationally high and low comparables. In others, such as the Rural Residential, the appraiser appears to represent the average of all available comparables.

the property parcel numbers beginning with "A" came from the Market Data Book (and are reflected only in the proprietary version of my testimony) and the ones with "P" came from my research of the Assessor's and Recorder's records for LaSalle County.

To show how the use (or misuse) of these categories impact Ameren's primary route, I have used the map provided in response to PROTED 80 Data Request 2.1 to transpose Ameren's values from Table 1 to plat maps (Schedule 1.5 to the proprietary version of this testimony) using the color coding indicated in Table 1 for the five land value categories. On this same map, I have indicated recent property sales as reflected in my Schedule 1.2. This correlation reflects several examples of Ameren's inappropriately low estimates for land values along its primary route.

For example, the properties in the La Salle area on the east side of Route 39 and a portion on the south side of Route 80 are shown as pink ($5,423) although many of the properties as listed in the Market Data Book or recent land sales indicate values as Rural Commercial, Rural Residential Properties, or Industrial which would suggest values of $27,000 to $42,000, $16,539 or $12,525 to $16,000, respectively.

The properties in the Utica area on the south side of Route 80 are shown in dark green ($10,521) and pink ($5,423) although many of these properties as listed in the Market Data Book or in recent land sales indicate values as Industrial, $12,525 to $16,000 or higher.

The properties in the Ottawa area are shown mostly as pink ($5,423) and a small portion as orange ($48,560) although several of the properties listed in the Market Data Book are listed as Rural Commercial properties, which would generate an estimated value of $27,000 to $42,000.

Taking all of the above information into consideration, knowing that individual properties have their own value and without performing individual appraisals, it appears that Ameren has either improperly identified the property types or disregarded its own Market Data Book along much of its primary route. Using additional recent sales it appears that even the Market Data Book underestimates land values. As a result, Ameren has severely underestimated the cost of land and right of way component for its primary route.

This is substantiated by the fact that most, if not all, of the PROTED 80 members who are property owners along Ameren's primary route feel that Ameren's present offers for right of way acquisition are inadequate, even though the offers are in fact higher than what would be expected based on Attachment A of response to Data Request RDL 3.2. If proper land values were applied to Ameren's primary route, it would not be the least cost alternative.

Q. Please explain your comment on an area near La Salle on Ameren's primary route.

A. I have heard one concern raised. Ameren's primary route near La Salle passes through Illinois Cement property which is a reclaimed stone quarry. I understand

that Colby Sawin indicated on behalf of Ameren in a meeting with a La Salle official and local landowners that Ameren had some concerns about stabilizing the poles because of the unstable, silty ground in the reclaimed quarry. This issue has the potential to drive up construction costs associated with pole/foundation installation which does not appear to be reflected in Amerens cost estimate and would be avoided on any PROTED 80 alternate as well as Ameren's alternates.

Q. Please explain your comment on overbuilding costs.

A. Ameren's Attachment A to its response to Data Request RDL 3.3 indicates various line cost data for different line configurations. This exhibit shows that cost varies, dependent on the type of overbuilding that may be required. I have not completed a detailed study of each of the PROTED 80 routes. I feel this is outside of my expertise; however, throughout field observations it appears that especially PROTED 80 Alt 1 would provide for minimal overbuilding.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to difficulty and cost of operation and maintenance?

A. I think the cost of maintenance of any PROTED 80 alternative would be roughly the same as for Ameren's primary route. While PROTED 80 Alt 1 & Alt 2 may impose costs as a result of the fact that neither is on a roadway, Ameren's primary route parallels Route I-80. The reality of using the I-80 corridor is that any operation and maintenance to the line will have to be accessed from the

north-south roads (not from Route I-80), the same as for PROTED 80 Alt 1 & 2. Only PROTED 80 Alt 3 provides for a substantial percentage of the transmission line to be maintained from the adjacent roadway and, in this regard, PROTED 80 Alt 3 would be the least difficult to operate and maintain.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to environmental Impacts?

A. I have not performed an environmental impact study on the PROTED 80 alternatives. However, utilizing the aerial photography provided by Ameren, I can reach the following conclusions:

(1) Ameren's proposed primary route passes through or near many areas which are suitable for Indiana bat habitat as it leaves La Salle, passes near Utica and crosses the Fox River.

(2) All of the PROTED alternatives eliminate the concern of the Indiana bat habitat as they leave La Salle and as it passes near Utica.

I would also refer the Commission to the testimony provided by SOLVE regarding the environmental impact of Ameren's primary route as it winds through La Salle.

318 Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to
319 Ameren's primary North La Salle-to-Wedron Route in relation to impacts on
320 historical resources?

321 A. I have not performed a historical research study. However, having grown up in
322 this area, I know that there is much history associated with Starved Rock, Pierre
323 Marquette and Louis Joliet. All of this history is associated with the Illinois River
324 and the water travel that the river supported. Ameren's primary route leaves
325 La Salle and heads toward the Illinois River, and runs within approximately two
326 miles of the Illinois River for much of the route. The PROTED 80 alternatives
327 move away from the river and are located much further north than Ameren's
328 primary route. The PROTED 80 alternatives reduce the potential for encountering
329 unexpected archeological finds.

330 Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to
331 Ameren's primary North La Salle-to-Wedron Route in relation to social and land
332 use impacts?

333 A. Recent development of properties along or in the vicinity of Ameren's primary
334 route include a truck stop, a water park (under development) and an amusement
335 center (proposed) near Utica. They also include subdivisions and a SuperWalmart
336 near Ottawa. Sales of properties (as shown in Schedule 1.2) as well as present
337 landowner plans indicates that future development is expected for much of the
338 area along Ameren's primary route. As a result, land values have appreciated
339 considerably. Because of these facts, the landowners along Ameren's primary

route oppose to the line on their property. They also believe that the consideration that Ameren has been offering is no where near the present value of the properties along the proposed route. This not only implies that condemnation on many of these tracts is highly likely but also that Ameren's line item for right of-way costs is severely underestimated for this route.

There is another important land use that conflicts with Ameren's primary route. Ameren's primary route parallels high pressure (700 psi) natural gas pipelines for approximately 4.5 miles. Attached as Schedules 1.6, 1.7 and 1.8 are NACE International publications which document the detrimental effects and concerns raised when electric transmission lines parallel pipelines. NACE International is an association with over 15,000 members in 92 countries dedicated to protecting people, assets and environment from the effects of corrosion. Many pipeline company employees dedicated to corrosion prevention are active members of NACE. NACE International serves its members by:

- Setting standards for the corrosion industry;
- Disseminating the latest technology worldwide through peer-reviewed journals and technical papers; and
- Hosting and managing the most important international conferences, exhibits and topical meetings in the corrosion industry.

People like me who plan pipeline routes rely on information provided through NACE International to establish standards for consideration when locating

pipelines and related utilities to avoid the damaging effects of corrosion. The conclusions of the NACE International documents attached as Schedules 1.6, 1.7 and 1.8 in this regard are shared by the federal government. The Federal Department of Transportation Pipeline and Hazardous Materials Safety Administration advisory bulletin of 3/06, Schedule 1.9 to my testimony, indicates the concern of the effect of stray currents on newly constructed pipelines. The same concern exists when new electric transmission lines are constructed adjacent to existing pipelines. Although many pipelines reside in electric transmission corridors, a new electric line placed adjacent to a pipeline system puts an additional responsibility upon the pipeline operators to ensure that stray currents from the electric transmission lines are not adversely affecting the pipelines integrity and jeopardizing the safety of the general public. The placement of Ameren's primary route as proposed simply places an additional risk to the general public that would be avoided by placing the line elsewhere.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to number of affected landowners and other stakeholders?

378 A. Following is a summary comparison of the number of landowners and the number
379 of parcels between Ameren's three routes and the three PROTED 80 routes. I took
380 the Ameren information from Ameren Exhibit 3.3. I developed the PROTED 80
381 information from the 2005 LaSalle County Plat Book.

	Ameren				PROTED 80		
Route	Primary	Alt 2	Alt 3		Alt 1	Alt 2	Alt 3
Number of Landowners	83	107	106		57	69	76
Number of Parcels	128	132	125		62	76	83

382 Every one of the PROTED 80 alternatives, but particularly PROTED 80 Alt 1,
383 mioimized the number of land owners and tracts that Ameren impacts and must
384 negotiate with.

385 Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to
386 Ameren's primary North La Salle-to-Wedron Route in relation to proximity to
387 homes and other structures?

388 A. Following is a summary comparison of structures within 200 feet of centerline
389 between Ameren's three routes and the three PROTED 80 routes. I took the
390 Ameren information from its Exhibit 3.3. The PROTED information was
391 developed from aerial photography and field verification.

	Ameren				PROTED 80		
Route	Primary	Alt 2	Alt 3		Alt 1	Alt 2	Alt 3
Occupied Houses	15	44	92		11	44	59
Garage & Farm Buildings	15	24	101		19	30	65
Grain Bins	0	15	23		4	3	20

	Ameren				PROTED 80		
Route	Primary	Alt 2	Alt 3		Alt 1	Alt 2	Alt 3
Other	34	17	23		5	28	37

392 This clearly shows that PROTED 80 Alt 1 is the least intrusive to occupied houses
393 and compares favorably on all other structures.

394 Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to
395 Ameren's primary North La Salle-to-Wedron Route in relation to proximity to
396 existing and planned development?

397 A. My analysis of this element is the same as my analysis regarding land use above.

398 Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to
399 Ameren's primary North La Salle-to-Wedron Route in relation to community
400 acceptance?

401 A. I think there is substantial evidence that the community is unwilling to accept
402 Ameren's primary route. The creation of PROTED 80 is one very important
403 piece of evidence that the community will not lightly accept Ameren's primary
404 route.

405 Although Ameren states in its response to data request RDL 1.21 that options for
406 exiting La Salle were discussed with local landowner groups, the route selected is
407 in fact highly controversial to a large segment of the community which includes
408 approximately 10 individual property owners who have interest in property
409 adjacent to the proposed primary route exiting La Salle

SOLVE's separate intervention and participation with PROTED 80 is another substantial piece of evidence refuting the community acceptance of Ameren's primary route. Interestingly, although Ameren claims through the direct testimony of Roger D. Nelson (Ameren Exhibit No. 2.0) that it has worked diligently with SOLVE, SOLVE is now a member of PROTED 80 and has filed its own intervention.

The Village of Utica has filed an intervention in opposition to the proposed route as it passes through Utica on the south side of Interstate 80. Their concerns are that this property and other properties in the immediate vicinity have an extremely high potential for development in the areas of commercial, light industrial use, and/or as a residential subdivision. The Village is currently working with several developers regarding these types of developments. The Village strongly believes that construction of the overhead electric transmission lines at this location would severely impact the potential development of that property. The potential development of that property is critical to the economic future and growth of the Village as the Village continues it's recovery from the 2004 tornado.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to visual impact

A. I believe that it is obvious that La Salle, Utica and Ottawa are locations that have very high potential for future development and that much of that potential revolves around proximity to Routes I-80 and I-39. No matter how carefully they are constructed, electric transmission lines are an eyesore and will impede

development where they are built. Building them where there is a demonstrated interest in development is contrary to the public interest.

Q. How do PROTED 80 Alt 1, PROTED 80 Alt 2 and PROTED 80 Alt 3 compare to Ameren's primary North La Salle-to-Wedron Route in relation to presence of existing corridors?

A. Other than the utilization of existing electric line corridors the only potential existing corridor is that of the pipelines. I have previously addresses these concerns. I will also comment that additional landowners along the pipeline corridor who are not members of PROTED 80 have filed to intervene.

Q. Does this complete your responsive testimony?

A. Yes it does.

Schedules to PROTED 80 Exhibit 1.0
Direct Testimony of Dee Bennett

Schedule 1.1	Ameren's Response to Data Request RDL 1.26.
Schedule 1.2 (Proprietary)	PROTED 80 list of comparable land sales in La Salle County.
Schedule 1.3	Map reflecting PROTED 80 Alt 1, Alt 2 and Alt 3 (superimposed on Ameren Exhibit 3.1).
Schedule 1.4 (Proprietary)	Ameren's Attachment A to its response to Data Request RDL 3.2.
Schedule 1.5 (Proprietary)	Map Comparing Exhibit A to Ameren's Response to Data Request RDL 3.2 to values drawn from Schedule 1.2.
Schedule 1.6	R.A. Gummow, R.G. Wakflin & S.M. Segall, AC CORROSION, A CHALLENGE TO PIPELINE INTEGRITY, Materials Performance, February 1999.
Schedule 1.7	Corrosion 2004, Paper No. 040205.
Schedule 1.8	Corrosion 2004, Paper No. 040206.
Schedule 1.9	Federal Department of Transportation Pipeline and Hazardous Materials Safety Administration advisory bulletin of March, 2006.

Certificate of Service
(Docket No. 06-0706)

A copy of Proponents of Tourism and Economic Development along I-80, Inc. ("PROTED 80") and Dee Bennett's public and proprietary versions of Responsive Testimony of Dee Bennett was served upon the following persons by e-mail this 30th day of March, 2007.

John D. Albers
Administrative Law Judge
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
jalbers@icc.illinois.gov

Ron Linkenback
Case Manager
Illinois Commerce Commission
527 E. Capitol Ave.
Springfield, IL 62701
rlinkenb@icc.illinois.gov

Rochelle Phipps
Dan Kahle
David Rearden
Scott Struck
Case Staff
Illinois Commerce Commission
527 E. Capitol Ave.
Springfield, IL 62701
phardas@icc.illinois.gov
dkahle@icc.illinois.gov
drearden@icc.illinois.gov
sstruck@icc.illinois.gov
rphipps@icc.illinois.gov

James V. Olivero
Janis Von Qualen
Office of General Counsel
Illinois Commerce Commission
527 E. Capitol Ave.
Springfield, IL 62701
jolivero@icc.illinois.gov
jvonqual@icc.illinois.gov

Erika Dominick
Paralegal
Legal Department
Ameren Services Company
1901 Chouteau Ave.
St. Louis, MO 63103
edominick@ameren.com

Edward C. Fitzhenry
Ameren Services Company
P.O. Box 66149
1901 Chouteau Ave.
St. Louis, MO 63166-6149
efitzhenry@ameren.com

Steven R. Sullivan
Sr. Vice President
Illinois Power Company d/b/a AmerenIP
One Ameren Plz.
1901 Chouteau Ave.
P.O. Box 66149, MC 1300
St. Louis, MO 63103
srsullivan@ameren.com

Jackie K. Voiles
Illinois Power Company d/b/a/ AmerenIP
607 E. Adams St.
Springfield, IL 62739
jvoiles@ameren.com

Christopher W. Flynn
Albert D. Sturtevant
Atty. for Applicants
Jones Day
77 W. Wacker, Ste. 3500
Chicago, IL 60601-1692
cwflynn@jonesday.com
adsturtevant@jonesday.com

Michael Seneca
William M. Shay
Atty. for SHOCK
Howard & Howard Attorneys, P.C.
211 Fulton, Ste. 600
Peoria, IL 61602
mss@h2law.com
wms@h2law.com

John L. Cantlin*
760 Etna Road
Ottawa, IL 61350
cantlin@cantlinlaw.com

Eric M. Madiar
Michael J. Scotti III
Atty. for Illinois 71 Resistors
Freeborn & Peters, LLP
217 E. Monroe St., Ste. 202
Springfield, IL 62701
emadiar@freebornpeters.com
mscotti@freebornpeters.com

Troy A. Fodor*
E.M. Fulton Jr.*
Troy A. Fodor, P.C.
Atty. for IMEA
913 S. Sixth Street
Springfield, IL 62703
troyafodor@aol.com

Herbert J. Klein*
Atty. for Village of North Utica
Law Office of Herbert J. Klein
925 Shooting Park Rd., Ste. A
Peru, IL 61354
hjklein@sbcglobal.net

Brien J. Nagle*
Successor Trustee of LeRoy J. Nagle
Declaration of Trust
Nagle & Higgins, P.C.
222 S. Mill St., Ste. 200
Naperville, IL 60540
binagle@naglehiggins.com

Patricia Leary*
For Estate of Margaret M. Kennedy and
Margaret M Kennedy Declaration of Trust
301 W. Union Ave.
Wheaton, IL 60187
trishleary@aol.com

A copy of Proponents of Tourism and Economic Development along I-80, Inc. ("PROTED 80") and Dee Bennett's public and proprietary versions of Responsive Testimony of Dee Bennett was served upon the following persons by depositing a copy of same in the U.S. Mail, properly addressed and with postage fully paid this 30th day of March, 2007.

Frederick J. Blue*
3168 E. 9th Rd.
Utica, IL 61373

*Will receive the public version only.

AmerenIP's and Ameren Illinois Transmission Company's Response to Illinois Commerce Commission Data Requests ICC Docket No. 06-0706 Petition for Certificate of Public Convenience and Necessity

RDL 1.26: Describe how each criterion AmerenIP employed for the line routing and siting evaluation was determined and how AmerenIP prioritized each criterion.

Response: A range of objectives guided the selection of these transmission line routes and included, but were not limited to, the following:

- Length of the line
- Difficulty and cost of construction
- Difficulty and cost of operation and maintenance
- Environmental impacts
- Impacts on historical resources
- Social and land use impacts
- Number of affected landowners and other stakeholders
- Proximity to homes and other structures
- Proximity to existing and planned development
- Community acceptance
- Visual impact
- Presence of existing corridors

Unfortunately, the simple act of listing criteria implies order of importance. In fact, not every criterion can be optimized, and compromises must be carefully chosen. Ameren believes that line routing cannot be reduced to weighting factors and the application of an arithmetic formula. Judgment must be applied, and will be ratified or modified during the course of approval.

Prepared By: Douglas Emmons
Title: Career Engineer
Phone: (314) 205-0503
Date: December 14, 2006

Schedule 1.2 to PROTED 80 Exhibit 1.0 (PROPRIETARY)

Parcel Number	Name on Parcel/Grantor	Sale Price Per Acre	Acres Sold	Date Sold	Distance to Ameren Primary Route	
LaSalle Area						
A-26	Ronald F. Senica	$14,961	80	Nov-05	Less than 1/4 mile	
A-32	Kerry M. Izzo	$25,470	27	Jan-06	Approx. 1/2 mile	
A-37	Frank L. & Ellen S. Bedenko	$15,000	44	Apr-06	Approx. 1/2 mile	
A-42	Gaetano A. & Catherine M. Scoma	$22,500	12	Jul-06	Approx. 1/2 mile	
P-1	Patricia Kotocki	$11,534	123	Jul-04	Adjacent to	
P-2	Ellen Kruff	$20,000	17	Jan-07	On	
Utica Area						
A-4	Glenn & Gladys L. Streut	$16,000	132	May-05	On	
A-5	Bryant M. Senica	$12,525	155	May-05	On	
A-31	Kenneth A. & Barbara Small	$29,485	40	Jan-06	Less than 1/4 mile	
A-34	Dee J. & Bonnie Bennett	*$30,000	*44	Jan-06	On	*Includes house to be demolished-sold separately
A-44	Russell L. Kinzer	$8,800	75	Mar-06	On	Crook bi-sects property
A-45	Charles F. & Thama F. Cook	$19,999	80	Feb-06	Approx. 1/2 mile	
A-46	Ronald F. Senica	$25,000	59	Aug-06	Less than 1/4 mile	
A-47	Carl J. & Carol J. Saulor	$19,999	120	Feb-06	Approx. 1/2 mile	
P-4	Dee J. & Bonnie Bennett	$43,860	10	Jul-06	Less than 1/4 mile	
P-5	Janet Small	$35,865	134	Nov-06	Less than 1/4 mile	
P-6	J. & P.F	$80,000	10		Less than 1/4 mile	
P-7	Norbert & Elizabeth Dudek	$20,020	116	Feb-06	Approx. 1 mile	
P-8	Harmon Trust	$20,088	58	Feb-06	Approx. 1 mile	
P-9	Wayne Hess	$15,868	159	Nov-06	Less than 1/4 mile	
Ottawa Area						
A-1	Alfred B. Kain	$27,207	70	Jun-05	On or adjacent to	
A-2	LaSalle Bank Trust	$21,000	226	Jun-05	Approx. 1/2 mile	
A-40	Jobst, Bragg, Bragg	$22,500	58	Nov-05	On or adjacent to	
Agricultural						
A-10	G. Ryan Trust	$7,500	80	Apr-05	Approx. 7 miles, Approx. 3 miles to PROTED 1	
A-11	Gary Baker	$7,500	55	Apr-05	Approx. 7 miles, Approx. 3 miles to PROTED 1	
A-17	Chad & Mark Wixom	$6,700	75	Mar-05	Approx. 8 miles, Approx. 4 miles to PROTED 1	
A-19	Gerald K. & Eva Thorson	$5,500	90	Oct-04	Approx. 6 miles, Approx. 2 miles to PROTED 1	
A-23	Mary Ellen Stoddon	$5,772	42	Jan-05	Approx. 6 miles, Approx. 2 miles to PROTED 1	
P-10	Harold & Darlene Meisel	$7,009	159	Jan-06	Approx. 5 miles, Approx. 1 miles to PROTED 1	
P-11	Edward Czerkies	$7,000	160	Oct-05	Approx. 4 miles, on PROTED 1	
P-12	Patricia A. Leary	$8,140	347	Sep-06	Approx. 5 miles, Approx. 1 miles to PROTED 1	

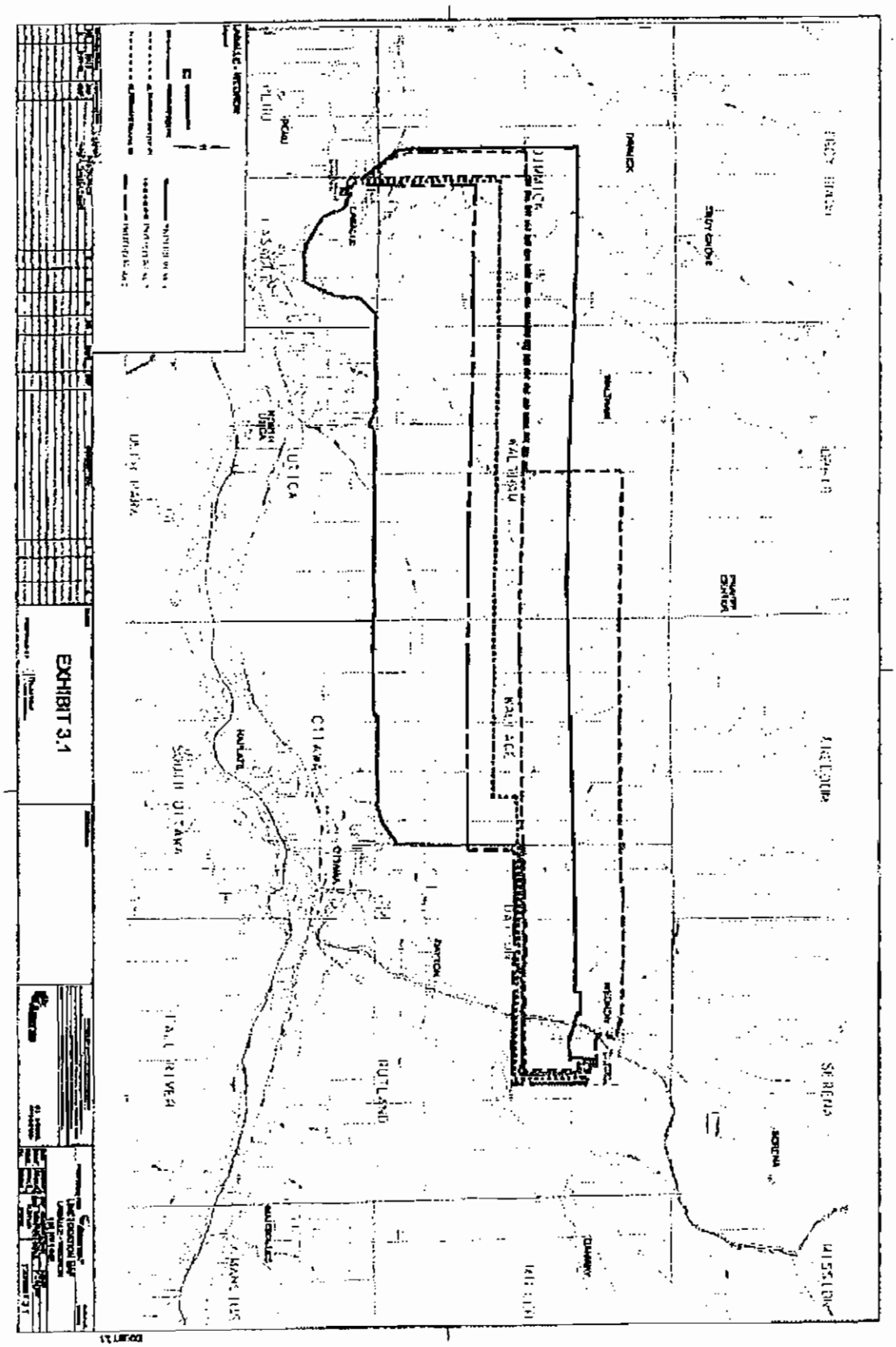
EXHIBIT 3.1
UTICA
OTTAWA
RUTLAND
SOUTH OTTAWA
FALL RIVER
SERENA

N La Salle - Fox River Route Matrix	[illegible]		
1. Total Length of Routes - in miles	23.9	24.4	24.5
- in feet	126200.0	128800.0	129000.0
a) Average Span Length	470	300	336
b) Maximum Span Length	850	520	530
c) Average Height Above Ground	77	76	79
2. Estimated Project Cost:			
a) Cost of Proposed 138kV Line	$ 13,300,000	$ 14,300,000	$ 15,900,000
b) Cost of Land and Right of Way	$ 2,000,000	$ 1,200,000	$ 1,300,000
Sub Total	$ 15,300,000	$ 15,500,000	$ 17,100,000

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?f La Salle - Fox River (Alternate # 1)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Segments Metric																		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]																		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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RDL 3.2 Attach A
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N La Salle - Fox River (Alternate # 2)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Segments Matrix															
1. Total Length of Segment (in miles)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
(in feet)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2. Average River Length	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3. Maximum River Length	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4. Average Height Above Ground	80	80	80	80	75	75	75	75	75	75	80	80	80	80	80
5. Estimated Project Cost:															
Year	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt	138 Kilovolt
Unknown area (in mile)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6. Cost of Increased Yield (Low Ib)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Average Total Width, ft	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Structure Cross Section	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Equipment Costs, $ per Acre	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6b. Cost of Conventional Right of Way	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

ICC Docket No. 06-0705
RDL 3.2 Attach A
CONFIDENTIAL and PROPRIETARY

Schedule 1.5 to PROTED 80 Exhibit 1.0 (PROPRIETARY)

Parcel Number	Name on Parcel/Grantor	Sale Price Per Acre	Acres Sold	Date Sold	Distance to Ameren Primary Route	
LaSalle Area						
A-26	Ronald F. Senica	$14,661	80	Nov-05	Less than 1/4 mile	
A-32	Kerry M. Izzo	$25,470	27	Jan-06	Approx. 1/2 mile	
A-37	Frank L. & Ellen S. Bedenko	$15,000	44	Apr-06	Approx. 1/2 mile	
A-42	Gaetano A. & Catherine M. Scoma	$22,500	12	Jul-06	Approx. 1/2 mile	
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A-34	Dee J. & Bonnie Bennett	*$30,000	*44	Jan-06	On	*Includes house to be demolished-sold separately
A-44	Russell L. Kinzer	$8,800	75	Mar-06	On	Creek bi-sects property
A-45	Charles F. & Thema F. Cook	$19,999	80	Feb-06	Approx. 1/2 mile	
A-46	Ronald F. Senica	$25,000	58	Aug-06	Less than 1/4 mile	
A-47	Carl J. & Carol J. Sauter	$18,989	120	Feb-06	Approx. 1/2 mile	
P-4	Dee J. & Bonnie Bennett	$43,880	10	Jul-06	Less than 1/4 mile	
P-5	Janet Small	$35,885	134	Nov-06	Less than 1/4 mile	
P-6	J. & P.F	$80,000	16		Less than 1/4 mile	
P-7	Norbert & Elizabeth Dudek	$20,020	116	Feb-06	Approx. 1 mile	
P-8	Harmon Trust	$20,086	58	Feb-06	Approx. 1 mile	
P-9	Wayne Hass	$15,665	159	Nov-06	Less than 1/4 mile	
Ottawa Area						
A-1	Alfred B. Kain	$27,207	70	Jun-05	On or adjacent to	
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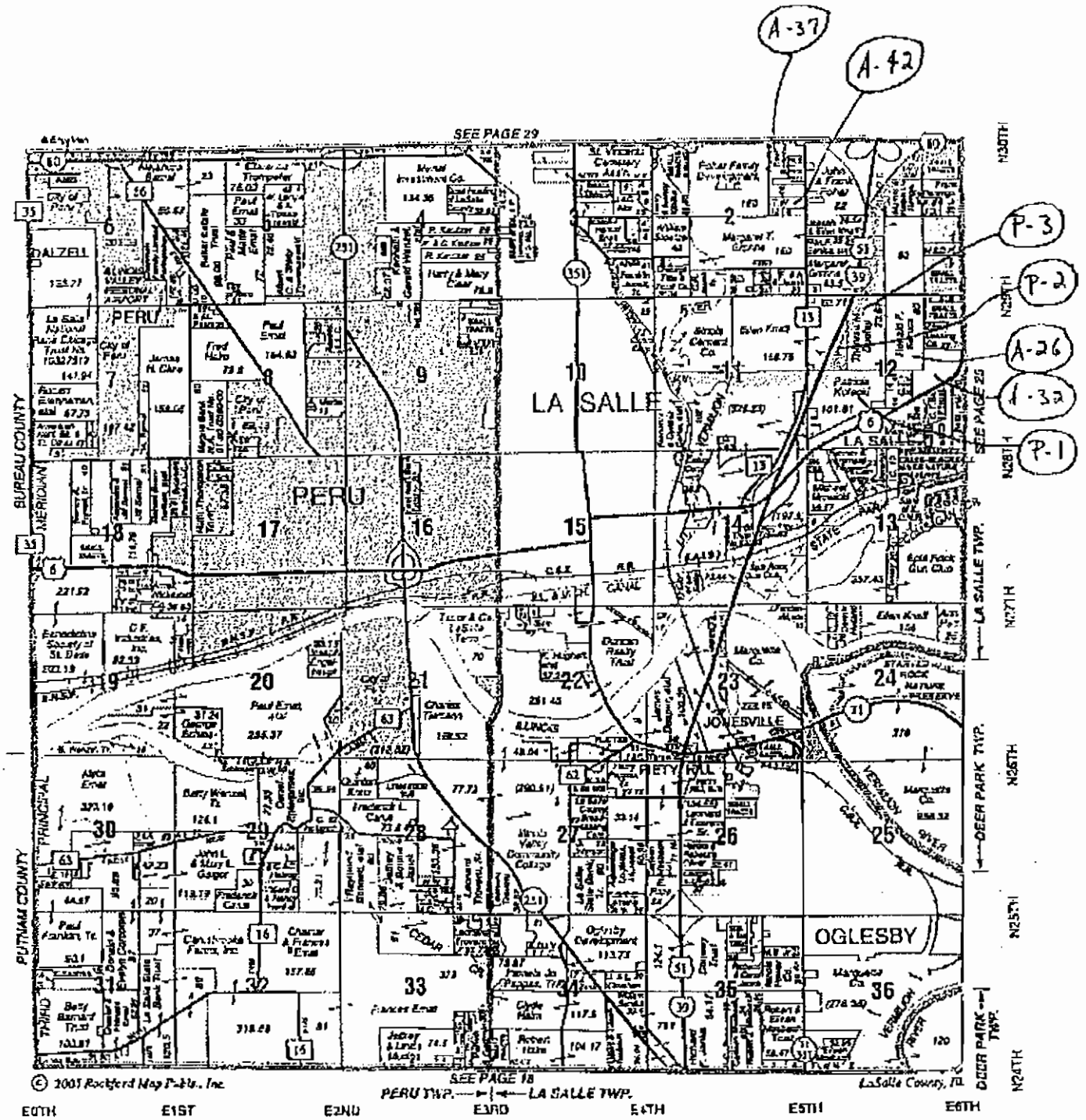
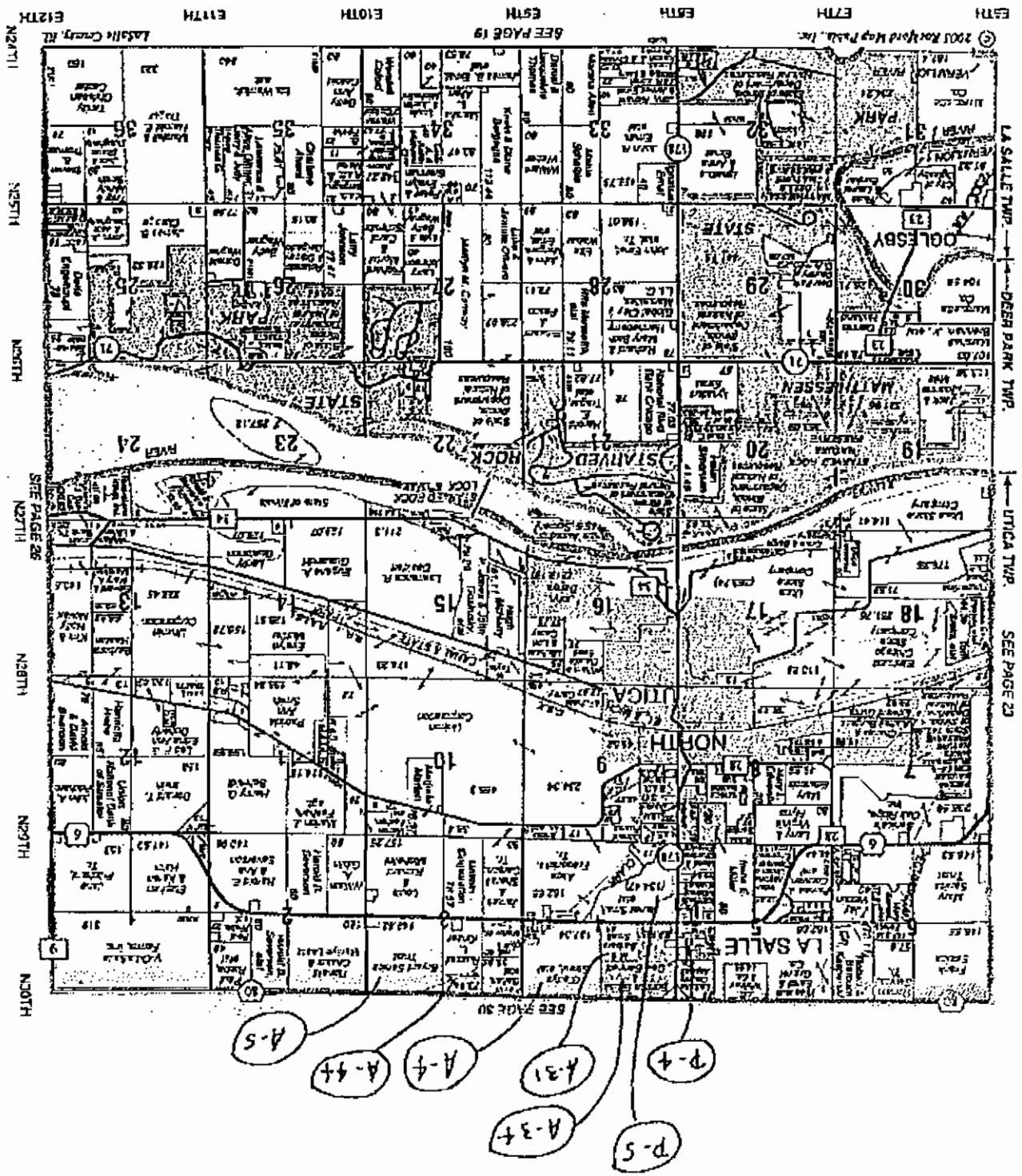
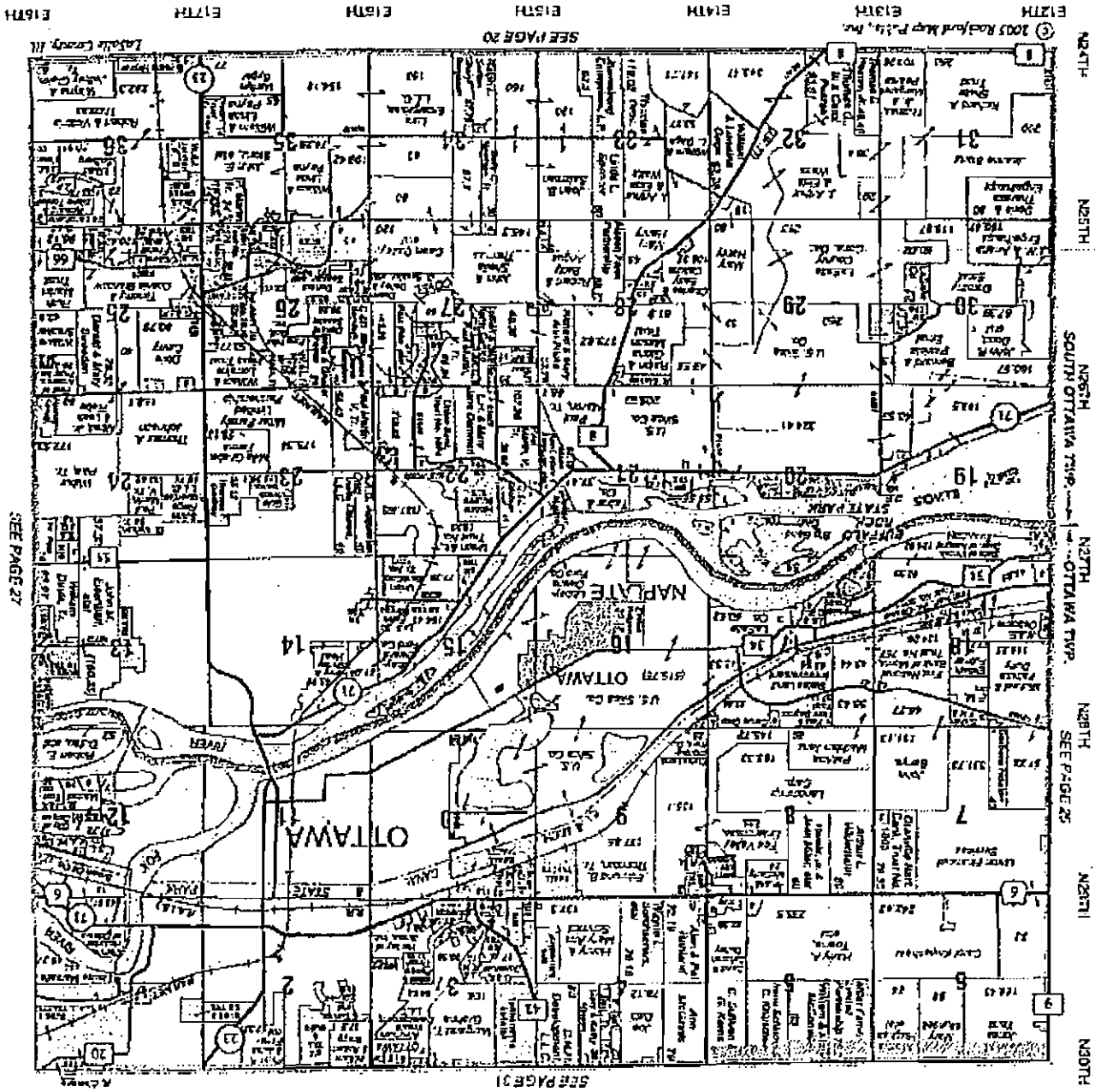
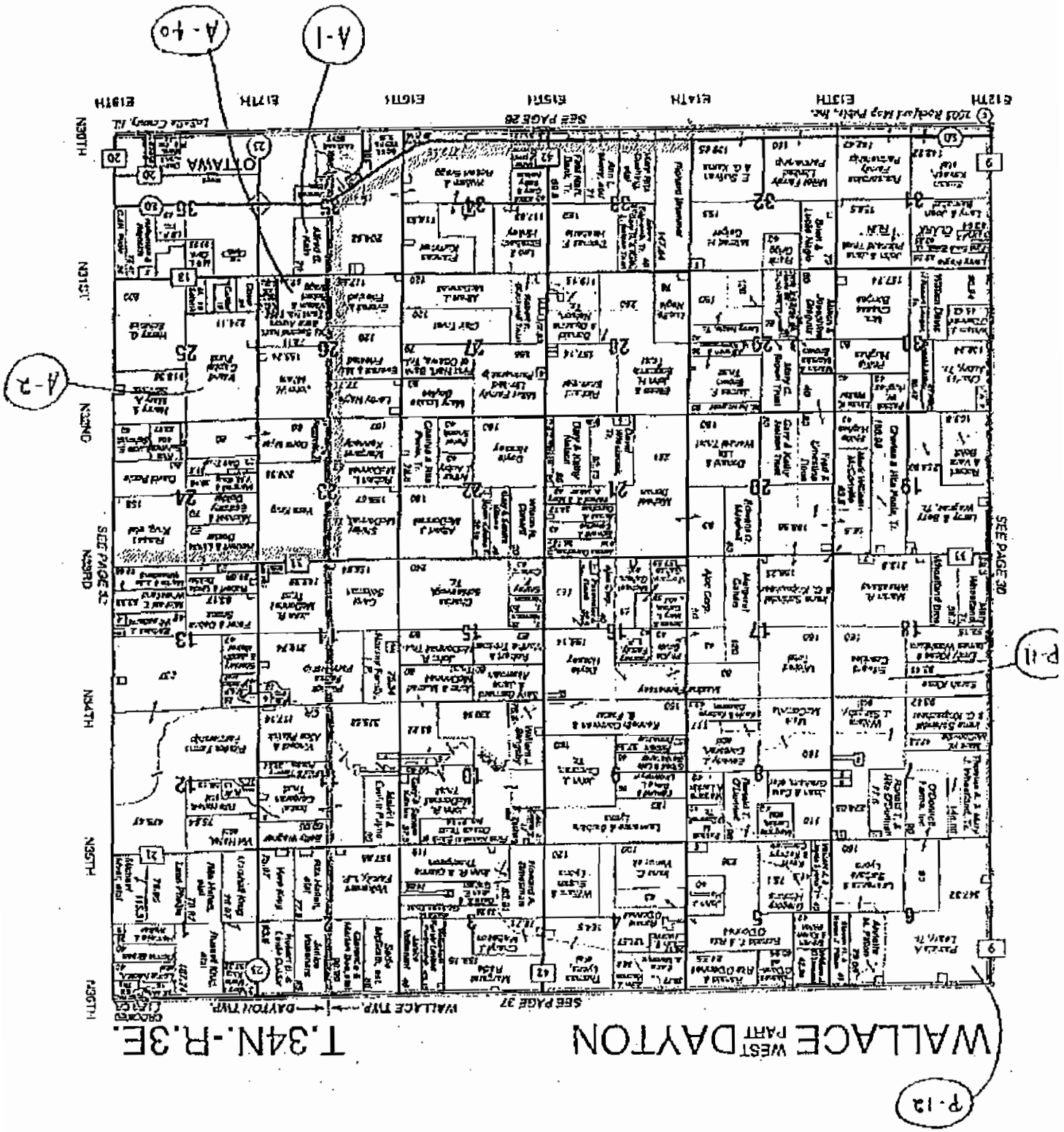
A-10	G. Ryan Trust	$7,500	60	Apr-05	Approx. 7 miles, Approx. 3 miles to PROTED 1	
A-11	Gary Baker	$7,500	55	Apr-05	Approx. 7 miles, Approx. 3 miles to PROTED 1	
A-17	Chad & Mark Wixom	$6,700	75	Mar-05	Approx. 6 miles, Approx. 4 miles to PROTED 1	
A-19	Gerald K. & Eva Thorson	$6,500	80	Oct-04	Approx. 6 miles, Approx. 2 miles to PROTED 1	
A-23	Mary Ellen Stodden	$5,772	42	Jan-05	Approx. 5 miles, Approx. 2 miles to PROTED 1	
P-10	Harold & Darlene Meisel	$7,009	159	Jan-06	Approx. 5 miles, Approx. 1 miles to PROTED 1	
P-11	Edward Czerkies	$7,000	160	Oct-05	Approx. 4 miles, on PROTED 1	
P-12	Patricia A. Leary	$8,140	347	Sep-06	Approx. 5 miles, Approx. 1 miles to PROTED 1	
	Orange	$48,560				
	[redacted]	$40,468				
	Blue	$11,330				
	Dark Green	$10,521				
	Pink	$5,423				



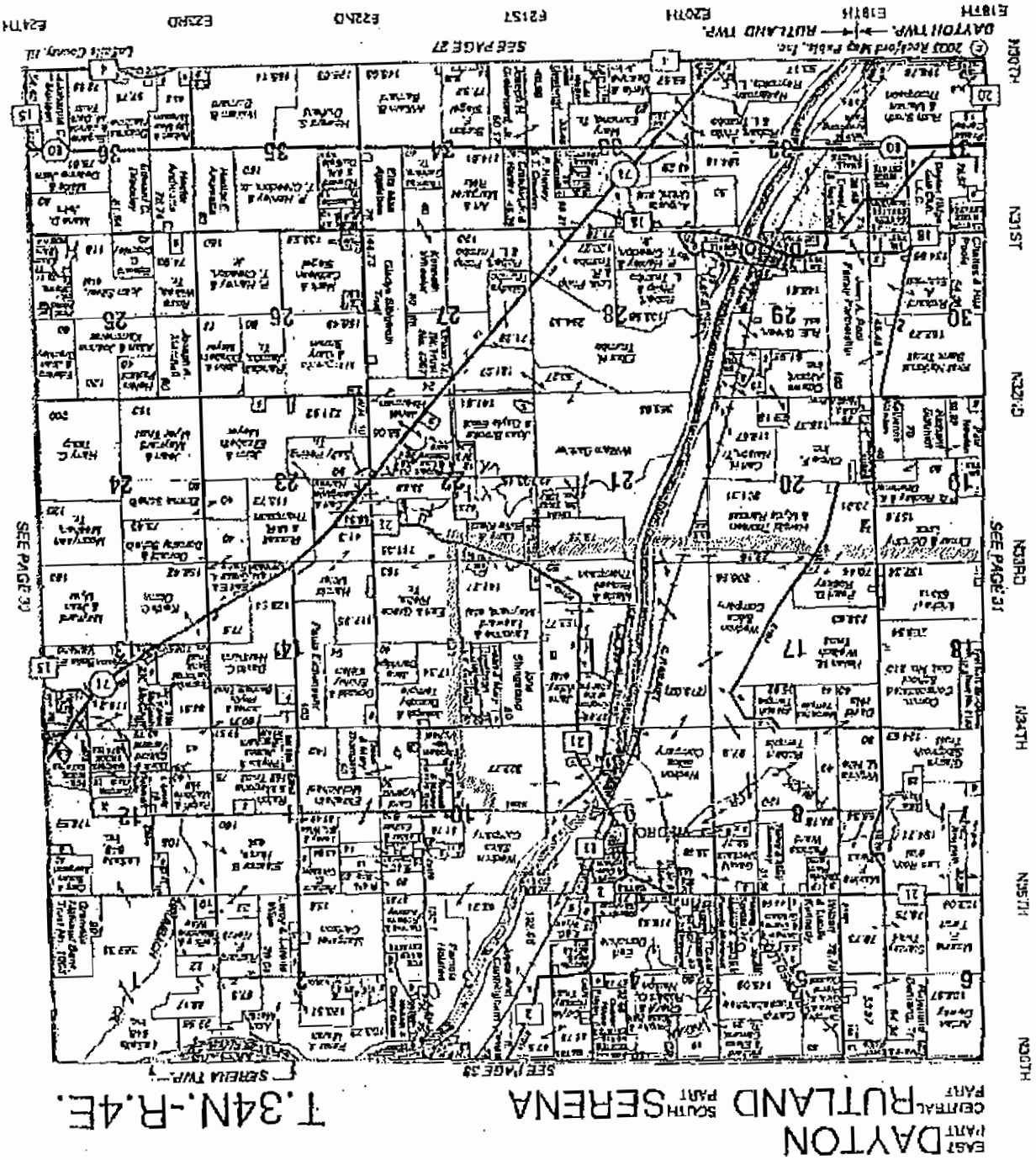
PERU WEST PART LA SALLE NORTHWEST PART DEER PARK T.33N.-R.1E.

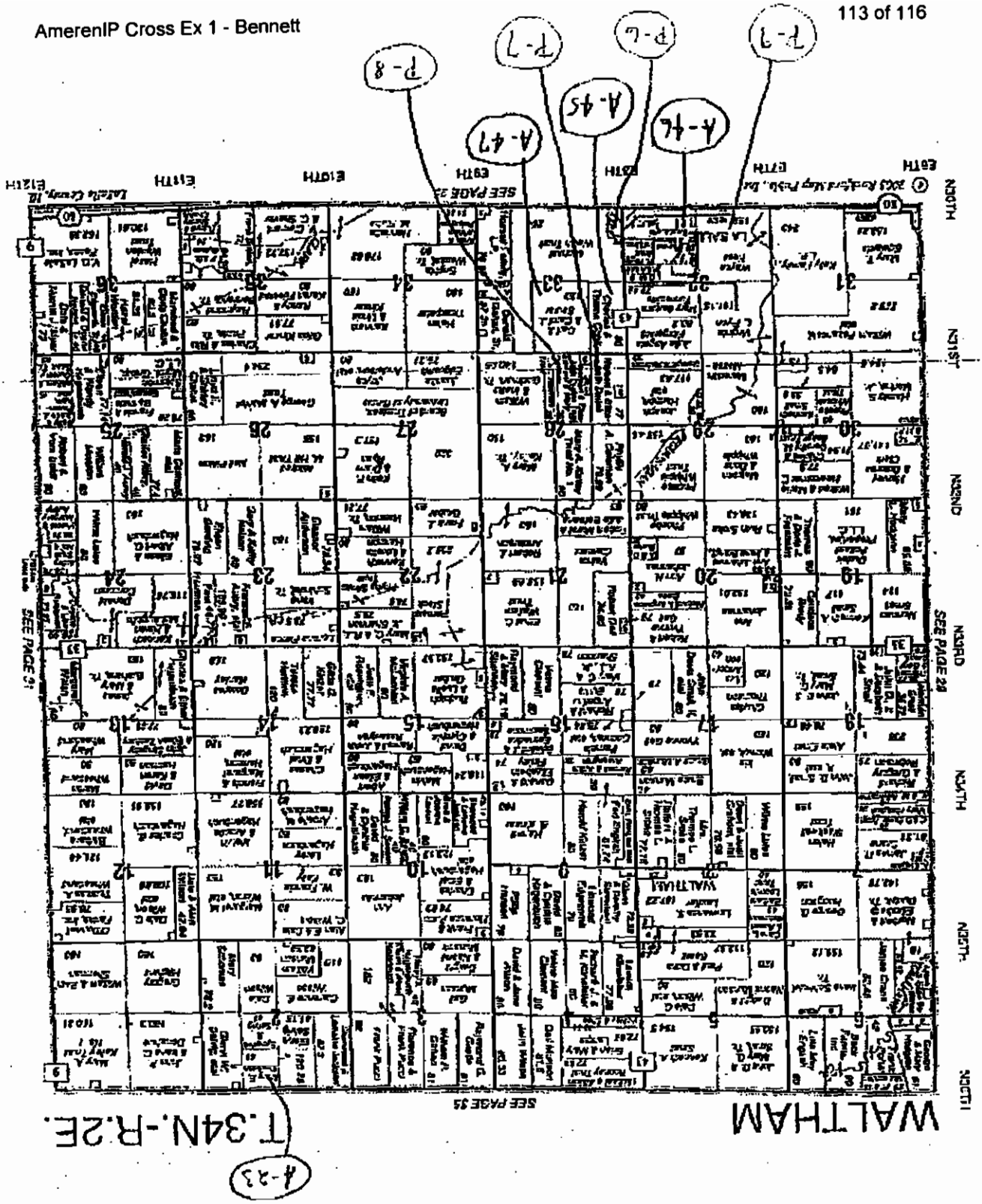

UTICA NORTHEAST PART DEER PARK EAST PART LA SALLE T.33N.-R.2E.
LA SALLE TWP.
DEER PARK TWP.
UTICA TWP.
SEE PAGE 23
SEE PAGE 26
SEE PAGE 30
SEE PAGE 19
NORTH
UTICA
LA SALLE
STATE
PARK
MATTHIESSEN
STANVED
ROCK
RIVER
CHAIN O' LAKES
P-4
P-5
A-3
A-31
A-4
A-44
A-5


SOUTH OTTAWA WEST PART OTTAWA T.33N.-R.3E.
SEE PAGE 20
SEE PAGE 31
SEE PAGE 27
SEE PAGE 25
OTTAWA
NAPLATE
OTTAWA TWP.
SOUTH OTTAWA TWP.
ILLINOIS STATE PARK
E12TH
E13TH
E14TH
E15TH
E16TH
E17TH
E18TH
N24TH
N25TH
N26TH
N27TH
N28TH
N29TH


WALLACE WEST PART DAYTON
T.34N.-R.3E.
P-12
P-11
A-1
A-2
A-10
SEE PAGE 37
WALLACE TWP.
DAYTON TWP.
SEE PAGE 32
SEE PAGE 30
SEE PAGE 28
OTTAWA
N.6TH
N.5TH
N.4TH
N.3RD
N.2ND
N.1ST
E.19TH
E.17TH
E.16TH
E.15TH
E.14TH
E.13TH
E.12TH

AmerenIP Cross Ex 1 - Bennett




WALTHAM
T.34N.-R.2E.
A-23
SEE PAGE 33
NORTH
NORTH
NORTH
NORTH
NORTH
SEE PAGE 29
SEE PAGE 31
WALTHAM
A-47
A-45
A-46
P-7
P-6
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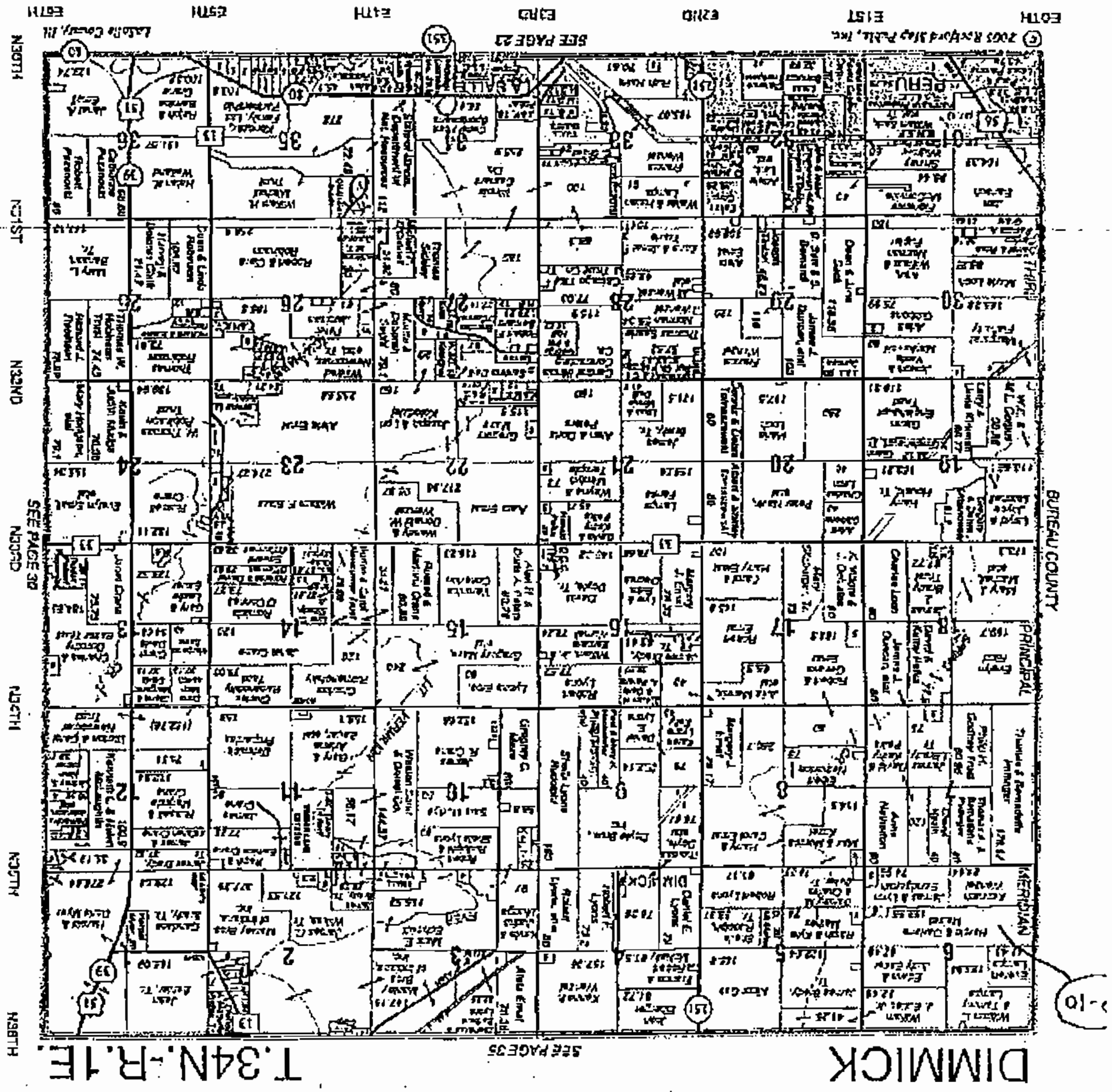
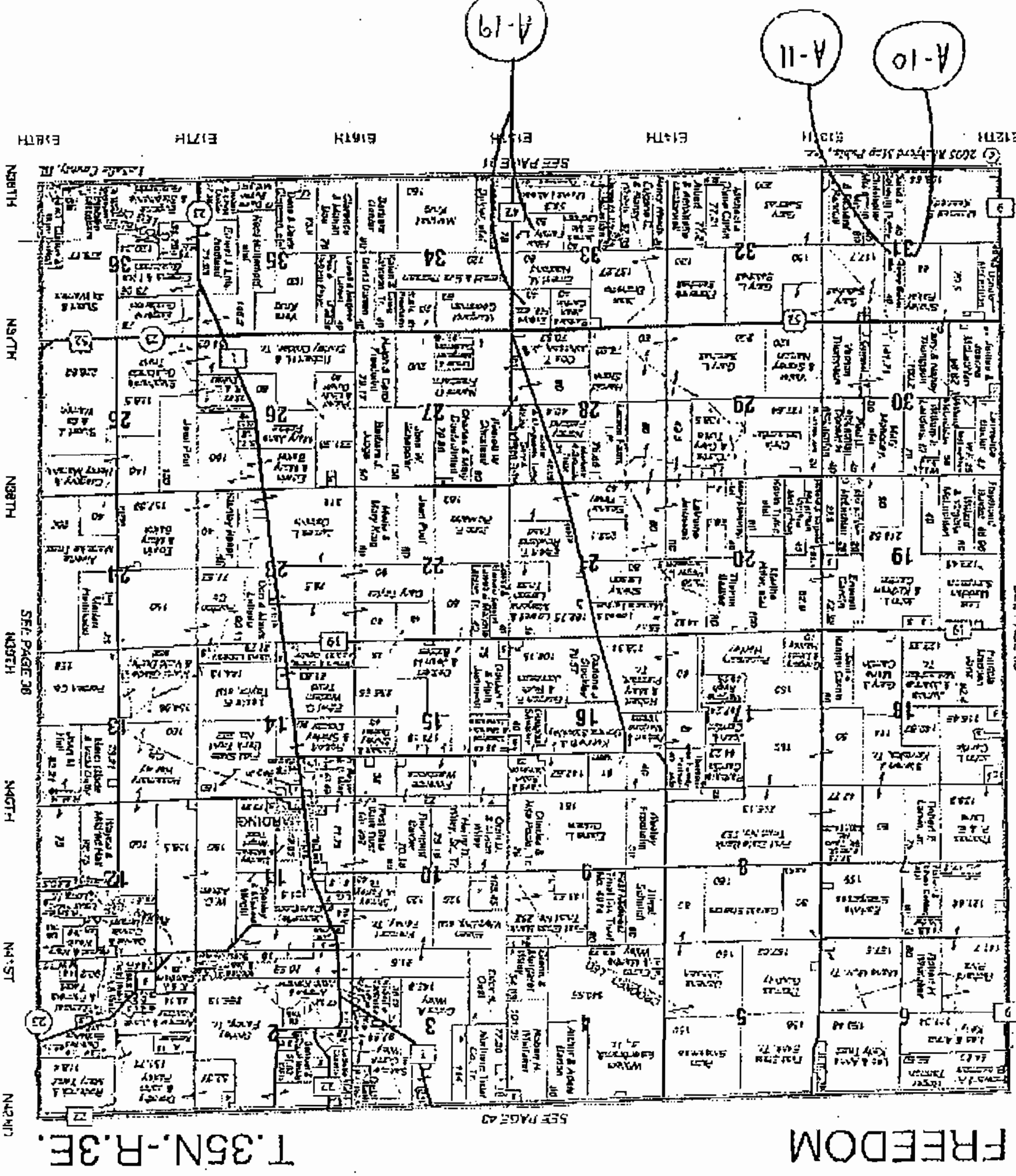
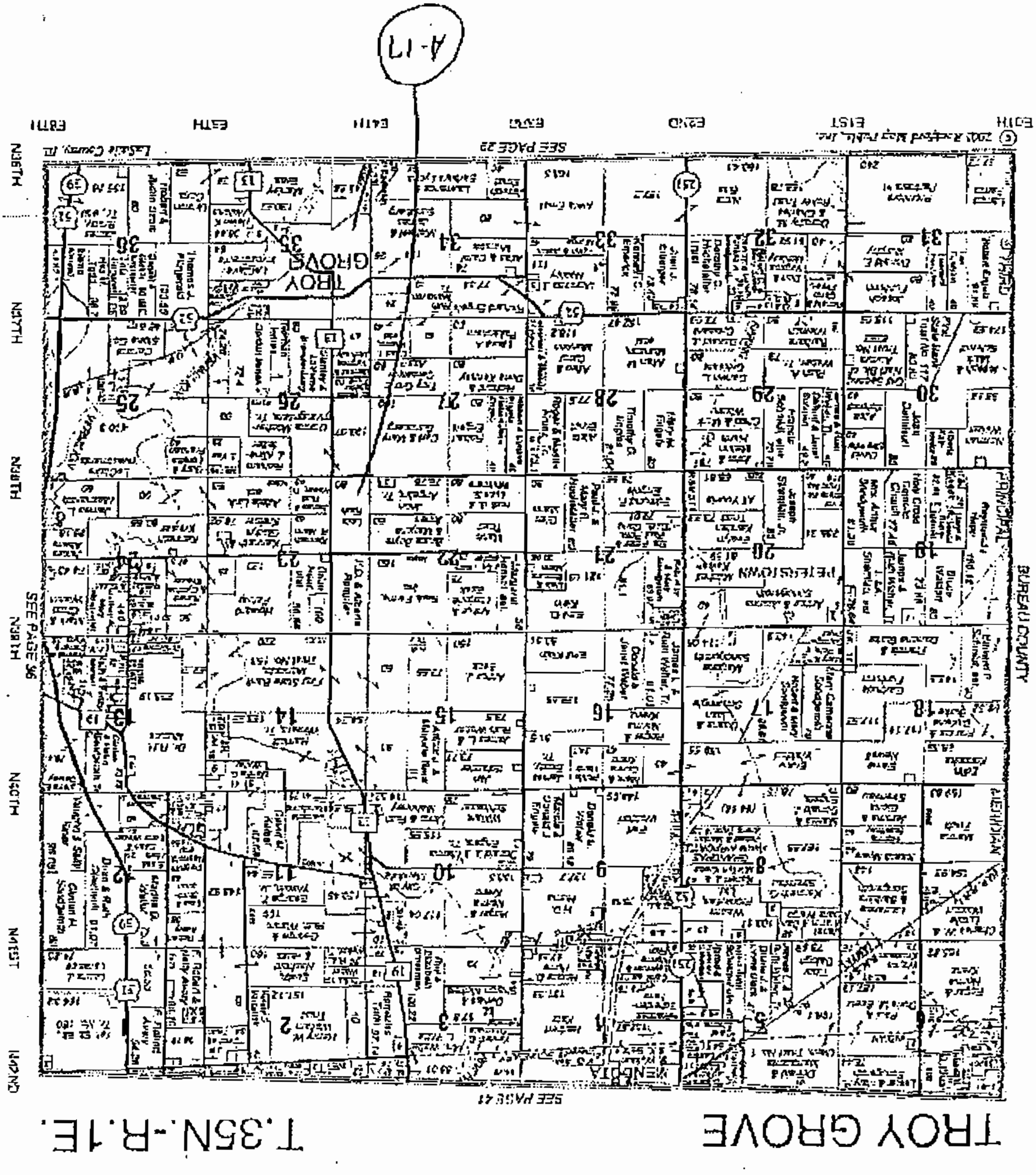
11TH


DIMMICK
T.34N.-R.1E.
BUREAU COUNTY
SEE PAGE 32


A-19
A-11
A-10
SEE PAGE 36
SEE PAGE 35
FREEDOM
T.35N.-R.3E.


A-17
TROY GROVE
T.35N.-R.1E.
SEE PAGE 22
SEE PAGE 41
SEE PAGE 36
BUREAU COUNTY
TROY GROVE
PETERSTOWN