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**RE: Brokaw to South Bloomington Transmission Line Project (Docket 12-0154)  
John Capodice, Land Owner on the Alternate Route**

This letter is intended to represent my position and opinions concerning Ameren Illinois Company's ("AIC") request for a Certificate of Public Convenience and Necessity authorizing AIC to construct, operate and maintain a new 345 kilovolt electrical transmission line in the area southeast of Bloomington, IL connecting the Brokaw and South Bloomington substations.

I, John Capodice, am a land owner on what's named the "Alternate Route" of this project. At the current time, I do not oppose the project as a whole, but would like to address the Primary Route vs. the Alternate Route, particularly after the routes split at Hamilton Rd.

**Existing Residence**

My primary concern of the Alternate Route is its close proximity to existing residences (a prioritized "high" sensitivity). I have lived on Capodice Road for 52 years and am very familiar with the areas and existing homes that would be affected if the Alternate Route was chosen. Donell Murphy, a Partner with Environmental Resource Management (ERM), has testified that "The Alternate Route would have a greater potential for impact to existing residences (more homes occur along the Alternate Route) and would result in additional ground disturbance as a function of additional length." As seen by Ameren Exhibit 4.0 (below), I am not the only person that shares this concern.

**Ameren Exhibit 4.0 (Page 12 of 36)**

*Q. How did input from participants in the public process factor into this conclusion?*

*A. Participants in the stakeholder working groups and public open houses collectively prioritized the environmental siting criteria. The results from each forum were combined to derive what AIC concluded was the majority consensus. This consensus **prioritized existing residential use areas as a "high" sensitivity**. Numerous comment forms reiterated this heightened sensitivity to existing residence.....*

The proposed Transmission Line will require a permanent easement of **at least** 150 feet in width. Anthony Meier, Ameren Transmission Project Engineer / Line Design Engineer has testified that the Alternate Route has fewer houses within 200 feet of the proposed routes. I think it is imperative the ICC considers the many existing homes along the Alternate Route (some of which are located within 150' of where the Transmission Line would be placed).

**Opportunities / Sensitivities (see Ameren Exhibit 4.2, Table 1. Prioritized Environmental**

- Primary Opportunities: Railroad
- Secondary Opportunities: Existing Electrical Transmission Line Corridor
- High Sensitivities: **Existing** Residential Use Area
- Moderate Sensitivities: Trees/Woodlots
- Low Sensitivities: Agricultural Land

Anthony Meier, Ameren Transmission Project Engineer / Line Design Engineer has testified that "Most of the Primary Route follows an existing established corridor, like existing transmission lines and or railroad corridor." I believe it is important to make use of existing right-of-ways when considering the location of this Transmission Line.

In addition, Mr. Meier also testified that "The Primary Route for the Transmission Line represents the least potential for impacts with regards to environmental and constructability concerns." When asked about the potential for environmental impacts concerning the two proposed routes, Donell Murphy testified that "The Primary Route was selected as the route having the least potential for impact." She also testified that "Forested habitat along the corridors that would be crossed by the Primary Route is absent to minimal and not well established." As an Alternate Route land owner and 50+ year resident, I can assure you the Alternate Route would result in the removal on MANY mature trees and some established forested areas.

Also, please note the McLean County Highway Department will need to have further discussion with AIC if the Alternate Route is chosen to ensure it does not conflict with their long range plans on upgrading County Highway 30.

**Costs**

- Total estimated cost including substation: Primary (\$26.9 million), Alternative (\$29 million)
- Total easement area: Primary (95.2 acres), Alternative (109.5 acres)
- Parcel of land that will be impacted: Primary (39 parcels), Alternative (57 parcels)

**In Summary**

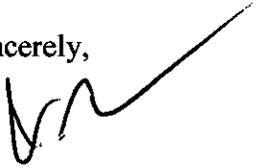
- The Primary Route, once split from the Alternate Route, will not affect **existing residence**
- The Primary Route, once split from the Alternate Route, will not affect **trees/woodlots**
- The primary route will save an estimated **\$2.1** million dollars
- The primary route requires approximately **14.3 less acres** of total easement area
- The primary route will impact **18 less** parcels
- The primary route affects **13 less** landowners
- The primary route is approximately **0.8** of a mile shorter

While it is my understanding a land owner along the Primary Route is concerned about the impact this Transmission Line will have on his 485 acres of farmland, it has been determined by AIC that **less than one acre** of actual farm land will be taken out of production.

AIC's route siting analysis has determined that "The Primary Route for the Transmission Line represents the best combination of engineering feasibility, least cost, and the lowest impacts on surrounding areas." After reading through all AIC testimony and doing additional research, I agree with the above statement.

I ask the Illinois Commerce Commission to please consider the above information and existing residence when making decisions regarding the Brokaw to South Bloomington Transmission Line Project.

Sincerely,



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