
ATXI EXHIBIT 4.2

Descriptions and Maps of Proposed Routes

Mississippi River to SE Quincy – Primary Route

The Primary Route extends northeast from the Mississippi River along the south side of an existing 161 kV transmission line for approximately one mile. The Primary Route then extends north along the east side of South 5th Street for more than a half mile, and then extends east along a property line for more than a half mile. The Primary Route makes a slight southeast turn and extends along the south side of a property line for less than a quarter mile, continues east for approximately a half mile across Highway 57, and then extends northeast for less than a quarter mile. The Primary Route extends east along a property line for more than a half mile, northeast for less than a quarter mile, and east for less than a half mile. The Primary Route then extends northeast for less than a quarter mile, east along a property line for less than a quarter mile, and then east for less than a half mile. The Primary Route extends east for less than a quarter mile until terminating at the SE Quincy Substation.

West of the Highway 57 corridor, the general land use is predominantly agricultural with dispersed residential use within the floodplain of the Mississippi River. Various industrial uses occur along the Highway 57 corridor in this area. East of the Highway 57 corridor, the general land use is still predominantly agricultural although the density of dispersed residential use areas increases, as does the occurrence of forested land cover. The terrain abruptly transitions from the Mississippi River floodplain along the Highway 57 corridor to more of a gradual rolling terrain having flat lands defined by wooded ravines.

Mississippi River to SE Quincy – Alternate Route

The Alternate Route extends northeast from the Mississippi River along the south side of an existing 161 kV transmission line for approximately one mile. The Alternate Route then extends east for approximately a half mile, and then east along a property line for less than a quarter mile. The Alternate Route extends east for more than a quarter mile, south along the west side of South 6th Street for approximately a half mile, southeast for less than a quarter mile, east along the south side of Turtle Lake Road for more than a half mile, and then east along the north side of Turtle Lake Road for less than a quarter mile. Crossing Highway 57, the Alternate Route continues east along the north side of Turtle Lake Road for less than a half mile, northeast for less than a half mile, and then east along the north side of Keller Lane Road for less than a half mile. The Alternate Route extends north along the east side of South 30th Street for approximately a half mile, east along a property line for less than a quarter mile, north along a property line for less than a half mile, and then north for approximately a half mile. The Alternate Route extends east along a property line for less than a half mile, continuing east for less than a quarter mile until terminating at the SE Quincy Substation.

Similar to the Primary Route, the general land use west of the Highway 57 corridor is predominantly agricultural with dispersed residential use within the floodplain of the Mississippi River. Various industrial uses occur along the Highway 57 corridor in this area. East of the Highway 57 corridor, the general land use is still predominantly agricultural although the density of dispersed residential use areas increases, as does the occurrence of forested land cover. The terrain abruptly transitions from the Mississippi River floodplain along the Highway 57 corridor to more of a gradual rolling terrain having flat lands defined by wooded ravines.

SE Quincy to Meredosia – Primary Route

The Primary Route extends south from the SE Quincy Substation along a property line for less than a quarter mile, east along the south side of Ghost Hollow Road for less than a quarter mile, and south along the west side of an existing 138 kV transmission line for less than a half mile. The Primary Route then extends east along a property line for approximately a half mile, southeast for less than a quarter mile, and then southeast along the west side of Interstate Highway 172 for more than three miles. The Primary Route then crosses Interstate Highway 172 and continues south along the east side of Interstate Highway 172 for more than one mile. The Primary Route then extends east along a property line for approximately three miles, and continues east along the south side of North 300th Avenue Road for less than a quarter mile. The Primary Route then extends southeast along the east side of an existing 138 kV transmission line for more than a half mile, east along a property line for more than two miles, and then east for less than a half mile. The Primary Route extends east along a property line for more than one mile, north along the east side of East 1900th Street for less than a half mile, east along a property line for less than a half mile, and then east for more than a half mile. The Primary Route extends east along a property line for approximately a quarter mile, and then continues east for approximately a quarter mile. The Primary Route extends north along a property line for more than a half mile and then continues north along a section line for approximately a half mile. The Primary Route extends east along the south side of North 440th Avenue for more than one mile, northeast on the north side of North 440th Avenue for less than a quarter mile, and then east for more than two miles along the north side of North 440th Avenue. The Primary Route extends southeast on the south side of North 440th Avenue for less than a quarter mile, and then east along the south side of North 440th Avenue for less than a half mile. The Primary Route extends east for less than a quarter mile, northeast for less than a quarter mile, east along a section line for more than four miles, and then north along the west side of East 3000th Street for less than a quarter mile. The Primary Route extends east for less than a quarter mile, southeast for less than a quarter mile, and then northeast along a section line/property line for approximately a half mile. The Primary Route extends east along a property line for approximately a quarter mile, southeast for more than two miles, east along a section line for approximately four miles, and then east for more than one mile. The Primary Route extends east along a section line for more than two miles, east on the south side of Perry Springs Road for less than a quarter mile, east along a section line for more than one mile, and then east along the south side of 445th Street for less than a half mile. The Primary Route then extends east along a section line for more than one mile, south along a section line for less than a quarter mile, east for more than a half mile, and then east along the north side of 379th Avenue for less than a half mile. The Primary Route extends northeast for less than a quarter mile, east along a section line for more than three miles, southeast across the Illinois River for less than a quarter mile, and then continues east for more than a half mile. The Primary Route then extends north along the west side of Old Naples Road for approximately a half mile until terminating at the Meredosia Substation.

While the general land use in this area is predominantly agricultural with dispersed residential use, the occurrence of areas of forested land cover increases in the eastern and northern portions of Adams and Pike counties respectively. The gradual rolling terrain in the western portion of the area transitions to a terrain having more contrast between the flat lowlands and wooded ravines, until descending into the Illinois River valley.

SE Quincy to Meredosia – Alternate Route

The Alternate Route extends southeast from the SE Quincy Substation for less than a quarter mile. The Alternate Route then extends south along the west side of an existing 138 kV transmission line for more than a half mile, and then continues southwest along the west side of this same existing 138 kV transmission line for more than a half mile. The Alternate Route extends southeast and south along the west side of this same existing 138 kV transmission line for more than a half mile, and then east along a section line for approximately a quarter mile. The Alternate Route extends northeast for approximately a quarter mile and then southeast for less than a quarter mile. The Alternate Route then extends east along a section line for more than a half mile, east along the south side of Albsmeyer Road for more than a half mile, east along a section line for approximately one mile, northeast for less than a quarter mile, and then east for less than a quarter mile. The Alternate Route then extends southeast for less than a quarter mile, east along a section line for less than a quarter mile, and then east along the south side of Albsmeyer Road for more than half a mile. The Alternate Route extends northeast across Albsmeyer Road for less than a quarter mile, continues east along the north side of Albsmeyer Road for less than a quarter mile, and then extends east along a section line for more than a half mile. The Alternate Route extends northeast for less than a quarter mile, and then east along the north side of 600th Avenue for less than a quarter mile. The Alternate Route then extends southeast across 600th Avenue and continues east along the south side of 600th Avenue for less than a half mile. The Alternate Route then crosses back across 600th Avenue and continues east along the north side of 600th Avenue for more than one mile. The Alternate Route extends east along a section line for more than four miles, northeast for a short distance and then east for less than a quarter mile. The Alternate Route extends southeast for less than a quarter mile, east along a section line for less than a quarter mile, and then south along a section line for more than a half mile. The Alternate Route extends southwest for less than a quarter mile, south for less than a quarter mile, and then southeast for less than a quarter mile. The Alternate Route extends south along a section line for more than two miles, east along a section line for more than one mile, and then southeast for less than a quarter mile. The Alternate Route then extends east for less than a quarter mile, northeast for less than a quarter mile, and then east along a section line for more the two miles. The Alternate Route extends east along the north side of North 300th Place for a less than a quarter mile, southeast across North 300th Place, and then continues east along the south side of North 300th Place for more than a half mile. The Alternate Route extends east along a section line for more than four miles, southeast for less than a half mile, and then southeast along a section line for more than one mile. The Alternate Route extends southeast for less than a quarter mile, northeast for less than a quarter mile, southeast along a section line for less than a half mile, east along a section line for more than one mile, and then north along a field line for less than a quarter mile. The Alternate Route then extends southeast along the south side of Perry Fishhook Road for more than a half mile, northeast across Perry Fishhook Road, and then continues southeast along the north side of Perry Fishhook Road for less than a half mile. The Alternate Route then extends east along a section line for more than one mile, northeast for less than a quarter mile, and then southeast for less than a quarter mile. The Alternate Route extends east for more than a half mile, north along the east side of State Highway 107 for less than a quarter mile, east along a section line for more than six miles, and then east along the north side of 370th Avenue for less than a half mile. The Alternate Route extends northeast along the north side of an existing 138 kV transmission line for more than two miles, east for more than one mile across the Illinois River,

and then east along the north side of Old Naples Road for approximately a quarter mile until terminating at the Meredosia Substation.

Similar to the area crossed by the Primary Route, the general land use in this area is predominantly agricultural with dispersed residential use. However, the occurrence of areas of forested land cover increases in the eastern and northern portions of Adams and Pike counties respectively. The gradual rolling terrain in the western portion of the area transitions to a terrain having more contrast between the flat lowlands and wooded ravines, until descending into the Illinois River valley.

SE Quincy to Meredosia – Segment Option 1

Segment Option 1 extends south along a property line for approximately one mile. The land use crossed by Segment Option 1 is generally agricultural and the terrain is mostly flat.

SE Quincy to Meredosia – Segment Option 2

Segment Option 2 extends south along the east side of 2775th Street for approximately one mile. The land use crossed by Segment Option 2 is generally agricultural and the terrain is mostly flat.

SE Quincy to Meredosia – Segment Option 3

Segment Option 3 extends south along a property line for approximately one mile. The land use crossed by Segment Option 3 is generally agricultural and the terrain is mostly flat.

Meredosia to Ipava – Primary Route

The Primary Route extends southwest from the Meredosia Substation along a property line for less than a quarter mile, south for less than a quarter mile, west along the north side of Old Naples Road for approximately a quarter mile, and then west for approximately one mile across the Illinois River. The Primary Route extends north along the east side of 500th Street for approximately one mile, and then continues north/northwest for more than two miles. The Primary Route extends north for more than one mile, northeast for approximately a quarter mile, northeast along the east side of LaGrange Lock Road for less than a quarter mile, and then north for more than five miles. The Primary Route extends north along section lines for more than two miles, north along the west side of LaGrange Lock Road for less than a quarter mile, north along the east side of LaGrange Lock Road for less than a quarter mile, north along the west side of LaGrange Lock Road for approximately one mile, and then north along a section line for approximately two miles. The Primary Route extends east along a section line for approximately three miles, north along the east side of Downs Smith Road for less than a quarter mile, and then north along a section line for more than a half mile. The Primary Route extends north along the east side of Open Arms Road for approximately a quarter mile, east for more than one mile, and then southeast for approximately a quarter mile. The Primary Route extends east along a section line for more than a half mile, east along the north side of Gillette Cemetery Road and Lower Beardstown Road for approximately a quarter mile, and then east along a section line for more than one mile. The Primary Route then extends north along the west side of an existing 138 kV transmission line for more than one mile. The Primary Route extends northwest along Highway 13 for less than a quarter mile, northeast for less than a quarter mile, and then continues north along the west side of the existing 138 kV transmission line for less than a quarter mile. The Primary Route then extends northeast along the west side of this same existing 138 kV transmission line for more than one mile, and then continues north along a section line for approximately seven miles. The Primary Route then continues north along a section line for more than one mile, north along the east side of North Becks Road for less than a half mile, and north along a section line for less than a half mile. The Primary Route extends north along the west side of Highway 13 for more than a half mile, east along a section line for approximately one mile, and then north along east side of North Miller Road for more than one mile. The Primary Route extends north along a section line for less than a quarter mile, west for approximately a quarter mile, and then north along the east side of North Miller Road for approximately a half mile. The Primary Route extends north along a property line for approximately a quarter mile, and then northeast along the north side of an existing railroad for more than one mile. The Primary Route crosses the railroad and continues northeast along the south side of the railroad for more than three miles. The Primary Route extends east along the south side of County Road 1050N for less than a quarter mile, and then east for approximately a half mile until terminating at the Ipava Substation.

The land use crossed by the Primary Route is generally agricultural with dispersed residential use or undeveloped. The terrain abruptly transitions along Spunky Ridge from the Illinois River floodplain to a more rolling terrain defined by deep wooded ravines, until descending into a mostly flat terrain south of Vermont.

Meredosia to Ipava – Alternate Route

The Alternate Route extends east from the Meredosia Substation for less than a half mile, north along the east side of Cemetery Road for less than a quarter mile, northeast along the east side of an existing 138 kV transmission line for less than a half mile, and then east along a property line for more than a half mile. The Alternate Route extends east along the south side of Toe Head Road for approximately a half mile, north along a section line for more than one mile, northeast along the east side of an existing 138 kV transmission line for more than one mile, east for approximately a quarter mile, and then east along a section line for approximately one mile. The Alternate Route extends north along a section line for more than one mile, northeast for less than a half mile, north for less than a quarter mile, northwest for less than a half mile, and then north along a section line for more than a half mile. The Alternate Route extends northeast for less than a half mile, north along a property line for more than one mile, north for more than one mile, northwest for approximately one mile, west along the south side of Berger Lane for more than a half mile, and then north along a section line for approximately one mile. The Alternate Route extends west along the south side of Edgewood Drive for approximately a quarter mile, west for more than one mile across the Illinois River, north along a section line for approximately one mile, east along the south side of Sandy Bend Road for less than a half mile, and then northeast for more than one mile. The Alternate Route extends north-northwest along the east side of Sandy Bend Road for less than one mile, and then continues north along west side of Sandy Bend Road for more than a half mile. The Alternate Route then extends north along a section line for more than a half mile, and then north for more than one mile. The Alternate Route extends north along a section line for approximately one mile, east for more than a half mile, southeast for approximately a quarter mile, east along a section line for approximately a quarter mile, east along north side of Gillette Cemetery Road and Lower Beardstown Road for approximately a quarter mile, and then east along a section line for approximately two miles. The Alternate Route extends north along a section line for more than one mile, northeast for more than a half mile, north for more than one mile, north along the west side of Hawkeye Road for approximately a half mile, and northwest for approximately a quarter mile. The Alternate Route extends northeast along the west side of an existing 138 kV transmission line for more than 10 miles, crosses the 138 kV line and then continues north along the east side of this line for more than six miles, and then continues north along the west side of North Plant Road for less than a quarter mile. The Alternate Route extends north along the east side of North Plant Road for less than a quarter mile and then east for approximately a half mile until terminating at the Ipava Substation.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use. The terrain is mostly a flat floodplain until abruptly transitioning north of Highway 103 to a more rolling terrain defined by deep wooded ravines

Meredosia to Ipava – Segment Option 1

Segment Option 1 extends east along a section line for more than a half mile. The land use crossed by Segment Option 1 is similar to that described for the Alternate Route, the rolling terrain defined by wooded ravines.

Meredosia to Ipava – Segment Option 2

Segment Option 2 extends east along a section line for more than one mile, south along a property line for approximately a half mile, east along a property line for approximately two miles. The land use crossed by Segment Option 2 is similar to that described for the Alternate Route, the rolling terrain defined by wooded ravines.

Meredosia to Pawnee – Primary Route

The Primary Route extends southeast from the Meredosia Substation along the north side of an existing 138 kV transmission line for less than a quarter mile. The Primary Route then extends south along the west side of Old Naples Road for less than a quarter mile, east along the north side of Old Naples Road for approximately one mile, east along the north side of an existing 138 kV transmission line for more than one mile, and then southeast along the north side of this same existing 138 kV transmission line for approximately a half mile. The Primary Route extends east along the north side of an existing 138 kV transmission line for more than eight miles. The Primary Route then extends south along the west side of Joy Lane Road for approximately a half mile, east along the north side of Joy Lane Road for approximately a quarter mile, and then east along a property line for more than one mile. The Primary Route extends east along the north side of Concord Road for less than a half mile, north along the west side of Clark Road for less than a half mile, and then northeast for less than a quarter mile. The Primary Route extends east along the south side of an existing 138 kV transmission line for approximately four miles, south along a property line for less than a quarter mile, east for more than one mile, and then southeast along the south side of an existing 138 kV transmission line for more than a half mile. The Primary Route extends east along a property line for more than one mile, east along the south side of Spradlin Road for less than a quarter mile, and then east along a property line for more than one mile. The Primary Route extends east along the south side of Beilschmidt Road for more than one mile. The Primary Route extends east along a property line for more than four miles, south along a section line for approximately a half mile, east along a property line for approximately two miles, and then east for approximately a half mile. The Primary Route extends east along a property line for less than a half mile, southeast for less than a half mile, east for more than a half mile, and then east along a property line for more than a half mile. The Primary Route extends east for approximately a half mile, northeast for approximately a quarter mile, and east along a property line for more than a half mile. The Primary Route continues east for approximately a quarter mile and then extends east along a property line for approximately a quarter mile. The Primary Route continues east for approximately a quarter mile and then extends east along a property line for approximately a quarter mile. The Primary Route extends south along the east side of South Skinner Road for approximately a half mile, east along a section line for more than one mile, and then south along a section line for more than six miles. The Primary Route extends southeast along the north side of an existing 138 kV transmission line for less than a half mile, east along a section line for more than a half mile, east along the south side of Lick Road for less than a half mile, and then south for more than one mile. The Primary Route continues south along a property line for more than one mile, east along the north side of Hemberger Road approximately one mile, and then east along a section line for approximately one mile. The Primary Route extends east along the north side of Alpha Road for more than one mile, east along a section line for approximately one mile, and then east along the south side of Covered Bride Road for approximately a quarter mile. The Primary Route then extends south along a section line for more than three miles, east along the north side of County Road 104 for approximately two miles, and then south along a section line for more than a half mile. The Primary Route extends east along a section line for more than three miles and then east along a section line for less than a quarter mile. The Primary Route extends southeast along the south side of an existing 138 kV transmission line for more than a half mile until terminating at the Pawnee Substation.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use. The Illinois River floodplain abruptly transitions along the Highway 100 corridor to a more rolling terrain defined by wooded ravines that quickly descends into more flat terrain in the southwestern portion of Morgan County. The terrain is then mostly flat throughout the area.

Meredosia to Pawnee – Alternate Route

The Alternate Route extends southeast from the Meredosia Substation along the north side of an existing 138 kV transmission line for less than a quarter mile, and then continues south along the west side of Old Naples Road for less than a quarter mile. The Alternate Route extends east along the north side of Old Naples Road for approximately one mile. The Alternate Route then extends east along the north side of an existing 138 kV transmission line for more than one mile, southeast along the north side of this same 138 kV transmission line for approximately a half mile, and then east along the north side of this same 138 kV transmission line for more than two miles. The Alternate Route extends south along the west side of Dutch Lane for approximately one mile and then continues southeast for less than a quarter mile. The Alternate Route extends south for more than a half mile and then extends south along a property line for approximately one mile. The Alternate Route extends south along the east side of Vangundy Road for less than a quarter mile, crosses the road, and then continues south along the west side of Vangundy Road for less than a half mile. The Alternate Route extends south along a property line for more than three miles, and then east along a property line for approximately a half mile. The Alternate Route extends south along a property line for more than three miles, east along a property line for approximately a half mile, east along the north side of Reid Road for approximately a half mile, and then east along a property line for more than two miles. The Alternate Route then extends east along the south side of Worrell Road for more than a half mile, east along a property line for more than one mile, and then east along the south side of Summers Hill Road for less than a quarter mile. The Alternate Route then extends southeast along the west side of Whewell Road for less than a quarter mile, and then continues south along the west side of Whewell Road for less than a half mile. The Alternate Route extends east along a property line for more than a half mile, north along a property line for less than a quarter mile, east along a property line for less than a half mile, and then south along a property line for less than a quarter mile. The Alternate Route extends east along a property line for more than three miles, southeast for less than a quarter mile, and then northeast for approximately a half mile. The Alternate Route extends east along a property line for more than four miles. The Alternate Route then extends northeast for approximately a quarter mile, east along a property line for approximately a half mile, north along a property line for approximately a half mile, and then east on the north side of Barrows Road for more than one mile. The Alternate Route extends east along a property line for more than a half mile, east for less than a quarter mile, and then southeast along the northeast side of County Road 104 for more than a half mile. The Alternate Route extends east along a property line for more than one mile, east for approximately a quarter mile, east along a property line for more than two miles, and then south along a property line for more than two miles. The Alternate Route extends southeast for less than a quarter mile and southwest for less than a quarter mile. The Alternate Route extends south along a property line for more than one mile and then continues south along the east side of Panhandle Road for more than a half mile. The Alternate Route then extends southwest across Panhandle/DeLong Road and continues south along the west side of DeLong Road for more than a half mile. The Alternate Route extends east along the south side of

Nortonville Road for more than three miles, crosses the road, and then continues east along the north side of Nortonville Road for less than a half mile. The Alternate Route extends east along a property line for more than a half mile. The Alternate Route extends south along the west side of Modesto Road for more than one mile, east along a property line for more than seven miles, and then east along the south side of Cox Road for less than a quarter mile. The Alternate Route extends east along a property line for more than a half mile, east for less than a half mile, east along a property line for more than two miles, and then northeast for less than a quarter mile. The Alternate Route extends east for approximately a half mile, southeast for less than a half mile, east along a property line for more than two miles, and then east for approximately a half mile. The Alternate Route extends east along a property line for approximately two miles. The Alternate Route then extends north along a property line for more than three miles and then east for more than a half mile until terminating at the Pawnee Substation.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use. The Illinois River floodplain abruptly transitions along the Highway 100 corridor to a more rolling terrain defined by wooded ravines that quickly descends into more flat terrain in the southwestern portion of Morgan County. The terrain is then mostly flat throughout the area.

Meredosia to Pawnee – Segment Option 1

Segment Option 1 extends southeast from the Meredosia Substation along the north side of an existing 138 kV transmission line for less than a quarter mile, south along the west side of Old Naples Road for less than a half mile, and then continues southeast for less than a quarter mile. Segment Option 1 extends south along a property line for more than a half mile, southwest for less than a quarter mile, and then south along the east side of the 138 kV transmission line for more than a half mile. Segment Option 1 extends southeast along the east side of this same 138 kV transmission line for less than a quarter mile, crosses the line and continues south along the east side of this same 138 kV transmission line for more than two miles, and then extends east along the north side of Bangert/Trinity Road (along the north side of the 138 kV transmission line) for more than two miles. Segment Option 1 then extends south along a property line for more than two miles, southwest for approximately a quarter mile, and then southeast for approximately a quarter mile. Segment Option 1 then extends south along a property line and then east along the south side of Interstate Highway 72 for more than three miles.

The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use. The Illinois River floodplain abruptly transitions along the Highway 100 corridor to a more rolling terrain defined by wooded ravines that quickly descends into more flat terrain in the northeastern portion of Scott County.

Meredosia to Pawnee – Segment Option 2

Segment Option 2 extends east along a property line for more than three miles, northeast for less than a quarter mile, and then east along Campbell Cemetery Road for approximately four miles. Segment Option 2 then extends southeast for less than a quarter mile, east along the south side of Campbell Cemetery Road for more than a half mile, north along the east side of Johns Creek Road for less than a quarter mile, and then east along a property line for more than two miles.

The land use crossed by Segment Option 2 is mostly agricultural with dispersed residential use. The terrain is mostly flat.

Meredosia to Pawnee – Segment Option 3

Segment Option 3 extends south along a section line for more than one mile, east along the north side of West Divernon Road for approximately a quarter mile, south along a property line for more than one mile, and then south for approximately one mile.

The land use crossed by Segment Option 3 is mostly agricultural with dispersed residential use. The terrain is mostly flat.

Pawnee to Pana – Primary Route

The Primary Route extends southeast from the Pawnee Substation along the north side of an existing 138 kV transmission line for approximately 11 miles. The Primary Route extends southeast for approximately a quarter mile, south for less than a half mile along a property line, and then south along the west side of N 800E Road for approximately one mile. The Primary Route extends south along a property line for approximately two miles, south along the west side of N 800E Road for approximately a half mile, south along a property line for approximately one mile, south along the east side of N 800E Road for approximately three miles, and then east along a property line for more than one mile. The Primary Route extends north along a property line for approximately a half mile, east along the south side of E 400N Road for more than one mile, east along the north side of E 400N Road for less than one mile, east along a property line for more than one mile, and then east along the south side of E 400N Road for approximately three miles. The Primary Route extends east along a property line for approximately two miles, southeast along a property line for less than a quarter mile, and then east along a property line for less than one mile. The Primary Route extends east along the south side of E 400N Road for more than a half mile into the Pana Substation.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pawnee to Pana – Alternate Route 1

Alternate Route 1 extends south from the Pawnee Substation along the east side of South Pawnee Road for more than one mile. Alternate Route 1 extends south along the west side of South Pawnee Road for less than one mile, south along the east side of South Pawnee Road for approximately one mile, and then south along the east side of County Road 600E for approximately two miles. Alternate Route 1 extends east along the north side of County Road 3400N for approximately two miles, south along the east side of County Road 600E for approximately half a mile, and then east along a property line for approximately one mile. Alternate Route 1 extends south along the east side of N 00E Road for more than three miles, east along the south side of E 600N Road for more than one mile, east along the north side of E 600N Road for more than one mile, east along a property line for approximately one mile, and then east along the north side of E 600N Road for approximately a half mile. Alternate Route 1 extends south along the east side of N 800E Road for more than two miles, east along a property line for more than one mile, and then north along a property line for approximately a half mile. Alternate Route 1 extends east along the south side of E 400N Road for more than one mile, east along the north side of E 400N Road for more than a half mile, east along a property line for more than one mile, east along the south side of E 400N Road for more than one mile, and then east along a property line for less than one mile. Alternate Route 1 extends east along the south side of E 400N Road for approximately three miles, east along a property line for approximately two miles, southeast along a property line for less than a quarter mile, and then east along a property line for less than one mile. Alternate Route 1 extends east along the south side of E 400N Road for approximately a half mile until terminating at the Pana Substation.

The land use crossed by Alternate Route 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pawnee to Pana – Alternate Route 2

Alternate Route 2 extends southeast from the Pawnee Substation along the north side of an existing 138 kV transmission line for approximately 11 miles and then continues southeast for approximately a quarter mile. Alternate Route 2 extends south along a property line for less than a half mile, south along the east side of N 800E Road for approximately one mile, and then east along the south side of E 1000N Road for approximately one mile. Alternate Route 2 extends east along a property line for approximately two miles, east along the south side of E 1000N Road for less than a half mile, east along the north side of E 1000N Road for more than a half mile, and then east along the south side of E 1000N Road for less than a half mile. Alternate Route 2 extends south along a property line for more than two miles, east along a property line for more than three miles, southeast along the south side of an existing 138 kV transmission line for less than one mile, south along a property line for more than one mile, and then east for more than one mile. Alternate Route 2 extends east along a property line for approximately one mile, east for less than a half mile, east along a property line for more than a half mile, and then east for less than a half mile. Alternate Route 2 extends southeast along the west side of Highway 29 for less than a half mile and then east along a property line for less than a half mile. Alternate Route 2 extends southeast along the west side of an existing 138 kV transmission line for less than one mile until terminating at the Pana Substation.

The land use crossed by Alternate Route 2 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pawnee to Pana – Segment Option 1

Segment Option 1 extends north along a property line and E 675N Road for more than two miles, and then south along the east side of E 675N Road for approximately a quarter mile.

The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pawnee to Pana – Segment Option 2

Segment Option 2 extends north along a property line for more than one mile. The land use crossed by Segment Option 2 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pawnee to Pana – Segment Option 3

Segment Option 3 extends east for more than a half mile and then south along the east side of N 2200E Road for more than one mile. The land use crossed by Segment Option 3 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pana to Mt. Zion – Primary Route

The Primary Route extends north from the Pana Substation along the west side of N 2300E Road for approximately a half mile and then continues east along a property line for more than one mile. The Primary Route extends north along the east side of an existing 138 kV transmission line for approximately seven miles, north along the west side of this same 138 kV transmission line for approximately seven miles, and then east along a property line for approximately a quarter mile. The Primary Route extends north along the west side of N 2400E E Road for approximately a half mile, east along a property line for approximately a quarter mile, north along the west side of the 138 kV transmission line for approximately seven miles, and then east along a property line for less than a mile. The Primary Route extends east along the north side of Dummermuth Road for more than two miles, east along a property line for approximately one mile, east cross for less than a half mile, and then east along a property line for more than one mile. The Primary Route extends east for more than one mile, east along a property line for approximately one mile, north along a property line for more than one mile, and then east along a property line for less than a half mile. The Primary Route extends east along the south side of Sulphur Springs Road for approximately a quarter mile until terminating at the Mt. Zion Substation.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pana to Mt. Zion – Alternate Route

The Alternate Route extends east from the Pana Substation along a property line for approximately four miles. The Alternate Route extends north along the west side of N 2700E Road for more than one mile, northwest for less than a quarter mile, north along the east side of N 2700E Road for more than one mile, and then east along a property line for more than a half mile. The Alternate Route extends north along the east side of 700E Road for approximately a half mile, east along the north side of 1700N Road for more than one mile, north along a property line for more than one mile, and then continues north for approximately a half mile. The Alternate Route extends east along a property line for more than four miles, north along the east side of 1350E Road for approximately a half mile, and north along a property line for approximately a half mile. The Alternate Route continues north for approximately one mile, a portion of which parallels a property line. The Alternate Route extends north for approximately a half mile, north along a property line for more than five miles, west along a property line for approximately a half mile, and then north along the east side of 1300E Road for more than a half mile. The Alternate Route extends north along a property line for approximately a half mile, north along the west side of 1300E Road for approximately two miles, and then north along the west side of Milan Road for approximately a half mile. The Alternate Route extends east along a property line for approximately one mile, north along the west side of Church Road for more than three miles, west along the north side East Andrews Street Road for approximately a half mile, north along a property line for approximately a half mile, and then east along a property line for approximately a half mile. The Alternate Route extends east for approximately a half mile, north along a property line for more than two miles, and then east along a property line for approximately a half mile. The Alternate Route extends east along the south side of Sulphur Springs Road for approximately a quarter mile until terminating at the Mt. Zion Substation.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Pana to Mt. Zion – Segment Option 1

Segment Option 1 extends east along the north side of E 700N Road for more than two miles, south for less than a quarter mile, and then east for less than a half mile.

The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Primary Route

The Primary Route extends east from the Mt. Zion Substation along the south side of Sulphur Springs Road for less than half mile, east along a property line for approximately one mile, south along a section line for approximately a quarter mile, and then south along the east side of Henry Road for approximately a quarter mile. The Primary Route extends southwest across Henry Road and then continues south along the west side of Henry Road for more than two miles. The Primary Route extends south along a property line for approximately a half mile, and then east along a property line for more than one mile. The Primary Route extends south for approximately a half mile, south along a property line for more than one mile, east for approximately a quarter mile, east along a property line for approximately a quarter mile, and then east for more than one mile. The Primary Route extends east along a property line for more than one mile, east for more than one mile, east along a property line for approximately a half mile, and then continues east for approximately a half mile. The Primary Route extends east along a property line for approximately a half mile, north along the west side of Township Road 20 for approximately a quarter mile, east along the south side of 1900N Road for approximately one mile, and then east along a property line for three miles. The Primary Route extends south along a section line for less than a half mile, southeast for less than a quarter mile, south along the east side of East County Road 800 for approximately a half mile, east along a property line for approximately two miles, and then south along the east side of Cushman Road for more than one mile. The Primary Route extends south along a property line for approximately two miles, east along a property line for more than a half mile, east for approximately a quarter mile, and then east along a property line for more than a half mile. The Primary Route extends south along a property line for approximately a half mile, east along a property line for more than a half mile, south approximately a half mile, south along a property line for approximately a half mile, and then east along a property line for more than three miles. The Primary Route extends south along a property line for more than one mile, south along the west side of 1600E Road for approximately two miles, southeast along the north side of Highway 121 for approximately one mile, and then east along the south side of 1100 North Road for more than two miles. The Primary Route extends east along a property line for approximately a half mile, north along a property line for approximately a quarter mile, east along a property line for more than one mile, north along the east side of North County Road 300E for more than one mile, and then east along a property line for one mile. The Primary Route extends east for a half mile and continues east along a property line for one mile. The Primary Route extends northeast for approximately a half mile and then continues east along the north side of Wetzel Road for less than a quarter mile. The Primary Route extends east for approximately a half mile. The Primary Route then extends southeast along a property line for less than a quarter mile, southeast for approximately a half mile, east along a property line for less than a half mile, southeast for less than a quarter mile, and then east for less than a quarter mile. The Primary Route extends northeast for less than a quarter mile, east along a property line for less than a half mile, southeast for less than a quarter mile, east for less than a quarter mile, and northeast for less than a quarter mile. The Primary Route extends east along a property line for more than three miles, east along the south side of East County Road 1250N for more than one mile, east along a property line for more than one mile, south along a property line for more than one mile, and then east along the south side of 1100 North Road for one mile. The Primary Route extends east along a property line for approximately a half mile, east along the south side of 1100 North Road for one mile, east along a property line for more than one mile, east along the north side of 1100 North Road for less than a half mile, and then southeast across 1100 North

Road. The Primary Route extends east along the south side of 1100 North Road for approximately one mile, east along a property line for three miles, north along a property line for more than a half mile, and then east along the south side of existing 138 kV transmission line for more than two miles. The Primary Route extends south along the east side of North Country Road 2700E for approximately a quarter mile and then east for less than a half mile until terminating at the Kansas Substation.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Alternate Route

The Alternate Route extends south from the Mt. Zion Substation along a property line for more than a half mile, east along the south side of Hopewell Road for more than a half mile, east along a property line for more than one mile, and then south along the east side of McDonald Road for approximately one mile. The Alternate Route extends east along the north side of Hogan Road for approximately two miles, southeast for less than a quarter mile, east along a property line for more than two miles, and then east along the south side of 2200N Road for less than a half mile. The Alternate Route extends northeast across 2200N Road, continues east along the north side of 2200N Road for more than a half mile, extends east along a property line for approximately two miles, extends north along a property line for approximately a half mile, and then extends east for approximately a half mile. The Alternate Route extends east along a property line for more than one mile, continues east for more than one mile, extends east along the north side of 2150 Road for more than one mile, and then extends east along a property line for approximately one mile. The Alternate Route extends south along the west side of 1200E Road for more than a half mile, crosses the road, and then continues south along the east side of 1200E Road for more than one mile until crossing the road again. The Alternate Route then continues south along the west side of 1200E Road for more than a half mile, south along a property line for approximately two miles, south along the east side of County Road 1200E for one mile, and then east along the north side of County Road 1600N Road for more than three miles. The Alternate Route extends east along a property line for more than a half mile, northeast for less than a quarter mile, east for approximately a quarter mile, south along a property line for approximately three miles, east along a property line for more than a half mile, and then east along the south side of Highway 2 (turns into East Country Road 1500N) for approximately two miles. The Alternate Route extends east along a property line for more than one mile, east along the north side of East County Road 1500N Road for approximately one mile, northeast for approximately a quarter mile, east along the north side of East County Road 1500N Road for approximately a quarter mile, and then south for less than a quarter mile. The Alternate Route extends south along a property line for more than a half mile, east for approximately a quarter mile, southeast for less than a quarter mile, east along a property line for more than a half mile, east for more than a half mile, and then northeast for less than a half mile. The Alternate Route extends east along a property line for more than a half mile, southeast for less than a quarter mile, east for less than a quarter mile, northeast for less than a quarter mile, and east along a property line for more than a half mile. The Alternate Route extends north along the west side of North County Road 800E for approximately half mile, east along a property line for more than one mile, east along the south side of East County Road 1500N for more than two miles, north along a property line for approximately a half mile, and then east for approximately a quarter mile. The Alternate Route extends east along a property

line for more than two miles, east for more than a half mile, east along a property line for more than one mile, east for more than a half mile, and then east along a property line for more than a half mile. The Alternate Route extends south along the east side of North County Road 1880E for approximately a quarter mile, east along a property line for more than a half mile, east for approximately a quarter mile, east along a property line for approximately a quarter mile, east for approximately a quarter mile, and then east along a property line for approximately a half mile. The Alternate Route extends east for approximately a quarter mile, east along a property line for less than a quarter mile, east for less than a quarter mile, east along a property line for approximately a quarter mile, east for approximately a half mile, and northeast along a property line for approximately a half mile. The Alternate Route extends south along a property line for approximately a quarter mile, east along a property line for approximately a half mile, east along the south side of East Country Road 1470N Road for approximately a half mile, and south along the east side of 2350E Road for more than a half mile. The Alternate Route extends east for approximately a half mile, east along a property line for more than one mile, south along a property line for approximately a half mile, south for a half mile, south along a property line for approximately a half mile, and then east along the south side of 1250N Road for approximately a half mile. The Alternate Route extends east along a property line for approximately a half mile and south along the west side of an existing 138 kV transmission line for approximately one mile until terminating at the Kansas Substation.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 1

Segment Option 1 extends north along a property line for more than one mile. The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 2

Segment Option 2 extends north along a property line for approximately one mile and south along the east side of 600E Road for approximately two miles. The land use crossed by Segment Option 2 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 3

Segment Option 3 extends east along a property line for more than a half mile, east along the north side of Murphy Road for less than a half mile, crosses the road, and then continues east along the south side of Murphy Road for more than a half mile.

The land use crossed by Segment Option 3 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 4

Segment Option 4 extends south along a property line for more than one mile, south for approximately a half mile, south along a property line for approximately one mile, crosses an existing railroad, and then continues south along a property line for approximately a half mile.

The land use crossed by Segment Option 4 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 5

Segment Option 5 extends east along a property line for approximately a half mile. The land use crossed by Segment Option 5 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 6

Segment Option 6 extends south along a property line for approximately one mile, south for approximately a half mile, south along a property line for less than a quarter mile, south for more than a half mile, and then south along a property line for less than a quarter mile.

The land use crossed Segment Option 6 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Mt. Zion to Kansas – Segment Option 7

Segment Option 7 extends north along a property line for approximately one mile. The land use crossed by Segment Option 7 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Kansas to Indiana State Line – Primary Route

The Primary Route extends south from the Kansas Substation along a property line for less than a half mile, east along a property line for more than two miles, south along a property line for more than one mile, and then south along the west side of North 200th Street for more than two miles. The Primary Route extends south along a property line for approximately one mile, southeast along the east side of an existing 138 kV transmission line for more than eight miles, east along a property line for more than a half mile, and then south along a property line for approximately a half mile. The Primary Route extends east along a property line for more than four miles, north along a property line for approximately a half mile, north for approximately a quarter mile, east along a property line for approximately a half mile, and then east for approximately a half mile. The Primary Route extends east along a property line for approximately a half mile, east for less than a quarter mile, south for less than a quarter mile, south along a property line for less than a quarter mile, and south along the east side of North Slater Road for approximately a quarter mile. The Primary Route extends east along a property line for approximately three miles, east along the south side of East 1450th Road for approximately a quarter mile, and then north along a property line for more than a half mile. The Primary Route extends east for more than a half mile, southeast for approximately a quarter mile, east along a property line for more than a half mile, and then east for approximately a quarter mile. The Primary Route extends east along a property line for approximately a quarter mile, east for approximately a quarter mile, and then east along a property line for approximately a half mile. The Primary Route extends north along a property line for more than one mile, east along a property line for approximately two miles, south along a property line for approximately a quarter mile, east along a property line for less than a half mile, and then east more than a half mile to the Illinois/Indiana state line.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use and the terrain is mostly flat. In the eastern portion of Clark County, the terrain transitions to a more rolling landscape defined by wooded ravines.

Kansas to Indiana State Line – Alternate Route

The Alternate Route extends southeast from the Kansas Substation for more than a half mile, south along a property line for less than a half mile, east along a property line for approximately one mile, south along a property line for two miles, and then south along the west side of East 175th Road for approximately a quarter mile. The Alternate Route extends southeast along the east side of an existing 138 kV transmission line for more than a half mile, east along the north side of 2300th Road for approximately a half mile, east along a property line for more than one mile, and then east along the south side of 2300th Road for less than a half mile. The Alternate Route extends east along the north side of 2300th Road for more than a half mile, east along the south side of 2300th Road for approximately one mile, east along a property line for more than four miles, and then east along the north side of 2300th Road for approximately one mile. The Alternate Route extends east along a property line for more than two miles, east along the north side of 2300th Road for approximately one mile, east along the south side of 2300th Road for more than a half mile, north along a property line for approximately a quarter mile, and then east along a property line for more than five miles. The Alternate Route extends south along the west side Highway 5 for approximately a quarter mile, south along a property line for more than

a half mile, east along the south side of East 2250th Road for approximately one mile, and then south along a property line for more than one mile. The Alternate Route extends east along a property line for approximately a quarter mile, south along a property line for more than one mile, south for approximately a half mile, south along the east side of 2420 Street for more than a half mile, and then south for approximately a quarter mile. The Alternate Route extends south along a property line for more than a half mile, east along a property line for approximately a half mile, east for less than a half mile, and then east along a property line for more than one mile to the Illinois/Indiana state line.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use and the terrain is mostly flat. In the southeastern and northeastern portions of Edgar and Clark counties respectively, the terrain transitions to a more rolling landscape defined by wooded ravines.

Kansas to Indiana State Line – Segment Option 1

Segment Option 1 extends along a property line for approximately one mile. The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Kansas to Indiana State Line – Segment Option 2

Segment Option 2 extends along a property line for approximately one mile. The land use crossed by Segment Option 2 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Kansas to Indiana State Line – Segment Option 3

Segment Option 3 extends south along the west side of North 1150th Street for more than one mile, south along the east side of North 1150th Street for approximately a half mile, east for less than a quarter mile, and then east along a property line for more than one mile. Segment Option 3 extends south along the east side of North 1300th Street for more than a half mile, south for less than a half mile, south along the east side of North 1300th Street for more than two miles, and then southeast along a property line for less than a quarter mile. Segment Option 3 extends south for less than a quarter mile, southwest along a property line for less than a quarter mile, south along the east side of North 1300th Street more than a half mile, southeast for less than a quarter mile, and then southwest for less than a quarter mile. Segment Option 3 extends south along a property line for more than a half mile and then south along the east side of North 1300th Street for approximately a quarter mile.

The land use crossed by Segment Option 3 is mostly agricultural with dispersed residential use and the terrain is mostly flat though the terrain crossed by the southern portion of Segment Option 3 is more rolling in nature and defined by wooded ravines.

Kansas to Indiana State Line – Segment Option 4

Segment Option 4 extends south for approximately a quarter mile and then continues south along the west side of North Armstrong Road for approximately a half mile. The land use crossed by Segment Option 4 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Sidney to Rising – Primary Route

The Primary Route extends south from the Rising Substation along an existing easement for approximately eight miles, southeast along this existing easement for more than two miles, east along the existing easement for approximately 11 miles, southeast for less than a half mile, east for more than a half mile, and then north for more than a half mile until terminating at the Sidney Substation.

The land use crossed by the Primary Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Sidney to Rising – Alternate Route

The Alternate Route extends west from the Rising substation siting area along the north side of County Road 1900N for one mile, west along the south side of County Road 1900N for approximately a half mile, west along the north side of County Road 1900N for approximately a half mile, and then south along a property line for more than nine miles. The Alternate Route extends south for approximately a half mile, east along a property line for less than a quarter mile, east for less than a half mile, and then east along a property line for approximately one mile. The Alternate Route extends east for more than a half mile, east along a property line for more than one mile, south along east side of Interstate Highway 57 for approximately three miles, east along a property line for one mile, and then east for approximately one mile. The Alternate Route extends east along a property line for more than six miles, east for approximately a half mile, east along a property line for approximately one mile, east for approximately one mile, and then east along a property line for less than a quarter mile. The Alternate Route extends east for less than a half mile, east along a property line for one mile, and north along east side of an existing 138 kV transmission line for more than two miles, east for less than a quarter mile, and then north along a property line for more than a half mile until terminating at the Sidney Substation.

The land use crossed by the Alternate Route is mostly agricultural with dispersed residential use and the terrain is mostly flat.

Sidney to Rising – Segment Option 1

Segment Option 1 extends east along a property line for more than two miles. The land use crossed by Segment Option 1 is mostly agricultural with dispersed residential use and the terrain is mostly flat.

The maps following depict the Proposed Routes from end to end, by portion and from west to east across the Project area.



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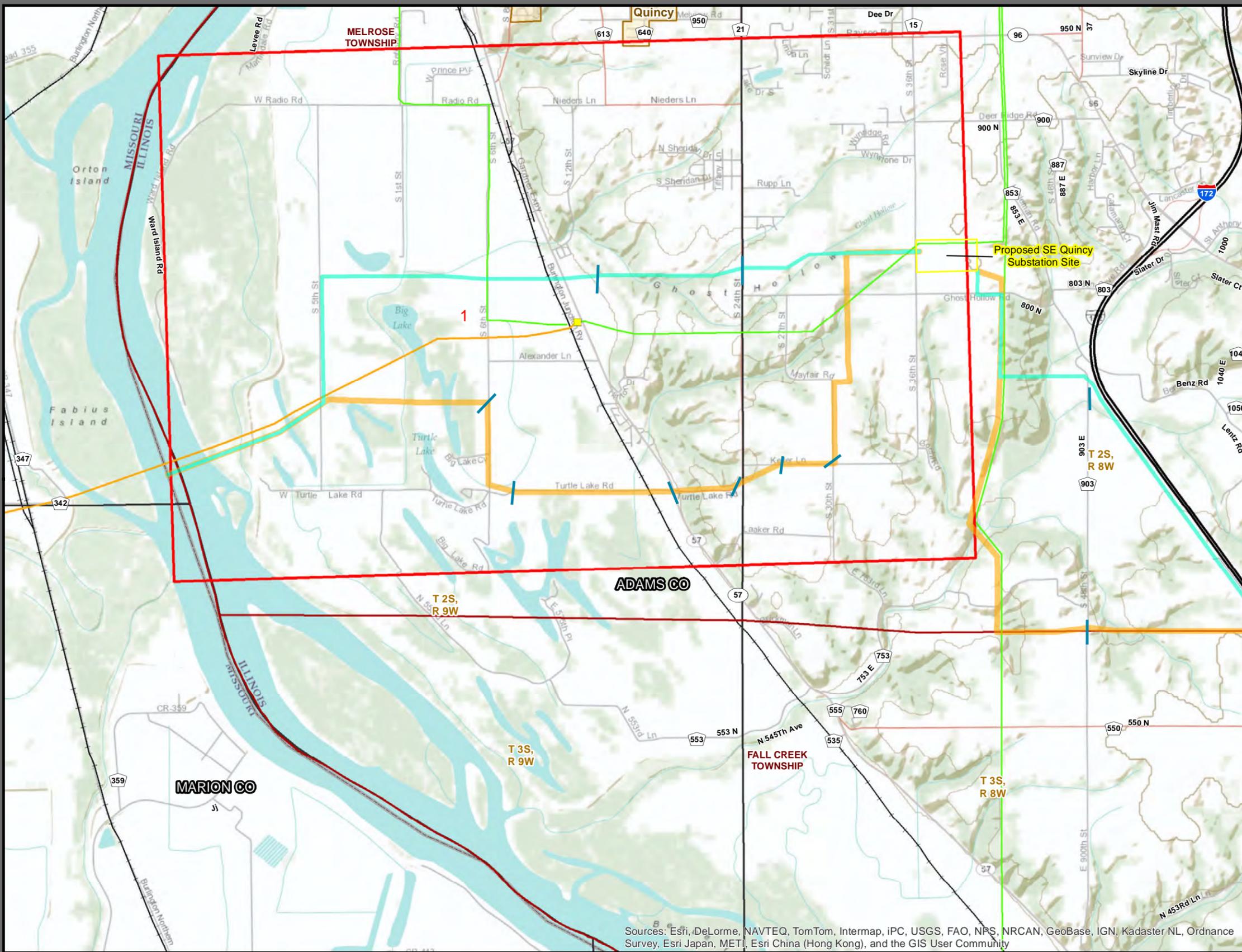
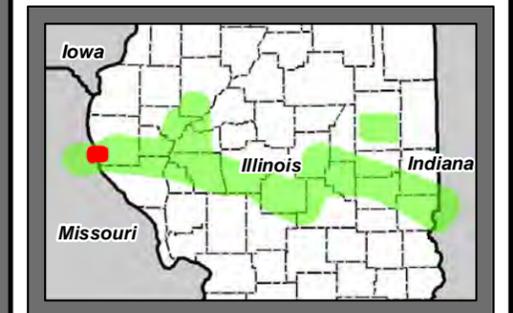
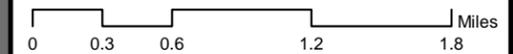
Proposed Routes River to Quincy

Legend

-  Primary Route
-  Alternate Route
-  Segment Option
-  Project Study Area
-  Proposed Substation Site
-  County Boundary
-  Municipal Boundary
-  Township Boundary
-  Section Boundary
-  Existing Substation
- Existing Utilities**
-  Overhead Utility Line
-  Railroad
- Existing Transmission Line**
-  345,000 Voltage (V)
-  161,000 Voltage (V)
-  138,000 Voltage (V)
- Existing Distribution Line**
-  69,000 Voltage (V)

Disclaimer:
The mapped locations of foreign electric supply facilities (depicted as overhead utility lines), and/or the general locations where these facilities would be crossed by the Proposed Routes, are based on aerial reconnaissance of the Proposed Routes. Data associated with known locations of telecommunication facilities is not readily available.

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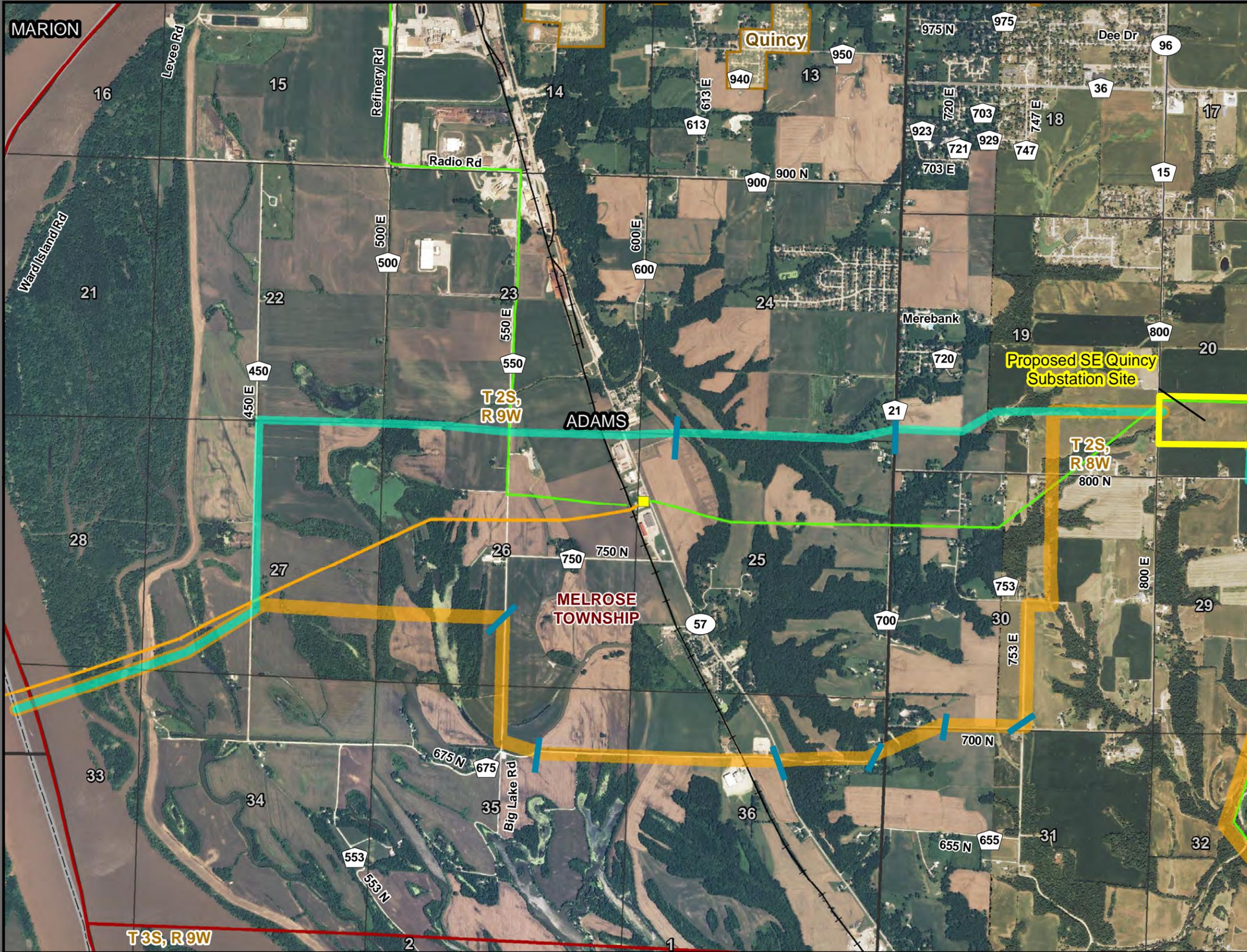
Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, iPC, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

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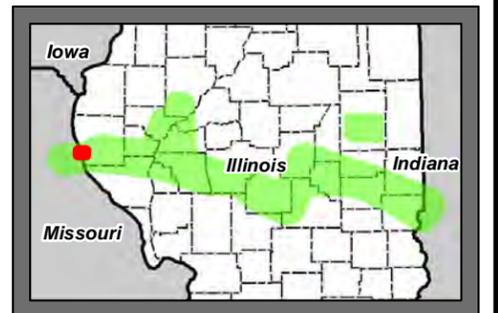
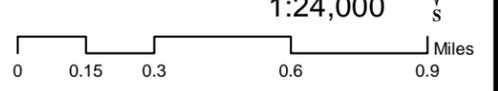
Illinois Rivers Project

Proposed Routes

Legend

- Primary Route
- Alternate Route
- Segment Option
- Project Study Area
- Proposed Substation Site
- County Boundary
- Municipal Boundary
- Township Boundary
- Section Boundary
- Existing Substation
- Existing Utilities**
- Overhead Utility Line
- Railroad
- Existing Transmission Line**
- 345,000 Voltage (V)
- 161,000 Voltage (V)
- 138,000 Voltage (V)
- Existing Distribution Line**
- 69,000 Voltage (V)

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