ATXI EXHIBIT 4.3

Siting Study Summary

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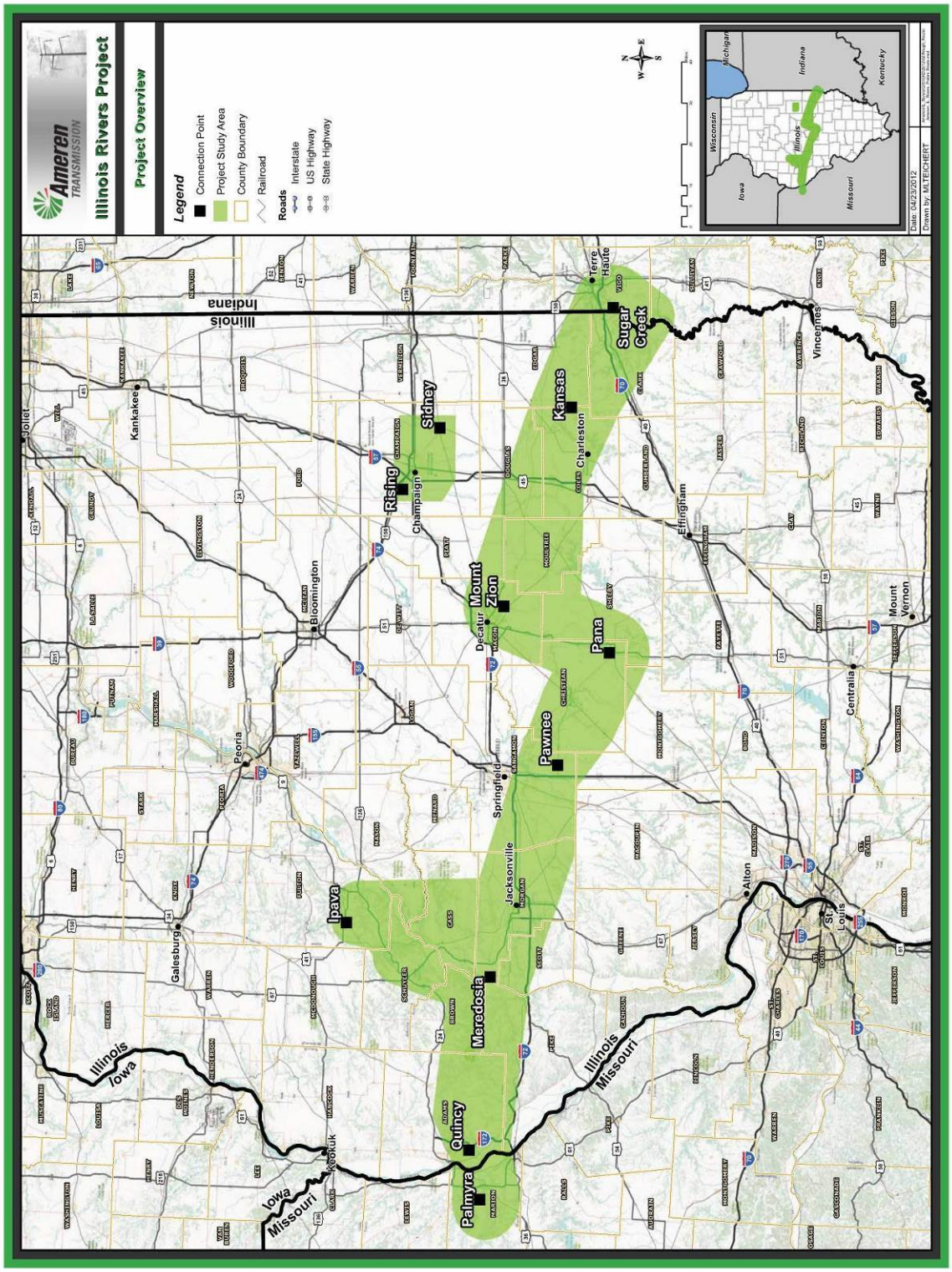
INTRODUCTION

The information provided below comprises a comprehensive summary of the process that was utilized to develop and select routes for the Illinois Rivers Project (Project). A discussion of the decision-making process for developing and selecting routes for the proposed 345 kilovolt (kV) electrical transmission line is followed by a discussion of the stakeholder engagement and public involvement process that was integrated with the route siting analysis.

PROJECT DESCRIPTION

Ameren Transmission Company of Illinois (ATXI) proposes to construct a new 345 kilovolt (kV) electrical transmission line generally extending east-southeast across central Illinois from the Mississippi River to Indiana. The proposed line will interconnect at nine locations within Illinois. While general interconnection locations were identified prior to the development of potential routes, whether or not these locations would involve expansions of existing facilities or development of new substations was not known at the time that the route siting analysis was initiated. Rather, a broad study area was delineated which encompassed these interconnection locations but allowed for geographic diversity and routing flexibility between them. Figure 1 depicts the Project study area.

Figure 1. Project Study Area



ROUTE DEVELOPMENT AND SELECTION

Overview of Approach

ERM assisted ATXI in facilitating a process in which stakeholder engagement and public involvement was integrated with route development and selection. The approach generally included formal stakeholder engagement; initial emphasis on the need and benefits of the Project and encouraging the understanding as to how routes would be developed and selected; and the early engagement and ongoing involvement of stakeholders and members of the general public. The route development and selection process was comprised of three milestone phases. These phases included Phase I – Need and Benefits, Phase II – Potential Route Alternatives, and Phase III – Proposed Routes. Public meetings were conducted with respect to each phase.

Generally, the route siting analysis was performed as a methodical narrowing process where the area or scope of study was reduced with each stage of route development and selection. First, the Project area was established (the geographic extent of which is described in ATXI Exhibit 4.3, Appendix A) and environmental siting criteria were identified. Using this basis, the analysis progressively resulted in the development of potential route alternatives within the study area, the selection of Proposed Routes for each portion of the Project, and ultimately the selection of the Primary Route for each portion.

While general interconnection locations were identified prior to the development of potential routes, whether or not these locations would involve expansions of existing facilities or development of new substations was not known at the time that the route siting analysis was initiated. Rather, a broad study area was delineated which encompassed these interconnection locations but allowed for geographic diversity and routing flexibility between them. ATXI's routing objective was to identify at least two routes between the various interconnection areas that, based on information readily available to ATXI at the time of the study, 1) resulted in the lowest potential for impact overall, 2) best represented public input, 3) could be permitted, 4) could be constructed, and 5) are cost effective.

Route alternatives were developed through a comparative evaluation process, which involved the collective review of existing opportunities (defined later), the overall occurrence of sensitivities (defined later) along these opportunities, and the priority of affected sensitivities when route alternatives were otherwise comparable. The priority of affected sensitivities was derived from input received from stakeholders, landowners, and other members of the public who participated in the public process.

Select sensitivities were categorized or prioritized as "high" sensitivities. Following the identification and categorization of the environmental siting criteria, information and data related to the criteria were collected and mapped. The overlay of opportunities and sensitivities demonstrated areas obviously constrained. These areas, along with areas hosting potential locations for route siting that would otherwise conflict with the intended directional orientation of the Project, were removed from consideration. Predominant opportunities were comparatively evaluated. From this comparative evaluation, potential route alternatives emerged.

These route alternatives were further analyzed, modified and again comparatively evaluated. From this comparative assessment, and with the incorporation of additional public input, the proposed routes emerged. Those route alternatives that were identified as having a lesser potential for impact to the various environmental factors were then carried forward as the Proposed Routes. The Proposed Routes were again comparatively evaluated, with the inclusion of cost, conceptual design and constructability considerations in addition to the environmental siting criteria, to select the Primary Route and at least one Alternate Route for each portion of the Project.

Environmental Siting Criteria

The siting criteria identified included the environmental siting criteria, characterized as opportunities and sensitivities. Other siting criteria, including cost and constructability considerations, were utilized in later stages of the analysis. For electric transmission lines, advantageous siting "opportunities" can be characterized by corridors with the potential for sharing right-of-way or running alongside existing facilities, infrastructure and landscape features. Opportunities include existing rights-of-way, section lines, property lines and field lines. These features are characterized as opportunities in that they may be advantageous or more compatible for parallel co-location of a new transmission line – in simplest form, like features by like features. "Sensitivities" can be characterized as those environmental – human (of the built environment) and natural – siting criteria including point locations, areas or features, which are taken into account with regard to location, construction or additional licensing/permitting procedures. Sensitivities include such things as existing residences, land use classifications, wetlands and stream crossings. Sensitivity does not imply or necessitate avoidance. Rather, the occurrence and characteristics of the opportunities and sensitivities were the basis of comparative evaluation.

ERM compiled a list of environmental siting criteria that has been used by ERM for various other linear facility siting projects in Illinois. The list was then presented to stakeholders and the public for review and concurrence during the Phase I public meetings. Both groups were given the opportunity to suggest additional criteria and prioritize the sensitivities. The number of times a particular sensitivity was identified as being a priority, divided by the total number of meeting participants, resulted in a percent value. The average percent value for each criterion between the participating

stakeholders and collective members of the public was then calculated. The environmental siting criteria were categorized as highly sensitive, moderately sensitive and least sensitive based on the average percent value. Higher percent values, such as those reflected for criteria such as cemeteries, churches, existing drainage features, prime farmland, residential use areas and schools, comprised a majority consensus. The resulting prioritized environmental siting criteria are provided below (Table 1).

Table 1. Phase I Prioritized Environmental Siting Criteria

HIGH SENSITIVITIES	
Cemeteries	Prime farmland
Churches	Residential use areas
Existing drainage features	Schools
MODERATE SENSITIVITIES	
Archaeological/cultural sites	Planned residential development
Communication, radio and microwave towers	Restricted airspace and/or obstruction free zones
Conservation management areas	State, regional and local parks; designated open space and/or preserves
Designated critical habitat	Trees/woodlots
Hospitals	Water well sites
National historic landmarks	Wetlands
LOW SENSITIVITIES	
100-year floodplains	Non-private land
Commercial use areas	Nursing, retirement or assisted living facilities
Geologically sensitive areas	Other recreational use areas
Golf courses	Potential special status species habitat
Industrial use areas	Scenic highways, byways or trails
Licensed day-care centers	Sensitive management areas
Mines/quarries	Traditional cultural properties

When the Phase II public meetings were held in July 2012, stakeholders and members of the public who attended the meetings were asked to review the prior categorization of the environmental siting criteria. The feedback received suggested no change to how the environmental criteria had previously been prioritized. Stakeholders were also engaged in an exercise seeking their preferences as to types of opportunities to be

paralleled (roads or property lines or section lines) and areas most sensitive to them (existing agricultural uses, existing residences, cultural resources, protected species locations/habitat, recreational use areas, sensitive management areas, wetlands and waterways, wooded areas or other areas). Feedback suggested that greater preference be given to routing along roads. Agricultural use areas, existing residences and wooded areas were identified as being most sensitive. Wooded areas were subsequently treated as a high sensitivity within the route siting analysis. The results of the Phase II exercises are provided below as Figures 2 and 3.

Figure 2. Phase II Exercise Results – Preferences for Paralleling Linear Features

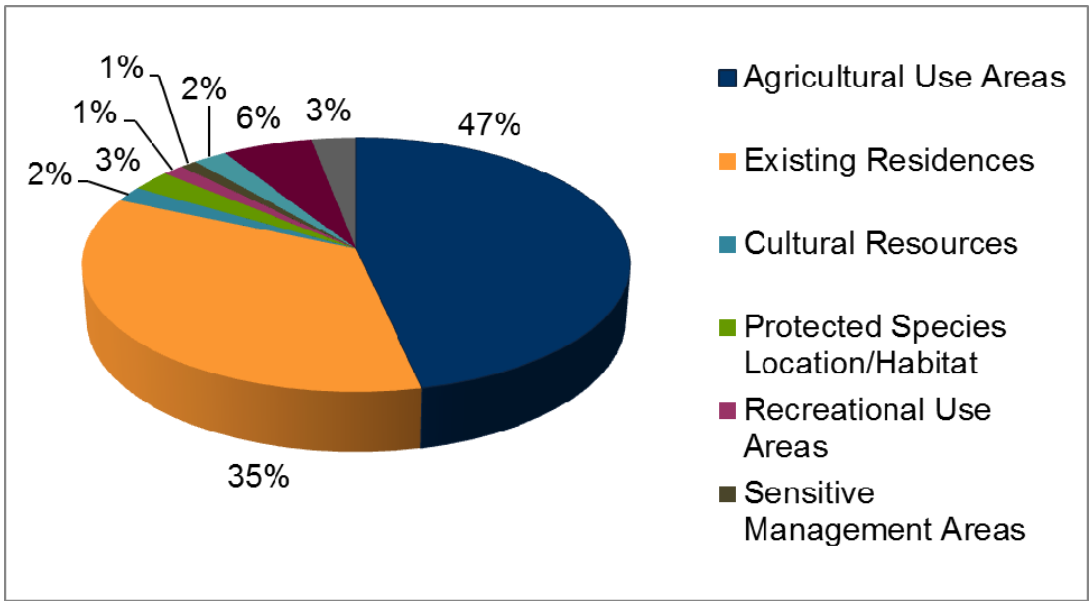
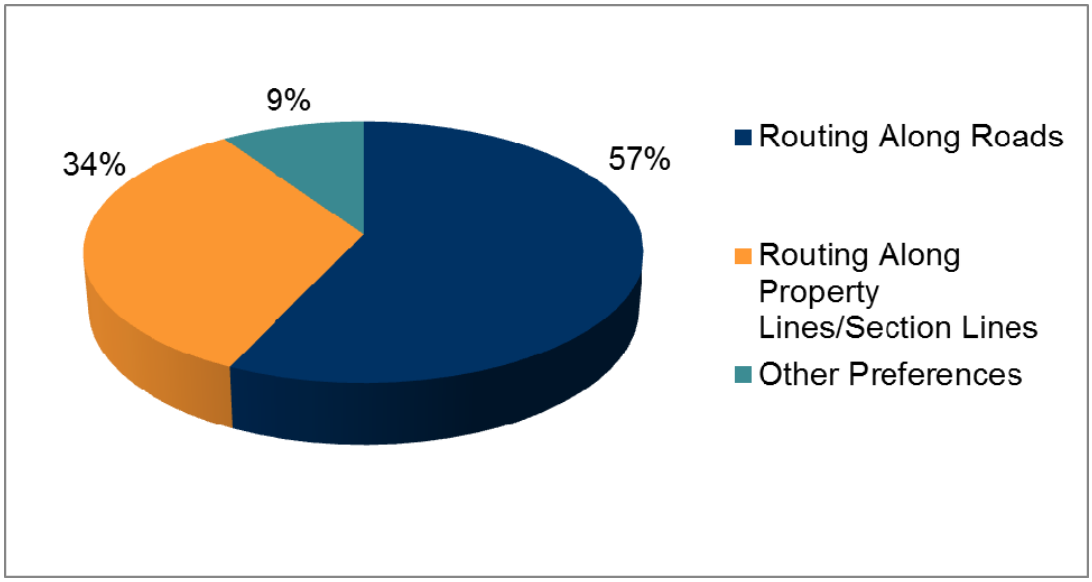


Figure 3. Phase II Exercise Results – Areas Most Sensitive

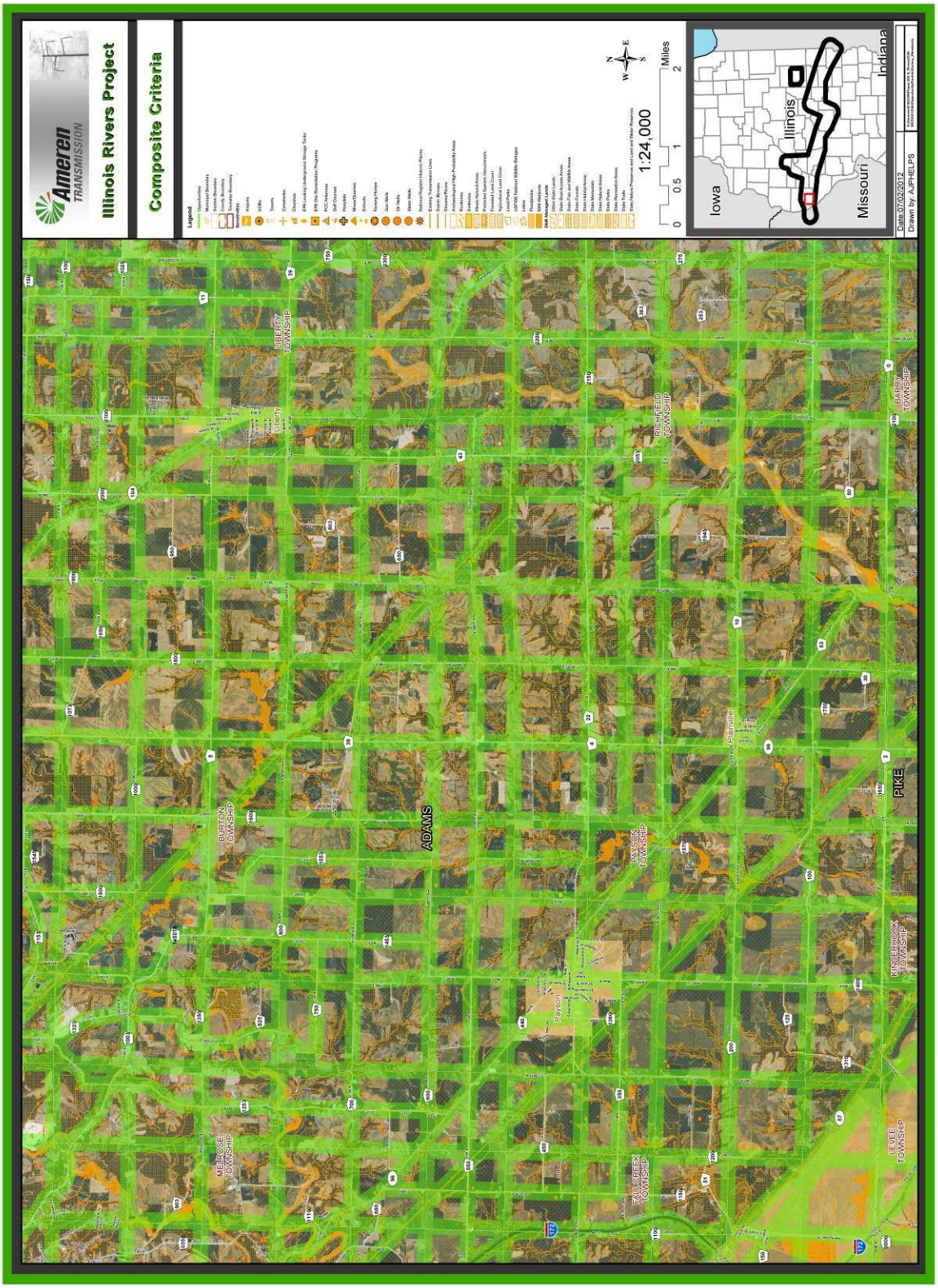


Wooded areas were then considered a "high" sensitivity, in addition to cemeteries, churches, existing drainage features, prime farmland, residential use areas and schools.

Development of Potential Route Alternatives

Following the identification of the environmental siting criteria, an extensive data collection effort was initiated. Stakeholders and agencies were contacted, and other public data sources were queried in an effort to develop a comprehensive database of information. Electronic and hardcopy information was obtained. Hardcopy information was converted to electronic format. Some of this information is generally discussed in the baseline resource assessment provided in Appendix A. As data was developed, managed and analyzed, hundreds of individual data files resulted. Each individual criterion became an accumulation of multiple data files, or layers. Opportunities were mapped in green, and sensitivities in orange. Figure 4 provides a representative example of the overlay of opportunities and sensitivities occurring relative to one portion of the Project.

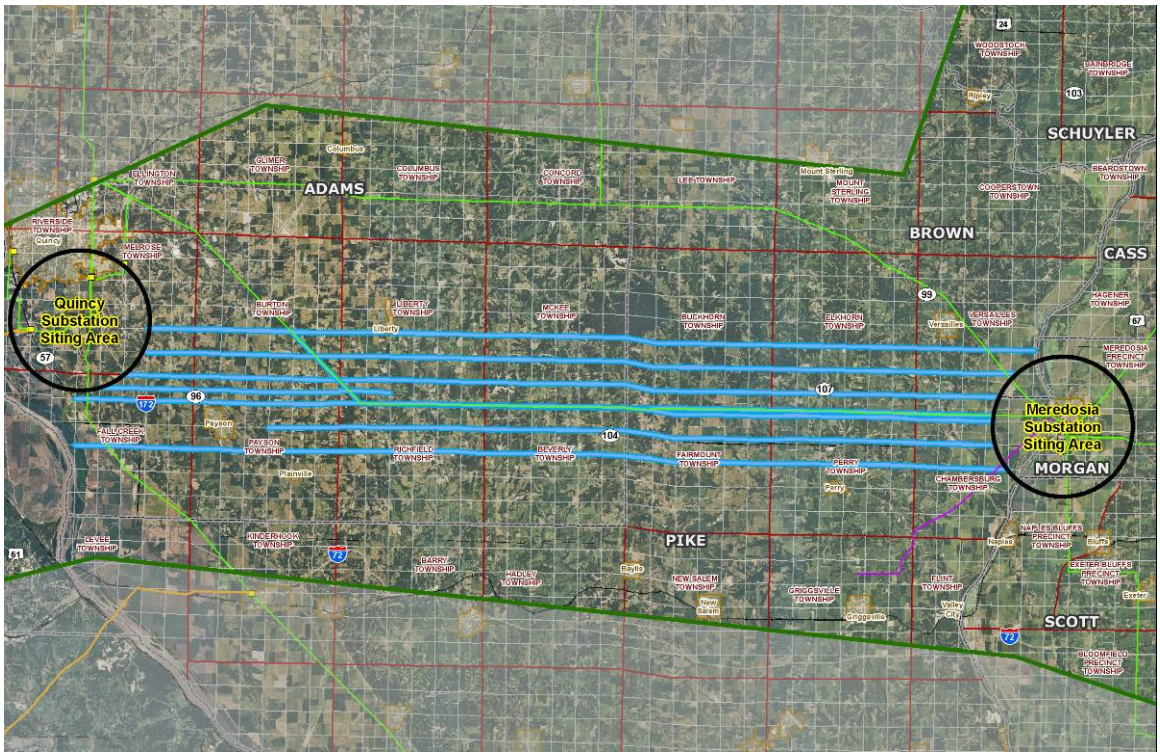
Figure 4. Composite Opportunities and Sensitivities



General substation siting areas were identified relative to each interconnection location. Linear opportunities that conflicted with the intended directional orientation of the Project, relative to each portion of the Project between general substation siting areas, were removed from consideration without further study. The composite mapping of the environmental siting criteria allowed for the qualitative assessment of the concentrated occurrence of sensitivities within proximity of each identified opportunity. Opportunities having a noticeably greater associated occurrence of sensitivities, meaning that they were located in areas having a noticeably high concentration of sensitivities (such as densely developed areas), were also removed from consideration. Where the removal of opportunities from consideration resulted in other opportunities lacking connectivity, these opportunities were removed from consideration as well.

Of the various opportunities remaining, "predominant opportunities" were identified. "Predominant opportunities" were characterized as opportunities extending from one substation siting area to another across the Project study area and relative to each portion of the Project, in a mostly straight path coinciding with the directional orientation of that portion of the Project. As an example, the SE Quincy to Meredosia portion of the Project is orientated west to east. Predominant opportunities, extending in a straight path from the western part of the area near the SE Quincy Substation to the eastern part near the Meredosia Substation, were identified. Figure 5 depicts the predominant opportunities between SE Quincy and Meredosia.

Figure 5. SE Quincy to Meredosia Predominant Opportunities



The sensitivity data layers were then intersected with study corridors associated with the predominant opportunities and "transitional segments" to generate quantitative values of occurrence. "Transitional segments" were characterized as opportunities intersecting the predominant opportunities in a generally perpendicular fashion. A greater occurrence implied a greater potential for impact. However, the phrase 'potential for impact' does not necessarily imply that an impact will, in fact, occur, nor does the term 'impact' necessarily imply an adverse effect. Predominant opportunities and transitional segments having a lesser associated occurrence of sensitivities were carried forward as potential route alternatives. The potential route alternatives were presented to stakeholders and the public (as 2,000-foot-wide corridors) during the Phase II meetings. Figure 6 depicts the potential route alternatives.