

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION**

AMEREN TRANSMISSION COMPANY OF ILLINOIS)
)
Petition for a Certificate of Public Convenience and)
Necessity, pursuant to Section 8-406.1 of the Illinois)
Public Utilities Act, and an Order pursuant to Section 8-) Docket No. 12-0598
503 of the Public Utilities Act, to Construct, Operate and)
Maintain a New High Voltage Electric Service Line and)
Related Facilities in the Counties of Adams, Brown,)
Cass, Champaign, Christian, Clark, Coles, Edgar, Fulton,)
Macon, Montgomery, Morgan, Moultrie, Pike,)
Sangamon, Schuyler, Scott and Shelby, Illinois.)

TESTIMONY OF JOHN RICHARD REED

Direct Testimony Of John Richard Reed

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3 **I. INTROCUATION**

4 **Q. Please state your name and address.**

5 **A.** John Richard Reed. My address is 18 Stonegate Drive, Charleston, Illinois, 61920.

6 **Q. On whose behalf are you testifying in this proceeding?**

7 **A.** I am testifying on behalf of myself and my company, Reed's Fly-On Farming.

8 **II. PURPOSE OF TESTIMONY**

9 **Q. What is the purpose of your testimony?**

10 **A.** The purpose of my testimony is to offer reasons as to why I oppose the Primary Route as
11 currently proposed in Coles County and to offer alternatives, or in the alternative, to lend
12 further support to the Alternative Route.

13 **Q. Have you previously testified before the Illinois Commerce Commission?**

14 **A.** No.

15 **III. REED'S FLY-ON FARMING AND THE LOCATION OF ITS RUNWAY AND THE**
16 **POWER LINES ON THE PRIMARY ROUTE.**

17 **Q. Can you give me the address of your business?**

18 **A.** The address of Reed's Fly-On Farming is 490 Airport Road, Mattoon, Illinois, 61938.

19 **Q. Please describe your business.**

20 **A.** My business is an aerial application company that provides services to local farmers and
21 their farming operations.

22 **Q. How would the proposed Primary Route affect your aerial application company?**

23 A. If the Primary Route were utilized, I would have to deactivate the air strip that I currently
24 use. This would result in damages to my company and any further ability to operate my
25 aerial application business from this air strip. The proposed Primary Route runs north
26 and south, which is adjacent to the west end of the air strip. The existence of these power
27 lines would result in the deactivation of this air strip as the power lines would be directly
28 at the end of this particular air strip, which would not allow enough room for airplanes to
29 be able to take off.

30 **Q. Do you have a proposed alternative route for ATXI?**

31 A. Yes. I would request that Ameren completely abandon the Primary Route in Section 25,
32 Northwest Ashmore Township, and modify it by moving the line of the north/south one
33 one-quarter section, which adversely affects my air strip approximately, one-and-one-
34 fourth mile to the west. This, then, would allow ample space in order for the airplanes to
35 take off for flight.

36 **Q. There is a document attached to your testimony marked as John Richard Reed**
37 **Exhibit 1.1. Would you please explain what this document is?**

38 A. Yes. As you can see, I have noted where my air strip is by the wording "air strip." The
39 Primary Route currently abuts directly up to the end of my air strip. My proposal is
40 reflected by the dotted lines. By moving the power lines to the west one-and-one-quarter
41 mile it would allow my business to continue.

42 A. If the power lines are moved as depicted in John Richard Reed Exhibit 1.1, I could
43 continue with my aerial application business.

44 **Q. Is there anything else significant about your air strip?**

45 A. Yes. The air strip has been certified for 34 years as a Restricted Landing Area (RLA).

46 **Q. What is a Restricted Landing Area?**

47 **A.** In order to be certified as a Restricted Landing Area, the Illinois Department of
48 Transportation Division of Aeronautics has to come out and approve the strip. Once the
49 Department has officially approved the strip, the Department issues a certificate of
50 approval pursuant to section 47 of the Illinois Aeronautics Act. The strip can then be
51 listed on aeronautical charts as a certified RLA. Essentially, it is a legal landing strip in
52 the State of Illinois.

53 **IV. CONCLUSION**

54 **Q. What are your conclusions regarding the location of the ATXI'S Primary Route?**

55 **A.** The location of the currently proposed Primary Route would be detrimental to my
56 business as it would result in having to shut down part of my business operations because
57 I would not be able to use that air strip. As the route now stands, it abuts directly up to
58 the end of my air strip. If the power lines are installed, this would make it impossible for
59 the airplanes to take off and land.

60 **Q. Does this complete your testimony?**

61 **A.** Yes.