

Primary Route

The Primary Route extends southeast out of the Byron Substation along an existing 345kV transmission line for approximately a quarter mile. The Primary Route then extends east along an existing 345kV transmission line for more than a quarter mile, continues northeast along an existing 345kV transmission line for less than a quarter mile, then northeast and east within existing ComEd property rights for more than two miles. The Primary Route then extends southeast within existing ComEd property rights for less than a quarter mile, continues east within existing ComEd property rights for more than a mile and then east along an existing 345/138kV transmission corridor for approximately one mile. The Primary Route then extends east within existing ComEd property rights for approximately a mile and a half, and then northeast within existing ComEd property rights for less than a quarter mile. The Primary Route then continues east within existing ComEd property rights for more than a mile and a half, and continues northeast within existing ComEd property rights for more than a quarter mile. The Primary Route then extends east within existing ComEd property rights for approximately half a mile, and then continues east along the northern side of a property/section line for approximately half a mile. The Primary Route then extends east within existing ComEd property rights for approximately one mile, then continues east along the northern side of a property/section line for approximately one mile, and then continues east within existing ComEd property rights for less than two miles. The Primary Route then extends east along a field line for less than a quarter mile, then extends south along the eastern side of a property/section line for approximately a quarter mile, and then continues east along the northern side of a property/section line for approximately a quarter mile. The Primary Route then continues southeast along the western side of a property/section line for less than a quarter mile, continues southeast within existing ComEd Property rights for approximately a quarter mile, and extends east along a field line for less than a quarter mile. The Primary Route then continues southeast along a field line for less than a quarter mile, and then extends east along the southern side of East Base Line Road for less than one mile. The Primary Route then continues east within existing ComEd property rights for more than a quarter mile and continues east along the southern side of East Base Line Road for more than a half mile. The Primary Route then extends south along the western side of a property/section line for less than half a mile and then extends east along the southern side of a property/section line for less than a quarter mile. The Primary Route then continues east within existing ComEd property rights for more than a half mile, east along a field line for approximately a quarter mile and then continues east within existing ComEd property rights for more than a half mile. The Primary Route continues east along the northern side of a property/section line for approximately a quarter mile, continues east along a field line for approximately a quarter mile, and continues east within existing ComEd property rights for approximately half a mile. The Primary Route then continues northeast along a field line for approximately half a mile, and continues east within existing ComEd property rights for more than one mile. The Primary Route continues east along a field line for more than a quarter mile, and continues east along the northern side of a property/section line for approximately a mile and half. The Primary Route continues east within existing ComEd property rights for approximately half a mile, then continues east along a field line for approximately half a mile, and continues east along the northern side of a property/section line for less than one mile. The Primary Route then continues east along a field line for approximately one mile, and continues east along the northern side of a property/section line for less than one mile. The Primary Route then extends east within existing ComEd property rights for less than a quarter mile, and continues east along the

northern side of a property/section line for more than two and a half miles. The Primary Route then extends southeast along a property/section line for more than a quarter mile, then continues east along a field line for less than one mile, and continues east along an existing 138kV transmission line for approximately a quarter mile. The Primary Route then extends east within existing ComEd property rights for approximately three miles, and then continues south within existing ComEd property rights for less than a quarter mile. The Primary Route then continues east within existing ComEd property rights for less than a quarter mile and continues east along the southern side of a property/section line for approximately half a mile. The Primary Route then continues north along the eastern side of a property/section line for approximately a quarter mile, continues southeast within existing ComEd property rights for approximately one and a half miles, and then continues south along the western side of a property/section line for less than a quarter mile. The Primary Route then continues south along the western side of County Line Road for less than one mile and continues south along the western side of a property/section line for less than a quarter mile. The Primary Route then extends east along the southern side of a property/section line for approximately two miles, then north along the eastern side of a property/section line for approximately a quarter mile and continues east along the southern side of a property/section line for approximately one and a half miles. The Primary Route then extends northeast along the southern side of a property/section line for less than half a mile, then northeast along a field line for less than a quarter mile and continues southeast within existing ComEd property rights for less than one mile. The Primary Route then extends east within existing ComEd property rights for approximately a quarter mile, then southeast within existing ComEd property rights for less than a quarter mile and continues east within existing ComEd property rights for approximately a quarter mile. The Primary Route then extends northeast within existing ComEd property rights for less than a quarter mile, then north within existing ComEd property rights for less than a quarter mile and continues east within existing ComEd property rights for more than a half mile. The Primary Route then extends southeast within existing ComEd property rights for approximately one and a half miles, then south along the southern side of a railroad for less than a quarter mile and continues southeast along the southern side of a railroad for approximately a quarter mile. The Primary Route then extends south along the western side of a property/section line for less than one mile, then east along the southern side of a property/section line for approximately a half mile and continues east along a field line for approximately a half mile. The Primary Route then extends east along the southern side of a property/section line for approximately a half mile, then southeast along the southern side of a railroad for less than a quarter mile and continues northeast within existing ComEd property rights for less than a quarter mile. The Primary Route then extends southeast within existing ComEd property rights for approximately one mile, then southeast along the northern side of a railroad for more than a half mile and continues southeast along the southern side of a railroad for less than a quarter mile. The Primary Route then extends southeast within existing ComEd property rights for less than one mile, then northeast within existing ComEd property rights for less than a quarter mile and continues southeast within existing ComEd property rights for more than three miles. The Primary Route then extends east within existing ComEd property rights for more than one mile, then east along the northern side of a railroad for approximately a half mile and continues south along the southern side of a railroad for less than a quarter mile. The Primary Route then extends southeast within existing ComEd property rights for more than a half mile, then southeast along the northern side of an existing 138kV transmission line for less than a quarter mile and continues southeast within existing ComEd property rights for approximately a quarter mile. The Primary Route then extends southeast along the southern

side of an existing 138kV transmission line for less than a quarter mile, then southeast within existing ComEd property rights for less than a quarter mile and continues east along the southern side of an existing 138kV transmission line for less than a quarter mile. The Primary Route then extends east within existing ComEd property rights for less than a quarter mile, then southeast within existing ComEd property rights for approximately a half mile and continues east within existing ComEd property rights for approximately a quarter mile. The Primary Route then extends north within existing ComEd property rights for more than a half mile, then east within existing ComEd property rights for approximately a half mile into the Wayne Substation.

The land use crossed by the western portion of the Primary Route is mostly agricultural with dispersed residential use. The land use crossed by the eastern portion of the Primary Route is mostly developed. The terrain crossed by the Primary Route is mostly flat.

Alternate Route 1

Alternate Route 1 extends north out of the Byron Substation along the eastern side of a property/section line for more than a quarter mile, then east along a property/section line for approximately a half mile, then north along the western side of Depot Street for approximately a half mile, and then east along the northern side of German Church Road (County Route 2) for more than a half mile. Alternate Route 1 then extends east along the northern side of a property/section line for less than one mile, then north along a the western side of a property/section line for approximately a quarter mile, then east along the northern side of East Woodbine Road for approximately a half mile, and then continues east along field lines for more than one and half miles. Alternate Route1 then extends east along the southern side of a property/section line for approximately a half mile, then south along the western side of a property/section line for approximately a quarter mile and continues east along the southern side of a property/section line for more than one mile. Alternate Route 1 then extends northeast along a field line for less than a quarter mile, then east along the northern side of a property/section line for more than one mile and continues east along a field line for approximately a half mile. Alternate Route 1 then extends south along the western side of North White Rock Road for approximately a quarter mile, then east along the southern side of a property/section line for less than one mile and continues east along a field line for more than a half mile. Alternate Route 1 then extends east along the southern side of a property/section line for approximately a half mile, then east along a field line for less than a quarter mile and continues east along the southern side of a property/section line for less than a quarter mile and continues east along a field line for approximately a half mile. Alternate Route 1 then extends east along the southern side of a property/section line for less than three miles, then northeast along a field line for less than a quarter mile and continues east along the northern side of East Quarry Road for more than a quarter mile. Alternate Route 1 then extends south along the eastern side of I-39 for approximately a half mile, then east along the northern side of East Big Mound Road for more than one mile and continues east along the northern side of a property/section line for more than seven miles. Alternate Route 1 then extends southeast along a field line for less than a quarter mile, then east along the southern side of a property/section line for less than one mile and continues east along the southern side of Maple Road for approximately one mile. Alternate Route 1 then extends south along the eastern side of Ault Road for approximately a quarter mile, then east along the southern side of property/section line for approximately a half mile and continues south along the western side of a property/section line for more than a half mile. Alternate Route 1 then extends southwest along a field line for less than a quarter mile, then south along the western side of a property/section line for less than one mile and continues east along the northern side of a property/section line for approximately one mile. Alternate Route 1 then extends south along the eastern side of a property/section line for approximately a half mile, then east along the southern side of Aldrich Road for less than one mile and continues south along the western side of a property/section line for approximately a half mile. Alternate Route 1 then extends east along the southern side of a property/section line for more than one mile, then northeast along a field line for approximately a quarter mile and continues southeast along the northern side of a property/section line for less than one mile. Alternate Route 1 then extends east along the northern side of a property/section line for more than a half mile, then east along the southern side of a property/section line for approximately a half mile and continues east along the southern side of Whipple Road for less than a half mile. Alternate Route 1 then extends north along the eastern side of an existing 138kV transmission line for more than a half mile, then east

along the northern side of a property/section line for approximately one mile and continues northeast along a field line for approximately a quarter mile. Alternate Route 1 then extends east along the northern side of a property/section line for more than one mile, then southeast along a field line for less than a quarter mile and continues east along a field line for approximately a quarter mile. Alternate Route 1 then extends north along the western side of a property/section line for less than a quarter mile, then north within existing ComEd property rights for approximately a quarter mile and continues east within existing ComEd property rights for less than a quarter mile. Alternate Route 1 then extends east along the southern side of a property/section line for less than a quarter mile, then east along a field line for less than a quarter mile and continues east along the southern side of a property/section line for less than a quarter mile. Alternate Route 1 then extends north along the eastern side of a property/section line for approximately a quarter mile, then east along the northern side of a property/section line for one and a half miles and continues east along the northern side of Buzzell Road for more than a quarter mile where it connects with the Primary Route.

Similar to the Primary Route, the land use crossed by the western side of Alternate Route 1 is mostly agricultural with dispersed residential use. The land use crossed by the eastern side of Alternate Route 1 is increasingly developed. The terrain crossed by Alternate Route 1 is mostly flat.

Alternate Route 2

Alternate Route 2 extends south from the Primary Route, along the western side of a property/section line for approximately three miles, extends east along the southern side of a property/section line for less than five miles and continues north along the eastern side of Thomas Road for more than a quarter mile. Alternate Route 2 then extends north along the eastern side of a property/section line for less than a quarter mile, east along the southern side of a property/section line for less than one mile and then continues northeast along the southern side of a property/section line for less than a quarter mile. Alternate Route 2 then extends east along the southern side of a property/section line for less than one mile, then south along the western side of a property/section line for approximately a quarter mile and then continues east along a field line for approximately a half mile. Alternate Route 2 then extends east along the southern side of a property/section line for approximately one mile, then north along the eastern side of a property/section line for approximately one and a half miles where it intersects with the Primary Route.

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

Alternate Route 3

Alternate Route 3 extends southwest from the Primary Route along the southern side of a railroad for less than a quarter mile, then southeast along the southern side of a railroad for more than one mile and then continues east along the southern side of a railroad for less than one mile. Alternate Route 3 then extends east along the northern side of Stearns Road for approximately a quarter mile, then east along the southern side of an existing 138kV transmission line for more than a quarter mile and then continues east within existing ComEd property rights for less than a quarter mile until it intersects with the Primary Route.

The land use crossed by Alternate Route 3 is mostly undeveloped as it occurs between the railroad corridor and Stearns Road and the terrain crossed is mostly flat.

Alternate Route 4

Alternate Route 4 extends south from Alternate Route 3 along the eastern side of South McLean Road for less than a quarter mile, then east along the southern side of Stearns Road for less than a mile, and then continues north for less than a quarter mile until it intersects with Alternate Route 3.

The land use crossed by Alternate Route 4 is mostly undeveloped and the terrain crossed is mostly flat.



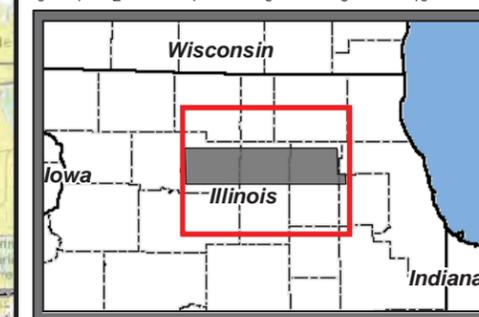
Grand Prairie Gateway Project

Proposed Routes

Legend

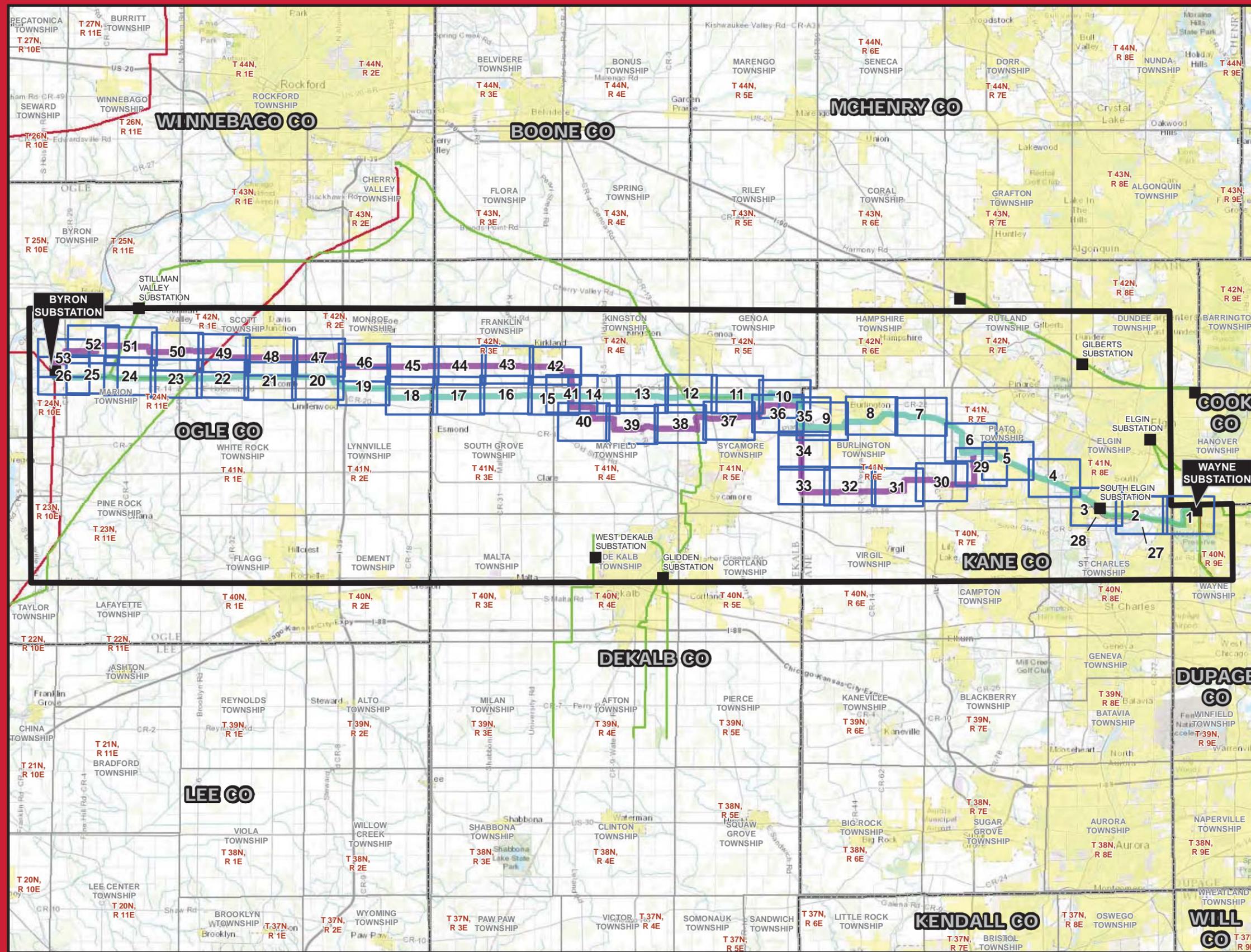
- Proposed Primary Route
- Proposed Alternate Route
- Existing Substation Location
- Map Extent
- Project Study Area
- Township Boundary
- County Boundary
- Municipal Boundary
- Railroad
- Existing Transmission Line 345kV
- Existing Transmission Line 138kV
- Interstate
- US Highway
- State Highway

1 in = 24,000 ft



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Date: 11/27/2013

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Grand Prairie Gateway Project

Proposed Routes



Legend

- Proposed Primary Route
- Proposed Alternate Route
- Existing Substation Location
- Project Study Area
- Section Boundary
- Township Boundary
- County Boundary
- Municipal Boundary
- +— Railroad
- Private FAA Registered Restricted Landing Areas

Existing Utilities

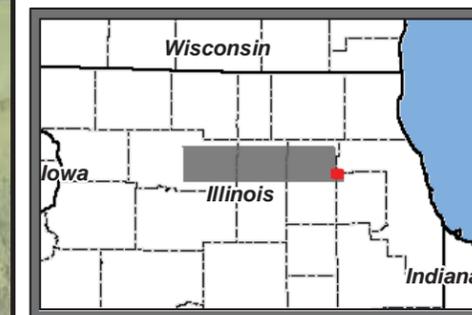
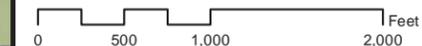
- Pipeline
- Fiber Optic
- Existing Transmission Line**
- 345kV
- 138kV
- Existing Distribution Line**
- - - 69kV and Below

Roads

- Interstate
- US Highway
- State Highway

1 in = 1,000 feet

The locations of existing pipeline and fiber optic facilities are not absolute as they are based only on limited data readily available and/or field observations.



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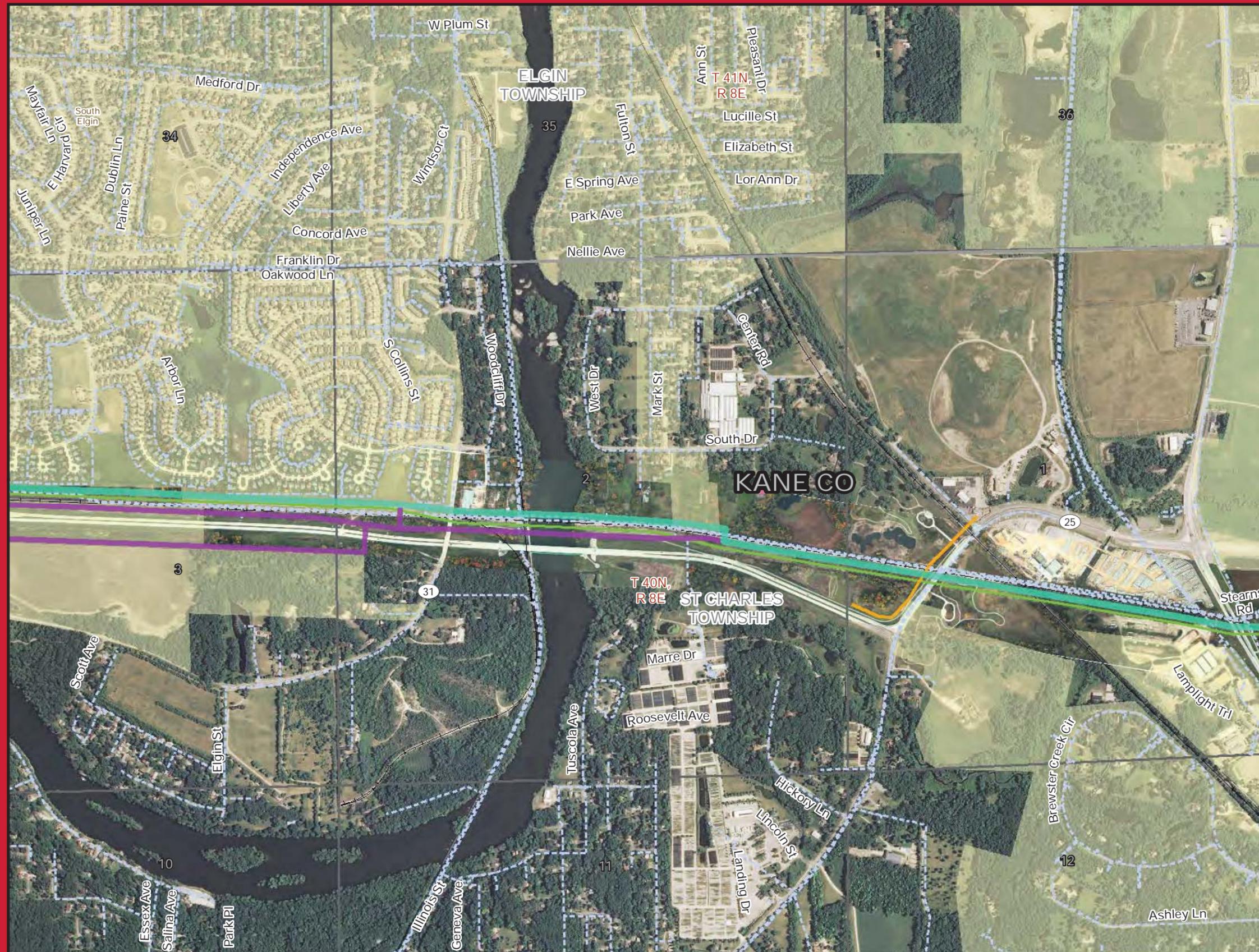
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Grand Prairie Gateway Project

Proposed Routes



Legend

- Proposed Primary Route
- Proposed Alternate Route
- Existing Substation Location
- Project Study Area
- Section Boundary
- Township Boundary
- County Boundary
- Municipal Boundary
- Railroad
- Private FAA Registered Restricted Landing Areas

Existing Utilities

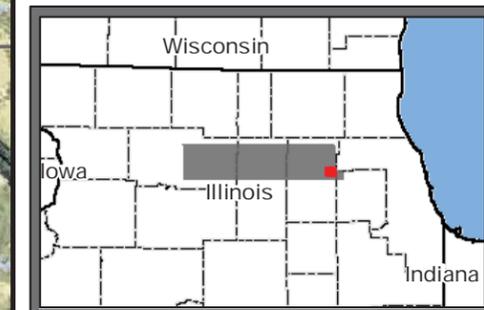
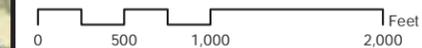
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- 345kV
 - 138kV
- Existing Distribution Line
- 69kV and Below

Roads

- Interstate
- US Highway
- State Highway

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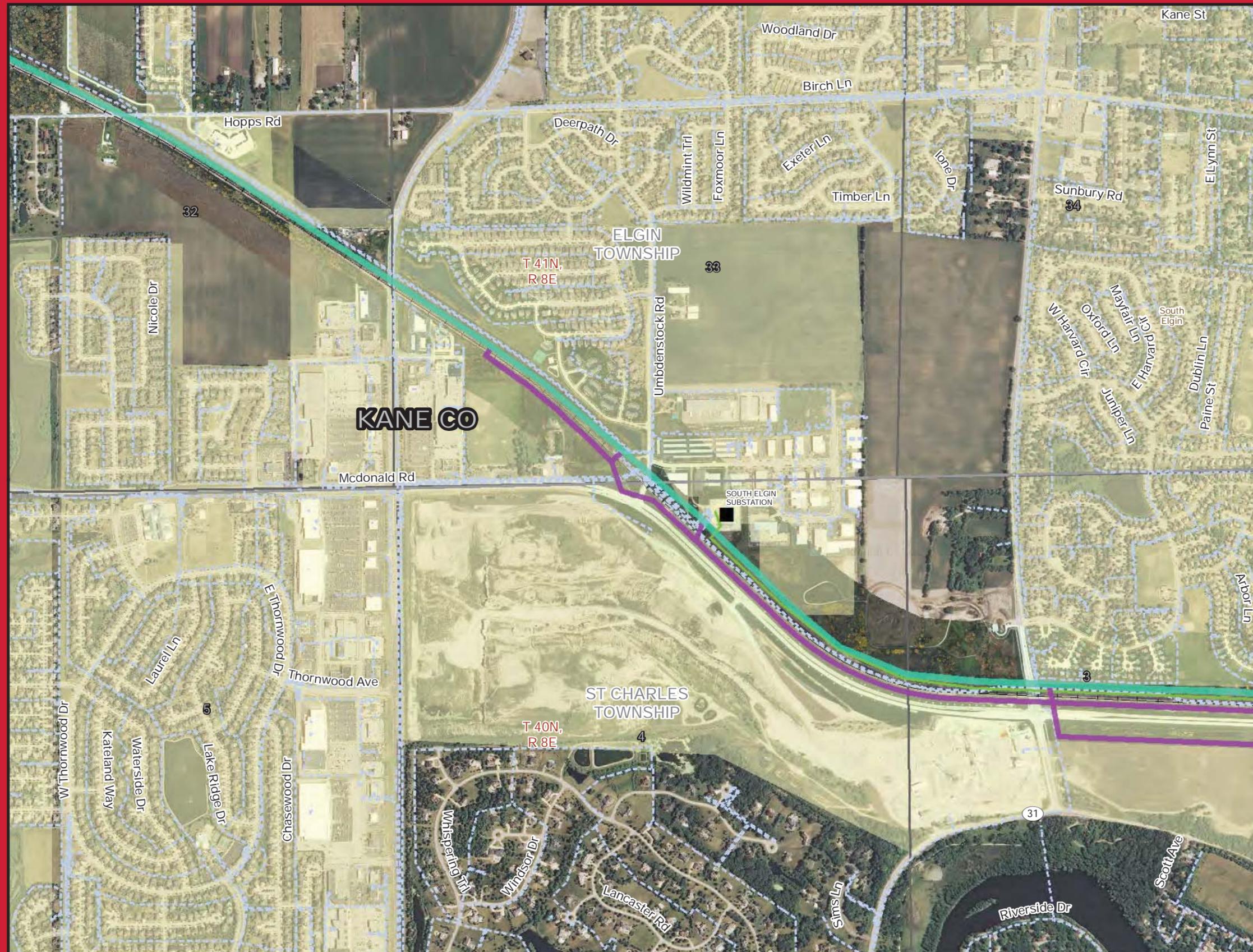


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Grand Prairie Gateway Project

Proposed Routes

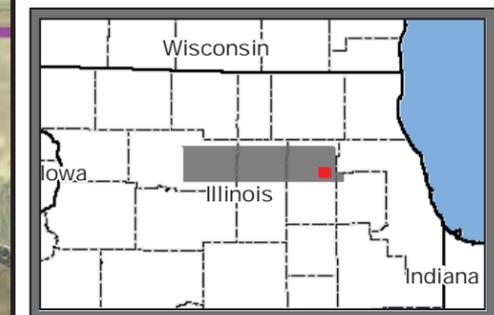
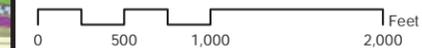


Legend

- Proposed Primary Route
- Proposed Alternate Route
- Existing Substation Location
- Project Study Area
- Section Boundary
- Township Boundary
- County Boundary
- Municipal Boundary
- +— Railroad
- ✈ Private FAA Registered Restricted Landing Areas
- Existing Utilities**
- Pipeline
- Fiber Optic
- Existing Transmission Line**
- 345kV
- 138kV
- Existing Distribution Line**
- 69kV and Below
- Roads**
- Interstate
- US Highway
- State Highway

1 in = 1,000 feet

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