

LAND COVER																																
Route	Analysis Corridor Length (Miles)	Analysis Corridor Area <sup>2</sup> (Acres)	Barren Land (Rock/Sand/Clay)		Cultivated Crops		Deciduous Forest		Developed, High Intensity		Developed, Low Intensity		Developed, Medium Intensity		Developed, Open Space		Emergent Herbaceous Wetlands		Grassland/Herbaceous		Open Water		Pasture/Hay		Woody Wetlands		Evergreen Forest		Mixed Forest		Shrub/Scrub	
			(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)
Primary Route	59.64	1424.64	18.71	1.31%	1046.91	73.49%	72.16	5.07%	3.26	0.23%	66.70	4.68%	9.74	0.68%	62.84	4.41%	0.00	0.00%	41.01	2.88%	5.19	0.36%	86.30	6.06%	1.38	0.10%	0.00	0.00%	10.33	0.73%	0.10	0.01%
Alternate Route 1	41.62	958.25	0.00	0.00%	799.88	83.47%	45.44	4.74%	1.29	0.13%	28.78	3.00%	1.48	0.15%	44.92	4.69%	0.00	0.00%	1.04	0.11%	0.00	0.00%	32.42	3.38%	2.99	0.31%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 1	36.78	884.74	0.00	0.00%	751.67	84.96%	39.01	4.41%	0.69	0.08%	12.32	1.39%	1.19	0.13%	27.47	3.11%	0.00	0.00%	0.00	0.00%	0.00	0.00%	52.39	5.92%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Alternate Route 2	13.42	309.05	0.00	0.00%	289.83	93.78%	1.43	0.46%	0.00	0.00%	5.76	1.86%	0.00	0.00%	2.38	0.77%	0.00	0.00%	0.00	0.00%	0.00	0.00%	9.66	3.13%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 2	9.73	230.13	0.00	0.00%	191.38	83.16%	15.68	6.81%	0.00	0.00%	4.50	1.96%	0.00	0.00%	3.75	1.63%	0.00	0.00%	0.00	0.00%	0.17	0.08%	11.78	5.12%	0.00	0.00%	0.00	0.00%	2.85	1.24%	0.00	0.00%
Alternate Route 3	2.87	47.12	16.38	34.77%	0.00	0.00%	1.20	2.55%	0.31	0.66%	10.68	22.67%	1.04	2.21%	3.06	6.49%	0.00	0.00%	10.12	21.47%	1.36	2.88%	0.86	1.82%	0.27	0.58%	0.00	0.00%	1.84	3.91%	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 3	2.84	67.93	15.85	23.34%	0.00	0.00%	0.60	0.88%	0.70	1.03%	15.89	23.39%	3.28	4.83%	9.47	13.94%	0.00	0.00%	18.60	27.38%	2.33	3.43%	0.03	0.05%	0.44	0.65%	0.00	0.00%	0.74	1.09%	0.00	0.00%
Alternate Route 4	0.89	13.21	0.00	0.00%	0.00	0.00%	1.70	12.89%	1.39	10.54%	3.08	23.30%	2.90	21.92%	1.14	8.62%	0.00	0.00%	2.94	22.30%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.06	0.42%	0.00	0.00%
Comparable Portion of Alternate Route 3 to Alternate Route 4	0.78	11.67	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	7.58	64.95%	0.16	1.34%	3.01	25.82%	0.00	0.00%	0.92	7.89%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%

<sup>2</sup> The corridor acres value was derived in GIS and may conservatively encompass additional acreage at either end of each route. Additively estimating corridor acreage based on values provided above may result in a slightly different results than those provided above. Additionally, the corridor width varies by route, and by portion of route.

MISCELLANEOUS FEATURES, ARCHAEOLOGICAL SITES, HYDRIC SOILS, PRIME FARMLAND

Route	Analysis Corridor Length (Miles)	Analysis Corridor Area <sup>2</sup> (Acres)	Airports Public (No.)	Airports Private (No.)	VOR Sites <sup>3</sup> (No.)	IL Drop Zone Locations (No.)	Antenna (No.)	Cemetery (No.)			Churches (No.)	Hospitals (No.)	Nursing Homes (No.)	Licensed Daycares (No.)	Schools (No.)	Wind Turbines (No.)	Local Trail Crossings (No.)	Golf Courses (No.)			Center Pivots (No.)	IL Aggregate Pit (No.)			Local Parks			Sink Holes					
								(No.)	(Acres)	(Percent)								(No.)	(Acres)	(Percent)		(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)
Primary Route	59.64	1424.64	0	0	0	0	0	1	0.28	0.02%	0	0	0	0	0	0	9	0	0.00	0.00%	0	0	0.00	0.00%	1	41.47	2.91%	0	0.00	0.00%			
Alternate Route 1	41.62	958.25	0	0	0	0	2	0	0.00	0.00%	0	0	0	0	1	0	4	0	0.00	0.00%	0	0	0.00	0.00%	1	9.51	0.99%	0	0.00	0.00%			
Comparable Portion of Primary Route to Alternate Route 1	36.78	884.74	0	0	0	0	0	0	0.00	0.00%	0	0	0	0	0	0	4	0	0.00	0.00%	0	0	0.00	0.00%	1	41.47	4.69%	0	0.00	0.00%			
Alternate Route 2	13.42	309.05	0	0	0	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			
Comparable Portion of Primary Route to Alternate Route 2	9.73	230.13	0	0	0	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			
Alternate Route 3	2.87	47.12	0	0	0	0	1	0	0.00	0.00%	0	0	0	0	0	1	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			
Comparable Portion of Primary Route to Alternate Route 3	2.84	67.93	0	0	0	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			
Alternate Route 4	0.89	13.21	0	0	0	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			
Comparable Portion of Alternate Route 3 to Alternate Route 4	0.78	11.67	0	0	0	0	1	0	0.00	0.00%	0	0	0	0	0	0	0	0	0.00	0.00%	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%			

<sup>2</sup> The corridor acres value was derived in GIS and may conservatively encompass additional acreage at either end of each route. Additively estimating corridor acreage based on values provided above may result in a slightly different results than those provided above. Additionally, the corridor width varies by route, and by portion of route.

<sup>3</sup> A VOR (Very high frequency Omni-directional Range) facility is an air navigation aide.

MISCELLANEOUS FEATURES, ARCHAEOLOGICAL SITES, HYDRIC SOILS, PRIME FARMLAND																																	
Route	Analysis Corridor Length (Miles)	Analysis Corridor Area <sup>2</sup> (Acres)	IL Superfund Sites (No.)			EPA Leaking Underground Storage Tanks (No.)	EPA Site Remediation Program Sites (No.)	Water Well Protection Area			IL Gas Wells (No.)	IL Oil Wells (No.)	IL Water Wells (No.)	IL Fault Lines (No.)	National Register Historic Places (No.)	Archaeological Historic Properties	Known Archaeological Site			Archaeological Historic Districts			National Conservation Easement Database			Scenic Byways (No.)	Hydric Soil		Prime Farmland				
			(No.)	(Acres)	(Percent)			(No.)	(Acres)	(Percent)							(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)		(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(Acres)
Primary Route	59.64	1424.64	0	0.00	0.00%	0	0	1	23.47	1.65%	0	0	11	0	0	0	9	4.50	0.32%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.24	0.00%	820.34	57.58%
Alternate Route 1	41.62	958.25	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	0	0	0	0	3	1.30	0.14%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.18	0.00%	624.62	65.18%
Comparable Portion of Primary Route to Alternate Route 1	36.78	884.74	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	1	0	0	0	7	4.43	0.50%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.17	0.00%	549.99	62.16%
Alternate Route 2	13.42	309.05	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0.00	0.00%	0	0.00	0.00%	1	0.73	0.24%	0	0	0	0	0.48	0.00%	122.54	39.65%
Comparable Portion of Primary Route to Alternate Route 2	9.73	230.13	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	1	0	0	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.42	0.00%	105.52	45.85%
Alternate Route 3	2.87	47.12	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.09	0.00%	24.76	52.53%
Comparable Portion of Primary Route to Alternate Route 3	2.84	67.93	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	1	0	0	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.16	0.00%	46.58	68.57%
Alternate Route 4	0.89	13.21	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.00	0.00%	0.38	2.88%
Comparable Portion of Alternate Route 3 to Alternate Route 4	0.78	11.67	0	0.00	0.00%	0	0	0	0.00	0.00%	0	0	0	0	0	0	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0	0	0	0.05	0.00%	4.98	42.67%

<sup>2</sup> The corridor acres value was derived in GIS and may conservatively encompass additional acreage at either end of each route. Additively estimating corridor acreage based on values provided above may result in a slightly different results than those provided above. Additionally, the corridor width varies by route, and by portion of route.

<sup>3</sup> A VOR (Very high frequency Omni-directional Range) facility is an air navigation aide.

ECOLOGICAL FEATURES AND WETLANDS																																
Route	Analysis Corridor Length (Miles)	Analysis Corridor Area <sup>2</sup> (Acres)	State Fish and Wildlife Areas			State Habitat Areas			State Natural Areas			State Parks			State Recreation Areas			State Trails			Other State Areas			Forest Preserve			Known State Listed Species Occurrence			IL Rookeries		
			(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)
Primary Route	59.64	1424.64	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	11	3.66	0.26%	13	56.09	3.94%	0	0.00	0.00%
Alternate Route 1	41.62	958.25	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	1	3.05	0.32%	0	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 1	36.78	884.74	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%
Alternate Route 2	13.42	309.05	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	1	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 2	9.73	230.13	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	1	0.01	0.01%	0	0.00	0.00%	0	0.00	0.00%
Alternate Route 3	2.87	47.12	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	1	0.65	1.38%	3	2.40	5.09%	0	0.00	0.00%
Comparable Portion of Primary Route to Alternate Route 3	2.84	67.93	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	3	0.20	0.30%	4	7.84	11.54%	0	0.00	0.00%
Alternate Route 4	0.89	13.21	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%
Comparable Portion of Alternate Route 3 to Alternate Route 4	0.78	11.67	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%

<sup>2</sup> The corridor acres value was derived in GIS and may conservatively encompass additional acreage at either end of each route. Additively estimating corridor acreage based on values provided above may result in a slightly different results than those provided above. Additionally, the corridor width varies by route, and by portion of route.

<sup>4</sup> Wetlands include publicly available National Wetland Inventory (NWI) wetlands.

<sup>5</sup> Wooded areas are from National Land Cover Data 2006 and includes deciduous forests and wooded wetlands.

<sup>7</sup> Wetlands include Kane County Advanced Identification wetlands.

ECOLOGICAL FEATURES AND WETLANDS																															
Route	Analysis Corridor Length (Miles)	Analysis Corridor Area <sup>2</sup> (Acres)	Known Bald Eagle Occurrences			Illinois Natural Areas Inventory			Illinois Nature Preserve Commission			The Nature Conservancy Lands			Conservation Reserve Enhancement Program			ADID Wetland Inventory <sup>7</sup>			National Wetland Inventory <sup>4</sup>			Streams (No.)	Lakes			Floodplains		Wooded Areas <sup>5</sup>	
			(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)	(No.)	(Acres)	(Percent)		(No.)	(Acres)	(Percent)	(Acres)	(Percent)	(Acres)	(Percent)
Primary Route	59.64	1424.64	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	23	61.89	4.34%	9	8.71	0.61%	47	0	4.34	0.30%	64.27	4.51%	71.23	5.00%
Alternate Route 1	41.62	958.25	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	13	11.29	1.18%	30	0	1.16	0.12%	22.50	2.35%	48.43	5.05%
Comparable Portion of Primary Route to Alternate Route 1	36.78	884.74	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	8	4.88	0.55%	38	0	0.19	0.02%	28.79	3.25%	31.13	3.52%
Alternate Route 2	13.42	309.05	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	11	12.17	3.94%	0	0.00	0.00%	12	0	0.13	0.04%	50.25	16.26%	1.43	0.46%
Comparable Portion of Primary Route to Alternate Route 2	9.73	230.13	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	9	14.38	6.25%	0	0.00	0.00%	5	0	3.00	1.30%	12.72	5.53%	19.10	8.30%
Alternate Route 3	2.87	47.12	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	6	8.80	18.67%	0	0.00	0.00%	1	0	0.05	0.10%	4.64	9.85%	0.54	1.15%
Comparable Portion of Primary Route to Alternate Route 3	2.84	67.93	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	4	21.83	32.13%	0	0.00	0.00%	1	0	0.00	0.00%	4.66	6.86%	0.70	1.02%
Alternate Route 4	0.89	13.21	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	3	1.24	9.42%	0	0.00	0.00%	0	0	0.34	2.61%	0.00	0.00%	4.43	33.57%
Comparable Portion of Alternate Route 3 to Alternate Route 4	0.78	11.67	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	0	0.00	0.00%	2	4.17	35.69%	0	0.00	0.00%	0	0	0.05	0.41%	0.00	0.00%	0.00	0.00%

<sup>2</sup> The corridor acres value was derived in GIS and may conservatively encompass additional acreage at either end of each route. Additively estimating corridor acreage based on values provided above may result in a slightly different results than those provided above. Additionally, the corridor width varies by route, and by portion of route.

<sup>4</sup> Wetlands include publicly available National Wetland Inventory (NWI) wetlands.

<sup>5</sup> Wooded areas are from National Land Cover Data 2006 and includes deciduous forests and wooded wetlands.

<sup>7</sup> Wetlands include Kane County ADvanced IDentification wetlands.

PROXIMITY TO EXISTING RESIDENTIAL AND NON-RESIDENTIAL STRUCTURES								
Route	Residential Structure Type <sup>6</sup>				Non-Residential Structure Type <sup>6</sup>			
	Categorical Distance from Route (feet)							
	0-55	56-110	111-220	221-500	0-55	56-110	111-220	221-500
Primary Route	0	17	71	269	5	5	36	184
Alternate Route 1	0	0	13	42	3	3	15	83
Comparable Portion of Primary Route to Alternate Route 1	0	0	2	14	0	2	8	68
Alternate Route 2	0	0	1	7	0	0	8	34
Comparable Portion of Primary Route to Alternate Route 2	0	0	1	11	0	0	8	38
Alternate Route 3	0	0	0	121	0	0	2	20
Comparable Portion of Primary Route to Alternate Route 3	0	14	50	128	4	1	2	20
Alternate Route 4	0	0	0	22	0	0	0	6
Comparable Portion of Alternate Route 3 to Alternate Route 4	0	0	0	95	0	0	0	1

<sup>6</sup> Structure types were identified based on aerial interpretation and field reconnaissance.

COMPARISON OF ROUTE ACRES/ZONING CLASSIFICATIONS																																			
Route	Linear Feature Paralleled	Segment Length (Miles)	Segment Length (Feet)	Width of New ROW Required (Feet) <sup>1</sup>	Segment Area (Acres)	Zoning <sup>1,2</sup>										Zoning <sup>1,3</sup>										Zoning <sup>1,3</sup>									
						Agricultural		Annex Agreement		Business/Commercial		Mixed/Public/Special Use		Forest Preserve		Industrial		Open Space		Planned Business/Commercial		Planned Industrial		Planned Residential		Planned Development		Public Land		Railroad Corridor		Residential		Unclassified	
						Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area	Acres	% Area
Primary Route	Paralleling Existing Transmission Line	2.2	11610.7	120-220	59.1	40.2	2.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4	0.0%	18.4	1.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Property Line/Section Line	16.3	85838.9	120-220	378.0	374.5	26.3%	0.0	0.0%	0.0	0.0%	0.1	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.6	0.0%	0.0	0.0%	2.8	0.2%		
	Paralleling Field Line/Cross-Country	4.5	23989.9	120-220	105.3	94.4	6.6%	0.0	0.0%	0.0	0.0%	9.2	0.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.7	0.1%	0.0	0.0%		
	Paralleling Railroad Line	2.0	10631.1	120-220	47.3	43.7	3.1%	0.0	0.0%	0.8	0.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.8	0.2%	0.0	0.0%		
	Paralleling Road Line	2.4	12712.6	120-220	55.9	53.2	3.7%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.7	0.2%	0.0	0.0%		
	Existing ComEd Property Rights	32.2	170107.4	120-220	779.1	695.1	48.8%	0.0	0.0%	1.4	0.1%	6.2	0.4%	1.5	0.1%	0.9	0.1%	11.2	0.8%	0.0	0.0%	3.7	0.3%	0.4	0.0%	0.0	0.0%	8.5	0.6%	45.5	3.2%	4.8	0.3%		
	<b>TOTAL<sup>4</sup></b>	<b>59.6</b>	<b>314,891</b>		<b>1424.6</b>	<b>1301.0</b>	<b>91.3%</b>	<b>0.0</b>	<b>0.0%</b>	<b>2.2</b>	<b>0.2%</b>	<b>15.5</b>	<b>1.1%</b>	<b>1.9</b>	<b>0.1%</b>	<b>19.3</b>	<b>1.4%</b>	<b>0.0</b>	<b>0.0%</b>	<b>11.2</b>	<b>0.8%</b>	<b>0.0</b>	<b>0.0%</b>	<b>3.7</b>	<b>0.3%</b>	<b>0.4</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>9.1</b>	<b>0.6%</b>	<b>48.3</b>	<b>3.4%</b>	<b>12.0</b>	<b>0.8%</b>
Alternate Route 1	Paralleling Existing Transmission Line	0.6	2932.7	120-220	12.7	12.4	1.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.3	0.0%		
	Paralleling Property Line/Section Line	29.2	154314.1	120-220	672.2	649.2	67.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	20.0	2.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.9	0.3%		
	Paralleling Field Line/Cross-Country	4.5	23892.7	120-220	104.1	103.1	10.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.9	0.1%		
	Paralleling Railroad Line	7.1	37390.4	120-220	163.7	150.7	15.7%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	12.0	1.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.1	0.1%	0.0	0.0%		
	Paralleling Road Line	0.2	1225.1	120-220	5.6	5.6	0.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Existing ComEd Property Rights	0.2	1225.1	120-220	5.6	5.6	0.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	<b>TOTAL<sup>4</sup></b>	<b>41.6</b>	<b>219,755</b>		<b>958.3</b>	<b>921.0</b>	<b>96.1%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>32.0</b>	<b>3.3%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>5.2</b>	<b>0.5%</b>		
Comparable Portion of Primary Route to Alternate Route 1	Paralleling Existing Transmission Line	2.0	10301.6	120-220	53.2	34.7	3.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	18.4	2.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.0	0.0%		
	Paralleling Property Line/Section Line	10.0	52762.7	120-220	230.9	227.9	25.8%	0.0	0.0%	0.0	0.0%	0.1	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.6	0.1%	0.0	0.0%	2.4	0.3%		
	Paralleling Field Line/Cross-Country	3.9	20692.4	120-220	90.5	79.5	9.0%	0.0	0.0%	0.0	0.0%	9.2	1.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.7	0.2%		
	Paralleling Railroad Line	1.5	7971.8	120-220	34.6	34.6	3.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Road Line	19.4	102452.1	120-220	475.6	465.7	52.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	8.5	1.0%	0.0	0.0%	1.3	0.2%		
	Existing ComEd Property Rights	0.2	1225.1	120-220	5.6	5.6	0.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	<b>TOTAL<sup>4</sup></b>	<b>36.8</b>	<b>194,181</b>		<b>884.7</b>	<b>842.5</b>	<b>95.2%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>9.3</b>	<b>1.1%</b>	<b>0.0</b>	<b>0.0%</b>	<b>18.4</b>	<b>2.1%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>9.1</b>	<b>1.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>5.4</b>	<b>0.6%</b>		
Alternate Route 2	Paralleling Property Line/Section Line	12.6	66271.1	120-220	289.5	281.0	90.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	5.8	1.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2.7	0.9%		
	Paralleling Field Line/Cross-Country	0.5	2822.9	120-220	12.1	12.1	3.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Road Line	0.3	1742.1	120-220	7.4	7.4	2.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	<b>TOTAL<sup>4</sup></b>	<b>13.4</b>	<b>70,836</b>		<b>309.1</b>	<b>300.6</b>	<b>97.3%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>5.8</b>	<b>1.9%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>2.7</b>	<b>0.9%</b>		
Comparable Portion of Primary Route to Alternate Route 2	Paralleling Property Line/Section Line	5.6	29785.2	120-220	133.1	133.0	57.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.1	0.0%		
	Paralleling Field Line/Cross-Country	0.2	818.8	120-220	4.0	4.0	1.7%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Railroad Line	0.3	1787.1	120-220	8.0	8.0	3.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Road Line	3.6	18967.3	120-220	85.1	85.1	37.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Existing ComEd Property Rights	0.2	1225.1	120-220	5.6	5.6	0.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	<b>TOTAL<sup>4</sup></b>	<b>9.7</b>	<b>51,358</b>		<b>230.1</b>	<b>230.0</b>	<b>99.9%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.1</b>	<b>0.0%</b>		
Alternate Route 3	Paralleling Existing Transmission Line	0.4	2003.1	120-220	5.5	4.9	10.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.7	1.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Paralleling Railroad Line	2.1	10898.7	120-220	35.3	33.9	72.0%	0.0	0.0%	0.6	1.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.1	0.2%	0.0	0.0%		
	Paralleling Road Line	0.3	1504.1	120-220	4.1	4.1	8.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%		
	Existing ComEd Property Rights	0.1	739.4	120-220	2.2	2.2	4.6%	0.0	0.0%	0.0	0.0%																								