

Emerald midpoint (Solution C)

General Information

Proposing entity name	Proprietary & confidential
Does the entity who is submitting this proposal intend to be the Designated Entity for this proposed project?	Yes
Company proposal ID	Solution C
PJM Proposal ID	602
Project title	Emerald midpoint (Solution C)
Project description	The Emerald Midpoint project resolves violations identified in the ComEd transmission zone by creating Emerald, a new 345 kV substation in DeKalb County, with new high-capacity 345 kV lines that tie together the existing Nelson, Plano and Grayslake substations. The core of the project is three greenfield double-circuit 345 kV overhead lines radiating from Emerald, totalling about 125 miles. Nelson - Emerald (52 miles) passes through Lee and DeKalb counties. Plano - Emerald (12 miles) passes through Kendall, Kane and DeKalb counties. Emerald - Grayslake (61 miles) passes through DeKalb, Kane, McHenry and Lake counties. Nelson, Plano and Grayslake substations are expanded to take the new circuits. Additional ComEd system upgrades complete the solution (e.g. line reconductoring, substation transformer upgrade, terminal equipment upgrades) This 'hub with three spokes' helps divert flows around Greater Chicago. It connects sources from Nelson (gas power plant) and Plano (765kV backbone termination) to load pockets north of the city. The route is designed to keep long-term expansion options open: connection to load serving substations in DeKalb, tie into Charter Grove substation, tie into Pleasant Valley substation.
Email	Proprietary & confidential
Project in-service date	06/2031
Tie-line impact	No
Interregional project	No
Is the proposer offering a binding cap on capital costs?	Yes
Additional benefits	Proprietary & confidential

Project Components

1. Plano - Emerald (T14)
2. Emerald - Grayslake (T15)
3. Emerald Substation (S2)
4. Grayslake - Libertyville (T7)
5. Goodings Grove - Lockport (T8)
6. Dresden - Kendall (T9)
7. Plano (S3)
8. Grayslake (S4)
9. Nelson (S5)
10. Itasca (S7)
11. Elk Grove (S8)
12. Lockport (S9)
13. Lisle (S10)
14. Lombard (S11)
15. Butterfield (S12)
16. York (S13)
17. East Frankfort (S17)
18. Goodings Grove (S18)
19. Nelson - Emerald (T13)

Greenfield Transmission Line Component

Component title	Plano - Emerald (T14)
Project description	Proprietary & confidential
Point A	Plano
Point B	Emerald
Point C	

	Normal ratings	Emergency ratings
Summer (MVA)	1737.000000	1737.000000
Winter (MVA)	1737.000000	1737.000000
Conductor size and type	2 bundle 954 kcmil (54/7) ACSS Cardinal	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	
General route description	The Plano to Emerald component is an approximate 12 mile line running from the existing Plano substation in Kendall County, Illinois to the newly proposed Emerald substation in Dekalb County, comprising three counties, Kane, Kendall and Dekalb, Illinois. Study area and evaluated alternatives are described in attachment VMA - Routing Study.	
Terrain description	A detailed inspection of USGS topographic and EPA ecoregion maps reveals consistently flat to gently sloped terrain that presents no material construction or access risk. The segment crosses Kendall, Kane, and DeKalb counties in northern Illinois, running about 12 miles from the Plano substation northwest to the Emerald substation across three USGS 7.5 minute quadrangles. The corridor lies entirely within Level I Ecoregion 8 (Eastern Temperate Forests), Level II 8.2 (Central USA Plains), and Level III 8.2.3, Central Corn Belt Plains. The route stays on level to gently undulating till plain throughout. Elevations range from about 631 feet at the Big Rock Creek valley (mile 2.6) to about 770 feet at the Emerald terminus in DeKalb County, a relief of roughly 139 feet gained gradually from southeast to northwest. Ground slopes range from under 0.5 to about 11 percent (median ~0.8 percent); about 2 percent of the segment exceeds 5 percent slope and about 1 percent exceeds 10 percent, all of it on the Big Rock Creek valley wall near mile 2.5. Over longer intervals, grades are gentler and flat (median ~0.4 percent, maximum ~4.3 percent) allowing standard equipment access throughout. The segment crosses Big Rock Creek and West Branch Big Rock Creek. No lakes or ponds are mapped on the alignment, and localized pockets of wetlands are very limited and managed through spanning and standard design. Structures avoid placement in these terrain types. Per the NLCD, cultivated cropland brings agricultural land to about 91 percent of the corridor, with lesser developed and open space and minor grassland, forest, and wetland.	
Right-of-way width by segment	The majority of the route will have a 150ft wide greenfield ROW, though a narrower ROW width may be utilized in more congested areas. The length of this right of way will be approximately 12 miles.	
Electrical transmission infrastructure crossings	See VMA - Component T14 - Route (Google Earth .kmz file) for crossing locations	

Civil infrastructure/major waterway facility crossing plan	The location and planned crossing of civil infrastructure/major waterways is provided in VMA - Component T14 - Route (kmz) and VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan.
Environmental impacts	Environmental constraints were evaluated within the vicinity of the proposed T14 centerline and 150-ft ROW by VMA's environmental team and consultants; permitting risk is low. Constraints are manageable through avoidance, minimization, compensatory mitigation and early, frequent agency and public engagement. Preliminary design indicates impacts can be avoided to the greatest extent possible, and unavoidable impacts can be fully mitigated, which results in zero fatal flaws or critical issues for the project. The route runs about 12 miles across Kendall, Kane and DeKalb counties through almost entirely cultivated cropland. No lakes or ponds are mapped on the alignment, and the few wetlands and streams crossed are riverine and can be spanned, with structures sited to avoid aquatic features for minimal to no impacts. FEMA floodplains are crossed at a few stream locations and can be spanned; any structure placed within a floodplain will be permitted through local and state floodplain permits based on structure-specific hydraulic modeling during final design. Major watercourses crossed include Big Rock Creek and West Branch Big Rock Creek; neither is a Section 10 navigable water (see VMA-Solution C-Permit Table, VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan). No protected lands, USFWS critical habitat or Important Bird Areas are crossed. Existing transmission lines cross the route, so permitting precedent already exists. Impacts to previously recorded cultural and archaeological resources are avoided. The species/habitat assessment will confirm the absence of listed species habitat, with any presence/absence surveys, restriction windows and agency coordination captured in the schedule. Terrain is flat to gently sloped, so soil disturbance will be covered under IL EPA NPDES ILR10 with a SWPPP and standard BMPs (e.g., perimeter silt fence, stabilized construction entrance, temporary and permanent seeding), with added measures near the Big Rock Creek valley and other stream crossings. Before final design, and in coordination with federal, state and local agencies, VMA will complete a wetland delineation, species/habitat assessment, raptor nest survey and Phase I cultural resources survey to confirm conditions.
Tower characteristics	The proposed structures will be double circuit 345kV tubular steel poles with vertical conductor configuration. Select locations, like crossings, may require alternative structure types such as H-Frames. Refer to VMA - Component T14 - Plano - Emerald Structure Spotting and VMA - Structure Framing Drawings for additional details.
Construction responsibility	Proprietary & confidential
Benefits/Comments	Proprietary & confidential
Component Cost Details - In Current Year \$	
Engineering & design	Proprietary & confidential
Permitting / routing / siting	Proprietary & confidential

ROW / land acquisition	Proprietary & confidential
Materials & equipment	Proprietary & confidential
Construction & commissioning	Proprietary & confidential
Construction management	Proprietary & confidential
Overheads & miscellaneous costs	Proprietary & confidential
Contingency	Proprietary & confidential
Total component cost	\$30,243,494.47
Component cost (in-service year)	\$32,442,036.66

Greenfield Transmission Line Component

Component title	Emerald - Grayslake (T15)
Project description	Proprietary & confidential
Point A	Emerald
Point B	Grayslake
Point C	

	Normal ratings	Emergency ratings
Summer (MVA)	1737.000000	1737.000000
Winter (MVA)	1737.000000	1737.000000
Conductor size and type	2 bundle 954 kcmil (54/7) ACSS Cardinal	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	

General route description	The Emerald to Grayslake component is an approximate 61 mile line running from the proposed Emerald substation in DeKalb County to the existing Grayslake substation in Lake County comprising four counties, DeKalb, Kane, Lake and McHenry, Illinois.
Terrain description	A detailed inspection of USGS topographic and EPA ecoregion maps reveals relatively consistent, low to moderately sloped terrain that presents no material construction access risk. The segment crosses DeKalb, Kane, McHenry, and Lake counties in northeastern Illinois, approximately 61 miles from the Emerald substation to the Grayslake substation across nine USGS 7.5 minute quadrangles. The corridor lies within Level I Ecoregion 8 (Eastern Temperate Forests) and Level II 8.2 (Central USA Plains). At Level III it crosses 8.2.3, Central Corn Belt Plains, to about mile 38, then 8.2.1, Southeastern Wisconsin Till Plains, for its final 23 miles, where the smoother older glacial plain southeast of Woodstock gives way to younger, more irregular moraine and kettle topography. Elevations range from about 733 feet on the Fox River lowland near mile 48 to about 980 feet at mile 27 in southern McHenry County, a relief of roughly 248 feet. Ground slopes range from under 0.5 to about 15 percent (median ~1.3 percent); about 7 percent of the segment exceeds 5 percent slope and about 1 percent exceeds 10 percent, concentrated on the moraine flanks between miles 36 and 49. Over longer intervals, grades are gentler and flat (median ~0.5 percent, maximum ~8.3 percent) allowing standard equipment access throughout. The segment crosses the East Branch South Branch Kishwaukee River, the South Branch Kishwaukee River, the Kishwaukee River, Bogers Brook, Fox River, and Manitou Creek. Wetlands and ponds are concentrated between miles 47 and 51 in McHenry County. These are managed through spanning and standard design, and structures avoid placement in these terrain types. Per the NLCD, cultivated cropland with hay and pasture brings agricultural land to about 76 percent of the corridor, with lesser deciduous forest, developed and open space, emergent and woody wetlands, grassland, open water, barren land, mixed and evergreen forests, and scrub.
Right-of-way width by segment	The majority of the route will have a 150ft wide greenfield ROW, though a narrower ROW width may be utilized in more congested areas. The length of this right of way will be approximately 61 miles.
Electrical transmission infrastructure crossings	See VMA - Component T15 - Route (Google Earth .kmz file) for crossing locations
Civil infrastructure/major waterway facility crossing plan	The location and planned crossing of civil infrastructure/major waterways is provided in VMA - Component T15 - Route (kmz) and VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan attachment.

Environmental impacts	Environmental constraints were evaluated within the vicinity of the proposed T15 centerline and 150-ft ROW by VMA's environmental team and consultants; permitting risk is low. Constraints are manageable through avoidance, minimization, compensatory mitigation and early, frequent agency and public engagement. Preliminary design indicates impacts can be avoided to the greatest extent possible, and unavoidable impacts can be fully mitigated, which results in zero fatal flaws or critical issues for the project. The route crosses wetlands, ponds, marshes and streams, most extensive in the moraine reach around Prairie Grove (McHenry County); all can be spanned and avoided with minimal to no impacts. Multiple FEMA floodplains are crossed; most can be spanned, and any structure in a broad floodplain will be permitted through local and state floodplain permits based on structure-specific hydraulic modeling during final design. Major watercourses crossed include the South Branch Kishwaukee River, the Kishwaukee River, Squaw Creek and the Fox River, a Section 10 navigable river (see VMA-Solution C-Permit Table and VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan). The route crosses about 4.4 miles of protected lands, including Moraine Hills State Park, Lake Defiance Nature Preserve, Black Crown Marsh, the Great Western Trail and Pleasant Valley conservation units, and about ten miles fall within the Kane/McHenry County Swainson's Hawk Habitat and Lake McHenry Wetlands Complex Important Bird Areas. Crossings will be coordinated with IDNR, the Illinois Nature Preserves Commission and other managing agencies; existing infrastructure already crosses these lands, so permitting precedent exists. Permitting risk is low. Impacts to previously recorded cultural and archaeological resources are avoided. Presence/absence surveys for the Rusty Patched Bumble Bee are planned, with restriction windows, agency coordination, and permitting risk and float captured in the schedule. Terrain is low to moderately sloped, so soil disturbance will be covered under IL EPA NPDES ILR10 with a SWPPP and standard BMPs, with added measures on steeper moraine near Green Fox Substation and the Fox River, and at stream and wetland crossings. Before final design, and in coordination with federal, state and local agencies, VMA will complete a wetland delineation, species/habitat assessment, raptor nest survey and Phase I cultural resources survey to confirm conditions.
Tower characteristics	The proposed structures will be double circuit 345kV tubular steel poles with vertical conductor configuration. Select locations, like crossings, may require alternative structure types such as H-Frames. Refer to VMA - Component T15 - Emerald - Grayslake Structure Spotting and VMA - Structure Framing Drawings for additional details.
Construction responsibility	Proprietary & confidential
Benefits/Comments	Proprietary & confidential
Component Cost Details - In Current Year \$	
Engineering & design	Proprietary & confidential
Permitting / routing / siting	Proprietary & confidential
ROW / land acquisition	Proprietary & confidential

Materials & equipment	Proprietary & confidential	
Construction & commissioning	Proprietary & confidential	
Construction management	Proprietary & confidential	
Overheads & miscellaneous costs	Proprietary & confidential	
Contingency	Proprietary & confidential	
Total component cost	\$185,393,989.04	
Component cost (in-service year)	\$198,250,796.95	
Greenfield Substation Component		
Component title	Emerald Substation (S2)	
Project description	Proprietary & confidential	
Substation name	Emerald	
Substation description	New Breaker-and-a-half substation in DeKalb County, Illinois accommodating terminations of the proposed new lines	
Nominal voltage	AC	
Nominal voltage	345	
Transformer Information		
None		
Major equipment description	New proposed Air Insulated Substation (AIS) 345kV substation in a four-bay breaker-and-a-half configuration. Two bays will be completely built out (three breakers each) and two bays will be partially built (two breakers each), for a total of ten breakers and six incoming line positions. All breakers will be 4000A, 63kAIC. Substation will include typical additional equipment (disconnect switches, instrument transformers, control enclosure, etc.).	
	Normal ratings	Emergency ratings
Summer (MVA)	2320.000000	2320.000000

Winter (MVA)

2320.000000

2320.000000

Environmental assessment

Environmental constraints at the proposed Emerald Substation site were evaluated by VMA's environmental team and consultants; permitting risk is low. Impacts will be avoided to the greatest extent possible, and any minimal unavoidable impacts will be fully mitigated, resulting in zero fatal flaws or critical issues. The approximately 5.5-acre site in DeKalb County is cultivated cropland on nearly level ground, limiting grading and disturbance. Desktop review found no FEMA floodplains, NWI or jurisdictional wetlands, NHD streams, landfills or known pollution sources, or known or recorded cultural resources. With no impacts to waters of the US or other natural resources, no major federal action is anticipated. If delineation identifies minor wetland impacts, the substation qualifies as an associated facility under CWA NWP 57, for which NEPA and NHPA compliance was completed programmatically; no formal consultation or additional NEPA or NHPA (SHPO) review is expected. Screening also found no sensitive protected species (threatened, endangered or proposed) and no critical habitat, and no tree clearing is required. VMA will still coordinate voluntarily with federal, state and local agencies and stakeholders, including tribes, through the ICC expedited CPCN process for sound risk management. Although permitting risk is low, the schedule carries surveys, voluntary coordination, seasonal restriction windows and permitting float. Approximately 7.8 acres of disturbance will be covered under IL EPA NPDES ILR10 with a site-specific SWPPP and BMPs (e.g., perimeter silt fence, stabilized construction entrance, sediment basin, temporary and permanent seeding), with inspections through final stabilization. Voluntary coordination with DeKalb County for public safety and ministerial permits is included in the schedule. Before final design, VMA will complete a wetland delineation, Phase I ESA, species/habitat survey, Phase I cultural survey and geotechnical borings to confirm conditions (see VMA-Solution C-Permit Table and VMA-Solution D-Permit Table).

Outreach plan

The Emerald Substation site location has been identified along with potential alternate locations. VMA will reach out to these landowners immediately upon award to discuss the project and provide them with information concerning plans for the substation, the regulatory process and a construction timeline. See VMA - Solution C - Land Acquisition and Stakeholder Management Plan for additional details.

Land acquisition plan

The Emerald Substation site is approximately 5.5 acres and will be located on a larger parcel which VMA has identified as a potential option, along with multiple alternative suitable parcels. The siting of the substation ensures proximity to ComEd's existing 345kV line (for future optionality), and minimizes overall solution transmission line mileage as a "midpoint". Viridon Mid-Atlantic LLC (VMA) will engage with landowners in a manner consistent with the ICC regulatory statutes more further explained in VMA - Solution C - Land Acquisition and Stakeholder Management Plan.

Construction responsibility

Proprietary & confidential

Benefits/Comments

Proprietary & confidential

Component Cost Details - In Current Year \$

Engineering & design	Proprietary & confidential
Permitting / routing / siting	Proprietary & confidential
ROW / land acquisition	Proprietary & confidential
Materials & equipment	Proprietary & confidential
Construction & commissioning	Proprietary & confidential
Construction management	Proprietary & confidential
Overheads & miscellaneous costs	Proprietary & confidential
Contingency	Proprietary & confidential
Total component cost	\$35,443,104.62
Component cost (in-service year)	\$37,169,643.88
Transmission Line Upgrade Component	
Component title	Grayslake - Libertyville (T7)
Project description	Grayslake - Libertyville 345 DCT Re-conductor
Impacted transmission line	Grayslake - Libertyville
Point A	Grayslake
Point B	Libertyville
Point C	

Terrain description	This segment is entirely within existing ROW, mostly vegetated. A detailed inspection of USGS topographic and EPA ecoregion maps reveals gently rolling morainal terrain that presents no material construction or access risk. The segment lies entirely within Lake County in northeastern Illinois, running about 3.6 miles from the Grayslake substation east to the existing Libertyville substation across two USGS 7.5 minute quadrangles. The corridor lies entirely within Level I Ecoregion 8 (Eastern Temperate Forests), Level II 8.2 (Central USA Plains), and Level III 8.2.1, Southeastern Wisconsin Till Plains, and at Level IV entirely within the Kettle Moraines. It stays within the younger, more irregular moraine and kettle topography of the Wisconsin glaciation for its full length. Elevations range from about 833 feet near mile 1 to about 697 feet near mile 3, a relief of roughly 135 feet, reflecting a steady eastward descent off the moraine toward the Des Plaines lowland. Ground slopes range from under 0.5 to about 8 percent (median ~2.3 percent); about 12 percent of the segment exceeds 5 percent slope and none exceeds 10 percent. Over longer intervals the corridor is nearly flat (median ~1.1 percent, maximum ~4.1 percent) allowing standard equipment access throughout. The segment crosses four small unnamed intermittent streams. Localized pockets of wetlands and ponds are very limited and managed through spanning and standard design. Structures can avoid placement in these terrain types. Per the NLCD, this existing corridor runs through approximately 38 percent developed land and open space, 37 percent cultivated cropland and hay and pasture, 16 percent forest, and 6 percent wetland and 3 percent herbaceous grassland, barren land, and open water.	
Existing Line Physical Characteristics		
Operating voltage	345	
Conductor size and type	Per transmission owner system	
Hardware plan description	Incumbent / Transmission Owner to select hardware and OPGW	
Tower line characteristics	Incumbent / Transmission Owner to confirm	
Proposed Line Characteristics		
	Designed	Operating
Voltage (kV)	345.000000	345.000000
	Normal ratings	Emergency ratings
Summer (MVA)	1449.000000	1864.000000
Winter (MVA)	1741.000000	2073.000000
Conductor size and type	Incumbent / Transmission Owner to select conductor to achieve the required ratings	

Shield wire size and type	Incumbent / Transmission Owner to select preferred shield wire
Rebuild line length	4mi
Rebuild portion description	Proposal includes reconductoring the existing Grayslake to Libertyville 345kV line, and any required terminal equipment upgrades needed at Grayslake and Libertyville substation to support the higher ratings.
Right of way	Existing ComEd right of way, no expansion required
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$175,970.32
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$3,227,918.16
Construction & commissioning	\$7,078,281.15
Construction management	\$88,562.32
Overheads & miscellaneous costs	\$79,573.26
Contingency	\$951,334.45
Total component cost	\$11,601,639.66
Component cost (in-service year)	\$12,574,904.82
Transmission Line Upgrade Component	
Component title	Goodings Grove - Lockport (T8)
Project description	Goodings Grove - Lockport 345 DCT Re-conductor
Impacted transmission line	Goodings Grove - Lockport 345

Point A	Goodings Grove	
Point B	Lockport	
Point C		
Terrain description	This segment is entirely existing ROW that is mostly vegetated. A detailed inspection of USGS topographic and EPA ecoregion maps reveals consistently low relief, gently undulating terrain that presents no material access risk. The segment crosses Will County in northeastern Illinois.	
Existing Line Physical Characteristics		
Operating voltage	345	
Conductor size and type	Per transmission owner system	
Hardware plan description	Incumbent / Transmission Owner to select hardware and OPGW	
Tower line characteristics	Incumbent / Transmission Owner to confirm	
Proposed Line Characteristics		
	Designed	Operating
Voltage (kV)	345.000000	345.000000
	Normal ratings	Emergency ratings
Summer (MVA)	1850.000000	2320.000000
Winter (MVA)	1850.000000	2320.000000
Conductor size and type	Incumbent / Transmission Owner to select conductor to achieve the required ratings	
Shield wire size and type	Incumbent / Transmission Owner to select preferred shield wire	
Rebuild line length	9mi	
Rebuild portion description	Proposal includes reconductoring the existing Goodings Grove to Lockport 345kV line, and any required terminal equipment upgrades needed at Goodings Grove and Lockport substation to support the higher ratings.	

Right of way	Existing ComEd right of way, no expansion required
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$307,054.15
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$5,632,459.54
Construction & commissioning	\$12,351,035.63
Construction management	\$154,534.17
Overheads & miscellaneous costs	\$138,848.99
Contingency	\$1,660,002.68
Total component cost	\$20,243,935.16
Component cost (in-service year)	\$22,041,004.43
Transmission Line Upgrade Component	
Component title	Dresden - Kendall (T9)
Project description	Dresden - Kendall 345 kV Blue Re-conductor
Impacted transmission line	Dresden - Kendall 345
Point A	Dresden
Point B	Kendall
Point C	

Terrain description	This segment is entirely existing ROW that is mostly vegetated. A detailed inspection of USGS topographic and EPA ecoregion maps reveals consistently low relief, gently undulating terrain that presents no material access risk. The segment crosses Grundy and Kendall counties in northeastern Illinois.	
Existing Line Physical Characteristics		
Operating voltage	345	
Conductor size and type	Per transmission owner system	
Hardware plan description	Incumbent / Transmission Owner to select hardware and OPGW	
Tower line characteristics	Incumbent / Transmission Owner to confirm	
Proposed Line Characteristics		
	Designed	Operating
Voltage (kV)	345.000000	345.000000
	Normal ratings	Emergency ratings
Summer (MVA)	1300.000000	1600.000000
Winter (MVA)	1300.000000	1600.000000
Conductor size and type	Incumbent / Transmission Owner to select conductor to achieve the required ratings	
Shield wire size and type	Incumbent / Transmission Owner to select preferred shield wire	
Rebuild line length	8mi	
Rebuild portion description	Proposal includes reconductoring the existing Dresden to Kendall 345kV line, and any required terminal equipment upgrades needed at Dresden and Kendall substation to support the higher ratings.	
Right of way	Existing ComEd right of way, no expansion required	
Construction responsibility	ComEd	
Benefits/Comments		

Component Cost Details - In Current Year \$

Engineering & design	\$260,934.37
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$4,786,459.45
Construction & commissioning	\$10,495,899.83
Construction management	\$131,323.01
Overheads & miscellaneous costs	\$117,993.76
Contingency	\$1,410,668.90
Total component cost	\$17,203,279.32
Component cost (in-service year)	\$18,730,427.27

Substation Upgrade Component

Component title	Plano (S3)
Project description	Plano substation modifications to interconnect a new double circuit 345kV line
Substation name	Plano
Substation zone	ComEd
Substation upgrade scope	Add two 345kV breakers and associated equipment to connect two new 345 kV lines

Transformer Information

None	
New equipment description	Add two 345kV, 4000A, 63kAIC breakers to create two new line positions.

Substation assumptions	Assumes the scope described in the 09-09-2025 TEAC from COMED-2024-014 and aligns with the provided modeling. Assumes the two LaSalle Lines are re-terminated on line positions located further south on the bus to make space for Data Center line exits to the west. The new lines would exit the station to the east making use of the area previously occupied with the LaSalle line exists.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$290,187.94
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$2,536,253.92
Construction & commissioning	\$4,019,277.06
Construction management	\$292,444.70
Overheads & miscellaneous costs	\$46,982.21
Contingency	\$641,810.41
Total component cost	\$7,826,956.24
Component cost (in-service year)	\$8,521,761.00
Substation Upgrade Component	
Component title	Grayslake (S4)
Project description	Grayslake substation modifications to interconnect a new double circuit 345kV line
Substation name	Grayslake
Substation zone	ComEd

Substation upgrade scope	Add two 345kV breakers and associated equipment to connect two new 345 kV lines
Transformer Information	
None	
New equipment description	Add two 345kV, 5000A, 63kAIC breakers to create two new line positions.
Substation assumptions	Assumes station has at least two available positions in separate bays (substation currently planned not yet built)
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property (substation not yet built)
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$386,561.55
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$3,378,563.01
Construction & commissioning	\$5,354,109.33
Construction management	\$389,567.80
Overheads & miscellaneous costs	\$62,585.36
Contingency	\$854,960.50
Total component cost	\$10,426,347.55
Component cost (in-service year)	\$11,351,902.20
Substation Upgrade Component	
Component title	Nelson (S5)

Project description	Nelson substation modifications to interconnect a new double circuit 345kV line
Substation name	Nelson
Substation zone	ComEd
Substation upgrade scope	Add four new 345 kV breakers and associated equipment to connect two new 345 kV lines
Transformer Information	
None	
New equipment description	Add two 345kV, 4000A, 63kAIC breakers to create two new line positions in the existing ring. Add two new 345 kV, 4000A, 63kAIC line breakers.
Substation assumptions	Assumes existing ring can accommodate additional line positions.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery,
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$506,217.74
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$4,424,362.82
Construction & commissioning	\$7,011,419.42
Construction management	\$510,154.55
Overheads & miscellaneous costs	\$81,958.02
Contingency	\$1,119,604.82
Total component cost	\$13,653,717.37

Component cost (in-service year)	\$14,840,044.65
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Substation Upgrade Component

Component title	Itasca (S7)
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Project description	Addition of two 1% series reactors on the Itasca - Pine 138 kV lines
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Substation name	Itasca
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Substation zone	ComEd
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Substation upgrade scope	Add two new 1% Series Reactors and associated Equipment on the Itasca-Pine 138 kV lines.
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Transformer Information

None

New equipment description	Add a 1% series reactor on 100 MVA base (1.9 ohm, 0.01pu), with a 3000A, 63AIC bypass breaker on each of the Pine - Itasca 138 kV circuits (Red and Blue), at Itasca.
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Substation assumptions	Assumes there is available space on the 138 kV side of Itasca. The station appears to have ample room.
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Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery,
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Construction responsibility	ComEd
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Benefits/Comments

Component Cost Details - In Current Year \$

Engineering & design	\$608,706.76
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Permitting / routing / siting	\$.00
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ROW / land acquisition	\$.00
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Materials & equipment	\$5,320,120.88
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Construction & commissioning	\$8,430,953.87
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Construction management	\$613,440.62
Overheads & miscellaneous costs	\$98,551.27
Contingency	\$1,346,280.41
Total component cost	\$16,418,053.81
Component cost (in-service year)	\$17,875,496.72

Substation Upgrade Component

Component title	Elk Grove (S8)
Project description	Elk Grove 345 kV Station Modifications
Substation name	Elk Grove
Substation zone	ComEd
Substation upgrade scope	Modify the scope of S3582.2 and B3981.1 to install larger 345/138 kV transformers for the three that have been proposed

Transformer Information

	Name	Capacity (MVA)
Transformer	81	600
	High Side	Low Side Tertiary
Voltage (kV)	345	138 TBD
	Name	Capacity (MVA)
Transformer	82	600
	High Side	Low Side Tertiary
Voltage (kV)	345	138 TBD

	Name	Capacity (MVA)
Transformer	83	600
	High Side	Low Side Tertiary
Voltage (kV)	345	138 TBD
New equipment description	Modify the MVA rating of all three 345/138 kV transformers planned for Elk Grove (ComEd projects s3582.2 and b3981.1) to 600 MVA, with a 12.6%Z to achieve similar impedance with the new ratings.	
Substation assumptions	Assumes no delay to in-service date with this change in transformer rating.	
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery,	
Construction responsibility	ComEd	
Benefits/Comments		
Component Cost Details - In Current Year \$		
Engineering & design	\$333,679.07	
Permitting / routing / siting	\$.00	
ROW / land acquisition	\$.00	
Materials & equipment	\$2,916,368.07	
Construction & commissioning	\$4,621,655.26	
Construction management	\$336,274.06	
Overheads & miscellaneous costs	\$54,023.54	
Contingency	\$738,000.00	
Total component cost	\$9,000,000.00	
Component cost (in-service year)	\$9,798,936.73	

Substation Upgrade Component

Component title	Lockport (S9)
Project description	Terminal equipment upgrades
Substation name	Lockport
Substation zone	ComEd
Substation upgrade scope	Upgrade any necessary terminal equipment on both the Lockport-Lisle Lines
Transformer Information	
None	
New equipment description	Upgrade any equipment on both Lockport - Lisle line terminals (Blue and Red) to accommodate the provided conductor ratings.
Substation assumptions	Assumes existing major equipment is capable of the new ratings, and that only minor equipment (jumpers, fittings) need to be replaced.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery,
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$22,168.94
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$193,757.40
Construction & commissioning	\$307,053.11
Construction management	\$22,341.35

Overheads & miscellaneous costs	\$3,589.21
Contingency	\$49,031.18
Total component cost	\$597,941.19
Component cost (in-service year)	\$651,020.86
Substation Upgrade Component	
Component title	Lisle (S10)
Project description	Terminal equipment upgrades
Substation name	Lisle
Substation zone	ComEd
Substation upgrade scope	Upgrade any necessary terminal equipment on both the Lockport-Lisle Lines
Transformer Information	
None	
New equipment description	Upgrade any equipment on both Lockport - Lisle line terminals (Blue and Red) to accommodate the provided conductor ratings.
Substation assumptions	Assumes existing major equipment is capable of the new ratings, and that only minor equipment (jumpers, fittings) need to be replaced.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$22,168.94
Permitting / routing / siting	\$.00

ROW / land acquisition	\$.00
Materials & equipment	\$193,757.40
Construction & commissioning	\$307,053.11
Construction management	\$22,341.35
Overheads & miscellaneous costs	\$3,589.21
Contingency	\$49,031.18
Total component cost	\$597,941.19
Component cost (in-service year)	\$651,020.86

Substation Upgrade Component

Component title	Lombard (S11)
Project description	Lombard 345 kV Station Modifications
Substation name	Lombard
Substation zone	ComEd
Substation upgrade scope	Upgrade any necessary station equipment to achieve the provided transformer ratings on the Lombard 345/138 kV #82 and #84. Also Upgrade Lombard Bus-Tie 3B-4B to achieve higher capability.
Transformer Information	
None	
New equipment description	Upgrade any equipment on the Lombard 345/138 kV transformer terminals (#82 and #84) to accommodate the provided transformer ratings. Upgrade Lombard 3B-4B 345 kV bus-tie to achieve 3000A capability.
Substation assumptions	Assumes existing major equipment is capable of the new ratings, and that only minor equipment (jumpers, fittings) need to be replaced.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.

Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$37,337.16
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$326,328.24
Construction & commissioning	\$517,142.08
Construction management	\$37,627.53
Overheads & miscellaneous costs	\$6,044.99
Contingency	\$82,578.82
Total component cost	\$1,007,058.82
Component cost (in-service year)	\$1,096,456.19
Substation Upgrade Component	
Component title	Butterfield (S12)
Project description	Butterfield 138 kV Station Modifications
Substation name	Butterfield
Substation zone	ComEd
Substation upgrade scope	Upgrade any necessary equipment on the Butterfield - York Line (Red)
Transformer Information	
None	

New equipment description	Upgrade any equipment on the Butterfield - York Line (Red) to accommodate the provided conductor ratings.
Substation assumptions	Assumes existing major equipment is capable of the new ratings, and that only minor equipment (jumpers, fittings) need to be replaced.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$18,201.87
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$159,085.02
Construction & commissioning	\$252,106.76
Construction management	\$18,343.42
Overheads & miscellaneous costs	\$2,946.93
Contingency	\$40,257.18
Total component cost	\$490,941.18
Component cost (in-service year)	\$534,522.39
Substation Upgrade Component	
Component title	York (S13)
Project description	York 138 kV Station Modifications
Substation name	York

Substation zone	ComEd
Substation upgrade scope	Upgrade any necessary equipment on the Butterfield - York Line (Red)
Transformer Information	
None	
New equipment description	Upgrade any equipment on the Butterfield - York Line (Red) to accommodate the provided conductor ratings.
Substation assumptions	Assumes existing major equipment is capable of the new ratings, and that only minor equipment (jumpers, fittings) need to be replaced.
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$18,201.87
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$159,085.02
Construction & commissioning	\$252,106.76
Construction management	\$18,343.42
Overheads & miscellaneous costs	\$2,946.93
Contingency	\$40,257.18
Total component cost	\$490,941.18
Component cost (in-service year)	\$534,522.39

Substation Upgrade Component

Component title	East Frankfort (S17)
Project description	Terminal equipment upgrades
Substation name	East Frankfort
Substation zone	ComEd
Substation upgrade scope	Upgrade terminal equipment on East Frankfort - Goodings Grove 345 kV double circuit line (Red and Blue circuits).

Transformer Information

None	
New equipment description	Upgrade terminal equipment on East Frankfort - Goodings Grove 345 kV double circuit line (Red and Blue circuits).
Substation assumptions	Assumes replacement of two 345 kV breakers (to 4000A), and associated terminal equipment (switches, jumpers, bus, ITs, etc.).
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd

Benefits/Comments

Component Cost Details - In Current Year \$

Engineering & design	\$264,157.33
Permitting / routing / siting	\$.00
ROW / land acquisition	\$.00
Materials & equipment	\$2,308,745.41
Construction & commissioning	\$3,658,737.55
Construction management	\$266,211.66

Overheads & miscellaneous costs	\$42,767.78
Contingency	\$584,238.36
Total component cost	\$7,124,858.09
Component cost (in-service year)	\$7,757,337.07
Substation Upgrade Component	
Component title	Goodings Grove (S18)
Project description	Terminal equipment upgrades
Substation name	Goodings Grove
Substation zone	ComEd
Substation upgrade scope	Upgrade terminal equipment on East Frankfort - Goodings Grove 345 kV double circuit line (Red and Blue circuits).
Transformer Information	
None	
New equipment description	Upgrade terminal equipment on East Frankfort - Goodings Grove 345 kV double circuit line (Red and Blue circuits).
Substation assumptions	Assumes costs are captured in planned GIS rebuild of Goodings Grove
Real-estate description	Upgrades are expected to fit fully within existing fence line on transmission-owner owned property, based on publicly available parcel data and imagery.
Construction responsibility	ComEd
Benefits/Comments	
Component Cost Details - In Current Year \$	
Engineering & design	\$.00
Permitting / routing / siting	\$.00

ROW / land acquisition	\$.00
Materials & equipment	\$.00
Construction & commissioning	\$.00
Construction management	\$.00
Overheads & miscellaneous costs	\$.00
Contingency	\$.00
Total component cost	\$.00
Component cost (in-service year)	\$.00

Greenfield Transmission Line Component

Component title	Nelson - Emerald (T13)
Project description	Proprietary & confidential
Point A	Nelson
Point B	Emerald
Point C	

	Normal ratings	Emergency ratings
Summer (MVA)	1737.000000	1737.000000
Winter (MVA)	1737.000000	1737.000000
Conductor size and type	2 bundle 954 kcmil (54/7) ACSS Cardinal	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	

General route description	The Nelson to Emerald component is an approximate 52 mile line running from the proposed Emerald substation in DeKalb County to the existing Nelson substation in Lee County comprising two counties, Lee and DeKalb, Illinois. Study area and evaluated alternatives are described in attachment VMA - Routing Study.
Terrain description	A detailed inspection of USGS topographic and EPA ecoregion maps reveals consistently flat to gently sloped terrain that presents no material construction or access risk. The segment crosses Lee and DeKalb counties in northern Illinois, running about 52 miles from the Nelson substation east to the Emerald substation across nine USGS 7.5 minute quadrangles. The corridor lies entirely within Level I Ecoregion 8 (Eastern Temperate Forests), Level II 8.2 (Central USA Plains), and Level III 8.2.3, Central Corn Belt Plains. The route stays on level to gently undulating till plain throughout. Elevations range from about 658 feet near the Nelson terminus to about 971 feet at mile 34 in eastern Lee County, a relief of roughly 312 feet gained gradually from west to east. Ground slopes range from under 0.5 to about 8.5 percent (median ~1.2 percent); about 2 percent of the segment exceeds 5 percent slope and none exceeds 10 percent. Over longer intervals, grades are gentler and flat (median ~0.4 percent, maximum ~3.3 percent) allowing standard equipment access throughout. The segment crosses the Green River, the South Branch Kishwaukee River, Somonauk Creek, Little Rock Creek, and West Branch Big Rock Creek. Localized pockets of wetlands and ponds are very limited and managed through spanning and standard design. Structures avoid placement in these terrain types. Per the NLCD, cultivated cropland brings agricultural land to about 94 percent of the corridor, with lesser developed and open space and minor forest, water, and wetland.
Right-of-way width by segment	The majority of the route will have a 150ft wide greenfield ROW, though a narrower ROW width may be utilized in more congested areas. The length of this right of way will be approximately 52 miles.
Electrical transmission infrastructure crossings	See VMA - Component T13 - Route (Google Earth .kmz file) for crossing locations
Civil infrastructure/major waterway facility crossing plan	The location and planned crossing of civil infrastructure/major waterways is provided in VMA - Component T13 - Route (kmz) and VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan attachment.

Environmental impacts	Environmental constraints were evaluated within the vicinity of the proposed T13 centerline and 150-ft ROW and are manageable through avoidance, minimization, compensatory mitigation and early, frequent agency and public engagement. Preliminary design indicates impacts can be avoided to the greatest extent possible, and unavoidable impacts can be fully mitigated, which results in zero fatal flaws or critical issues for the project. Permitting risk is low. The route crosses Lee and DeKalb counties through almost entirely cultivated cropland; the few wetlands and streams crossed are mostly riverine and can be spanned with minimal to no impacts. Multiple FEMA floodplains are crossed; most can be spanned, and any structure placed within a broad floodplain will be permitted through local and state floodplain permits based on structure-specific hydraulic modeling during final design. Major watercourses crossed include Fivemile Branch, the Green River, the South Branch Kishwaukee River, Somonauk Creek, Little Rock Creek, West Branch Big Rock Creek and Battle Creek; none are Section 10 navigable waters (see VMA-Solution C-Permit Table and VMA-Solution C-Civil Infrastructure Major Waterway Facility Crossing Plan). No protected lands, USFWS critical habitat or Important Bird Areas are crossed. Impacts to previously recorded cultural and archaeological resources are avoided. The species/habitat assessment will confirm the absence of listed species habitat, with any presence/absence surveys, restriction windows and agency coordination captured in the schedule. Drainage district data are not publicly available for Lee or DeKalb County, so drainage districts and farm tile will be identified and coordinated with landowners and districts during design. Terrain is flat to gently sloped, so soil disturbance will be covered under an IL EPA NPDES ILR10 construction stormwater permit with a SWPPP and standard BMPs, with added measures at stream crossings. In coordination with federal, state and local agencies, VMA will complete a wetland delineation, species/habitat assessment, raptor nest survey and Phase I cultural resources survey.
Tower characteristics	The proposed structures will be double circuit 345kV tubular steel poles with vertical conductor configuration. Select locations, like crossings, may require alternative structure types such as H-Frames. Refer to VMA - Component T13 - Nelson - Emerald Structure Spotting and VMA - Structure Framing Drawings for additional details.
Construction responsibility	Proprietary & confidential
Benefits/Comments	Proprietary & confidential
Component Cost Details - In Current Year \$	
Engineering & design	Proprietary & confidential
Permitting / routing / siting	Proprietary & confidential
ROW / land acquisition	Proprietary & confidential
Materials & equipment	Proprietary & confidential
Construction & commissioning	Proprietary & confidential

Construction management	Proprietary & confidential
Overheads & miscellaneous costs	Proprietary & confidential
Contingency	Proprietary & confidential
Total component cost	\$129,378,458.81
Component cost (in-service year)	\$138,330,724.75

Congestion Drivers

None

Existing Flowgates

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N0-ST1	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345/345	222/222	Summer Baseline	Excluded
2026W1-N1-ST6	270812	LOMBARD ;3B	270724	ELK GROVE; B	1	345/345	222/222	Summer Baseline	Included
2026W1-N1-ST22	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222/222	Summer Baseline	Included
2026W1-N1-ST21	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222/222	Summer Baseline	Included
2026W1-N1-ST9	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-N1-ST5	270812	LOMBARD ;3B	270724	ELK GROVE; B	1	345/345	222/222	Summer Baseline	Included
2026W1-N1-ST4	270812	LOMBARD ;3B	270724	ELK GROVE; B	1	345/345	222/222	Summer Baseline	Included
2026W1-N1-ST2	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-N1-ST8	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-N1-ST12	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222/222	Summer Baseline	Included
2026W1-N1-ST17	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345/345	222/222	Summer Baseline	Excluded
2026W1-N1-ST10	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-GD-LL66	272803	W PLAEXCLUDED_FROM_COMPETITION	272201	W PLAEXCLUDED_FROM_COMPETITION	1	138/138	222/222	Light Load Gen Deliv	Included
2026W1-GD-LL67	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138/138	222/222	Light Load Gen Deliv	Included
2026W1-GD-LL1	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138/138	222/222	Light Load Gen Deliv	Included
2026W1-GD-LL2	272803	W PLAEXCLUDED_FROM_COMPETITION	272201	W PLAEXCLUDED_FROM_COMPETITION	1	138/138	222/222	Light Load Gen Deliv	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-GD-LL69	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL70	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL68	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL73	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL143	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL72	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL71	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL156	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL157	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL158	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL159	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	272803	W PLAEXCLUDED_FROM_COMPETITION ; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL74	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL75	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL76	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL77	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL78	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL79	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL80	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL81	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL82	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL8	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL15	272444	SANDWICH ; B	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-LL89	272444	SANDWICH ; B	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-LL90	272444	SANDWICH ; B	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-S53	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer Gen Deliv	Included
2026W1-GD-S210	270814	LOMBARD ;4B	270812	LOMBARD ;3B	Z1	345	222	Summer Gen Deliv	Excluded
2026W1-IPD-S4	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer IPD	Included
2026W1-IPD-S5	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer IPD	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-IPD-S8	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer IPD	Included
2026W1-IPD-S15	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S16	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S17	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S18	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S19	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S20	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S21	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S22	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S24	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S25	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S26	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S27	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S28	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S29	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S30	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S31	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S52	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S53	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S55	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S56	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S60	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S63	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S64	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S66	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	Summer IPD	Excluded
2026W1-IPD-S71	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S72	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S75	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST1	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST3	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST4	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST8	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST9	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST10	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST11	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST12	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST13	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST14	270809	LISLE ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST15	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST18	270809	LISLE ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST19	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST20	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST21	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST22	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST23	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST25	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST26	270716	DRESDEN ; B	274702	KENDALL ;BU	1	345	222	Summer N-1-1	Included
2026W1-N11-ST28	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST29	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST30	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST34	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST35	270809	LISLE ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST36	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST37	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST38	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST39	270809	LISLE ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST40	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST41	270809	LISLE ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST42	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST43	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST44	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST45	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST47	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST48	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST55	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST56	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST57	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST58	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST60	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST61	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST62	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST63	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST64	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST65	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST68	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST69	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST70	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST71	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST72	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST73	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST76	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST77	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST78	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST80	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST85	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST87	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST88	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST89	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST90	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST91	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST92	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST93	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST95	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST96	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST97	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST98	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST99	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST100	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST101	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST103	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST108	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST109	270724	ELK GROVE; B	270812	LOMBARD ;3B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST110	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST113	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST114	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST119	272457	ELK GROVE; R	998470	ELK GROVE 81	1	138	222	Summer N-1-1	Included
2026W1-N11-ST120	272457	ELK GROVE; R	998470	ELK GROVE 81	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST121	270725	ELK GROVE; R	998470	ELK GROVE 81	1	345/138	222	Summer N-1-1	Excluded
2026W1-N11-ST122	270725	ELK GROVE; R	998470	ELK GROVE 81	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST123	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST124	270998	ANTIOCH ;BT	272386	ROUND LK ; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST125	272465	SILVER LK; R	272791	WILSON RD; R	1	138	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST126	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST127	272456	ELK GROVE; B	998471	ELK GROVE 82	1	138	222	Summer N-1-1	Included
2026W1-N11-ST128	270724	ELK GROVE; B	998471	ELK GROVE 82	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST130	272465	SILVER LK; R	272791	WILSON RD; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST131	272456	ELK GROVE; B	998471	ELK GROVE 82	1	138	222	Summer N-1-1	Included
2026W1-N11-ST132	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST133	270981	ALPINE ;RT	271083	BELVIDERE; R	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST134	270724	ELK GROVE; B	998471	ELK GROVE 82	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST135	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST136	272486	S ELGIN ;BT	272740	WAYNE ; B	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST137	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST138	271064	BARTLETT ;BT	272546	SPAULDING;1B	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST139	271555	GLENDALE ;RT	271923	LOMBARD ; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST140	270998	ANTIOCH ;BT	272386	ROUND LK ; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST141	271555	GLENDALE ;RT	271923	LOMBARD ; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST144	271064	BARTLETT ;BT	272546	SPAULDING;1B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST145	272486	S ELGIN ;BT	272740	WAYNE ; B	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST146	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST147	272486	S ELGIN ;BT	272740	WAYNE ; B	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST148	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST151	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST153	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST154	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST155	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST156	272465	SILVER LK; R	272791	WILSON RD; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST157	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST158	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST162	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST163	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST164	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST165	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST166	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST167	272387	ROUND LK ; R	272791	WILSON RD; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST168	275213	SILVER LK;2M	272464	SILVER LK; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST169	272457	ELK GROVE; R	998470	ELK GROVE 81	1	138	222	Summer N-1-1	Included
2026W1-N11-ST170	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST171	271052	BEDFORD P;4B	271216	CLEARING ;BT	1	138	222	Summer N-1-1	Excluded
2026W1-N11-ST172	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST173	270725	ELK GROVE; R	998470	ELK GROVE 81	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST174	270781	ITASCA ; R	271735	ITASCA ;3R	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST175	270781	ITASCA ; R	271735	ITASCA ;3R	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST176	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST177	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST178	270883	SILVER LK; R	275213	SILVER LK;2M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST179	272465	SILVER LK; R	272791	WILSON RD; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST180	271554	GLENDALE ;BT	271924	LOMBARD ;6B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST185	270999	ANTIOCH ;RT	272389	RL BEACH ; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST186	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST188	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST189	270998	ANTIOCH ;BT	272388	RL BEACH ; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST190	270998	ANTIOCH ;BT	272386	ROUND LK ; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST191	272457	ELK GROVE; R	998470	ELK GROVE 81	1	138	222	Summer N-1-1	Included
2026W1-N11-ST194	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST195	270725	ELK GROVE; R	998470	ELK GROVE 81	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST196	271131	BUTTERFIE; R	272855	YORK ;RT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST199	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST200	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST202	271555	GLENDALE ;RT	272109	EXCLUDED_FROM_COMPETITION	1	138	222, R	Summer N-1-1	Included
2026W1-N11-ST207	270808	LISLE ; B	270810	LOCKPORT ; B	1	345	222	Summer N-1-1	Included
2026W1-N11-ST208	271052	BEDFORD P;4B	271216	CLEARING ;BT	1	138	222	Summer N-1-1	Included
2026W1-N11-ST209	270781	ITASCA ; R	998462	ITASCA 84	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST210	272457	ELK GROVE; R	998470	ELK GROVE 81	1	138	222	Summer N-1-1	Included
2026W1-N11-ST211	270781	ITASCA ; R	998462	ITASCA 84	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST212	270999	ANTIOCH ;RT	272389	RL BEACH ; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST214	271739	ITASCA ;4R	998462	ITASCA 84	1	138	222	Summer N-1-1	Included
2026W1-N11-ST215	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer N-1-1	Included
2026W1-N11-ST216	271739	ITASCA ;4R	998462	ITASCA 84	1	138	222	Summer N-1-1	Included
2026W1-N11-ST218	271555	GLENDALE ;RT	272109	EXCLUDED_FROM_COMPETITION	1	138	222, R	Summer N-1-1	Included
2026W1-N11-ST220	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST221	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST222	271342	DIERKING ; B	272146	GREENLEAF; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST224	270883	SILVER LK; R	270917	WAYNE ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST225	270883	SILVER LK; R	270917	WAYNE ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST227	271342	DIERKING ; B	272146	GREENLEAF; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST228	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST229	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST230	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST231	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST232	271343	DIERKING ; R	272147	GREENLEAF; R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST233	271437	PINE ; R	271737	ITASCA ;6R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST234	271437	PINE ; R	271737	ITASCA ;6R	1	138	222	Summer N-1-1	Included
2026W1-N11-ST235	271342	DIERKING ; B	272146	GREENLEAF; B	1	138	222	Summer N-1-1	Included
2026W1-N11-ST238	271436	PINE ; B	271736	ITASCA ;12	1	138	222	Summer N-1-1	Included
2026W1-N11-ST239	271437	PINE ; R	271737	ITASCA ;6R	1	138	222	Summer N-1-1	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-ComEd-T1	270809	LISLE ; R	270811	LOCKPORT ; R	1	345	222	FERC 715	Excluded
2026W1-ComEd-T2	270812	LOMBARD ;3B	270814	LOMBARD ;4B	Z1	345	222	FERC 715	Excluded
2026W1-GD-LL65	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-LL144	272803	W PLAEXCLUDED_FROM_COMPETITION; R	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-LL9	270694	CHERRY VA; B	270908	PRAIRIE ; B	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL11	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL10	270908	PRAIRIE ; B	270883	SILVER LK; R	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL146	272444	SANDWICH ; B	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-LL88	272444	SANDWICH ; B	272054	MILLER RD; R	1	138	222	Light Load Gen Deliv	Included
2026W1-GD-S211	270814	LOMBARD ;4B	270812	LOMBARD ;3B	Z1	345	222	Summer Gen Deliv	Excluded
2026W1-GD-S532	270814	LOMBARD ;4B	270812	LOMBARD ;3B	Z1	345	222	Summer Gen Deliv	Excluded
2026W1-GD-S213	270814	LOMBARD ;4B	270812	LOMBARD ;3B	Z1	345	222	Summer Gen Deliv	Excluded
2026W1-GD-S534	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S233	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S537	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S232	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S44	270814	LOMBARD ;4B	270812	LOMBARD ;3B	Z1	345	222	Summer Gen Deliv	Excluded
2026W1-N11-WNC1	N/A	N/A	N/A	N/A	N/A	N/A	222	Winter N-1-1	Included
2026W1-GD-S174	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S175	270724	ELK GROVE; B	271442	ELK GRV E; B	1	345/138	222	Summer Gen Deliv	Included

New Flowgates

None

Financial Information

Capital spend start date 02/2027

Construction start date 04/2030

Project Duration (In Months)	52
Cost Containment Commitment	
Cost cap (in current year)	Proprietary & confidential
Cost cap (in-service year)	Proprietary & confidential
Components covered by cost containment	
1. Plano - Emerald (T14) - PROPOSER	
2. Emerald - Grayslake (T15) - PROPOSER	
3. Emerald Substation (S2) - PROPOSER	
4. Nelson - Emerald (T13) - PROPOSER	
Cost elements covered by cost containment	
Engineering & design	Yes
Permitting / routing / siting	Yes
ROW / land acquisition	Yes
Materials & equipment	Yes
Construction & commissioning	Yes
Construction management	Yes
Overheads & miscellaneous costs	Yes
Taxes	Yes
AFUDC	No
Escalation	No
Additional Information	Proprietary & confidential
Is the proposer offering a binding cap on ROE?	Yes

Would this ROE cap apply to the determination of AFUDC?	Yes
Would the proposer seek to increase the proposed ROE if FERC finds that a higher ROE would not be unreasonable?	No
Is the proposer offering a Debt to Equity Ratio cap?	Proprietary & confidential
Additional cost containment measures not covered above	Proprietary & confidential

Additional Comments

VMA is delighted to be participating in this window, and we are always at your disposal to answer any clarifying questions, or consider ways to improve this proposal.