

INDIANA

General Information

Proposing entity name	Confidential Information
Does the entity who is submitting this proposal intend to be the Designated Entity for this proposed project?	Confidential Information
Company proposal ID	Confidential Information
PJM Proposal ID	859
Project title	INDIANA
Project description	The project adds the Sullivan-Collins 765 kV line, the CHIHUB 345 kV switching station and underground connections to McCook, Bedford Park and Golf Mill, plus overhead 345 kV lines between Elwood and Joliet, Byron and Pleasant Valley, and Nelson and Plano. Related substation and existing transmission-line upgrades are included.
Email	Confidential Information
Project in-service date	06/2031
Tie-line impact	Yes
Interregional project	No
Is the proposer offering a binding cap on capital costs?	Yes
Additional benefits	Confidential Information

Project Components

1. Sullivan-Collins 765 kV Transmission Line
2. Sullivan Substation Upgrade
3. Collins Substation Upgrade
4. Joliet Substation Upgrade

5. Elwood Substation Upgrade
6. East Frankfort Substation Upgrade
7. Goodings Grove Substation Upgrade
8. McCook Substation Upgrade
9. Bedford Park Substation Upgrade
10. Golf Mill Substation Upgrade
11. Byron Substation Upgrade
12. Pleasant Valley Substation Upgrade
13. Nelson Substation Upgrade
14. Plano Substation Upgrade
15. Crawford-Goodings Grove 345 kV Loop-In
16. Silver Lake-Wilson Road Red 138 kV Upgrade
17. Pleasant Valley-McHenry/Crystal Lake 138 kV Reconductoring
18. CHIHUB 345 kV Substation
19. Elwood-Joliet Double Circuit 345 kV Line
20. CHIHUB-McCook 345 kV Underground Line
21. CHIHUB-Bedford Park 345 kV Underground Line
22. CHIHUB-Golf Mill 345 kV Underground Line
23. Byron-Pleasant Valley 345 kV Transmission Line
24. Nelson-Plano 345 kV Transmission Line

Greenfield Transmission Line Component

Component title	Sullivan-Collins 765 kV Transmission Line
Project description	Confidential Information
Point A	Sullivan
Point B	Collins
Point C	

	Normal ratings	Emergency ratings
Summer (MVA)	5967.000000	5967.000000
Winter (MVA)	5967.000000	5967.000000
Conductor size and type	Six 954 kcmil ACSR/TW/MA3 Cardinal subconductors per phase with 15-inch bundle spacing	
Nominal voltage	AC	
Nominal voltage	765	
Line construction type	Overhead	
General route description	The preliminary route extends approximately 186 miles northwest from Sullivan Substation in Indiana to Collins Substation in Grundy County, Illinois. It crosses the Wabash River valley and traverses Sullivan and Vigo counties in Indiana and Clark, Edgar, Vermilion, Champaign, Iroquois, Ford, Livingston and Grundy counties in Illinois.	
Terrain description	The route traverses predominantly level to gently rolling plains, with localized slopes and lower terrain along river and stream valleys.	
Right-of-way width by segment	Approximately 186 miles of new ROW, with an assumed width of 225 feet.	
Electrical transmission infrastructure crossings	Collins–Kendall County Generation 345 kV, Darwin–Breed 345 kV, Dresden–Collins 345 kV, Dresden–Mole Creek 345 kV, Gilman–Paxton East 69 kV, Goodings Grove–Katydid Road 345 kV, Goodings Grove–Powerton 345 kV, Hutsonville–Paris South 69 kV, Kansas–Paris South 138 kV, Kendall County Generation–Tazewell 345 kV, La Salle–Braidwood 345 kV, Mazon–Dresden 138 kV, Paxton–Gilman 138 kV, Paxton–Hoopeston 138 kV, Plano–Collins 765 kV, Pontiac Midpoint–Dresden 345 kV, Vermillion–North Champaign 138 kV, Vermillion–North Champaign 69 kV, Wilton Center–Streator Cayuga Ridge Wind Farm 345 kV	
Civil infrastructure/major waterway facility crossing plan	Major crossings include Interstates 55, 57, 74 and 70; U.S. Highways 24, 45, 136, 150, 36 and 40; and several state highways and railroad corridors. Waterway crossings include the Wabash River, Mazon River and its forks, Middle Fork Vermilion River, Salt Fork and Little Vermilion River. Overhead spans will be designed to maintain applicable clearances. The Proposer will coordinate crossing designs and construction activities with facility owners and highway, railroad and waterway authorities, and obtain crossing agreements and authorizations as applicable.	

Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the Illinois portion of the project. The Proposer will coordinate with the Indiana Utility Regulatory Commission to address applicable Indiana utility approvals. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, structure locations and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois and Indiana Departments of Natural Resources, Illinois Environmental Protection Agency, Indiana Department of Environmental Management and applicable local agencies to obtain necessary authorizations. Construction plans will address stormwater, erosion and sediment control.
Tower characteristics	The preliminary 765 kV structure-family drawings show guyed lattice V and steel H-frame tangents, self-supporting lattice running-angle and dead-end towers, and tubular steel transposition masts. Tangent drawings show 85-185 ft heights or pole lengths; running-angle and dead-end towers show 130-197 ft, depending on type. Final route-specific structure selection, heights and locations remain subject to detailed design.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$1,061,605,145.44
Component cost (in-service year)	\$1,142,421,569.15

Substation Upgrade Component

Component title	Sullivan Substation Upgrade
Project description	Confidential Information
Substation name	Sullivan
Substation zone	1252
Substation upgrade scope	Modify the existing Sullivan 765 kV switchyard to connect the proposed Sullivan-Collins transmission line. The upgrade includes a new line position, line reactors, associated bus connections, and protection, control and communications changes.
Transformer Information	
None	
New equipment description	New equipment will include 765 kV switching and overhead line termination equipment, line reactors, and associated bus and control equipment.
Substation assumptions	The preliminary scope assumes the new line position can be developed along the east side of the existing 765 kV yard, as shown in the conceptual layout.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information

Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$49,896,200.00
Component cost (in-service year)	\$54,032,390.39
Substation Upgrade Component	
Component title	Collins Substation Upgrade
Project description	Confidential Information
Substation name	Collins
Substation zone	1274
Substation upgrade scope	Modify the existing Collins 765 kV switchyard to provide a line position for the proposed Sullivan-Collins transmission line, including line reactors, associated bus connections, and protection, control and communications changes.
Transformer Information	
None	
New equipment description	New equipment will include 765 kV switching and overhead line termination equipment, line reactors, and associated bus and control equipment.
Substation assumptions	The preliminary scope assumes one line position will be provided for the Sullivan-Collins connection and coordinated with the other planned connections at Collins.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information

ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$49,896,200.00
Component cost (in-service year)	\$54,032,390.39
Substation Upgrade Component	
Component title	Joliet Substation Upgrade
Project description	Confidential Information
Substation name	Joliet Substation
Substation zone	1274
Substation upgrade scope	Add 345 kV line connections in a ring-bus arrangement for the new Elwood-Joliet Red and Blue circuits.
Transformer Information	
None	
New equipment description	New equipment will include 345 kV line-terminal switching equipment and associated connections for the new circuits.
Substation assumptions	The substation upgrade is assumed to be accommodated on existing ComEd property without additional land acquisition.
Real-estate description	
Construction responsibility	Confidential Information

Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$18,656,087.55
Component cost (in-service year)	\$20,166,495.98
Substation Upgrade Component	
Component title	Elwood Substation Upgrade
Project description	Confidential Information
Substation name	Elwood Substation
Substation zone	1274
Substation upgrade scope	Add 345 kV line connections in a ring-bus arrangement for the new Elwood-Joliet Red and Blue circuits.
Transformer Information	
None	
New equipment description	New equipment will include 345 kV line-terminal switching equipment and associated connections for the new circuits.

Substation assumptions	The substation upgrade is assumed to be accommodated on existing ComEd property without additional land acquisition.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$9,328,043.77
Component cost (in-service year)	\$10,101,300.36
Substation Upgrade Component	
Component title	East Frankfort Substation Upgrade
Project description	Confidential Information
Substation name	East Frankfort
Substation zone	1274
Substation upgrade scope	Upgrade terminal equipment serving the East Frankfort-Goodings Grove Red and Blue 345 kV circuits to support increased circuit ratings.

Transformer Information

None

New equipment description	Replace or uprate limiting 345 kV terminal equipment and associated connections.
Substation assumptions	The substation upgrade is assumed to be accommodated on existing ComEd property without additional land acquisition.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$857,354.11
Component cost (in-service year)	\$928,425.23
Substation Upgrade Component	
Component title	Goodings Grove Substation Upgrade
Project description	Confidential Information

Substation name	Goodings Grove
Substation zone	1274
Substation upgrade scope	Upgrade terminal equipment serving the East Frankfort-Goodings Grove Red and Blue 345 kV circuits to support increased circuit ratings.
Transformer Information	
None	
New equipment description	Replace or uprate limiting 345 kV terminal equipment and associated connections.
Substation assumptions	The substation upgrade is assumed to be accommodated on existing ComEd property without additional land acquisition.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$857,354.11
Component cost (in-service year)	\$928,425.23

Substation Upgrade Component

Component title	McCook Substation Upgrade
Project description	Confidential Information
Substation name	McCook
Substation zone	1274
Substation upgrade scope	McCook Substation will be modified to connect the new CHIHUB-McCook 345 kV underground line through an available position in the existing gas-insulated switchgear. The upgrade includes one new 345 kV circuit breaker for the CHIHUB line connection.

Transformer Information

None	
New equipment description	New equipment will include one 345 kV circuit breaker for the CHIHUB line connection, 345 kV gas-insulated bus and three-phase underground cable termination equipment, with associated protection, control and communications changes.
Substation assumptions	The scope assumes the available gas-insulated switchgear position can accommodate the new connection.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information

Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$4,664,021.88
Component cost (in-service year)	\$5,050,650.18
Substation Upgrade Component	
Component title	Bedford Park Substation Upgrade
Project description	Confidential Information
Substation name	Bedford Park
Substation zone	1274
Substation upgrade scope	Connect the new CHIHUB-Bedford Park 345 kV underground line to the existing Bedford Park 345 kV gas-insulated switchgear.
Transformer Information	
None	
New equipment description	One three-phase 345 kV underground cable termination and associated bus connections, with protection, control and communications modifications as necessary.
Substation assumptions	The scope assumes use of the existing switchgear connection position shown on the electrical one-line diagram and the area south of the switchgear building for the cable entry and termination.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information

Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$857,354.11
Component cost (in-service year)	\$928,425.23
Substation Upgrade Component	
Component title	Golf Mill Substation Upgrade
Project description	Confidential Information
Substation name	Golf Mill
Substation zone	1274
Substation upgrade scope	Connect the new CHIHUB-Golf Mill Red and Blue 345 kV underground lines to Golf Mill. The upgrade includes 345 kV switching equipment, bus connections, cable terminations, and associated protection, control and communications modifications. Relocate the existing 345/138 kV transformer TR81 and reconnect it to the proposed 345 kV switching arrangement.
Transformer Information	
None	
New equipment description	345 kV switching equipment, associated disconnect switches and bus connections, and two three-phase 345 kV underground cable terminations. Existing 345/138 kV transformer TR81 will be relocated and reconnected.
Substation assumptions	The scope assumes equipment can be rearranged within the existing yard to accommodate the new breaker positions and underground cable connections.

Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$27,984,131.32
Component cost (in-service year)	\$30,303,901.08
Substation Upgrade Component	
Component title	Byron Substation Upgrade
Project description	Confidential Information
Substation name	Byron Substation
Substation zone	1274
Substation upgrade scope	Add one 345 kV circuit breaker to the existing Red ring bus to accommodate the new Byron-Pleasant Valley transmission line. The upgrade will include the new line terminal, associated bus connections, and protection, control and communications modifications.

Transformer Information

None

New equipment description

New equipment will include one 345 kV circuit breaker, two three-phase 345 kV breaker isolation disconnect switch assemblies, associated bus and jumper assemblies, and an overhead line termination structure.

Substation assumptions

The preliminary scope assumes the equipment position and line termination area shown within the existing yard can accommodate the new terminal.

Real-estate description

Construction responsibility

Confidential Information

Benefits/Comments

Confidential Information

Component Cost Details - In Current Year \$

Engineering & design

Confidential Information

Permitting / routing / siting

Confidential Information

ROW / land acquisition

Confidential Information

Materials & equipment

Confidential Information

Construction & commissioning

Confidential Information

Construction management

Confidential Information

Overheads & miscellaneous costs

Confidential Information

Contingency

Confidential Information

Total component cost

\$4,664,021.88

Component cost (in-service year)

\$5,050,650.18

Substation Upgrade Component

Component title

Pleasant Valley Substation Upgrade

Project description	Confidential Information		
Substation name	Pleasant Valley Substation		
Substation zone	1274		
Substation upgrade scope	Connect the new Byron-Pleasant Valley 345 kV transmission line and add a second 345/138 kV transformer at Pleasant Valley. The transformer will connect to PL VALLEY; B (bus 272256) on the 138 kV side, with ratings and impedance consistent with the existing transformer. The proposed 345 kV arrangement is a six-breaker ring bus with two unused circuit positions. The Pleasant Valley-Silver Lake line will not share a breaker position with either 345/138 kV transformer. The work includes associated disconnect switches, bus and line connections, and protection, control and communications modifications.		
Transformer Information			
	Name	Capacity (MVA)	
Transformer	Second Pleasant Valley 345/138 kV transformer	360	
	High Side	Low Side	Tertiary
Voltage (kV)	345	138	
New equipment description	One additional 345/138 kV transformer with ratings and impedance consistent with the existing transformer, additional 345 kV circuit breakers and disconnect switches for the proposed six-breaker ring bus, bus and jumper assemblies, and terminal equipment for the new Byron-Pleasant Valley line and the transformer connection to the 138 kV yard.		
Substation assumptions	The preliminary general arrangements show the second transformer and its connection to the 138 kV yard. The proposed 345 kV configuration has six total circuit breakers and two unused circuit positions. Final switching-equipment ratings, the quantities of new and retained switching equipment, and detailed bus connections remain to be confirmed.		
Real-estate description	The preliminary general arrangements show the proposed equipment layout and connection between the 345 kV and 138 kV yards. Final fence limits, property boundaries, and any additional land rights remain to be confirmed.		
Construction responsibility	Confidential Information		
Benefits/Comments	Confidential Information		

Component Cost Details - In Current Year \$

Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$37,411,166.76
Component cost (in-service year)	\$40,512,399.10

Substation Upgrade Component

Component title	Nelson Substation Upgrade
Project description	Confidential Information
Substation name	Nelson Substation
Substation zone	1274
Substation upgrade scope	Add one 345 kV circuit breaker to the existing 345 kV ring bus to accommodate the new Nelson-Plano transmission line. The upgrade will include the new line terminal, associated bus connections, and protection, control and communications modifications.

Transformer Information

None	
New equipment description	New equipment will include one 345 kV circuit breaker, two three-phase 345 kV breaker isolation disconnect switch assemblies, associated bus and jumper assemblies, and an overhead line termination structure.

Substation assumptions	The preliminary scope assumes the equipment position and line termination area shown within the existing yard can accommodate the new terminal.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$4,664,021.88
Component cost (in-service year)	\$5,050,650.18
Substation Upgrade Component	
Component title	Plano Substation Upgrade
Project description	Confidential Information
Substation name	Plano Substation
Substation zone	1274

Substation upgrade scope	Add one 345 kV circuit breaker and a new line position to the existing Blue ring bus at Plano Substation to connect the Nelson-Plano 345 kV transmission line. The work includes associated bus connections and protection, control and communications modifications.
Transformer Information	
None	
New equipment description	New equipment includes one 345 kV circuit breaker, one overhead line termination structure, and associated bus and jumper assemblies. Protection, controls and communications will be modified to integrate the new line with the existing station equipment.
Substation assumptions	The scope assumes the new breaker and line termination can be accommodated within the existing fence, using available space along the west side of the 345 kV yard.
Real-estate description	
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$4,664,021.88
Component cost (in-service year)	\$5,050,650.18

Transmission Line Upgrade Component

Component title	Crawford-Goodings Grove 345 kV Loop-In	
Project description	Confidential Information	
Impacted transmission line	Crawford-Goodings Grove Red and Blue 345 kV circuits	
Point A	Crawford	
Point B	Goodings Grove	
Point C		
Terrain description	The loop-in crosses generally level industrial land immediately south of the proposed CHIHUB switching station.	
Existing Line Physical Characteristics		
Operating voltage	345	
Conductor size and type	2-1277 ACAR	
Hardware plan description	New hardware will be installed for the loop-in connections.	
Tower line characteristics	New 345 kV structures will support the connections between the existing line and CHIHUB.	
Proposed Line Characteristics		
	Designed	Operating
Voltage (kV)	345.000000	345.000000
	Normal ratings	Emergency ratings
Summer (MVA)	1201.000000	1479.000000
Winter (MVA)	1201.000000	1479.000000
Conductor size and type	Conductor will match the existing circuits.	
Shield wire size and type	Shield wire will match the existing circuits.	

Rebuild line length	Approximately 0.27 circuit-miles of new overhead construction across four loop-in connections (preliminary).
Rebuild portion description	The existing Crawford-Goodings Grove Red and Blue 345 kV circuits will be looped into CHIHUB through four short overhead connections.
Right of way	The loop-in will extend from the existing transmission corridor into CHIHUB. New or amended easements will be obtained as necessary.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$4,563,437.96
Component cost (in-service year)	\$4,898,204.99
Transmission Line Upgrade Component	
Component title	Silver Lake-Wilson Road Red 138 kV Upgrade
Project description	Confidential Information
Impacted transmission line	Silver Lake-Wilson Road Red 138 kV circuit 4203

Point A	Silver Lake	
Point B	Wilson Road	
Point C		
Terrain description	The existing transmission corridor traverses rolling terrain in McHenry and Lake Counties, with flatter low-lying areas between local rises.	
Existing Line Physical Characteristics		
Operating voltage	138	
Conductor size and type	Mixed 477 ACSR / 1113 ACSR	
Hardware plan description	Equipment that limits the Red circuit rating will be upgraded as necessary to achieve the proposed ratings. Detailed design will establish equipment replacement and reuse requirements.	
Tower line characteristics	Reconductor only. Existing tower line characteristics will not change.	
Proposed Line Characteristics		
	Designed	Operating
Voltage (kV)	138.000000	138.000000
	Normal ratings	Emergency ratings
Summer (MVA)	351.000000	449.000000
Winter (MVA)	421.000000	500.000000
Conductor size and type	1113 ACSR	
Shield wire size and type	Match existing.	
Rebuild line length	The extent of line work will be determined during detailed design.	
Rebuild portion description	The Silver Lake-Wilson Road Red 138 kV circuit will be upgraded to achieve the proposed ratings, with modifications to existing facilities as necessary.	
Right of way	No right-of-way expansion will be required.	

Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$7,339,527.58
Component cost (in-service year)	\$7,877,967.43
Transmission Line Upgrade Component	
Component title	Pleasant Valley-McHenry/Crystal Lake 138 kV Reconductoring
Project description	Confidential Information
Impacted transmission line	Pleasant Valley-McHenry / Pleasant Valley-Crystal Lake / McHenry-Crystal Lake 138 kV
Point A	Pleasant Valley: PL VALLEY; B (bus 272256) and PL VALLEY; 2R (bus 272305), 138 kV
Point B	McHenry: MCHENRY; BT (bus 271998), 138 kV
Point C	Crystal Lake: CRYSTAL L; R (bus 271251) and CRYSTAL L; B (bus 271250), 138 kV
Terrain description	The work will occur within existing right-of-way that traverses farmland and forested land.

Existing Line Physical Characteristics

Operating voltage	138
Conductor size and type	Mixed 477 ACSR / 1113 ACSR
Hardware plan description	Line hardware will be replaced as necessary.
Tower line characteristics	Reconductor only. Existing tower line characteristics will not change.

Proposed Line Characteristics

	Designed	Operating
Voltage (kV)	138.000000	138.000000
	Normal ratings	Emergency ratings
Summer (MVA)	351.000000	449.000000
Winter (MVA)	421.000000	500.000000
Conductor size and type	1113 ACSR	
Shield wire size and type	Match existing.	
Rebuild line length	Up to approximately 7 miles of double-circuit line, plus approximately 0.1 mile of circuit Z1	
Rebuild portion description	Reconductor up to approximately seven miles of the shared double-circuit segment on the Pleasant Valley-McHenry branch, circuit 1 (buses 272256-271998), and Pleasant Valley-Crystal Lake branch, circuit 1 (buses 272305-271251). Reconductor approximately 0.1 mile of the McHenry-Crystal Lake branch, circuit Z1 (buses 271998-271250). The stated lengths describe the work segments; total modeled branch lengths remain to be confirmed. The proposed summer ratings of 351 MVA normal and 449 MVA emergency, winter ratings of 421 MVA normal and 500 MVA emergency, and light-load ratings of 407 MVA normal and 489 MVA emergency apply to each branch. The proposed conductor is 1113 ACSR. Exact work limits remain to be confirmed.	
Right of way	No right-of-way expansion will be required.	
Construction responsibility	Confidential Information	
Benefits/Comments	Confidential Information	

Component Cost Details - In Current Year \$

Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$8,551,490.61
Component cost (in-service year)	\$9,178,842.05

Greenfield Substation Component

Component title	CHIHUB 345 kV Substation
Project description	Confidential Information
Substation name	CHIHUB
Substation description	CHIHUB will be a new 345 kV switching station near McCook, Illinois. The station will connect the existing Crawford-Goodings Grove Red and Blue circuits and new underground circuits to Bedford Park, McCook and Golf Mill.
Nominal voltage	AC
Nominal voltage	345
Transformer Information	
None	

Major equipment description	Major equipment includes 12 345 kV circuit breakers in a breaker-and-a-half arrangement serving eight line connections, associated buswork and switching equipment, and protection, control and communications equipment. Each Golf Mill circuit will include a series reactor with 1.8% impedance and a normally open bypass connection. Each reactor circuit has proposed summer and winter ratings of 806 MVA normal and 1212 MVA emergency.	
	Normal ratings	Emergency ratings
Summer (MVA)	2390.230000	2390.230000
Winter (MVA)	2390.230000	2390.230000
Environmental assessment	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide station layout, grading and construction access. The Proposer will coordinate with applicable state and local agencies to obtain necessary environmental and construction authorizations. Construction plans will address stormwater, erosion and sediment control, and soil handling.	
Outreach plan	The Proposer will coordinate with affected property owners, nearby businesses, local officials and relevant agencies during Project development. Outreach will explain the proposed station and connections, seek input on access and construction activities, and address concerns through design and construction planning. Public meetings and notices will be provided through the applicable Illinois Commerce Commission approval process.	
Land acquisition plan	The Proposer will secure the station site and permanent access rights through negotiated agreements with the property owner or owners. Surveys and final design will establish the land needed for the station, line connections, drainage and access. Temporary construction and staging rights will be obtained as necessary.	
Construction responsibility	Confidential Information	
Benefits/Comments	Confidential Information	
Component Cost Details - In Current Year \$		
Engineering & design	Confidential Information	
Permitting / routing / siting	Confidential Information	
ROW / land acquisition	Confidential Information	
Materials & equipment	Confidential Information	

Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$60,758,869.34
Component cost (in-service year)	\$65,737,985.80

Greenfield Transmission Line Component

Component title	Elwood-Joliet Double Circuit 345 kV Line
Project description	Confidential Information
Point A	Elwood
Point B	Joliet
Point C	

	Normal ratings	Emergency ratings
Summer (MVA)	1826.000000	2011.000000
Winter (MVA)	2091.000000	2320.000000
Conductor size and type	Two 954 kcmil Cardinal ACSS/TW MA3 conductors per phase.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	

General route description	The preliminary route extends approximately 4.4 miles generally north from Elwood Substation through an industrial and transportation corridor, paralleling existing roadways along portions of the alignment. Near Joliet, the route parallels the existing Dresden-Joliet 138 kV corridor to cross the Des Plaines River and enter Joliet Substation.
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Terrain description	The route traverses generally level to gently rolling industrial areas, with more pronounced slopes approaching the Des Plaines River.
Right-of-way width by segment	Approximately 4.4 miles of new ROW, with a preliminary width of 150 feet.
Electrical transmission infrastructure crossings	Dresden–Joliet 138 kV, Tap–Joliet 138 kV
Civil infrastructure/major waterway facility crossing plan	The proposed route crosses the Des Plaines River, Patterson Road, Laraway Road, Millsdale Road, and BNSF Railway and Union Pacific rail corridors. Structures will be positioned to span these facilities while maintaining applicable clearances. The Proposer will coordinate with facility owners and affected utility operators to protect existing infrastructure and obtain crossing agreements, road-occupancy permits and other authorizations as applicable.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, structure locations and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and applicable local agencies to obtain necessary authorizations, including for the Des Plaines River crossing. Construction plans will address stormwater, erosion and sediment control.
Tower characteristics	The preliminary design uses tubular steel monopoles supporting two 345 kV circuits in a vertical configuration, with braced-post insulators and two optical groundwires.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information

Contingency	Confidential Information	
Total component cost	\$19,961,068.81	
Component cost (in-service year)	\$21,480,637.75	
Greenfield Transmission Line Component		
Component title	CHIHUB-McCook 345 kV Underground Line	
Project description	Confidential Information	
Point A	CHIHUB	
Point B	McCook	
Point C		
	Normal ratings	Emergency ratings
Summer (MVA)	1068.000000	1414.000000
Winter (MVA)	1068.000000	1414.000000
Conductor size and type	one 345 kV single-core 6000 kcmil copper XLPE cable per phase (three power cables total), installed in ducts.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Underground	
General route description	The proposed single-circuit 345 kV underground line will connect CHIHUB with the existing McCook Substation. The preliminary route extends approximately 0.75 mile along 47th Street and Joliet Road, with short connections into the two stations. The alignment will be refined to coordinate station entries, roadway access and existing utilities.	
Terrain description	The route traverses generally level developed land, primarily within industrial and roadway corridors.	
Right-of-way width by segment	The right of way width will typically be the width of the duct bank.	

Electrical transmission infrastructure crossings	McCook–GCWRD Mainstream 138 kV
Civil infrastructure/major waterway facility crossing plan	The preliminary design uses trench construction along Joliet Road and 47th Street. Road crossings, utility conflicts and construction staging will be coordinated with road authorities and affected owners to maintain access and service. Road-occupancy permits and crossing agreements will be obtained as necessary.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, cable installation and construction access. The Proposer will coordinate with applicable state and local agencies to obtain necessary environmental and construction authorizations. Construction plans will address stormwater, erosion and sediment control, and excavated-soil handling.
Tower characteristics	The route is underground.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$13,755,215.71
Component cost (in-service year)	\$14,802,353.96

Greenfield Transmission Line Component

Component title	CHIHUB-Bedford Park 345 kV Underground Line	
Project description	Confidential Information	
Point A	CHIHUB	
Point B	Bedford Park	
Point C		
	Normal ratings	Emergency ratings
Summer (MVA)	1068.000000	1414.000000
Winter (MVA)	1068.000000	1414.000000
Conductor size and type	One 345 kV single-core 6000 kcmil copper XLPE cable per phase (three power cables total), installed in ducts.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Underground	
General route description	The proposed single-circuit 345 kV underground line will connect CHIHUB with the existing Bedford Park Substation. The preliminary route extends approximately 5.9 miles through industrial and roadway corridors, generally following 47th Street, Harlem Avenue and streets approaching Bedford Park. The alignment will be refined with property owners, road authorities and existing utilities.	
Terrain description	The route crosses generally level industrial land and paved roadway corridors, with local grade changes at railroad embankments and waterway banks.	
Right-of-way width by segment	The right of way width will typically be the width of the duct bank.	
Electrical transmission infrastructure crossings	Bedford Park–Goodings Grove 345 kV, Clearing–Bedford Park 138 kV, Crawford (IL)–Goodings Grove 345 kV, Hayford–Bedford Park 138 kV, McCook–GCWRD Mainstream 138 kV, Sayre–Bedford Park 138 kV	

Civil infrastructure/major waterway facility crossing plan	The preliminary design uses horizontal directional drilling beneath the Des Plaines River and the Clearing rail tracks. Directional drilling is also proposed beneath the Chicago Sanitary and Ship Canal, I-55 and adjacent rail corridor along Harlem Avenue. Jack-and-bore construction is proposed at another railroad crossing along Harlem Avenue. Crossing designs and construction staging will be coordinated with facility owners and permitting agencies. Road occupancy permits and crossing agreements will be obtained as necessary.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, cable installation and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and applicable local agencies to obtain necessary authorizations. Construction plans will address stormwater, erosion and sediment control, and excavated-soil handling.
Tower characteristics	The route is underground.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$132,687,638.16
Component cost (in-service year)	\$142,788,701.09

Greenfield Transmission Line Component

Component title	CHIHUB-Golf Mill 345 kV Underground Line	
Project description	Confidential Information	
Point A	CHIHUB	
Point B	Golf Mill	
Point C		
	Normal ratings	Emergency ratings
Summer (MVA)	806.000000	1212.000000
Winter (MVA)	806.000000	1212.000000
Conductor size and type	Two 345 kV circuits with one single-core 6000 kcmil copper XLPE cable per phase per circuit (six power cables total), installed in ducts.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Underground	
General route description	The proposed double-circuit 345 kV underground line (Red and Blue) will connect the new CHIHUB switching station near McCook with the existing Golf Mill Substation. Both circuits will follow a shared preliminary route approximately 18.8 miles long, extending north primarily along Harlem Avenue before turning toward Golf Mill. The alignment will be refined with road authorities, property owners and existing utilities.	
Terrain description	The route crosses predominantly level urban land, with gently rolling ground toward its northern end. The corridor includes paved streets, residential and commercial development, transportation embankments and the Des Plaines River crossing.	
Right-of-way width by segment	The right of way width will typically be the width of the duct bank.	
Electrical transmission infrastructure crossings	Skokie–Golf Mill 138 kV, Skokie–Golf Mill 345 kV	

Civil infrastructure/major waterway facility crossing plan	The preliminary design uses horizontal directional drilling beneath the Des Plaines River and the I-290 and I-90 crossing corridors. Jack-and-bore installations are proposed at four railroad crossings along Harlem Avenue. Crossing designs and construction activities will be coordinated with the affected roadway, railroad and transit authorities.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, cable installation and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and applicable local agencies to obtain necessary authorizations. Construction plans will address stormwater, erosion and sediment control, and excavated-soil handling.
Tower characteristics	The route is underground.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$532,912,263.41
Component cost (in-service year)	\$573,481,078.89
Greenfield Transmission Line Component	

Component title	Byron-Pleasant Valley 345 kV Transmission Line	
Project description	Confidential Information	
Point A	Byron	
Point B	Pleasant Valley	
Point C		
	Normal ratings	Emergency ratings
Summer (MVA)	1826.000000	2011.000000
Winter (MVA)	2091.000000	2320.000000
Conductor size and type	Two 1113 kcmil FINCH ACSS/TW/MA3 conductors per phase.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	
General route description	The proposed Byron-Pleasant Valley 345 kV Transmission Line will extend approximately 57 miles from Byron Substation in Ogle County to Pleasant Valley Substation in McHenry County, Illinois. The overhead line will run generally east through Ogle and DeKalb counties before turning northeast through McHenry County.	
Terrain description	The route crosses generally level to rolling glacial terrain and the Kishwaukee River and tributary valleys. Local slopes are more pronounced along stream valleys and ridges.	
Right-of-way width by segment	New 130 foot ROW	
Electrical transmission infrastructure crossings	Byron–Lee County Generating Station 345 kV, Byron–Wayne 345 kV, Byron–Wempletown 345 kV, Cherry Valley–Glidden 138 kV, Dixon–Stillman Valley 138 kV, Silver Lake–Cherry Valley 345 kV	

Civil infrastructure/major waterway facility crossing plan	The route crosses I-39/US 51, I-90, US 20, and Illinois Routes 23, 72, 176 and 251, together with county and local roads. Waterway crossings include the Kishwaukee River and South Branch Kishwaukee River. Railroad crossings include Illinois Railway, Canadian National, Canadian Pacific Kansas City, Union Pacific and Illinois Railway Museum facilities. Structures will span these facilities while maintaining applicable clearances. The Proposer will coordinate crossing designs and construction activities with the responsible agencies and facility owners, and obtain crossing agreements and approvals as applicable.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, structure locations and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and applicable local agencies to obtain necessary authorizations. Construction plans will address stormwater, erosion and sediment control.
Tower characteristics	The preliminary design uses concrete and tubular steel monopole tangent structures, tubular steel running-angle structures, and tubular steel three-pole dead-end structures, with tubular steel A-frame takeoffs at the substations.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$214,936,222.00

Component cost (in-service year)	\$231,298,592.55	
Greenfield Transmission Line Component		
Component title	Nelson-Plano 345 kV Transmission Line	
Project description	Confidential Information	
Point A	Nelson	
Point B	Plano	
Point C		
	Normal ratings	Emergency ratings
Summer (MVA)	1826.000000	2011.000000
Winter (MVA)	2091.000000	2320.000000
Conductor size and type	Two 1113 kcmil FINCH ACSS/TW/MA3 conductors per phase.	
Nominal voltage	AC	
Nominal voltage	345	
Line construction type	Overhead	
General route description	The proposed Nelson-Plano 345 kV Transmission Line will extend approximately 67 miles from Nelson Substation in Lee County to Plano Substation in Kendall County, Illinois. The overhead line will run generally east through Lee and DeKalb counties before entering Kendall County near Plano.	
Terrain description	The route crosses the relatively level Green River lowlands and adjoining rolling uplands, with local slopes at creek valleys and ridges.	
Right-of-way width by segment	New 130 foot ROW	
Electrical transmission infrastructure crossings	Mendota Hills–McGirr Road 138 kV, Normandy–Tap 138 kV	

Civil infrastructure/major waterway facility crossing plan	The route crosses I-39/US 51, US 30, US 52, and Illinois Routes 23, 26 and 251, together with county and local roads. Waterway crossings include the Green River and Little Indian, Somonauk, Little Rock and Big Rock creeks. The route also crosses BNSF Railway and Union Pacific facilities. Structures will span these facilities while maintaining applicable clearances. The Proposer will coordinate crossing designs and construction activities with the responsible agencies and facility owners, and obtain crossing agreements and approvals as applicable.
Environmental impacts	The Proposer will obtain a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for the project. Environmental and cultural resources, including wetlands and waters, will be evaluated to guide route refinement, structure locations and construction access. The Proposer will coordinate with the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency and applicable local agencies to obtain necessary authorizations. Construction plans will address stormwater, erosion and sediment control.
Tower characteristics	The single-circuit line will use concrete and tubular steel monopoles, with tubular steel angle and monopole/three-pole dead-end structures at turns and line terminations.
Construction responsibility	Confidential Information
Benefits/Comments	Confidential Information
Component Cost Details - In Current Year \$	
Engineering & design	Confidential Information
Permitting / routing / siting	Confidential Information
ROW / land acquisition	Confidential Information
Materials & equipment	Confidential Information
Construction & commissioning	Confidential Information
Construction management	Confidential Information
Overheads & miscellaneous costs	Confidential Information
Contingency	Confidential Information
Total component cost	\$235,465,285.58
Component cost (in-service year)	\$253,390,464.60

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-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-ST15	243469	05BEATTY	247896	05BOLTON	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST14	243469	05BEATTY	243586	05WHITER	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST3	243469	05BEATTY	247896	05BOLTON	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST20	243469	05BEATTY	247896	05BOLTON	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST8	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-N1-ST7	243469	05BEATTY	247896	05BOLTON	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST13	243469	05BEATTY	246716	05PHILLIPI	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST19	243469	05BEATTY	246716	05PHILLIPI	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST18	243469	05BEATTY	247896	05BOLTON	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST12	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222/222	Summer Baseline	Included
2026W1-N1-ST10	272855	YORK ;RT	271131	BUTTERFIE; R	1	138/138	222/222	Summer Baseline	Included
2026W1-N1-ST11	243469	05BEATTY	246716	05PHILLIPI	1	138/138	205/205	Summer Baseline	Included
2026W1-N1-ST16	247896	05BOLTON	243519	05HALLRD	1	138/138	205/205	Summer Baseline	Included
2026W1-GD-LL66	272803	W PLAEXCLUDED_FROM_COMPETITION	272054	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

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-GD-LL2	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL69	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138	222 ; R	Light Load Gen Deliv	Included
2026W1-GD-LL70	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL68	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138	222 ; R	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	1	138	222 ; R	Light Load Gen Deliv	Included
2026W1-GD-LL72	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL71	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL156	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138	222 ; R	Light Load Gen Deliv	Included
2026W1-GD-LL157	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	1	345	222	Light Load Gen Deliv	Included
2026W1-GD-LL158	272054	MILLER RD; R	272803	W PLAEXCLUDED_FROM_COMPETITION	1	138	222 ; R	Light Load Gen Deliv	Included
2026W1-GD-LL159	272803	W PLAEXCLUDED_FROM_COMPETITION	272803	W PLAEXCLUDED_FROM_COMPETITION	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-N11-WT41	243469	05BEATTY	247896	05BOLTON	1	138	205	Winter N-1-1	Included
2026W1-N11-WVM646	314677	6BUCKING	314677	6BUCKING	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM647	316322	AB2-045	316322	AB2-045	1	230	345	Winter 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-WVM648	971844	AH1-439_POI	971844	AH1-439_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM649	82745	AH1-439_MAIN	82745	AH1-439_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM650	314692	6FARMVIL	314692	6FARMVIL	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM651	972002	AH1-546_POI	972002	AH1-546_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM652	82920	AH1-546_MAIN	82920	AH1-546_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM653	314691	3FARMVIL	314691	3FARMVIL	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM654	314719	3S CREEK	314719	3S CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM655	313127	3CURDSVILLE	313127	3CURDSVILLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM656	314726	3WILLIS	314726	3WILLIS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM657	315822	AE2-259_MAIN	315822	AE2-259_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM658	314664	3REDH DP	314664	3REDH DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM659	314663	3REDH TP	314663	3REDH TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM660	314707	3MORAN	314707	3MORAN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM661	314521	3PAMPL_1	314521	3PAMPL_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM662	314713	3PAMPLIN	314713	3PAMPLIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM663	314426	3FT PKET	314426	3FT PKET	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM664	313156	3FT PIC DT T	313156	3FT PIC DT T	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM665	313755	3FLAT CREEK	313755	3FLAT CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM666	314429	3JTRSVLE	314429	3JTRSVLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM667	314428	3HOOPERS	314428	3HOOPERS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM668	314701	3LONEPN	314701	3LONEPN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM669	314687	3CREWE	314687	3CREWE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM670	314715	3MADSONV	314715	3MADSONV	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM671	314519	3LONEPINE_1	314519	3LONEPINE_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM672	313853	3PONTONDP	313853	3PONTONDP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM673	313462	3AF1-294	313462	3AF1-294	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM674	319063	AF1-294_MAIN	319063	AF1-294_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM675	314432	3MARTIN DP	314432	3MARTIN DP	1	115	345	Winter 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-WVM676	314706	3MARTIN TAP	314706	3MARTIN TAP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM677	970681	AG2-440_POI	970681	AG2-440_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM678	81065	AG2-440_MAIN	81065	AG2-440_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM679	81080	AG2-442_MAIN	81080	AG2-442_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM680	313281	3VICTORIA DP	313281	3VICTORIA DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM681	314725	3VICTORIA TP	314725	3VICTORIA TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM682	314723	3VICTRIA	314723	3VICTRIA	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM683	314719	3S CREEK	314719	3S CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM684	313460	3BIRDSBRANCH	313460	3BIRDSBRANCH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM685	319088	AF2-222_MAIN	319088	AF2-222_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD32	314677	6BUCKING	314677	6BUCKING	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD33	316322	AB2-045	316322	AB2-045	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD34	971844	AH1-439_POI	971844	AH1-439_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD35	82745	AH1-439_MAIN	82745	AH1-439_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD36	314692	6FARMVIL	314692	6FARMVIL	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD37	972002	AH1-546_POI	972002	AH1-546_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD38	82920	AH1-546_MAIN	82920	AH1-546_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD39	314691	3FARMVIL	314691	3FARMVIL	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD40	314719	3S CREEK	314719	3S CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD41	313127	3CURDSVILLE	313127	3CURDSVILLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD42	314726	3WILLIS	314726	3WILLIS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD43	315822	AE2-259_MAIN	315822	AE2-259_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD44	314664	3REDH DP	314664	3REDH DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD45	314663	3REDH TP	314663	3REDH TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD46	314707	3MORAN	314707	3MORAN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD47	314521	3PAMPL_1	314521	3PAMPL_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD48	314713	3PAMPLIN	314713	3PAMPLIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD49	314426	3FT PKET	314426	3FT PKET	1	115	345	Winter 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-WVD50	313156	3FT PIC DT T	313156	3FT PIC DT T	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD51	313755	3FLAT CREEK	313755	3FLAT CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD52	314429	3JTRSVLE	314429	3JTRSVLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD53	314428	3HOOPERS	314428	3HOOPERS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD54	314701	3LONEPN	314701	3LONEPN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD55	314687	3CREWE	314687	3CREWE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD63	970681	AG2-440_POI	970681	AG2-440_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD64	81065	AG2-440_MAIN	81065	AG2-440_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD65	81080	AG2-442_MAIN	81080	AG2-442_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD66	313281	3VICTORIA DP	313281	3VICTORIA DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD67	314725	3VICTORIA TP	314725	3VICTORIA TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD68	314723	3VICTRIA	314723	3VICTRIA	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD69	314677	6BUCKING	314677	6BUCKING	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD70	316322	AB2-045	316322	AB2-045	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD71	971844	AH1-439_POI	971844	AH1-439_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD72	82745	AH1-439_MAIN	82745	AH1-439_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD73	314692	6FARMVIL	314692	6FARMVIL	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD74	972002	AH1-546_POI	972002	AH1-546_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD75	82920	AH1-546_MAIN	82920	AH1-546_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVD76	314691	3FARMVIL	314691	3FARMVIL	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD77	314719	3S CREEK	314719	3S CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD78	313127	3CURDSVILLE	313127	3CURDSVILLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD79	314726	3WILLIS	314726	3WILLIS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD80	315822	AE2-259_MAIN	315822	AE2-259_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD81	314664	3REDH DP	314664	3REDH DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD82	314663	3REDH TP	314663	3REDH TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD83	314707	3MORAN	314707	3MORAN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD84	314521	3PAMPL_1	314521	3PAMPL_1	1	115	345	Winter 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-WVD85	314713	3PAMPLIN	314713	3PAMPLIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD86	314426	3FT PKET	314426	3FT PKET	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD87	313156	3FT PIC DT T	313156	3FT PIC DT T	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD88	313755	3FLAT CREEK	313755	3FLAT CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD89	314429	3JTRSVLE	314429	3JTRSVLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD90	314428	3HOOPERS	314428	3HOOPERS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD91	314701	3LONEPN	314701	3LONEPN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD92	314687	3CREWE	314687	3CREWE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD93	314519	3LONEPINE_1	314519	3LONEPINE_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD94	314715	3MADSONV	314715	3MADSONV	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD95	313853	3PONTONDP	313853	3PONTONDP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD96	313462	3AF1-294	313462	3AF1-294	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD97	319063	AF1-294_MAIN	319063	AF1-294_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD98	314432	3MARTIN DP	314432	3MARTIN DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD99	314706	3MARTIN TAP	314706	3MARTIN TAP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD100	970681	AG2-440_POI	970681	AG2-440_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD101	81065	AG2-440_MAIN	81065	AG2-440_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD102	81080	AG2-442_MAIN	81080	AG2-442_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD103	313281	3VICTORIA DP	313281	3VICTORIA DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD104	314725	3VICTORIA TP	314725	3VICTORIA TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD105	314723	3VICTRIA	314723	3VICTRIA	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD106	313460	3BIRDSBRANCH	313460	3BIRDSBRANCH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD56	314519	3LONEPINE_1	314519	3LONEPINE_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD57	314715	3MADSONV	314715	3MADSONV	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD58	313853	3PONTONDP	313853	3PONTONDP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD59	313462	3AF1-294	313462	3AF1-294	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD60	319063	AF1-294_MAIN	319063	AF1-294_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD61	314432	3MARTIN DP	314432	3MARTIN DP	1	115	345	Winter 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-WVD62	314706	3MARTIN TAP	314706	3MARTIN TAP	1	115	345	Winter N-1-1	Included
2026W1-GD-S263	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S53	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer Gen Deliv	Included
2026W1-GD-S287	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included
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
2026W1-IPD-S8	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer IPD	Included
2026W1-IPD-S11	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S13	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S23	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S34	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S36	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S37	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S39	243519	05HALLRD	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S41	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S42	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S43	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S45	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S47	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S48	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S50	243519	05HALLRD	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S54	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S59	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer IPD	Included
2026W1-IPD-S60	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S61	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S62	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S64	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-IPD-S67	243469	05BEATTY	246716	05PHILLIPI	1	138	205	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-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-S73	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer IPD	Included
2026W1-IPD-S75	270732	ELECT JCT;1B	270814	LOMBARD ;4B	1	345	222	Summer IPD	Included
2026W1-N11-ST1	270781	ITASCA ; R	270813	LOMBARD ;2R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST2	213869	PCHBTMTPT	214087	COOPER2	1	230	230	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-ST5	213869	PCHBTMTPT	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST6	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	Summer N-1-1	Included
2026W1-N11-ST7	213846	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	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-ST16	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	Summer N-1-1	Included
2026W1-N11-ST17	213846	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	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-ST24	243469	05BEATTY	247896	05BOLTON	1	138	205	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-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-ST27	243469	05BEATTY	247896	05BOLTON	1	138	205	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-ST31	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST32	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST33	213869	PCHBTMTTP	214087	COOPER2	1	230	230	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
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-ST46	213869	PCHBTMTTP	214087	COOPER2	1	230	230	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-ST49	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	Summer N-1-1	Included
2026W1-N11-ST50	213846	EXCLUDED_FROM_COMPETITION	213846	PCHBTMTTP	1	230	230	Summer N-1-1	Included
2026W1-N11-ST51	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	Summer N-1-1	Included
2026W1-N11-ST52	213846	EXCLUDED_FROM_COMPETITION	213846	PCHBTMTTP	1	230	230	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-ST53	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	Summer N-1-1	Included
2026W1-N11-ST54	213846	EXCLUDED_FROM_COMPETITION	213846	TRICATMTP	1	230	230	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-ST59	243469	05BEATTY	247896	05BOLTON	1	138	205	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-ST66	213846	EXCLUDED_FROM_COMPETITION	213846	TRICATMTP	1	230	230	Summer N-1-1	Included
2026W1-N11-ST67	213844	EXCLUDED_FROM_COMPETITION	213846	EXCLUDED_FROM_COMPETITION	1	230	230	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-ST74	243469	05BEATTY	243586	05WHITER	1	138	205	Summer N-1-1	Included
2026W1-N11-ST75	243469	05BEATTY	243586	05WHITER	1	138	205	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-ST79	243469	05BEATTY	246716	05PHILLIPI	1	138	205	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-ST82	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer N-1-1	Included
2026W1-N11-ST84	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer N-1-1	Included
2026W1-N11-ST85	270769	GOODINGS ; R	270811	LOCKPORT ; R	1	345	222	Summer N-1-1	Included
2026W1-N11-ST86	243469	05BEATTY	247896	05BOLTON	1	138	205	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-ST94	243469	05BEATTY	247896	05BOLTON	1	138	205	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-ST102	213869	PCHBTMTTP	214087	COOPER2	1	230	230	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-ST104	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST105	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST106	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST107	213869	PCHBTMTTP	214087	COOPER2	1	230	230	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

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-N11-ST111	213869	PCHBTMTTP	214087	COOPER2	1	230	230	Summer N-1-1	Included
2026W1-N11-ST112	213869	PCHBTMTTP	214087	COOPER2	1	230	230	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-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
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-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-ST137	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
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-ST146	270999	ANTIOCH ;RT	272393	ROUND LK ;5R	1	138	222	Summer N-1-1	Included
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

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
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
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-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

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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
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	345/138	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	345/138	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

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
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
2026W1-N11-WVM686	314710	3NUTBUSH	314710	3NUTBUSH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM687	314695	3GARY DP	314695	3GARY DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM688	971775	AH1-396 GEN	971775	AH1-396 GEN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM689	314430	3KENBRDG	314430	3KENBRDG	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM690	970322	AG2-213_POI	970322	AG2-213_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM691	314431	3KENB TP	314431	3KENB TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM692	970256	AG2-171_POI	970256	AG2-171_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM693	80369	AG2-171_MAIN	80369	AG2-171_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM694	80472	AG2-213_MAIN	80472	AG2-213_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM695	314427	3LUNENBURG	314427	3LUNENBURG	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM696	314677	6BUCKING	314677	6BUCKING	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM697	316322	AB2-045	316322	AB2-045	1	230	345	Winter N-1-1	Included
2026W1-DOM-EOL1	N/A	N/A	N/A	N/A	N/A	N/A	345	End of Life	Included
2026W1-DOM-EOL2	N/A	N/A	N/A	N/A	N/A	N/A	345	End of Life	Included
2026w1-AMPT-T15	239295	02EFAYTE	241199	02EFAYE_KEX+	1	69	202	FERC 715	Included
2026w1-AMPT-T16	241199	02EFAYE_KEX+	298905	KEXON	1	69	202	FERC 715	Included
2026w1-AMPT-T17	241199	02EFAYE_KEX+	298905	KEXON	1	69	202	FERC 715	Included
2026w1-AMPT-T18	239295	02EFAYTE	241199	02EFAYE_KEX+	1	69	202	FERC 715	Included
2026W1-AEP-T11	244761	05RACINE	247014	05SARAH LNSS	1	69	205	FERC 715	Included
2026W1-AEP-T12	244762	05RAVENSWD	247014	05SARAH LNSS	1	69	205	FERC 715	Included
2026W1-AEP-T13	244762	05RAVENSWD	244763	05RIPLEY	1	69	205	FERC 715	Included
2026W1-AEP-T14	244762	05RAVENSWD	247014	05SARAH LNSS	1	69	205	FERC 715	Included
2026W1-AEP-T15	244762	05RAVENSWD	247014	05SARAH LNSS	1	69	205	FERC 715	Included
2026W1-AEP-T16	244762	05RAVENSWD	244763	05RIPLEY	1	69	205	FERC 715	Included
2026W1-AEP-T17	244762	05RAVENSWD	244763	05RIPLEY	1	69	205	FERC 715	Included

FG #	Fr Bus No.	From Bus Name	To Bus No.	To Bus Name	CKT	Voltage	TO Zone	Analysis type	Status
2026W1-AEP-T18	244763	05RIPLEY	247572	05RIPLEY 3EQ	3	69	205	FERC 715	Included
2026W1-ATSI-LOADLOSS	N/A	N/A	N/A	N/A	N/A	N/A	202	FERC 715	Included
2026W1-ATSI-LOADLOSS	N/A	N/A	N/A	N/A	N/A	N/A	202	FERC 715	Included
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	W PLAEXCLUDED_FROM_COMPETITION ; 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-SC-19	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-20	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-21	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-22	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-23	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-24	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-25	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-26	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-27	235459	DOUBS 230.kV	235459	DOUBS 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-28	235481	LIME KLN 230.kV	235481	LIME KLN 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-29	235481	LIME KLN 230.kV	235481	LIME KLN 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-30	235481	LIME KLN 230.kV	235481	LIME KLN 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-31	235481	LIME KLN 230.kV	235481	LIME KLN 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-32	235481	LIME KLN 230.kV	235481	LIME KLN 230.kV	N/A	N/A	201	Short Circuit	Included
2026W1-SC-38	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-39	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-40	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-41	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included

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2026W1-SC-42	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-43	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-44	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-45	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-46	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-47	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-48	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-49	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-50	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-51	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-52	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-53	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-54	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-55	220941	H.RDGE 230.kV	220941	H.RDGE 230.kV	N/A	N/A	232	Short Circuit	Included
2026W1-SC-63	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-64	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-65	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-66	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-67	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-68	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-69	313827	EVRGRN MILLS 230.kV	313827	EVRGRN MILLS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-77	313815	SPRINGHILL 230.kV	313815	SPRINGHILL 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-78	313815	SPRINGHILL 230.kV	313815	SPRINGHILL 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-79	313815	SPRINGHILL 230.kV	313815	SPRINGHILL 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-80	313815	SPRINGHILL 230.kV	313815	SPRINGHILL 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-81	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-82	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-83	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included

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2026W1-SC-84	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-85	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-86	313396	SYCOLIN 230.kV	313396	SYCOLIN 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-87	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-88	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-89	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-90	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-91	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-92	313911	TWINCREEK 230.kV	313911	TWINCREEK 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-93	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-94	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-95	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-96	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-97	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-SC-98	313751	STRATUS 230.kV	313751	STRATUS 230.kV	N/A	N/A	345	Short Circuit	Included
2026W1-GD-S634	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S637	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S638	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S639	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S534	270814	LOMBARD ;4B	275199	LOMBARD ;4M	1	345/138	222	Summer Gen Deliv	Included
2026W1-GD-S231	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S642	243469	05BEATTY	243586	05WHITER	1	138	205	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-S645	247896	05BOLTON	243519	05HALLRD	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S262	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S648	243469	05BEATTY	247896	05BOLTON	1	138	205	Summer Gen Deliv	Included

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2026W1-GD-S654	247896	05BOLTON	243519	05HALLRD	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S661	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S296	243469	05BEATTY	246716	05PHILLIPI	1	138	205	Summer Gen Deliv	Included
2026W1-GD-S302	213559	DELCOTAP	228401	MCKLTON	1	230	230/234	Summer Gen Deliv	Included
2026W1-GD-S560	213559	DELCOTAP	228401	MCKLTON	1	230	230/234	Summer Gen Deliv	Included
2026W1-GD-S304	213559	DELCOTAP	228401	MCKLTON	1	230	230/234	Summer Gen Deliv	Included
2026W1-GD-S303	213559	DELCOTAP	228401	MCKLTON	1	230	230/234	Summer Gen Deliv	Included
2026W1-GD-S305	213559	DELCOTAP	228401	MCKLTON	1	230	230/234	Summer Gen Deliv	Included
2026W1-N11-WVM698	971844	AH1-439_POI	971844	AH1-439_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM699	82745	AH1-439_MAIN	82745	AH1-439_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM700	314692	6FARMVIL	314692	6FARMVIL	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM701	972002	AH1-546_POI	972002	AH1-546_POI	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM702	82920	AH1-546_MAIN	82920	AH1-546_MAIN	1	230	345	Winter N-1-1	Included
2026W1-N11-WVM703	314691	3FARMVIL	314691	3FARMVIL	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM704	314719	3S CREEK	314719	3S CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM705	313127	3CURDSVILLE	313127	3CURDSVILLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM706	314726	3WILLIS	314726	3WILLIS	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM707	315822	AE2-259_MAIN	315822	AE2-259_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM708	314664	3REDH DP	314664	3REDH DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM709	314663	3REDH TP	314663	3REDH TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM710	314707	3MORAN	314707	3MORAN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM711	314521	3PAMPL_1	314521	3PAMPL_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM712	314713	3PAMPLIN	314713	3PAMPLIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM713	314426	3FT PKET	314426	3FT PKET	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM714	313156	3FT PIC DT T	313156	3FT PIC DT T	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM715	313755	3FLAT CREEK	313755	3FLAT CREEK	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM716	314429	3JTRSVLE	314429	3JTRSVLE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM717	314428	3HOOPERS	314428	3HOOPERS	1	115	345	Winter N-1-1	Included

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2026W1-N11-WVM718	314701	3LONEPN	314701	3LONEPN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM719	314687	3CREWE	314687	3CREWE	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM720	314715	3MADSONV	314715	3MADSONV	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM721	314519	3LONEPINE_1	314519	3LONEPINE_1	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM722	313853	3PONTONDP	313853	3PONTONDP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM723	313462	3AF1-294	313462	3AF1-294	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM724	319063	AF1-294_MAIN	319063	AF1-294_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM725	314432	3MARTIN DP	314432	3MARTIN DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM726	314706	3MARTIN TAP	314706	3MARTIN TAP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM727	970681	AG2-440_POI	970681	AG2-440_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM728	81065	AG2-440_MAIN	81065	AG2-440_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM729	81080	AG2-442_MAIN	81080	AG2-442_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM730	313281	3VICTORIA DP	313281	3VICTORIA DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM731	314725	3VICTORIA TP	314725	3VICTORIA TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM732	314723	3VICTRIA	314723	3VICTRIA	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM733	313460	3BIRDSBRANCH	313460	3BIRDSBRANCH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM734	319088	AF2-222_MAIN	319088	AF2-222_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM735	314710	3NUTBUSH	314710	3NUTBUSH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM736	314695	3GARY DP	314695	3GARY DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM737	971775	AH1-396 GEN	971775	AH1-396 GEN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM738	314430	3KENBRDG	314430	3KENBRDG	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM739	970322	AG2-213_POI	970322	AG2-213_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM740	314431	3KENB TP	314431	3KENB TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM741	970256	AG2-171_POI	970256	AG2-171_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM742	80369	AG2-171_MAIN	80369	AG2-171_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM743	80472	AG2-213_MAIN	80472	AG2-213_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVM744	314427	3LUNENBURG	314427	3LUNENBURG	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD107	319088	AF2-222_MAIN	319088	AF2-222_MAIN	1	115	345	Winter 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-WVD108	314710	3NUTBUSH	314710	3NUTBUSH	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD109	314695	3GARY DP	314695	3GARY DP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD110	971775	AH1-396 GEN	971775	AH1-396 GEN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD111	314430	3KENBRDG	314430	3KENBRDG	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD112	970322	AG2-213_POI	970322	AG2-213_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD113	314431	3KENB TP	314431	3KENB TP	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD114	970256	AG2-171_POI	970256	AG2-171_POI	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD115	80369	AG2-171_MAIN	80369	AG2-171_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD116	80472	AG2-213_MAIN	80472	AG2-213_MAIN	1	115	345	Winter N-1-1	Included
2026W1-N11-WVD117	314427	3LUNENBURG	314427	3LUNENBURG	1	115	345	Winter N-1-1	Included
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

Confidential Information

Financial Information

Capital spend start date 01/2027

Construction start date 10/2029

Project Duration (In Months) 53

Cost Containment Commitment

Cost cap (in current year) Confidential Information

Cost cap (in-service year) Confidential Information

Components covered by cost containment

1. Sullivan-Collins 765 kV Transmission Line - Proposer
2. CHIHUB 345 kV Substation - Proposer
3. Elwood-Joliet Double Circuit 345 kV Line - Proposer
4. CHIHUB-McCook 345 kV Underground Line - Proposer
5. CHIHUB-Bedford Park 345 kV Underground Line - Proposer
6. CHIHUB-Golf Mill 345 kV Underground Line - Proposer
7. Byron-Pleasant Valley 345 kV Transmission Line - Proposer
8. Nelson-Plano 345 kV Transmission Line - 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	Yes
Additional Information	Confidential Information
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?

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Additional cost containment measures not covered above

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Additional Comments

None