

**STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION**

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

**THIRD ERRATA OF AMEREN TRANSMISSION COMPANY OF ILLINOIS**

Ameren Transmission Company of Illinois hereby submits the following third errata relating to its *Direct Testimony* and *Rebuttal Testimony*, as originally filed on the Illinois Commerce Commission’s e-docket on November 7, 2012 and April 26, 2013, respectively. The changes reflected in this errata are intended to address ministerial, computational or technical corrections required in and/or inadvertent omissions from the Company's Direct and Rebuttal Testimony, as provided for in 83 Il. Adm. Code Section 200.670(d). Clean copies of the revised documents identified below are being filed contemporaneously with this errata and contain the following corrections.

**Direct Testimony and Exhibits:**

**ATXI Ex. 3.4 (3d Rev.)—Jeffrey Hackman**

1. For the Mt. Zion to Kansas portion of the Primary Route, the base cost estimate (contained in ATXI Ex. 7.4) has been corrected based on the correct length of 68.32 miles. As a result of this correction, other cost estimates in ATXI Ex. 3.4 that rely on this revised base cost estimate have also changed.

**ATXI Ex. 5.4 (2d Rev.)—Rick Trelz**

1. ATXI Ex. 5.4 (2d Rev.) includes the inadvertently omitted landowners along the Alternate Route from Pana-Mt. Zion that were the subject of ATXI's Motion filed January 7, 2013. This list is identical to ATXI Petition Ex. C (Rev.) filed with the Commission on January 7, 2013.

**ATXI Ex. 7.4 (Rev.)—Jerry Murbarger**

1. For the Mt. Zion to Kansas portion of the Primary Route, the cost of the segment has been corrected from \$125,502,000 to \$129,087,000. As a result of this correction, the Total Cost for the Primary Route has been corrected from \$719,892,000 to \$723,477,000.

**Rebuttal Testimony and Exhibits**

**ATXI Ex. 10.2 (Rev.)—Maureen Borkowski**

1. ATXI Exhibit 10.2 inadvertently attached the unexecuted signature page (p. 37) and omitted the stipulation between ATXI and Matt Holtmeyer Construction, Inc.. These have been included in ATXI Exhibit 10.2 (Rev.).

**ATXI Ex. 11.2 (Rev.)—Denis Kramer**

1. The header has been corrected from ATXI Exhibit 11.5 to ATXI Exhibit 11.2.

**ATXI Ex. 13.0 (Rev.)—Donnell Murphy**

1. On page 1, line 19, replace "five (5)" with "six (6)";
2. On page 4, line 84, replace "conclude" with "include in";
3. On page 8, line 161, replace "Alternate" with "Primary";

4. On page 10, line 213, replace “ATXI witness, Mr. Dennis D. Kramer” with “ATXI witnesses Mr. Murbarger and Mr. Hackman”;
5. On page 11, line 225, delete the phrase “of the NERC reliability rules”;
6. On page 14, line 285, delete the phrase “an additional eight” and replace it with the word “nine”;
7. On page 14, line 286, delete the second parenthesis “)” after “ATXI's Primary Route”;
8. On page 14, line 287, replace the word “two” with the word “six” and insert the word “nine” after the word “these”;
9. On page 28, line 584, insert “of his Direct Testimony” after the phrase “On page 21”;
10. On page 35, line 750, delete “, operations” before the phrase “property value”;
11. On page 40, line 852, insert a period (.) after “Kansas” and insert “The MCPO route” before the word “may”;
12. On page 44, line 937, insert “and” after the phrase “and number of turning structures,”;
13. On page 44, line 939, insert a period (.) after “comments”;
14. On page 48, line 1039, the words “Pana” and “Mt. Zion” should be capitalized;
15. On page 59, line 1261, delete the word “potential” before “displacement”;
16. On page 60, line 1290, insert a space after “(the “Allen Family”)” and delete the comma (,) after “Rural Clark and Edgar Counties Concerned Citizens”;
17. On page 61, line 1300, replace “the Allen Family” with “the Allen Family’s”;
18. On page 64, line 1382, replace “ages” with “pages”; and

19. On page 65, line 1399, “Part 200.15(h)” should be “Part 200.150(h)”.

**ATXI Ex. 13.1 (Rev.)**

1. ATXI Ex. 13.1 inadvertently showed the Recommended Rebuttal Route for the Kansas to Indiana State Line portion as ATXI’s Primary Route. ATXI Ex. 13.1 (Rev.) has been corrected to show ATXI’s Alternate Route.

**ATXI Ex. 13.5 (Rev.)**

1. ATXI Ex. 13.5 inadvertently omitted the identification of the Morgan and Sangamon Counties Landowners and Tenant Farmers proposed alternate route. ATXI Ex. 13.5 (Rev.) corrects this omission.

**ATXI Ex. 13.6 (Rev.)**

1. ATXI Ex. 13.6 (Page 1 of 4) inadvertently omitted the identification of ATXI’s Second Alternate Route. ATXI Ex. 13.6 (Rev.) corrects this omission.

**ATXI Ex. 15.0 (Rev.)—Rick Trelz**

1. On page 2, line 34, replace “four with “six”;
2. On page 8, line 166, replace “being” with “begin”; and
3. On page 19, line 393, insert the word “on” after the word “based”.

**ATXI Ex. 16.0 (Rev.)—Jerry Murbarger**

1. On page 3, line 45, replace “ATXI’s Recommended Rebuttal Routes” with “ATXI’s Rebuttal Recommended Routes”;
2. On page 3, line 47, insert a comma (,) after the word “estimates”;
3. On page 3, line 48, insert a comma (,) after the word “costs”;

4. On page 3, line 48, replace “ATXI’s Recommended Rebuttal Routes” with “ATXI’s Rebuttal Recommended Routes”;
5. On page 3, line 48 replace “\$750,368,000” with “\$746,051,000”;
6. On page 3, line 53, replace “ATXI’s Preferred Rebuttal Route” with “ATXI’s Rebuttal Recommended Routes”;
7. On page 6, line 116, remove the highlighting from the word “AIC”;
8. On page 7, line 130, replace “ATXI’s Preferred Rebuttal Routes” with “ATXI’s Rebuttal Recommended Routes”;
9. On page 9, line 176, replace “Mr. Charles E. Ellis” with “Mr. Charles F. Ellis”;  
and
10. On page 10, line 187, insert “(Responses to ATXI-JDL 4.23, 4.33)” after the word “insulators”.

**ATXI Ex. 16.1 (Rev.)**

1. For the Kansas to Indiana State Line portion of the Rebuttal Recommended Route, the cost of the segment has been corrected from \$68,236,000 to \$63,919,000. As a result of this correction, the Total Cost for the Rebuttal Recommended Route has been corrected from \$750,368,000 to \$746,051,000.

**ATXI Ex. 16.3 (Rev.)**

1. For the Kansas to Indiana State Line portion of the Rebuttal Recommended Route (p. 8), the cost has been corrected from \$68,236,000 to \$63,919,000. “\*Primary Route” should be “\*Alternate Route”.

Dated: May 6, 2013

Respectfully submitted,

Ameren Transmission Company of Illinois

/s/ Albert Sturtevant

One of their Attorneys

Edward C. Fitzhenry  
Matthew R. Tomc  
Eric E. Dearmont  
**AMEREN SERVICES COMPANY**  
One Ameren Plaza  
1901 Chouteau Avenue  
St. Louis, Missouri 63166  
(314) 554-3533  
(314) 554-4014 (fax)  
efitzhenry@ameren.com  
mtomc@ameren.com  
edearmont@ameren.com

Mark A. Whitt  
Shannon K. Rust  
**WHITT STURTEVANT LLP**  
88 East Broad Street, Suite 1590  
Columbus, Ohio 43215  
(614) 224-3911  
whitt@whitt-sturtevant.com  
rust@whitt-sturtevant.com

Albert D. Sturtevant  
Anne M. Zehr  
Rebecca L. Segal  
Hanna M. Conger  
**WHITT STURTEVANT LLP**  
180 N. LaSalle Street, Suite 2001  
Chicago, Illinois 60601  
(312) 251-3017  
sturtevant@whitt-sturtevant.com  
zehr@whitt-sturtevant.com  
segal@whitt-sturtevant.com  
conger@whitt-sturtevant.com

**CERTIFICATE OF SERVICE**

I, Albert Sturtevant, an attorney, certify that May 6, 2013, I caused a copy of the foregoing *Third Errata of Ameren Transmission Company of Illinois* to be served by electronic mail to the individuals on the Commission's Service List for Docket 12-0598.

*/s/ Albert Sturtevant*

\_\_\_\_\_  
Attorney for Ameren Transmission  
Company of Illinois