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**SOAH DOCKET NO. 473-10-1097
PUC DOCKET NO. 37448**

**APPLICATION OF LCRA TRANSMIS-
SION SERVICES CORPORATION TO
AMEND ITS CERTIFICATE OF CON-
VENIENCE AND NECESSITY FOR THE
GILLESPIE TO NEWTON 345 KV CREZ
TRANSMISSION LINE IN GILLESPIE,
LLANO, SAN SABA, BURNET, AND
LAMPASAS COUNTIES, TEXAS**

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**BEFORE THE
STATE OFFICE OF ADMINISTRATIVE
HEARINGS**

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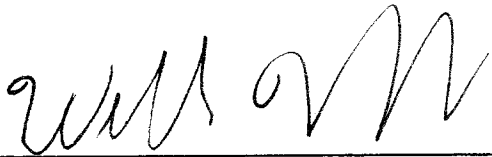
**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
CJ RANCH'S SEVENTH REQUEST FOR INFORMATION**

COMES NOW LCRA Transmission Services Corporation (LCRA TSC) and files this, its Response to CJ Ranch's Seventh Request for Information. This Response is timely filed. LCRA TSC agrees and stipulates that all parties may treat these responses as if the answers were filed under oath.

Respectfully submitted,

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ATTORNEYS FOR LCRA TRANSMISSION
SERVICES CORPORATION

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing document was served on the propounding party (pursuant to Order No. 1) on the 19th day of January 2010, by email, facsimile, First-Class U.S. mail, or by hand delivery.


William T. Medaille

**SOAH DOCKET NO. 473-10-1097
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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
CJ RANCH'S SEVENTH REQUEST FOR INFORMATION**

Question No. 7-1:

Please refer to Attachment 1 to your response to Chanas Ranch's First RFI, Question 1-12, the top table regarding existing transmission line ROW to be used. Please explain in detail why you propose a ROW width of 100 feet for the new line on links C3, C5, C9, C11, and C12, and why you propose a ROW width of 140 feet for the new line on links C14 and C17.

Response No. 7-1:

Segments C3, C5, C9, C11, and C12 are all generally located within the existing 100 foot ROW for T-130, with segments C3 and C5 being adjacent to an existing LCRA TSC double circuit 138-kV line (T192/T448). It is not anticipated that additional ROW will be required in these segments.

Segments C14 and a small portion of C17 (that portion not parallel to LCRA TSC's existing T-109 transmission line) are located along existing ROW for LCRA TSC's T-267 and T-106 transmission lines. In contrast to links C3, C5, C9, C11, and C12, there are anticipated design constraints, including river crossings (e.g., Llano River, Colorado River, two spill ways below Lake Buchanan), highway crossings (3 crossings of SH 29), other transmission line crossings (T-107, T-110, and T-108), and other design considerations (e.g., the heavily developed area in the vicinity of Buchanan Dam) that, in Mr. Symank's opinion, indicate that a wider ROW will be required in portions of those segments due to the span lengths between structures. Longer spans to accommodate these constraints will require wider ROW. In addition, the portion of C17 that parallels T-109 may have terrain that requires longer spans and, thus, wider ROW. That being the case, these segments were estimated using an average 140 foot ROW, which would require an addition of 40 feet to the existing 100 foot ROW.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-2:

- (a) Referring to this same table in Question 7-1, could you use the existing typical ROW width of 100 feet for installation of the new line on links C14 and C17, and, if so, explain in detail the structure that would be used, the span between structures, and other design and construction-related details for installation of the new line within the existing 100-foot ROW along these links.
- (b) Please provide the same information for those portions of link C14 shown in Detail Map 6.2 and 6.3, Special Insert Page for Map Sheet 6, and for those lengths of link C17 shown in Map Details 7.1, 7.2, and 7.3, of Map Sheet 7 of the maps entitled "Location of Directly Affected Properties."

Response No. 7-2:

- (a) Except for the areas or constraints mentioned in the response to Q 7-1, generally speaking, the existing 100 foot ROW could be used for the new line on links C14 and C17. Any of the structures proposed for this project by LCRA TSC in this application can be constructed on the 100 foot minimum ROW width, as noted in Mr. Symank's Direct Testimony. Additionally, a greater number of structures would be required to decrease ROW width from 140 feet to 100 feet. LCRA TSC cannot provide additional details until a route is approved by the Commission and the detailed design is completed.
- (b) Again, please refer to the response to question 7-1 of this RFI and to the answer to subpart (a) to this response. The detailed design will determine structure types, locations, and required ROW width in these locations.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-3:

(a) Please compare and explain in detail the estimated design, material, and construction cost differentials, if any, of using existing 100-foot ROW in links C14 and C17 versus using the proposed 140-foot ROW referenced in your response to Chanas Ranch's Question 1-12, and please provide the differential, if any, on a unit basis, such as per mile, as well. (b) Please provide this same information as to the same portions of links C14 and C17 referenced in 7-2(b) above.

Response No. 7-3:

The information requested in this question has not been calculated. Also, please see the response to Question 7-1, which identifies constraints on these links.

Construction costs were estimated by route, not by segment. Please refer to the responses to Hinckley's 2nd RFI Question 2-3, Hinckley's 4th RFI Question 4-1, and O'Ryan's 1st RFI Question 1-8 paragraph 2 for prior RFI responses related to costs by segment which have not been calculated. Testimony Exhibit CDS-1, as amended in Errata 3, addresses comparative structure types and associated construction costs.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-4:

Do the easement documents for existing ROW along C14 and C17 allow LCRA to install this new line without having to acquire additional property rights for their installation?

Response No. 7-4:

Detailed assessment for reconstruction rights on the existing easements on these segments has not been completed. Because the existing easements along C14 and C17 are 100-foot and C14 and C17 were estimated to be a 140-foot easement, additional rights will be acquired for the additional easement width.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-5:

What is the differential in ROW acquisition costs for installing the new line within existing 100-foot ROW along links C14 and C17 as compared to using a proposed ROW width of 140 feet for the new line?

Response No. 7-5:

Detailed assessment for reconstruction rights on the existing easements on these segments has not been completed. The information requested in this question has not been calculated.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-6:

Again referring to Attachment 1 referenced in 7-1 above, the bottom table titled "Existing Transmission Line ROW to be Paralleled", it indicates that line T-109 is a single pole construction, with a typical existing ROW width of 100 feet, and that LCRA proposes to parallel it with new ROW 140 feet wide. Could you install the new line in 100-foot wide ROW, and, if so, please explain in detail the structures that would be used, the span between structures, and other design and construction-related details for installation of the new line within a 100-foot ROW along C17 as it parallels T-109 versus a 140-foot ROW.

Response No. 7-6:

Please see the response to Question 7-1.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA

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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO
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Question No. 7-7:

Referring to the same table in 7-6 above, (a) please compare and explain in detail the estimated design, material, and construction cost differentials, if any, of using 100-foot ROW in links C17 and C18 versus using the proposed 140-foot ROW referenced in that table and please provide the differential, if any, on a unit basis, such as per mile, as well, and (b) please provide the ROW acquisition cost differential, as well.

Response No. 7-7:

Please see the response to Question 7-3.

Preparer: Curtis Symank
Sponsor: Curtis Symank

Title: Engineering Supervisor, LCRA
Title: Engineering Supervisor, LCRA