



Control Number: 37778



Item Number: 451

Addendum StartPage: 0

SOAH DOCKET NO. 473-10-2461  
PUC DOCKET NO. 37778

APPLICATION OF LCRA  
TRANSMISSION SERVICES  
CORPORATION TO AMEND ITS  
CERTIFICATE OF CONVENIENCE  
AND NECESSITY FOR THE TWIN  
BUTTES TO MCCAMEY D 345-KV  
CREZ TRANSMISSION LINE IN TOM  
GREEN, IRION, AND SCHLEICHER  
COUNTIES, TEXAS

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BEFORE THE STATE OFFICE OF  
  
ADMINISTRATIVE HEARINGS

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SUPPLEMENTAL TESTIMONY OF

MOHAMMED ALLY, P.E.

INFRASTRUCTURE & RELIABILITY DIVISION

PUBLIC UTILITY COMMISSION OF TEXAS

April 12, 2010

451

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**APPENDIX**

A. Workpapers

**I. INTRODUCTION**

**Q. Please state your name, occupation and business address.**

A. My name is Mohammed Ally. I am employed by the Public Utility Commission of Texas (PUC or the Commission) as an Electric Utility Engineer in the Infrastructure and Reliability Division. My business address is 1701 North Congress Avenue, Austin, Texas 78711-3326.

**Q. Are you same Mohammed Ally that filed direct testimony for the Commission in this case?**

A. Yes.

**II. PURPOSE OF TESTIMONY**

**Q. What is the purpose of this testimony?**

A. The purpose of my testimony is to present Staff's opinion concerning three additional modifications recently proposed by several intervenors in this proceeding.

**Q. Who proposed the modifications?**

A. One set of modification was proposed by intervenors McGregor, Double M, Akin and Helmers and is referred to as the "McGregor Compromise Route."<sup>1</sup> Another set was proposed by Lon Slaughter<sup>2</sup> and is referred to as the "Slaughter Modification." A third was proposed by Freeman Pickett, III<sup>3</sup> and is referred to as the "Pickett Modification."

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<sup>1</sup> McGregor Ranch Second Amended response to Staff RFI 1-8 (April 9, 2010).

<sup>2</sup> Slaughter Interests First Request for Information to PUC Staff RFI 1-6 to 1-9 (Mar 31, 2010).

<sup>3</sup> Cross-Rebuttal Testimony of W. Freeman Pickett, III at 3, lines 16-22 (Apr 5, 2010) .

**Q. From your evaluation, what are the differences between your recommended route and the modifications proposed by several intervenors?**

A. The major difference is the length and the number of angle structures that would be required. From my evaluation using unit costs provided by LCRA TSC witness Turner and/or LCRA TSC responses to RFIs, I have concluded the distance of the McGregor Compromise route is approximately 1.25 miles longer with an estimated additional cost of \$2.1 million when compared with the alternative route TM6 and TM8. I have concluded that the Slaughter Modification<sup>4</sup> is approximately 0.3 miles longer with an estimated additional cost of less than \$1 million<sup>5</sup> when compared with the alternative route TM6. I have concluded that the Picket Modification is approximately 0.34 miles longer with an estimated additional cost of \$0.75 million when compared with alternative route TM6. These cost estimates do not include the environmental mitigation costs, which based upon LCRA TSC's Environmental Assessment, should be approximately the same as the estimates for TM6.

**Q. How are the proposed modifications better than the original TM6 as proposed by LCRA TSC?**

A. I believe that the modifications are actually better than the TM6 as proposed by LCRA TSC because they follow approximately 7.6 miles more of apparent property lines, which will lessen the negative impact on the landowners. Slaughter's Modification also reduces the number of habitable structures on TM6 and TM6-modified by 1. LCRA TSC has

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<sup>4</sup> Modification proposed by Slaughter with the dotted line labeled 2 on Exhibit C to Slaughter's First RFI to Staff (Mar 31, 2010).

<sup>5</sup> LCRA TSC Response to Wardlaw Brothers Ranch, Ltd (Wardlaw) First Request for Information (RFI) 1-15 (Mar. 19, 2010) - the modification with a right angle at the southeast corner would cost approximately \$973,000. With an angle as suggested by Staff the cost would be less.

provided information in its responses to RFIs that the Slaughter Modification is a viable route for this project.<sup>6</sup>

### **III. CONCLUSIONS AND RECOMMENDATIONS**

**Q. Based on your evaluation of the new information, what conclusions have you reached about the modifications proposed by McGregor, Slaughter and Pickett?**

**A.** I conclude that:

1. the McGregor Compromise Route is a viable alternative to accommodate landowners along segments a18, a24, a26, a28, a29, a36, a37, a40.
2. the Pickett Modification is a viable alternative to accommodate a landowner request along segment a18.
3. the Slaughter Modification is a viable, reliable and constructible route to accommodate a landowner request along segments a7 and a13.

**Q. What recommendations do you have regarding these proposals?**

**A.** I recommend that the Commission consider the Slaughter Modification, the Bryant Family Trust modification (TM6-modified) as explained in my previous testimony, the Pickett Modification and the McGregor Compromise Route as modifications to LCRA TSC's proposed TM6 and select TM6 as modified by these proposals by landowners.

**Q. Does this conclude your testimony?**

**A.** Yes.

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<sup>6</sup> LCRA TSC response to Wardlaw Brothers Ranch Ltd., First RFI 1-19 (Mar. 19, 2010).

## A. WORKPAPERS

**Response:**

I currently have an overhead transmission line down my west fence line for a mile and across parts of my south side for 2.5 miles. Another overhead transmission line cutting through the middle of my property begins to surround me with electrical transmission lines. I would certainly be concerned with the possibility of a decline in property value. Many of the intervenors are arguing that landowners with the turbines should also bear the burden of having this transmission line on them. If the route for this transmission line follows the preferred route until it meets the intersection of Links A14, A19, A21, A22, and A23, then I am extremely concerned that the route could turn down Link A22 and A26. As I stated in my direct testimony, Link A26 bisects my ranch completely and is the link that I oppose the most.

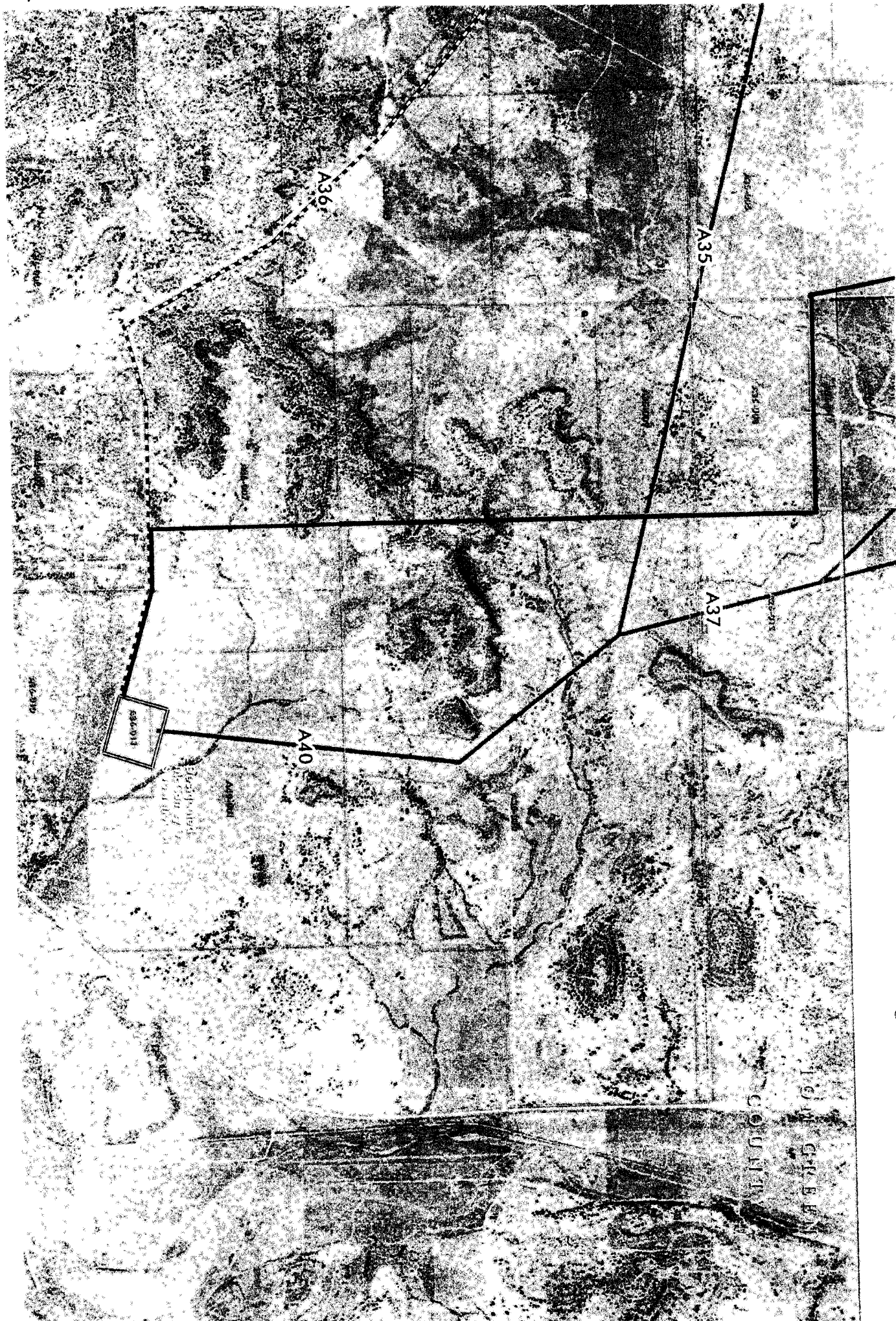
Because PUC Staff's expert has recommended the modified eastern route, I realize that there is a good chance that the line will go that way. My neighbors to the north and east, Rebecca Kuykendall, Double M Ranch, Galen Akin, Karen Marth, and Bob Helmers, will then have the route (Links A18, A28, A29, A32, A37, and A40) go through the middle of their ranches. They do not like that, just like I do not like it that Link A26 goes through the middle of my ranch. As such, my neighbors and I figured out a compromise route that addresses other intervenors' concerns (*i.e.*, landowners with wind turbines should bear the burden of this line) and that minimizes, if you could say that, the negative impact to our ranches. We are good neighbors and want to remain good neighbors. We call this compromise the "McGregor Compromise Route." The black line of the two pages of maps attached as Exhibit 1 shows our modified route.

The McGregor Compromise Route begins as follows: (1) at the northwest corner of Block A18-006 (Kuykendall ranch) turning clockwise to the middle of the southern boundary of that block; (2) cross Allen Road before entering my ranch on the east side of Block A24-002; (3) proceed south along my eastern fence for two miles; (4) turn counter-clockwise slightly towards my ranch's southeast corner for about three more miles; (5) turn due east, cross into Galen Akin's south pasture at Block A26-002; (6) proceed east paralleling Galen Akin's south fence line for about one mile; (7) upon entering Karen Marth's ranch at Block A26-013, turn due south again paralleling her west fence until entering Bob Helmers's ranch; (8) continue proceeding due south paralleling Bob Helmers's west fence in Blocks A37-001 and most of A35-010; (9) keep proceeding south across Bob Helmers's south pasture in Block A35-010; and (10) proceed due south into Wilson Jones's ranch until the line meets up with the road on his ranch that leads eastward to the proposed McCamey D substation on his ranch.

Langford Wind Power, LLC has given me consent for the McGregor Compromise Route. By offering this modified route, I am not waiving any of my rights to receive adequate compensation for this transmission line. I am offering it as a compromise to help my neighbors as well as keep this transmission line from coming down Link A26.









A24

A28

A26

A29

Page 10

McGregor Compromise Route  
Exhibit 2 - Page 1 of 1

A24

A28

A26

A29

Page 10

McGregor Compromise Route  
Exhibit 2 - Page 1 of 1

A24

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Page 10

McGregor Compromise Route  
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McGregor Compromise Route  
Exhibit 2 - Page 1 of 1

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A24

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McGregor Compromise Route  
Exhibit 2 - Page 1 of 1

**SOAH DOCKET NO. 473-10-2461  
PUC DOCKET NO. 37778**

<b>APPLICATION OF LCRA</b>	<b>§</b>	<b>BEFORE THE STATE OFFICE</b>
<b>TRANSMISSION SERVICES</b>	<b>§</b>	
<b>CORPORATION TO AMEND ITS</b>	<b>§</b>	
<b>CERTIFICATE OF CONVENIENCE</b>	<b>§</b>	
<b>AND NECESSITY FOR THE</b>	<b>§</b>	<b>OF</b>
<b>PROPOSED TWIN BUTTES TO</b>	<b>§</b>	
<b>MCCAMEY D CREZ 345-KV</b>	<b>§</b>	
<b>TRANSMISSION LINE IN TOM</b>	<b>§</b>	
<b>GREEN, IRION, AND SCHLEICHER</b>	<b>§</b>	
<b>COUNTIES, TEXAS</b>	<b>§</b>	<b>ADMINISTRATIVE HEARINGS</b>

**INTERVENOR GALEN AKIN'S FIRST AMENDED RESPONSES TO  
COMMISSION STAFF'S FIRST REQUESTS FOR INFORMATION  
AND FIRST REQUESTS FOR ADMISSION**

COMES NOW Galen Akin, an intervenor in the above entitled and numbered case, and files his First Amended ResponseS to the Commission Staff's First Requests for Information And First Requests for Admission, such responseS being for the purpose of this action only.

Respectfully Submitted

Don Payne  
125 S. Washington Street  
San Angelo, Texas 76903  
Tele: (325) 482-8049  
Fax: (325) 482-8064  
E-mail: [dnp111@ymail.com](mailto:dnp111@ymail.com)

By: 

Don Payne  
State Bar No. 24065890  
Attorney for Intervenor Galen Akin

1.8

What are your specific concerns about the proposed transmission line?

**Response:**

I purchased our property in February 1995. Long term planning included building an exotic game ranch for the purpose of breeding or growing out animals. No hunting of exotics was ever planned or has been done. In addition, a homestead was also planned. At the time of purchase all of the perimeter fences were in major disrepair. There was not a habitable structure and only one functioning animal watering location. The Bois D'Arc draw and two other unnamed draws run thru this property. Fencing and water gaps are directly affected during flooding events, sometimes taking days to repair.

In July 1996 construction of a high fence enclosure was begun. This construction project was completed in December. The site selected is in the back northwest portion of the property. The location is not affected by any of the draws. This reduced the risks of animals escaping after a flooding event. The 125+ acre enclosure is offset from the property lines to deter potential poachers who might have been tempted to do something stupid as they looked over the fence. Every effort was made to hide this enclosure.

The decision was also made to make every effort not to destroy any oak trees in the construction process. Instead of a nice rectangle this enclosure has 10 distinct sides. We sacrificed dollars in construction costs but did not destroy one oak. The East 2 sections of fencing are the closest to A29-002. The NE corner being 111+ feet to the centerline. The SE corner being 165+/- feet to the centerline. The total length of fence is 3087+/- feet.

From 1999 to present the method for capturing (so we can sell) the exotics is the use of a low flying helicopter to shoot nets over the animals. Larger animals are darted (tranquilized) from the helicopter. All capture is started very early in the morning. Low hanging cloud cover or fog is not unusual. Visual perception and mental awareness can be hampered. Both processes are dangerous as the animals are running and weaving thru the brush. Some animals feel safer by running next to the high fence. When they do this the angle from which the net gunner can get a shot is greatly diminished. To have 130' steel towers with high voltage lines only 165' or less away increases the level of danger immensely. Forget that we live here or that our livelihood could be severely impacted if this segment of line is constructed.

What is most important is that our son and a pilot are in the helicopter. The last thing that we and the LCRA wants to see is a helicopter in this electrical line. Although this is the only high fence enclosure on the ranch, we have several pastures that have been constructed in different areas of the ranch in which exotics can be kept behind new low fence. Blackbuck, Addax, Scimitar Oryx are just a few of the species that will stay behind low fencing. Animals in these pastures are gathered using the helicopter.

Because of the above concerns I favor the Preferred Route, TM5, as originally proposed (links a1-a2-a5-a6-a8-a12-a14-a23-a34-a36).

Because the PUC Staff's expert has recommended the modified eastern route, I am aware that the route might be moved to the east. If that route (links a18, a28, a29, a32, a37, and a40) is chosen, I and several of my neighbors will be adversely affected by having the route run through the middle of our ranches. My neighbors, Rebecca Kuykendall, Double M Ranch, McGregor Ranch, Karen Marth, Bob Helmers and I have worked out a compromise route that addresses, to some degree, our concerns as well as those of several other intervenors in this docket. This is a compromise among property owners who are trying to be good neighbors. We call our proposed compromise route the "McGregor Compromise Route." The two-page map attached as Exhibit 1 shows our modified route. The two pages should be rotated so that the black line, which represents the McGregor Compromise Route, is joined.

The McGregor Compromise Route is as follows: (1) begin at the northwest corner of Block A18-006 (Kuykendall ranch) turning clockwise to the middle of the southern boundary of that block; (2) cross Allen Road before entering the McGregor ranch on the east side of Block A24-002; (3) proceed south along McGregor's eastern fence line for two miles; (4) turn counter-clockwise slightly toward McGregor's southeast corner for about three more miles; (5) turn due east, cross into our south pasture at Block A26-002; (6) proceed east paralleling our south fence line for about one mile; (7) upon entering Karen Marth's ranch at Block A26-013, turn due south again, paralleling Ms. Marth's west fence line until entering Bob Helmers' ranch; (8) continue proceeding due south paralleling Helmers' west fence line in Blocks A37-001 and most of A35-010; and (10) proceed due south into Wilson Jones' ranch until the line meets with the road on Jones' ranch that leads eastward to the proposed McCamey D substation on his ranch.

For the sake of clarity, please note that the black line on the west side of Block A35-010 is intended to represent a portion of the McGregor Compromise Route that is to run on the Helmers' property, not on the Steen Estate's side of that property line.

If it is determined that the route should move to the east, I would favor the McGregor Compromise Route over any other eastern route because (a) the McGregor Compromise Route would run on our south property line instead of bisecting the southern section of our ranch; (b) it would alleviate the safety concerns I have expressed with regard to the helicopter animal capture operations on our ranch; (c) it will likely not interfere with our other ranch operations; and (d) it is a compromise among neighboring property owners with similar concerns that would provide a better alternative for all who are trying to be good neighbors and make the best of the situation.

By agreeing to and offering this modified route, I am not waiving any rights as to condemnation or adequate compensation with regard to the proposed transmission line. Additionally, if this compromise proposal is accepted, I would prefer and request that the line, as it parallels our south fence line for approximately one mile, be constructed using monopoles in order to minimize, to the degree possible, the aesthetic and practical effects of the line on our property and that of our neighbor to the south.

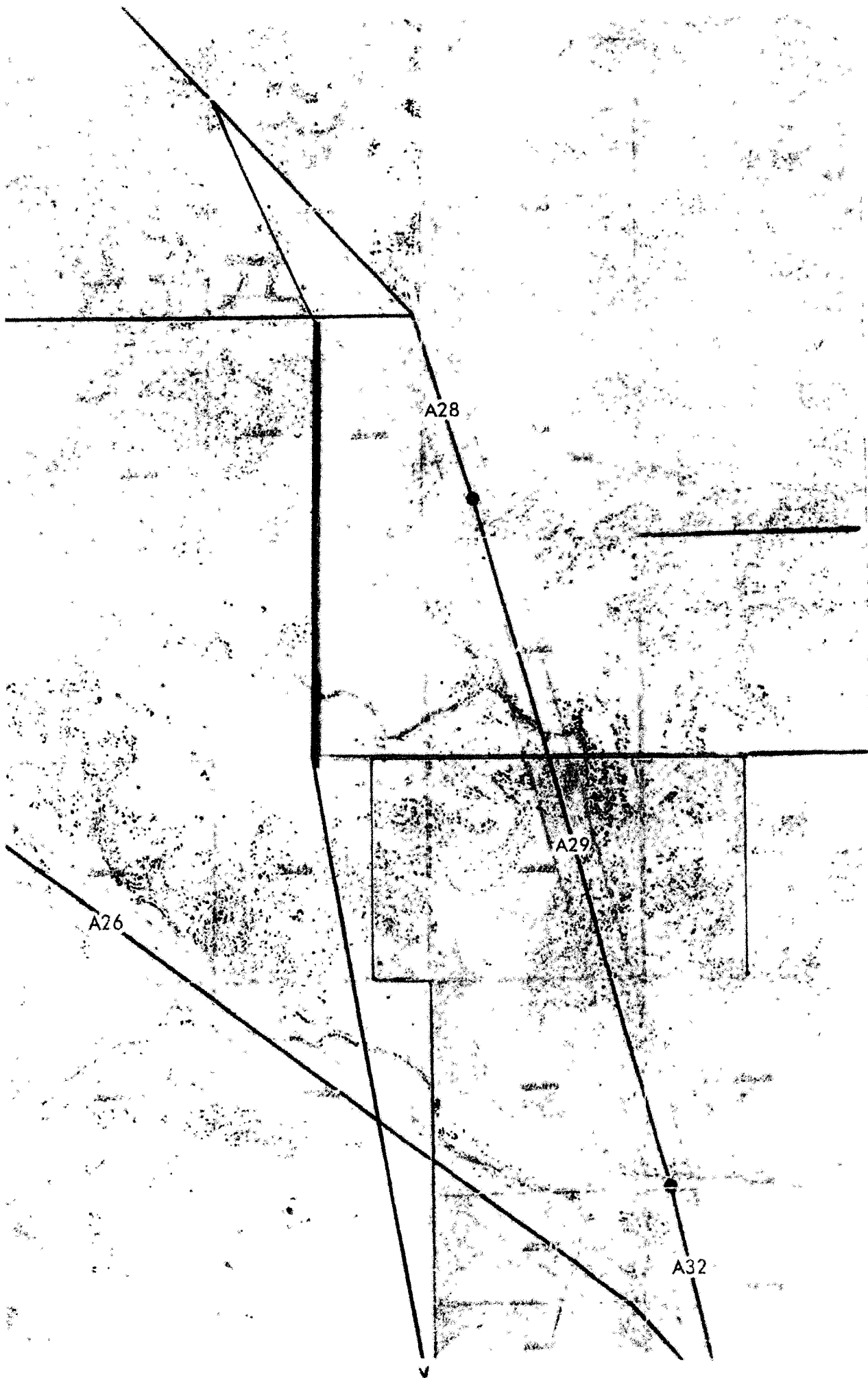
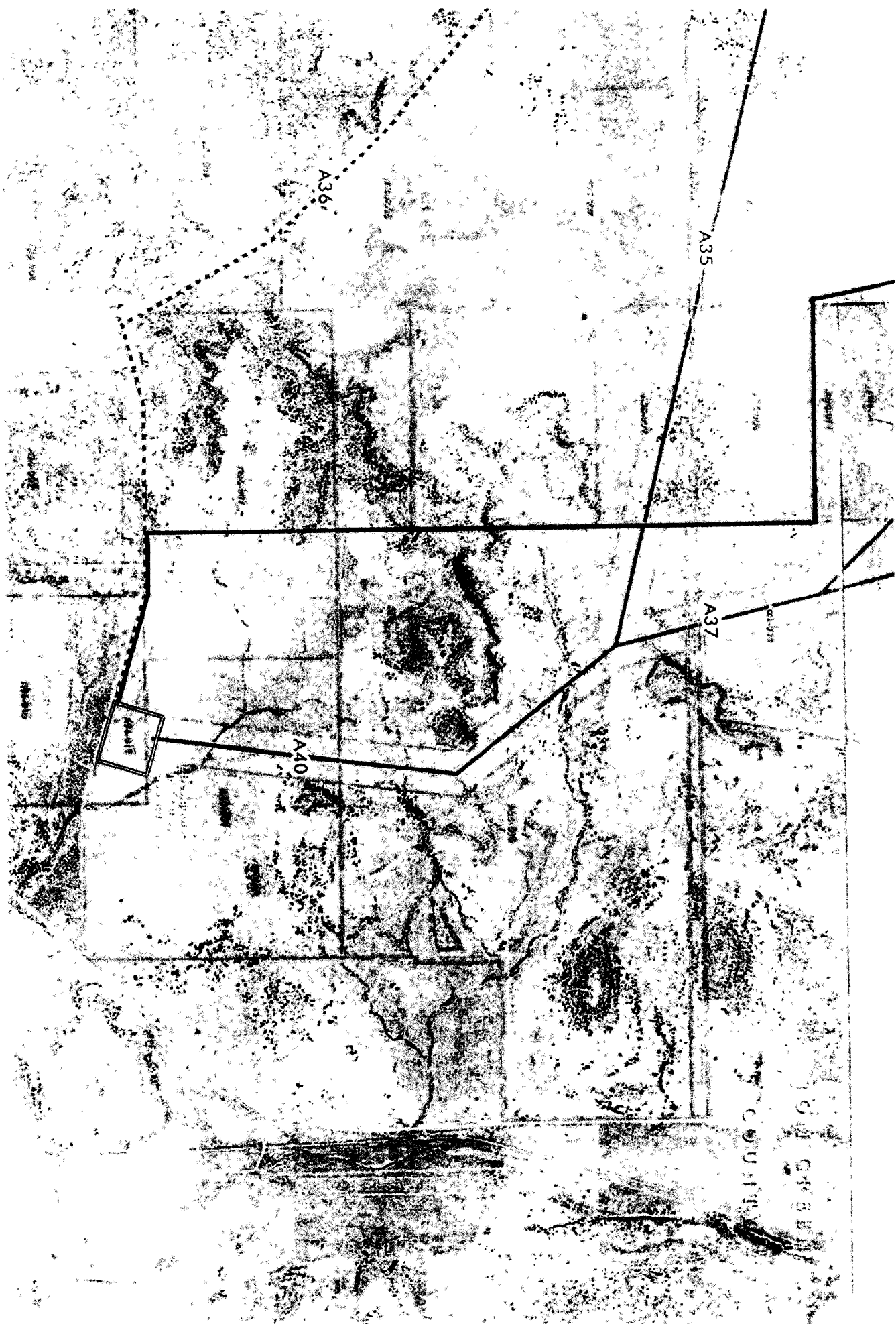


Exhibit 1

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SOAH DOCKET NO. 473-10-2461  
PUC DOCKET NO. 37778

APPLICATION OF LCRA TRANSMISSION	§	BEFORE THE STATE OFFICE
SERVICES CORPORATION TO AMEND	§	
ITS CERTIFICATE OF CONVENIENCE	§	
AND NECESSITY FOR THE PROPOSED	§	OF
TWIN BUTTES TO MCCAMEY D CREZ	§	
345 k-V TRANSMISSION LINE IN TOM	§	
GREEN, IRION, AND SCHLEICHER	§	ADMINISTRATIVE HEARINGS
COUNTIES, TEXAS	§	

STATE OF TEXAS §

COUNTY OF TOM GREEN §

**AFFIDAVIT OF KAREN LEE MARTH**

Before me, the undersigned authority, personally appeared Karen Lee Marth, who, after being by me duly sworn, deposed, and said as follows:

1. "My name is Karen Lee Marth. I am over the age of 21, am fully competent and fully authorized to make this affidavit, and have personal knowledge of every fact stated herein, each of which is true and correct.

2. "I have not intervened in this docket, but I am an affected landowner. My address is 26049 South Highway 277, Christoval, Texas 76935. I ask that I be allowed to submit this affidavit in support of my position in this docket.

3. "This week, I met with Bob Helmers. He showed me LCRA Transmission Services Corporation's maps. Links A26, A32, and A37 all intersect on my ranch in the middle of Block A26-013 as shown on LCRA TSC's Attachment 3, Sheets 3 and 4. All of these links will go through some of the best parts of my ranch. It goes through a big draw and splits two of my pastures. I oppose LCRA TSC's links as currently routed.

4. "I have seen the proposed 'McGregor Compromise Route,' which is shown in black ink in the attached Exhibit A. If this transmission line follows the eastern route, I fully support the McGregor Compromise Route. It follows my western fence as shown by the black line paralleling the western edge of Block A26-013. Exhibit A is a true and correct copy of the McGregor Compromise Route. It fairly and accurately represents the modifications that I would prefer for this transmission line.

5. "Make no mistake; however, I am not waiving my rights to receive adequate compensation guaranteed under United States and Texas law."

"Further Affiant sayeth not."

Karen Marth  
Karen Lee Marth

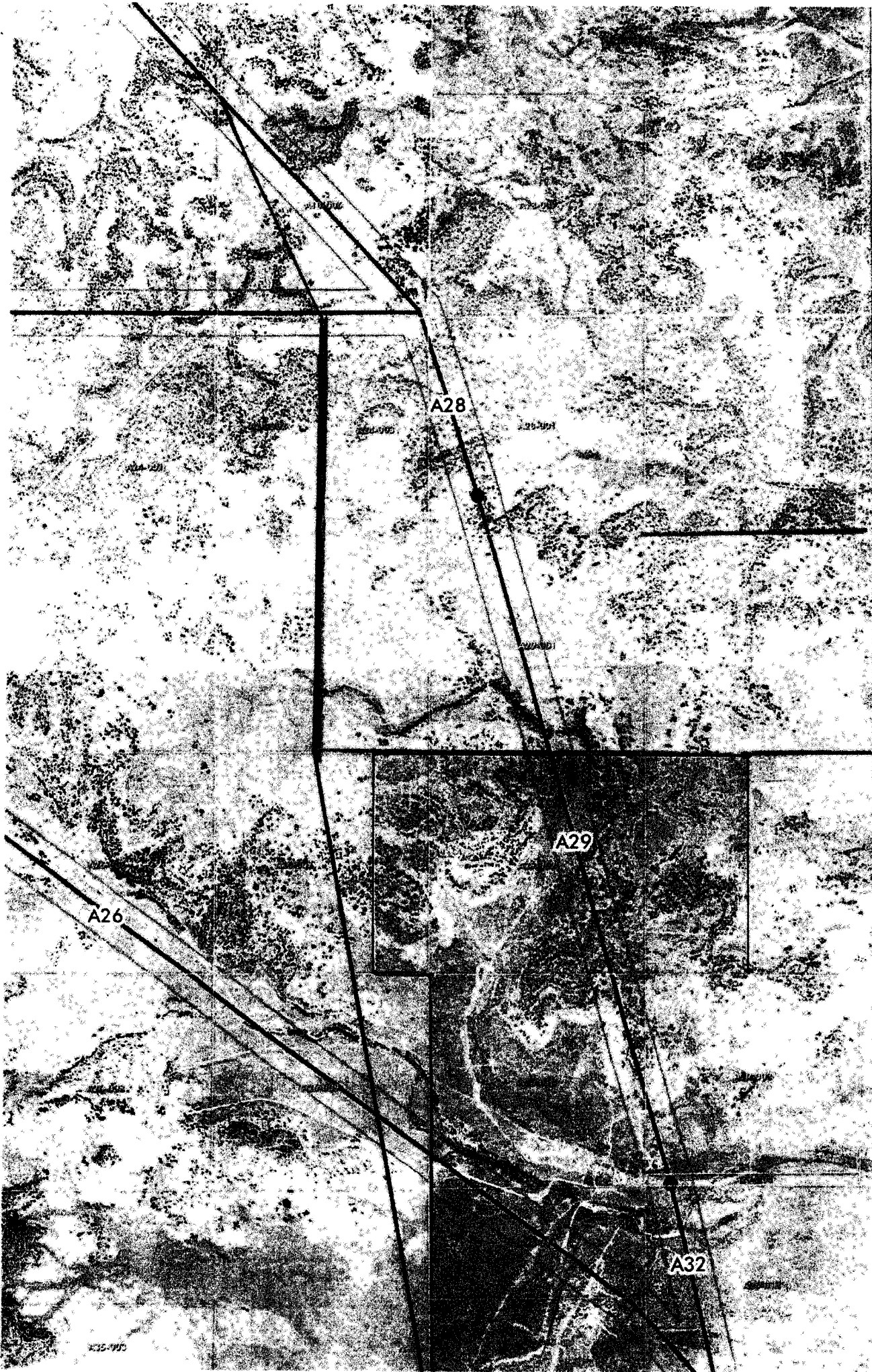
Sworn to and subscribed before me by Karen Lee Marth on April 9, 2010, to which witness my hand and official seal.

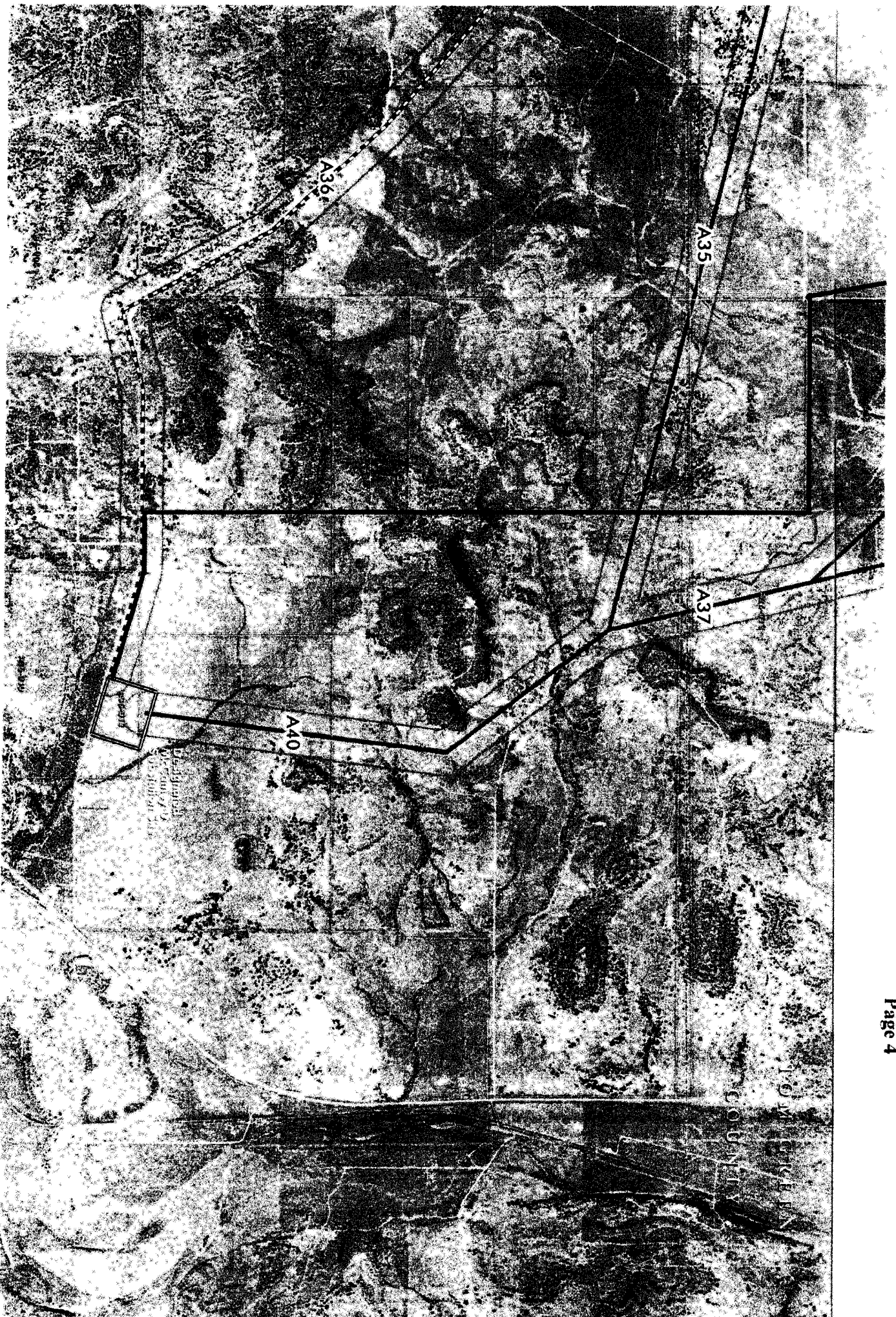


Shelly Kofron  
Notary Public in and for the State of Texas

**Attachments:**

1. Exhibit A-McGregor Compromise Route Map





SOAH DOCKET NO. 473-10-2461  
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GREEN, IRION, AND SCHLEICHER	§	ADMINISTRATIVE HEARINGS
COUNTIES, TEXAS	§	

STATE OF TEXAS §

COUNTY OF TOM GREEN §

**AFFIDAVIT OF REBECA KUYKENDALL**

Before me, the undersigned authority, personally appeared Rebeca Kuykendall, who, after being by me duly sworn, deposed, and said as follows:

1. "My name is Rebeca Kuykendall. I am over the age of 21, am fully competent and fully authorized to make this affidavit, and have personal knowledge of every fact stated herein, each of which is true and correct.

2. "I have not intervened in this docket, but I am an affected landowner. My address is PO Box 212, Christoval, Texas 76935. I ask that I be allowed to submit this affidavit in support of my position in this docket.

3. "Link A18 crosses my ranch in Blocks A18-002, A18-003, and A18-006 as shown LCRA Transmission Corporation, Inc.'s Attachment 3, Sheet 3. It bisects the best parts of our ranch in Blocks A18-003 and A18-006.

4. "This week, I met with Scott McGregor, Mark McLaughlin, Bob Helmers, Galen Akin, Don Payne, and Joe William Ross. They showed me their proposed modification to the southern part of the eastern route. They call it the 'McGregor Compromise Route.'

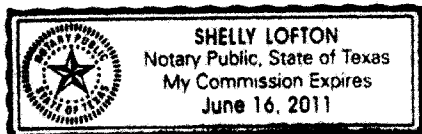
5. "If this transmission line uses Link A18, I fully support the McGregor Compromise Route. It rotates Link A18 clockwise as shown by the black line on the attached Exhibit A so that it does not bisect Block A18-006 from the northwest corner to its southeast corner. The McGregor Compromise Route will lessen this transmission line's impact to my ranch in Block A18-006. Exhibit A is a true and correct copy of the McGregor Compromise Route. It fairly and accurately represents the modifications that I would prefer for this transmission line.

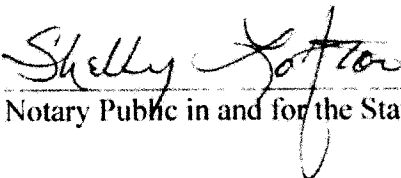
6. "Make no mistake; however, I am not waiving my rights to receive adequate compensation guaranteed under United States and Texas law."

"Affiant sayeth further not."

  
Rebeca Kuykendall

Sworn to and subscribed before me by Rebeca Kuykendall on April 9, 2010, to which witness my hand and official seal.

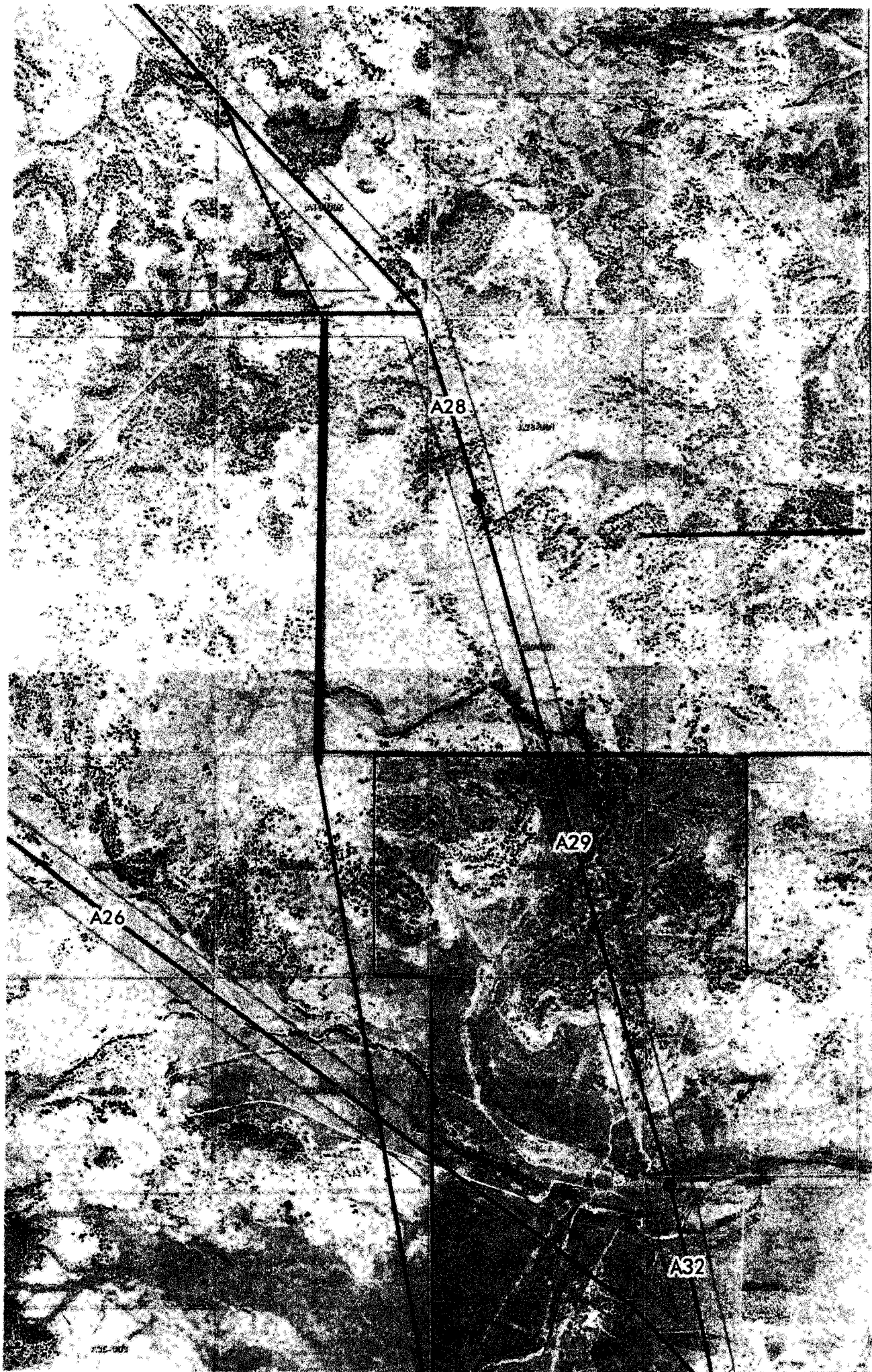


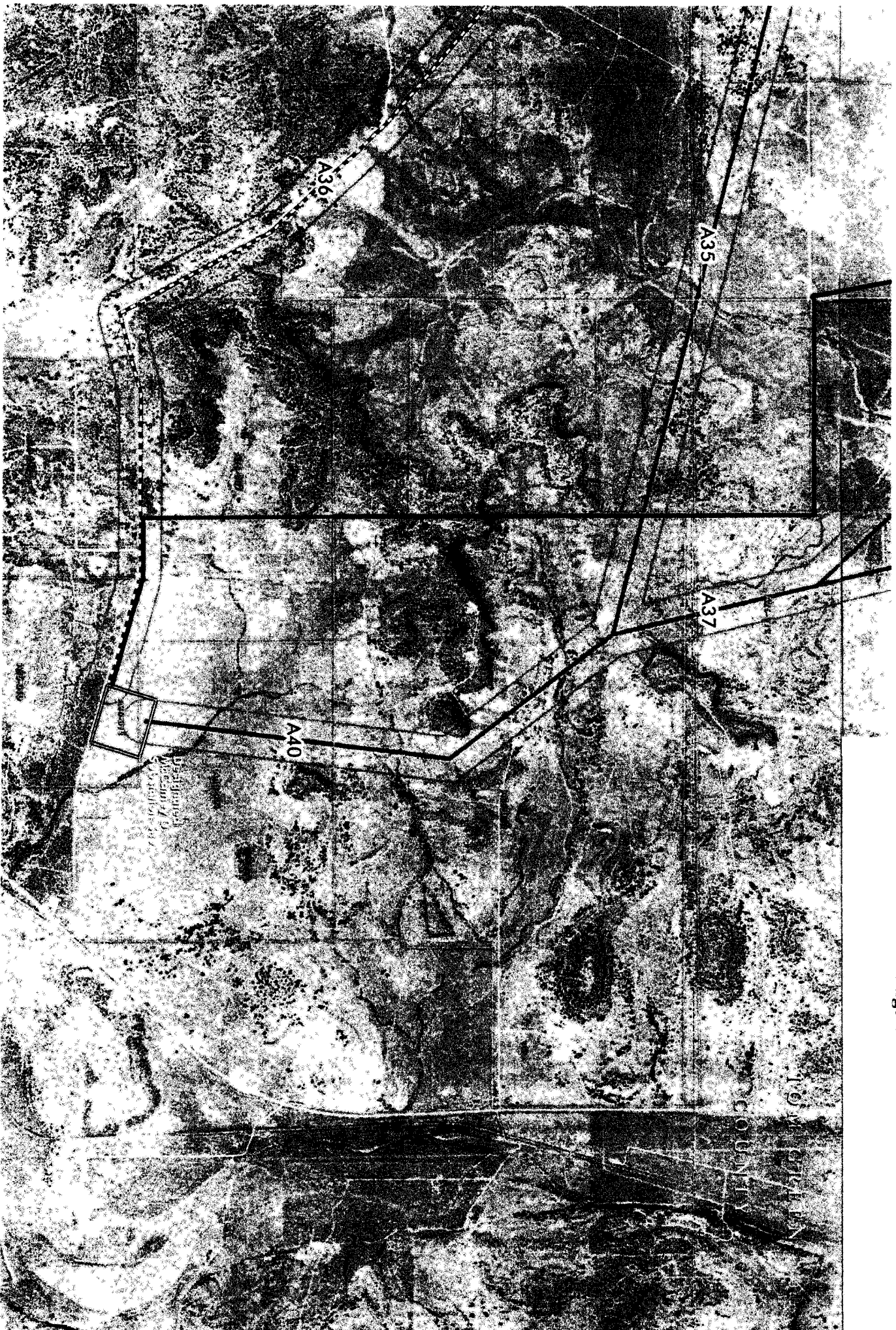
  
Notary Public in and for the State of Texas

Attachments:

1. Exhibit A-McGregor Compromise Route Map









**SOAH DOCKET NO. 473-10-2461  
PUC DOCKET NO. 37778**

APPLICATION OF LCRA	§	BEFORE THE STATE OFFICE
TRANSMISSION SERVICES	§	
CORPORATION TO AMEND A	§	
CERTIFICATE OF CONVENIENCE AND	§	
NECESSITY FOR THE PROPOSED	§	OF
TWIN BUTTES TO MCCAMEY D CREZ	§	
345 KV TRANSMISSION LINE IN	§	
TOM GREEN, IRION, AND	§	
SCHLEICHER COUNTIES, TEXAS	§	ADMINISTRATIVE HEARINGS

10/21/10 PM 2:31  
FILED

**FIRST REQUESTS FOR INFORMATION  
TO PUC STAFF**

To: Public Utility Commission Staff, by and through its attorneys of record.

1. Pursuant to 16 TEX. ADMIN. CODE § 22.144 and the Texas Rules of Civil Procedure, Slaughter Interests, Ltd. ("Slaughter") propounds to each of the above listed intervenors the requests for information set forth in the attached Exhibit "A".
2. On or before ten days after receipt of these requests, you must answer each of the requests for information separately, fully, in writing, and under oath and serve a signed copy of the answers to these requests upon undersigned counsel.
3. All definitions and instructions governing discovery in the Texas Rules of Civil Procedure, the procedural rules of the Public Utility Commission of Texas ("PUC"), and the State Office of Administrative Hearings ("SOAH") and all applicable orders issued herein shall apply to these discovery requests. Specific definitions and instructions are set forth below.
4. Unless written requests for clarification are received by the undersigned, it shall be presumed that all requests are fully and completely understood.
5. If the items requested to be produced herein have already been provided in other discovery answers to any party, it shall not be necessary to duplicate such production. It shall be

## **REQUESTS FOR INFORMATION**

RFI No. 1-1. Please state how close or far a transmission line may be from a road, a transmission line, or a property line in order to be considered "parallel" to any such item. Please explain the basis for your answer. If your answer differs by the feature being paralleled, please explain for each.

RFI No. 1-2. Please produce all communications with PUC Staff concerning modifications to segments or routes, whether proposed by you or others.

RFI No. 1-3. Please describe what independent analysis, if any, you have of the ecological impacts of routes (excluding TM1 and TM2) south of the M.D. Bryant Trust property.

RFI No. 1-4. Do you agree that Slaughter's proposed segment A12A shown in the attached Exhibit A is better or worse, from the perspective of persons residing along the east side of FM-2335, than the M.D. Bryant Trust proposed segment A13A? Please explain your answer.

RFI No. 1-5. Do you believe that Slaughter's proposed segment A12A would be a viable, reliable, and constructible segment? Please explain your answer.

RFI No. 1-6. Please describe what efforts, if any, that you made prior to filing your direct testimony to ascertain the views of persons owning property or habitable structures along FM-2335 about the M.D. Bryant Trust proposed segment A13A?

RFI No. 1-7. Do you agree that that using Slaughter's segment A12A shown on the attached Exhibit A would be shorter than using existing segment A12 and segment A15 to reach junction point of A13 and A15? If you disagree, please explain.

RFI No. 1-8. Do you agree that, excluding any differential in right of way acquisition costs, that using Slaughter's segment A12A shown on the attached Exhibit A would be less costly than using existing segment A12 and segment A15 to reach junction point of A13 and A15? If you disagree, please explain.

RFI No. 1-9. Do you agree that from the junction point of A15 and A13 up to U.S. 67, fewer habitable structures are within 500 feet of Slaughter's segment A12A shown on Exhibit A as compared to the M.D. Bryant Trust proposed A13A?

RFI No. 1-10. State separately for both the M.D. Bryant Trust proposed A13A and Slaughter's segment A12A shown on Exhibit A and the distance and percentage of its length, approximately, traverse (a) pastureland, (b) upland forest, (c) riparian/bottom land forest, (d) cropland, (e) areas of high archeological/historic potential on the M.D. Bryant Trust property?

RFI No. 1-11. How many (a) rivers and (b) streams does Slaughter's segment A12A shown on Exhibit A and the M.D. Bryant Trust proposed A13A traverse on the M.D. Bryant Trust property? Please state separately for each.

3/21/10

Exhibit C

PUC Docket No. 37778  
Wardlaw 1st REI, Q. 15  
Attachment 1

a9

a7

a13

Exhibit C

1   **Q.   WHY DO YOU STILL OPPOSE THE EASTERN ROUTE?**

2   A.   The proposed transmission line will be within the sight of the homeowners who live  
3       along FM 2335 and the transmission line will be within the scenic foreground of that  
4       state highway as people in our community travel to and from San Angelo. I think there  
5       are also routing problems for landowners in the northern and central parts of the study  
6       area and I am concerned about the line's impact on my neighbor, Geneva Keith, and on  
7       my own property. A route that utilizes links A12 and A14 would be much further away  
8       from those homeowners and the travelers on FM 2335.

9   **Q.   WHAT IS THE IMPACT ON MRS. KEITH'S PROPERTY?**

10  A.   Mrs. Keith owns parcel number A18-001, which will be bisected by link A18 as it goes  
11       east from my property. She also has a ranch foreman's home that appears to be close to  
12       the transmission line, possibly even less than 500 feet from the proposed route. I am  
13       familiar with the location of that home because I once considered purchasing her  
14       property.

15  **Q.   WHAT IS THE IMPACT ON YOUR OWN PROPERTY?**

16  A.   Link A18 will bisect part of my ranch at the northeast corner of tract A16-016. If the  
17       Commission approves an eastern route that uses link A18, I would request that the route  
18       follow the north and east property lines on that parcel instead of bisecting that part of my  
19       ranch. I also would request that the Commission approve monopoles for the entire route.  
20       Even though the proposed revisions of link A13 would move the line away from  
21       FM 2335, I think the transmission line should use monopoles along that highway and at  
22       least the full length of link A18.

23  **Q.   IF THOSE CHANGES WERE MADE, WOULD YOU THEN SUPPORT THE**  
24  **MODIFIED TM6 ROUTE?**

25  A.   No, my home is on the top of the hill overlooking link A18; the fifty-mile view I have  
26       from that wonderful place will be severely affected by a transmission line located on that  
27       segment. I cannot in good faith support any line that affects my property in such a  
28       negative way. If my opposition to the eastern links is unsuccessful, and there were no  
29       more options available to me, the monopoles would be far less offensive to me.

**SOAH DOCKET NO. 473-10-2461  
PUC DOCKET NO. 37778**

<b>APPLICATION OF LCRA TRANSMIS- SION SERVICES CORPORATION TO AMEND ITS CERTIFICATE OF CON- VENIENCE AND NECESSITY FOR THE TWIN BUTTES TO MCCAMEY D 345-KV CREZ TRANSMISSION LINE IN TOM GREEN, IRION, AND SCHLEICHER COUNTIES, TEXAS</b>	§ § § § § § § § § § §	<b>BEFORE THE    STATE OFFICE OF ADMINISTRATIVE         HEARINGS</b>
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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO  
WARDLAW BROTHERS RANCH, LTD'S FIRST REQUEST FOR INFORMATION**

**Question No. 1-15:**

Please provide estimated costs, and all calculable data for the criteria in table 6-1 of the Environmental Assessment and Alternate Route Analysis for the following proposed modified segment a13A described below and depicted as a green line on Attachment 1:

Starting at a point on line segment a13 at the most westerly northwest corner of the J. Stokes tract a13-003, for the point of beginning:

Thence, east along the north line of said J. Stokes tract a13-003 to a point in the east line of said tract a13-003, for a distance of approximately 3,750 ft.

Thence, north along the east line of tract a13-003, also along the east line of surveys 830 and 871 (Slaughter Interests, LTD, tract a7-007 and an unnumbered tract) to a point where the line segment a7 intersects the east line of tract a7-007, for a distance of approximately 11,000 ft., being the ending point of proposed modified segment a13A.

**Response No. 1-15:**

By agreement of counsel "calculable data" is defined to include length, length paralleling existing compatible right-of-way, length paralleling property lines, construction costs, habitable structures within 500 feet of the centerline, length through known federally listed threatened or endangered species habitat, and number of archeological sites crossed or within 1000 feet of centerline.

Please refer to Attachments 1 and 2 for calculable data regarding Wardlaw segment a13A and the remaining portion of segment A7.

Regarding construction costs, the proposed modification would add one large dead-end structure

and replace one tangent structure with one large dead-end structure at an estimated cost of \$973,000. The proposed modification would slightly increase the overall length of the line.

Additionally, this proposed modification may create a notice issue.

Co-Preparer: David Turner	Title: Engineering Manager, LCRA
Co-Preparer: Rob Reid	Title: Principal Project Director, PBS&J
Co-Sponsor: Sara Morgenroth	Title: Senior Regulatory Case Manager, LCRA
Co-Sponsor: David Turner	Title: Engineering Manager, LCRA
Co-Sponsor: Rob Reid	Title: Principal Project Director, PBS&J

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ENVIRONMENTAL DATA FOR ALTERNATIVE ROUTE EVALUATION  
TWIN BUTTES-MCCAMEY D 345-KV PROJECT  
SELECTED CRITERIA FOR THE NORTHERN PORTION OF LINK #7  
AND WARDLAW LINK #13A (USING THE REMAINING SOUTHERN PORTION OF LINK #13)

		LINK SEGMENTS	42A (and Southern Division of 41A-43)
1	Length of Segment	16,675	38,476
2	Number of "Islands" (structures) within 100 ft. of ROW centerline	1	14
3	Length of ROW parallel to other existing ROW (highways, roads, pipelines, etc.)	0	27,810
4	Length of ROW parallel to proposed project (less 100 ft. for each crossing ROW)	0	22,004
20a	Length of ROW across barrier between adjacent segments	0	0
24	Number of vertical curves and pedestrian dikes crossed by ROW	0	0
25	Number of additional secondary barrier and pedestrian dikes within 1,000 ft. of ROW centerline	0	1

<sup>2</sup> Endowments, bookshelves, records, chairs/sofa, lampshade, sewing machine, etc.



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**LCRA TRANSMISSION SERVICES CORPORATION'S RESPONSE TO  
WARDLAW BROTHERS RANCH, LTD.'S FIRST REQUEST FOR INFORMATION**

**Question No. 1-19:**

Are Routes TM 6 and TM 8, as changed to use propose modified segment a13A, viable, reliable and constructible routes for this project? If not, please explain why not?

**Response No. 1-19:**

Route TM6, as changed to use Wardlaw's modified segment a13A, is viable, reliable and a constructible route for this project. As described in the response to Question No. 1-16, modified Route TM8 is not a viable route because it uses segments a6 and a9, and it is not configured to use Segment a7. Therefore, Route TM8 cannot use proposed Wardlaw's modified Segment a13A because it would no longer be a forward progressing route.

However, Wardlaw's modified Segment a13A may create a notice issue, because there is an unnoticed landowner in the abstract bordering this proposed modification. LCRA TSC has not yet been able to determine if this landowner would be directly affected by the proposed modification.

Preparer: Rob Reid  
Co-Sponsor: Sara Morgenroth  
Co-Sponsor: David Turner  
Co-Sponsor: Rob Reid

**Title: Principal Project Director, PBS&J**  
**Title: Senior Regulatory Case Manager, LCRA**  
**Title: Engineering Manager, LCRA**  
**Title: Principal Project Director, PBS&J**