

**Sharyland Utilities, L.P. and Lubbock Power & Light**  
**Proposed Wadsworth to New Oliver to Farmland 345-kV Transmission Line in Lubbock and Lynn**  
**Counties, Texas, and Proposed Southeast to New Oliver to Oliver 115-kV Transmission Line in**  
**Lubbock County, Texas**  
**Docket No. 48909**  
**Description of Alternative Route Segments**

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Sharyland Utilities, L.P. (“Sharyland”) and the City of Lubbock, acting by and through Lubbock Power & Light (“LP&L”) have filed a joint Certificate of Convenience and Necessity (“CCN”) application with the Public Utility Commission of Texas (“Commission” or “PUC”) to construct a new 345-kilovolt (“kV”) electric transmission line in Lubbock and Lynn counties, Texas, and a new 115-kV electric transmission line in Lubbock County, Texas. Together they are referred to as the Wadsworth to New Oliver to Farmland 345-kV and Southeast to New Oliver to Oliver 115-kV Transmission Line Project (“Project”).

**Wadsworth to New Oliver to Farmland 345-kV Transmission Line (“WNF Line”)**

The WNF Line will connect the existing Wadsworth Station, located in Lubbock County, to the existing Farmland Station, located in Lynn County, and will be routed through the proposed New Oliver Station (at either New Oliver Option 1 Station or New Oliver Option 2 Station), to be located in Lubbock County.

The WNF Line will be approximately 42 to 53 miles in length, depending on the route approved by the Commission. The WNF Line will be constructed on a combination of monopole and lattice tower structures within a typical right-of-way approximately 175 feet wide, though this width may vary depending on location and design requirements.

In their CCN application, Sharyland and LP&L have presented 22 alternative routes comprised of 109 segments for consideration by the Commission for the WNF Line. These proposed alternative routes exit the Wadsworth Station and generally proceed south to the New Oliver Station, and then generally proceed further south to the Farmland Station. The following table lists the segment combinations that make up the 22 WNF Line alternative routes.

*All routes and route segments are available for selection and approval by the Commission. Only one multi-segment 345-kV route will ultimately be constructed from the existing Wadsworth Station, located in Lubbock County, through one of the two proposed New Oliver Station Options (New Oliver Option 1 Station or New Oliver Option 2 Station) in Lubbock County, to the existing Farmland Station in Lynn County.*

<b>Alternative Route</b>	<b>Route Composition</b>
WNF Route 1	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 2	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A54-A55-A58-A69-A81-A94-A101-A102-A103-A107-A109
WNF Route 3	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A57-A58-A69-A81-A90-A91-A92-A97-A107-A109
WNF Route 4	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A77-A78-A83-A88-A96-A106
WNF Route 5	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A65-A69-A81-A94-A104-A108
WNF Route 6	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 7	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A85-A88-A96-A106
WNF Route 8	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A34-A36-A39-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 9	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A60-A61-A64-A72-A76-A80-A84-A89-A98-A100-A109
WNF Route 10	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A66-A67-A71-A75-A83-A86-A89-A98-A99-A107-A109

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WNF Route 11	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A31-A32-A36-A37-A38-A41-A47-A52-A64-A72-A74-A84-A89-A93-A97-A107-A109
WNF Route 12	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 13	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 14	A1-A3-A4-A7-A10-A13-A17-A19-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A36-A39-A46-A48-A49-A56-A59-A62-A70-A82-A87-A95-A102-A106
WNF Route 15	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A37-A39-A46-A50-A51-A52-A64-A72-A76-A80-A84-A89-A93-A97-A107-A109
WNF Route 16	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A66-A70-A82-A87-A91-A96-A106
WNF Route 17	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A45-A47-A52-A64-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 18	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A68-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 19	A1-A3-A4-A7-A9-A15-A22-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A73-A74-A84-A89-A93-A97-A107-A109
WNF Route 20	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 21	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A76-A79-A83-A88-A96-A106
WNF Route 22	A1-A3-A5-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A74-A84-A89-A98-A100-A109

The following narrative and enclosed maps provide a detailed description of the WNF Line segments that form the 22 alternative routes proposed to the Commission.

**Segment A1**

Segment A1 begins on the east side of the existing Wadsworth Station located within the Lubbock city limits approximately 0.08 mile northwest of the intersection of State Highway (“SH”) 289 and Farm-to-Market (“FM”) 835. The segment proceeds east for approximately 0.72 mile, crossing SH 289 and an existing 69-kV transmission line, until reaching its intersection with Segments A2 and A3, located on the east side of SH 289 within the Lubbock city limits.

**Segment A2**

Segment A2 begins at its intersection with Segments A1 and A3, located on the east side of SH 289 within the Lubbock city limits. The segment proceeds south for approximately 1.47 miles, paralleling the east side of an existing 230-kV transmission line, crossing FM 835. The segment then angles southwest for approximately 0.21 mile, crossing an existing railroad, an existing 69-kV transmission line, and SH 331. The segment then turns southeast for approximately 0.50 mile, paralleling the south side of SH 331, crossing two existing pipelines. The segment then angles south for approximately 0.61 mile, paralleling the west side of an existing 115-kV transmission line, crossing U.S. Highway (“US”) 84. The segment then angles southeast for approximately 0.36 mile, crossing an existing 115-kV transmission line, exiting Lubbock city limits, crossing an existing pipeline and County Road (“CR”) 2700. The segment then angles south for approximately 0.74 mile, paralleling the east side of

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CR 2700, crossing an existing pipeline and an existing 230-kV transmission line, until reaching its intersection with Segments A11 and A14, located on the northeast side of the intersection of 98th Street (“St”) and CR 2700.

### **Segment A3**

Segment A3 begins at its intersection with Segments A1 and A2, located on the east side of SH 289 within the Lubbock city limits. The segment proceeds east for approximately 0.21 mile, exiting the Lubbock city limits, crossing an existing 115-kV transmission line and an existing Canadian River Municipal Water Authority (“CRMWA”) Aqueduct. The segment then angles southeast for approximately 0.52 mile, until reaching its intersection with Segments A4 and A5, located on the north side of FM 835.

### **Segment A4**

Segment A4 begins at its intersection with Segments A3 and A5, located on the north side of FM 835. The segment proceeds southeast, immediately crossing FM 835, for approximately 0.42 mile, and then angles east-southeast for approximately 0.40 mile, crossing an existing pipeline. The segment then angles southeast for approximately 0.63 mile, crossing an existing pipeline, and then angles south-southeast for approximately 0.33 mile. The segment then angles southeast for approximately 0.22 mile, and then angles south for approximately 0.42 mile, crossing an existing 230-kV transmission line and an existing pipeline, until reaching its intersection with Segments A6 and A7, located on the north side of FM 3020.

### **Segment A5**

Segment A5 begins at its intersection with Segments A3 and A4, located on the north side of FM 835. The segment proceeds east for approximately 0.46 mile, paralleling the north side of FM 835, crossing two existing pipelines. The segment then angles southeast for approximately 0.17 mile, crossing FM 835, and then angles east for approximately 1.23 miles, paralleling the south side of FM 835. The segment then angles southeast for approximately 0.19 mile, crossing an existing 230-kV transmission line and CR 2900. The segment then angles south for approximately 1.90 miles, paralleling the east side of an existing 230-kV transmission line, crossing two existing 230-kV transmission lines and two existing pipelines, until reaching its intersection with Segments A6 and A8, located on the north side of FM 3020.

### **Segment A6**

Segment A6 begins at its intersection with Segments A4 and A7, located on the north side of FM 3020. The segment proceeds east for approximately 0.92 mile, paralleling the north side of FM 3020, until reaching its intersection with Segments A5 and A8, located on the north side of FM 3020.

### **Segment A7**

Segment A7 begins at its intersection with Segments A4 and A6, located on the north side of FM 3020. The segment proceeds south, immediately crossing FM 3020, for approximately 0.72 mile, crossing an existing railroad, an existing 69-kV transmission line, and US 84, until reaching its intersection with Segments A9 and A10, located on the south side of US 84.

### **Segment A8**

Segment A8 begins at its intersection with Segments A5 and A6, located on the north side of FM 3020. The segment proceeds south, immediately crossing an existing pipeline and FM 3020, for approximately 1.01 miles. The segment then angles southeast, immediately crossing 98th St, for approximately 0.14 mile, and then angles south for approximately 0.14 mile, crossing an existing pipeline. The segment then angles southwest for

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approximately 0.10 mile, crossing an existing railroad, an existing 69-kV transmission line, and US 84, until reaching its intersection with Segments A13 and A17, located on the southeast side of the intersection of US 84 and CR 2900.

**Segment A9**

Segment A9 begins at its intersection with Segments A7 and A10, located on the south side of US 84. The segment proceeds southwest, immediately crossing an existing pipeline, for approximately 0.30 mile, until reaching its intersection with Segments A11, A12, and A15, located on the north side of 98th St.

**Segment A10**

Segment A10 begins at its intersection with Segments A7 and A9, located on the south side of US 84. The segment proceeds southeast for approximately 0.51 mile, paralleling the south side of US 84, crossing an existing pipeline, until reaching its intersection with Segments A12, A13, and A16, located on the northeast side of the intersection of 98th St and CR 2840.

**Segment A11**

Segment A11 begins at its intersection with Segments A2 and A14, located on the northeast side of the intersection of 98th St and CR 2700. The segment proceeds east for approximately 1.00 mile, paralleling the north side of 98th St, crossing an existing pipeline, until reaching its intersection with Segments A9, A12, and A15, located on the north side of 98th St.

**Segment A12**

Segment A12 begins at its intersection with Segments A9, A11, and A15, located on the north side of 98th St. The segment proceeds east for approximately 0.50 mile, paralleling the north side of 98th St, crossing two existing pipelines, until reaching its intersection with Segments A10, A13, and A16, located on the northeast side of the intersection of 98th St and CR 2840.

**Segment A13**

Segment A13 begins at its intersection with Segments A10, A12, and A16, located on the northeast side of the intersection of 98th St and CR 2840. The segment proceeds southeast, immediately crossing 98th St, for approximately 0.61 mile, paralleling the south side of US 84, crossing an existing pipeline and CR 2900, until reaching its intersection with Segments A8 and A17, located on the southeast side of the intersection of US 84 and CR 2900.

**Segment A14**

Segment A14 begins at its intersection with Segments A2 and A11, located on the northeast side of the intersection of 98th St and CR 2700. The segment proceeds south, immediately crossing 98th St and an existing pipeline, for approximately 0.90 mile, paralleling the east side of CR 2700. The segment then angles southwest for approximately 0.14 mile, crossing CR 2700 and an existing CRMWA Aqueduct. The segment then angles south, immediately crossing 114th St, for approximately 0.94 mile, paralleling the west side of CR 2700. The segment then turns east for approximately 0.08 mile, crossing CR 2700 and an existing CRMWA Aqueduct. The segment then turns south for approximately 0.25 mile, paralleling the east side of CR 2700, crossing FM 1585. The segment then turns east for approximately 0.13 mile, and then turns south for approximately 0.13 mile, entering the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

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**Segment A15**

Segment A15 begins at its intersection with Segments A9, A11 and A12, located on the north side of 98th St. The segment proceeds south, immediately crossing 98th St and an existing pipeline, for approximately 0.90 mile, crossing an existing pipeline. The segment then angles southeast for approximately 0.15 mile, crossing 114th St, and then angles southwest for approximately 0.16 mile. The segment then angles south for approximately 0.80 mile, paralleling the east side of CR 2800, until reaching its intersection with Segments A22 and A23, located on the northeast side of the intersection of FM 1585 and CR 2800.

**Segment A16**

Segment A16 begins at its intersection with Segments A10, A12, and A13, located on the northeast side of the intersection of 98th St and CR 2840. The segment proceeds south, immediately crossing 98th St, for approximately 1.98 miles, paralleling the east side of CR 2840, crossing two existing pipelines and 114th St, until reaching its intersection with Segments A21 and A22, located on the northeast side of the intersection of FM 1585 and CR 2840.

**Segment A17**

Segment A17 begins at its intersection with Segments A8 and A13, located on the southeast side of the intersection of US 84 and CR 2900. The segment proceeds south for approximately 1.55 miles, paralleling the east side of CR 2900, crossing 114th St and an existing pipeline. The segment then angles southwest for approximately 0.12 mile, crossing CR 2900, until reaching its intersection with Segments A18 and A19, located on the northwest side of the intersection of FM 1585 and CR 2900.

**Segment A18**

Segment A18 begins at its intersection with Segments A17 and A19, located on the northwest side of the intersection of FM 1585 and CR 2900. The segment proceeds west for approximately 0.26 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A20 and A21, located on the north side of FM 1585.

**Segment A19**

Segment A19 begins at its intersection with Segments A17 and A18, located on the northwest side of the intersection of FM 1585 and CR 2900. The segment proceeds south for approximately 0.03 mile, crossing FM 1585, entering the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

**Segment A20**

Segment A20 begins at its intersection with Segments A18 and A21, located on the north side of FM 1585. The segment proceeds south for approximately 0.03 mile, crossing FM 1585, entering the northwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

**Segment A21**

Segment A21 begins at its intersection with Segments A16 and A22, located on the northeast side of the intersection of FM 1585 and CR 2840. The segment proceeds east for approximately 0.22 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A18 and A20, located on the north side of FM 1585.

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**Segment A22**

Segment A22 begins at its intersection with Segments A16 and A21, located on the northeast side of the intersection of FM 1585 and CR 2840. The segment proceeds west, immediately crossing CR 2840, for approximately 0.50 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A15 and A23, located on the northeast side of the intersection of FM 1585 and CR 2800.

**Segment A23**

Segment A23 begins at its intersection with Segments A15 and A22, located on the northeast side of the intersection of FM 1585 and CR 2800. The segment proceeds southwest for approximately 0.07 mile, crossing FM 1585 and CR 2800. The segment then angles south for approximately 0.16 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A27 and A28, located on the west side of CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585.

**Segment A24**

Segment A24 begins at the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds east, immediately crossing CR 2900, for approximately 1.03 miles, paralleling the south side of FM 1585, crossing an existing 230-kV transmission line, CR 3000, and an existing pipeline. The segment then turns south for approximately 2.88 miles, paralleling the east side of CR 3000, crossing an existing pipeline, 146th St, an existing 69-kV transmission line, and Woodrow Road (“Rd”), until reaching its intersection with Segments A38 and A41, located on the northeast side of the intersection of FM 41 and CR 3000.

**Segment A25**

Segment A25 begins at the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds east for approximately 0.04 mile, crossing CR 2900, and then turns south for approximately 2.33 miles, paralleling the east side of CR 2900, crossing 146th St, an existing 69-kV transmission line, and Woodrow Rd, until reaching its intersection with Segments A37, A38, and A40, located on the southeast side of the intersection of CR 7640 and CR 2900.

**Segment A26**

Segment A26 begins at the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds west for approximately 0.37 mile, until reaching its intersection with Segment A27, located approximately 0.53 mile southeast of the intersection of CR 2800 and FM 1585.

**Segment A27**

Segment A27 begins at its intersection with Segment A26, located approximately 0.53 mile southeast of the intersection of CR 2800 and FM 1585. The segment proceeds west, for approximately 0.36 mile, crossing CR 2800, until reaching its intersection with Segments A23 and A28, located on the west side of the CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585.

**Segment A28**

Segment A28 begins at its intersection with Segments A23 and A27, located on the west side of CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585. The segment proceeds south

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for approximately 0.11 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A29 and A30, located on the west side of CR 2800.

**Segment A29**

Segment A29 begins at its intersection with Segments A28 and A30, located on the west side of CR 2800. The segment proceeds west for approximately 0.81 mile, entering the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

**Segment A30**

Segment A30 begins at its intersection with Segments A28 and A29, located on the west side of CR 2800. The segment proceeds south for approximately 0.03 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A31 and A32, located on the west side of CR 2800.

**Segment A31**

Segment A31 begins at the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700. The segment proceeds east for approximately 0.73 mile, until reaching its intersection with Segments A30 and A32, located on the west side of CR 2800.

**Segment A32**

Segment A32 begins at its intersection with Segments A30 and A31, located on the west side of CR 2800. The segment proceeds south for approximately 1.65 miles, paralleling the west side of CR 2800, crossing 146th St and an existing 69-kV transmission line, until reaching its intersection with Segments A34 and A36, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

**Segment A33**

Segment A33 begins at the southwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700. The segment proceeds south for approximately 1.41 miles, paralleling the east side of CR 2700, crossing 146th St and an existing 69-kV transmission line, until reaching its intersection with segments A34 and A35, located on the northeast side of the intersection of Woodrow Rd and CR 2700.

**Segment A34**

Segment A34 begins at its intersection with Segments A33 and A35, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segment proceeds east for approximately 0.92 mile, paralleling the north side of Woodrow Rd, until reaching its intersection with Segments A32 and A36, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

**Segment A35**

Segment A35 begins at its intersection with Segments A33 and A34, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segment proceeds south, immediately crossing Woodrow Rd, for approximately 0.29 mile, paralleling the east side of CR 2700, and then turns west, immediately crossing CR 2700 and an existing CRMWA Aqueduct, for approximately 0.71 mile, crossing an existing 115-kV transmission line. The segment then turns south for approximately 0.53 mile, crossing CR 7640, and continues south for approximately 0.53 mile, paralleling the west side of an existing 115-kV transmission line, crossing CR 7700, until reaching its intersection with Segments A42 and A43, located on the south side of CR 7700.

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**Segment A36**

Segment A36 begins at its intersection with Segments A32 and A34, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segment proceeds south, immediately crossing Woodrow Rd, for approximately 0.52 mile, paralleling the west side of CR 2800. The segment then angles southeast for approximately 0.14 mile, crossing CR 2800 and CR 7640, and then angles east for approximately 0.24 mile, paralleling the south side of CR 7640, until reaching its intersection with Segments A37 and A39, located on the southwest side of the intersection of CR 2830 and CR 7640.

**Segment A37**

Segment A37 begins at its intersection with Segments A36 and A39, located on the southwest side of the intersection of CR 2830 and CR 7640. The segment proceeds east, immediately crossing CR 2830, for approximately 0.67 mile, paralleling the south side of CR 7640, crossing CR 2900, until reaching its intersection with Segments A25, A38, and A40, located on the southeast side of the intersection of CR 7640 and CR 2900.

**Segment A38**

Segment A38 begins at its intersection with Segments A25, A37 and A40, located on the southeast side of the intersection of CR 7640 and CR 2900. The segment proceeds east for approximately 0.50 mile, crossing an existing 230-kV transmission line. The segment then turns south for approximately 0.43 mile, paralleling the east side of an existing 230-kV transmission line. The segment then turns east for approximately 0.51 mile paralleling the north side of an existing 230-kV transmission line and CR 77, crossing CR 3000, until reaching its intersection with Segments A24 and A41, located on the northeast side of the intersection of FM 41 and CR 3000.

**Segment A39**

Segment A39 begins at its intersection with Segments A36 and A37, located on the southwest side of the intersection of CR 2830 and CR 7640. The segment proceeds south for approximately 0.77 mile, paralleling the west side of CR 2830, crossing an existing CRMWA Aqueduct and CR 2830. The segment continues south for approximately 0.24 mile, paralleling the east side of CR 2830, until reaching its intersection with Segments A44 and A46, located on the east side of CR 2830.

**Segment A40**

Segment A40 begins at its intersection with Segments A25, A37, and A38, located on the southeast side of the intersection of CR 7640 and CR 2900. The segment proceeds south for approximately 0.50 mile, paralleling the east side of CR 2900, crossing CR 77 and an existing CRMWA Aqueduct. The segment continues south for approximately 0.50 mile, until reaching its intersection with Segments A44 and A45.

**Segment A41**

Segment A41 begins at its intersection with Segments A24 and A38, located on the northeast side of the intersection of FM 41 and CR 3000. The segment proceeds east for approximately 0.86 mile, paralleling the north side of FM 41, crossing an existing pipeline. The segment then turns south, immediately crossing FM 41 and an existing CRMWA Aqueduct, for approximately 0.64 mile, paralleling the west side of CR 3100, until reaching its intersection with Segments A45 and A47, on the west side of CR 3100.



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### **Segment A42**

Segment A42 begins at its intersection with Segments A35 and A43, located on the south side of CR 7700. The segment proceeds west for approximately 0.98 mile, paralleling the south side CR 7700, crossing CR 2540. The segment then turns south for approximately 2.97 miles, paralleling the west side of CR 2540, crossing FM 41, CR 7900, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A54 and A55, located on the northeast side of the intersection of US 87 and CR 1.

### **Segment A43**

Segment A43 begins at its intersection with Segments A35 and A42, located on the south side of CR 7700. The segment proceeds southeast for approximately 0.22 mile, crossing an existing 115-kV transmission line. The segment then angles south for approximately 1.81 miles, paralleling the east side of an existing 115-kV transmission line, crossing FM 41 and CR 7900, until reaching its intersection with Segments A48 and A49, located on the south side of CR 7900.

### **Segment A44**

Segment A44 begins at its intersection with Segments A40 and A45. The segment proceeds west for approximately 0.66 mile, until reaching its intersection with Segments A39 and A46, located on the east side of CR 2830.

### **Segment A45**

Segment A45 begins at its intersection with Segments A40 and A44. The segment proceeds east for approximately 0.33 mile, crossing CR 2930, and then continues east for approximately 0.37 mile, paralleling the south side of CR 2930. The segment then angles southeast for approximately 0.21 mile, crossing an existing 230-kV transmission line and FM 41. The segment then angles east for approximately 0.96 mile, crossing an existing pipeline, until reaching its intersection with Segments A41 and A47, located on the west side of CR 3100.

### **Segment A46**

Segment A46 begins at its intersection with Segments A39 and A44, located on the east side of CR 2830. The segment proceeds south for approximately 1.78 miles, paralleling the east side of CR 2830, crossing FM 41 and CR 7900, until reaching its intersection with Segments A48 and A50, located on the southeast side of the intersection of CR 7900 and CR 2830.

### **Segment A47**

Segment A47 begins at its intersection with Segments A41 and A45, located on the west side of CR 3100. The segment proceeds south for approximately 2.47 miles, paralleling the west side of CR 3100, crossing CR 7800, CR 7900, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A51 and A52, located on the northwest side of the intersection of CR 1 and CR 3100.

### **Segment A48**

Segment A48 begins at its intersection with Segments A46 and A50, located on the southeast side of the intersection of CR 7900 and CR 2830. The segment proceeds west, immediately crossing CR 2830, for approximately 2.01 miles, paralleling the south side of CR 7900, crossing FM 2192 and an existing CRMWA Aqueduct, until reaching its intersection with Segments A43 and A49, located on the south side of CR 7900.

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**Segment A49**

Segment A49 begins at its intersection with Segments A43 and A48, located on the south side of CR 7900. The segment proceeds south for approximately 0.97 miles, paralleling the east side of an existing 115-kV transmission line, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A54 and A56, located on the north side of CR 1.

**Segment A50**

Segment A50 begins at its intersection with Segments A46 and A48, located on the southeast side of the intersection of CR 7900 and CR 2830. The segment proceeds south for approximately 0.78 mile, paralleling the east side of CR 2830, crossing from Lubbock County to Lynn County, crossing CR 1, until reaching its intersection with Segments A51 and A53, located on the southeast side of the intersection of CR 1 and CR 2830.

**Segment A51**

Segment A51 begins at its intersection with Segments A50 and A53, located on the southeast side of the intersection of CR 1 and CR 2830. The segment proceeds east for approximately 0.45 mile, paralleling the south side of CR 1, and then angles northeast for approximately 0.16 mile, crossing CR 1. The segment then angles east for approximately 0.68 mile, paralleling the north side of CR 1, crossing CR 2930 and an existing pipeline. The segment then angles northeast for approximately 0.20 mile, paralleling the north side of an existing 230-kV transmission line, and then turns southeast for approximately 0.06 mile, crossing an existing 230-kV transmission line. The segment then angles east for approximately 1.01 miles, paralleling the north side of CR 1, crossing CR 30, until reaching its intersection with Segments A47 and A52, located on the northwest side of the intersection of CR 3100 and CR 1.

**Segment A52**

Segment A52 begins at its intersection with Segments A47 and A51, located on the northwest side of the intersection of CR 3100 and CR 1. The segment proceeds east, immediately crossing CR 3100, for approximately 1.38 miles, paralleling the north side of CR 1, crossing CR BB. The segment then turns south for approximately 1.58 miles, paralleling the east side of CR BB, crossing CR 2, until reaching its intersection with Segments A61 and A64, located on the east side of CR BB.

**Segment A53**

Segment A53 begins at its intersection with Segments A50 and A51, located on the southeast side of the intersection of CR 1 and CR 2830. The segment proceeds west for approximately 0.11 mile, paralleling the south side of CR 1. The segment then turns south for approximately 0.96 mile, paralleling the east side of CR U. The segment then angles southwest for approximately 0.18 mile, crossing CR 2, and then angles south for approximately 0.44 mile, paralleling the east side of FM 2192, until reaching its intersection with Segments A60, A61, and A63, located on the east side of FM 2192.

**Segment A54**

Segment A54 begins at its intersection with Segments A49 and A56, located on the north side of CR 1. The segment proceeds west, immediately crossing an existing 115-kV transmission line, for approximately 1.06 miles, paralleling the north side of CR 1, until reaching its intersection with Segments A42 and A55, located on the northeast side of the intersection of US 87 and CR 1.

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**Segment A55**

Segment A55 begins at its intersection with Segments A42 and A54, located on the northeast side of the intersection of US 87 and CR 1. The segment proceeds west, immediately crossing US 87 and an existing pipeline, for approximately 1.92 miles, paralleling the north side of CR 1. The segment angles southeast, immediately crossing CR 1, for approximately 0.58 mile. The segment then angles south for approximately 0.44 mile, paralleling the east side of CR O, until reaching its intersection with Segments A57 and A58, located on the northeast side of the intersection of CR O and CR 2.

**Segment A56**

Segment A56 begins at its intersection with Segments A49 and A54, located on the north side of CR 1. The segment proceeds south, immediately crossing CR 1, for approximately 1.05 miles, paralleling an existing 115-kV transmission line, crossing CR 2, until reaching its intersection with Segments A57 and A59, located on the south side of CR 2.

**Segment A57**

Segment A57 begins at its intersection with Segments A56 and A59, located on the south side of CR 2. The segment proceeds west, immediately crossing an existing 115-kV transmission line, for approximately 0.99 mile, paralleling the south side of CR 2, crossing US 87. The segment then angles northwest for approximately 0.20 mile, crossing an existing pipeline and CR 2. The segment then angles west for approximately 1.81 miles, paralleling the north side of CR 2, until reaching its intersection with segments A55 and A58, located on the northeast side of the intersection of CR O and CR 2.

**Segment A58**

Segment A58 begins at its intersection with Segments A55 and A57, located on the northeast side of the intersection of CR O and CR 2. The segment proceeds south, immediately crossing CR 2, for approximately 4.66 miles, paralleling the east side of CR O, crossing CR 3, CR 6, an existing pipeline, FM 211, an existing 69-kV transmission line, and CR 11. The segment then angles southwest for approximately 0.17 mile, crossing CR O, and then angles south for approximately 0.24 mile, paralleling the west side of CR O, crossing CR 13 and an existing 69-kV transmission line, until reaching its intersection with Segments A65 and A69, located on the southwest side of the intersection of CR O and CR 13.

**Segment A59**

Segment A59 begins at its intersection with Segments A56 and A57, located on the south side of CR 2. The segment proceeds south for approximately 0.29 mile, paralleling the east side of an existing 115-kV transmission line, until reaching its intersection with Segments A60 and A62, located on the east side of an existing 115-kV transmission line.

**Segment A60**

Segment A60 begins at its intersection with Segments A59 and A62, located on the east side of an existing 115-kV transmission line, approximately 0.3 miles south of CR 2. The segment proceeds east for approximately 1.64 miles, crossing Sam Rd and an existing CRMWA Aqueduct. The segment then angles southeast for approximately 0.20 mile, crossing FM 2192, until reaching its intersections with Segments A53, A61, and A63, located on the east side of FM 2192.

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### **Segment A61**

Segment A61 begins at its intersection with Segments A53, A60, and A63, located on the east side of FM 2192. The segment proceeds east for approximately 4.08 miles, crossing an existing pipeline, CR X, CR Y, an existing 230-kV transmission line, and CR BB, until reaching its intersection with Segments A52 and A64, located on the east side of CR BB.

### **Segment A62**

Segment A62 begins at its intersection with Segments A59 and A60, located on the east side of an existing 115-kV transmission line, approximately 0.3 miles south of CR 2. The segment proceeds south for approximately 4.69 miles, paralleling the east side of an existing 115-kV transmission line, crossing CR 3, FM 211, and an existing pipeline, until reaching its intersection with Segments A65, A66, and A70, located on the north side of CR 13.

### **Segment A63**

Segment A63 begins at its intersection with Segments A53, A60, and A61, located on the east side of FM 2192. The segment proceeds south for approximately 4.68 miles, paralleling the east side of FM 2192 and CR U, crossing an existing pipeline, CR 3, CR 4, CR 7, an existing pipeline, and FM 211, until reaching its intersection with Segments A66 and A67, located on the northeast side of the intersection of CR U and CR 13.

### **Segment A64**

Segment A64 begins at its intersection with Segments A52 and A61, located on the east side of CR BB. The segment proceeds south for approximately 0.35 mile, paralleling the east side of CR BB, and then turns west for approximately 0.05 mile, crossing CR BB and an existing 230-kV transmission line. The segment then turns south for approximately 3.33 miles, paralleling the west side of an existing 230-kV transmission line on the west side of CR BB, crossing CR 3, FM 400, an existing railroad, CR 7, and CR 9. The segment then angles southwest for approximately 0.20 mile, and then turns southeast for approximately 0.21 mile, crossing FM 211. The segment then angles south for approximately 0.68 mile, paralleling the east side of FM 1054, crossing CR 13, until reaching its intersection with Segments A68 and A72, located on the southwest side of the intersection of FM 1054 and CR 13.

### **Segment A65**

Segment A65 begins at its intersection with Segments A62, A66, and A70, located on the north side of CR 13. The segment proceeds west for approximately 1.21 miles, paralleling the north side of CR 13, crossing an existing 115-kV transmission line, an existing pipeline, US 87, and an existing pipeline. The segment then angles southwest for approximately 0.19 mile, crossing CR 13 and an existing 69-kV transmission line. The segment then angles west for approximately 1.69 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 13, crossing CR O, until reaching its intersection with Segments A58 and A69, located on the southwest side of the intersection of CR O and CR 13.

### **Segment A66**

Segment A66 begins at its intersection with Segments A63 and A67, located on the northeast side of the intersection of CR U and CR 13. The segment proceeds west, immediately crossing CR U, for approximately 1.75 miles, paralleling the north side of an existing 69-kV transmission line on the north side of CR 13, crossing CR U, and an existing CRMWA Aqueduct, until reaching its intersection with Segments A62, A65, and A70, located on the north side of CR 13.

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### **Segment A67**

Segment A67 begins at its intersection with Segments A63 and A66, located on the northeast side of the intersection of CR U and CR 13. The segment proceeds east for approximately 2.49 miles, paralleling the north side of CR 13, crossing FM 400 and an existing railroad. The segment then angles southeast for approximately 0.19 mile, crossing CR 13, and then angles east for approximately 0.14 mile, crossing CR Z, until reaching its intersection with Segments A68 and A71, located on the southeast side of the intersection of CR 13 and CR Z.

### **Segment A68**

Segment A68 begins at its intersection with Segments A67 and A71, located on the southeast side of the intersection of CR 13 and CR Z. The segment proceeds east for approximately 1.22 miles, paralleling the south side of CR 13, until reaching its intersection with Segments A64 and A72, located on the southwest side of the intersection of FM 1054 and CR 13.

### **Segment A69**

Segment A69 begins at its intersection with Segments A58 and A65, located on the southwest side of the intersection of CR O and CR 13. The segment proceeds south for approximately 7.03 miles, paralleling the west side of CR O, crossing FM 1317, CR 15, CR 17, CR 18, an existing pipeline, and an existing 69-kV transmission line, until reaching its intersection with Segments A77 and A81, located on the west side of CR O.

### **Segment A70**

Segment A70 begins at its intersection with Segments A62, A65, and A66, located on the north side of CR 13. The segment proceeds south, immediately crossing CR 13 and an existing 69-kV transmission line, for approximately 1.06 miles, paralleling the east side of an existing 115-kV transmission line, crossing an existing CRMWA Aqueduct and CR 14. The segment continues south, paralleling the east side of CR R, crossing CR 15, CR 17, and CR 18. The segment then turns east for approximately 1.99 miles, paralleling the north side of CR 19, crossing FM 400 and an existing railroad. The segment then turns south for approximately 2.08 miles, crossing CR 21 and an existing 69-kV transmission line, until reaching its intersection with Segments A77, A78, and A82, located on the southeast side of the intersection of CR V and CR 21.

### **Segment A71**

Segment A71 begins at its intersection with Segments A67 and A68, on the southeast side of the intersection of CR 13 and CR Z. The segment proceeds south for approximately 2.02 miles, paralleling the east side of CR Z, crossing CR 15. The segment then turns east for approximately 0.49 mile, paralleling the south side of CR 15, crossing CR BB. The segment then turns south for approximately 2.01 miles, paralleling the east side of CR AA, crossing CR 17 and CR 18, until reaching its intersection with Segments A73 and A75, located on the southeast side of the intersection of CR AA and CR 18.

### **Segment A72**

Segment A72 begins at its intersection with Segments A64 and A68, located on the southwest side of the intersection of FM 1054 and CR 13. The segment proceeds south for approximately 1.67 miles, paralleling the west side of FM 1054. The segment then angles southeast for approximately 0.64 mile, paralleling the west side of FM 1054, crossing CR 15, and then angle south for approximately 0.73 mile, paralleling the west side of FM 1054. The segment continues south, immediately crossing CR 17, for approximately 1.05 miles, paralleling the west side of an existing 230-kV transmission line on the west side of FM 1054, crossing CR 17 and CR 18, until reaching its

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intersection with Segments A73, A74, and A76, located on the southwest side of the intersection of FM 1054 and CR 18

**Segment A73**

Segment A73 begins at its intersection with Segments A71 and A75, located on the southeast side of the intersection of CR AA and CR 18. The segment proceeds east for approximately 0.99 mile, paralleling the south side of CR 18, until reaching its intersection with Segments A72, A74, and A76, located on the southwest side of the intersection of FM 1054 and CR 18.

**Segment A74**

Segment A74 begins at its intersection with Segments A72, A73, and A76, located on the southwest side of the intersection of FM 1054 and CR 18. The segment proceeds east, immediately crossing FM 1054 and an existing 230-kV transmission line, for approximately 1.07 miles, paralleling the south side of CR 18, crossing CR CC. The segment then turns south for approximately 3.06 miles, paralleling the east side of CR CC, crossing CR 19, CR 20, and CR 21, until reaching its intersection with Segments A80 and A84, located on the southeast side of the intersection of CR CC and CR 21.

**Segment A75**

Segment A75 begins at its intersection with Segments A71 and A73, located on the southeast side of the intersection of CR AA and CR 18. The segment proceeds south for approximately 3.03 miles, paralleling the east side of CR AA, crossing CR 19, CR 20, CR 21, and an existing 69-kV transmission line, until reaching its intersection with Segments A78, A79, and A83, located on the southeast side of the intersection of CR AA and CR 21.

**Segment A76**

Segment A76 begins at its intersection with Segments A72, A73, and A74, located on the southwest side of the intersection of FM 1054 and CR 19. The segment proceeds south for approximately 1.51 miles, paralleling the west side of FM 1054, crossing CR 19. The segment then continues south for approximately 1.52 miles, paralleling the west side of an existing 230-kV transmission line on the west side of FM 1054, crossing CR 20, an existing 69-kV transmission line, and CR 21, until reaching its intersection with Segments A79 and A80, located on the southwest side of the intersection of FM 1054 and CR 21.

**Segment A77**

Segment A77 begins at its intersection with Segments A69 and A81, located on the west side of CR O. The segment proceeds east, immediately crossing CR O, for approximately 2.04 miles, paralleling the south side of an existing 69-kV transmission line, crossing an existing pipeline. The segment then continues east for approximately 3.04 mile paralleling the south side of CR 21 and an existing 69-kV transmission line, crossing an existing CRMWA Aqueduct, CR Q, US 87, FM 400, CR R, an existing railroad, and CR V, until reaching its intersection with Segments A70, A78, and A82, located on the southeast side of the intersection of CR V and CR 21.

**Segment A78**

Segment A78 begins at its intersection with Segments A70, A77, and A82, located on the southeast side of the intersection of CR V and CR 21. The segment proceeds east for approximately 3.02 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, crossing CR X, CR Y, and CR AA, until

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reaching its intersection with Segments A75, A79, and A83, located on the southeast side of the intersection of CR AA and CR 21.

**Segment A79**

Segment A79 begins at its intersection with Segments A76 and A80, located on the southwest side of the intersection of FM 1054 and CR 21. The segment proceeds west for approximately 0.96 mile, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, until reaching its intersection with Segments A75, A78 and A83, located on the southeast side of the intersection of CR AA and CR 21.

**Segment A80**

Segment A80 begins at its intersection with Segments A76 and A79, located on the southwest side of the intersection of FM 1054 and CR 21. The segment proceeds east, immediately crossing an existing 230-kV transmission line and FM 1054, for approximately 1.11 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, crossing an existing 69-kV transmission line and CR CC, until reaching its intersection with Segments A74 and A84, located on the southeast side of the intersection of CR CC and CR 21.

**Segment A81**

Segment A81 begins at its intersection with Segments A69 and A77, located on the west side of CR O. The segment proceeds south for approximately 1.99 miles, paralleling the west side of CR O. The segment continues south, immediately crossing US 380 and an existing pipeline, for approximately 5.05 miles, until reaching its intersection with Segments A90 and A94, located on the north side of CR 28.

**Segment A82**

Segment A82 begins at its intersection with Segments A70, A77, and A78, located on the southeast side of the intersection of CR V and CR 21. The segment proceeds south for approximately 4.00 miles, paralleling the east side of CR V, crossing CR 22, an existing 115-kV transmission line, US 380, and CR 24, until reaching its intersection with Segments A85 and A87, located on the northeast side of the intersection of CR V and CR 25.

**Segment A83**

Segment A83 begins at its intersection with Segments A75, A78, and A79, located on the southeast side of the intersection of CR AA and CR 21. The segment proceeds south for approximately 2.80 miles, paralleling the east side of CR AA, crossing CR 22, an existing 115-kV transmission line, and US 380. The segment then angles south-southwest for approximately 0.19 mile, crossing CR AA. The segment then angles south, immediately crossing CR 24, for approximately 1.01 miles, paralleling the west side of CR AA, until reaching its intersection with Segments A85, A86, and A88, located on the northwest side of the intersection of CR AA and CR 25.

**Segment A84**

Segment A84 begins at its intersection with Segments A74 and A80, located on the southeast side of the intersection of CR CC and CR 21. The segment proceeds south for approximately 4.01 miles, paralleling the east side of CR CC/FM 1054 and an existing 69-kV transmission line, crossing an existing 69-kV transmission line, CR 22, an existing 115-kV transmission line, US 380, CR 24, and an existing pipeline, until reaching its intersection with Segments A86 and A89, located on the northeast side of the intersection of FM 1054 and CR 25.

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### **Segment A85**

Segment A85 begins at its intersection with Segments A82 and A87, located on the northeast side of the intersection of CR V and CR 25. The segment proceeds east for approximately 2.99 miles, paralleling the north side of CR 25, crossing FM 2956 and CR Y, until reaching its intersection with Segments A83, A86, and A88, located on the northwest side of the intersection of CR AA and CR 25.

### **Segment A86**

Segment A86 begins at its intersection with Segments A83, A85, and A88, located on the northwest side of the intersection of CR AA and CR 25. The segment proceeds east, immediately crossing CR AA, for approximately 2.12 miles, paralleling the north side of CR 25, crossing CR BB, an existing 230-kV and 345-kV transmission line, an existing pipeline, FM 1054, and an existing 69-kV transmission line, until reaching its intersection with Segments A84 and A89, located on the northeast side of the intersection of FM 1054 and CR 25.

### **Segment A87**

Segment A87 begins at its intersection with Segments A82 and A85, located on the northeast side of the intersection of CR V and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the east side of CR V, crossing CR 26, and CR 27, until reaching its intersection with Segments A90, A91, and A95, located on the northeast side of the intersection of CR V and CR 28.

### **Segment A88**

Segment A88 begins at its intersection with Segments A83, A85, and A86, located on the northwest side of the intersection of CR AA and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the west side of CR AA, crossing CR 26, an existing pipeline, and CR 27, until reaching its intersection with Segments A91, A92, and A96, located on the northwest side of the intersection of CR AA and CR 28.

### **Segment A89**

Segment A89 begins at its intersection with Segments A84 and A86, located on the northeast side of the intersection of CR CC and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the east side of an existing 69-kV transmission line on the east side of CR CC, crossing FM 1313 and CR 27, until reaching its intersection with Segments A93 and A98, located on the northeast side of the intersection of FM 1054 and CR 28.

### **Segment A90**

Segment 90 begins at its intersection with Segments A81 and A94, located on the north side of CR 28. The segment proceeds east for approximately 5.09 miles, paralleling the north side of CR 28, crossing an existing CRMWA Aqueduct, an existing pipeline, US 87, an existing railroad, Sam Rd, and CR V, until reaching its intersection with Segments A87, A91, and A95, located on the northeast side of the intersection of CR V and CR 28.

### **Segment A91**

Segment A91 begins at its intersection with Segments A87, A90, and A95, located on the northeast side of CR V and CR 28. The segment proceeds east, immediately crossing an existing pipeline, for approximately 2.99 miles, paralleling the north side of CR 28, crossing FM 2956 and CR Y, until reaching its intersection with Segments A88, A92, and A96, located on the northwest side of the intersection of CR AA and CR 28.



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**Segment A92**

Segment A92 begins at its intersection with Segments A88, A91, and A96, located on the northwest side of the intersection of CR AA and CR 28. The segment proceeds east, immediately crossing CR AA, for approximately 1.09 miles, paralleling the north side of CR 28, crossing CR BB and an existing 230-kV and 345-kV transmission line, until reaching its intersection with Segments A86, A93, and A97, located on the northeast side of the intersection of CR BB and CR 28

**Segment A93**

Segment A93 begins at its intersection with Segments A89 and A98, located on the northeast side of the intersection of CR CC and CR 28. The segment proceeds west, immediately crossing an existing 69-kV transmission line and CR CC, for approximately 1.03 miles, until reaching its intersection with Segments A86, A92, and A97, located on the northeast side of the intersection of FM 1054 and CR 28.

**Segment A94**

Segment A94 begins at its intersection with Segments A81 and A90, located on the north side of CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 1.04 miles, crossing CR 29. The segment continues south for approximately 2.00 miles, paralleling the west side of CR O, crossing CR 30, until reaching its intersection with Segments A101 and A104, located on the northwest side of the intersection of CR O and CR 31.

**Segment A95**

Segment A95 begins at its intersection with Segments A87, A90, and A91, located on the northeast side of the intersection of CR V and CR 28. The segment proceeds south, immediately crossing CR 28 and an existing pipeline, for approximately 3.00 miles, crossing CR 29 and FM 3332, until reaching its intersection with Segments A101, A102, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3.

**Segment A96**

Segment A96 begins at its intersection with Segments A88, A91, and A92, located on the northwest side of the intersection of CR AA and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.00 miles, paralleling the west side of CR AA, crossing CR 29 and FM 3332, until reaching its intersection with Segments A102, A103, and A106, located on the northwest side of the intersection of CR AA and CR 31.

**Segment A97**

Segment A97 begins at its intersection with Segments A86, A92, and A93, located on the northeast side of the intersection of CR BB and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.01 miles, paralleling the east side of an existing 230-kV transmission line on the east side of CR BB, crossing CR 29 and FM 3332, until reaching its intersection with Segments A99, A103, and A107, located on the northwest side of the intersection of CR BB and CR 31.

**Segment A98**

Segment A98 begins at its intersection with Segments A89 and A93, located on the northeast side of the intersection of FM 1054 and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.01 miles, paralleling the east side of an existing 69-kV transmission line on the east side of FM 1054, crossing CR 29, until reaching its intersection with Segments A99 and A100, located on the northeast side of the intersection of FM 1054 and CR 31.

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### **Segment A99**

Segment A99 begins at its intersection with Segments A98 and A100, located on the northeast side of the intersection of FM 1054 and CR 31. The segment proceeds west, immediately crossing an existing 69-kV transmission line and FM 1054, for approximately 1.03 miles, paralleling the north side of CR 31, until reaching its intersection with Segments A97, A103, and A107, located on the northeast side of the intersection of CR BB and CR 31.

### **Segment A100**

Segment A100 begins at its intersection with Segments A98 and A99, located on the northeast side of the intersection of FM 1054 and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 1.01 miles, paralleling the east side of an existing 69-kV transmission line on the east side of FM 1054. The segment then turns west, immediately crossing an existing 69-kV transmission line and FM 1054, for approximately 1.03 miles, paralleling the north side of CR 32. The segment then turns north for approximately 0.46 mile, paralleling the east side of an existing 230-kV transmission line on the east side of CR BB, until reaching its intersection with Segments A107 and A109, located on the east side of CR BB and an existing 230-kV transmission line.

### **Segment A101**

Segment A101 begins at its intersection with Segments A94 and A104, located on the northwest side of the intersection of CR O and CR 31. The segment proceeds east, immediately crossing CR O, for approximately 2.06 miles, paralleling the north side of CR 31, crossing an existing pipeline, an existing CRMWA Aqueduct, an existing pipeline, and US 87. The segment continues east for approximately 3.02 miles, crossing an existing railroad, and Sam Rd, until reaching its intersection with Segments A95, A102, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3.

### **Segment A102**

Segment A102 begins at its intersection with Segments A95, A101, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3. The segment proceeds east for approximately 2.99 miles, paralleling the north side of CR 31, crossing FM 2956 and CR Y, until reaching its intersection with Segments A96, A103, and A106, located on the northwest side of the intersection of CR AA and CR 31.

### **Segment A103**

Segment A103 begins at its intersection with Segments A96, A102, and A106, located on the northwest side of the intersection of CR AA and CR 31. The segment proceeds east, immediately crossing CR AA, for approximately 1.09 miles, paralleling the north side of CR 31, crossing CR BB and an existing 230-kV transmission line, until reaching its intersection with Segments A97, A99, and A107, located on the northeast side of the intersection of CR BB and CR 31 and on the east side of an existing 230-kV transmission line.

### **Segment A104**

Segment A104 begins at its intersection with Segments A94 and A101, located on the northwest side of the intersection of CR O and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 1.01 miles, paralleling the west side of CR O, crossing an existing pipeline. The segment then turns east, immediately crossing CR O, for approximately 5.09 miles, paralleling the north side of CR 32, crossing an existing CRMWA Aqueduct, an existing pipeline, US 87, an existing railroad, and Sam Rd, until reaching its intersection with

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Segments A105 and A108, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956.

**Segment A105**

Segment A105 begins at its intersection with Segments A95, A101, and A102, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3. The segment proceeds south for approximately 1.01 miles, until reaching its intersection with Segments A104 and A108, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956.

**Segment A106**

Segments A106 begins at its intersection with Segments A96, A102, and A103, located on the northwest side of the intersection of CR AA and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 0.51 mile, paralleling the west side of CR AA. The segment then turns east, immediately crossing CR AA, for approximately 0.79 mile, and then turns south for approximately 0.03 mile, until entering the northwest corner of the existing Farmland Station.

**Segment A107**

Segment A107 begins at its intersection with Segments A97, A99, and A103, located on the northeast side of the intersection of CR BB and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 0.53 mile, paralleling the east side an existing 230-kV transmission line on the east side of CR BB, until reaching its intersection with Segments A100 and A109, located on the east side of CR BB and an existing 230-kV transmission line.

**Segment A108**

Segment A108 begins at its intersection with Segments A104 and A105, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956. The segment proceeds east for approximately 3.80 miles, paralleling the north side of CR 32, crossing FM 2956, CR Y, and CR AA. The segment then turns north for approximately 0.26 mile, until entering the southwest corner of the existing Farmland Station.

**Segment A109**

Segment A 109 begins at its intersection with Segments A100 and A107, located on the east side of CR BB and an existing 230-kV transmission line. The segment proceeds west for approximately 0.05 mile, crossing an existing 230-kV transmission line and CR BB, until entering the southeast corner of the existing Farmland Station.

**Southeast to New Oliver to Oliver 115-kV Transmission Line (“SNO Line”)**

The SNO Line will connect the existing Southeast Station to the existing Oliver Station and will be routed through the proposed New Oliver Station (at either New Oliver Option 1 Station or New Oliver Option 2 Station), all of which will be located in Lubbock County, Texas.

The proposed SNO Line will begin at either the Southeast Station directly or from one of two Point-of-Interconnect (“POI”) Options (POI Option 1 or POI Option 2). The POI Options are alternative end points located along a portion of an existing 230-kV transmission line that would be disconnected from the Southwest Power Pool (“SPP”) and repurposed to connect the Southeast Station to the Electric Reliability Council of Texas (“ERCOT”), if one of the two POIs is selected by the Commission. From the Southeast Station, POI Option 1, or POI Option 2 the alternative

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routes generally proceed east/southeast to the New Oliver Station. Then, the SNO Line alternative routes generally proceed back west/northwest to the Oliver Station, which is approximately 2.4 miles southwest of the Southeast Station. As a result, some alternative routes cross parcels that are affected by multiple segments that parallel one another. For example (as shown in the table below), SNO Route 2 follows segment B15A as the line travels east from POI Option 2 to New Oliver Option 1 Station, then follows segment B15B (which is parallel and immediately adjacent to B15A) as the line travels back west from New Oliver Option 1 to the existing Oliver Station. In this example, the affected parcel would be crossed by two adjacent and parallel segments of the SNO Line.

The SNO Line will be approximately 14 to 26 miles in length, depending on the route approved by the Commission. The SNO Line will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide, though this width may vary depending on location and design requirements.

In their CCN application, Sharyland and LP&L have presented 14 alternative routes comprised of 86 segments for consideration by the Commission for the SNO Line. The following table lists the segment combinations that make up the 14 SNO Line alternative routes.

***All routes and route segments are available for selection and approval by the Commission. Only one multi-segment 115-kV transmission line route will ultimately be constructed from one of three alternative end points (Southeast Station, POI Option 1, or POI Option 2) through one of two proposed New Oliver Station Options (New Oliver Option 1 Station or New Oliver Option 2 Station), to the existing Oliver Station, all of which are located in Lubbock County.***

<b>Alternative Route</b>	<b>Route Composition</b>
SNO Route 1	SOUTHEAST-B1-B15B-B16A-B19A-B26A-NEW OLIVER OPTION 1-B50A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 2	POI2-B14A-B15A-B18B-B23B-NEW OLIVER OPTION 1-B23A-B18A-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 3	POI2-B14A-B15A-B18B-B22B-B26B-NEW OLIVER OPTION 1-B26A-B22A-B18A-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 4	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B55B-NEW OLIVER OPTION 1-B55A-B54B-B52A-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 5	POI1-B10-B28-B31-B38-B42-B45A-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45B-B44-B40-B8-B7-B3-OLIVER
SNO Route 6	POI1-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 7	POI1-B10-B28-B31-B39-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER
SNO Route 8	SOUTHEAST-B1-B15B-B16A-B17A-B21A-NEW OLIVER OPTION 2-B58A-B56A-B49A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 9	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 10	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 11	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B57A-NEW OLIVER OPTION 2-B57B-B54B-B52B-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 12	POI1-B10-B28-B31-B38-B42-B45A-B47A-B51B-B53A-B58A-NEW OLIVER OPTION 2-B58B-B53B-B51A-B47B-B45B-B44-B40-B8-B7-B3-OLIVER

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SNO Route 13	PO11-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-B59A-B26A-B24B-B25B-NEW OLIVER OPTION 2-B25A-B24A-B26B-B59B-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 14	PO11-B10-B28-B31-B39-B43-B47A-B48A-B49B-B56B-B58A-NEW OLIVER OPTION 2-B58B-B56A-B49A-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER

The following narrative and enclosed maps provide a detailed description of the SNO Line segments that form the 14 alternative routes proposed to the Commission.

**Segment B1**

Segment B1 begins at the northwest corner of the exiting Southeast Station, located on the south side of 82nd St within the Lubbock city limits. The segment proceeds north for approximately 0.06 mile, crossing 82nd St. The segment then turns east for approximately 1.62 miles, paralleling the north side of 82<sup>nd</sup> St, crossing Avenue P, Interstate Highway (“IH”) 27, and Ash Ave. The segment then turns south for approximately 0.04 mile, crossing 82nd St and exiting Lubbock city limits. The segment then turns east, immediately crossing two existing 69-kV transmission lines, for approximately 0.54 mile, paralleling the south side of 82nd St, crossing Martin L King Boulevard (“Blvd”), and then continues east for approximately 0.50 mile, crossing two existing pipelines. The segment then turns north for approximately 0.03 mile, crossing an existing pipeline and entering the Lubbock city limits. The segment then turns east for approximately 0.69 mile, paralleling the north side of an existing pipeline. The segment then turns south, immediately crossing an existing pipeline, for approximately 1.00 mile, exiting the Lubbock city limits, crossing an existing 115-kV transmission line and an existing 230-kV transmission line, until reaching its intersection with Segments B14A/B14B and B15A/B15B, located on the north side of 98th St.

**Segment B2**

Segment B2 begins at the northwest corner of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds north for approximately 0.02 mile. The segment then turns east for approximately 0.09 mile, crossing an existing 69-kV transmission line and Indiana Ave, until reaching its intersection with Segments B5 and B6, located on the east side of Indiana Ave within the Lubbock city limits.

**Segment B3**

Segment B3 begins at the east side of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds east for approximately 0.03 mile, crossing Indiana Ave, until reaching its intersection with Segments B5 and B7, located on the east side of Indiana Ave within the Lubbock city limits.

**Segment B4**

Segment B4 begins at the southwest corner of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.02 mile, crossing an existing 230-kV and existing 115-kV transmission line. The segment then angles southeast for approximately 0.05 mile, crossing Indiana Ave, until reaching its intersection with Segments B7 and B8, located on the east side of Indiana Ave within the Lubbock city limits.

**Segment B5**

Segment B5 begins at its intersection with Segments B2 and B6, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.06 mile, paralleling the east side of Indiana Ave, until reaching its intersection with Segments B3 and B7, located on the east side of Indiana Ave within the Lubbock city limits.

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**Segment B6**

Segment B6 begins at its intersection with Segments B2 and B5, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds north for approximately 0.41 mile, paralleling the east side of Indiana Ave. The segment then turns east for approximately 1.00 mile, paralleling the south side of 98th St, crossing two existing 115-kV transmission lines and University Ave, until reaching its intersection with Segments B9 and B27, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits.

**Segment B7**

Segment B7 begins at its intersection with Segments B3 and B5, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.07 mile, paralleling the east side of Indiana Ave, crossing an existing 230-kV and existing 115-kV transmission line, until reaching its intersection with Segments B4 and B8, located on the east side of Indiana Ave within the Lubbock city limits.

**Segment B8**

Segment B8 begins at its intersection with Segments B4 and B7, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.46 mile, paralleling the east side of Indiana Ave, crossing 114th St, until reaching its intersection with Segments B35 and B40, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits.

**Segment B9**

Segment B9 begins at its intersection with Segments B6 and B27, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits. The segment proceeds east for approximately 1.00 mile, paralleling the south side of 98th St, crossing Avenue P, until reaching its intersection with Segments B10, B11, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits.

**Segment B10**

Segment B10 begins at POI Option 1, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds south for approximately 0.01 mile, until reaching its intersection with Segments B9, B11, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits.

**Segment B11**

Segment B11 begins at its intersection with Segments B9, B10, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds east for approximately 0.42 mile, paralleling the south side of an existing 230-kV transmission line on the south side of 98th St, until reaching its intersection with Segments B12 and B29, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits.

**Segment B12**

Segment B12 begins at its intersection with Segments B11 and B29, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds east, immediately crossing US 87, for approximately 1.08 miles, paralleling the south side of an existing 230-kV transmission line and 98th St,

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exiting the Lubbock city limits, crossing an existing double-circuit 115/230-kV transmission line, until reaching its intersection with Segments B13 and B34, located on the south side of 98th St.

**Segment B13**

Segment B13 begins at its intersection with Segments B12 and B34, located on the south side of 98th St. The segment proceeds east for approximately 0.12 mile, paralleling the south side of an existing 230-kV transmission line on the south side of 98th St, until reaching its intersection with Segments B14A/B14B and POI Option 2, located on the south side of 98th St.

**Segments B14A and B14B**

Segments B14A and B14B are separate segments that are parallel and immediately adjacent to one another. Segments B14A and B14B begin at their intersection with POI Option 2 and Segment B13. The segments proceed east for approximately 0.98 mile, paralleling the south side of 98th St, crossing Martin L King Blvd and an existing pipeline. The segments then angle northeast for approximately 0.10 mile, crossing 98th St. The segments then angle east for approximately 0.53 mile, paralleling the north side of 98th St, until reaching their intersection with Segments B1 and B15A/B15B, located on the north side of 98th St.

**Segments B15A and B15B**

Segments B15A and B15B are separate segments that are parallel and immediately adjacent to one another. Segments B15A and B15B begin at their intersection with Segments B1 and B14A/B14B, located on the north side of 98th St. The segments proceed east for approximately 0.37 mile, paralleling the north side of 98th St, and then angle southeast for approximately 0.14 mile, crossing two existing pipelines, 98th St, and an existing 115-kV transmission line, until reaching their intersection with Segments B16A/B16B and B18A/B18B, located on the south side of 98th St.

**Segments B16A and B16B**

Segments B16A and B16B are separate segments that are parallel and immediately adjacent to one another. Segments B16A and B16B begin at their intersection with Segments B15A/B15B and B18A/B18B, located on the south side of 98th St. The segments proceed east for approximately 0.50 mile, paralleling the south side of 98th St, crossing an existing CRMWA Aqueduct and FM 3431, until reaching their intersection with Segments B17A/B17B and B19A/B19B, located on the southeast side of the intersection of FM 3431 and 98th St.

**Segments B17A and B17B**

Segments B17A and B17B are separate segments that are parallel and immediately adjacent to one another. Segments B17A and B17B begin at their intersection with Segments B16A/B16B and B19A/B19B, located on the southeast side of the intersection of FM 3431 and 98th St. The segments proceed east for approximately 1.48 miles, paralleling the south side of 98th St, crossing an existing pipeline, until reaching their intersection with Segments B20A/B20B and B21A/B21B, located on the southwest side of the intersection of 98th St and CR 2840.

**Segments B18A and B18B**

Segments B18A and B18B are separate segments that are parallel and immediately adjacent to one another. Segments B18A and B18B begin at their intersection with Segments B15A/B15B and B16A/B16B, located on the south side of 98th St. The segments proceed south for approximately 1.98 miles, paralleling the east side of an existing 115-kV transmission line, crossing 114th St. The segments then turn east for approximately 0.28 mile,

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paralleling the north side of FM 1585, until reaching their intersection with Segments B22A/B22B and B23A/B23B, located on the north side of FM 1585.

### **Segments B19A and B19B**

Segments B19A and B19B are separate segments that are parallel and immediately adjacent to one another. Segments B19A and B19B begin at their intersection with Segments B16A/B16B and B17A/B17B, located on the southeast side of the intersection of FM 3431 and 98th St. The segments proceed south for approximately 1.99 miles, paralleling the east side of FM 3431, crossing 114th St, until reaching their intersection with Segments B22A/B22B, B24A/B24B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585.

### **Segments B20A and B20B**

Segments B20A and B20B are separate segments that are parallel and immediately adjacent to one another. Segments B20A and B20B begin at their intersection with Segments B17A/B17B and B21A/B21B, located on the southwest side of the intersection of 98th St and CR 2840. The segments proceed south for approximately 1.98 miles, paralleling the west side of CR 2840, crossing an existing pipeline and 114th St, until reaching their intersection with Segments B24A/B24B and B25A/B25B, located on the northwest side of the intersection of FM 1585 and CR 2840.

### **Segments B21A and B21B**

Segments B21A and B21B are separate segments that are parallel and immediately adjacent to one another. Segments B21A and B21B begin at their intersection with Segments B17A/B17B and B20A/B20B, located on the southwest side of the intersection of 98th St and CR 2840. The segments proceed east, immediately crossing CR 2840 and an existing pipeline, for approximately 0.08 mile, paralleling the south side of 98th St. The segments then angle southeast for approximately 0.50 mile, paralleling the south side of US 84 and crossing an existing pipeline. The segments then angle south for approximately 1.74 miles, paralleling the west side of CR 2900, crossing 114th St, an existing pipeline, and FM 1585, until entering the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

### **Segments B22A and B22B**

Segments B22A and B22B are separate segments that are parallel and immediately adjacent to one another. Segments B22A and B22B begin at their intersection with Segments B18A/B18B and B23A/B23B, located on the north side of FM 1585. The segments proceed east for approximately 0.22 mile, paralleling the north side of FM 1585, crossing an existing CRMWA Aqueduct and FM 3431, until reaching their intersection with Segments B19A/B19B, B24A/B24B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585.

### **Segments B23A and B23B**

Segments B23A and B23B are separate segments that are parallel and immediately adjacent to one another. Segments B23A and B23B begin at their intersection with Segments B18A/B18B and B22A/B22B, located on the north side of FM 1585. The segments proceed south, immediately crossing FM 1585, for approximately 0.35 mile. The segments then turn east for approximately 0.22 mile, crossing an existing CRMWA Aqueduct and CR 2700, until entering the northwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B26A/B26B and B59A/B59B, located on the east side of CR 2700.



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### **Segments B24A and B24B**

Segments B24A and B24B are separate segments that are parallel and immediately adjacent to one another. Segments B24A and B24B begin at their intersection with Segments B19A/B19B, B22A/B22B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585. The segments proceed east for approximately 1.48 miles, paralleling the north side of FM 1585, crossing CR 2800, until reaching their intersection with Segments B20A/B20B and B25A/B25B, located on the northwest side of the intersection of FM 1585 and CR 2840.

### **Segments B25A and B25B**

Segments B25A and B25B are separate segments that are parallel and immediately adjacent to one another. Segments B25A and B25B begin at their intersection with Segments B20A/B20B and B24A/B24B, located on the northwest side of the intersection of FM 1585 and CR 2840. The segments proceed east, immediately crossing CR 2840, for approximately 0.20 mile, paralleling the north side of FM 1585. The segments then turn south for approximately 0.04 mile, crossing FM 1585, and then turn east for approximately 0.01 mile, until entering the northwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

### **Segments B26A and B26B**

Segments B26A and B26B are separate segments that are parallel and immediately adjacent to one another. Segments B26A and B26B begin at their intersection with Segments B19A/B19B, B22A/B22B, and B24A/B24B, located on the northeast side of the intersection of FM 3431 and FM 1585. The segments proceed south, immediately crossing FM 1585, for approximately 0.35 mile, paralleling the east side of CR 2700, until entering the northwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B23A/B23B and B59A/B59B, located on the east side of CR 2700.

### **Segment B27**

Segment B27 begins at its intersection with Segments B6 and B9, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits. The segment proceeds south for approximately 0.97 mile, paralleling the east side of University Ave, crossing an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B36 and B37, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

### **Segment B28**

Segment B28 begins at its intersection with Segments B9, B10, and B11, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds south for approximately 0.51 mile, paralleling the east side of Avenue P, crossing an existing 230-kV and 115-kV transmission line and exiting the Lubbock city limits, until reaching its intersection with Segments B30 and B31, located on the east side of Avenue P.

### **Segment B29**

Segment B29 begins at its intersection with Segments B11 and B12, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds south for approximately 0.49 mile, paralleling the west side of US 87, crossing an existing 230-kV and 115-kV transmission line and exiting

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the Lubbock city limits, until reaching its intersection with Segments B30 and B32, located on the west side of US 87.

**Segment B30**

Segment B30 begins at its intersection with Segments B28 and B31, located on the east side of Avenue P. The segment proceeds east for approximately 0.44 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B29 and B32, located on the west side of US 87.

**Segment B31**

Segment B31 begins at its intersection with Segments B28 and B30, located on the east side of Avenue P. The segment proceeds south for approximately 0.47 mile, paralleling the east side of Avenue P, until reaching its intersection with Segments B38 and B39, located on the northeast side of the intersection of 114th St and Avenue P.

**Segment B32**

Segment B32 begins at its intersection with Segments B29 and B30, located on the west side of US 87. The segment proceeds east for approximately 0.06 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line, crossing US 87, until reaching its intersection with Segments B33 and B34, located on the east side of US 87.

**Segment B33**

Segment B33 begins at its intersection with Segments B32 and B34, located on the east side of US 87. The segment proceeds south for approximately 0.48 mile, paralleling the east side of US 87, until reaching its intersection with Segments B39 and B43, located on the northeast side of the intersection of US 87 and 114th St.

**Segment B34**

Segment B34 begins at its intersection with Segments B32 and B33, located on the east side of US 87. The segment proceeds east for approximately 1.00 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line. The segment then turns north for approximately 0.50 mile, paralleling the east side of an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B12 and B13, located on the south side of 98th St.

**Segment B35**

Segment B35 begins at its intersection with Segments B8 and B40, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits. The segment proceeds east for approximately 1.00 mile, paralleling the south side of 114th St, crossing University Ave, until reaching its intersection with Segments B36 and B41, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

**Segment B36**

Segment B36 begins at its intersection with Segments B27 and B37, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds south for approximately 0.02 mile, paralleling the east side of University Ave, crossing 114th St, until reaching its intersection with Segments B35 and B41, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

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**Segment B37**

Segment B37 begins at its intersection with Segments B27 and B36, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds east for approximately 0.47 mile, paralleling the north side of 114th St and exiting the Lubbock city limits. The segment then turns south for approximately 0.02 mile, crossing 114th St, and then turns east for approximately 0.52 mile, paralleling the south side of 114th St, until reaching its intersection with Segments B38 and B42, located on the southwest side of the intersection of 114th St and Avenue P.

**Segment B38**

Segment B38 begins at its intersection with Segments B37 and B42, located on the southwest side of the intersection of 114th St and Avenue P. The segment proceeds east for approximately 0.02 mile, crossing Avenue P, and then turns north for approximately 0.02 mile, crossing 114th St, until reaching its intersection with Segments B31 and B39, located on the northeast side of the intersection of 114th St and Avenue P.

**Segment B39**

Segment B39 begins at its intersection with Segments B31 and B38, located on the northeast side of the intersection of 114th St and Avenue P. The segment proceeds east for approximately 0.51 mile, paralleling the north side of 114th St, crossing US 87, until reaching its intersection with Segments B33 and B43, located on the northeast side of the intersection of US 87 and 114th St.

**Segment B40**

Segment B40 begins at its intersection with Segments B8 and B35, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits. The segment proceeds west for approximately 0.03 mile, paralleling the south side of 114th St, crossing Indiana Ave. The segment then turns south for approximately 1.05 miles, paralleling the west side of Indiana Ave, crossing FM 1585. The segment then turns east for approximately 0.02 mile, crossing Indiana Ave, and then turns south for approximately 0.92 mile, paralleling the east side of Indiana Ave and exiting the Lubbock city limits. The segment then turns east for approximately 1.00 mile, paralleling the north side of 146th St, crossing University Ave, until reaching its intersection with Segments B41 and B44, located on the northeast side of the intersection of 146th St and University Ave.

**Segment B41**

Segment B41 begins at its intersection with Segments B35 and B36, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds south for approximately 1.98 miles, paralleling the east side of University Ave, exiting the Lubbock city limits, crossing FM 1585, until reaching its intersection with Segments B40 and B44, located on the northeast side of the intersection of 146th St and University Ave.

**Segment B42**

Segment B42 begins at its intersection with Segments B37 and B38, located on the southwest side of the intersection of 114th St and Avenue P. The segment proceeds south for approximately 0.49 mile, paralleling the west side of Avenue P, and then turns east for approximately 0.02 mile, crossing Avenue P. The segment then turns south for approximately 0.56 mile, paralleling the east side of Avenue P, crossing 126th St, CR 7365, CR 7370, and FM 1585, and then turns west for approximately 0.02 mile, crossing Avenue P. The segment then turns south for

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approximately 0.93 mile, paralleling the west side of Avenue P, until reaching its intersection with Segments B44, B45A, and B45B, located on the northwest side of the intersection of 146th St and Avenue P.

### **Segment B43**

Segment B43 begins at its intersection with Segments B33 and B39, located on the northeast side of the intersection of US 87 and 114th St. The segment proceeds south, immediately crossing 114th St, for approximately 2.02 miles, paralleling the east side of US 87, crossing CR 7340, FM 1585, and 146th St, until reaching its intersection with Segments B45A/B45B, B46, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St.

### **Segment B44**

Segment B44 begins at its intersection with Segments B40 and B41, located on the northeast side of the intersection of 146th St and University Ave. The segment proceeds south for approximately 0.03 mile, crossing 146th St, and then turns east for approximately 0.67 mile, paralleling the south side of 146th St. The segment then turns north for approximately 0.03 mile, crossing 146th St, and then turns east for approximately 0.35 mile, paralleling the north side of 146th St, until reaching its intersection with Segments B42 and B45A/B45B, located on the northwest side of the intersection of 146th St and Avenue P.

### **Segments B45A and B45B**

Segments B45A and B45B are separate segments that are parallel and immediately adjacent to one another. Segments B45A and B45B begin at their intersection with Segments B42 and B44, located on the northwest side of the intersection of 146th St and Avenue P. The segments proceed east for approximately 0.02 mile, crossing Avenue P, and then turn south for approximately 0.02 mile, crossing 146th St. The segments then turn east for approximately 0.53 mile, paralleling the south side of 146th St, crossing US 87, until reaching their intersection with Segments B43, B46, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St.

### **Segment B46**

Segment B46 begins at its intersection with Segments B43, B45A/B45B, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St. The segment proceeds east for approximately 3.04 miles, paralleling the south side of 146th St, crossing Martin L King Blvd, three existing pipelines, and Guava Ave. The segment then angles southeast for approximately 0.15 mile, then angles east for approximately 0.10 mile, crossing an existing 115-kV transmission line, and then turns north for approximately 0.04 mile, crossing 146th St. The segment then turns east for approximately 0.45 mile, paralleling the north side of 146th St, crossing an existing CRMWA Aqueduct and CR 2700, until reaching its intersection with Segments B48A/B48B, B49A/B49B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700.

### **Segments B47A and B47B**

Segments B47A and B47B are separate segments that are parallel and immediately adjacent to one another. Segments B47A and B47B begin at their intersection with Segments B43, B45A/B45B, and B46, located on the southeast side of the intersection of US 87 and 146th St. The segments proceed south for approximately 0.25 mile, paralleling the east side of US 87, and then angle southeast for approximately 0.51 mile, paralleling the east side of US 87, crossing an existing pipeline. The segments then angle east for approximately 0.37 mile, and then turn south for approximately 0.25 mile. The segments then turn east for approximately 1.64 miles, paralleling the north side of Woodrow Rd, crossing Martin L King Blvd and two existing pipelines. The segments then angle southeast for

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approximately 0.11 mile, crossing Woodrow Rd, and then angle east for approximately 0.56 mile, paralleling the south side of Woodrow Rd. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, and then turn east for approximately 0.26 mile, paralleling the north side of Woodrow Rd. The segments then angle southeast for approximately 0.10 mile, crossing Woodrow Rd. The segments then turn east for approximately 0.64 mile, crossing an existing 115-kV transmission line, an existing CRMWA Aqueduct, and CR 2700. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, until reaching their intersection with Segments B48A/B48B and B51A/B51B, located on the northeast side of the intersection of Woodrow Rd and CR 2700.

**Segments B48A and B48B**

Segments B48A and B48B are separate segments that are parallel and immediately adjacent to one another. Segments B48A and B48B begin at their intersection with Segments B47A/B47B and B51A/B51B, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segments proceed north for approximately 1.00 mile, paralleling the east side of CR 2700, crossing 146th St, until reaching their intersection with Segments B46, B49A/B49B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700.

**Segments B49A and B49B**

Segments B49A and B49B are separate segments that are parallel and immediately adjacent to one another. Segments B49A and B49B begin at their intersection with Segments B46, B48A/B48B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700. The segments proceed east for approximately 1.01 miles, paralleling the north side of 146th St, crossing CR 2800, until reaching their intersection with Segments B52A/B52B, B54A/B54B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800.

**Segments B50A and B50B**

Segments B50A and B50B are separate segments that are parallel and immediately adjacent to one another. Segments B50A and B50B begin at their intersection with Segments B46, B48A/B48B, and B49A/B49B, located on the northeast side of the intersection of 146th St and CR 2700. The segments proceed north for approximately 0.44 mile, paralleling the east side of CR 2700, until entering the southwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B59A/B59B, located on the east side of CR 2700.

**Segments B51A and B51B**

Segments B51A and B51B are separate segments that are parallel and immediately adjacent to one another. Segments B51A and B51B begin at their intersection with Segments B47A/B47B and B48A/B48B, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segments proceed east for approximately 0.97 mile, paralleling the north side of Woodrow Rd, until reaching their intersection with Segments B52A/B52B and B53A/B53B, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

**Segments B52A and B52B**

Segments B52A and B52B are separate segments that are parallel and immediately adjacent to one another. Segments B52A and B52B begin at their intersection with Segments B51A/B51B and B53A/B53B, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segments proceed north for approximately 0.88 mile, paralleling the west side of CR 2800. The segments then turn east for approximately 0.05 mile, crossing CR 2800, and then turn north for approximately 0.12 mile, paralleling the east side of CR 2800, crossing 146th St, until reaching their intersection with Segments B49A/B49B, B54A/B54B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800.

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**Segments B53A and B53B**

Segments B53A and B53B are separate segments that are parallel and immediately adjacent to one another. Segments B53A and B53B begin at their intersection with Segments B51A/B51B and B52A/B52B, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segments proceed south for approximately 0.02 mile, crossing Woodrow Rd, and then turn east, immediately crossing CR 2800, for approximately 1.03 miles, paralleling the south side of Woodrow Rd, crossing CR 2900. The segments then turn north, immediately crossing Woodrow Rd, for approximately 1.03 miles, paralleling the east side of CR 2900 and crossing 146th St, until reaching their intersection with Segments B56A/B56B and B58A/B58B, located on the northeast side of the intersection of 146th St and CR 2900.

**Segments B54A and B54B**

Segments B54A and B54B are separate segments that are parallel and immediately adjacent to one another. Segments B54A and B54B begin at their intersection with Segments B49A/B49B, B52A/B52B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800. The segments proceed north for approximately 0.64 mile, paralleling the east side of CR 2800, until reaching their intersection with Segments B55A/B55B and B57A/B57B, located on the east side of CR 2800.

**Segments B55A and B55B**

Segments B55A and B55B are separate segments that are parallel and immediately adjacent to one another. Segments B55A and B55B begin at their intersection with Segments B54A/B54B and B57A/B57B, located on the east side of CR 2800. The segments proceed west, immediately crossing CR 2800, for approximately 0.77 mile, entering the northeast corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

**Segments B56A and B56B**

Segments B56A and B56B are separate segments that are parallel and immediately adjacent to one another. Segments B56A and B56B begin at their intersection with Segments B49A/B49B, B52A/B52B, and B54A/B54B, located on the northeast side of the intersection of 146th St and CR 2800. The segments proceed east for approximately 0.98 mile, paralleling the north side of 146th St, crossing CR 2900, until reaching their intersection with Segments B53A/B53B and B58A/B58B, located on the northeast side of the intersection of 146th St and CR 2900.

**Segments B57A and B57B**

Segments B57A and B57B are separate segments that are parallel and immediately adjacent to one another. Segments B57A and B57B begin at their intersection with Segments B54A/B54B and B55A/B55B, located on the east side of CR 2800. The segments proceed north for approximately 0.19 mile, paralleling the east side of CR 2800. The segments then turn east for approximately 0.68 mile, entering the southwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

**Segments B58A and B58B**

Segments B58A and B58B are separate segments that are parallel and immediately adjacent to one another. Segments B58A and B58B begin at their intersection with Segments B53A/B53B and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2900. The segments proceed north for approximately 0.79 mile, paralleling the east side of CR 2900. The segments then turn west for approximately 0.01 mile, crossing CR

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2900, entering the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

**Segments B59A and B59B**

Segments B59A and B59B are separate segments that are parallel and immediately adjacent to one another. Segments B59A and B59B begin at their intersection with Segments B23A/B23B and B26A/B26B, located on the east side of CR 2700. The segments proceed south for approximately 0.22 mile, paralleling the east side of CR 2700, until reaching their intersection with Segments B50A/B50B, located on the west side of CR 2700.