Sharyland Utilities, L.P. and Lubbock Power & Light
Proposed Abernathy to North to North Loop 345/115-kV Transmission Line in Hale and Lubbock Counties, Texas
Docket No. 49151
Description of Alternative Route Segments

Sharyland Utilities, L.P. ("Sharyland") and the City of Lubbock, acting by and through Lubbock Power & Light ("LP&L"), are proposing to construct a double circuit 115-kilovolt ("kV") and/or 345-kV single circuit, double circuit capable electric transmission line in Hale and Lubbock counties, Texas. This line is referred to as the Abernathy to North to North Loop 345/115-kV Transmission Line (the "Project").

The Project will interconnect Sharyland's Abernathy Station, located in Hale County, with the northern portion of LP&L's planned 115-kV transmission line loop (the "north loop") at either LP&L's X-FAB Station or LP&L's Northwest Station in Lubbock County. Depending on the route selected by the Public Utility Commission of Texas ("Commission" or "PUC"), the transmission line will be routed through one of three alternative locations for Sharyland's proposed North Station in Lubbock County. If the Commission selects a route that interconnects the Abernathy Station with an alternative North Station that is located adjacent to the X-FAB Station and the north loop (shown on the enclosed maps as North Option 3), the transmission line will be a single-circuit 345-kV line on double-circuit capable structures and will interconnect with the loop at the X-FAB Station. Alternatively, if the Commission selects a route that requires the use of an alternative North Station not adjacent to the X-FAB Station and the north loop, the transmission line will be (1) a single-circuit 345-kV line on double-circuit capable structures from the Abernathy Station to one of two additional alternative locations for the North Station (shown on the enclosed maps as North Option 1 and North Option 2), and (2) a double-circuit 115-kV line from the North Station location to the X-FAB Station or the Northwest Station (both located on the north loop).

The transmission line will be approximately 22.4 to 32.4 miles in length, depending on the route approved by the Commission. The 345-kV portion of the line will be constructed on a combination of monopole and lattice tower structures within a typical right-of-way approximately 175 feet wide. The 115-kV portion of the line will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide. However, right-of-way widths may vary depending on location and design requirements.

In their certificate of convenience and necessity ("CCN") application, Sharyland and LP&L have proposed 34 alternative routes comprised of 150 alternative segments (seventy-seven (77) 345-kV and seventy-three (73) 115-kV alternative segments) for consideration by the Commission. These proposed alternative routes begin at the existing Abernathy Station and generally proceed south to the proposed North Station Options and to the north loop at either the existing Northwest Station or X-FAB Station. The following table lists the segment combinations that make up the 34 alternative routes.

All routes and route segments are available for selection and approval by the Commission. Only one multi-segment route will ultimately be constructed from the existing Abernathy Station either (1) through one of the two proposed North Station Options (North Option 1 or North Option 2) and to the north loop at either the X-FAB Station or Northwest Station, or (2) directly to the proposed North Option 3 Station along the north loop.

All routes utilize 345-kV segments north of North Options 1 and 2. Routes may utilize either 115-kV segments <u>OR</u> 345-kV segments south of North Options 1 and 2. Routes between County Road 5800 and FM 1729 may include both 115-kV <u>AND</u> 345-kV segments that are near or parallel to each other.

Alternative Route	Route Composition
Route 1	A2-A3-A7-A8-A9-A30-A39-A49-A66-NORTH OPTION 1-B11-B28-B41-B62-B64-NORTHWEST
Route 2	A2-A4-A11-A18-A19-A22-A24-A25-A26-A30-A39-A43-A48-A66-NORTH OPTION 1-B12-B19-B29-B37-B42-B53-B62-B64-NORTHWEST
Route 3	A1-A10-A16-A17-A18-A19-A22-A24-A25-A29-A37-A41-A42-A48-A66-NORTH OPTION 1-B12-B19-B20-B30-B38-B42-B51-B52-B54-B60-B63-B64-NORTHWEST
Route 4	A2-A4-A11-A18-A19-A22-A24-A25-A29-A33-A38-A47-A60-A65-NORTH OPTION 1-B11-B18-B19-B20-B21-B31-B43-B52-B54-B60-B63-B64-NORTHWEST
Route 5	A2-A4-A11-A18-A19-A22-A24-A28-A36A-A36C-A53-A59-A64-A65-NORTH OPTION 1-B11-B28-B36-B37-B38-B39-B43-B52-B54-B60-B63-B64-NORTHWEST
Route 6	A1-A5-A6-A7-A13-A22-A27-A35-A45-A55-A62-A63-A64-A65-NORTH OPTION 1-B13-B17-B23-B32-B44-B49-B50-B54-B60-B63-B64-NORTHWEST
Route 7	A1-A10-A16-A21A-A21B-A31A-A31B-A32-A33-A34-A39-A49-A66-NORTH OPTION 1-B12-B19-B20-B21-B22-B23-B24-B25-B33-B56-B68-XFAB
Route 8	A2-A4-A6-A7-A8-A14-A23-A29-A37-A46-A59-A64-A65-NORTH OPTION 1-B12-B19-B20-B21-B31-B43-B52-B54-B59-B55B-B55C-XFAB
Route 9	A1-A10-A15A-A15B-A40-A45-A52-A51-A50-A53-A54-A60-A65-NORTH OPTION 1-B13-B6-B7-B16-B25-B33-B56-B68-XFAB
Route 10	A2-A3-A7-A8-A14-A23-A29-A37-A46-A53-A56-NORTH OPTION 2-B3-B17-B23-B22-B31-B43-B52-B54-B60-B63-B64-NORTHWEST
Route 11	A2-A4-A6-A7-A13-A22-A24-A28-A36A-A36C-A56-NORTH OPTION 2-B3-B17-B23-B32-B40-B43-B52-B54-B60-B63-B64-NORTHWEST
Route 12	A1-A5-A6-A7-A13-A22-A27-A35-A45-A52-NORTH OPTION 2-B3-B17-B23-B32-B44-B49-B50-B54-B60-B63-B64-NORTHWEST
Route 13	A2-A3-A7-A13-A22-A24-A25-A29-A37-A46-A53-A56-NORTH OPTION 2-B3-B17-B23-B32-B44-B49-B55A-B55B-B59-B60-B63-B64-NORTHWEST
Route 14	A2-A4-A11-A18-A19-A22-A24-A28-A36A-A36C-A56-NORTH OPTION 2-B3-B17-B23-B32-B44-B49-B55A-B55C-XFAB
Route 15	A1-A10-A16-A21A-A21B-A31A-A36B-A36C-A56-NORTH OPTION 2-B3-B17-B23-B32-B44-B48-B56-B68-XFAB
Route 16	A1-A10-A15A-A15B-A40-A45-A52-NORTH OPTION 2-B3-B17-B23-B32-B44-B49-B55A-B55B-B61-B63-B64-NORTHWEST
Route 17	A2-A3-A7-A8-A14-A23-A29-A37-A46-A53-A56-NORTH OPTION 2-B3-B17-B24-B25-B26-B34-B46-B57-B66-B70-B71-XFAB
Route 18	A2-A4-A6-A7-A13-A22-A24-A28-A36A-A36C-A56-NORTH OPTION 2-B3-B6-B7-B16-B25-B26-B27-B35-B58-B69-B71-XFAB
Route 19	A1-A5-A6-A7-A13-A22-A27-A35-A45-A52-NORTH OPTION 2-B1-B5-B8-B16-B25-B33-B56-B68-XFAB
Route 20	A2-A3-A7-A13-A22-A24-A25-A29-A37-A46-A53-A56-NORTH OPTION 2-B4-B7-B16-B25-B33-B56-B68-XFAB
Route 21	A2-A4-A11-A18-A19-A22-A24-A28-A36A-A36C-A56-NORTH OPTION 2-B1-B2-B10-B15-B34-B46-B57-B66-B67-B68-XFAB
Route 22	A1-A10-A16-A21A-A21B-A35-A45-A52-NORTH OPTION 2-B1-B2-B10-B14-B35-B58-B69-B71-XFAB
Route 23	A1-A10-A15A-A15B-A40-A45-A52-NORTH OPTION 2-B1-B2-B10-B14-B35-B45-B46-B47-B56-B68-XFAB
Route 24	A1-A10-A15A-A15B-A40-A45-A52-NORTH OPTION 2-B1-B5-B9-B10-B14-B35-B58-B65-B66-B67-B68-XFAB
Route 25	A1-A5-A6-A7-A13-A22-A27-A35-A45-A52-NORTH OPTION 2-B1-B2-B10-B15-B34-B46-B57-B66-B67-B68-XFAB
Route 26	A2-A3-A7-A8-A14-A23-A29-A37-A46-A59-A63-A68-A69-A70-A72-NORTH OPTION3
Route 27	A2-A4-A11-A18-A19-A22-A24-A25-A29-A37-A46-A59-A63-A68-A69-A71-A72- NORTH OPTION 3
Route 28	A2-A4-A11-A18-A19-A22-A27-A35-A45-A55-A61-A67-A69-A70-A72-NORTH OPTION 3
Route 29	A2-A4-A6-A7-A13-A22-A27-A35-A45-A55-A61-A67-A69-A70-A72-NORTH OPTION 3
Route 30	A1-A5-A6-A7-A13-A22-A24-A28-A36A-A36C-A56-A57-A58-A68-A69-A70-A73-NORTH OPTION 3
Route 31	A1-A10-A16-A17-A18-A19-A22-A27-A35-A45-A55-A61-A67-A69-A70-A73-NORTH OPTION 3
Route 32	A1-A10-A16-A21A-A21B-A35-A45-A55-A61-A67-A69-A70-A72-NORTH OPTION 3

Alternative Route	Route Composition
Route 33	A2-A4-A11-A17-A21A-A74-A15B-A44-A67-A69-A71-A72-NORTH OPTION 3
Route 34	A1-A10-A15A-A15B-A44-A67-A69-A70-A72-NORTH OPTION 3

Abernathy to North to North Loop 345-kV Route Segments (See Enclosed Maps #1 and #3)

The following narrative and enclosed maps provide a detailed description of the 345-kV alternative route segments that are included in the 34 alternative routes proposed to the Commission.

Segment A1

Segment A1 begins on the southeast corner of the existing Abernathy Station, located in Hale County, approximately 0.64 mile west of the intersection of County Road (CR) 295 and CR R. The segment proceeds southeast for approximately 0.25 mile. The segment then angles south for approximately 0.31 mile, until reaching its intersection with Segments A5 and A10, located approximately 0.67 mile southwest of the intersection of CR R and CR 295.

Segment A2

Segment A2 begins on the southwest side of the existing Abernathy Station, located in Hale County, approximately 0.64 mile west of the intersection of CR 295 and CR R. The segment proceeds west-southwest for approximately 0.16 mile, crossing an existing 230-kV transmission line and an existing 345-kV transmission line, until reaching its intersection with Segments A3 and A4, located on the west side of an existing 230-kV transmission line and the north side of an existing 345-kV transmission line.

Segment A3

Segment A3 begins at its intersection with Segments A2 and A4, located on the west side of an existing 230-kV transmission line and the north side of an existing 345-kV transmission line. The segment proceeds west, paralleling the north side of an existing 345-kV transmission line, for approximately 0.77 mile. The segment then angles southwest, paralleling the west side of an existing 345-kV transmission line, for approximately 0.27 mile, crossing an existing pipeline corridor, Hi-Line Road (Rd), and an existing 69-kV transmission line. The segment then angles south, paralleling the west side of an existing 345-kV transmission line, an existing 69-kV transmission line, and Hi-Line Rd, for approximately 0.39 mile, until reaching its intersection with Segments A6 and A7, located on the west side of an existing 345-kV transmission line and an existing 69-kV transmission line on the west side of Hi-Line Rd.

Segment A4

Segment A4 begins at its intersection with Segments A2 and A3, located on the west side of an existing 230-kV transmission line and the north side of an existing 345-kV transmission line. The segment proceeds south, immediately crossing an existing 345-kV transmission line, paralleling the west side of an existing 345-kV transmission line, for approximately 0.44 mile. The segment then angles southwest, paralleling the west side of an existing 345-kV transmission line for approximately 0.12 mile, until reaching its intersection with Segments A5, A6, and A11, located on the northwest side of an existing 345-kV transmission line.

Segment A5

Segment A5 begins at its intersection with Segments A1 and A10, located approximately 0.67 mile southwest of the intersection of CR R and CR 295. The segment proceeds west for approximately 0.66 mile, crossing an existing 230-kV transmission line and an existing 345-kV transmission line, until reaching its intersection with Segments A4, A6, and A11, located on the northwest side of an existing 345-kV transmission line.

Segment A6

Segment A6 begins at its intersection with Segments A4, A5, and A11, located on the northwest side of an existing 345-kV transmission line. The segment proceeds west for approximately 0.91 mile, crossing an existing pipeline corridor, Hi-Line Rd, an existing 69-kV transmission line, and an existing 345-kV transmission line, until reaching its intersection with Segments A3 and A7, located on the west side of an existing 345-kV transmission line and an existing 69-kV transmission line on the west side of Hi-Line Rd.

Segment A7

Segment A7 begins at its intersection with Segments A3 and A6, located on the west side of an existing 345-kV transmission line on the west side of Hi-Line Rd. The segment proceeds west for approximately 0.78 mile, crossing an existing railroad. The segment then angles west-northwest for approximately 0.25 mile, crossing Interstate Highway (IH) 27. The segment then angles west for approximately 0.98 mile, crossing an existing pipeline, Nix Rd, and an existing 115-kV transmission line, until reaching its intersection with Segments A8 and A13, located on the west side of an existing 115-kV transmission line on the west side of Nix Rd.

Segment A8

Segment A8 begins at its intersection with Segments A7 and A13, located on the west side of an existing 115-kV transmission line on the west side of Nix Rd. The segment proceeds west for approximately 1.95 miles, crossing CR M, until reaching its intersection with Segments A9 and A14, located on the east side of CR L.

Segment A9

Segment A9 begins at its intersection with Segments A8 and A14, located on the east side of CR L. The segment proceeds west, immediately crossing CR L, for approximately 1.00 mile. The segment then angles northwest, immediately crossing CR K, for approximately 0.31 mile. The segment then angles west for approximately 1.76 miles, crossing CR J, an existing pipeline corridor, an existing 69-kV transmission line, and CR I. The segment then angles south, paralleling the west side of CR I, for approximately 0.84 mile, crossing Farm-to-Market (FM) 54 and an existing 69-kV transmission line. The segment then angles southeast for approximately 0.14 mile, crossing FM 2528 and an existing 69-kV transmission line. The segment then angles south for approximately 0.71 mile, paralleling the east side of an existing 69-kV transmission line on the east side of FM 2528, crossing an existing pipeline corridor, an existing 230-kV transmission line, and CR 315. The segment then angles southwest for approximately 0.39 mile, crossing an existing 69-kV transmission line and FM 2528. The segment then angles south for approximately 1.16 miles, paralleling the west side of FM 2528, crossing CR 320, CR 330, and an existing 230-kV transmission line, until reaching its intersection with Segments A26 and A30, located on the southwest corner of the intersection of FM 2528 and CR 330 and on the south side of an existing 230-kV transmission line.

Segment A10

Segment A10 begins at its intersection with Segments A1 and A5, located approximately 0.67 mile southwest of the intersection of CR R and CR 295. The segment proceeds southwest for approximately 0.29 mile. The segment then angles south for approximately 1.28 miles, crossing FM 54, an existing 69-kV transmission line, an existing

pipeline corridor, an existing 345-kV transmission line, and CR 315, until reaching its intersection with Segments A15A and A16, located on the south side of CR 315.

Segment A11

Segment A11 begins at its intersection with Segments A4, A5, and A6, located on the northwest side of an existing 345-kV transmission line. The segment proceeds southwest, paralleling the northwest side of an existing 345-kV transmission line, for approximately 0.70 mile, crossing FM 54, an existing 69-kV transmission line, and an existing pipeline corridor. The segment then angles south, paralleling an existing 345-kV transmission line, for approximately 0.51 mile, crossing two existing 345-kV transmission lines and an existing 230-kV transmission line. The segment then continues south, paralleling the east side of a new 345-kV transmission line, for approximately 0.50 mile, crossing CR 315, until reaching its intersection with Segments A17 and A18, located on the south side of CR 315 and east side of a new 345-kV transmission line.

Segment A13

Segment A13 begins at its intersection with Segments A7 and A8, located on the west side of an existing 115-kV transmission line on the west side of Nix Rd. The segment proceeds south, paralleling the west side of an existing 115-kV transmission line, for approximately 0.92 mile, crossing an existing pipeline corridor, FM 54, and an existing 69-kV transmission line. The segment then continues south, paralleling the west side of an existing 230-kV transmission line, for approximately 0.56 mile, crossing an existing 230-kV transmission line and an existing pipeline corridor. The segment then angles east for approximately 0.05 mile, crossing an existing 230-kV transmission line and Nix Road. The segment then angles south, immediately crossing CR 315 and paralleling the east side of an existing 230-kV transmission line and existing pipeline corridor, for approximately 0.50 mile, until reaching its intersection with Segments A19 and A22, located on the east side of an existing 230-kV transmission line and north side of a new 345-kV transmission line.

Segment A14

Segment A14 begins at its intersection with Segments A8 and A9, located on the east side of CR L. The segment proceeds south, paralleling the east side of CR L, for approximately 1.54 miles, crossing an existing pipeline corridor, FM 54, an existing 69-kV transmission line, an existing 230-kV transmission line, and an existing pipeline corridor. The segment then continues south, immediately crossing CR 315, for approximately 0.51 mile, until reaching its intersection with Segment A23, located approximately 0.67 miles northwest of the intersection of CR 325 and CR L.

Segment A15A

Segment A15A begins at its intersection with Segments A10 and A16, located on the south side of CR 315. The segment proceeds east, paralleling the south side of CR 315, for approximately 0.16 mile. The segment then angles south for approximately 0.63 mile, crossing CR 325 and an existing 230-kV transmission line. The segment then continues south, paralleling the west side of an existing 230-kV transmission line and CR R, for approximately 1.00 mile, crossing FM 2060. The segment then continues south, paralleling the west side of an existing 230-kV transmission line, for approximately 0.77 mile, crossing from Hale County into Lubbock County and CR 5000. The segment then angles east, paralleling the south side of CR 5000, for approximately 0.16 mile. The segment then angles south, paralleling the west side of CR 2600, for approximately 0.56 mile, crossing an existing 115-kV transmission line, until reaching its intersection with Segments A15B and A74, located on the west side of CR 2600 and southwest side of an existing 115-kV transmission line.

Segment A15B

Segment A15B begins at its intersection with Segments A15A and A74, located on the west side of CR 2600 and southwest side of an existing 115-kV transmission line. The segment proceeds south, paralleling the west side of CR 2600 for approximately 2.54 miles, crossing FM 597, CR 5200, and an existing pipeline corridor. The segment then angles west, paralleling the north side of CR 5300, for approximately 0.15 mile. The segment then angles southwest, immediately crossing CR 5300, for approximately 0.22 mile. The segment then angles south for approximately 1.91 miles, crossing CR 5400 and an existing pipeline corridor. The segment then angles west, paralleling the north side of CR 5500, for approximately 1.87 miles, crossing two existing pipeline corridors and IH 27. The segment then angles west-southwest for approximately 0.13 mile, crossing CR 5500. The segment then angles west, paralleling the south side of CR 5500, for approximately 0.50 mile, until reaching its intersection with Segments A40 and A44, located in the southeast corner of the intersection of CR 2300 and CR 5500.

Segment A16

Segment A16 begins at its intersection with Segments A10 and A15A, located on the south side of CR 315. The segment proceeds west, paralleling the south side of CR 315, for approximately 0.63 mile, until reaching its intersection with Segments A17 and A21A, located on the south side of CR 315.

Segment A17

Segment A17 begins at its intersection with Segments A16 and A21A, located on the south side of CR 315. The segment proceeds west, paralleling the south side of CR 315, for approximately 0.35 mile, until reaching its intersection with Segments A11 and A18, located on the south side of CR 315.

Segment A18

Segment A18 begins at its intersection with Segments A11 and A17, located on the south side of CR 315 and east side of a new 345-kV transmission line. The segment proceeds west, immediately crossing a new 345-kV transmission line and paralleling the south side of CR 315, for approximately 0.45 mile, crossing an existing 115-kV transmission line. The segment then angles south, paralleling the east side of an existing pipeline corridor and Hi-Line Rd, for approximately 0.30 mile. The segment then angles west, immediately crossing an existing pipeline corridor, Hi-Line Rd, and an existing 230-kV transmission line, for approximately 0.55 mile, crossing an existing railroad, until reaching its intersection with Segment A19, located on the west side of an existing railroad.

Segment A19

Segment A19 begins at its intersection with Segment A18, located on the west side of an existing railroad. The segment proceeds west for approximately 0.52 mile, crossing IH 27. The segment then angles south, paralleling the west side of IH 27, for approximately 0.15 mile. The segment then angles west for approximately 0.23 mile, then angles west-northwest for approximately 0.18 mile. The segment then angles west-southwest for approximately 0.15 mile, crossing an existing 115-kV transmission line and an existing 69-kV transmission line. The segment then angles west, paralleling the north side of a new 345-kV transmission line, for approximately 0.35 mile, until reaching its intersection with Segments A13 and A22, located on the east side of an existing 230-kV transmission line and north side of a new 345-kV transmission line.

Segment A21A

Segment A21A begins at its intersection with Segments A16 and A17, located on the south side of CR 315. The segment proceeds south for approximately 1.09 miles, crossing CR 325, an existing 230-kV transmission line, and an existing 115-kV transmission line. The segment then angles southeast, paralleling the southwest side of an

existing 115-kV transmission line, for approximately 0.34 mile, until reaching its intersection with Segments A21B and A74, located on the southwest side of an existing 115-kV transmission line.

Segment A21B

Segment A21B begins at its intersection with Segments A21A and A74, located on the southwest side of an existing 115-kV transmission line. The segment proceeds south for approximately 0.59 mile, crossing FM 2060. The segment then continues south, paralleling the east side of CR Q, for approximately 0.35 mile, crossing from Hale County into Lubbock County. The segment then continues south, paralleling the east side of CR 2500, for approximately 2.20 miles, crossing FM 597 and CR 5200. The segment then angles west, immediately crossing CR 2500 and paralleling the north side of CR 5200, for approximately 2.03 miles, crossing an existing pipeline corridor, IH 27, and CR 2300. The segment then angles west-southwest for approximately 0.19 mile, crossing CR 5200. The segment then angles west, paralleling the south side of CR 5200 for approximately 0.82 mile, crossing an existing 69-kV transmission line, an existing 115-kV transmission line, and an existing pipeline corridor, until reaching its intersection with Segments A27, A31A, and A35, located on the south side of CR 5200 and west side of an existing pipeline corridor.

Segment A22

Segment A22 begins at its intersection with Segments A13 and A19, located on the east side of an existing 230-kV transmission line and north side of a new 345-kV transmission line. The segment proceeds south, paralleling the east side of an existing 230-kV transmission line, for approximately 1.10 miles, crossing CR 325, an existing pipeline corridor, and CR 330, until reaching its intersection with Segments A24 and A27, located on the southeast side of the intersection of CR 330 and Nix Rd.

Segment A23

Segment A23 begins at its intersection with Segment A14, located approximately 0.67 miles northwest of the intersection of CR 325 and CR L. The segment proceeds south for approximately 0.51 mile, crossing CR 325. The segment then angles southwest for approximately 0.16 mile. The segment then angles south for approximately 0.38 mile, crossing an existing 230-kV transmission line and CR 330, until reaching its intersection with Segments A25, A26, and A29, located on the south side of CR 330.

Segment A24

Segment A24 begins at its intersection with Segments A22 and A27, located on the southeast side of the intersection of CR 330 and Nix Rd. The segment proceeds west, immediately crossing an existing pipeline corridor and Nix Rd, paralleling the south side of CR 330, for approximately 1.09 miles, crossing a new 345-kV transmission line, until reaching its intersection with Segments A25 and A28, located on the south side of CR 330 and west side of a new 345-kV transmission line.

Segment A25

Segment A25 begins at its intersection with Segments A24 and A28, located on the south side of CR 330. The segment proceeds west, paralleling the south side of CR 330, for approximately 0.97 mile, until reaching its intersection with Segments A23, A26, and A29, located on the south side of CR 330.

Segment A26

Segment A26 begins at its intersection with Segments A23, A25, and A29, located on the south side of CR 330. The segment proceeds west, paralleling the south side of CR 330, for approximately 1.96 miles. The segment then angles west-northwest for approximately 0.19 mile. The segment then angles west, paralleling the south side of an

existing 230-kV transmission line on the south side of CR 330, for approximately 0.90 mile, crossing an existing 69-kV transmission line and FM 2528, until reaching its intersection with Segments A9 and A30, located on the southwest corner of the intersection of FM 2528 and CR 330 and on the south side of an existing 230-kV transmission line.

Segment A27

Segment A27 begins at its intersection with Segments A22 and A24, located on the southeast corner of the intersection of CR 330 and Nix Rd. The segment proceeds south, paralleling the east side of Nix Rd, for approximately 0.98 mile, crossing an existing pipeline corridor, and crossing from Hale County into Lubbock County. The segment then continues south, immediately crossing FM 597 and paralleling the east side of an existing pipeline corridor, for approximately 1.84 miles, crossing CR 5100. The segment then angles south-southwest for approximately 0.18 mile, until reaching its intersection with Segments A21B, A31A, and A35, located on the south side of CR 5200 and west side of an existing pipeline corridor.

Segment A28

Segment A28 begins at its intersection with Segments A24 and A25, located on the south side of CR 330. The segment proceeds south, paralleling the west side of a new 345-kV transmission line, for approximately 1.00 mile, crossing from Hale County into Lubbock County. The segment then continues south, immediately crossing FM 597 and paralleling the west side of FM 1264, for approximately 2.06 miles, crossing CR 5100, CR 5200, and a new 345-kV transmission line, until reaching its intersection with Segments A31B, A32, and A36A, located in the southwest corner of the intersection of FM 1264 and CR 5200 and on the south side of a new 345-kV transmission line.

Segment A29

Segment A29 begins at its intersection with Segments A23, A25, and A26, located on the south side of CR 330. The segment proceeds south for approximately 1.01 miles, crossing from Hale County into Lubbock County. The segment then continues south, immediately crossing FM 597, paralleling the west side of CR 2000, for approximately 1.01 miles. The segment then continues south, immediately crossing CR 5100 and CR 2000, paralleling the east side of CR 2000, for approximately 1.06 miles, crossing CR 5200 and a new 345-kV transmission line, until reaching its intersection with Segments A32, A33, and A37, located on the southeast corner of the intersection of CR 2000 and CR 5200 on the south side of a new 345-kV transmission line.

Segment A30

Segment A30 begins at its intersection with Segments A9 and A26, located in the southwest corner of the intersection of FM 2528 and CR 330 and on the south side of an existing 230-kV transmission line. The segment proceeds south, paralleling the west side of FM 2528, for approximately 0.95 mile, crossing from Hale County into Lubbock County. The segment then angles south-southeast for approximately 0.13 mile, crossing FM 597. The segment then angles south, paralleling the west side of CR 1700, for approximately 1.25 miles, crossing CR 5100 and an existing 69-kV transmission line. The segment then angles south-southeast for approximately 0.21 mile, crossing CR 1700. The segment then angles south, paralleling the east side of CR 1700, for approximately 0.51 mile, crossing a new 345-kV transmission line and CR 5200, until reaching its intersection with Segments A34 and A39, located in the southeast corner of the intersection of CR 1700 and CR 5200.

Segment A31A

Segment A31A begins at its intersection with Segments A21B, A27, and A35, located on the south side of CR 5200 and west side of an existing pipeline corridor. The segment proceeds west, paralleling the south side of CR 5200,

for approximately 0.95 mile, until reaching its intersection with Segments A31B and A36B, located in the southeast corner of the intersection of FM 1264 and CR 5200.

Segment A31B

Segment A31B begins at its intersection with Segments A31A and A36B, located on the south side of the intersection of FM 1264 and CR 5200, approximately 0.22 mile east of FM 1264. The segment proceeds west, paralleling the south side of a new 345-kV transmission line on the south side of CR 5200, for approximately 0.30 mile, crossing FM 1264, until reaching its intersection with Segments A28, A32, and A36A, located in the southwest corner of the intersection of FM 1264 and CR 5200 and on the south side of a new 345-kV transmission line.

Segment A32

Segment A32 begins at its intersection with Segments A28, A31B, and A36A, located in the southwest corner of the intersection of FM 1264 and CR 5200 and on the south side of a new 345-kV transmission line. The segment proceeds west, paralleling the south side of a new 345-kV transmission line on the south side of CR 5200, for approximately 0.96 mile, until reaching its intersection with Segments A29, A33, and A37, located in the southeast corner of the intersection of CR 2000 and CR 5200 on the south side of a new 345-kV transmission line.

Segment A33

Segment A33 begins at its intersection with Segments A29, A32, and A37, located in the southeast corner of the intersection of CR 2000 and CR 5200 on the south side of a new 345-kV transmission line. The segment proceeds west, immediately crossing CR 2000, paralleling the south side of a new 345-kV transmission line on the south side of CR 5200, for approximately 1.04 miles, crossing CR 1900, until reaching its intersection with Segments A34 and A38, located in the southwest corner of the intersection of CR 1900 and CR 5200 on the south side of a new 345-kV transmission line.

Segment A34

Segment A34 begins at its intersection with Segments A33 and A38, located in the southwest corner of the intersection of CR 1900 and CR 5200 on the south side of a new 345-kV transmission line. The segment proceeds west, paralleling the south side of a new 345-kV transmission line on the south side of CR 5200, for approximately 0.98 mile, crossing FM 2528. The segment then continues west, paralleling the south side of CR 5200, for approximately 0.96 mile, until reaching its intersection with Segments A30 and A39, located in the southeast corner of the intersection of CR 1700 and CR 5200.

Segment A35

Segment A35 begins at its intersection with Segments A21B, A27, and A31A, located on the south side of CR 5200 and west side of an existing pipeline corridor. The segment proceeds south, paralleling the west side of an existing pipeline corridor, for approximately 1.98 miles, crossing CR 5300. The segment then continues south, immediately crossing CR 5400, paralleling the east side of CR 2200 and an existing pipeline corridor, for approximately 1.03 miles, crossing CR 5500, until reaching its intersection with Segments A40 and A45, located in the southeast corner of the intersection of CR 2200 and CR 5500 on the west side of an existing pipeline corridor.

Segment A36A

Segment A36A begins at its intersection with Segments A28, A31B, and A32, located in the southwest corner of the intersection of FM 1264 and CR 5200 and on the south side of a new 345-kV transmission line. The segment

proceeds south-southeast for approximately 0.21 mile, crossing CR 2100, until reaching its intersection with Segments A36B and A36C, located on the east side of CR 2100.

Segment A36B

Segment A36B begins at its intersection with Segments A31A and A31B, located in the southeast corner of the intersection of FM 1264 and CR 5200. The segment proceeds south, paralleling the east side of CR 2100, for approximately 0.20 mile, until reaching its intersection with Segments A36A and A36C, located on the east side of CR 2100.

Segment A36C

Segment A36C begins at its intersection with Segments A36A and A36B, located on the east side of CR 2100. The segment proceeds south, paralleling the east side of FM 1264, for approximately 3.72 miles, crossing CR 5300, CR 5400, CR 5500, and an existing pipeline corridor, until reaching its intersection with Segments A50, A53, and A56, located in the northeast corner of the intersection of FM 1729 and FM 1264.

Segment A37

Segment A37 begins at its intersection with Segments A29, A32, and A33, located in the southeast corner of the intersection of CR 2000 and CR 5200 on the south side of a new 345-kV transmission line. The segment proceeds south, paralleling the east side of CR 2000, for approximately 1.74 miles, crossing CR 5300. The segment then angles south-southwest for approximately 0.19 mile, crossing CR 2000. The segment then angles south, immediately crossing CR 5400, paralleling the west side of CR 2000, for approximately 1.03 miles, crossing an existing pipeline corridor and CR 5500, until reaching its intersection with Segments A41 and A46, located in the southwest corner of the intersection of CR 2000 and CR 5500.

Segment A38

Segment A38 begins at its intersection with Segments A33 and A34, located in the southwest corner of the intersection of CR 1900 and CR 5200 on the south side of a new 345-kV transmission line. The segment proceeds south, paralleling the west side of CR 1900, for approximately 1.10 miles, crossing CR 5300. The segment then angles south-southeast for approximately 0.12 mile, crossing CR 1900. The segment then angles south, paralleling the east side of CR 1900, for approximately 1.58 miles, crossing CR 5400 and an existing pipeline corridor. The segment then angles south-southeast for approximately 0.18 mile, crossing CR 5500, until reaching its intersection with Segments A41, A42, and A47, located in the southwest corner of the intersection of CR 1900 and CR 5500.

Segment A39

Segment A39 begins at its intersection with Segments A30 and A34, located in the southeast corner of the intersection of CR 1700 and CR 5200. The segment proceeds south, paralleling the east side of CR 1700, for approximately 3.00 miles, crossing an existing pipeline corridor, CR 5300, CR 5400, and CR 5500, until reaching its intersection with Segments A43 and A49, located in the southeast corner of the intersection of CR 1700 and CR 5500.

Segment A40

Segment A40 begins at its intersection with Segments A15B and A44, located in the southeast corner of the intersection of CR 2300 and CR 5500. The segment proceeds west, immediately crossing CR 2300, paralleling the south side of CR 5500, for approximately 1.00 mile, crossing an existing 69-kV transmission line, an existing 115-kV transmission line, and an existing pipeline corridor, until reaching its intersection with Segments A35 and A45,

located in the southeast corner of the intersection of CR 2200 and CR 5500 on the east side of an existing pipeline corridor.

Segment A41

Segment A41 begins at its intersection with Segments A37 and A46, located in the southwest corner of the intersection of CR 2000 and CR 5500. The segment proceeds west, paralleling the south side of CR 5500, for approximately 0.93 mile, crossing CR 1900, until reaching its intersection with Segments A38, A42, and A47, located in the southwest corner of the intersection of CR 1900 and CR 5500.

Segment A42

Segment A42 begins at its intersection with Segments A38, A41, and A47, located in the southwest corner of the intersection of CR 1900 and CR 5500. The segment proceeds west, paralleling the south side of CR 5500, for approximately 1.02 miles, crossing FM 2528, until reaching its intersection with Segments A43 and A48, located in the southwest corner of the intersection of FM 2528 and CR 5500.

Segment A43

Segment A43 begins at its intersection with Segments A42 and A48, located in the southwest corner of the intersection of FM 2528 and CR 5500. The segment proceeds west, paralleling the south side of CR 5500, for approximately 0.96 mile, until reaching its intersection with Segments A39 and A49, located in the southeast corner of the intersection of CR 1700 and CR 5500.

Segment A44

Segment A44 begins at its intersection with Segments A15B and A40, located in the southeast corner of the intersection of CR 2300 and CR 5500. The segment proceeds south, paralleling the east side of CR 2300, for approximately 1.97 miles, crossing an existing pipeline corridor, FM 1729, and an existing pipeline corridor. The segment then angles west, immediately crossing CR 2300, paralleling the north side of CR 5700, for approximately 0.48 mile, until reaching its intersection with Segments A61 and A67, located on the north side of CR 5700 and east side of an existing 69-kV transmission line and existing 115-kV transmission line.

Segment A45

Segment A45 begins at its intersection with Segments A35 and A40, located in the southeast corner of the intersection of CR 2200 and CR 5500 on the east side of an existing pipeline corridor. The segment proceeds south, paralleling the east side of CR 2200 and east side of an existing pipeline corridor, for approximately 1.02 miles, crossing CR 5600, until reaching its intersection with Segments A52 and A55, located in the southeast corner of the intersection of FM 1264 and FM1729 on the east side of an existing pipeline corridor.

Segment A46

Segment A46 begins at its intersection with Segments A37 and A41, located in the southwest corner of the intersection of CR 2000 and CR 5500. The segment proceeds south, paralleling the west side of CR 2000, for approximately 0.48 mile. The segment then angles south-southeast for approximately 0.20 mile, crossing CR 2000. The segment then angles south, paralleling the east side of CR 2000, for approximately 0.30 mile, until reaching its intersection with Segments A53, A54, and A59, located in the northeast corner of the intersection of FM 1729 and CR 2000.

Segment A47

Segment A47 begins at its intersection with Segments A38, A41, and A42, located in the southwest corner of the intersection of CR 1900 and CR 5500. The segment proceeds south, paralleling the west side of CR 1900, for approximately 0.95 mile, until reaching its intersection with Segments A54 and A60, located in the northwest corner of the intersection of FM 1729 and CR 1900.

Segment A48

Segment A48 begins at its intersection with Segments A42 and A43, located in the southwest corner of the intersection of FM 2528 and CR 5500. The segment proceeds south, paralleling the west side of FM 2528, for approximately 1.98 miles, crossing FM 1729, until reaching its intersection with Segments A49 and A66, located in the northwest corner of the intersection of FM 2528 and CR 5700.

Segment A49

Segment A49 begins at its intersection with Segments A39 and A43, located in the southeast corner of the intersection of CR 1700 and CR 5500. The segment proceeds south, paralleling the east side of CR 1700, for approximately 1.97 miles, crossing FM 1729. The segment then angles east, paralleling the north side of CR 5700, for approximately 0.97 mile, until reaching its intersection with Segments A48 and A66, located in the northwest corner of the intersection of FM 2528 and CR 5700.

Segment A50

See North Option 2 inset box in the lower left section of Map #1. Segment A50 begins at its intersection with Segment A51, located on the south side of FM 1729. The segment proceeds west-northwest for approximately 0.10 mile, crossing FM 1729. The segment then angles west, paralleling the north side of FM 1729, for approximately 0.28 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments A36C, A53, and A56, located in the northeast corner of the intersection of FM 1729 and FM 1264.

Segment A51

See North Option 2 inset box in the lower left section of Map #1. Segment A51 begins at its intersection with Segment A52, located on the south side of FM 1729. The segment proceeds west-northwest for approximately 0.09 mile, until reaching its intersection with Segment A50, located on the south side of FM 1729.

Segment A52

Segment A52 begins at its intersection with Segments A45 and A55, located in the southeast corner of the intersection of FM 1264 and FM 1729 on the east side of an existing pipeline corridor. The segment proceeds west, immediately crossing an existing pipeline corridor and FM 1264, paralleling the south side of FM 1729, for approximately 0.55 mile, until either entering the northeast corner of the proposed North Option 2 Station, located in the southeast corner of the intersection of FM 1729 and CR 2100, or reaching its intersection with Segment A51, located on the south side of FM 1729.

Segment A53

Segment A53 begins at its intersection with Segments A36C, A50, and A56, located in the northeast corner of the intersection of FM 1729 and FM 1264. The segment proceeds west, immediately crossing FM 1264, paralleling the north side of FM 1729, for approximately 1.01 miles, until reaching its intersection with Segments A46, A54, and A59, located in the northeast corner of the intersection of FM 1729 and CR 2000.

Segment A54

Segment A54 begins at its intersection with Segments A46, A53, and A59, located in the northeast corner of the intersection of FM 1729 and CR 2000. The segment proceeds west, immediately crossing CR 2000, paralleling the north side of FM 1729, for approximately 0.97 mile, crossing CR 1900, until reaching its intersection with Segments A47 and A60, located in the northwest corner of the intersection of FM 1729 and CR 1900.

Segment A55

Segment A55 begins at its intersection with Segments A45 and A52, located in the southeast corner of the intersection of FM 1264 and FM 1729 on the east side of an existing pipeline corridor. The segment proceeds south, paralleling the east side of an existing pipeline corridor on the east side of FM 1264, for approximately 0.91 mile, crossing an existing pipeline corridor, an existing 69-kV transmission line, and two existing pipeline corridors, until reaching its intersection with Segments A61 and A62, located in the northeast corner of the intersection of FM 1264 and CR 5700.

Segment A56

Segment A56 begins at its intersection with Segments A36C, A50 and A53, located in the northeast corner of the intersection of FM 1729 and FM 1264. The segment proceeds south, paralleling the east side of FM 1264, for approximately 0.04 mile, crossing FM 1729, until either entering the northwest corner of the proposed North Option 2 Station, located in the southeast corner of the intersection of FM 1729 and CR 2100, or reaching its intersection with Segment A57, located in the southeast corner of the intersection of FM 1729 and CR 2100.

Segment A57

Segment A57 begins at its intersection with Segment A56, located in the southeast corner of the intersection of FM 1729 and CR 2100. The segment proceeds south-southwest for approximately 0.08 mile, until reaching its intersection with Segment A58, located on the east side of CR 2100.

Segment A58

Segment A58 begins at its intersection with Segment A57, located on the east side of CR 2100. The segment proceeds south-southwest for approximately 0.10 mile, crossing CR 2100. The segment then angles south, paralleling the west side of CR 2100, for approximately 0.81 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments A62, A63, and A68, located in the northwest corner of the intersection of CR 5700 and CR 2100.

Segment A59

Segment A59 begins at its intersection with Segments A46, A53, and A54, located in the northeast corner of the intersection of FM 1729 and CR 2000. The segment proceeds south, immediately crossing FM 1729, paralleling the east side of CR 2000, for approximately 1.00 mile, until reaching its intersection with Segments A63 and A64, located in the northeast corner of the intersection of CR 5700 and CR 2000.

Segment A60

Segment A60 begins at its intersection with Segments A47 and A54, located in the northwest corner of the intersection of FM 1729 and CR 1900. The segment proceeds south, immediately crossing FM 1729, paralleling the west side of CR 1900, for approximately 1.00 mile, until reaching its intersection with Segments A64 and A65, located in the northwest corner of the intersection of CR 5700 and CR 1900.

Segment A61

Segment A61 begins at its intersection with Segments A44 and A67, located on the north side of CR 5700 and east side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds west, immediately crossing an existing 69-kV transmission line and an existing 115-kV transmission line, paralleling the north side of CR 5700, for approximately 0.50 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments A55 and A62, located in the northeast corner of the intersection of FM 1264 and CR 5700.

Segment A62

See North Option 2 inset box in the lower left section of Map #1. Segment A62 begins at its intersection with Segments A55 and A61, located in the northeast corner of the intersection of FM 1264 and CR 5700. The segment proceeds south, paralleling the east side of FM 1264, for approximately 0.13 mile, crossing CR 5700. The segment then angles west for approximately 0.07 mile, crossing FM 1264. The segment then angles west-northwest for approximately 0.13 mile, crossing an existing pipeline corridor. The segment then angles west, paralleling the south side of an existing pipeline corridor on the south side of CR 5700, for approximately 0.49 mile, crossing an existing pipeline corridor. The segment then angles west-northwest for approximately 0.21 mile, crossing an existing pipeline corridor and CR 5700. The segment then angles west, paralleling the north side of CR 5700, for approximately 0.20 mile, crossing CR 2100, until reaching its intersection with Segments A58, A63, and A68, located in the northwest corner of the intersection of CR 5700 and CR 2100.

Segment A63

Segment A63 begins at its intersection with Segments A58, A62, and A68, located in the northwest corner of the intersection of CR 5700 and CR 2100. The segment proceeds west, paralleling the north side of CR 5700, for approximately 0.96 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments A59 and A64, located in the northeast corner of the intersection of CR 5700 and CR 2000.

Segment A64

Segment A64 begins at its intersection with Segments A59 and A63, located in the northeast corner of the intersection of CR 5700 and CR 2000. The segment proceeds west, immediately crossing CR 2000, paralleling the north side of CR 5700, for approximately 0.97 mile, crossing CR 1900, until reaching its intersection with Segments A60 and A65, located in the northwest corner of the intersection of CR 5700 and CR 1900.

Segment A65

Segment A65 begins at its intersection with Segments A60 and A64, located in the northwest corner of the intersection of CR 5700 and CR 1900. The segment proceeds west, paralleling the north side of CR 5700, for approximately 0.52 mile. The segment then angles south for approximately 0.04 mile, crossing CR 5700 and an existing pipeline corridor, until entering the northeast corner of the proposed North Option 1 Station, located in the southeast corner of the intersection of FM 2528 and CR 5700.

Segment A66

Segment A66 begins at its intersection with Segments A48 and A49, located in the northwest corner of the intersection of FM 2528 and CR 5700. The segment proceeds east, paralleling the north side of CR 5700, for approximately 0.05 mile, crossing FM 2528. The segment then angles south, paralleling the east side of FM 2528, for approximately 0.04 mile, crossing CR 5700 and an existing pipeline corridor, until entering the northwest corner of the proposed North Option 1 Station, located in the southeast corner of the intersection of FM 2528 and CR 5700.

Segment A67

Segment A67 begins at its intersection with Segments A44 and A61, located on the north side of CR 5700 and east side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds south, immediately crossing CR 5700, paralleling the east side of an existing 69-kV transmission line and an existing 115-kV transmission line, for approximately 1.37 miles, crossing two existing pipeline corridors and CR 5800. The segment then angles west for approximately 0.05 mile, crossing an existing 69-kV transmission line and an existing 115-kV transmission line. The segment then angles south, paralleling the west side of an existing 69-kV transmission line and an existing 115-kV transmission line, for approximately 3.65 miles, crossing FM 1294 and CR 6000, until reaching its intersection with Segments A68 and A69, located on the north side of FM 2641 and west side of an existing 69-kV transmission line and an existing 115-kV transmission line.

Segment A68

Segment A68 begins at its intersection with Segments A58, A62, and A63, located in the northwest corner of the intersection of CR 5700 and CR 2100. The segment proceeds south, immediately crossing CR 5700, paralleling the west side of CR 2100, for approximately 1.51 miles, crossing two existing pipeline corridors and CR 5800. The segment then angles south-southeast for approximately 0.07 mile, crossing CR 2100. The segment then angles south, paralleling the east side of CR 2100, for approximately 0.34 mile. The segment then angles south-southwest for approximately 0.16 mile, crossing CR 2100 and FM 1294. The segment then angles south, paralleling the west side of CR 2100, for approximately 0.47 mile. The segment then angles south-southeast for approximately 0.07 mile, crossing CR 2100. The segment then angles south, paralleling the east side of CR 2100, for approximately 0.37 mile. The segment then angles south-southwest for approximately 0.08 mile, crossing CR 2100, an existing 69-kV transmission line, and CR 6000. The segment then angles south, paralleling the west side of an existing pipeline corridor, for approximately 0.69 mile. The segment then angles south-southeast for approximately 0.21 mile, crossing an existing pipeline corridor. The segment then angles south, paralleling the east side of CR 2100, for approximately 1.10 miles. The segment then angles east, paralleling the north side of FM 2641, for approximately 1.48 miles, crossing FM 1264 and an existing pipeline corridor, until reaching its intersection with Segments A67 and A69, located on the north side of FM 2641 and west side of an existing 69-kV transmission line and an existing 115-kV transmission line.

Segment A69

Segment A69 begins at its intersection with Segments A67 and A68, located on the north side of FM 2641 and west side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.05 mile, crossing an existing 69-kV transmission line and an existing 115-kV transmission line, until reaching its intersection with Segments A70 and A71, located on the north side of FM 2641 and the east side of an existing 69-kV transmission line and an existing 115-kV transmission line.

Segment A70

Segment A70 begins at its intersection with Segments A69 and A71, located on the north side of FM 2641 and the east side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds south, immediately crossing FM 2641, paralleling the east side of an existing 69-kV transmission line and an existing 115-kV transmission line, for approximately 0.68 mile, crossing two existing pipeline corridors and entering Lubbock City Limits. The segment then angles west for approximately 0.05 mile, crossing an existing 69-kV transmission line and an existing 115-kV transmission line. The segment then angles south, paralleling the west side of an existing 69-kV transmission line and an existing 115-kV transmission line, for approximately 0.84 mile,

crossing Kent Street (St), until reaching its intersection with Segments A71, A72, and A73, located on the west side of an existing 69-kV transmission line and an existing 115-kV transmission line.

Segment A71

Segment A71 begins at its intersection with Segments A69 and A70, located on the north side of FM 2641 and the east side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.40 mile. The segment then angles south, immediately crossing FM 2641, paralleling the west side of Ave Q and an existing railroad, for approximately 0.99 mile, crossing two existing pipeline corridors and entering Lubbock City Limits. The segment then angles east for approximately 0.07 mile, crossing Avenue Q and an existing railroad. The segment then angles south, paralleling the east side of an existing railroad, for approximately 0.51 mile, crossing Kent St. The segment then angles west-southwest for approximately 0.12 mile, crossing an existing railroad and Avenue Q. The segment then angles west for approximately 0.30 mile, crossing an existing 69-kV transmission line and an existing 115-kV transmission line, until reaching its intersection with Segments A70, A72, and A73, located on the west side of an existing 69-kV transmission line and an existing 115-kV transmission line.

Segment A72

Segment A72 begins at its intersection with Segments A70, A71, and A73, located on the west side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds west for approximately 0.52 mile, crossing FM 1264. The segment then angles west-northwest for approximately 0.15 mile. The segment then angles west for approximately 0.16 mile, until entering the northeast corner of the Proposed North Option 3, located north of the existing X-FAB Station

Segment A73

Segment A73 begins at its intersection with Segments A70, A71, and A72, located on the west side of an existing 69-kV transmission line and an existing 115-kV transmission line. The segment proceeds south, paralleling the west side of an existing 69-kV transmission line and an existing 115-kV transmission line, for approximately 0.47 mile. The segment then angles west, paralleling the north side of State Highway (SH) 289, for approximately 0.34 mile. The segment then angles north for approximately 0.09 mile, then angles west for approximately 0.19 mile, crossing FM 1264. The segment then angles south-southwest for approximately 0.07 mile. The segment then angles west, paralleling the north side of SH 289, for approximately 0.30 mile. The segment then angles north for approximately 0.38 mile, until entering the southeast corner of the proposed North Option 3 Station, located north of the existing X-FAB Station.

Segment A74

Segment A74 begins at its intersection with Segments A21A and A21B, located on the southwest side of an existing 115-kV transmission line. The segment proceeds southeast, paralleling the southwest side of an existing 115-kV transmission line, for approximately 1.74 miles, crossing from Hale County into Lubbock County, crossing CR 5000, until reaching its intersection with Segments A15A and A15B, located on the west side of CR 2600 and southwest side of an existing 115-kV transmission line.

Abernathy to North to North Loop 115-kV Route Segments (See Enclosed Maps #2 and #3)

The following narrative and enclosed maps provide a detailed description of the 115-kV alternative route segments that are included in 25 of the 34 alternative routes proposed to the Commission.

Segment B1

Segment B1 begins at the northeast corner of the proposed North Option 2 Station, located in the southeast corner of CR 2100 and FM 1729 in Lubbock County, TX. The segment proceeds east, paralleling the south side of FM 1729, for approximately 0.53 mile crossing CR 2200, until reaching its intersection with Segments B5 and B2, located in the southeast corner of the intersection of CR 2200 and FM 1729.

Segment B2

Segment B2 begins at its intersection with Segment B1 and B5, located in the southeast corner of the intersection of CR 2200 and FM 1729. The segment proceeds east, immediately crossing an existing pipeline corridor, paralleling the south side of FM 1729, for approximately 0.51 mile. The segment then angles south, paralleling the west side of an existing 69-kV transmission line, for approximately 0.97 mile, crossing two existing pipelines corridors, an existing 69-kV transmission line and CR 5700, until reaching its intersection with Segments B9 and B10, located on the south side of CR 5700.

Segment B3

Segment B3 begins at the southwest corner of the North Option 2 Station, located in the southeast corner of the intersection of CR 2100 and FM 1729 in Lubbock County, TX. The segment proceeds west for approximately 0.01 mile, crossing FM 1264. The segment then angles south, paralleling the west side of CR 2100, for approximately 0.81 mile, crossing an existing pipeline corridor and CR 5700, until reaching its intersection with Segments B13, B17, and B6, located in the southwest corner of the intersection of CR 5700 and CR 2100.

Segment B4

Segment B4 begins at the southeast corner of the North Option 2 Station, located in the southeast corner of the intersection of CR 2100 and FM 1729 in Lubbock County, TX. The segment proceeds south for approximately 0.80 mile, crossing CR 5700 and two existing pipelines corridors, until reaching its intersection with Segments B7 and B6, located on the south side of CR 5700.

Segment B5

Segment B5 begins at its intersection with Segment B1 and B2, in the southeast corner of the intersection of CR 2200 (FM 1264) and FM 1729. The segment proceeds south, paralleling the east side of FM 1264, for approximately 0.33 mile. The segment then angles south-southeast for approximately 0.11 mile, crossing an existing pipeline corridor, then angles south, paralleling the east side of FM 1264, for approximately 0.19 mile, crossing an existing 69-kV transmission line. The segment then angles south-southwest for approximately 0.13 mile. The segment then angles south, paralleling the east side of FM 1264, for approximately 0.22 mile, crossing CR 5700 and an existing pipeline corridor, until reaching its intersection with Segments B8 and B9, located in the southeast corner of the intersection of CR 5700 and FM 1264.

Segment B6

Segment B6 begins at its intersection with Segments B3, B13, and, B17, located in the southwest corner of the intersection of CR 5700 and CR 2100. The segment proceeds east, immediately crossing CR 2100, paralleling the south side of CR 5700, for approximately 0.50 mile, crossing two existing pipelines corridors, until reaching its intersection with Segments B4 and B7, located on the south side of CR 5700.

Segment B7

Segment B7 begins at its intersection with Segments B4 and B6, located on the south side of CR 5700. The segment proceeds east, paralleling the south side of CR 5700, for approximately 0.35 mile. The segment then angles east-southeast for approximately 0.13 mile, crossing an existing pipeline corridor. The segment then angles east for approximately 0.04 mile, crossing FM 1264, until reaching its intersection with Segments B8 and B16, located on the east side of FM 1264.

Segment B8

Segment B8 begins at its intersection with Segments B5 and B9, located in the southeast corner of the intersection of CR 5700 and FM 1264. The segment proceeds south, paralleling the east side of FM 1264, for approximately 0.06 mile, until reaching its intersection with Segment B7 and B16, located on the east side of FM 1264.

Segment B9

Segment B9 begins at its intersection with Segments B5 and B8, located in the southeast corner of the intersection of CR 5700 and FM 1264. The segment proceeds east, paralleling the south side of CR 5700, for approximately 0.48 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments B2 and B10 located on the south side of CR 5700 and west side of an existing 69-kV transmission line.

Segment B10

Segment B10 begins at its intersection with Segment B2 and B9 located on the south side of CR 5700 and west side of an existing 69-kV transmission line. The segment proceeds east, paralleling the south side of CR 5700, for approximately 0.03 mile, crossing an existing 69-kV transmission line, until reaching its intersection with Segments B15 and B14, located on the south side of CR 5700 and east side of an existing 69-kV transmission line.

Segment B11

Segment B11 begins at the northwest side of the proposed North Option 1 Station, located in the southeast corner of the intersection of CR 5700 and FM 2528 in Lubbock County, TX. The segment proceeds west, immediately crossing FM 2528, paralleling the south side of CR 5700, for approximately 1.03 miles, crossing CR 1700. The segment then angles south, paralleling the west side of CR 1700, for approximately 1.97 miles, crossing CR 5800 and an existing pipeline corridor. The segment then angles southwest for approximately 0.05 mile, crossing FM 1294. The segment then angles southeast for approximately 0.04 mile. The segment then angles south, paralleling the west side of CR 1700 and an existing 69-kV transmission line, for approximately 0.92 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments B18 and B28, located on the northwest corner of the intersection of CR 6000 and CR 1700.

Segment B12

Segment B12 begins at the southwest side of the proposed North Option 1 Station, located in the southeast corner of the intersection of CR 5700 and FM 2528 in Lubbock County, TX. The segment proceeds south for approximately 0.23 mile. The segment then angles southwest for approximately 0.30 mile, crossing FM 2528. The

segment then angles south, paralleling the west side of FM 2528, for approximately 0.08 mile. The segment then angles southeast for approximately 0.09 mile, crossing FM 2528. The segment then angles south, paralleling the east side of FM 2528, for approximately 0.63 mile, crossing CR 5800 and an existing pipeline corridor. The segment then angles west for approximately 0.03 mile, crossing FM 2528. The segment then angles south, paralleling the west side of FM 2528, for approximately 0.85 mile, crossing FM 1294 and an existing pipeline corridor. The segment then angles east for approximately 0.03 mile, crossing FM 2528. The segment then angles south, paralleling the east side of FM 2528, for approximately 0.62 mile, until reaching its intersection with Segments B18 and B19, located in the northeast corner of the intersection of CR 6000 and FM 2528.

Segment B13

Segment B13 begins at the northeast side of the proposed North Option 1 Station, located in the southeast corner of the intersection of CR 5700 and FM 2528 in Lubbock County, TX. The segment proceeds north for approximately 0.01 mile, crossing CR 5700. The segment then angles east, paralleling the north side of CR 5700, for approximately 1.46 miles, crossing CR 1900 and CR 2000. The segment then angles southeast for approximately 0.13 mile, crossing CR 5700 and an existing pipeline corridor. The segment then angles east, paralleling the south side of CR 5700, for approximately 0.86 mile, until reaching its intersection with Segments B3, B6, and B17, located in the southwest corner of the intersection of CR 5700 and FM 1264.

Segment B14

Segment B14 begins at its intersection with Segments B10 and B15, located on the south side of CR 5700 and east side of an existing 69-kV transmission line. The segment proceeds east, paralleling the south side of CR 5700, for approximately 0.47 mile. The segment then angles south, paralleling the west side of CR 2300, for approximately 0.52 mile. The segment then angles east for approximately 0.02 mile, crossing CR 2300. The segment then angles south, paralleling the east side of CR 2300, for approximately 1.95 miles, crossing CR 5800, FM 1294, and two existing pipeline corridors. The segment then angles west for approximately 0.02 mile, crossing CR 2300. The segment then angles south, paralleling the west side of CR 2300, for approximately 0.53 mile. The segment then angles southwest for approximately 0.02 mile, crossing CR 6000, entering Lubbock City Limits, until reaching its intersection with Segments B27 and B35, located in the southwest corner of the intersection of CR 2300 and CR 6000.

Segment B15

Segment B15 begins at its intersection with Segments B10 and B14, located on the south side of CR 5700 and the east side of an existing 69-kV transmission line. The segment proceeds south, paralleling the east side of an existing 69-kV/115-kV transmission line, for approximately 2.47 miles, crossing CR 5800, FM 1294, and an existing pipeline corridor. The segment then angles west for approximately 0.03 mile, crossing an existing 69-kV/115-kV transmission line. The segment then angles south, paralleling the west side of an existing 69-kV/115-kV transmission line, for approximately 0.55 mile, crossing CR 6000 and an existing 69-kV transmission line, until reaching its intersection with Segments B26, B27, and B34, located on the south side of CR 6000 and west side of an existing 69-kV/115-kV transmission line.

Segment B16

Segment B16 begins at its intersection with Segments B7 and B8, located on the east side of FM 1264. The segment proceeds south, paralleling the east side of FM 1264, for approximately 0.55 mile. The segment then angles west for approximately 0.03 mile, crossing FM 1264. The segment then angles south, paralleling the west side of FM 1264, for approximately 1.42 miles, crossing CR 5300 and FM 1294. The segment then angles east for approximately 0.03 mile, crossing FM 1264. The segment then angles south, paralleling the east side of FM 1264,

for approximately 0.50 mile. The segment then angles west for approximately 0.03 mile, crossing FM 1264. The segment then angles south, paralleling the west side of FM 1264, for approximately 0.45 mile, until reaching its intersection with Segments B24 and B25, located in the northwest corner of the intersection of FM 1264 and CR 6000.

Segment B17

Segment B17 begins at its intersection with Segments B3, B6 and B13, located in the southwest corner of the intersection of CR 5700 and CR 2100. The segment proceeds south, paralleling the west side of CR 2100, for approximately 1.49 miles, crossing two existing pipeline corridors and CR 5800. The segment then angles south-southeast for approximately 0.03 mile, crossing CR 2100. The segment then angles south, paralleling the east side of CR 2100, for approximately 0.50 mile, crossing FM 1294. The segment then continues south, paralleling the west side of CR 2100, for approximately 0.49 mile. The segment then angles southeast for approximately 0.02 mile, crossing CR 2100. The segment then angles south, paralleling the east side of CR 2100, for approximately 0.45 mile, until reaching its intersection with Segments B23 and B24 located in the northeast corner of the intersection of CR 2100 and CR 6000.

Segment B18

Segment B18 begins at its intersection with Segments B11 and B28, located in the northwest corner of the intersection of CR 1700 and CR 6000. The segment proceeds east, immediately crossing CR 1700, paralleling the north side of CR 6000 and an existing 69-kV transmission line, for approximately 1.04 miles, crossing FM 2528, until reaching its intersection with Segments B19 and B12, located in northeast corner of the intersection of FM 2528 and CR 6000.

Segment B19

Segments B19 begins at its intersection with Segments B12 and B18, located in the northeast corner of the intersection of FM 2528 and CR 6000. The segment proceeds south, paralleling the east side of FM 2528, for approximately 0.03 mile, crossing CR 6000 and an existing 69-kV transmission line, until reaching its intersection with Segments B20 and B29, located in the southeast corner of the intersection of CR 6000 and FM 2528.

Segment B20

Segment B20 begins at its intersection with Segments B19 and B29, located in the southeast corner of the intersection of CR 6000 and FM 2528. The segment proceeds east, paralleling the south side of CR 6000, for approximately 1.00 mile, crossing CR 1900, until reaching its intersection with Segments B21 and B30, located in the southeast corner of the intersection of CR 1900 and CR 6000.

Segment B21

Segments B21 begins at its intersection with Segments B30 and B20 located in the southeast corner of the intersection of CR 1900 and CR 6000. The segment proceeds east, paralleling the south side of CR 6000, for approximately 0.98 mile, until reaching its intersection with Segments B22 and B31, located in the southwest corner of the intersection of CR 6000 and CR 2000.

Segment B22

Segment B22 begins at its intersection with Segments B21 and B31, located in the southwest corner of the intersection of CR 6000 and CR 2000. The segment proceeds east, immediately crossing CR 2000, paralleling the south side of CR 6000, for approximately 0.98 mile, until reaching its intersection with Segments B23 and B32, located in the southwest corner of the intersection of CR 2100 and CR 6000.

Segment B23

Segment B23 begins at its intersection with Segments B17 and B24, located in the northeast corner of the intersection of CR 2100 and CR 6000. The segment proceeds west for approximately 0.02 mile, crossing an existing pipeline corridor and CR 2100. The segment then angles south for approximately 0.03 mile, crossing an existing 69-kV transmission line and CR 6000, until reaching its intersection with Segments B22 and B32, located on the south side of CR 6000 and the west side of an existing pipeline corridor.

Segment B24

Segment B24 begins at its intersection with Segments B17 and B23, located in the northeast corner of the intersection of CR 2100 and CR 6000. The segment proceeds east, paralleling the north side of CR 6000 and an existing 69-kV transmission line, for approximately 0.97 mile, crossing an existing pipeline corridor, until reaching its intersection with Segments B16 and B25, located in the northwest corner of the intersection of FM 1264 and CR 6000.

Segment B25

Segment B25 begins at its intersection with Segments B24 and B16, located in the northwest corner of the intersection of FM 1264 and CR 6000. The segment proceeds south, paralleling the west side of FM 1264, for approximately 0.03 mile, crossing CR 6000, an existing pipeline corridor, and an existing 69-kV transmission line. The segment then angles east for approximately 0.02 mile, crossing FM 1264, until reaching its intersection with Segments B26 and B33, located in the southeast corner of the intersection of CR 6000 and FM 1264.

Segment B26

Segment B26 begins at its intersection with Segments B25 and B33, located in the southeast corner of the intersection of CR 6000 and FM 1264. The segment proceeds east, paralleling the south side of CR 6000, for approximately 0.48 mile, until reaching its intersection with Segments B15, B27, and B34, located on the south side of CR 6000 and east side of an existing 69-kV/115-kV transmission line.

Segment B27

Segment B27 begins at its intersection with Segments B15, B26, and B34, located on the south side of CR 6000 and east side of an existing 69-kV/115-kV transmission line. The segment proceeds east, paralleling the south side of CR 6000, for approximately 0.49 mile, crossing an existing 69-kV transmission line and entering Lubbock City Limits, until reaching its intersection with Segments B14 and B35, located in the southwest corner of the intersection of CR 6000 and CR 2300.

Segment B28

Segment B28 begins at its intersection with Segments B11 and B18, located in the northwest corner of the intersection of CR 6000 and CR 1700. The segment proceeds south, immediately crossing CR 6000, paralleling the west side of CR 1700, for approximately 0.43 mile. The segment then angles south-southwest for approximately 0.18 mile. The segment then angles south-southeast for approximately 0.17 mile. The segment then angles south, paralleling the west side of CR 1700, for approximately 0.34 mile, until reaching its intersection with Segments B36 and B41, located in the northwest corner of the intersection of CR 6100 and CR 1700.

Segment B29

Segment B29 begins at its intersection with Segments B19 and B20, located in the southeast corner of the intersection of CR 6000 and FM 2528. The segment proceeds south, paralleling the east side of FM 2528, for

approximately 0.15 mile. The segment then angles west for approximately 0.03 mile, crossing FM 2528. The segment then angles south, paralleling the west side of FM 2528, for approximately 0.86 mile, crossing CR 6100, until reaching its intersection with Segments B36 and B37, located in the southwest corner of the intersection of CR 6100 and FM 2528.

Segment B30

Segment B30 begins at its intersection with Segments B20 and B21, located in the southeast corner of the intersection of CR 1900 and CR 6000. The segment proceeds south for approximately 1.00 mile, paralleling the east side of CR 1900, crossing CR 6100, until reaching its intersection with Segments B38 and B39, located in the southeast corner of the intersection of CR 6100 and CR 1900.

Segment B31

Segment B31 begins at its intersection with Segments B21 and B22, located on the south side of CR 6000 and the west side of an existing pipeline corridor. The segment proceeds south, paralleling the west side of CR 2000, for approximately 1.00 mile, crossing CR 6100, until reaching its intersection with Segments B39 and B40, located in the southwest corner of the intersection of CR 6100 and CR 2000.

Segment B32

Segment B32 begins at its intersection with Segments B22 and B23, located in the southwest corner of the intersection of CR 2100 and CR 6000. The segment then angles south, paralleling the west side of an existing pipeline corridor, for approximately 0.65 mile. The segment then angles south-southeast for approximately 0.19 mile, crossing an existing pipeline corridor. The segment then angles south for approximately 0.16 mile, until reaching its intersection with Segments B40 and B44, located northeast of the intersection of CR 6100 and CR 2100.

Segment B33

Segment B33 begins at its intersection with Segments B25 and B26, located in the southeast corner of the intersection of CR 6000 and FM 1264. The segment proceeds south, paralleling the east side of FM 1264, for approximately 1.39 miles. The segment then angles west for approximately 0.03 mile, crossing FM 1264. The segment then angles south, paralleling the west side of FM 1264, for approximately 0.58 mile, until reaching its intersection with Segments B47, B48, and B56, located in the northwest corner of the intersection of FM 1264 and FM 2641.

Segment B34

Segment B34 begins at its intersection with Segments B15, B26, and B27, located on the south side of CR 6000 and west side of an existing 69-kV/115-kV transmission line. The segment proceeds south, paralleling an existing 69-kV transmission line, for approximately 1.97 miles, until reaching its intersection with Segments B46 and B47, located on the north side of FM 2641 and west side of an existing 69-kV/115-kV transmission line.

Segment B35

Segment B35 begins at its intersection with Segments B27 and B14, located in the southwest corner of the intersection of CR 2300 (Avenue P) and CR 6000. The segment proceeds south, paralleling the west side of Avenue P, for approximately 2.00 miles, leaving Lubbock City Limits, until reaching its intersection with Segments B45 and B58, located in the northwest corner of the intersection of Avenue P and FM 2641.

Segment B36

Segment B36 begins at its intersection with Segments B28 and B41, located in the northwest corner of the intersection of CR 6100 and CR 1700. The segment proceeds east, paralleling the north side of CR 6100, for approximately 0.28 mile. The segment then angles east-southeast for approximately 0.10 mile, crossing CR 6100. The segment then angles east, paralleling the south side of CR 6100, for approximately 0.62 mile, until reaching its intersection with Segments B29 and B37, located in the southwest corner of the intersection of CR 6100 and FM 2528.

Segment B37

Segment B37 begins at its intersection with Segments B29 and B36, located in the southwest corner of the intersection of CR 6100 and FM 2528. The segment proceeds east, paralleling the south side of CR 6100, for approximately 0.03 mile, crossing FM 2528. The segment then angles northeast for approximately 0.04 mile, crossing CR 6100. The segment then angles east, paralleling the north side of CR 6100, for approximately 0.47 mile. The segment then angles southeast for approximately 0.06 mile, crossing CR 6100. The segment then angles east, paralleling the south side of CR 6100, for approximately 0.41 mile, until reaching its intersection with Segments B38 and B42, located in the southwest corner of the intersection of CR 6100 and CR 1900.

Segment B38

Segment B38 begins at its intersection with Segments B37 and B42, located in the southwest corner of the intersection of CR 6100 and CR 1900. The segment proceeds east, paralleling the south side of CR 6100, for approximately 0.02 mile, crossing CR 1900, until reaching its intersection with Segments B30 and B39, located in the southeast corner of the intersection of CR 6100 and CR 1900.

Segment B39

Segment B39 begins at its intersection with Segments B38 and B30, located in the southeast corner of the intersection of CR 6100 and CR 1900. The segment proceeds east, paralleling the south side of CR 6100, for approximately 0.98 mile, until reaching its intersection with Segments B31, B40, and B43, located in the southwest corner of the intersection of CR 6100 and CR 2000.

Segment B40

Segment B40 begins at its intersection with Segments B32 and B44, located northeast of the intersection of CR 6100 and CR 2100. The segment proceeds west, paralleling the north side of CR 6100, for approximately 0.47 mile. The segment then angles southwest for approximately 0.08 mile, crossing CR 6100. The segment then angles west, paralleling the south side of CR 6100, for approximately 0.45 mile, until reaching its intersection with Segments B31, B39, and B43, located in the southwest corner of the intersection of CR 6100 and CR 2000.

Segment B41

Segment B41 begins at its intersection with Segments B28 and B36, located in the northwest corner of the intersection of CR 6100 and CR 1700. The segment proceeds south, paralleling the west side of CR 1700, for approximately 0.09 mile. The then segment angles southeast for approximately 0.07 mile, crossing CR 1700. The segment then angles south, paralleling the east side of CR 1700, for approximately 0.35 mile. The segment then angles southeast, paralleling the north side of US Highway (US HWY) 84 and an existing railroad, for approximately 0.82 mile, crossing FM 2641 and an existing pipeline corridor. The segment then angles southwest for approximately 0.09 mile, crossing an existing railroad and US HWY 84. The segment then angles southeast, paralleling the south side of US HWY 84, for approximately 0.23 mile. The segment then angles south, immediately crossing an existing pipeline corridor, for approximately 0.75 mile. The segment then angles east,

paralleling the north side of CR 6300, for approximately 0.27 mile, crossing FM 2528. The segment then angles south, immediately crossing CR 6300 and entering Lubbock City Limits, paralleling the east side of FM 2528, for approximately 0.50 mile. The segment then angles west for approximately 0.02 mile, crossing FM 2528 and leaving Lubbock City Limits. The segment then angles south, paralleling the east side of FM 2528, for approximately 0.09 mile. The segment then angles east for approximately 0.02 mile, crossing FM 2528. The segment then angles south, paralleling the east side of FM 2528, for approximately 0.41 mile, entering Lubbock City Limits, crossing CR 6400 (Ursuline St.). The segment then angles east, paralleling the south side of Ursuline St., for approximately 1.01 miles, crossing an existing pipeline corridor and N. Slide Rd., until reaching its intersection with Segments B53 and B62, located in the southeast corner of the intersection of Ursuline St. and N. Slide Rd.

Segment B42

Segment B42 begins at its intersection with Segments B37 and B38, located in the southwest corner of the intersection of CR 6100 and CR 1900. The segment proceeds south, paralleling the west side of CR 1900, for approximately 0.97 mile, until reaching its intersection with Segments B51 an B53, located in the northwest corner of the intersection of FM 2641 and CR 1900.

Segment B43

Segment B43 begins at its intersection with Segments B39 and B40, located in the southwest corner of the intersection of CR 6100 and CR 2000. The segment proceeds south for approximately 0.97 mile, paralleling the west side of CR 2000, until reaching its intersection with Segments B51 and B52, located at the northwest intersection of FM 2641 and CR 2000.

Segment B44

Segment B44 begins at its intersection with Segments B32 and B40, located northeast of the intersection of CR 6100 and CR 2100. The segment proceeds south, paralleling the east side of CR 2100, for approximately 1.00 mile, until reaching its intersection with Segments B48 and B49, located in the northeast corner of the intersection of FM 2641 and CR 2100.

Segment B45

Segments B45 begins at its intersection with Segments B46 and B57, located north of FM 2641 and on the east side of an existing 69-kV/115-kV transmission line. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.41 mile, until reaching its intersection with Segments B35 and B58, located in the northwest corner of the intersection of CR 2300 (Avenue P) and FM 2641.

Segment B46

Segment B46 begins at its intersection with Segments B34 and B47, located on the north side of FM 2641 and on the west side of an existing 69-kV/115-kV transmission line. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.03 mile, crossing an existing 69-kV/115-kV transmission line, until reaching its intersection with Segments B45 and B57, located north of FM 2641 and on the east side of an existing 69-kV/115-kV transmission line.

Segment B47

Segment B47 begins at its intersection with Segments B33, B48, and B56, located in the northwest corner of the intersection of FM 1264 and FM 2641. The segment proceeds east, immediately crossing N. University Avenue (Ave)/FM 1264, paralleling the north side of FM 2641, for approximately 0.53 mile, crossing an existing pipeline

corridor, until reaching its intersection with Segments B34 and B46, located on the north side of FM 2641 and on the west side of an existing 69-kV/115-kV transmission line.

Segment B48

Segment B48 begins at its intersection with Segments B44 and B49, located in the northeast corner of the intersection of FM 2641 and CR 2100. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.98 mile, until reaching its intersection with Segments B33, B47, and B56, located in the northwest corner of the intersection of FM 1264 and FM 2641.

Segment B49

Segment B49 begins at its intersection with Segments B50 and B55A, located in the northwest corner of the intersection of FM 2641 and CR 2100. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.02 mile, crossing CR 2100, until reaching its intersection with Segments B44 and B48, located in the northeast corner of the intersection of FM 2641 and CR 2100.

Segment B50

Segment B50 begins at its intersection with Segments B52 and B54, located in the northeast corner of the intersection of FM 2641 and CR 2000. The segment proceeds east, paralleling the north side of FM 2641, for approximately 0.96 mile, until reaching its intersection with Segments B55A and B49, located in the northwest corner of the intersection of FM 2641 and CR 2100.

Segment B51

Segment B51 begins at its intersection with Segments B42 and B53, located in the northwest corner of the intersection of FM 2641 and CR 1900. The segment proceeds east, immediately crossing CR 1900, paralleling the north side of FM 2641, for approximately 0.37 mile. The segment then angles northeast for approximately 0.13 mile. The segment then angles southeast for approximately 0.15 mile. The segment then angles east, paralleling the north side of FM 2641, for approximately 0.35 mile, until reaching its intersection with Segments B43 and B52, located in the northwest corner of the intersection of FM 2641 and CR 2000.

Segment B52

Segment B52 begins at its intersection with Segments B43 and B51, located in the northwest corner of the intersection of FM 2641 and CR 2000. The segment proceeds east for approximately 0.02 mile, crossing CR 2000, until reaching its intersection with Segments B50 and B54, located in the northeast corner of the intersection of FM 2641 and CR 2000.

Segment B53

Segment B53 begins at its intersection with Segments B42 and B51, located in the northwest corner of the intersection of FM 2641 and CR 1900. The segment proceeds west, paralleling the north side of FM 2641, for approximately 0.07 mile. The segment then angles south, immediately crossing FM 2641 and an existing pipeline corridor, paralleling the east side of CR 1900, for approximately 0.33 mile, crossing an existing pipeline corridor. The segment then angles west for approximately 0.02 mile, crossing CR 1900. The segment then angles south, paralleling the west side of CR 1900, for approximately 0.74 mile. The segment then angles southwest for approximately 0.11 mile, crossing an existing railroad and US HWY 84 and entering Lubbock City Limits. The segment then angles southeast, immediately crossing N. Slide Rd, paralleling the south side of US HWY 84, for approximately 0.17 mile. The segment then angles south, immediately crossing an existing pipeline corridor, for approximately 0.34 mile, then angles south-southeast, paralleling the east side of N. Slide Rd, for approximately

0.09 mile. The segment then angles south, paralleling the east side of N. Slide Rd, for approximately 0.36 mile, crossing an existing pipeline corridor and Ursuline St., until reaching its intersection with Segments B41 and B62, located in the southeast corner of the intersection of Ursuline St. and N. Slide Rd.

Segment B54

Segment B54 begins at its intersection with Segments B50 and B52, located in the northeast corner of the intersection of FM 2641 and CR 2000. The segment proceeds south, immediately crossing FM 2641 and an existing pipeline corridor, paralleling the east side of CR 2000, for approximately 1.00 mile, crossing an existing pipelines corridor, until reaching its intersection with Segments B59 and B60, located in the northeast corner of the intersection of CR 2000 and CR 6300.

Segment B55A

Segment B55A begins at its intersection with Segments B49 and B50, located in the northwest corner of the intersection of FM 2641 and CR 2100. The segment proceeds south, immediately crossing FM 2641 and an existing pipeline corridor, paralleling the west side of an existing pipeline corridor, for approximately 1.01 miles, crossing an existing pipeline corridor, until reaching its intersection with Segments B55B and B55C, located on the west side of an existing pipeline corridor.

Segment B55B

Segment B55B begins at its intersection with Segments B59 and B61, located approximately 0.36 mile east of the intersection of CR 6300 and N. Quaker Ave. The segment proceeds east for approximately 0.60 mile, until reaching its intersection with Segments B55A and B55C, located on the west side of an existing pipeline corridor.

Segment B55C

Segment B55C begins at its intersection with Segments B55B and B55A, located on the west side of an existing pipeline corridor. The segment proceeds east for approximately 0.17 mile, crossing an existing pipeline corridor and entering Lubbock City Limits. The segment then angles south for approximately 0.44 mile. The segment then angles east for approximately 0.30 mile. The segment then angles southeast for approximately 0.27 mile, until entering the northwest corner of the existing X-FAB Station, located approximately 0.50 mile northwest of the intersection of N. University Ave/FM1264 and SH 289.

Segment B56

Segment B56 begins at its intersection with Segments B33, B47, and B48, located in the northwest corner of the intersection of FM 1264 and FM 2641. The segment proceeds south, immediately crossing FM 2641 and an existing pipeline corridor, paralleling the west side of N. University Ave/FM 1264, for approximately 0.53 mile. The segment then angles east for approximately 0.02 mile, crossing N. University Ave/FM 1264. The segment then angles south, paralleling the east side of N. University Ave/FM 1264, for approximately 0.98 mile, crossing Kent St, until reaching its intersection with Segments B67 and B68, located on the east side of N. University Ave/FM 1264.

Segment B57

Segment B57 begins at its intersection with Segments B45 and B46, located on the north side of FM 2641 and on the east side of an existing 69-kV/115-kV transmission line. The segment proceeds south, immediately crossing FM 2641 and an existing pipeline corridor, paralleling the east side of an existing 69-kV/115-kV transmission line,

crossing an existing pipeline corridor and Kent St., until reaching its intersection with Segments B65 and B66, located on the east side of an existing 69-kV/115-kV transmission line.

Segment B58

Segment B58 begins at its intersection with Segments B35 and B45, located in the northwest corner of the intersection of Ave P and FM 2641. The segment then angles southwest, immediately crossing FM 2641, paralleling the west side of Ave Q and an existing railroad, for approximately 0.99 mile, crossing two existing pipeline corridors and entering Lubbock City Limits. The segment then angles east for approximately 0.07 mile, crossing Avenue Q and an existing railroad. The segment then angles south, paralleling the east side of an existing railroad, for approximately 0.51 mile, crossing Kent St. The segment then angles west for approximately 0.04 mile, crossing Avenue Q and an existing railroad. The segment then angles south, paralleling the west side of Avenue Q and an existing railroad, for approximately 0.04 mile, until reaching its intersection with Segments B65 and B69, located on the west side of Ave Q and an existing railroad.

Segment B59

Segment B59 begins at its intersection with Segments B54 and B60, located in the northeast corner of the intersection of CR 2000 and CR 6300. The then segment angles east for approximately 0.35 mile, until reaching its intersection with Segments B55B and B61, located approximately 0.36 mile east of the intersection of CR 6300 and N. Quaker Ave.

Segment B60

Segment B60 begins at its intersection with Segments B54 and B59, located in the northeast corner of the intersection of CR 2000 and CR 6300. The segment proceeds south, paralleling the east side of CR 2000/ N. Quaker Ave, for approximately 0.65 mile, entering Lubbock City Limits. The segment then angles west for approximately 0.03, crossing CR 2000/N. Quaker Ave. The segment then angles south, paralleling the west side of CR 2000/N. Quaker Ave, for approximately 0.14 mile. The segment then angles southwest for approximately 0.07 mile, crossing an existing railroad and US HWY 84. The segment then angles southeast, paralleling the south side of US HWY 84, for approximately 0.04 mile. The segment then angles south, paralleling the west side of CR 2000/N. Quaker Ave., for approximately 0.17 mile, crossing Ursuline St., until reaching its intersection with Segments B61 and B63, located in the southwest corner of the intersection of CR 2000/N. Quaker Ave. and Ursuline St.

Segment B61

Segment B61 begins at its intersection with Segments B59 and B55B, located approximately 0.36 mile east of the intersection of CR 6300 and N. Quaker Ave. The segment proceeds south for approximately 0.10 mile, then angles southeast for approximately 0.40 mile, then angles south for approximately 0.25 mile, entering Lubbock City Limits. The segment then angles west-southwest for approximately 0.43 mile, then angles southwest for approximately 0.18 mile, crossing an existing railroad, US HWY 84, and Ursuline St. The segment then angles west, paralleling the south side of Ursuline St., for approximately 0.10 mile, crossing CR 2000/N. Quaker Ave., until reaching its intersection with Segments B60 and B63, located in the southwest corner of the intersection of CR 2000/N. Quaker Ave. and Ursuline St.

Segment B62

Segment B62 begins at its intersection with Segments B41 and B53, located in the southeast corner of the intersection of Ursuline St. and N. Slide Rd. The segment proceeds east, paralleling the south side of Ursuline St.,

for approximately 0.85 mile, until reaching its intersection with Segments B63 and B64, located on the south side of Ursuline St.

Segment B63

Segment B63 begins at its intersection with Segments B60 and B61, located in the southwest corner of the intersection of CR 2000/N. Quaker Ave. and Ursuline St. The segment proceeds west, paralleling the south side of Ursuline St., for approximately 0.12 mile, until reaching its intersection with Segments B62 and B64, located on the south side of Ursuline St.

Segment B64

Segment B64 begins at its intersection with Segments B62 and B63, located on the south side of Ursuline St. The segment proceeds north, immediately crossing Ursuline St, for approximately 0.09 mile. The segment then angles east for approximately 0.01 mile, until entering the west side of the LPL Northwest Station, located northwest of the intersection of CR2000/N. Quaker Ave. and Ursuline St.

Segment B65

Segment B65 begins at its intersection with Segments B58 and B69, located on the west side of Ave Q and an existing railroad. The segment proceeds west for approximately 0.32 mile, until reaching its intersection with Segments B57 and B66, located on the east side of an existing 69-kV/115-kV transmission line.

Segment B66

Segment B66 begins at its intersection with Segments B57 and B65, located on the east side of an existing 69-kV/115-kV transmission line. The segment proceeds west for approximately 0.03 mile, crossing an existing 69-kV/115-kV transmission line, until reaching its intersection with Segments B67 and B70, located on the west side of an existing 69-kV/115-kV transmission line.

Segment B67

Segment B67 begins at its intersection with Segments B66 and B70, located on the west side of an existing 69-kV/115-kV transmission line. The segment proceeds west for approximately 0.48 mile, until reaching its intersection with Segments B56 and B68, located on the east side of FM 1264/N. University Ave.

Segment B68

Segment B68 begins at its intersection with Segments B56 and B67, located on the east side of FM 1264/N. University Ave. The segment proceeds west, immediately crossing FM1264/N. University Ave, for approximately 0.04 mile. The segment then angles northwest for approximately 0.16 mile. The segment then angles west for approximately 0.22 mile. The segment then angles south for approximately 0.18 mile, until entering the northwest corner of the existing X-FAB Station, located approximately 0.50 mile northwest of the intersection of N. University Ave/FM1264 and SH 289.

Segment B69

Segment B69 begins at its intersection with Segments B65 and B58, located on the west side of Ave Q and an existing railroad. The segment proceeds south, paralleling the west side of Ave Q and an existing railroad, for approximately 0.45 mile. The segment then angles west, paralleling the north side of SH 289, for approximately 0.36 mile, until reaching its intersection with Segments B70 and B71, located on the north side of SH 289.

Segment B70

Segment B70 begins at its intersection with Segments B66 and B67, located on the west side of an existing 69-kV/115-kV transmission line. The segment proceeds south, paralleling the west side of an existing 69-kV/115-kV transmission line, for approximately 0.48 mile, until reaching its intersection with Segments B69 and B71, located on the north side of SH 289.

Segment B71

Segment B71 begins at its intersection with Segments B69 and B70, located on the north side of SH 289. The segment proceeds west, paralleling the north side of SH 289, for approximately 0.36 mile. The segment then angles north for approximately 0.09 mile, then angles west for approximately 0.17 mile, crossing FM 1264/N. University Ave. The segment then angles south for approximately 0.05 mile, then angles west-southwest, paralleling the north side of SH 289, for approximately 0.31 mile. The segment then angles north for approximately 0.22 mile, until entering the south side of the existing X-FAB Station, located approximately 0.50 mile northwest of the intersection of N. University Ave/FM1264 and SH 289.