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DEAR PAST,
THANKS FOR ALL THE LESSONS.
DEAR FUTURE, I AM READY.

*Happy
New Year
2019*

THE LYNN COUNTY NEWS Holiday Hours & Deadlines:

Deadline for Jan. 3 issue
is Noon Monday, Dec. 31
Tuesday, Jan. 1: Closed

Did you know?

- Kiribati, an island chain in the Pacific Ocean, is the only country in the world that is situated within all four hemispheres of the globe.
- Usain Bolt's running gait is asymmetrical due to scoliosis, which has resulted in his left leg being longer than his right leg. Scientists aren't sure if his record-breaking sprint speeds are because of this or in spite of this.
- People who work more than 11 hours a day are almost 2.5 times more likely to have a major depressive episode than those who work 7 to 8 hours a day.

What's Outside

NWS official readings for Tahoka

Date	High	Low	Precip.
Dec 18	57	38	
Dec 19	55	33	0.05"
Dec 20	64	34	
Dec 21	55	31	
Dec 22	72	31	
Dec 23	69	30	
Dec 24	52	29	

(Precipitation/temps measured as of 8 a.m. on date reported, for the previous 24-hr period)

Total Precip for Jan:	0.01"
Total Precip for Feb:	0.03"
Total Precip for Mar:	1.50"
Total Precip for Apr:	0.10"
Total Precip for May:	1.60"
Total Precip for June:	0.83"
Total Precip for July:	1.42"
Total Precip for Aug:	3.51"
Total Precip for Sept:	6.85"
Total Precip for Oct:	8.57"
Total Precip for Nov:	0.51"
Total Precip for Dec:	1.34"
Total Precip. for 2018:	26.27"

Elected county officials to be sworn in Jan. 1

Swearing-in ceremonies will be conducted at 10 a.m. Wednesday, Jan. 1 for all officials elected to Lynn County offices in the November General Election. The ceremony for Lynn County officials will be conducted at the Lynn County Judge's Office, at 1627 Harper Street. In addition, Reed Filley of Tahoka, who was elected as the 106th District Judge, will be sworn in to office in ceremonies conducted in Lamesa at 10 a.m.

Those who have been elected to serve a four-year term in county offices starting Jan. 1 include the County Judge (Mike Braddock), County Clerk (Susan Tipton), District Clerk (Sandra Laws), County Treasurer (Amy Schuknecht), Justices of Peace for Precincts 1 (Christie Olivian) and 4 (Ed Follis), and Commissioner Precincts 2 (John Hawthorne) and 4 (Larry Durham).

Filley's four-year term of office as District Judge will also commence on Jan. 1, 2019.

A 2001 graduate of Texas Tech University School of law, Filley ran his own law office in Lamesa. As an attorney, he handled hundreds of cases throughout the four counties (Dawson, Gaines, Garza, and Lynn) of the 106th Judicial District. In addition to his private legal practice, Filley also serves as a law professor at Texas Tech University.

"I believe that to be a good judge, a person must have respect, be hard working, and be fair," said Filley when he announced his intent



REED FILLEY WILL BE THE 106TH DISTRICT JUDGE

to run for the seat. "A good judge must have respect for the Constitution and the laws of this great State, as well as respect for the attorneys, litigants, defendants, and victims who enter the courtroom. A good judge must also earn the respect of those same people."

"Perhaps most importantly, a good judge must be fair. One of the primary factors that makes our legal system the greatest in the world is that everyone, no matter what sex, race, or financial status, has the right to a fair trial and a fair application of the law."

Reed is married to Rebekah Filley, who is the Lynn County Attorney. They make their home in Tahoka and are active in the community and church with their two children, Kinley and Kennedy.

LP&L PROPOSAL CONNECTS IN LYNN COUNTY

New electric transmission line proposal comes through county

Sharyland Utilities and the City of Lubbock, acting by and through Lubbock Power & Light (LP&L) are proposing to construct a single-circuit 345-kilovolt electric transmission line from Lubbock through Lynn County, and a single-circuit 115kV electric transmission line in Lubbock County. In the second section of this issue of *The News* is a 14-page legal notice that details optional routes being considered. The 14-page notice includes maps that illustrate alternative routes for the proposed project, as well as written descriptions of these routes. All routes and route segments included in the notice are available for selection and approval by the Public Utility Commission of Texas (PUC).

The proposed 345-kV transmission line will connect the existing Wadsworth Station, located on the east side of Lubbock in Lubbock County, to the existing Farmland Station, located southeast of Tahoka in Lynn County (near FM 1054). This 345-kV line will be routed through one of two alternative locations for the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County. The proposed 115-kV transmission line will connect the existing Southeast Station, located on the south side of Lubbock in Lubbock County, to the existing Oliver Station, located on the south side of Lubbock in Lubbock County. This 115-kV line will also be routed through one of two alternative locations for

the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County.

The 345-kV transmission line will be approximately 42 to 53 miles in length, depending on the route approved by the Public Utility Commission of Texas, and 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 transmission line will be approximately 14 to 26 miles in length, depending on the route approved by the PUC, and will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide, though the width may vary depending on location and design requirements.

Depending on the route selected by the PUC for each transmission line, the estimated cost for the 345-kV facilities ranges from approximately \$88.4 million to \$103.9 million and the estimated cost for the 115-kV facilities ranges from approximately \$49.7 million to \$61.4 million, including costs for the proposed New Oliver Station and modifications to the existing stations. This proposal will be evaluated in PUC Docket No. 48909.

Earlier this year, in PUC Docket No. 47576, the PUC approved LP&L's proposal to transition a portion of its system from the Southwest Power Pool (SPP) grid to the Electric Reliability Council of Texas (ERCOT) grid, pursuant

(See TRANSMISSION LINE, page 6)

A squirrel's life ... "THE NUTCRACKER SUITE"

by LCN photographer Gary Jones



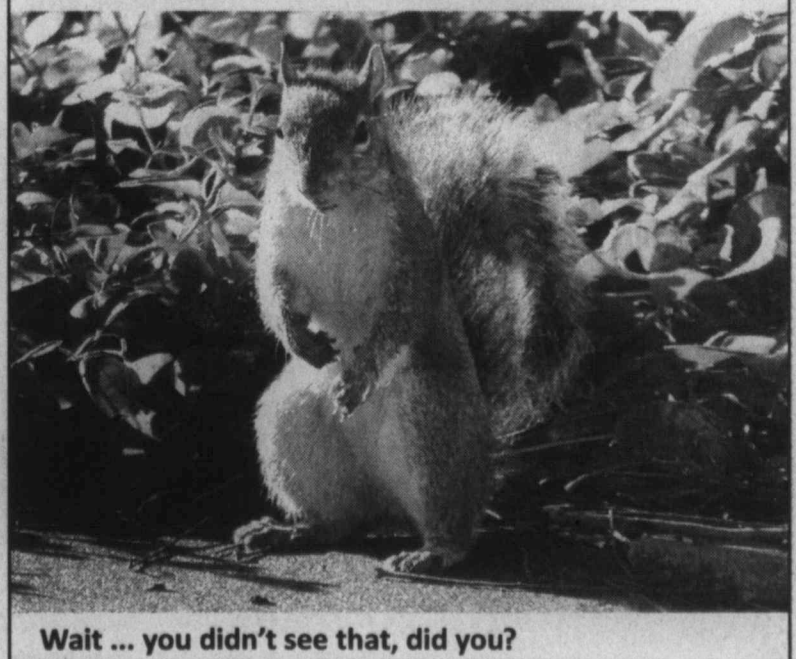
See those pecans? I can almost reach it ...



If I reeeeeeally stretch? Got it ...



Now where can I hide it? ... Over there!



Wait ... you didn't see that, did you?



Did you know?

The Hubble Space Telescope is powerful enough to spot the light of a firefly at a distance of some 7,000 miles.

The Lynn County News

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DEADLINE: Noon Tuesdays

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Tahoka, Tx 79373

OFFICE HOURS:
Monday-Thursday, 9 am to 5:30 pm
Closed Fridays. Drop box available by front door.

"Like" us on Facebook...
www.facebook.com/LynnCountyNews

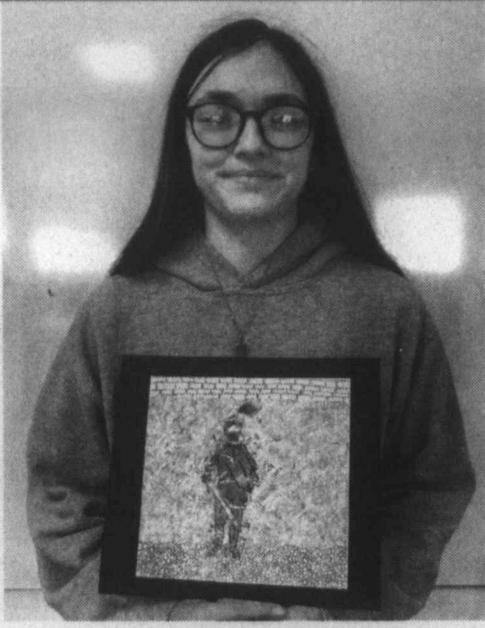
MEMBER:
TA Texas Press Association 2018

Senior Citizens LUNCH MENU

December 31- January 4
Monday: Herb roasted chicken thighs, potato wedges, peas & carrots, strawberries
Tuesday: Closed - Happy New Year!!!
Wednesday: Spaghetti w/ meat sauce, Italian veg., broccoli, Autumn Jell-O
Thursday: Turkey pot-pie, corn, salad, ambrosia
Friday: Sloppy Joe on bun, potato salad, carrots & zucchini, creamy fruit square



SERENITY CAMPBELL
"Momma Elephant"



ZOIE GARVIN
"Vines of Armor"



ANE ELIZONDO
"Orange Blob"



GABRIELLE DELEON
"Christmas"

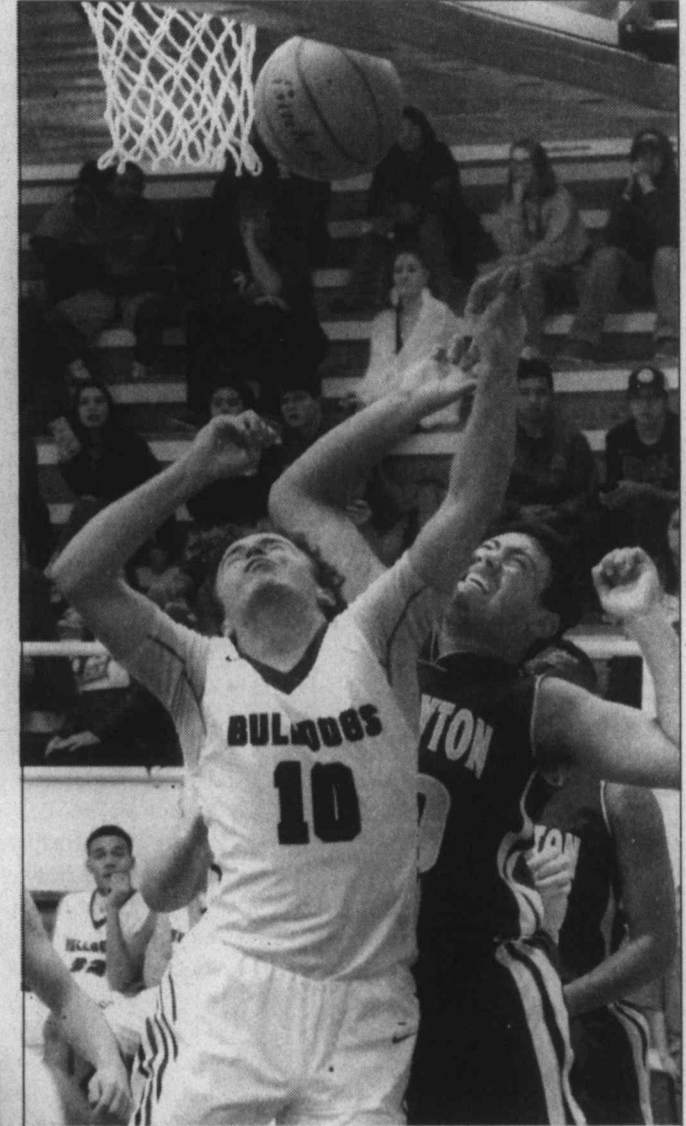
TMS art student's piece to be displayed at WBU gallery

Tahoka Middle School art student Serenity Campbell will have a piece of art displayed at the Abraham Art Gallery in the Mabee Learning Resource Center in Plainview, after being awarded an Honorable Mention for her piece entitled "Momma Elephant" in the Scholastic Art and Writing Awards contest. Serenity and fellow art students Gabrielle DeLeon, Ane Elizondo, and Zoie Garvin entered pieces in the contest, in a competition with many other school districts for a spot in the gallery. Serenity's piece was awarded an Honorable Mention in the Drawing/Illustration category and will be on exhibit at the gallery from Jan. 7-Feb. 8. "I am extremely proud of these young ladies and their efforts in participating in this experience and hope they continue pursuing their artistic talent," said Angie Colbert, art teacher at TMS.

Did you know?

- The first product to have a bar code was Wrigley's gum
- The first Lifesaver flavor was peppermint
- Iceland consumes more Coca Cola per capita than any other country

- Originally in 1886 Coca Cola was introduced as an 'intellectual beverage' to boost brain power
- Orange Fanta is the 3rd largest selling soft drink in the world
- Coca Cola was founded by Joseph A Biedenharn
- A Boeing 747 airliner holds 57,285 gallons of fuel
- Nintendo first produced playing cards
- John Cadbury founded the Cadbury chocolate company in England in 1842 producing the first chocolate bars



Close encounter ... A Crosbyton player fouls Tahoka's Braden Stone (10) under the basket in a very physical game against Crosbyton on Dec. 11. Tahoka won 46-39. The Bulldogs will play in a varsity tournament at Littlefield on Dec. 27-29. (LCN PHOTO by Gary Jones)

Please visit these Lynn County Churches

Wilson St. Paul Lutheran Church
16th & Houston St. • Box 136 • Wilson, TX 79381
(806) 628-6471 • www.stpaulwilson.com
PASTOR: DAVID W. ROHDE
Sunday School 9:15 am • Divine Service 10:15 am
"Where Christ Serves People"

Wilson St. John Lutheran Church
13th & Dickson • Wilson, TX 79381 • (806) 628-6573
Sharing Christ's message of forgiveness and salvation with our community and beyond.
TONDA FREITAG, PLM
Sunday School - 9:30 am • Sunday Worship - 10:45 am

New Home United Methodist Church
Pastor Madoc Thomas
(806) 470-2939
emt@madocthomas.com
350 N. Main • New Home, Tx 79383
(806) 924-7549
Sunday School 9:45 am • Worship 10:45 am

TAHOKA Church of Christ
2320 Lockwood • Box 1177 • Tahoka, TX 79373
(806) 561-4060 • email: tcoc@poka.com
Sunday School - 10:00 am
Sunday Worship - 11 am
Fellowship & Devotion - Wednesday 6:30 pm

First Baptist Church
1701 Ave. K • Box 1547 • Tahoka, TX 79373
(806) 561-4557 • www.fbctahoka.org
PASTOR CLIFF HOLDRIDGE
Sunday School - 9:45 am
Morning Worship Service - 10:45 am
SNL (Youth) - 6:00 pm Sunday
Activities For All Ages - Call For Complete Schedule
There's A Place For Me at FBC!

Tahoka Trinity Church
1925 Lockwood • Box 1166 • Tahoka • (806) 561-5317
PASTOR: PERRY SHUFFIELD
Sunday School - 9:45 am
Sunday Morning Worship - 10:45 am
Sunday Evening Worship - 6 pm
Youth - Sundays at 7 pm
For a ride to Sunday School or Church, call 561-5317

Taking Account
"Where your treasure is, there your heart will be also."
Luke 12:34

A financial advisor would ask you to take account for every last dollar spent over the course of three months. The reason for this exercise is to clearly show our priorities. Where does our money go? Once we know, we can readjust our spending according to our overall financial plan. The same method could be applied to general living. Where do we spend our time? If we tracked the time we invested into our relationships with loved ones, would we come up short? When we feel like our relationship with God is lacking, it is good to evaluate where we devote the majority of our time and focus. Do we seek him? Do we spend time in his Word?

God, I want to make you a priority in my life again. Help me to show you and others where my treasure and heart really are. ~Amen

Do you need a church home? Please visit one of the churches listed on this page. May the peace and love of God, in Christ, be with you.

First Methodist of Tahoka
Billy Everett, Pastor
1801 Ave. J • Tahoka • (806) 561-4503
email: fumctahoka@poka.com
SUNDAYS: Sunday School - 9:30 am
Sunday Worship - 10:30 am (Fellowship Hall)
"Like" our Facebook page... facebook/fMofTahoka
Let the Children Come 7 am-6 pm M-F
LICENSED CHILD CARE 561-4529

Wilson First Baptist Church
1403 13th St. • Box 67 • Wilson, TX 79381 • (806) 628-6333
PASTOR: BILLY PARMER
Sunday School - 9:45 am
Sunday Worship - 11:00 am & 6:00 pm
Discipleship Training - 5 pm Sunday
6:30 pm Wednesdays
Fellowship Meal & Classes for all ages
Bible Study & Prayer Mtg • Youth

Grassland Nazarene Church
2885 CR 25 • Tahoka, TX 79373 • (806) 327-5656
Pastor Genell Knisley
(806) 201-0792
Sunday School - 10:00 am
Sunday Morning Worship - 11:00 am
Wednesday Prayer Service - 7:00 pm

Draw First United Methodist Church
(established 1907)
P.O. Box 496 • O'Donnell, TX 79351
Phone (806) 428-3357
PASTOR: REV. WESTON PENDERGRASS
Sunday Morning Worship - 9:15 am

New Home Baptist Church
Corner of 4th & Smith • Pastor: Larry Maddox
"Serving the Lord for 100 Years"
SERVICES:
Sunday School 10:00 am
Sunday Worship 11:00 am
Wednesday Bible Study 7:00 pm
Wed. Youth/Children's Activities 7:00 pm

New Home Church of Christ
324 N. Main • Box 188 • New Home, Tx 79383 • (806) 924-7579
MINISTER: VICTOR ELLISON
Bible Class - 10:00 am
Sunday Worship Service - 10:45 am
Wednesday Evening Bible Study - 7:00 pm

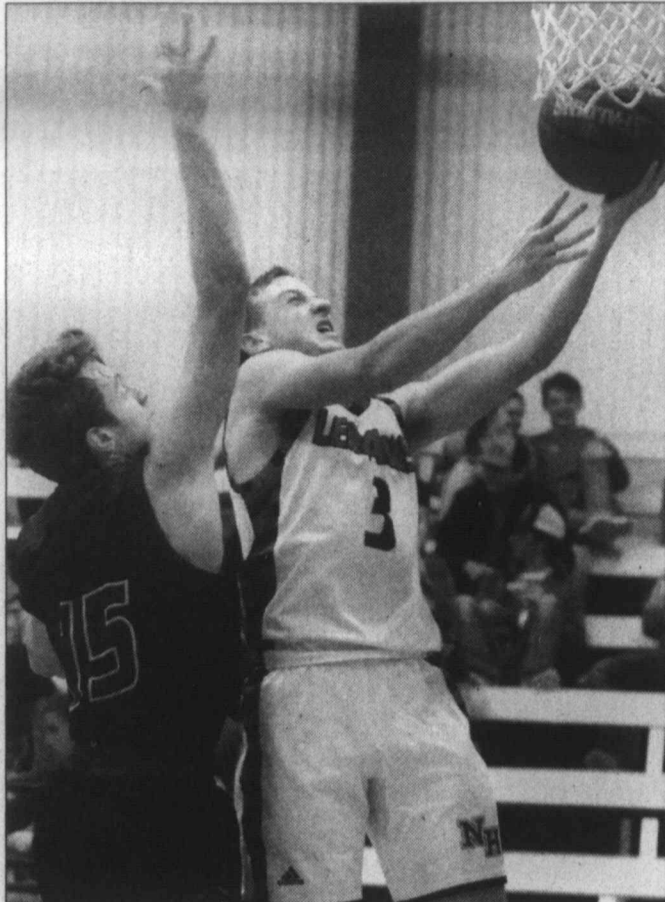
Sweet Street Baptist Church
1300 AVENUE J • BOX 751 • TAHOKA, TX 79373 • (806) 561-5310
DAVID EARNEST PASTOR • (806) 438-5105
Sunday School - 9:45 am
(A Bible Study Class for all ages)
Morning Worship - 10:50 am
(Uplifting Music - Message from God's Word)
Wednesday Night - 6 pm
(Prayer & Bible Study, Children & Youth Ministries)
EVERYONE IS WELCOME!

TAHOKA DONUTS
OPEN NEW YEAR'S DAY!
\$0.39 each
\$0.79 each
\$7.99 dozen
\$2.50 each
Breakfast Burritos
HAPPY NEW YEAR!
1515 South 1st St. • 806-561-1611
Regular hours: 6 AM - 12 PM TUESDAY - SATURDAY
email: tahokadonuts@yahoo.com

You are cordially invited
To a Reception honoring
FRANK COLLINS
Upon his retirement after
Forty years of service with
Lyntegar Electric Cooperative, Inc.
Wednesday, January 2, 2019
3:30 p.m. to 5:00 p.m.
Lyntegar Electric Coop - Warehouse
301 S. Slaughter Avenue
Sandown, Texas

Layup ... Leopards won the game

WISD Em of the Month English Language Talented Class 14th from Science in E



Layup ... #3 Carter Abney scores for the New Home Leopards with a layup on Lubbock All-Saints. New Home won the game 64-62. (LCN PHOTO by Gary Jones)



UIL competition ... On December 6th, Tahoka Elementary competed in the UIL meet in Plains, placing third overall. "Thank you to all the students, parents, and staff that helped to make the meet successful!" said a sponsor.

WILSON COMMUNITY NEWS
By Bonnie S. Schwerner
b.schwerner@yahoo.com

Wilson Elementary recently competed in UIL events, and were presented with medals and recognition at a special assembly, held in their honor. Results are as follows:

3rd Grade Music Memory: 1st Samara Wissler, 2nd Carson Robinson, 4th Josh Melton; **1st Place Team:** Emmely Balderas, Justice Earwood, Josh Melton, Carson Robinson, Samara Wissler.

3rd Grade Story Telling: 3rd Carson Robinson

4th Grade Art: 1st David Pantoja, 2nd Rytleigh Braden, 3rd Kaylee Ayala; **1st Place Team:** David Pantoja, Rytleigh Braden, Kaylee Ayala

4th Grade Chess: 3rd David Pantoja

4th Grade Music Memory: 4th Rytleigh Braden, 5th Alex Munoz, 6th Alex Hernandez; **2nd Place Team:** Alex Munoz, Alex Hernandez, Rytleigh Braden

4th Grade Oral Reading: 5th Rytleigh Braden

4th Grade Ready Writing: 3rd Rytleigh Braden

4th Grade Spelling: 5th David Pantoja

5th Grade Art: 1st Trinity Martinez, 4th Enrique Lopez; **1st Place Team:** Evan Valadez, Trinity Martinez, Enrique Lopez

5th Grade Chess: 5th Enrique Lopez

5th Grade Maps/Graphs/Charts: 5th Enrique Lopez

5th Grade Music Memory: 5th Evan Valadez

5th Grade Social Studies: 5th Trinity Martinez, 6th Enrique Lopez; **3rd Place Team:** Evan Valadez, Enrique Lopez, Trinity Martinez

6th Grade Chess: 1st Daniel Vasquez; **1st Place Team (tied):** Anthony Zaragoza, Jesus Pantoja, Daniel

Vasquez, Ryan Rivera
6th Grade Dictionary Skills: 5th Jesus Pantoja; **3rd Place Team:** Jesus Pantoja, Anthony Zaragoza, Daniel Vasquez, Zoey Bartley

6th Grade Maps/Graphs/Charts: 4th Jesus Pantoja

6th Grade Math: 1st Jesus Pantoja; **2nd Place Team:** Anthony Zaragoza, Jesus Pantoja, Daniel Vasquez

6th Grade Spelling: 5th (tie) Daniel Vasquez and Jesus Pantoja; **2nd Place Team (tied):** Anthony Zaragoza, Jesus Pantoja, Daniel Vasquez

7th Grade Math: 6th Chris Martinez

- It takes 110 silkworm cocoons to make an average tie
- The average mature oak tree sheds over 700,000 leaves in Autumn

Did you know?

- Birds need gravity to swallow
- The most commonly used letter in the alphabet is E
- The average person will spend 25 years asleep
- The average golf ball has 336 dimples
- The average bed contains over 6 billion dust mites
- The average hen lays 228 eggs a year
- The average person laughs 10 times a day



WISD Employee of Month ... The Wilson ISD Employee of the Month is Courtney O'Neal, who teaches 4th/5th grade English Language Arts and Social Studies. She is the Gifted/Talented Coordinator for WISD. She graduated on December 14th from University of North Texas with a Master's of Science in Educational Psychology of the Gifted and Talented.

*You are cordially invited
To a Reception honoring*

RICHARD LOPEZ

*Upon his retirement after
Forty-three years of service with
Lyntegar Electric Cooperative, Inc.*

*Friday, January 4, 2019
3:30 p.m. to 5:00 p.m.*

*Lyntegar Electric Coop
1701 US Hwy. 87, West Access Road
Tahoka, TX*

CROSS-WORK CHURCH

WINTER VACATION BIBLE SCHOOL

January 2, 3, 4 - 9:30am-11:30am
Tahoka Elementary Gym • For Kids Kinder Through 5th
Register at www.crossworkchurch.org
FREE IF You Register by 12/31
\$5 for Drop Ins

www.crossworkchurch.org [crossworkchurch](https://www.facebook.com/crossworkchurch) [crosswork_church](https://www.instagram.com/crosswork_church)

Lynnwood

Independent & Assisted Living Center

Providing a safe, homelike atmosphere in a dignified environment.

ROOMS AVAILABLE NOW!
Come see our facility and new updates!

"Our goal is to provide our residents with a safe, homelike environment, yet have the privacy, independence and dignity to live a long and healthy life. Each resident will be afforded the highest level of genuine care."

Jenny Garrett, Lynnwood Administrator
1801 Country Club Road • Tahoka, Texas (806) 998-1226
Owned and Operated by Lynn County Hospital District

Where in the World is The Lynn County News?

AT A HISTORIC SITE

or riding a camel

WHEREVER YOU GO ...

AT THE BEACH

Take us with you!
Show your
Lynn County Newspaper
& we'll put your picture in the paper!

It's FREE! Just send us an email with your picture and info to:
LynnCoNews@poka.com

FAST TRACK CLINIC

NOW OPEN AT LCHD!

Walk-in clinic

"For when you need to be seen today"

Monday - Thursday • 7:00 a.m. - 5:00 p.m.

2600 Lockwood, Suite C
806-561-4802

Lynn County Hospital District

These local firms are sponsoring this **FARM NEWS:**

AgTexas Farm Credit Services
Travis Ferguson and Mike Metzlg

Capital Farm Credit
Jason Gandy
Shaun Wied

Farmers Co-op Association
No. 1

Lynn County Farm Bureau

A look back at ...
Woodwork
(Reprinted from the past) Dalton Wood



THIS YEAR IS fading fast, so if you haven't yet done all the things you planned to do this year, you'd best get busy. Actually I didn't plan to do anything special this year, and I have succeeded in my campaign for mediocrity quite well.

It has been a good year, though; I have enjoyed many things and have just about reached my only goal—to get through the year in reasonable physical and mental condition, and enjoying association with people I love and others I like a lot.

A lady in California sent me a story about an elderly man whose attitude toward life is admirable, and should be a standard for most of us, closing with Five Simple Rules for Happiness.

I don't know if the story is true or not. Regardless, it makes some really good points, especially for older persons (it's good for you younger readers, too, but hopefully you still have time to shape up before your bodies and your plans all fall apart).

Here's the story:

A proud 92-year-old man, who is fully dressed each morning by 8 a.m., shaved perfectly even though he is legally blind, moved to a nursing home today. His wife of 70 years died recently, making the move necessary. After hours of waiting patiently in the lobby of the nursing home, he smiled when told his room was ready.

As he guided his walker to the elevator, I described his tiny room to him, including the window decoration.

"I love it," he said, with enthusiasm.

"Mr. Jones, you haven't seen the room yet; just wait."

"That doesn't have anything to do with it," he replied.

"Happiness is something you decide on ahead of time. Whether I like my room or not doesn't depend on how the furniture is arranged; it's how I arrange my mind. I already decided to love it. It's a decision I make every morning when I wake up. I have a choice: I can spend the day in bed thinking about how much trouble I have with parts of my body that no longer work, or get out of bed and be thankful for the ones that do.

"Each day is a gift, and as long as my eyes open I'll focus on the new day and all the happy memories I've stored away. . . Old age is like a bank account. You withdraw from what you've put in."

He then listed five simple rules to be happy:

- Free your heart from hatred.
- Free your mind from worries.
- Live simply.
- Give more.
- Expect less.

Those sound like good points to me. I might add something about the need for a strong Christian faith, and the need for a good sense of humor. Pretty soon that may be the only sense you have left. --December 2005

Citizens Academy Program offered in Lubbock

The Texas Department of Public Safety (DPS), in conjunction with the Lubbock County Sheriff's Office (LSO), Lubbock Police Department (LPD) and the Lubbock County District Attorney's Office (LCDA) is now accepting applications for the next Citizens Academy, which begins March 5, 2019. The 14-week academy will introduce students to the many programs and services provided by law enforcement and prosecutors. Students will receive interactive education during weekly meetings on Tuesday from 6 p.m. to 9:30 p.m.

Participants in the academy will learn about the different services that each agency offers. Some of the topics to be covered include: patrol procedures, SWAT, the crime lab, aircraft operation, border operations, K-9 units, tactical driving, crash investigations, criminal investigations, civilian response to active shooters, criminal prosecution, plea offers and alternate ways of resolving cases, courtroom procedures and students will take part in a mock trial.

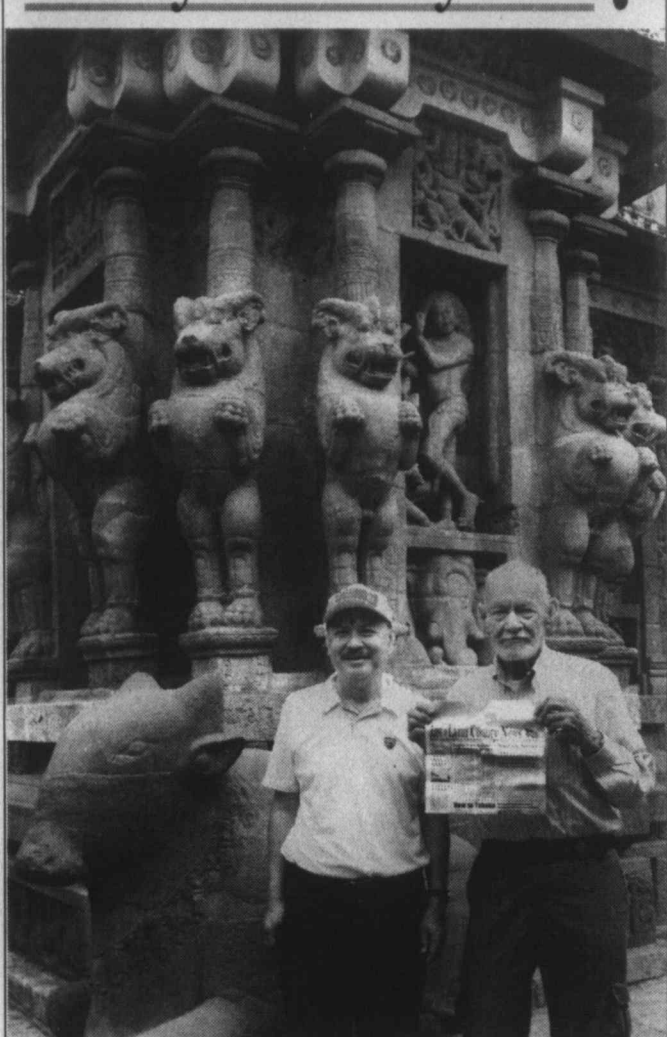
The Citizens Academy is designed to educate students about the many safety challenges Texans face every day and how law enforcement and prosecutors function on a daily basis to protect and serve the state. The academy will be held at the offices of DPS, LSO, LPD and the Lubbock County Courthouse. The public and the media are invited to submit an application to participate in the academy. The Citizens Academy will accept no more than 40 students, and each student must commit to attend at least 11 of the 14 weeks. Applications are available online at www.lubbockcitizensacademy.com or can be picked up at any of the four agency offices. The application deadline is 5 p.m. on January 31, 2019.

Completed applications not filled out online can be returned in person or mailed to Lt. Bryan Witt, Texas Department of Public Safety, 1404 Lubbock Business Park Blvd., Suite 100, Lubbock, Texas 79403.

If you are interested in becoming a student and have questions, contact Lt. Bryan Witt, Texas Department of Public Safety (806) 252-0130.

• The term "Dumpster" actually comes from the name of the company who designed and patented the first large, movable trash bin.

Where in the world is **The Lynn County News?**



LCN goes to India ... The Lynn County News shows up 9,251 miles from home, at Kallasanathar Temple in Kanchipuram, India, in the hands of Tahoka native and Lynn County landowner Michael Thomas Tower. Originally named Thomas Deen Nowlin, Jr., Mr. Tower was born in a white stucco house at the corner of Ave. L and 3rd St. on New Year's Eve, 1935. His father was Deen Nowlin, a prominent Tahoka businessman and mayor until his death in December 1944. Michael, his mother (nee Mildred Bosworth) and sister (now Dolores Webb) moved from Tahoka in 1947. Both mother and sister would later return. He still has many relatives in the area, including Hawthornes (Marlin was his first cousin), descendants of Cheryl Webb Calloni (his niece), and his sister who is now a resident of the Lynnwood facility. Standing with Mr. Tower is his husband, Chung Chiu, a native of Hong Kong. They admit to being "travel nuts," having visited more than 20 countries in the last 15 years. Their home is in the rural mountains of eastern San Diego County, California.

Local, county stock shows slated here

January is almost here, and that means it is stock show season. The O'Donnell and New Home Local Stock Shows will be held Saturday, Jan. 5, and the local Tahoka Stock Show will be held Saturday, Jan. 12.

The annual Lynn County Livestock Show will be held Jan. 17-19. Both the Tahoka and County shows are at the County Show Barn in Tahoka, on South 9th Street.

Did you know?

- Pirates wore earrings because they believed it improved their eyesight.
- Octopuses have four pairs of arms.
- Canals are a Chinese invention — the Grand Canal of China is 1,103 miles long and was started in 486 BC.

LYNN COUNTY HOSPITAL DISTRICT
Family Wellness Clinic
NOW OPEN!!!
SATURDAY CLINIC
HOURS: 8:00-NOON
(WALK INS ONLY)
REGULAR CLINIC HOURS:
Mondays & Thursdays: 8:00 am - 5:00 pm
Tuesdays & Wednesdays: 8:00 am - 7:00 pm
Fridays: 8:00 am - 2:00 pm
1809 LOCKWOOD
806-998-4604
Tahoka
Call for an appointment during regular business hours

NOTICE OF APPLICATION FILED WITH THE PUBLIC UTILITY COMMISSION OF TEXAS

On November 30, 2018, Oncor Electric Delivery Company LLC ("Oncor"), Sharyland Distribution & Transmission Services, L.L.C. ("SDTS"), Sharyland Utilities, L.P. ("Sharyland"), and Sempra Energy ("Sempra") (collectively, "Joint Applicants") filed a Joint Report and Application for Regulatory Approvals ("Joint Application") with the Public Utility Commission of Texas ("PUC" or "Commission"), copies of which are kept at Oncor's office at 1616 Woodall Rodgers Freeway, Suite 6000, Dallas, TX 75202. The Joint Application requests Commission approval of three transactions (the "Proposed Transactions"), as described below, that will result in SDTS becoming an indirect wholly owned subsidiary of Oncor that will own transmission and distribution assets held today by Sharyland and SDTS in central, north, and west Texas, and Sharyland will remain a utility in south Texas, with Sempra owning a 50 percent indirect interest in Sharyland. First, Sharyland will transfer its assets in north Texas, along with associated assets, liabilities, and working capital, to SDTS. In return, Sharyland will receive all of SDTS's assets located in south Texas. In connection with this asset exchange, Sharyland's equity interest in SDTS will be cancelled, and the certificates of convenience and necessity of Sharyland and SDTS will be amended to authorize the "North Texas Utility" (referring to the post-closing assets to be owned by SDTS) and the "South Texas Utility" (referring to the post-closing assets to be owned by Sharyland) to own, operate, and maintain their respective post-exchange assets. Second, Oncor will acquire InfraREIT, Inc. ("InfraREIT") and InfraREIT Partners, LP and, as a result, will own and operate all of SDTS's post-transaction assets. Finally, Sempra will purchase a 50-percent indirect limited partnership interest in a newly formed Delaware limited partnership expected to be named Sharyland Holdings, LP, which will own a 100-percent interest in Sharyland. The Joint Applicants also request Commission approval of certain regulatory terms listed in Exhibit A to the Joint Application, some of which are regulatory conditions to closing.

The Joint Application does not seek Commission approval of a modification to Oncor's rates. Oncor is requesting a Commission finding, however, that Oncor may consolidate the North Texas Utility's wholesale transmission rates with Oncor's rates as part of Oncor's next base-rate case. Oncor also requests Commission approval to establish a regulatory asset to track any make-whole payments or other expenses that may be required to extinguish, transfer, or restructure the debt of InfraREIT and its subsidiaries under the Proposed Transactions, so that Oncor may seek recovery of that regulatory asset in its next base-rate case. The Joint Applicants also seek Commission approval to split the current Sharyland wholesale transmission service tariff into two separate tariffs—one for the North Texas Utility and one for the South Texas Utility—which rates, when taken together, would be equal to Sharyland's rate in effect at the time the Proposed Transactions close.

Any person wishing to intervene in this proceeding must file a written request with the Public Utility Commission of Texas, 1701 North Congress Avenue, P.O. Box 13326, Austin, TX 78711-3326, no later than January 4, 2019. This case has been assigned PUCT Docket No. 48929. Further information may also be obtained by calling the Public Utility Commission at (512) 936-7136 or (888) 782-8477. Hearing- and speech- impaired with text telephones (TTY) may contact the Commission at (512) 936-7136.

ONCOR ELECTRIC DELIVERY COMPANY LLC, SHARYLAND DISTRIBUTION & TRANSMISSION SERVICES, L.L.C., SHARYLAND UTILITIES, L.P., AND SEMPRA ENERGY

NEWS from the Library
CITY-COUNTY LIBRARY
1717 Main St. • Tahoka TX
(inside the Life Enrichment Center)

Story time
No story time on January 2nd. Doors will open again for the New Year on Wednesday, January 9th. We will have a new programming curriculum each week with letters, books, learning centers and of course, Storytime. Everyone is welcome to attend with an adult. Come check us out!
Follow Us On Facebook
Come follow us on Facebook! We have events, giveaways, pictures and much more. It's fun and we enjoy seeing comments from our followers. Join us today!
Adult Program- True Tales
January 10th at 10:00 to listen to the update on the Lynn County Courthouse Renovations from Judge Mike Braddock. More news to come in next week's paper. There will be a soup luncheon afterwards, make plans to attend.

Field Trips
Tahoka PreK will be back in the house January 31st for more reviews on their 6 weeks. Activates, books and songs here at the City County Library will coincide with their curriculum in the classroom. Schools can call the City County Library to schedule a field trip for 2019. These students are a joy to have and a well-behaved group of kiddos. Mrs. Herrera and Mrs. Garcia along with Ms. Silvia and Mrs. Sally do an awesome job!

New Equipment
The City County Library has recently received a generous donation from Lincoln Clean Energy in which a GBC Ultima 65, 27-inch laminator was purchased. The laminator can be used for personal items along with large maps, documents for businesses in the area. Cost for laminating will be by the foot. Call for more information at 561-4050.

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Clientes residenciales 1-800-347-1991
O visite www.windstream.com/Lifeline

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LEGAL NOTICES

TAHOKA ISD NOTICE OF DEADLINE TO FILE APPLICATIONS FOR PLACE ON BALLOT (AVISO DE FECHA LIMITE PARA PRESENTAR SOLICITUDES PARA UN LUNGAR EN LA BOLETA)

Notice is hereby given that applications for a place on the Tahoka ISD Board of Trustees, Precinct 1, 2, 5, and fill vacancy Precinct 4, Regular Election Ballot may be filed during the following time:

(Se da aviso por presente que las solicitudes para un lugar en la boleta de la Elección, Regular de Tahoka ISD Board of Trustees, Precinct 1, 2, 5, and fill vacancy Precinct 4, se pueden presentar durante el siguiente horario)

Filing Dates and Times:

(Fechas y Horario para Entregar Solicitudes)

Start Date: January 16, 2019 End Date: February 15, 2019
(Fecha Inicio) (Fecha Limite)

Office Hours: 8:00 a.m. - 5:00 p.m.
(Horario de la Oficina)

Physical address for filing applications in person for place on ballot:
(Dirección a física para presentar las solicitudes en persona para un lugar en la boleta)

2129 North Main Street
Tahoka, Texas 79373

Address to mail applications for place on the ballot (if filing by mail):
(Dirección a donde enviar las solicitudes para un lugar en la boleta (en caso de presentar por correo))

Tahoka ISD
P.O. Box 1230
Tahoka, Texas 79373

Clay Taylor December 10, 2018
Signature of Filing Officer Date Posted
(Firma del Oficial de Archivos) (Fecha archivada)

NOTICE

The City of Tahoka is advertising for bids to sell city property located at 1525 South 2nd Street, the old Police Department building. The legal description is: Block 37, Lots 3 & 4 of Original Town. The building is 6,000 square feet, and is divided into two separate spaces. The building is being sold as is. The building may be inspected during the hours of 1:00 P.M. - 4:00 P.M. Monday thru Thursday.

Sealed bids will be accepted at city hall, 1807 Main Street until 5:00 P.M. on Monday January 14, 2019. If you have any questions contact the city administrator's office.

The City of Tahoka reserves the right to reject any/or all bids.

LEGAL NOTICES


NOTICE OF SCHEDULED ENTRY INTO FIELDS

Pursuant to Tex. Agric. Code, Sec. 74.117, cotton producers in the Southern High Plains Caprock Boll Weevil Eradication Zone, which consists of Andrews, Cochran, Crosby, Dawson, Dickens, Ector, Gaines, Garza, Hockley, Howard, Kent, Lubbock, Lynn, Martin, Motley, Terry, and Yoakum Counties and portions of Borden and Midland Counties are hereby notified that Texas Boll Weevil Eradication Foundation personnel will be conducting eradication activities in and around their fields, beginning January 7, 2019. All cotton fields will be mapped, and treatment will begin during the cotton-growing season. For notification prior to any chemical treatment, call 1-800-687-1212 with the exact location of your field and appropriate telephone numbers. Field entry and treatment is expected to last until all cotton is harvested in the zone. For more information regarding this program, please call the Texas Boll Weevil Eradication Foundation at 1-800-687-1212.

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EAGLE OF HONOR PROJECT

Military memorial being planned here

For many years, especially after September 11th, there has been talk in Lynn County about developing an up to date memorial honoring those service members who have sacrificed their time, energy, efforts, and sometimes their lives, to preserve and protect the freedom that Americans enjoy today. A project called the "Eagle Of Honor Project" is being planned for just such a memorial that will stand on the Lynn County Courthouse grounds.

A group of citizens, along with the support of the Commissioners' Court of Lynn County, are raising money to develop a military memorial to be called the "Eagle of Honor Project" to be located on the northwest corner of the soon-to-be courthouse square in Tahoka.

Freedom is a gift to be treasured but it comes with the sacrifices of the men and women who were drafted or enlisted to serve in America's armed forces. The sacrifices are not just felt by the service members, but their wives, husbands, mothers, fathers, brothers and sisters and families. The Eagle of Honor project will honor and salute those service members of the past, present and future generations with the flags from the Army, Navy, Marines, National Guard, Air Force, Coast Guard, POW/MIA (prisoners of war/ missing in action) flag with the American Flag standing proudly above. A bronze Eagle of Honor, depicting an eagle wrapped in an Ameri-

can Flag, will sit on a bricked podium with the service flags adorning the memorial.

The goal is to raise the \$35,000 necessary to purchase the bronze eagle, the flag poles and flags, the brick and concrete, the electrical/lighting and the military branch emblems. A fund has been established at three county banking facilities: First National Bank of Tahoka, First Bank and Trust at Tahoka/Wilson and State National Bank in O'Donnell.

Every donation, regardless of

amount, will be greatly appreciated and will help to truly honor the military service members.

The Eagle of Honor fund raising committee consists of John Baker, Jerry Webster, Mike Braddock, Pam Hilger and Susan Tipton of Tahoka, Terry Laws of Grassland, Sharon Isham of Wilson, Stina Nieman of New Home, and an O'Donnell representative as yet unnamed. Anyone who would like to join these fund raising efforts is encouraged to contact any of these members.

"Our goal is to encourage every individual, business, school, the Girl Scouts, Boy Scouts, Rotary and Masonic Lodge and every social service organization to adopt this as a fund raising project to honor and thank those service members and their families for their service and sacrifice. America is a strong and proud country and freedom is not

free. Freedom is a gift to be treasured but it comes with a sacrifice. Please do your part to honor our men and women of Lynn County and all service members by supporting this cause," said a project sponsor.

"As we look back at our history, examine the present and gaze sternly into the future, there is one thing that is certain. We are a resilient Country. Our men and women always respond to the call for service. Lynn County is no different. Residents from Lynn County have served in every war and conflict that our Presidents have required of its citizens. Blood, sweat and tears were sacrificed because our freedom has been at stake. The Eagle of Honor will serve to honor those men and women of the past, present and future.

"We also want our veterans and their families to know that we love and appreciate their service to a proud nation. We want our young men and women of generations to come to know that we are proud of them and pray for their continued safety. We stand proud of their willingness to continue that tradition of service and to respond to the call ... because that is who we are as individuals, as a community and as a country.

"What a great time in our history when we can truly unite as a community to honor our local brave men and women who have served our country with honor, courage, respect and commitment," said the sponsor.

We want our veterans and their families to know that we love and appreciate their service to a proud nation. We want our young men and women of generations to come to know that we are proud of them and pray for their continued safety.



Foul ... The referee calls a foul on a Crosbyton player as Tahoka's Alyssa Rodriguez goes up for a shot. No. 5 for Tahoka is Tamyia Stroope. Tahoka girls won a hard fought game against Crosbyton, 43-35, on Dec. 11.

(LCN PHOTO by Gary Jones)



Happy New Year ... Cissy Webster, Lynn Lankford and Rhonda McNeely at the City/County Library wish everyone a Happy New Year! "Make reading one of your new resolutions. Come visit us and check out some new books, authors, eBooks, DVDs, play/educational item for the little ones that we have to offer in the New Year."

Transmission line...

(Continued from page 1) to a transmission interconnection plan developed by ERCOT.

Landowners with property near or within either of the two alternative locations for the New Oliver Station could ultimately have more than one transmission line on their property. A complete copy of the joint application filed at the PUC and detailed routing maps may be viewed at Sharyland Utilities, L.P., Lubbock Office, 5224 75th Street Suite A, Lubbock, TX 79424. Interested persons may also contact Sharyland at (866) 354-3335, or by email at ccn@sharyland.com.

For more details, read the legal notice in the second section of this newspaper.

Remember, in your Year End Giving ...

Many of you have already mailed your YEAR END donation to the Salvation Army, The Red Cross, Habitat for Humanity, American Cancer Society and many other non-profits. This year, please consider giving a tax deductible donation to the Eagle of Honor Project. Your donation will stay 100% in Lynn County to help with the building of a veterans memorial to be located on the northwest corner of the courthouse square. Every donation, either great or small, will be greatly appreciated and knowing that you are giving from the heart will be a true statement of your support and appreciation of our service members. This will be a true memorial honoring the courage and commitment of our service members of the past, present and the future. Help us to honor and show a lasting gratitude for the sacrifices made.

**Thank you so much for your consideration and donation.
Lynn County Veterans Memorial Committee**

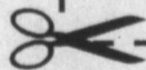
Yes, I want to give to the Eagle of Honor Project

Check enclosed for \$ _____



Please make checks payable to the **Eagle of Honor Project**
P.O. Box 1166, Tahoka, TX 79373

Mail, or drop off your donation at any local bank



Eagle of Honor Project



(Representation of the Eagle of Honor Veterans Memorial that will be built on the northwest corner of the Courthouse Square in Tahoka, Texas)

PUBLIC NOTICE

Joint Application of Sharyland Utilities, L.P. and City of Lubbock, Acting By and Through Lubbock Power & Light, for a Certificate of Convenience and Necessity for the Proposed Wadsworth to New Oliver to Farmland 345-kV Transmission Line in Lubbock and Lynn Counties, Texas, and the Proposed Southeast to New Oliver to Oliver 115-kV Transmission Line in Lubbock County, Texas

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 48909

Sharyland Utilities, L.P. ("Sharyland") and the City of Lubbock, acting by and through Lubbock Power & Light ("LP&L"), (collectively, the "Joint Applicants") propose to construct a single-circuit 345-kilovolt ("kV") electric transmission line on double-circuit capable structures in Lubbock and Lynn counties, Texas, and a single-circuit 115-kV electric transmission line in Lubbock County, Texas (collectively, the "Project"). The proposed 345-kV transmission line will connect the existing Wadsworth Station, located on the east side of Lubbock in Lubbock County, to the existing Farmland Station, located southeast of Tahoka in Lynn County. This 345-kV line will be routed through one of two alternative locations for the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County. The proposed 115-kV transmission line will connect the existing Southeast Station, located on the south side of Lubbock in Lubbock County, to the existing Oliver Station, located on the south side of Lubbock in Lubbock County. This 115-kV line will also be routed through one of two alternative locations for the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County.

The 345-kV transmission line will be approximately 42 to 53 miles in length, depending on the route approved by the Public Utility Commission of Texas ("Commission" or "PUC"), and 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 transmission line will be approximately 14 to 26 miles in length, depending on the route approved by the Commission, and will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide, though the width may vary depending on location and design requirements. Depending on the route selected by the Commission for each transmission line, the estimated cost for the 345-kV facilities ranges from approximately \$88.4 million to \$103.9 million and the estimated cost for the 115-kV facilities ranges from approximately \$49.7 million to \$61.4 million, including costs for the proposed New Oliver Station and modifications to the existing stations. This proposal will be evaluated in Commission Docket No. 48909.

Earlier this year, in Commission Docket No. 47576, the Commission approved LP&L's proposal to transition a portion of its system from the Southwest Power Pool ("SPP") grid to the Electric Reliability Council of Texas ("ERCOT") grid pursuant to a transmission interconnection plan developed by ERCOT. The Commission determined that, under the terms of its order, the transition is in the public interest. The Commission also designated Joint Applicants to provide the transmission facilities needed to interconnect LP&L's system to ERCOT. The Project is an important part of the infrastructure needed to ensure the LP&L system can safely and reliably operate in ERCOT.

Included in this notice are maps illustrating Joint Applicants' alternative routes for the Project as well as written descriptions of these routes. All routes and route segments (links) included in this notice are available for selection and approval by the Public Utility Commission of Texas. Please note that because Joint Applicants are proposing two separate transmission lines that will each pass through the location for the proposed New Oliver Station selected by the Commission, landowners with property near or within either of the two alternative locations for the New Oliver Station could ultimately have more than one transmission line on their property. A complete copy of the joint application filed at the Commission and detailed routing maps may be viewed at the following location:

Sharyland Utilities, L.P.
Lubbock Office
5224 75th Street, Suite A
Lubbock, Texas 79424

If you have questions about the Project, or need additional copies of the enclosed maps, you may contact Sharyland at (866) 354-3335 or email your questions to ccn@sharyland.com.

The Commission has a brochure entitled "Landowners and Transmission Line Cases at the PUC." Copies of the brochure are available from Sharyland at (866) 354-3335 or by email at ccn@sharyland.com, or may be downloaded from the Commission's website at www.puc.texas.gov. In addition to the contacts listed in the brochure, you may call the Commission's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the Commission's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989.

If you wish to participate in this proceeding by becoming an intervenor, **the deadline for intervention in the proceeding is February 2, 2019**, which is 45 days after the joint application is filed at the Commission. The Commission should receive either a letter or a completed Request to Intervene form from you requesting intervention by that date. Mail the request for intervention and 10 copies of the request to:

Public Utility Commission of Texas
Central Records
Attn: Filing Clerk
1701 N. Congress Ave.
P.O. Box 13326
Austin, Texas 78711-3326

Persons who wish to intervene in the docket must also mail a copy of their request for intervention to all parties in the docket, and all persons that have pending motions to intervene, at or before the time the request for intervention is mailed to the Commission.

The only way to fully participate in the Commission's decision on where to locate the transmission lines is to intervene in the docket. It is important for an affected person to intervene because the utility is not obligated to keep affected persons informed of the Commission's proceedings and cannot predict which routes may or may not be approved by the Commission.

In lieu of intervention, an affected person may file comments as a protestor. However, filing comments as a protestor does not allow for full participation in the Commission's decision on where to locate the transmission lines.

In addition to the intervention deadline, other important deadlines may already exist that affect your participation in this docket. You should review the orders and other filings already made in the docket.

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

Wadsworth to New Oliver to Farmland 345-kV Transmission Line ("WNF Line")

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

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

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

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



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Alternative Route	Route Composition
WNF Route 1	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 2	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A54-A55-A58-A69-A81-A94-A101-A102-A103-A107-A109
WNF Route 3	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A57-A58-A69-A81-A90-A91-A92-A97-A107-A109
WNF Route 4	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A77-A78-A83-A88-A96-A106
WNF Route 5	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A65-A69-A81-A94-A104-A108
WNF Route 6	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 7	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A85-A88-A96-A106
WNF Route 8	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A34-A36-A39-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 9	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A60-A61-A64-A72-A76-A80-A84-A89-A98-A100-A109
WNF Route 10	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A66-A67-A71-A75-A83-A86-A89-A98-A99-A107-A109
WNF Route 11	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A31-A32-A36-A37-A38-A41-A47-A52-A64-A72-A74-A84-A89-A93-A97-A107-A109
WNF Route 12	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 13	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 14	A1-A3-A4-A7-A10-A13-A17-A19-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A36-A39-A46-A48-A49-A56-A59-A62-A70-A82-A87-A95-A102-A106
WNF Route 15	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A37-A39-A46-A50-A51-A52-A64-A72-A76-A80-A84-A89-A93-A97-A107-A109
WNF Route 16	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A66-A70-A82-A87-A91-A96-A106
WNF Route 17	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A45-A47-A52-A64-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 18	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A68-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 19	A1-A3-A4-A7-A9-A15-A22-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A73-A74-A84-A89-A93-A97-A107-A109
WNF Route 20	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 21	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A76-A79-A83-A88-A96-A106
WNF Route 22	A1-A3-A5-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A74-A84-A89-A98-A100-A109

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

Segment A1

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

Segment A2

Segment A2 begins at its intersection with Segments A1 and A3, located on the east side of SH 289 within the Lubbock city limits. The segment proceeds south for approximately 1.47 miles, paralleling the east side of an existing 230-kV transmission line, crossing FM 835. The segment then angles southwest for approximately 0.21 mile, crossing an existing railroad, an existing 69-kV transmission line, and SH 331. The segment then turns southeast for approximately 0.50 mile, paralleling the south side of SH 331, crossing two existing pipelines. The segment then angles south for approximately 0.61 mile, paralleling the west side of an existing 115-kV transmission line, crossing U.S. Highway ("US") 84. The segment then angles southeast for approximately 0.36 mile, crossing an existing 115-kV transmission line, exiting Lubbock city limits, crossing an existing pipeline and County Road ("CR") 2700. The segment then angles south for approximately 0.74 mile, paralleling the east side of CR 2700, crossing an existing pipeline and an existing 230-kV transmission line, until reaching its intersection with Segments A11 and A14, located on the northeast side of the intersection of 98th Street ("St") and CR 2700.

Segment A3

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

Segment A4

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

Segment A5

Segment A5 begins at its intersection with Segments A3 and A4, located on the north side of FM 835. The segment proceeds east for approximately 0.46 mile, paralleling the north side of FM 835,

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

Segment A6

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

Segment A7

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

Segment A8

Segment A8 begins at its intersection with Segments A5 and A6, located on the north side of FM 3020. The segment proceeds south, immediately crossing an existing pipeline and FM 3020, for approximately 1.01 miles. The segment then angles southeast, immediately crossing 98th St, for approximately 0.14 mile, and then angles south for approximately 0.14 mile, crossing an existing pipeline. The segment then angles southwest for approximately 0.10 mile, crossing an existing railroad, an existing 69-kV transmission line, and US 84, until reaching its intersection with Segments A13 and A17, located on the southeast side of the intersection of US 84 and CR 2900.

Segment A9

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

Segment A10

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

Segment A11

Segment A11 begins at its intersection with Segments A2 and A14, located on the northeast side of the intersection of 98th St and CR 2700.

The segment proceeds east for approximately 1.00 mile, paralleling the north side of 98th St, crossing an existing pipeline, until reaching its intersection with Segments A9, A12, and A15, located on the north side of 98th St.

Segment A12

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

Segment A13

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

Segment A14

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

Segment A15

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

Segment A16

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

Segment A17

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

Segment A18

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

Segment A19

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

Segment A20

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

Segment A21

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

Segment A22

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

Segment A23

Segment A23 begins at its intersection with Segments A15 and A22,

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

Segment A24

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

Segment A25

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

Segment A26

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

Segment A27

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

Segment A28

Segment A28 begins at its intersection with Segments A23 and A27, located on the west side of CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585. The segment proceeds south for approximately 0.11 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A29 and A30, located on the west side of CR 2800.

Segment A29

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

Segment A30

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

Segment A31

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

Segment A32

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

Segment A33

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

Segment A34

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

Segment A35

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

approximately 0.53 mile, paralleling the west side of an existing 115-kV transmission line, crossing CR 7700, until reaching its intersection with Segments A42 and A43, located on the south side of CR 7700.

Segment A36

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

Segment A37

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

Segment A38

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

Segment A39

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

Segment A40

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

Segment A41

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

Segment A42

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

Segment A43

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

Segment A44

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

Segment A45

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

Segment A46

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

Segment A47

Segment A47 begins at its intersection with Segments A41 and A45,

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

Segment A48

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

Segment A49

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

Segment A50

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

Segment A51

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

Segment A52

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

Segment A53

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

Segment A54

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

Segment A55

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

Segment A56

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

Segment A57

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

Segment A58

Segment A58 begins at its intersection with Segments A55 and A57, located on the northeast side of the intersection of CR O and CR 2. The

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

Segment A59

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

Segment A60

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

Segment A61

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

Segment A62

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

Segment A63

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

Segment A64

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

Segment A65

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

Segment A66

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

Segment A67

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

Segment A68

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

Segment A69

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

Segment A70

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

Segment A71

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

Segment A72

Segment A72 begins at its intersection with Segments A64 and A68, located on the southwest side of the intersection of FM 1054 and CR 13. The segment proceeds south for approximately 1.67 miles, paralleling the west side of FM 1054. The segment then angles southeast for approximately 0.64 mile, paralleling the west side of FM 1054, crossing CR 15, and then angle south for approximately 0.73 mile, paralleling the west side of FM 1054. The segment continues south, immediately crossing CR 17, for approximately 1.05 miles, paralleling the west side of an existing 230-kV transmission line on the west side of FM 1054, crossing CR 17 and CR 18, until reaching its intersection with Segments A73, A74, and A76, located on the southwest side of the intersection of FM 1054 and CR 18.

Segment A73

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

Segment A74

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

Segment A75

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

Segment A76

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

Segment A77

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

Segment A78

Segment A78 begins at its intersection with Segments A70, A77, and A82, located on the southeast side of the intersection of CR V and CR 21. The segment proceeds east for approximately 3.02 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, crossing CR X, CR Y, and CR AA, until reaching its intersection with Segments A75, A79, and A83, located on the southeast side of the intersection of CR AA and CR 21.

Segment A79

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

Segment A80

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

Segment A81

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

Segment A82

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

Segment A83

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

Segment A84

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

Segment A85

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

Segment A86

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

Segment A87

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

Segment A88

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

Segment A89

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

Segment A90

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

with Segments A87, A91, and A95, located on the northeast side of the intersection of CR V and CR 28.

Segment A91

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

Segment A92

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

Segment A93

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

Segment A94

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

Segment A95

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

Segment A96

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

Segment A97

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

Segment A98

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

Segment A99

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

Segment A100

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

Segment A101

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

Segment A102

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

Segment A103

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

Segment A104

Segment A104 begins at its intersection with Segments A94 and A101, located on the northwest side of the intersection of CR O and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 1.01 miles, paralleling the west side of CR O, crossing an existing pipeline. The segment then turns east, immediately crossing CR O, for approximately 5.09 miles, paralleling the north side of CR 32, crossing an existing CRMWA Aqueduct, an existing pipeline, US 87, an existing railroad, and Sam Rd, until reaching its intersection with Segments A105 and A108, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956.

Segment A105

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

northeast of the intersection of CR 32 and FM 2956.

Segment A106

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

Segment A107

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

Segment A108

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

Segment A109

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

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

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

The proposed SNO Line will begin at either the Southeast Station directly or from one of two Point-of-Interconnect (“POI”) Options (POI Option 1 or POI Option 2). The POI Options are alternative end points located along a portion of an existing 230-kV transmission line that would be disconnected from the Southwest Power Pool (“SPP”) and repurposed to connect the Southeast Station to the Electric Reliability Council of Texas (“ERCOT”), if one of the two POIs is selected by the Commission. From the Southeast Station, POI Option 1, or POI Option 2 the alternative routes generally proceed east/southeast to the New Oliver Station. Then, the SNO Line alternative routes generally proceed back west/northwest to the Oliver Station, which is approximately 2.4 miles southwest of the Southeast Station. As a result, some alternative routes cross parcels that are affected by multiple segments that parallel one another. For example (as shown in the table below), SNO Route 2 follows segment B15A as the line travels east from POI Option 2 to New Oliver Option 1 Station, then follows segment B15B (which is parallel and immediately adjacent to B15A) as the line travels back west from New Oliver Option 1 to the existing Oliver Station. In this example, the affected parcel would be crossed by two adjacent and parallel segments of the SNO Line.

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

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

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

Alternative Route	Route Composition
SNO Route 1	SOUTHEAST-B1-B15B-B16A-B19A-B26A-NEW OLIVER OPTION 1-B50A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 2	POI2-B14A-B15A-B18B-B23B-NEW OLIVER OPTION 1-B23A-B18A-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 3	POI2-B14A-B15A-B18B-B22B-B26B-NEW OLIVER OPTION 1-B26A-B22A-B18A-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 4	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B55B-NEW OLIVER OPTION 1-B55A-B54B-B52A-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 5	POI1-B10-B28-B31-B38-B42-B45A-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45B-B44-B40-B8-B7-B3-OLIVER
SNO Route 6	POI1-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 7	POI1-B10-B28-B31-B39-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER
SNO Route 8	SOUTHEAST-B1-B15B-B16A-B17A-B21A-NEW OLIVER OPTION 2-B58A-B56A-B49A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 9	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 10	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 11	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B57A-NEW OLIVER OPTION 2-B57B-B54B-B52B-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 12	POI1-B10-B28-B31-B38-B42-B45A-B47A-B51B-B53A-B58A-NEW OLIVER OPTION 2-B58B-B53B-B51A-B47B-B45B-B44-B40-B8-B7-B3-OLIVER
SNO Route 13	POI1-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-B59A-B26A-B24B-B25B-NEW OLIVER OPTION 2-B25A-B24A-B26B-B59B-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 14	POI1-B10-B28-B31-B39-B43-B47A-B48A-B49B-B56B-B58A-NEW OLIVER OPTION 2-B58B-B56A-B49A-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER

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

Segment B1

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

Segment B2

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

Segment B3

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

Segment B4

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

Segment B5

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

Segment B6

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

Segment B7

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

Segment B8

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

Segment B9

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

Segment B10

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

Segment B11

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

Segment B12

Segment B12 begins at its intersection with Segments B11 and B29, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds east, immediately crossing US 87, for approximately 1.08 miles, paralleling the south side of an existing 230-kV transmission line and 98th St, exiting the Lubbock city limits, crossing an existing double-circuit 115/230-kV transmission line, until reaching its intersection with Segments B13 and B34, located on the south side of 98th St.

Segment B13

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

Segments B14A and B14B

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

Segments B15A and B15B

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

Segments B16A and B16B

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

Segments B17A and B17B

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

Segments B18A and B18B

Segments B18A and B18B are separate segments that are parallel and immediately adjacent to one another. Segments B18A and B18B begin at their intersection with Segments B15A/B15B and B16A/B16B, located on the south side of 98th St. The segments proceed south for approximately 1.98 miles, paralleling the east side of an existing 115-kV transmission line, crossing 114th St. The segments then turn east for approximately 0.28 mile, paralleling the north side of FM 1585, until reaching their intersection with Segments B22A/B22B and B23A/B23B, located on the north side of FM 1585.

Segments B19A and B19B

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

Segments B20A and B20B

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

Segments B21A and B21B

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

Segments B22A and B22B

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

Segments B23A and B23B

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

Segments B24A and B24B

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

Segments B25A and B25B

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

Segments B26A and B26B

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

Segment B27

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

Segment B28

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

Segment B29

Segment B29 begins at its intersection with Segments B11 and B12, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds south for approximately 0.49 mile, paralleling the west side of US 87, crossing an existing 230-kV and 115-kV transmission line and exiting the Lubbock city limits, until reaching its intersection with Segments B30 and B32, located on the west side of US 87.

Segment B30

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

Segment B31

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

Segment B32

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

Segment B33

Segment B33 begins at its intersection with Segments B32 and B34,

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

Segment B34

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

Segment B35

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

Segment B36

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

Segment B37

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

Segment B38

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

Segment B39

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

Segment B40

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

Segment B41

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

Segment B42

Segment B42 begins at its intersection with Segments B37 and B38, located on the southwest side of the intersection of 114th St and Avenue P. The segment proceeds south for approximately 0.49 mile, paralleling the west side of Avenue P, and then turns east for approximately 0.02 mile, crossing Avenue P. The segment then turns south for approximately 0.56 mile, paralleling the east side of Avenue P, crossing 126th St, CR 7365, CR 7370, and FM 1585, and then turns west for approximately 0.02 mile, crossing Avenue P. The segment then turns south for approximately 0.93 mile, paralleling the west side of Avenue P, until reaching its intersection with Segments B44, B45A, and B45B, located on the northwest side of the intersection of 146th St and Avenue P.

Segment B43

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

Segment B44

Segment B44 begins at its intersection with Segments B40 and B41,

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

Segments B45A and B45B

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

Segment B46

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

Segments B47A and B47B

Segments B47A and B47B are separate segments that are parallel and immediately adjacent to one another. Segments B47A and B47B begin at their intersection with Segments B43, B45A/B45B, and B46, located on the southeast side of the intersection of US 87 and 146th St. The segments proceed south for approximately 0.25 mile, paralleling the east side of US 87, and then angle southeast for approximately 0.51 mile, paralleling the east side of US 87, crossing an existing pipeline. The segments then angle east for approximately 0.37 mile, and then turn south for approximately 0.25 mile. The segments then turn east for approximately 1.64 miles, paralleling the north side of Woodrow Rd, crossing Martin L King Blvd and two existing pipelines. The segments then angle southeast for approximately 0.11 mile, crossing Woodrow Rd, and then angle east for approximately 0.56 mile, paralleling the south side of Woodrow Rd. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, and then turn east for approximately 0.26 mile, paralleling the north side of Woodrow Rd. The segments then angle southeast for approximately 0.10 mile, crossing Woodrow Rd. The segments then turn east for approximately 0.64 mile, crossing an existing 115-kV transmission line, an existing CRMWA Aqueduct, and CR 2700. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, until reaching their intersection with Segments B48A/B48B and B51A/B51B, located on the northeast side of the intersection of Woodrow Rd and CR 2700.

Segments B48A and B48B

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

Segments B49A and B49B

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

Segments B50A and B50B

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

Segments B51A and B51B

Segments B51A and B51B are separate segments that are parallel and immediately adjacent to one another. Segments B51A and B51B begin at their intersection with Segments B47A/B47B and B48A/B48B, located on the northeast side of the intersection of Woodrow

Rd and CR 2700. The segments proceed east for approximately 0.97 mile, paralleling the north side of Woodrow Rd, until reaching their intersection with Segments B52A/B52B and B53A/B53B, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

Segments B52A and B52B

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

Segments B53A and B53B

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

Segments B54A and B54B

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

Segments B55A and B55B

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

Segments B56A and B56B

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

Segments B57A and B57B

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

Segments B58A and B58B

Segments B58A and B58B are separate segments that are parallel and immediately adjacent to one another. Segments B58A and B58B begin at their intersection with Segments B53A/B53B and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2900. The segments proceed north for approximately 0.79 mile, paralleling the east side of CR 2900. The segments then turn west for approximately 0.01 mile, crossing CR 2900, entering the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segments B59A and B59B

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

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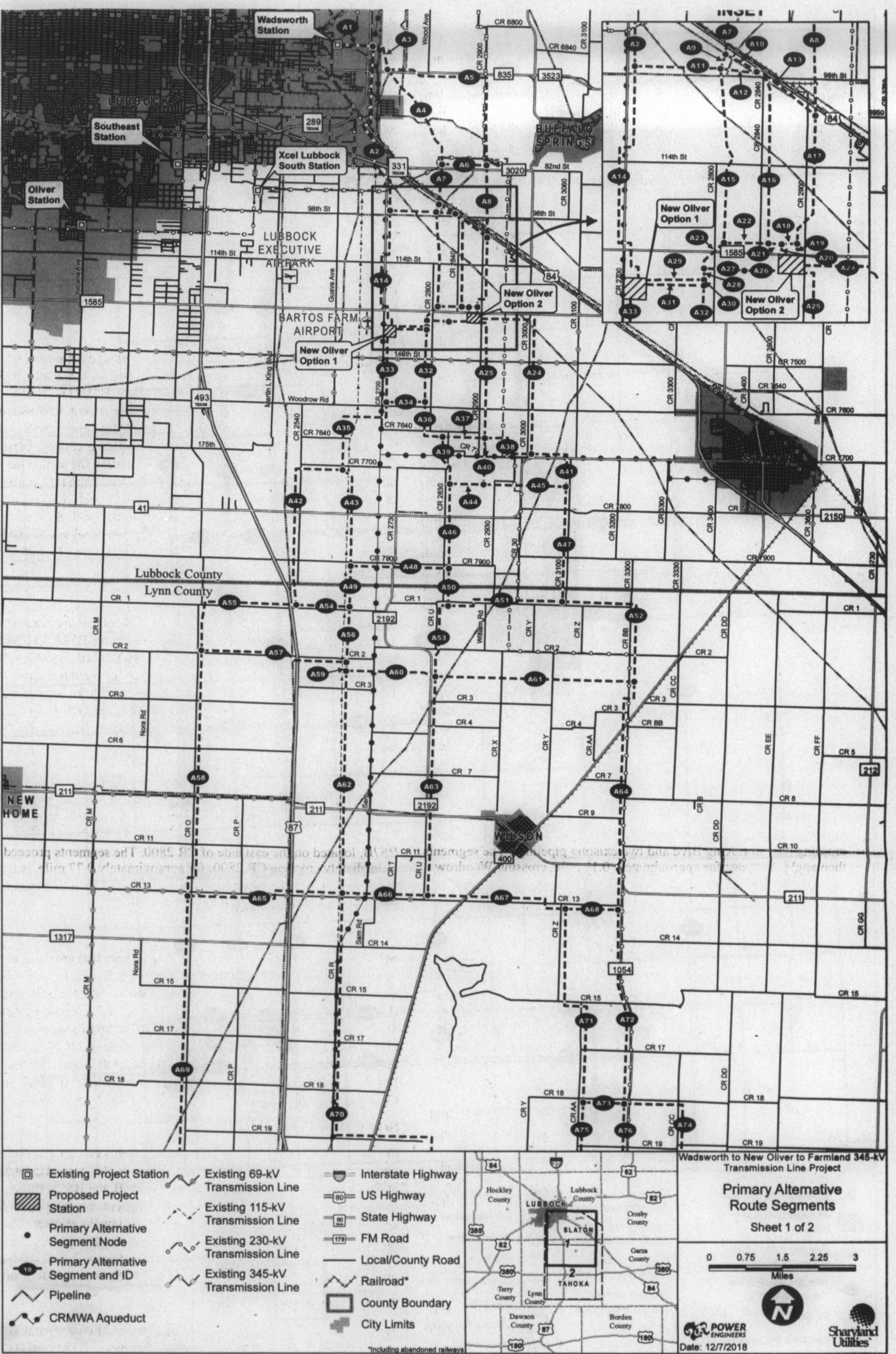
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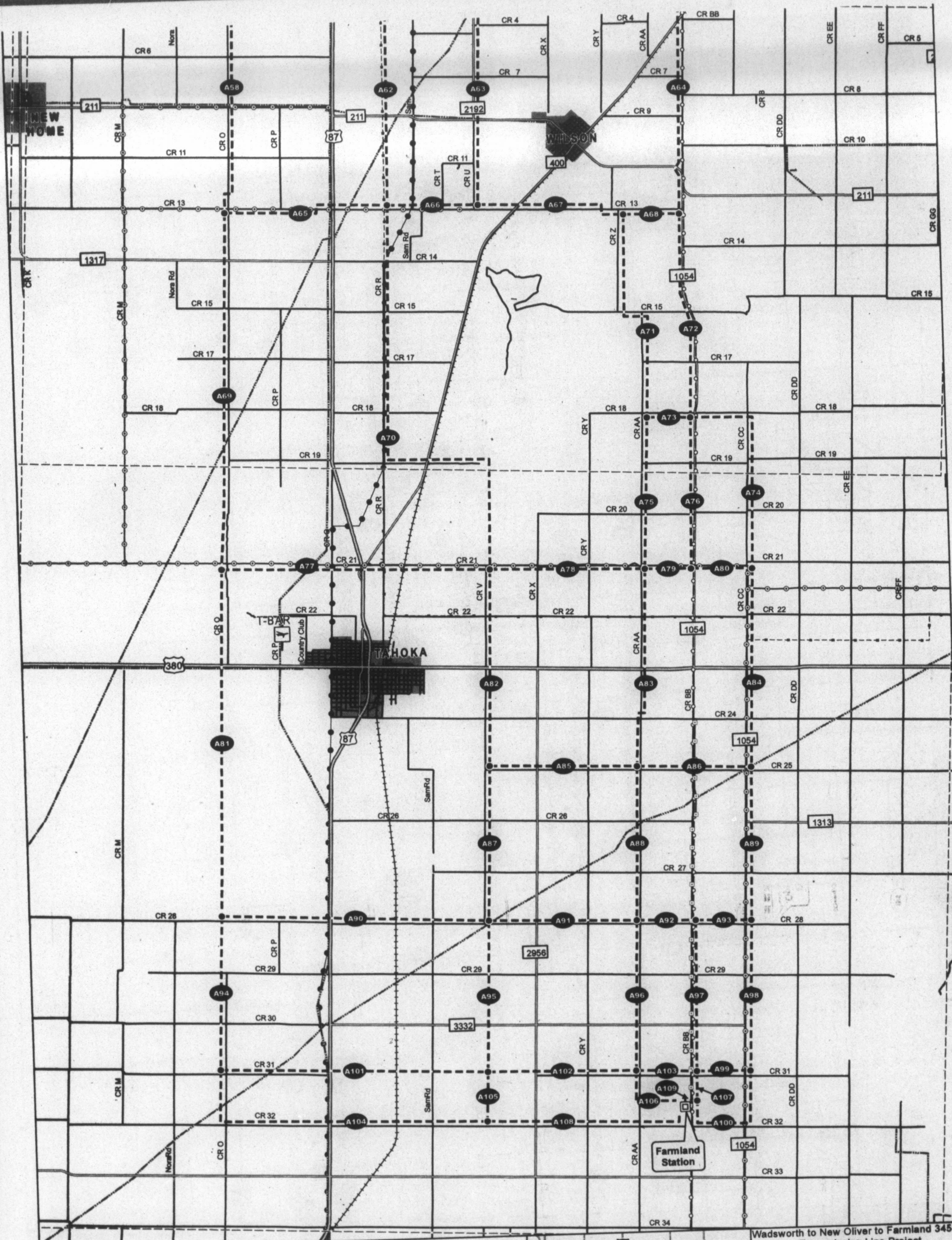
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- Existing Project Station
- Proposed Project Station
- Primary Alternative Segment Node
- Primary Alternative Segment and ID
- Pipeline
- CRMWA Aqueduct
- Existing 69-kV Transmission Line
- Existing 115-kV Transmission Line
- Existing 230-kV Transmission Line
- Existing 345-kV Transmission Line
- Interstate Highway
- US Highway
- State Highway
- FM Road
- Local/County Road
- Railroad*
- County Boundary
- City Limits



Wadsworth to New Oliver to Farmland 345-kV Transmission Line Project

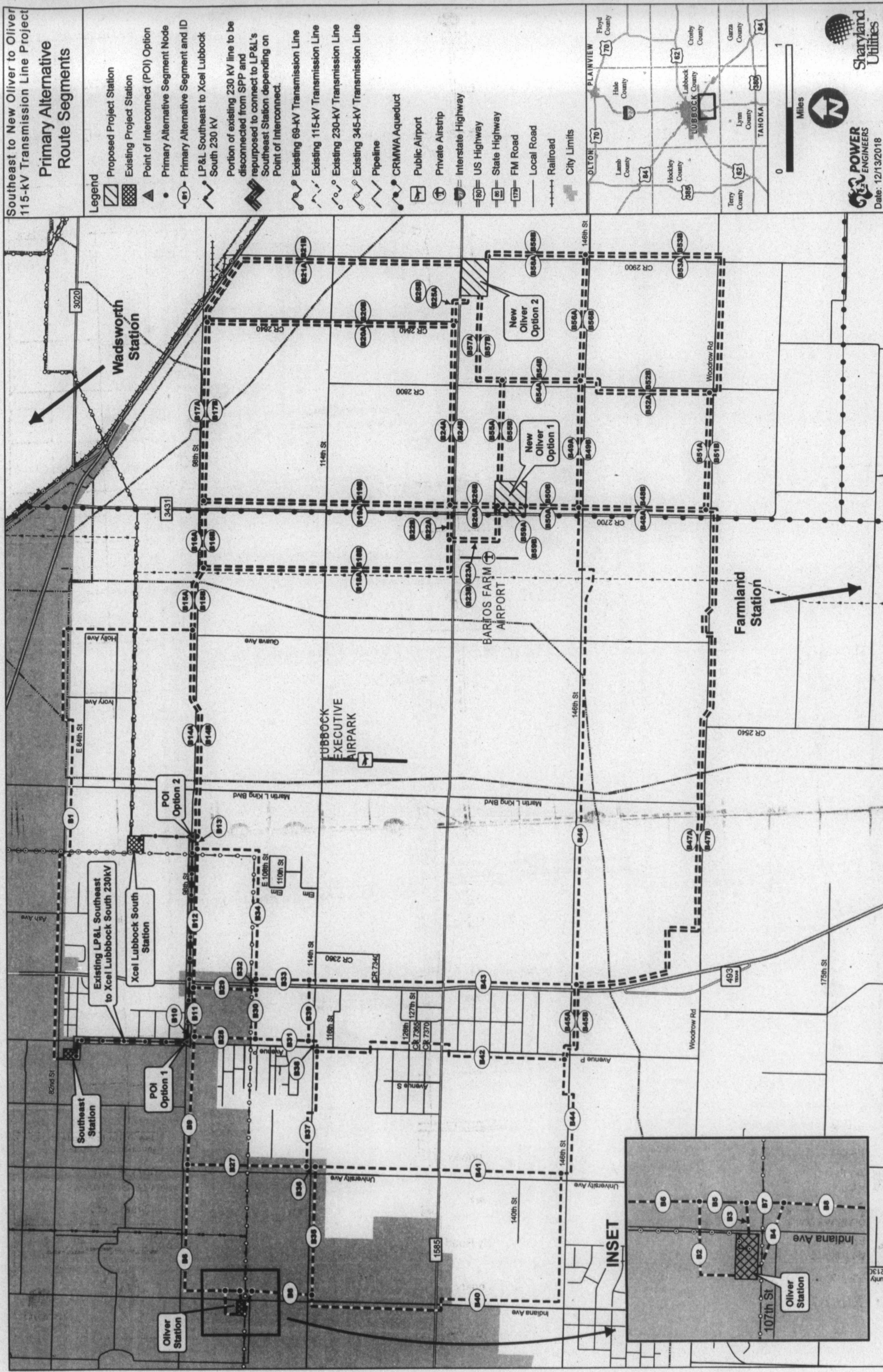
Primary Alternative Route Segments

Sheet 2 of 2

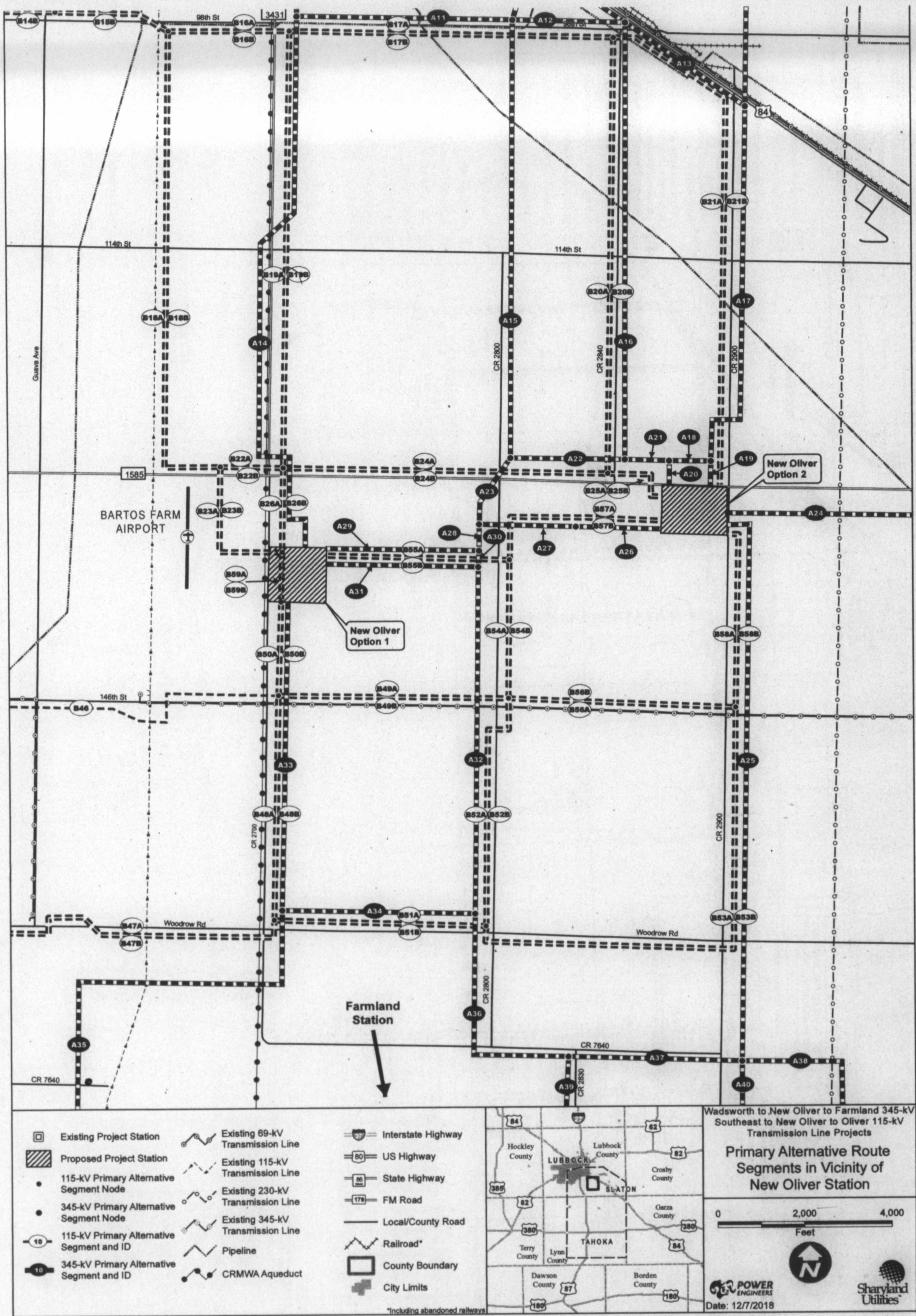
0 0.75 1.5 2.25 3 Miles

Date: 11/9/2018

Southeast to New Oliver to Oliver



Path: N:\Project\150403_LPL_Opalala_Abernathy\DDGIS\Supp\Wadsworth_to_Farmland\Notice\CCN_Notice_Map_Sec_115kV.mxd



- Existing Project Station
- ▨ Proposed Project Station
- 115-kV Primary Alternative Segment Node
- 345-kV Primary Alternative Segment Node
- 115-kV Primary Alternative Segment and ID
- 345-kV Primary Alternative Segment and ID
- Existing 69-kV Transmission Line
- Existing 115-kV Transmission Line
- Existing 230-kV Transmission Line
- Existing 345-kV Transmission Line
- Pipeline
- CRMWA Aqueduct
- Interstate Highway
- US Highway
- State Highway
- FM Road
- Local/County Road
- Railroad*
- County Boundary
- City Limits



Wadsworth to New Oliver to Farmland 345-kV Southeast to New Oliver to Oliver 115-kV Transmission Line Projects

Primary Alternative Route Segments in Vicinity of New Oliver Station

0 2,000 4,000 Feet

POWER ENGINEERS
Date: 12/7/2018

Sharyland Utilities