

SAM HOUSTON ELECTRIC COOPERATIVE, INC.

Phone (936) 327-5711

P.O. Box 1121

Livingston, Texas 77351

May 27, 2022

Application of Sam Houston Electric Cooperative, Inc. To Amend Its Certificate of Convenience and Necessity for a Proposed 138kV Transmission Line in Tyler and Polk Counties

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 53602

Dear Landowner:

Sam Houston Electric Cooperative, Inc. (SHECO), of Livingston, Texas, plans to construct a 138 kilovolt (kV) transmission line in Tyler and Polk Counties, Texas. On **May 27, 2022**, SHECO filed an application for an Amendment to Its Certificate of Convenience and Necessity (CCN) with the Public Utility Commission of Texas (Commission or PUC) requesting approval of this project. The total estimated cost of this transmission project is between **\$16,889,681** and **\$25,344,870**, dependent upon which route the Commission selects. Additional costs associated with the proposed project include the construction of the proposed "NSS" Switching Station at a cost of **\$3,976,530**. Accordingly, the total estimated cost of the proposed project is between **\$20,866,211** and **\$29,321,400**. The project, if approved by the Commission, may be constructed on any of the 21 routes submitted in the application and described below. The following notice complies with Commission requirements.

Your land may be directly affected in this docket. If one of the applicant's routes is approved by the Public Utility Commission of Texas (Commission or PUC), the applicant will have the right to build a facility which may directly affect your land. This docket will not determine the value of your land or the value of an easement if one is needed by the applicant to build the facility. If you have questions about the transmission line, you may contact Mr. Kabe Murphy with SHECO at 936-328-1287. A detailed routing map may be reviewed at 1157 E. Church St., Livingston, TX 77351.

All routes and route segments included in this notice are available for selection and approval by the Public Utility Commission of Texas.

The enclosed brochure entitled "Landowners and Transmission Line Cases at the PUC" provides basic information about how you may participate in this docket, and how you may contact the PUC. Please read this brochure carefully. The brochure includes sample forms for making comments and for making a request to intervene as a party in this docket. ***The only way to fully participate in the PUC's decision on where to locate the transmission line 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 PUC's proceedings and cannot predict which route may or may not be approved by the PUC.***

In addition to the contacts listed in the brochure, you may call the PUC's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC'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 **July 11, 2022** (date is 45 days after the date the application was filed with the PUC), and the PUC should receive a letter 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 PUC. 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. The enclosed brochure explains how you can access these filings.

NEED FOR THE PROJECT

The purpose of the proposed project is to increase the reliability of electric service to both ETI and SHECO customers across the northeastern and central regions of their system. The proposed project will mitigate reliability violations, thermal overloads of a series of 138 kV transmission lines and low voltages at various 138 kV substations during certain transmission outages. Specifically, the proposed transmission project is needed to mitigate reliability violations due to the loss of two simultaneous transmission lines in the area. Furthermore, the proposed project will enhance the overall reliability of the electric service to SHECO's customers due to transitioning to a closed loop networked architecture of the existing transmission facilities in contrast to continue providing the service via a radial transmission feed. Overall, the proposed project provides additional switching flexibility to SHECO during transmission outages and prevents transmission planning criteria violations in the event of a simultaneous outage, thereby increasing system reliability and potentially decreasing restoration time.

PROJECT DESCRIPTION

Provided below is the description of the approximate location of the alternative routes for this project.

SHECO has filed an application with the Commission to amend its CCN to construct the proposed NSS to Deer 138 kV transmission line in Polk and Tyler Counties, Texas. In its CCN application for this project, SHECO has presented 21 different alternative routes comprised of 76 alternative segments for consideration by the PUC for this project. The following table lists the segment combinations that make up SHECO’s 21 alternative routes. All alternative routes and alternative segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed from the proposed NSS, located approximately 12 miles east of the City of Livingston, Texas to the existing Deer Substation located approximately eight miles northwest of the City of Woodville, Texas. **All routes and route segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed.**

Alternative Routes	Segments
Route 1	A-H1-CA-Z2-AN-AV-AZ-BB-BQ-BT-BV-BW
Route 2	A-H1-H2-W-Z1-Z2-AN-AV-AZ-BB-BQ-BT-BV-BW
Route 3	A-H1-H2-X-AA-AK-AO-AV-AZ-BB-BQ-BT-BV-BW
Route 4	A-I-P-T-AB-AC-AI-AM-AQ-AT-AY-BC-BD-BL-BM-BQ-BT-BV-BW
Route 5	B-N-P-T-AB-AC-AI-AM-AP-AX-AY-BC-BD-BL-BN-BO-BR-BT-BV-BW
Route 6	B-N-P-T-AB-AC-AI-AM-AQ-AU-BH1-BY-BK2-BK3-BU
Route 7	B-N-P-U-Y-Z1-Z2-AN-AV-AZ-BB-BQ-BT-BX
Route 8	C-F-J-N-P-T-AB-AC-AI-AM-AP-AW-AZ-BB-BQ-BT-BX
Route 9	C-F-K-L-M-O2-S-AB-AC-AI-AM-AP-AX-AY-BA-BB-BQ-BT-BV-BW
Route 10	C-F-K-O1-O2-S-AB-AC-AH-AK-AO-AV-AZ-BB-BQ-BT-BV-BW
Route 11	C-F-K-O1-O2-S-AB-AC-AI-AL-AO-AV-AZ-BB-BQ-BT-BX
Route 12	C-F-K-O1-O2-S-AB-AC-AI-AM-AQ-AU-BH1-BH2-BJ-BL-BN-BO-BS-BW
Route 13	C-F-K-O1-O2-S-T-U-AA-AK-AO-AV-AZ-BB-BQ-BT-BV-BW
Route 14	D-G-M-O2-S-AB-AC-AH-AJ-AN-AV-AZ-BB-BQ-BT-BV-BW
Route 15	D-G-M-O2-S-AB-AC-AI-AM-AP-AX-AY-BC-BD-BL-BN-BP-BU
Route 16	D-G-M-O2-S-AB-AC-AI-AM-AP-AX-AY-BC-BE-BZ-BK3-BU
Route 17	R-S-AB-AC-AH-AK-AO-AV-AZ-BB-BQ-BT-BV-BW
Route 18	R-S-AB-AC-AI-AL-AO-AV-AZ-BB-BQ-BT-BV-BW
Route 19	R-S-AB-AC-AI-AM-AQ-AU-BF-BG-BK1-BK2-BK3-BU
Route 20	R-S-AB-AC-AI-AM-AQ-AU-BI-BK1-BK2-BK3-BU
Route 21	R-S-T-U-AA-AK-AO-AV-AZ-BB-BQ-BT-BV-BW

The following narrative, along with the enclosed map, provides a detailed description of the alternative segments that form the 21 alternative routes for consideration in relation to area landmarks and readily identifiable points of reference such as administrative boundaries, streets, roads, highways, railroad tracks, etc. *Some segments may be utilized in forward progressing routes as currently described, or in the opposite direction. All distances listed below are approximate and rounded to the nearest hundredth of a mile. The distances of individual segments below may not sum to the total length of route presented due to rounding.*

SEGMENT A – 0.89-mile

Segment A begins on the west side of the proposed NSS Option A in Polk County, Texas, located on the north side of United States Highway (US Hwy) 190 and at the intersection of US Hwy 190 and Nursery Road (Rd). The segment proceeds west, for approximately 0.53-mile. The segment then angles northwest for approximately 0.36-mile, crossing Stutts Hill Rd, before reaching its intersection with Segments H1 and I, located approximately 0.40-mile northeast of the US Hwy 190 and Stutts Hill Rd intersection.

SEGMENT AA – 3.04 miles

Segment AA begins at its intersection with Segments U, X, and Y, located approximately 1.56 miles southeast of the intersection of Darden Rd and Ollie Rd. The segment proceeds northeast for approximately 2.92 miles, paralleling the north side of an existing pipeline corridor, crossing two existing pipeline corridors, and Big Sandy Creek. The segment then angles east for approximately 0.12-mile, crossing an existing pipeline corridor, before reaching its intersection with Segments AH, AJ, and AK, located on the west side of Farm to Market (FM) 2500 approximately 0.14-mile southeast of the intersection of Puckett Cutoff and FM 2500.

SEGMENT AB – 0.46-mile

Segment AB begins at its intersection with Segments S and T, located approximately 0.42-mile southeast of the intersection of Nursery Rd and Johnsons Mill Creek. The segment proceeds northeast for approximately 0.46-mile, crossing Johnsons Mill Creek, before reaching its intersection with Segment AC located approximately 0.59-mile east of the intersection of Nursery Rd and Johnsons Mill Creek.

SEGMENT AC – 1.75 miles

Segment AC begins at its intersection with Segment AB approximately 0.59-mile east of the intersection of Nursery Rd and Johnsons Mill Creek. The segment proceeds northeast for approximately 0.98-mile crossing three existing pipeline corridors and paralleling the north side of an existing pipeline corridor. The segment then angles north-northeast for approximately 0.23-mile crossing Big Sandy Creek. The segment then angles northeast for approximately 0.54-mile paralleling the north side of an existing pipeline corridor, crossing an existing pipeline corridor, and crossing FM 2500, before reaching its intersection with Segment AH and AI located approximately 0.13-mile northwest of the intersection of FM 2500 and Chief Kina Loop.

SEGMENT AH – 1.84 miles

Segment AH begins at its intersection with Segment AC and AI located approximately 0.13-mile northwest of the intersection of FM 2500 and Chief Kina Loop. The segment proceeds northwest for approximately 1.03 miles paralleling the east side of FM 2500 and crossing an existing pipeline corridor, then angles west-southwest for approximately 0.02-mile crossing FM 2500. The segment then angles north-northwest for approximately 0.40-mile, paralleling the west side of FM 2500. The segment then angles northwest for approximately 0.39-mile, paralleling the west side of FM 2500, before reaching its intersection with Segments AA, AJ, and AK, located on the west side of FM 2500 approximately 0.14-mile southeast of the intersection of Puckett Cutoff and FM 2500.

SEGMENT AI – 1.79 miles

Segment AI begins at its intersection with Segment AC and AH located approximately 0.13-mile northwest of the intersection of FM 2500 and Chief Kina Loop. The segment proceeds northeast for approximately 1.49 miles, crossing two existing pipeline corridors, Bear Creek, and two additional existing pipeline corridors. The segment then angles southeast for approximately 0.30-mile, before reaching its intersection with Segments AL and AM, located approximately 1.59 miles northeast of the intersection of FM 2500 and Chief Kina Loop.

SEGMENT AJ – 2.29 miles

Segment AJ begins at its intersection with Segments AA, AH, and AK, located on the west side of FM 2500 approximately 0.14-mile southeast of the intersection of Puckett Cutoff and FM 2500. The segment proceeds northwest for approximately 0.82-mile, crossing an existing pipeline corridor and paralleling the west side of FM 2500. The segment then angles north-northwest for approximately 0.21-mile paralleling the west side of FM 2500. The segment then angles northwest for approximately 0.45-mile paralleling the west side of FM 2500 and crossing Baskin Loop Rd and an existing pipeline corridor. The segment then angles east for approximately 0.02-mile, crossing FM 2500. The segment then angles north-northwest for approximately 0.43-mile paralleling the east side of FM 2500 and crossing Center Grove Rd. The segment then angles northwest for approximately 0.36-mile, paralleling the east side of FM 2500, before reaching its intersection with Segments AN and Z2, located approximately 0.02-mile east of the intersection of FM 2500 and FM 942.

SEGMENT AK – 2.88 miles

Segment AK begins at its intersection with Segments AA, AH, and AJ, located on the west side of FM 2500 approximately 0.14-mile southeast of the intersection of Puckett Cutoff and FM 2500. The segment proceeds northeast for approximately 2.88 miles, paralleling the south side of an existing pipeline corridor, crossing FM 2500, an existing pipeline corridor, Hickman Creek, and Bear Creek, before reaching its intersection with Segments AL and AO, located approximately 1.54 miles south of the intersection of L Clamon Rd and Clamon County Rd.

SEGMENT AL – 2.69 miles

Segment AL begins at its intersection with Segments AI and AM, located approximately 1.59 miles northeast of the intersection of FM 2500 and Chief Kina Loop. The segment proceeds north for approximately 0.08-mile then angles east-northeast for approximately 0.27-mile. The segment then angles northeast for approximately 0.07-mile then angles north-northeast for approximately 0.38-mile. The segment turns north-northwest for approximately 0.28-mile then angles northeast for approximately 0.75-mile crossing an existing pipeline corridor. The segment then angles east-northeast 0.09-mile then angles north for approximately 0.49-mile. The segment then angles northwest for approximately 0.28-mile, before reaching its intersection with Segments AK and AO, located approximately 1.54 miles south of the intersection of L Clamon Rd and Clamon County Rd.

SEGMENT AM – 3.11 miles

Segment AM begins at its intersection with Segments AI and AL, located approximately 1.59 miles northeast of the intersection of FM 2500 and Chief Kina Loop. The segment proceeds east-northeast for approximately 1.00 mile paralleling the north side of an existing pipeline corridor, crossing Mill Creek. The segment then angles east for approximately 1.42 miles paralleling the north side of an existing pipeline corridor and crossing two existing pipeline corridors. The segment then angles northeast for approximately 0.24-mile, paralleling the north side of an existing pipeline corridor. The segment then angles east for approximately 0.45-mile paralleling the north side of an existing pipeline corridor, before

reaching its intersection with Segments AP and AQ, located approximately 0.75-mile north of the intersection of Midway Loop Rd and Midway Central Rd.

SEGMENT AN – 5.32 miles

Segment AN begins at its intersection with Segments AJ and Z2, located approximately 0.02-mile east of the intersection of FM 2500 and FM 942. The segment proceeds northeast for approximately 0.41-mile, paralleling the south side of FM 942 and crossing an existing pipeline corridor. The segment then angles northeast for approximately 0.23-mile, paralleling the south side of FM 942 and crossing David Hon Rd. The segment then angles northwest for approximately 0.02-mile crossing FM 942. The segment then angles northeast for approximately 0.84-mile, paralleling the north side of FM 942 and crossing Parrish Cemetery Rd, Hickman Creek, and an existing pipeline corridor. The segment then angles east approximately 0.07-mile, crossing FM 942 and two existing pipeline corridors. The segment then angles northeast for approximately 1.15 miles crossing three existing pipeline corridors and paralleling the east side of an existing pipeline corridor. The segment then angles southeast for approximately 2.60 miles, crossing James David Rd, two existing pipeline corridors, Bear Creek, L Clamon Rd, and one more existing pipeline corridor, before reaching its intersection with Segments AO and AV, located approximately 1.43 miles southeast of the intersection of L Clamon Rd and Clamon County Rd.

SEGMENT AO – 1.49 miles

Segment AO begins at its intersection with Segments AK and AL, located approximately 1.54 miles south of the intersection of L Clamon Rd and Clamon County Rd. The segment proceeds northeast for approximately 1.49 miles, paralleling the south side of an existing pipeline corridor and crossing an existing pipeline corridor, before reaching its intersection with Segments AN and AV, located approximately 1.43 miles southeast of the intersection of L Clamon Rd and Clamon County Rd.

SEGMENT AP – 1.96 miles

Segment AP begins at its intersection with Segments AM and AQ, located approximately 0.75-mile north of the intersection of Midway Loop Rd and Midway Central Rd. The segment proceeds north for approximately 0.36-mile, crossing an existing pipeline corridor. The segment then angles northwest for approximately 0.25-mile. The segment then angles north for approximately 1.35 miles, before reaching its intersection with AX and AW, located approximately 1.68 miles southwest from the intersection of the streams Clear Prong and Woods Creek.

SEGMENT AQ – 3.08 miles

Segment AQ begins at its intersection with Segments AM and AP, located approximately 0.75-mile north of the intersection of Midway Loop Rd and Midway Central Rd. The segment proceeds east for approximately 1.08 miles, crossing two existing pipeline corridors. The segment then angles north for approximately 0.20-mile, crossing an existing pipeline corridor. The segment then angles east for approximately 0.97-mile crossing an existing pipeline corridor, Woods Creek, and Jim Hubert Rd. The segment then angles southeast slightly for approximately 0.11-mile, then angles northeast for approximately 0.37-mile crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.35-mile, paralleling the north side of an existing pipeline corridor, before reaching its intersection with Segments AT and AU, located approximately 0.14-mile south-southwest of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd.

SEGMENT AT – 2.46 miles

Segment AT begins at its intersection with Segments AQ and AU, located approximately 0.14-mile south-southwest of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd. The segment proceeds northwest 1.12 miles, paralleling the west side of the Polk/Tyler County Line for a short time,

crossing from Polk County into Tyler County, then paralleling the east side of the Polk/Tyler County Line for a short time. The segment then angles north for approximately 1.10 miles, crossing Hubert Cemetery Rd. The segment then angles northeast for approximately 0.18-mile, then angles north-northeast for approximately 0.06-mile, before reaching its intersection with Segments AX and AY, located approximately 0.69-mile northeast of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd.

SEGMENT AU – 3.36 miles

Segment AU begins at its intersection with Segments AQ and AT, located approximately 0.14-mile south-southwest of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd. The segment proceeds southeast for approximately 1.25 miles paralleling the north side of an existing pipeline corridor. The segment then angles northeast 0.71-mile, paralleling the north side of an existing pipeline corridor and crossing Horsepen Creek, Waters Spring Branch, and County Road (CR) 2175. The segment then angles east-northeast for approximately 0.25-mile, paralleling the north side of an existing pipeline corridor, then angles northeast for approximately 0.50-mile, paralleling the north side of an existing pipeline corridor. The segment then angles east-northeast for approximately 0.45-mile, paralleling the north side of an existing pipeline corridor and crossing CR 2175. The segment then angles southeast for approximately 0.20-mile, crossing an existing pipeline corridor and paralleling the north side of CR 2100, before reaching its intersection with Segments BF, BH1, and BI, located approximately 0.45-mile east-southeast of the intersection of CR 2175 and CR 2100.

SEGMENT AV – 1.84 miles

Segment AV begins at its intersection with Segments AN and AO, located approximately 1.43 miles southeast of the intersection of L Clamon Rd and Clamon County Rd. The segment proceeds northeast for approximately 1.84 mile, paralleling the south side of an existing pipeline corridor and crossing an existing pipeline corridor, before reaching its intersection with Segments AW and AZ, located approximately 1.57 miles northwest from the intersection of the streams Clear Prong and Woods Creek.

SEGMENT AW – 2.78 miles

Segment AW begins at its intersection with AP and AX, located approximately 1.68 miles southwest from the intersection of the streams Clear Prong and Woods Creek. The segment proceeds north-northwest for approximately 0.37-mile, then angles west for approximately 0.13-mile. The segment then angles northwest for approximately 0.16-mile, then angles west-northwest for approximately 0.24-mile, then angles northwest for approximately 0.44-mile. The segment then angles northeast for approximately 0.29-mile, then angles northwest for approximately 0.08-mile, then angles north-northeast for approximately 0.55-mile. The segment then angles northeast for approximately 0.43-mile, crossing an existing pipeline corridor. The segment then angles north-northeast for approximately 0.09-mile, before reaching its intersection with Segments AV and AZ, located approximately 1.57 miles northwest from the intersection of the streams Clear Prong and Woods Creek.

SEGMENT AX – 3.41 miles

Segment AX begins at its intersection with AP and AW, located approximately 1.68 miles southwest from the intersection of the streams Clear Prong and Woods Creek. The segment proceeds east for approximately 1.40 miles, crossing Woods Creek. The segment then angles north for approximately 0.56 mile. The segment then angles east for approximately 1.45 miles, crossing from Polk County into Tyler County then Dickens Branch, before reaching its intersection with Segments AT and AY, located approximately 0.69-mile northeast of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd.

SEGMENT AY – 1.01 miles

Segment AY begins at its intersection with Segments AT and AX, located approximately 0.69-mile northeast of the intersection of the Polk/Tyler County Line and Hubert Cemetery Rd. The segment proceeds north for approximately 0.15-mile, then angles northeast for approximately 0.15-mile. The segment then angles northeast for approximately 0.34-mile, crossing an existing pipeline corridor. The segment then angles northeast for approximately 0.37-mile, crossing Coontop Creek, before reaching its intersection with Segments BA and BC, located approximately 1.19 miles northwest of the intersection of the streams Coontop Creek and Horsepen Creek.

SEGMENT AZ – 3.82 miles

Segment AZ begins at its intersection with Segments AV and AW, located approximately 1.57 miles northwest from the intersection of the streams Clear Prong and Woods Creek. The segment proceeds northeast for approximately 1.20 miles, paralleling the south side of an existing pipeline corridor and crossing an existing pipeline corridor and Clear Prong. The segment then angles east for approximately 2.62 miles, crossing Woods Creek, from Polk County into Tyler County, and Horsepen Creek, before reaching its intersection with Segments BA and BB, located approximately 2.92 miles northeast of the intersection of the streams Clear Prong and Woods Creek.

SEGMENT B – 0.48 mile

Segment B begins at the north side of the proposed NSS Option A in Polk County, Texas, located on the north side of US Hwy 190 and at the intersection of US Hwy 190 and Nursery Rd. The segment proceeds north-northwest for approximately 0.20-mile, paralleling the west side of Nursery Rd. The segment then angles northwest for approximately 0.28-mile, paralleling the west side of Nursery Rd and crossing Hammond Rd, before reaching its intersection with Segments J and N, located approximately 0.05-mile northwest of the intersection of Nursery Rd and Hammond Rd.

SEGMENT BA – 1.67 miles

Segment BA begins at its intersection with Segments AY and BC, located approximately 1.19 mile northwest of the intersection of the streams Coontop Creek and Horsepen Creek. The segment north for approximately 1.67 miles crossing two existing pipeline corridors and Horsepen Creek, before reaching its intersection with Segments AZ and BB, located approximately 2.92 miles northeast of the intersection of the streams Clear Prong and Woods Creek.

SEGMENT BB – 2.46 miles

Segment BB begins at its intersection with Segments AZ and BA, located approximately 2.92 miles northeast of the intersection of the streams Clear Prong and Woods Creek. The segment proceeds east for approximately 2.46 miles, crossing four existing pipeline corridors and paralleling the south side of an existing Entergy Transmission Line for approximately 0.49-mile, before reaching its intersection with Segments BM and BQ, located approximately 1.71 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BC – 0.74-mile

Segment BC begins at its intersection with Segments AY and BA, located approximately 1.19 miles northwest of the intersection of the streams Coontop Creek and Horsepen Creek. The segment proceeds northeast for approximately 0.03-mile. The segment then angles east for approximately 0.71-mile, crossing Horsepen Creek, before reaching its intersection with Segments BD and BE, located approximately 2.22 miles northwest of the intersection of CR 2175 and CR 2225.

SEGMENT BD – 2.03 miles

Segment BD begins at its intersection with Segments BC and BE, located approximately 2.22 miles northwest of the intersection of CR 2175 and CR 2225. The segment proceeds northeast for approximately 0.56-mile, then angles east-northeast for approximately 0.4 mile, crossing an unnamed stream. The segment then angles north-northeast for approximately 0.12 -mile, crossing an existing pipeline corridor. The segment then angles northeast for approximately 0.19-mile. The segment then angles east-northeast for approximately 0.40-mile, crossing three existing pipeline corridors. The segment then angles northeast for approximately 0.20-mile, then angles east for approximately 0.15-mile, crossing an existing pipeline corridor, before reaching its intersection with Segments BJ and BL, located approximately 1.54 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BE – 1.78 miles

Segment BE begins at its intersection with Segments BC and BD, located approximately 2.22 miles northwest of the intersection of CR 2175 and CR 2225. The segment proceeds east for approximately 1.01 miles, crossing an unnamed stream. The segment then angles north for approximately 0.20-mile crossing an existing pipeline corridor. The segment then angles east for approximately 0.57-mile, crossing three existing pipeline corridors, before reaching its intersection with Segments BH2, BJ, and BZ, located approximately 1.55 miles southwest of the intersection of CR 2150 and FM 256.

SEGMENT BF – 1.05 miles

Segment BF begins at its intersection with Segments AU, BH1, and BI, located approximately 0.45-mile southeast of the intersection of CR 2175 and CR 2100. The segment proceeds southeast for approximately 1.05 miles, paralleling the west side of an existing pipeline corridor, before reaching its intersection with Segments BG, located approximately 0.55-mile east-southeast of the intersection of CR 2175 and US Hwy 190.

SEGMENT BG – 3.44 miles

Segment BG begins at its intersection with Segments BF, located approximately 0.55-mile east-southeast of the intersection of CR 2175 and US Hwy 190. The segment proceeds east-northeast for approximately 2.69 miles, paralleling the north side of US Hwy 190 and crossing three existing pipeline corridor, Big Cypress Creek, and another existing pipeline corridor. The segment then angles northwest for approximately 0.53-mile, paralleling the west side of FM 256. The segment then angles west-northwest for approximately 0.22-mile, crossing an existing pipeline corridor and CR 2100, before reaching its intersection with Segments BI and BK1, located approximately 0.16-mile southwest of the intersection of CR 2100 and FM 256.

SEGMENT BH1 – 1.48 miles

Segment BH1 begins at its intersection with Segments AU, BF, and BI, located approximately 0.45-mile east-southeast of the intersection of CR 2175 and CR 2100. The segment proceeds northwest for approximately 1.37 miles, paralleling the west side of an existing pipeline corridor and crossing an existing pipeline corridor and Fall Branch. The segment then angles northeast for approximately 0.11-mile, crossing an existing pipeline corridor, before reaching its intersection with Segments BH2 and BY, located approximately 1.02 miles northeast of the intersection of CR 2175 and CR 2200.

SEGMENT BH2 – 1.73 miles

Segment BH2 begins at its intersection with Segments BH1 and BY, located approximately 1.02 miles northeast of the intersection of CR 2175 and CR 2200. The segment proceeds north for approximately 1.73 miles, crossing two existing pipeline corridors and Flat Branch, before reaching its intersection with

Segments BE, BJ, and BZ, located approximately 1.55 miles southwest of the intersection of CR 2150 and FM 256.

SEGMENT BI – 2.62 miles

Segment BI begins at its intersection with Segments AU, BF, and BH1, located approximately 0.45-mile east-southeast of the intersection of CR 2175 and CR 2100. The segment proceeds east for approximately 0.31-mile, crossing three existing pipeline corridors and paralleling the north side of CR 2100 for 0.13-mile. The segment then angles southeast for approximately 0.06-mile, crossing CR 2100. The segment then angles northeast for approximately 0.24-mile crossing CR 2100. The segment then angles east-northeast for approximately 0.39-mile crossing Fall Branch and paralleling the north side of CR 2100. The segment proceeds northeast for approximately 0.32-mile, paralleling the north side of CR 2100 and crossing an existing pipeline corridor. The segment then angles east for approximately 0.50-mile, paralleling the south side of CR 2100 and crossing CR 2150, Big Cypress Creek, and two existing pipeline corridors. The segment then angles southeast for approximately 0.40-mile paralleling the south side of CR 2100 and crossing CR 2100. The segment then angles east for approximately 0.28-mile paralleling the north side of CR 2100. The segment then angles northeast for approximately 0.12-mile, paralleling the north side of CR 2100, before reaching its intersection with Segments BG and BK1, located approximately 0.16-mile southwest of the intersection of CR 2100 and FM 256.

SEGMENT BJ – 0.90-mile

Segment BJ begins at its intersection with Segments BE, BH2, and BZ, located approximately 1.55 miles southwest of the intersection of CR 2150 and FM 256. The segment proceeds north for approximately 0.90-mile, crossing two existing pipeline corridors, before reaching its intersection with Segments BD and BL, located approximately 1.54 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BK1 – 1.40 miles

Segment BK1 begins at its intersection with Segments BG and BI, located approximately 0.16-mile southwest of the intersection of CR 2100 and FM 256. The segment proceeds northeast for approximately 0.04-mile, paralleling the north side of CR 2100. The segment then angles northwest for approximately 0.22-mile, crossing an existing pipeline corridor. The segment then angles east-northeast for approximately 0.08-mile, then angles northeast for approximately 0.21-mile. The segment then angles east for approximately 0.08-mile, crossing FM 256. The segment then angles northwest for approximately 0.73-miles, paralleling the east side of FM 256 and crossing CR 2080. The segment then angles west for approximately 0.04-mile, crossing FM 256, before reaching its intersection with Segments BK2 and BY, located approximately 0.32-mile northwest of the intersection of CR 2080 and FM 256.

SEGMENT BK2 – 2.45 miles

Segment BK2 begins at its intersection with Segments BK1 and BY, located approximately 0.32-mile northwest of the intersection of CR 2080 and FM 256. The segment proceeds northwest for approximately 0.30-mile, paralleling the west side of FM 256. The segment then angles northeast for approximately 0.03-mile, crossing FM 256. The segment then angles northwest for approximately 1.00 mile, paralleling the east side of FM 256. The segment then angles west for approximately 0.02-mile, crossing FM 256. The segment then angles north-northwest for approximately 1.10 miles, paralleling the west side of FM 256 the entire way and crossing an existing pipeline corridor, before reaching its intersection with Segments BK3 and BZ, located approximately 0.17-mile southeast of the intersection of CR 2150 and FM 256.

SEGMENT BK3 – 0.68-mile

Segment BK3 begins at its intersection with Segments BK2 and BZ, located approximately 0.17-mile southeast of the intersection of CR 2150 and FM 256. The segment proceeds northwest for approximately 0.68-mile, paralleling the west side of FM 256 and crossing CR 2150 and Wolf Pen Creek, before reaching its intersection with Segments BP and BU, located approximately 0.51-mile northwest of the intersection of CR 2150 and FM 256.

SEGMENT BL – 0.16-mile

Segment BL begins at its intersection with Segments BD and BJ, located approximately 1.54 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds east for approximately 0.16-mile, paralleling the south side of an existing pipeline corridor, before reaching its intersection with Segments BM and BN, located approximately 1.40 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BM – 0.62-mile

Segment BM begins at its intersection with Segments BL and BN, located approximately 1.40 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds north for approximately 0.62-mile, crossing an existing pipeline corridor, before reaching its intersection with Segments BB and BQ, located approximately 1.71 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BN – 0.29-mile

Segment BN begins at its intersection with Segments BL and BM, located approximately 1.40 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds east for approximately 0.29-mile, paralleling the south side of an existing pipeline corridor and crossing Big Cypress Creek, before reaching its intersection with Segments BO and BP, located approximately 1.13 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BO – 0.24-mile

Segment BO begins at its intersection with Segments BN and BP, located approximately 1.13 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds north for approximately 0.24-mile, crossing an existing pipeline corridor, before reaching its intersection with Segments BR and BS, located approximately 1.24 miles northwest of the intersection of CR 2150 and FM 256.

SEGMENT BP – 0.82-mile

Segment BP begins at its intersection with Segments BN and BO, located approximately 1.13 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds east for approximately 0.82-mile, paralleling the southside of an existing pipeline corridor, before reaching its intersection with Segments BK3 and BU, located approximately 0.51-mile northwest of the intersection of CR 2150 and FM 256.

SEGMENT BQ – 0.30-mile

Segment BQ begins at its intersection with Segments BB and BM, located approximately 1.71 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds east for approximately 0.30-mile, paralleling the south side of an existing Entergy Transmission Line and crossing Big Cypress Creek, before reaching its intersection with Segments BR and BT, located approximately 0.60-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BR – 0.38-mile

Segment BR begins at its intersection with Segments BO and BS, located approximately 1.24 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds north for approximately 0.38-mile, before reaching its intersection with Segments BQ and BT, located approximately 0.60-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BS – 0.49-mile

Segment BS begins at its intersection with Segments BO and BR, located approximately 1.24 miles northwest of the intersection of CR 2150 and FM 256. The segment proceeds east for approximately 0.27-mile, then angles north for approximately 0.15-mile. The segment then angles northeast for approximately 0.07-mile, before reaching its intersection with Segments BV and BW, located approximately 0.30-mile southwest of the intersection of CR 2162 and FM 256.

SEGMENT BT – 0.26-mile

Segment BT begins at its intersection with Segments BQ and BR, located approximately 0.60-mile northwest of the intersection of CR 2162 and FM 256. The segment proceeds east for approximately 0.26-mile, paralleling the south side of an existing Entergy Transmission Line, before reaching its intersection with Segments BV and BX, located approximately 0.35-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BU – 0.64-mile

Segment BU begins at its intersection with Segments BK3 and BP, located approximately 0.51-mile northwest of the intersection of CR 2150 and FM 256. The segment proceeds northwest for approximately 0.64-mile, paralleling the west side of FM 256 and crossing an existing pipeline corridor and CR 2162, before terminating at the southeast corner of the existing Deer Substation located approximately 0.06-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BV – 0.20-mile

BV begins at its intersection with Segments BS and BW, located approximately 0.30-mile southwest of the intersection of CR 2162 and FM 256. The segment proceeds northwest for approximately 0.07-mile, crossing CR 2162. The segment then angles north for approximately 0.13-mile, before reaching its intersection with Segments BT and BX, located approximately 0.35-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BW – 0.27-mile

Segment BW begins at its intersection with Segments BS and BV, located approximately 0.30-mile southwest of the intersection of CR 2162 and FM 256. The segment proceeds northeast for approximately 0.27-mile, paralleling the south side of CR 2162 and crossing CR 2162, before terminating on the southwest corner of the existing Deer Substation located approximately 0.09-mile of the intersection of CR 2162 and FM 256.

SEGMENT BX – 0.34-mile

Segment BX begins at its intersection with Segments BT and BV, located approximately 0.35-mile northwest of the intersection of CR 2162 and FM 256. The segment proceeds north for approximately 0.04-mile crossing the existing Entergy Transmission Line and an existing distribution line. The segment then angles east for approximately 0.26-mile, paralleling the north side of the existing distribution line. The segment then angles southeast for approximately 0.04-mile crossing the existing Entergy Transmission Line and an existing distribution line, before terminating on the north side of the existing Deer Substation located approximately 0.11-mile northwest of the intersection of CR 2162 and FM 256.

SEGMENT BY – 2.73 miles

Segment BY begins at its intersection with Segments BH1 and BH2, located approximately 1.02 miles northeast of the intersection of CR 2175 and CR 2200. The segment proceeds east for approximately 2.67 miles, crossing two existing pipeline corridors, CR 2150, an existing pipeline corridor, and Big Cypress Creek. The segment then angles northwest for approximately 0.06-mile, paralleling the west side of FM 256, before reaching its intersection with Segments BK1 and BK2, located approximately 0.32-mile northwest of the intersection of CR 2080 and FM 256.

SEGMENT BZ – 1.97 miles

Segment BZ begins at its intersection with Segments BE, BH2, and BJ, located approximately 1.55 miles southwest of the intersection of CR 2150 and FM 256. The segment proceeds southeast for approximately 0.33-mile, crossing an existing pipeline corridor. The segment then angles east for approximately 0.90-mile, crossing an existing pipeline corridor, Big Cypress Creek, CR 2150, and Wolf Pen Creek. The segment then angles east-northeast for approximately 0.34-mile, paralleling the north side of an existing pipeline corridor. The segment then angles north for approximately 0.40-mile, before reaching its intersection with Segments BK2 and BK3, located approximately 0.17-mile southeast of the intersection of CR 2150 and FM 256.

SEGMENT C – 0.10-mile

Segment C begins at the east side of the proposed NSS Option A in Polk County, Texas, located on the north side of US Hwy 190 and at the intersection of US Hwy 190 and Nursery Rd. The segment proceeds east for approximately 0.06-mile, crossing Nursery Rd and Fire Tower Rd. The segment then angles northeast for approximately 0.04-mile, paralleling the east side of Fire Tower Rd, before reaching its intersection with Segment F, located approximately 0.12-mile northeast of the intersection of US Hwy 190 and Fire Tower Rd.

SEGMENT CA – 4.27 miles

Segment CA begins at its intersection with Segments H1 and H2, located approximately 0.13-mile southeast of the intersection of Darden Rd and Kelly Rd. The segment proceeds northwest for approximately 0.11-mile. The segment then angles west for approximately 0.56-mile, crossing Darden Rd and Bluff Creek. The segment then angles north for approximately 0.72-mile, crossing an existing pipeline corridor. The segment then angles northwest for approximately 0.39-mile, paralleling the west side of Kelly Rd. The segment proceeds northeast for approximately 0.48-mile, crossing Kelly Rd and paralleling the west side of Kelly Rd. The segment then angles north-northeast for approximately 0.10-mile, then angles northeast for approximately 0.10-mile, paralleling the west side of Kelly Rd the entire way. The segment then angles northwest for approximately 0.15-mile, then angles northeast for approximately 0.50-mile, paralleling the west side of Kelly Rd the entire way. The segment then angles northeast for approximately 1.16 miles, crossing an existing pipeline corridor, before reaching its intersection with Segments Z1 and Z2, located approximately 0.04-mile south of the intersection of Darden Rd and Ollie Rd.

SEGMENT D – 0.16-mile

Segment D begins at the southeast corner of the proposed NSS Option A in Polk County, Texas, located on the north side of US Hwy 190 and at the intersection of US Hwy 190 and Nursery Rd. The segment proceeds south for approximately 0.01-mile, paralleling the west side of Nursery Rd. The segment then angles east for approximately 0.15-mile, utilizing SHECO's existing 138 kV Transmission Line, before reaching its intersection with Segment G, located approximately 0.13-mile northeast of the intersection of US Hwy 190 and Fire Tower Rd.

SEGMENT F – 0.36-mile

Segment F begins at its intersection with Segment C, located approximately 0.12-mile northeast of the intersection of US Hwy 190 and Fire Tower Rd. The segment proceeds northeast for approximately 0.08-mile, paralleling the east side of Fire Tower Rd. The segment then angles northeast for approximately 0.13-mile, paralleling the south side of Fire Tower Rd. The segment then angles north for approximately 0.13-mile, paralleling the east side of Fire Tower Rd. The segment then angles north for approximately 0.02-mile crossing Hammond Rd, before reaching its intersection with Segments J and K, located approximately 0.03-mile northeast of the intersection of Fire Tower Rd and Hammond Rd.

SEGMENT G – 0.76-mile

Segment G begins at its intersection with Segment D, located approximately 0.13-mile northeast of the intersection of US Hwy 190 and Fire Tower Rd. The segment proceeds east for approximately 0.14-mile, utilizing Entergy's existing 138 kV Transmission Line. The segment then angles northeast for approximately 0.40-mile, utilizing Entergy's existing 138 kV Transmission Line. The segment then angles north-northeast for approximately 0.22-mile, utilizing Entergy's existing 138 kV Transmission Line and crossing Hammond Rd, before reaching its intersection with Segments L and M, located approximately 0.03-mile northwest of the intersection of US Hwy 190 and Hammond Rd.

SEGMENT H1 – 1.31 miles

Segment H1 begins at its intersection with Segments A and I, located approximately 0.40-mile northeast of the US Hwy 190 and Stutts Hill Rd intersection. The segment proceeds northwest for approximately 0.04-mile, then angles north for approximately 0.24-mile. The segment then angles west for approximately 0.21-mile, then angles northwest for approximately 0.82-mile, before reaching its intersection with Segments CA and H2, located approximately 0.13-mile southeast of the intersection of Darden Rd and Kelly Rd.

SEGMENT H2 – 2.03 miles

Segment H2 begins at its intersection with Segments CA and H1, located approximately 0.13-mile southeast of the intersection of Darden Rd and Kelly Rd. The segment proceeds northeast for approximately 0.93-miles, paralleling the south side of Darden Rd for a portion of that length. The segment then angles northwest for approximately 0.03-mile, crossing Darden Rd, then angles northeast for approximately 0.32-mile, paralleling the west side of Darden Rd. The segment then angles north-northeast for approximately 0.75-mile, paralleling the west side of Darden Rd and crossing an existing pipeline corridor, before reaching its intersection with Segments W and X, located approximately 1.88 miles northeast of the intersection of Darden Rd and Kelly Rd.

SEGMENT I – 0.70-mile

Segment I begins at its intersection with Segments A and H1, located approximately 0.40-mile northeast of the US Hwy 190 and Stutts Hill Rd intersection. The segment proceeds northeast for approximately 0.70-mile, paralleling the north side of Stutts Hill Rd, before reaching its intersection with Segments N and P, located approximately 0.03-mile northwest of the intersection of Hammond Rd and Stutts Hill Rd.

SEGMENT J – 0.41-mile

Segment J begins at its intersection with Segments F and K, located approximately 0.03-mile northeast of the intersection of Fire Tower Rd and Hammond Rd. The segment proceeds west-northwest for approximately 0.11-mile paralleling the north side of Hammond Rd. The segment then angles northwest for approximately 0.30-mile, paralleling the north side of Hammond Rd, before reaching its intersection with Segments B and N, located approximately 0.05-mile northwest of the intersection of Nursery Rd and Hammond Rd.

SEGMENT K – 0.05-mile

Segment K begins at its intersection with Segments F and J, located approximately 0.03-mile northeast of the intersection of Fire Tower Rd and Hammond Rd. The segment east for approximately 0.05-mile, paralleling the north side of Hammond Rd, before reaching its intersection with Segments L and O1, located approximately 0.08-mile northeast of the intersection of Fire Tower Rd and Hammond Rd.

SEGMENT L – 0.54-mile

Segment L begins at its intersection with Segments G and M, located approximately 0.03-mile northwest of the intersection of US Hwy 190 and Hammond Rd. The segment proceeds west for approximately 0.54-mile, paralleling the north side of Hammond Rd, before reaching its intersection with Segments K and O1, located approximately 0.08-mile northeast of the intersection of Fire Tower Rd and Hammond Rd.

SEGMENT M – 0.88-mile

Segment M begins at its intersection with Segments G and L, located approximately 0.03-mile northwest of the intersection of US Hwy 190 and Hammond Rd. The segment proceeds northeast for approximately 0.32-mile, utilizing SHECO's existing 138 kV Transmission Line. The segment then angles northwest for approximately 0.56-mile, before reaching its intersection with Segments O1 and O2, located approximately 0.64-mile northwest of the intersection of US Hwy 190 and Hammond Rd.

SEGMENT N – 0.24-mile

Segment N begins at its intersection with Segments B and J, located approximately 0.05-mile northwest of the intersection of Nursery Rd and Hammond Rd. The segment proceeds northwest for approximately 0.22-mile, paralleling the east side of Nursery Rd. The segment then angles west for approximately 0.02-mile, crossing Nursery Rd, before reaching its intersection with Segments I and P, located approximately 0.03-mile northwest of the intersection of Hammond Rd and Stutts Hill Rd.

SEGMENT O1 – 0.79-mile

Segment O1 begins at its intersection with Segments K and L, located approximately 0.08-mile northeast of the intersection of Fire Tower Rd and Hammond Rd. The segment proceeds north for approximately 0.16-mile, then angles northwest for approximately 0.06-mile, then angles north for approximately 0.18-mile. The segment then angles northeast for approximately 0.16-mile, then angles east-northeast for approximately 0.23-mile, before reaching its intersection with Segments M and O2, located approximately 0.64-mile northwest of the intersection of US Hwy 190 and Hammond Rd.

SEGMENT O2 – 0.41-mile

Segment O2 begins at its intersection with Segments M and O1, located approximately 0.64-mile northwest of the intersection of US Hwy 190 and Hammond Rd. The segment proceeds northeast for approximately 0.10-mile, then angles east-northeast for approximately 0.29-mile, crossing an existing pipeline corridor. The segment then angles northeast for approximately 0.02-mile, before reaching its intersection with Segments R and S, located approximately 0.45-mile northwest of the intersection of US Hwy 190 and Jimbo Nettles Rd.

SEGMENT P – 1.53 miles

Segment P begins at its intersection with Segments I and N, located approximately 0.03-mile northwest of the intersection of Hammond Rd and Stutts Hill Rd. The segment proceeds northwest approximately 0.07-mile, paralleling the west side of Nursery Rd., crossing Creel Rd. The segment then angles north for approximately 0.55-mile, paralleling the west side of Nursery Rd and crossing two existing pipeline corridors. The segment then angles northeast for approximately 0.91-mile, paralleling the west side of

Nursery Rd, before reaching its intersection with Segments T and U, located approximately 1.43 miles northeast of the intersection of Stutts Hill Rd and Nursery Rd.

SEGMENT R – 0.16-mile

Segment R begins at the north side of the proposed NSS Option C in Polk County, Texas, located on the north side of US Hwy 190 and at the intersection of US Hwy 190 and Jimbo Nettles Rd. The segment proceeds northwest for approximately 0.12-mile, paralleling the west side of Jimbo Nettles Rd. The segment then proceeds north-northwest for approximately 0.04-mile, paralleling the west side of Jimbo Nettles Rd, before reaching its intersection with Segments O2 and S, located approximately 0.45-mile northwest of the intersection of US Hwy 190 and Jimbo Nettles Rd.

SEGMENT S – 0.86-mile

Segment S begins at its intersection with Segments O2 and R, located approximately 0.45-mile northwest of the intersection of US Hwy 190 and Jimbo Nettles Rd. The segment proceeds northwest for approximately 0.10-mile, crossing an existing pipeline corridor and paralleling the west side of an existing pipeline corridor. The segment then angles west-northwest for approximately 0.11-mile, paralleling the west side of an existing pipeline corridor. The segment then angles northeast for approximately 0.27-mile, crossing an existing pipeline corridor and Jimbo Nettles Rd. The segment then angles northwest for approximately 0.38-mile, before reaching its intersection with Segments AB and T, located approximately 0.42-mile southeast of the intersection of Nursery Rd and Johnsons Mill Creek.

SEGMENT T – 0.56-mile

Segment T begins at its intersection with Segments AB and S, located approximately 0.42-mile southeast of the intersection of Nursery Rd and Johnsons Mill Creek. The segment proceeds northeast for approximately 0.08-mile, then angles northwest for approximately 0.36-mile. The segment then angles southwest for approximately 0.12-mile, before reaching its intersection with Segments P and U, located approximately 1.43 miles northeast of the intersection of Stutts Hill Rd and Nursery Rd.

SEGMENT U – 1.50 miles

Segment U begins at its intersection with Segments P and T, located approximately 1.43 miles northeast of the intersection of Stutts Hill Rd and Nursery Rd. The segment proceeds northwest for approximately 1.50 miles, crossing Johnsons Mill Creek four times and an existing pipeline corridor, before reaching its intersection with Segments AA, X, and Y, located approximately 1.56 miles southeast of the intersection of Darden Rd and Ollie Rd.

SEGMENT W – 0.25-mile

Segment W begins at its intersection with Segments H2 and X, located approximately 1.88 miles northeast of the intersection of Darden Rd and Kelly Rd. The segment proceeds north-northeast for approximately 0.25-mile, paralleling the west side of Darden Rd, before reaching its intersection with Segments Y and Z1, located approximately 2.11 miles northeast of the intersection of Darden Rd and Kelly Rd.

SEGMENT X – 0.19-mile

Segment X begins at its intersection with Segments H2 and W, located approximately 1.88 miles northeast of the intersection of Darden Rd and Kelly Rd. The segment proceeds northeast for approximately 0.19-mile, crossing Darden Rd and paralleling the north side of an existing pipeline corridor, before reaching its intersection with Segments AA, U, and Y, located approximately 1.56 miles southeast of the intersection of Darden Rd and Ollie Rd.

SEGMENT Y – 0.16-mile

Segment Y begins at its intersection with Segments AA, U, and X, located approximately 1.56 miles southeast of the intersection of Darden Rd and Ollie Rd. The segment proceeds northwest for approximately 0.16-mile, crossing Darden Rd, before reaching its intersection with Segments W and Z1, located approximately 2.11 miles northeast of the intersection of Darden Rd and Kelly Rd.

SEGMENT Z1 – 1.40 miles

Segment Z1 begins at its intersection with Segments W and Y, located approximately 2.11 miles northeast of the intersection of Darden Rd and Kelly Rd. The segment proceeds north-northeast for approximately 0.26-mile, paralleling the west side of Darden Rd. The segment then angles northwest for approximately 1.02 miles, paralleling the west side of Darden Rd. The segment then angles west-northwest for approximately 0.12-mile, paralleling the west side of Darden Rd and crossing an existing pipeline corridor and Kelly Rd, before reaching its intersection with Segments CA and Z2, located approximately 0.04-mile south of the intersection of Darden Rd and Ollie Rd.

SEGMENT Z2 – 3.68 miles

Segment Z2 begins at its intersection with Segments CA and Z1, located approximately 0.04-mile south of the intersection of Darden Rd and Ollie Rd. The segment proceeds northwest for approximately 0.20-mile, paralleling the west side of Darden Rd. The segment then angles north-northwest for approximately 0.46-mile, paralleling the west side of Darden Rd. The segment then angles northeast for approximately 0.90-mile, crossing Darden Rd and an existing pipeline corridor. The segment then angles east-northeast for approximately 0.06-mile, crossing Ollie Rd. The segment then angles northeast for approximately 0.80-mile, crossing Big Sandy Creek. The segment then angles northwest for approximately 0.03-mile, crossing FM 942. The segment then angles northeast for approximately 0.65-mile, paralleling the north side of FM 942 and crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.02-mile, crossing FM 942. The segment then angles northeast for approximately 0.56-mile, paralleling the south side of FM 942 and crossing FM 2500, before reaching its intersection with Segments AJ and AN, located approximately 0.02-mile east of the intersection of FM 2500 and FM 942.

If you have questions about this project, you should contact Kabe Murphy with SHECO at 936-328-1287.

Sincerely,

SAM HOUSTON ELECTRIC COOPERATIVE, INC.

Kabe Murphy, PE
Grid Manager

Enclosures - Vicinity Map

“Landowners and Transmission Line Cases at the PUC” brochure

“Request to Intervene in PUC Docket No. 53602

“Comments in Docket No. 53602