

PUBLIC NOTICE

This public notice was prepared by LCRA Transmission Services Corporation as part of the requirement for applying for an amendment to its certificate of convenience and necessity by the Public Utility Commission of Texas for the project described here and known as the McCamey D to Kendall to Gillespie 345-kV CREZ transmission line. This notice was prepared for publication specifically in the Boerne Star and Record in Kendall County, Fredericksburg Standard in Gillespie County, Comfort News in Kendall County, San Antonio Express-News in Bexar County, Austin American-Statesman in Travis County, San Angelo Standard Times in Tom Green County, Devil's River News in Sutton County, Kerrville Daily Times in Kerr County, Menard News & Messenger in Menard County and West Kerr Current in Kerr County. This notice will be published in these newspapers during the week of Aug. 2, 2010.

Application of LCRA Transmission Services Corporation to Amend Its Certificate of Convenience and Necessity for the Proposed McCamey D to Kendall to Gillespie 345-kV CREZ Transmission Line in Schleicher, Sutton, Menard, Kimble, Mason, Gillespie, Kerr, and Kendall Counties, Texas

PUBLIC UTILITY COMMISSION OF TEXAS (PUC) DOCKET NO. 38354

LCRA Transmission Services Corporation (LCRA TSC) provides this notice of intent to amend its Certificate of Convenience and Necessity (CCN) to construct two transmission line projects associated with the Competitive Renewable Energy Zone (CREZ) project and ordered by the PUC specifically as: 1) McCamey D to Kendall double-circuit 345-kV line and, 2) Kendall to Gillespie single-circuit, double-circuit capable 345-kV line.

The McCamey D to Kendall transmission line will connect the McCamey D Station (renamed Big Hill) located in northern Schleicher County to the existing Kendall Station located in western Kendall County, near Comfort, Texas. Depending on the transmission line route approved by the PUC, the McCamey D to Kendall transmission line may be located in portions of Schleicher, Sutton, Menard, Kimble, Mason, Gillespie, Kerr and Kendall counties. The Kendall to Gillespie transmission line will connect the existing Kendall Station to the expanded Gillespie Station, located in central Gillespie County. Depending on the transmission line route approved by the PUC, the Kendall to Gillespie transmission line may be located in portions of Gillespie, Kerr, and Kendall counties.

A description of the proposed transmission line alternative routes and maps showing the proposed alternative transmission line routes are included with this notification. These projects are two of several projects intended to provide reliable and cost-effective delivery of power produced from wind generators located in CREZ areas of West Texas and the Panhandle to homes and businesses throughout the state. The estimated cost of the McCamey D to Kendall transmission project is approximately \$274.7 million. The estimated cost of the Kendall to Gillespie transmission project is approximately \$92.9 million.

Please Note: While LCRA TSC is required to propose a "preferred route", the PUC may and often does select an

alternate route. As discussed in the enclosed brochure, any one of the proposed routes or a new combination of route segments filed in this application may be selected by the Commission. Additionally, the Commission may modify the proposed routes and segments into different configurations than those proposed, so long as they affect only noticed landowners. A number of alternate configurations have already been suggested by other affected landowners, possibly including your neighbors, and have been included in LCRA TSC's application as an appendix.

Persons with questions about the transmission line may contact Ms. Sara Morgenroth at (512) 369-4151 or 800-776-5272, Ext. 4151. Persons who wish to intervene in the docket or comment on LCRA TSC's application should mail the original and 10 copies of their requests to intervene or their comments to:

Public Utility Commission of Texas
Central Records
Attn: Filing Clerk
1701 N. Congress Avenue 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.

The deadline for intervention in the docket is August 27, 2010, and the PUC should receive a letter from anyone requesting intervention by that date.

The PUC has a brochure titled "Landowners and Transmission Line Cases at the PUC for Competitive Renewable Energy Zones (CREZ) Projects." Copies of the brochure are available

from Ms. Sara Morgenroth at (512) 369-4151 or 800-776-5272, Ext. 4151, or may be downloaded from the PUC's website at www.puc.state.tx.us. To obtain additional information about this docket, you may contact the PUC's Customer Assistance Hotline at (512) 936-7120 or (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. 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 brochure described above explains how you can access these filings.

An initial prehearing conference for all parties will be scheduled for September 1, 2010 at Palmer Events Center, 900 Barton Springs Road, Austin, Texas. Parties and persons wishing to intervene in this docket are not required to attend this prehearing conference, but are recommended to do so.

All documents filed in this docket will be made available on the PUC's "Interchange" website (LCRA TSC has no connection with or control over this site) at: <http://interchange.puc.state.tx.us/WebApp/Interchange/application/dbapps/login/pgLogin.asp>

Copies of the maps illustrating the proposed transmission line project and project area may be obtained or reviewed at these locations: LCRA offices at 6800 Burleson Road, Building 310, Austin, Texas 78744; an appointment must be made to obtain or review the maps by contacting Ms. Sara Morgenroth at (512) 369-4151 or 800-776-5272, Ext 4151. Also, copies of the maps can be viewed on the project website at <http://www.lcra.org/energy/trans/crez/mccameydkg.html> or at county courthouses in Schleicher, Sutton, Menard, Kimble, Mason, Gillespie, Kerr, and Kendall counties.

SEGMENT DESCRIPTIONS

Description of Proposed Transmission Line Alternative Routes and Segment Descriptions for the Proposed McCamey D to Kendall 345-kV CREZ Transmission Line in Schleicher, Sutton, Menard, Kimble, Mason, Gillespie, Kerr, and Kendall Counties, Texas and the Proposed Kendall to Gillespie 345-kV CREZ Transmission Line in Gillespie, Kerr, and Kendall Counties, Texas

PUC Docket No. 38354

McCamey D to Kendall Preferred Route

MK13= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b18-b20-b22a-b22b-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

McCamey D to Kendall Alternative Routes (not listed in any order of priority)

MK1= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK2= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b34-b36-b50a-b50b-b59a-b66-c3-c8-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK3= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b34-b36-b51-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK4= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b34-b37-b39-b44-b47-b55-b57-b57a-c3-c9-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK5= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b35a-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK6= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b35a-b35b-b39-b44-b47-b55-b57-c1a-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK7= b3a-b3b-b11a-b11b-b16a-b16b-b20-b22a-b22b-b22c-b34-b36-b50a-b50b-b59a-b66-c3-c8-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK8= b3a-b3b-b11a-b11b-b16a-b16b-b20-b22a-b22b-b22c-b34-b36-b51-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK9= b3a-b3b-b11a-b11b-b16a-b16b-b20-b22a-b22b-b22c-b34-b37-b39-b44-b47-b55-b57-b57a-c3-c9-c10-c12a-c12b-c12c-c19-c20-c21

MK10= b3a-b3b-b11a-b11b-b16a-b16b-b20-b22a-b22b-b22c-b35a-b35b-b39-b44-b47-b55-b56a-b58b-c6-c10-c12a-c12b-c12c-c19-c20-c21

MK11= b3a-b3b-b11a-b11b-b16a-b16b-b21a-b21b-b21d-b21c-b40-b42-b43-b44-b47-b55-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK12= b3a-b3b-b11a-b11b-b16a-b16b-b21a-b21b-b21d-b21c-b40-b42-b43-b44-b47-b55-b57-b57a-c3-c8-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK14= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b18-b21a-b21b-b21d-b21c-b40-b42-b43-b44-b47-b55-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK15= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b19aa-b19ab-b19b-b19c-b23a-b23b-b29a-Y14-b29c-b29d-b48-b53-b56-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK16= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b19aa-b19ab-b19b-b19c-b23a-b23b-b29a-Y14-b29c-b29d-b48-b53-b56-b57-c1a-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK17= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b19aa-b19ab-b19b-b19c-b24a-b24b-b26-b27-b29a-Y14-b29c-b29d-b48-b53-b56-b57-b57a-c3-c8-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK18= b3a-b5a-b5b-b14a-b14ba-b14bb-b14c-b19aa-b19ab-b19b-b19c-b24a-b24b-b26-b28-b30-b33-b46-b53-b56-b56a-b58b-c6-c10-c12a-c12b-c12c-c19-c20-c21

MK19= b3a-b3b-b10-b13aa-b13ab-b75-b76-b77-b85-b86-b86a-b19ab-b19b-b19c-b24a-b24b-b26-b27-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK20= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b80-b81-b19c-b23a-b23b-b29a-Y14-b29c-b29d-b48-b53-b56-b57-b57a-c3-c8-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK21= b3a-b3b-b10-b13aa-b13ab-b13b-b17a-b17b-b22a-b22b-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c7-c12b-c12b-c13d-c19-c20-c21

MK22= b3a-b3b-b10-b13aa-b83-P1-P2b-P3-P4b-P5-P6a-P7-P8b-P9-O1-O2-O4-c13c-c13d-c19-c20-c21

MK23= b3a-b3b-b10-b13aa-b83-P1-P2b-P3-P4b-P5-P6a-P7-P8b-P9-O1-O3-O6-O7-c12b-O8-c13d-c19-c20-c21

MK24= b3a-b3b-b10-b13aa-b83-P1-P2b-P3-P4b-P5-P6a-P7-P8b-P9-O1-O3-O6-c13e-c13b-c13c-c13d-c19-c20-c21

MK25= b3a-b3b-b11a-b11b-b16a-b79-b17b-b22a-b22b-b22c-b34-b36-b50a-b82-O1-O3-O6-c13e-c13b-c13c-c13d-c19-c20-c21

MK26= b3a-b3b-b11a-b11b-b16a-b16b-b21a-b21b-b21d-b87-b35b-b38-b52-b58a-b58b-c6-c10-c12a-c12b-c12c-c19-c20-c21

MK27= b3a-b5a-b5b-b14a-b74-b77-b14c-b18-b20-b22a-b22b-b22c-b34-b36-b50a-b82-O1-O2-O4-c13c-c13d-c19-c20-c21

MK28= b3a-b5a-b5b-b14a-b74-b78-b79-b17b-b22a-b22b-b22c-b34-b36-b50a-b82-O1-O2-O5-O6-O7-c12b-O8-c13d-c19-c20-c21

MK29= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b24b-b26-b28-b30-b33-b46-b53-b56-b57-c1a-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK30= b3a-b5a-Y1-Y2b-Y2c-Y3a-Y4-Y5c-Y5cc-Y7b-Y8-b19b-b19c-b24a-b24b-b26-b28-b30-b33-b46-b53-b56-b56a-b58b-c6-c10-c12a-c12b-c12c-c19-c20-c21

MK31= b3a-b5a-Y1-Y2b-Y2c-Y3a-Y4-Y5c-Y5cc-Y7b-Y8-b19b-b19c-b24a-b24b-b26-b28-b30-b33-b46-b53-b56-b57-c1a-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK32= b3a-b5a-Y1-Y2b-Y2c-Y3a-Y4-Y5c-Y5cc-Y7b-Y8-b19b-b19c-b23a-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK33= b3a-b5a-Y1-Y2b-Y2c-Y3a-Y4-Y5c-Y5cc-Y7b-Y9-Y10b-Y11-Y12a-Y13-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK34= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b88-b21d-b87-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK35= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b88-b89-b22c-b35a-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK36= Z1-b22a-b80-b81-b19c-b23a-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK37= Z2-b22a-b22b-b22c-b35a-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK38= b3a-b3b-b10-b13aa-b13ab-b75-b76-b77-b85-b86-b90-Y5cc-Y7b-Y9-Y10b-Y11-Y12a-Y13-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK39= b3a-b5a-b5b-b14a-b14ba-b84-b86-b90-Y5cc-Y7b-Y9-Y10b-Y11-Y12a-Y13-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK40= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b24b-b26-Z5-b46-b53-b56-b57-c1a-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK41= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b88-Z4-b87-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK42= b3a-b5a-b5b-b14a-b14ba-b84-b86-b86a-b19ab-b19b-b19c-b24a-b88-b89-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK43= b3a-b3b-b11a-b11b-b16a-b16b-b20-b22a-Z3-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK44= b3a-b3b-b11a-b11b-b16a-b16b-b21a-b21b-Z4-b21c-b40-b42-b43-b44-b47-b55-b56a-b58b-c6-c10-c12a-c12b-c12c-c19-c20-c21

MK45= Z1-b22a-Z3-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK46= Z1-b22a-Z3-b22c-b34-b36-b50a-b82-O1-O2-O4-c13c-c13d-c19-c20-c21

MK47= Z1-b22a-Z3-b22c-b35a-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK48= Z1-b22a-b80-b21b-Z4-b87-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK49= Z1-b22a-b80-b81-b19c-b24a-b24b-b26-Z5-b46-b53-b56-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK50= Z1-b22a-b80-b81-b19c-b24a-b24b-b26-Z5-b46-b53-b56-b57-c1a-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK51= Z1-b22a-Z3-b89-Z4-b87-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK52= Z1-b22a-Z3-b89-b88-b24b-b26-Z5-b46-b53-b56-b57-b57a-c3-c8-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK53= Z1-b22a-Z3-b89-b88-b24a-b23a-b23b-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK54= Z2-b22a-Z3-b22c-b34-b36-b50a-b50b-c7a-c7-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK55= Z2-b22a-Z3-b22c-b35a-b35b-b39-b44-b47-b55-b57-c1a-c1b-c1c-c14a-c14b-c14c-c18aa-c18ab-c18b-c21

MK56= Z2-b22a-b80-b21b-Z4-b40-b42-b43-b44-b47-b55-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK57= Z2-b22a-b80-b81-b19c-b24a-b24b-b26-b27-b29a-Y14-b29c-b29d-Y16-Y17b-Y18-Y19b-Y20-c1b-c1c-c14a-c14b-Y22-Y22a-c18ab-c18b-c21

MK58= Z2-b22a-b80-b81-b19c-b24a-b24b-b26-Z5-b46-b53-b56-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK59= Z2-b22a-Z3-b89-Z4-b87-b35b-b38-b52-b58a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

MK60= Z2-b22a-Z3-b89-b88-b24b-b26-Z5-b46-b53-b56-b56a-b58b-c6-c10-c11-c13a-c13e-c13b-c13c-c13d-c19-c20-c21

SEGMENT DESCRIPTIONS, CONTINUED

Kendall to Gillespie Preferred Route

KG5= A1-A3-A6-A7-A9-A10-A12c-A12-A12a-A17-A18-A19

Kendall to Gillespie Alternative Routes (not listed in any order of priority)

KG1= A1-A2b-A2-A2a-A4-A9-A10-A12c-A12-A16a-A19

KG2= A1-A2b-A2-A2a-A4-A9-A10-A12c-A12-A12a-A17-A18-A19

KG3= A1-A2b-A2-A2a-A4-A9-A11-A14-A15-A18-A19

KG4= A1-A2b-A2-A2a-A5-A6-A8-A14-A15-A18-A19

KG6= A1-A3-A6-A8-A14-A15-A18-A19

KG7= A1-A3-A6-A7-A9-A10-A12c-A12-A16a-A19

KG8= A1-A3-A6-A7-A9-A10-A12c-A12-A12b-A15-A18-A19

KG9= A1-A2b-A2-c13e-c13a-c7-A20-A12-A12a-A17-A18-A19

KG10= A1-A2b-c13b-c13e-c13a-c7-A20-A12-A12a-A17-A18-A19

KG11= A1-A2b-c13b-A2a-A4-A9-A10-A12c-A12-A12a-A17-A18-A19

KG12= A1-A2b-c13b-A2a-A4-A9-A10-A12c-A12-A16a-A19

KG13= A1-A2b-c13b-A2a-A4-A9-A11-A14-A12b-A16a-A19

KG14= A1-A2b-c13b-A2a-A5-A6-A7-A9-A10-A12c-A12-A12a-A17-A18-A19

KG15= A1-A2b-c13b-A2a-A5-A6-A8-A14-A15-A18-A19

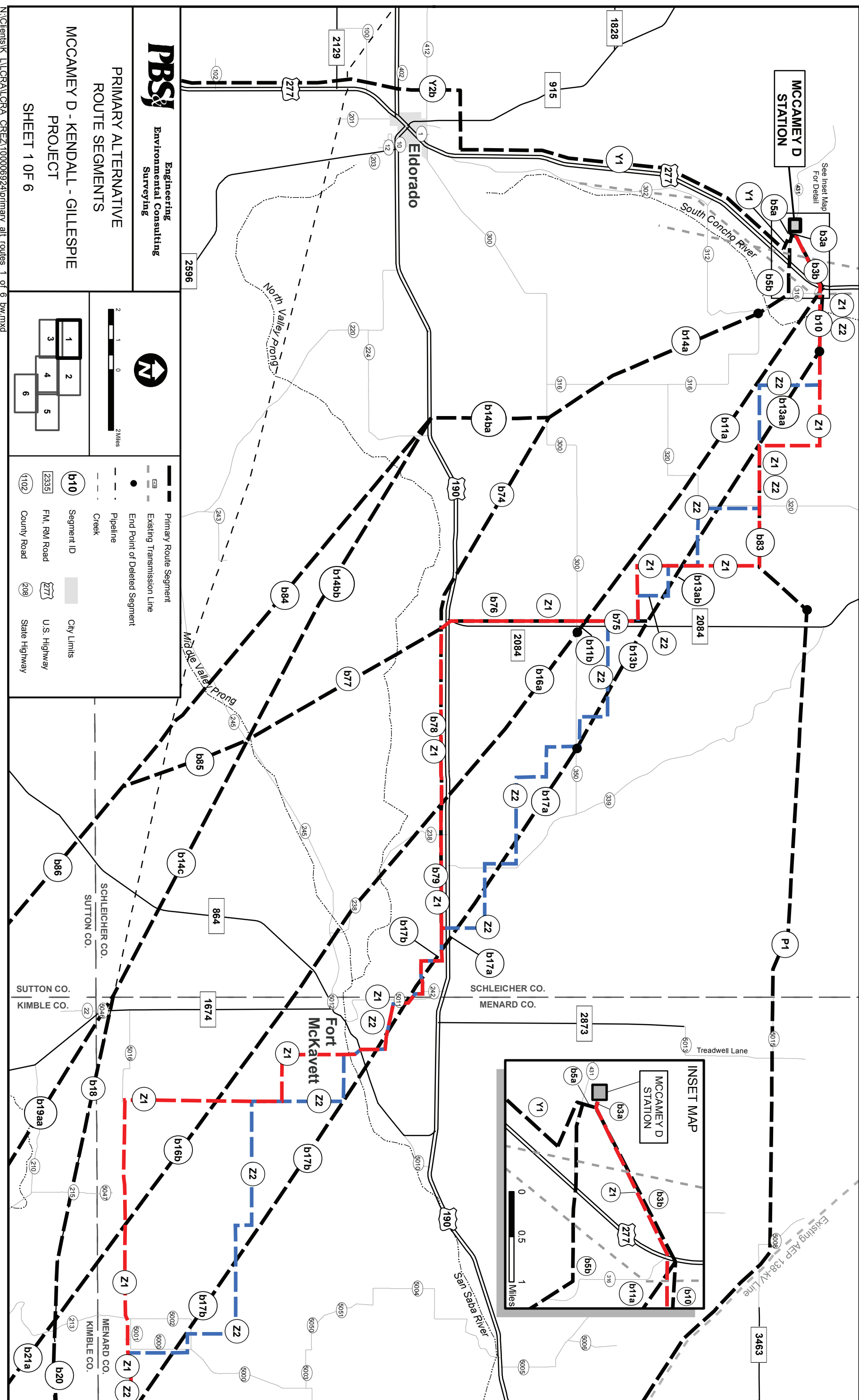
Additional Segments Combinations

In order to create more routing options, some segments in McCamey D to Kendall and Kendall to Gillespie projects may be used in either project (McCamey D-Kendall or Kendall-Gillespie) or used in both projects (McCamey D-Kendall and Kendall-Gillespie) by paralleling each other. These additional segments are listed below:

- “b” segments b59a, b66
- “c” segments c3, c6, c7, c7a, c8, c9, c10, c11, c12a, c12c, c13a, c13b, c13c, c13d, c13e, c14a, c14b, c14c, c18aa, c18ab, c18b, c19, c20, c21
- “Y” segments Y22, Y22a
- “A” segments A1, A2b, A12, A20

Segment b3a	Segment b3a exits the east side of the McCamey D (Big Hill) Station, located on the north side of CR 431 approximately 1 mile west-northwest of the intersection of CR 431 and US 277. It heads east-southeast for approximately 376 ft where it terminates at the junction of segments b3b and b5a, approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277.
Segment b3b	Segment b3b begins at the junction of segments b3a and b5a, located approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277. It heads northeast for approximately 0.8 mile where it crosses an existing non-LCRA TSC transmission line, and then continues for approximately 1.1 miles, where it crosses US 277. It terminates on the east side of US 277 at its junction with segments b10 and b11a, approximately 1.4 miles northeast of the intersection of CR 431 and US 277.
Segment b5a	Segment b5a begins at the junction of segments b3a and b3b, located approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277. It heads south-southwest for approximately 0.1 mile, where it terminates at the junction of segments b5b and Y1 on the north side of CR 431, approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277.
Segment b5b	Segment b5b begins at the junction of segments b5a and Y1, approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277. It heads east-southeast, parallel to and on the north side of CR 431, for approximately 0.3 mile, then east for approximately 0.7 mile where it crosses US 277, crosses an existing transmission line, and continues east for approximately 1 mile. It then heads southeast for approximately 1.2 miles, crossing CR 316 several times before terminating at its junction with Segment b14a on the south side of CR 316, just east of the intersection of CR 312 and CR 316.
Segment b10	Segment b10 begins at the junction of segments b3b and b11a, just east of US 277 and approximately 0.2 mile north of the highway's intersection with CR 316. The segment heads in an easterly direction for approximately 2.1 miles, where it terminates at its junction with Segment b13aa, approximately 2.1 miles north of CR 316. On the way, it crosses an existing non-LCRA TSC transmission line after approximately 0.2 mile and the South Concho River after approximately 0.8 mile.
Segment b11a	Segment b11a begins at the junction of segments b3b and b10, just east of US 277 and approximately 0.2 mile north of the highway's intersection with CR 316. It heads southeast, crossing an existing non-LCRA TSC transmission line after approximately 0.2 mile and the South Concho River after approximately 1.2 miles. The segment continues to head southeast from the South Concho River for approximately 6.5 miles, where it crosses CR 320, and for another approximately 6.1 miles, where it terminates at the junction of segments b75, b76, and b11b on the west side of RM 2084, approximately 0.2 mile north of the intersection of RM 2084 and CR 350.
Segment b11b	Segment b11b begins at the junction of segments b11a, b75, and b76 on the west side of RM 2084, approximately 0.2 mile north of the intersection of RM 2084 and CR 350. It heads southeast for approximately 0.3 mile, where it terminates at its junction with Segment b16a, approximately 0.2 mile east of the intersection of RM 2084 and CR 350.
Segment b13aa	Segment b13aa begins at its junction with Segment b10, approximately 2.1 miles north of CR 316. It heads southeast for approximately 3.7 miles, where it terminates at the junction of segments b13ab and b83, approximately 2 miles west of CR 320.
Segment b13ab	Segment b13ab begins at the junction of segments b13aa and b83, approximately 2 miles west of CR 320. It heads southeast for approximately 2.4 miles, where it crosses CR 320, and then continues for another approximately 4.7 miles where it terminates on the west side of RM 2084 at the junction of segments b13b and b75, approximately 2.3 miles north of the intersection of RM 2084 and CR 350.
Segment b13b	Segment b13b begins at the junction of segments b13ab and b75 on the west side of RM 2084, approximately 2.3 miles north of the intersection of RM 2084 and CR 350. It heads southeast for approximately 4.7 miles, where it terminates at its junction with Segment b17a on the north side of CR 350, approximately 2.2 miles west of the road's intersection with CR 339.
Segment b14a	Segment b14a begins at its junction with Segment b5b, at the southeast corner of the intersection of CR 312 and CR 316. It heads in a southeasterly direction for approximately 5.7 miles, where it crosses CR 316. It continues in the same direction for another approximately 2.1 miles before terminating at the junction of segments b14ba and b74 on the north side of CR 300, approximately 1.1 miles east of the intersection of CR 300 and CR 316.
Segment b14ba	Segment b14ba begins at the junction of segments b14a and b74 on the north side of CR 300, approximately 1.1 miles east of the intersection of CR 300 and CR 316. It heads south for approximately 3.9 miles, where it terminates at the junction of segments b14bb and b84 on the north side of US 190, approximately 0.6 mile west of the intersection of US 190 and CR 224.
Segment b14bb	Segment b14bb begins at the junction of segments b14ba and b84 on the north side of US 190, approximately 0.6 mile west of the intersection of US 190 and CR 224. The segment heads in a southeasterly direction for approximately 0.7 mile, where it crosses CR 224, and crosses North Valley Prong of the San Saba River after another approximately 1.4 miles. It continues in the same direction for approximately 10.2 miles, where it terminates at the junction of segments b14c, b77, and b85 on the northwest side of CR 245 near the Middle Valley Prong of the San Saba River, approximately 9.5 miles southwest of the intersection of CR 245 and RM 864.

Segment b14c	Segment b14c begins at the junction of segments b14bb, b77 and b85, on the northwest side of CR 245 near the Middle Valley Prong of the San Saba River, approximately 9.5 miles southwest of the intersection of CR 245 and RM 864. It heads in a southeasterly direction, crossing RM 864 after approximately 6.3 miles, and terminating after another approximately 3.3 miles near the Schleicher-Menard county line at the junction of segments b18 and b19aa, approximately 0.6 mile northwest of the intersection of RM 1674 and CR 5046.
Segment b16a	Segment b16a begins at its junction with Segment b11b on the north side of CR 350, approximately 0.2 mile east of the intersection of RM 2084 and CR 350. It heads in a southeasterly direction, terminating after approximately 7 miles at the junction of segments b16b, b78, and b79 on the south side of US 190, approximately 1.2 miles west of the intersection of US 190 and CR 238.
Segment b16b	Segment b16b begins at the junction of segments b16a, b78, and b79 on the south side of US 190, approximately 1.2 miles west of the intersection of US 190 and CR 238. It heads in a southeasterly direction, crossing CR 238 after approximately 1.3 miles, the North Valley Prong of the San Saba River after another approximately 2 miles, and the Middle Valley Prong of the San Saba River after another approximately 2.1 miles. Between the North and Middle Valley prongs of the San Saba River, Segment b16b parallels the northeast side of CR 238 for approximately 1.3 miles. Continuing in the same direction from the Middle Valley Prong of the San Saba River, the segment crosses CR 238 again after approximately 0.2 mile, crosses CR 245 after another approximately 0.3 mile, and crosses RM 864 after another approximately 1.1 miles. It then continues in the same direction, crossing the Schleicher-Menard county line after approximately 1.1 miles, RM 1674 after another approximately 0.6 mile, and the Menard-Kimble county line after another approximately 10.5 miles. The segment continues for approximately 2.3 more miles, where it terminates at the junction of segments b18, b20, and b21a in Kimble County, approximately 0.3 mile west of CR 213.
Segment b17a	Segment b17a begins at its junction with Segment b13b on the north side of CR 350, approximately 2.2 miles west of the road's intersection with CR 339. It heads southeast for approximately 4.7 miles, crossing CR 339, and continues for another approximately 3 miles to cross US 190, where it terminates at the junction of segments b17b and b79 on the south side of US 190, approximately 1.6 miles west of the intersection of US 190 and CR 242.
Segment b17b	Segment b17b begins at the junction of segments b17a and b79 on the south side of US 190, approximately 1.6 miles west of the intersection of US 190 and CR 242. It heads southeast where it crosses the Schleicher-Menard county line after approximately 2.1 and CR 5011 after another approximately 0.2 mile. The segment continues in the same direction, crossing RM 864 after approximately 2.6 miles and the San Saba River after another approximately 0.5 mile. It then continues for approximately 9.8 more miles to cross CR 5002, another approximately 0.9 mile to cross CR 5001, and approximately 4.4 more miles to cross RM 2291 and the Menard-Kimble county line. The segment then continues in the same direction for approximately 3.7 more miles, where it terminates at the junction of segments b20 and b22a, approximately 1.9 miles west of the intersection of US 83 and CR 370.
Segment b18	Segment b18 begins at the junction of segments b14c and b19aa, near the Schleicher-Menard county line, approximately 0.6 mile northwest of the intersection of RM 1674 and CR 5046. The segment heads in an easterly direction on the south side of and parallel to a pipeline corridor, crossing RM1674 after approximately 0.4 mile, the Menard-Kimble county line after approximately 2.2 more miles, and CR 215 after another approximately 4 miles. The segment continues in the same general orientation along the pipeline corridor for another approximately 4.3 miles, terminating at its junction with segments b16b, b20, and b21a, approximately 0.3 mile west of CR 213.
Segment b19aa	Segment b19aa begins at the junction of segments b14c and b18, near the Schleicher-Menard county line, approximately 0.6 mile northwest of the intersection of RM 1674 and CR 5046. The segment heads southeast for approximately 0.6 mile to cross RM 1674, continues approximately 0.5 mile to cross the Menard-Kimble county line, continues approximately 3.6 miles to cross CR 210, another approximately 0.8 mile to cross West Bear Creek, another 3.4 miles to cross CR 214, and another 0.2 mile to terminate at the junction of segments b19ab and b86a, approximately 0.6 mile southwest of where CR 214 crosses West Bear Creek.
Segment b19ab	Segment b19ab begins at the junction of segments b19aa and b86a, approximately 0.6 mile southwest of where CR 214 crosses West Bear Creek. It heads southeast for approximately 4.8 miles to cross CR 212 and then continues another 1.3 miles to CR 211. It then continues along this orientation for approximately 1.8 miles before heading east and crossing RM 2291 after approximately 0.5 mile. After crossing RM 2291, the segment continues east for approximately 1.1 miles before turning southeast again, continuing for approximately 3.9 miles where it terminates at the junction of segments b19b and Y8, approximately 3.1 miles northwest of the intersection of US 83 and US 377.
Segment b19b	Segment b19b begins at the junction of segments b19ab and Y8, approximately 3.1 miles northwest of the intersection of US 83 and US 377. It heads southeast for approximately 1.2 miles and terminates on the west side of US 83 at the junction of segments b19c and b81, approximately 2.2 miles north of the intersection of US 83 and US 377.
Segment b19c	Segment b19c begins at the junction of segments b19b and b81 on the west side of US 83, approximately 2.2 miles north of the intersection of US 83 and US 377. It heads in a southeasterly direction for approximately 3.7 miles, terminating at the junction of segments b23a and b24a, approximately 0.3 mile north of the intersection of US 377 and CR 310.



Maps are located throughout this insert, but they don't necessarily refer to the text on the facing page.

PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

Segment b20	Segment b20 begins at the junction of segments b16b, b18, and b21a, approximately 0.3 mile west of CR 213. It heads in a generally easterly direction, crossing CR 213 after approximately 0.3 mile, crossing RM 2291 after approximately 3.5 more miles, and terminating after approximately 3.8 more miles at the junction of segments b17b and b22a, approximately 1.9 miles west of the intersection of US 83 and CR 370.
Segment b21a	Segment b21a begins at the junction of segments b16b, b18, and b20, approximately 0.3 mile west of CR 213. It heads southeast, crossing CR 213 after approximately 0.5 mile, crossing RM 2291 after approximately 3.8 more miles, and terminating after approximately 6.8 more miles at the junction of segments b21b, b80, and b81 on the west side of US 83, approximately 5.3 miles north of the intersection of US 83 and US 377.
Segment b21b	Segment b21b begins at the junction of segments b21a, b80, and b81, on the northwest side of US 83 approximately 5.3 miles north of the intersection of US 83 and US 377. It heads in a southeasterly direction for approximately 5.2 miles before turning south for approximately 1.1 miles and then east for approximately 1.7 miles. It terminates at the junction of segments b21d, b88, and b89 on the west side of US 377, approximately 1 mile northeast of the intersection of US 377 and CR 312.
Segment b21c	Segment b21c begins at the junction of segments b21d and b87, approximately 0.8 mile north-northeast of the intersection of RM 479 and CR 472, and approximately 0.9 mile east of the James River. It heads southeast for approximately 0.2 mile, crosses CR 472, and continues southeast for another approximately 0.4 mile where it terminates at its junction with Segment b40, approximately 1 mile northeast of the intersection of RM 479 and CR 472.
Segment b21d	Segment b21d begins at the junction of segments b21b, b88, and b89 on the northwest side of US 377, approximately 1 mile northeast of the intersection of US 377 and CR 312. The segment heads in a southeasterly direction across US 377 and the Llano River, crossing CR 320 after approximately 2.2 miles, crossing CR 410 after approximately 4.1 more miles, crossing CR 420 after approximately 4.4 more miles, crossing CR 421 after approximately 2.3 more miles, crossing the James River after approximately 2.4 more miles, and then terminating after approximately 1 more mile at the junction of segments b21c and b87, approximately 0.8 mile north-northeast of the intersection of RM 479 and CR 472.
Segment b22a	Segment b22a begins at the junction of segments b17b and b20, approximately 1.9 miles west of the intersection of US 83 and CR 370. The segment heads southeast for approximately 2.1 miles and terminates at the junction of segments b22b and b80 on the west side of US 83, approximately 0.8 mile south of the intersection of US 83 and CR 370.
Segment b22b	Segment b22b begins at the junction of segments b22a and b80, approximately 0.8 mile south of the intersection of US 83 and CR 370. It crosses US 83, heading in a southeasterly direction for approximately 3.6 miles, crosses CR 371, continues another approximately 2.8 miles where it takes a turn more to the south and heads approximately 1.4 miles to cross CR 372. It then continues more to the east, crosses CR 372 again after approximately 0.4 mile, and then parallels the south side of CR 372 for approximately 1.1 miles. The segment then heads even more to the east, crosses CR 372 again, and continues for approximately 1.3 miles to the west side of US 377, where it terminates at the junction of segments b22c and b89, approximately 0.6 mile northeast of the intersection of US 377 and CR 314.
Segment b22c	Segment b22c begins at the junction of segments b22b and b89, approximately 0.6 mile northeast of the intersection of US 377 and CR 314. It crosses US 377 heading in a southeasterly direction, crosses the Llano River after approximately 2.9 miles, crosses CR 320 after another approximately 0.7 mile, and continues for another approximately 1.9 miles to RM 385. The segment turns slightly south, parallels the south side of RM 385 for approximately 2.1 miles, and then crosses the road to its north side where it turns southeast. It then continues another 2 miles where it crosses RM 385 again to its south side, turns more to the east and parallels the south side of RM 385 for approximately 1 mile where it terminates at the junction of segments b34 and b35a, adjacent to the NextEra 345-kV transmission line, approximately 1.8 miles west of the intersection of RM 385 and CR 421.
Segment b23a	Segment b23a begins at the junction of segments b19c and b24a, approximately 0.3 mile north of the intersection of US 377 and CR 310. It heads south for approximately 0.3 mile, crosses US 377 and parallels the east side of CR 310 for approximately 0.8 mile as it takes several angles. It then heads south for approximately 1 mile, crossing the Llano River and then FM 2169, and then begins to parallel the east side of existing LCRATSC T-374 transmission line for the remainder of its length. It then turns to the southeast for approximately 1 mile, where it turns south for approximately 2.2 miles. The segment then turns to the southeast with a minor angle change for approximately 3.2 miles to the west side of FM 2169 just north of IH 10. The segment terminates at the junction of segments b23b and Y13, on the west side of FM 2169 just north of IH 10.
Segment b23b	Segment b23b begins at the junction of segments b23a and Y13, on the west side of FM 2169 just north of IH 10. The segment heads southeast for approximately 0.9 mile, crossing FM 2169 twice with two slight angle changes, before continuing southeast for approximately 0.6 mile. It turns east paralleling the north side of IH 10 for approximately 1.8 miles, where it terminates at its junction with segments b27 and b29a, approximately 0.4 mile west of the intersection of FM 2169 and RM 479.
Segment b24a	Segment b24a begins at the junction of segments b19c and b23a, approximately 0.3 mile north of the intersection of US 377 and CR 310. It heads east-southeast for approximately 0.7 mile, crossing the intersection of US 377 and CR 311, and terminates at the junction of segments b24b and b88 on the south side of US 377 across from the intersection of US 377 and CR 311.
Segment b24b	Segment b24b begins at the junction of segments b24a and b88, on the south side of US 377 across from the intersection of US 377 and CR 311. It heads east-southeast for approximately 0.3 mile and terminates at its junction with Segment b26, approximately 0.3 mile east of the intersection of US 377 and CR 311.
Segment b26	Segment b26 begins at its junction with Segment b24b, approximately 0.3 mile east of the intersection of US 377 and CR 311. It heads southeast for approximately 0.6 mile, angles more to the east for approximately 0.2 mile, crosses CR 312, continues approximately 0.5 mile, crossing the Llano River just north of Johnson Fork, and then turns southeast for approximately 0.6 mile where it crosses CR 320. The segment then heads southeast for approximately 3.1 miles with two slight angle changes where it terminates at the junction of segments b27 and b28, approximately 2.2 miles northwest of the intersection of CR 410 and CR 412.
Segment b27	Segment b27 begins at the junction of segments b26 and b28, approximately 2.2 miles northwest of the intersection of CR 410 and CR 412. It heads south for approximately 1.4 miles, crossing CR 410, and continues for approximately 4 miles with one minor angle change to the east to FM 2169, where it crosses the road, continues approximately 0.3 mile, and terminates at the junction of segments b23b and b29a, approximately 0.3 mile west of the intersection of FM 2169 and RM 479.

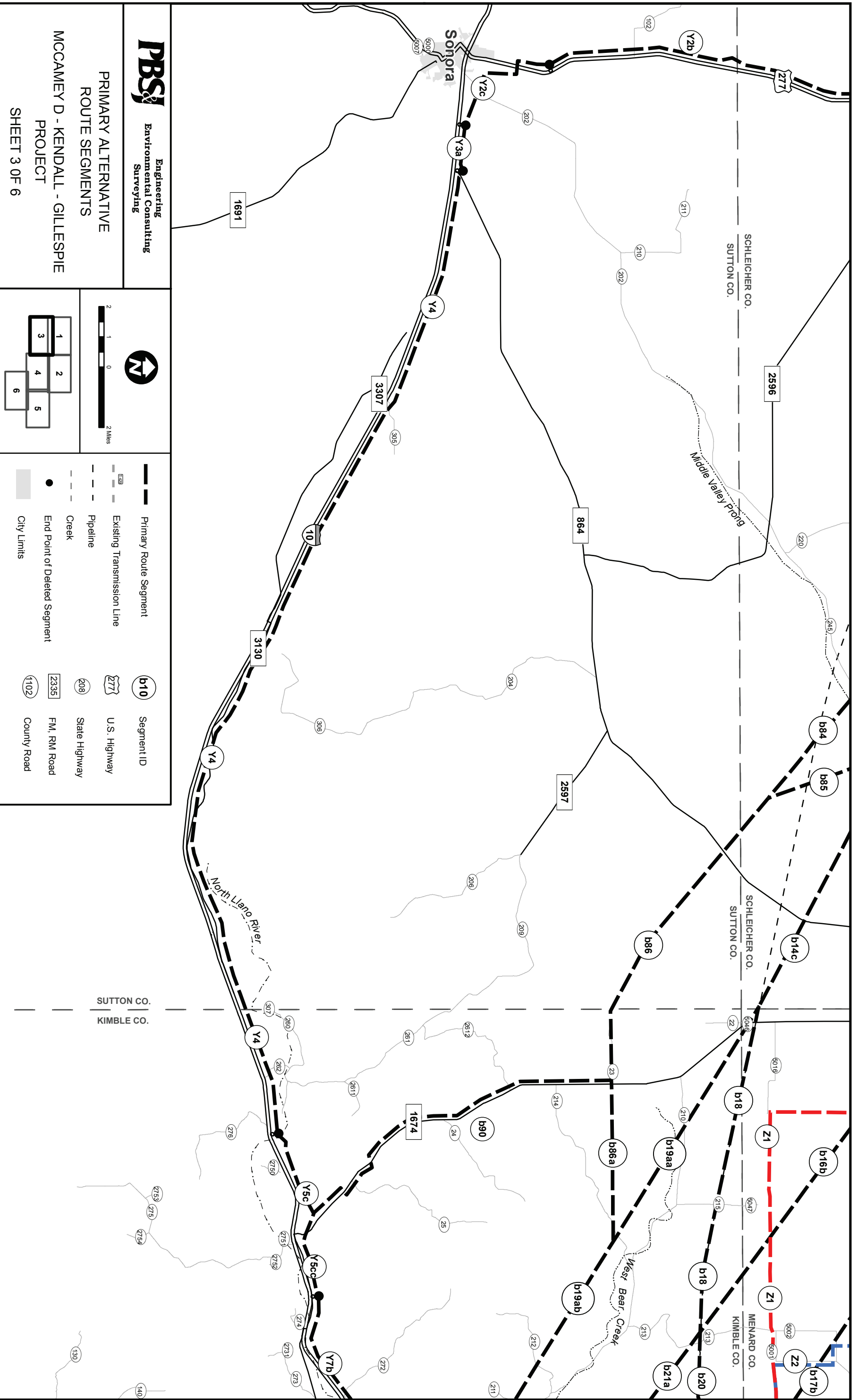
Segment b28	Segment b28 begins at the junction of segments b26 and b27, approximately 2.2 miles northwest of the intersection of CR 410 and CR 412. It heads southeast for approximately 2 miles, crosses CR 410 just north of its intersection with CR 412, and continues for approximately 1.3 miles. It then makes a slight turn to the south and continues for another 1.7 miles to CR 470, crosses it, angles more to the east and continues for approximately 1.9 miles where it terminates at its junction with Segment b30, approximately 1.4 miles northwest of the intersection of RM 479 and CR 471.
Segment b29a	Segment b29a begins at the junction of segments b23b and b27, on the north side of IH 10 approximately 0.3 mile west of the intersection of FM 2169 and RM 479. It heads in a southeasterly direction, paralleling the north side of IH 10 for approximately 1.9 miles, where it terminates at its junction with Segment Y14, approximately 0.6 mile northwest of the intersection of IH 10 and CR 460.
Segment b29c	Segment b29c begins at its junction with Segment Y14 on the north side of IH 10, approximately 0.4 mile northwest of the intersection of IH 10 and CR 568. It heads generally southeast, parallel to the north side of IH 10, for approximately 4.3 miles. It terminates at its junction with Segment b29d, approximately 0.4 mile northwest of the intersection of IH 10 and CR 563.
Segment b29d	Segment b29d begins at its junction with Segment b29c, approximately 0.4 mile northwest of the intersection of IH 10 and CR 563. It crosses to the south side of IH 10, then heads generally southeast paralleling the south side of IH 10. It crosses SH 27 after approximately 4.3 miles, crosses SH 41 after another approximately 2.3 miles, and crosses CR 368 after approximately 1.9 more miles. The segment continues to parallel the south side of IH 10 for approximately 2.1 miles where it crosses to the north side of IH 10 to terminate at the junction of segments b48 and Y16, approximately 2.1 miles east-southeast of the intersection of IH10 and RM 479.
Segment b30	Segment b30 begins at its junction with Segment b28, approximately 1.4 miles northwest of the intersection of RM 479 and CR 471. It heads south for approximately 1.2 miles, crossing RM 479, where it terminates at its junction with Segment b33, approximately 0.8 mile west of the intersection of RM 479 and CR 471.
Segment b33	Segment b33 begins at its junction with Segment b30 on the south side of RM 479, approximately 0.8 mile west of the intersection of RM 479 and CR 471. It heads southeast for approximately 0.9 mile, crosses CR 471, and continues for approximately 3.9 miles to cross the James River and CR 443. The segment continues for approximately 5.2 miles where it crosses the Little Devil's River, and continues for another approximately 2.5 miles where it terminates at its junction with Segment b46 on the north side of US 290, approximately 0.5 mile west of the intersection of US 290 and CR 476.
Segment b34	Segment b34 begins at the junction of segments b22c and b35a, on the south side of RM 385 adjacent to the NextEra 345-kV transmission line, approximately 1.8 miles west of the intersection of RM 385 and CR 421. It heads generally east, paralleling the south side of RM 385, crossing CR 421 after approximately 1.8 miles and the James River after another approximately 1.2 miles. Approximately 0.6 mile east of the river, the roadway takes a southern turn and the segment heads east across to the north side of RM 385 for approximately 1.3 miles to avoid topographical constraints. The segment then angles southeast for approximately 0.8 mile, crossing to the south side of RM 385 again, and continues to parallel the south side of the road for approximately 2.3 miles, where it crosses CR 431. It continues for approximately 0.6 mile, crossing the Little Devil's River, and immediately crosses to the north side of RM 385. The segment then continues for approximately another mile, crosses back to the south side of the road, and traverses another 0.4 mile where it terminates at the junction of segments b36 and b37 on the western side of the intersection of RM 385 and CR 433.
Segment b35a	Segment b35a begins at the junction of segments b22c and b34, on the south side of RM 385 adjacent to the NextEra 345-kV transmission line, approximately 1.8 miles west of the intersection of RM 385 and CR 421. This segment parallels the west side of the NextEra transmission line for its entire approximately 8.4-mile length. It heads south for approximately 1.1 miles, then turns southeast for approximately 0.6 mile, and turns east-southeast for approximately 1.6 miles with one minor angle change, crossing CR 421 and the James River. The segment heads east and very slightly northeast for approximately 1.3 miles, then angles back to the south for another approximately 2.9 miles where it crosses CR 472. The segment then continues south for approximately 0.9 mile, where it terminates at the junction of segments b35b and b87, approximately 1 mile north of RM 479 and 0.8 mile east of CR 472.
Segment b35b	Segment b35b begins at the junction of segments b35a and b87, approximately 1 mile north of RM 479 and 0.8 mile east of CR 472. This segment parallels the south side of the NextEra transmission line for almost its entire approximately 7.7-mile length. It heads generally east for approximately 4 miles, crosses Little Devil's River and continues east for approximately 0.5 mile before heading south for approximately 0.7 mile, then east for approximately 1.5 miles, then south for approximately 0.3 mile, and finally east again for approximately 0.7 mile where it crosses RM 385 and terminates at the junction of segments b37, b38, and b39 on the east side of RM 385, approximately 0.4 mile southeast of the intersection of RM 385 and CR 434.
Segment b36	Segment b36 begins at the junction of segments b34 and b37 on the western side of the intersection of RM 385 and CR 433. It heads northeast, paralleling the south side of CR 433 for approximately 0.9 mile before it angles southeast, crossing the Kimble-Gillespie county line after approximately 2.5 miles, CR 286 after another approximately 2.1 miles, CR 287 after another approximately 1.1 miles. It continues in the same general direction for approximately 2.9 miles, terminating at the junction of segments b50a and b51, approximately 0.2 mile west of RM 783 and 2.8 miles north of the intersection of RM 783 and CR 282.
Segment b37	Segment b37 begins at the junction of segments b34 and b36, on the western side of the intersection of RM 385 and CR 433. It heads generally southeast, paralleling the west side of RM 385 for approximately 0.7 mile before crossing to the east side of the road. It continues to parallel the east side of RM 385 for approximately 2.5 miles where it terminates at the junction of segments b35b, b38, and b39, approximately 0.4 mile south of the intersection of RM 385 and CR 434 and adjacent to the NextEra 345-kV transmission line.

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SEGMENT DESCRIPTIONS, CONTINUED

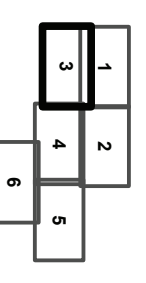
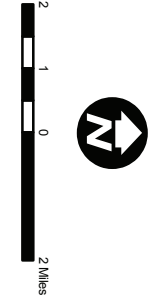
Segment b38	Segment b38 begins at the junction of segments b35b, b37, and b39 on the east side of RM 385, approximately 0.4 mile southeast of the intersection of RM 385 and CR 434. This segment parallels the NextEra transmission line for its entire approximately 11.5-mile length, mostly on the south and west, except for the final small portion where it parallels the transmission line on the east side. The segment heads east for approximately 2.3 miles, crossing the Kimble-Gillespie county line, turns south-southeast for approximately 1.1 miles, joins CR 286 on its west side for approximately 1.1 miles, and then turns east, crossing CR 286, for 1 mile. From there the segment angles south for approximately 0.3 mile, southeast for approximately 0.8 mile, and south again for 0.2 mile, crossing CR 288. It continues south for approximately 1.1 miles before it angles east-southeast for approximately 1.1 miles, crossing RM 783. The segment then turns east for approximately 1.3 miles, crossing LCRA TSC transmission line T-288, and turns southeast for approximately 0.2 mile. It heads south and very slightly southeast for 1 mile while making one slight angle change, and terminates at the junction of segments b51 and b52, approximately 0.6 mile northwest of the intersection of US 290 and CR 244.
Segment b39	Segment b39 begins at the junction of segments b35b, b37, and b38 on the east side of RM 385, approximately 0.4 mile southeast of the intersection of RM 385 and CR 434. The segment parallels RM 385 on its east side in a general southeast direction for approximately 3.5 miles before crossing RM 385 and paralleling the west side of the road for approximately 2.2 miles. It terminates at the junction of segments b43 and b44, approximately 0.5 mile north of the intersection of RM 385 and US 290.
Segment b40	Segment b40 begins at its junction with Segment b21c, approximately 1 mile northeast of the intersection of RM 479 and CR 472. It heads in a southeast direction for approximately 1 mile, where it terminates at its junction with Segment b42, approximately 1.9 miles east of the intersection of RM 479 and CR 472.
Segment b42	Segment b42 begins at its junction with Segment b40, approximately 1.9 miles east of the intersection of RM 479 and CR 472. It heads in a southeasterly direction for approximately 0.5 mile, where it crosses RM 479, and continues southeast for approximately 5 miles paralleling the south side of RM 479 before terminating at its junction with Segment b43, approximately 2.4 miles southeast of where RM 479 crosses Little Devils River.
Segment b43	Segment b43 begins at its junction with Segment b42, on the south side of RM 479 approximately 2.4 miles southeast of where RM 479 crosses Little Devils River. It heads southeast for approximately 2.5 miles, paralleling the south side of RM 479. As the road turns south, approximately 1.6 miles north of US 290, the segment crosses the road to its north side, and continues paralleling the road another approximately 0.6 mile, departs from RM 479, and continues approximately 1.1 miles where it terminates at the junction of segments b39 and b44 on the west side of RM 385, approximately 0.5 mile north of the intersection of RM 385 and US 290.
Segment b44	Segment b44 begins at the junction of segments b39 and b43 on the west side of RM 385, approximately 0.5 mile north of the intersection of RM 385 and US 290. It heads southeast for approximately 0.9 mile, crossing RM 385 and the Kimble-Gillespie county line, and terminates at its junction with Segment b47 on the southwest corner of the intersection of US 290 and CR 1378.
Segment b46	Segment b46 begins at its junction with Segment b33 on the north side of US 290, approximately 0.5 mile west of the intersection of US 290 and CR 476. It heads southeast across US 290, crossing CR 476 after approximately 0.6 mile, the Gillespie-Kerr county line after another approximately 0.8 mile, RM 479 after approximately 1.6 more miles, the Kerr-Gillespie county line after approximately 1.8 more miles, and CR 289 after approximately 2.4 more miles. The segment continues in the same general direction, crossing CR 1376 after approximately 1.9 miles, CR 291 after another approximately 0.3 mile, and RM 783 after approximately 1.7 more miles. The segment angles slightly east for approximately 0.4 mile and then angles slightly south for approximately 2 miles to cross CR 186 (White Oak Road). It then continues for another approximately 0.5 mile to terminate at the junction of segments b48 and b53, approximately 1.3 miles east of the intersection of RM 783 and CR 186 (White Oak Road).
Segment b47	Segment b47 begins at its junction with Segment b44 on the southwest corner of the intersection of US 290 and CR 1378. It heads southeast for approximately 1.3 miles, with one minor angle change, to CR 285 and continues approximately 1.7 miles to cross CR 289. The segment turns east-southeast, crossing CR 289, continues approximately 0.8 mile to cross RM 783, and then continues another 0.4 mile. The segment then angles southeast for approximately 4.4 miles with one minor angle change, crossing CR 292 and the Klein Branch of the Pedernales River. At that point, Segment b47 angles more east for approximately 0.9 mile, then turns south for approximately 0.7 mile, paralleling CR 294 on the road's west side. The segment angles southeast, crosses CR 294, and continues approximately 2.7 miles with a slight angle change to the east. It turns south for approximately 0.3 mile, crossing CR 186 (White Oak Road), continues for approximately 1.7 miles, crossing White Oak Creek, then angles to the southeast 0.6 mile, where it terminates at its junction with Segment b55, approximately 2.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road).
Segment b48	Segment b48 begins at the junction of segments b29d and Y16 on the north side of IH 10, approximately 2.1 miles southeast of the intersection of IH10 and RM 479. It heads east for approximately 5 miles, crosses RM 783, crosses ETC pipeline, and continues approximately 1.2 miles where it terminates at the junction of segments b46 and b53, approximately 1.3 miles east of the intersection of RM 783 and CR 186 (White Oak Road).
Segment b50a	Segment b50a begins at the junction of segments b36 and b51, approximately 0.2 mile west of RM 783 and 2.8 miles north of the intersection of RM 783 and CR 282. It heads southeast, crossing RM 783 after approximately 0.2 mile, existing LCRA TSC transmission line T-288 after another approximately 1.2 miles, CR 241 after another approximately 3.2 miles, and CR 242 after another approximately 0.3 mile. It continues in the same general direction, crossing CR 244 after approximately 3.5 miles. The segment then roughly parallels CR 244 on its south side for approximately 1.5 miles, crosses US 290, and continues for another approximately 0.8 mile before turning southward for approximately 3.8 miles to terminate at the junction of segments b50b and b82 on the north side of FM 2093, approximately 0.6 mile west of the intersection of FM 2093 and CR 296.
Segment b50b	Segment b50b begins at the junction of segments b50a and b82 on the north side of FM 2093, approximately 0.6 mile west of the intersection of FM 2093 and CR 296. The segment crosses FM 2093, heading south for approximately 0.5 mile before turning southeast for approximately 1.6 miles to cross Morris Ranch Rd. It continues southeast for approximately 0.6 mile then turns south and crosses the Pedernales River, terminating after approximately 1 mile at the junction of segments b59a and c7a, approximately 0.3 mile west of CR 181 and 0.8 mile south of the Pedernales River.
Segment b51	Segment b51 begins at the junction of segments b36 and b50a, approximately 0.2 mile west of RM 783 and 2.8 miles north of the intersection of RM 783 and CR 282. It heads south for approximately 0.6 mile, crosses RM 783, and continues approximately 1.8 miles to cross CR 282. It then continues approximately 2 miles and terminates at the junction of segments b38 and b52, approximately 0.6 mile northwest of the intersection of US 290 and CR 244.

Segment b52	Segment b52 begins at the junction of segments b38 and b51, approximately 0.6 mile northwest of the intersection of US 290 and CR 244. This segment parallels the NextEra transmission line for almost its entire approximately 16-mile length. It heads south for less than 0.1 mile, turns southeast for approximately 0.4 mile, crosses LCRA TSC transmission line T-288 and US 290, and continues generally south for approximately 1.5 miles to the north side of FM 2093. The segment turns southeast, paralleling FM 2093 on the north for approximately 0.2 mile, angles more to the east for approximately 1.9 miles, and makes an east-northeast turn away from the NextEra transmission line for approximately 0.5 mile before turning east and paralleling the NextEra transmission line again. After approximately 1.3 miles, the segment heads south and continues for approximately 1.5 miles to FM 2093. Continuing south, the segment heads approximately 0.4 mile, turns southeast for 0.2 mile, and then turns back to the south for approximately 0.4 mile, crossing the Pedernales River and to the south side of the NextEra transmission line. It then turns east for approximately 0.1 mile, southeast for approximately 0.6 mile, and south for approximately 0.6 mile. It then turns southeastward for approximately 1.8 miles, with several minor angle changes, before heading southeast and veering away from the NextEra transmission line, crossing CR 186 (White Oak Road) after approximately 0.3 mile. The segment continues southeast for approximately 0.6 mile and just after it crosses White Oak Creek turns south to once again parallel the NextEra transmission line. It continues south for approximately 3.5 miles, with one minor angle change, and terminates at its junction with Segment b58a, approximately 3.2 miles south-southeast of the intersection of CR 320 and CR 186 (White Oak Road).
Segment b53	Segment b53 begins at the junction of segments b46 and b48, approximately 1.3 miles east of the intersection of RM 783 and CR 186 (White Oak Road). It heads southeast for approximately 2 miles where it terminates at its junction with Segment b56 on the south side of an ETC pipeline ROW, approximately 1.3 miles northeast of the intersection of RM 783 and CR 803.
Segment b55	Segment b55 begins at its junction with Segment b47, approximately 2.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road). It heads south for approximately 1.1 miles and terminates at the junction of segments b56, b56a, and b57 just south of an ETC pipeline ROW, approximately 3.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road).
Segment b56	Segment b56 begins at its junction with Segment b53 on the south side of an ETC pipeline ROW, approximately 1.3 miles northeast of the intersection of RM 783 and CR 803. It parallels the pipeline ROW for its entire approximately 2.5-mile length. The segment heads east-southeast for approximately 1 mile, turns southeast, with one minor angle change to the east, for approximately 1.5 miles where it terminates at the junction of segments b55, b56a, and b57, approximately 3.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road).
Segment b56a	Segment b56a begins at the junction of segments b55, b56, and b57, approximately 3.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road). It heads southeast for approximately 1.5 miles, terminating at the junction of segments b58a and b58b, approximately 0.8 mile east of CR 320 and 1.9 miles west of SH 16.
Segment b57	Segment b57 begins at the junction of segments b55, b56, and b56a, approximately 3.1 miles south of the intersection of CR 320 and CR 186 (White Oak Road). It heads southeast for approximately 1.2 miles where it terminates at the junction of segments b57a and c1a just south of the Gillespie-Kerr county line, approximately 1.3 miles east of CR 320 and 2.4 miles west of SH 16.
Segment b57a	Segment b57a begins at the junction of segments b57 and c1a, approximately 1.3 miles east of CR 320 and 2.4 miles west of SH 16. It heads southeast, crossing the existing LCRA TSC transmission line T-207 after approximately 1.4 miles and terminating after another approximately 0.4 mile at the junction of segments b66 and c3, approximately 2.2 miles southwest of the intersection of SH 16 and CR 1170.
Segment b58a	Segment b58a begins at its junction with Segment b52, approximately 3.2 miles south-southeast of the intersection of CR 320 and CR 186 (White Oak Road). It heads south-southeast parallel to and on the west side of the NextEra transmission line for approximately 0.9 mile, where it terminates at the junction of segments b56a and b58b, approximately 0.8 mile east of CR 320 and 1.9 miles west of SH 16.
Segment b58b	Segment b58b begins at the junction of segments b56a and b58a, approximately 0.8 mile east of CR 320 and 1.9 miles west of SH 16. It heads southeast parallel to and on the south side of the NextEra transmission line for approximately 1.1 miles, where it terminates at the southwest corner of the intersection of the NextEra transmission line and LCRA TSC transmission line T-207 just south of the Gillespie-Kerr county line at the junction of segments b59a, b66, and c6, approximately 1.8 miles southwest of the intersection of SH 16 and CR 1170.
Segment b59a (segment may be used in either project or in both projects by paralleling)	Segment b59a begins at the junction of segments b50b and c7a, approximately 0.3 mile west of CR 181 and 0.8 mile south of the Pedernales River. It heads southwest, paralleling the LCRA TSC transmission line T-207 ROW for its entire approximately 5.8-mile length. It terminates at the southwest corner of the intersection of the NextEra transmission line and LCRA TSC transmission line T-207 just south of the Gillespie-Kerr county line at the junction of segments b58b, b66, and c6, approximately 1.8 miles southwest of the intersection of SH 16 and CR 1170.
Segment b66 (segment may be used in either project or in both projects by paralleling)	Segment b66 begins at the junction of segments b58b, b59a, and c6 at the southwest corner of the intersection of the NextEra transmission line and LCRA TSC transmission line T-207 just south of the Gillespie-Kerr county line, approximately 1.8 miles southwest of the intersection of SH 16 and CR 1170. It heads southwest parallel to and on the northwest side of the LCRA TSC T-207 transmission line for approximately 0.1 mile, before turning southeast to cross the transmission line and terminate after approximately 0.5 mile at the junction of segments b57a and c3, approximately 2.2 miles southwest of the intersection of SH 16 and CR 1170.
Segment b74	Segment b74 begins at the junction of segments b14a and b14ba on the north side of CR 300, approximately 1.1 miles east of the intersection of CR 300 and CR 316. It heads southeast for approximately 6.3 miles, crosses US 190 and heads eastward, parallel to and on the south side of US 190, for approximately 1.5 miles where it terminates at the junction of segments b76, b77, and b78, approximately 0.1 mile east of the intersection of US 190 and RM 2084.
Segment b75	Segment b75 begins at the junction of segments b13ab and b13b on the west side of RM 2084, approximately 2.3 miles north of the intersection of RM 2084 and CR 350. It heads south, parallel to and on the west side of RM 2084, for approximately 2.1 miles to terminate at the junction of segments b11a, b11b, and b76, approximately 0.2 mile north of the intersection of RM 2084 and CR 350.



PBSI Engineering
Environmental Consulting
Surveying

PRIMARY ALTERNATIVE
ROUTE SEGMENTS
MCCAMEY D - KENDALL - GILLESPIE
PROJECT
SHEET 3 OF 6



- Primary Route Segment
- Existing Transmission Line
- Pipeline
- Creek
- End Point of Deleted Segment
- City Limits
- Segment ID
- U.S. Highway
- State Highway
- FM, R/M Road
- County Road

SUTTON CO.
KIMBLE CO.

Maps are located throughout this insert, but they don't necessarily refer to the text on the facing page.

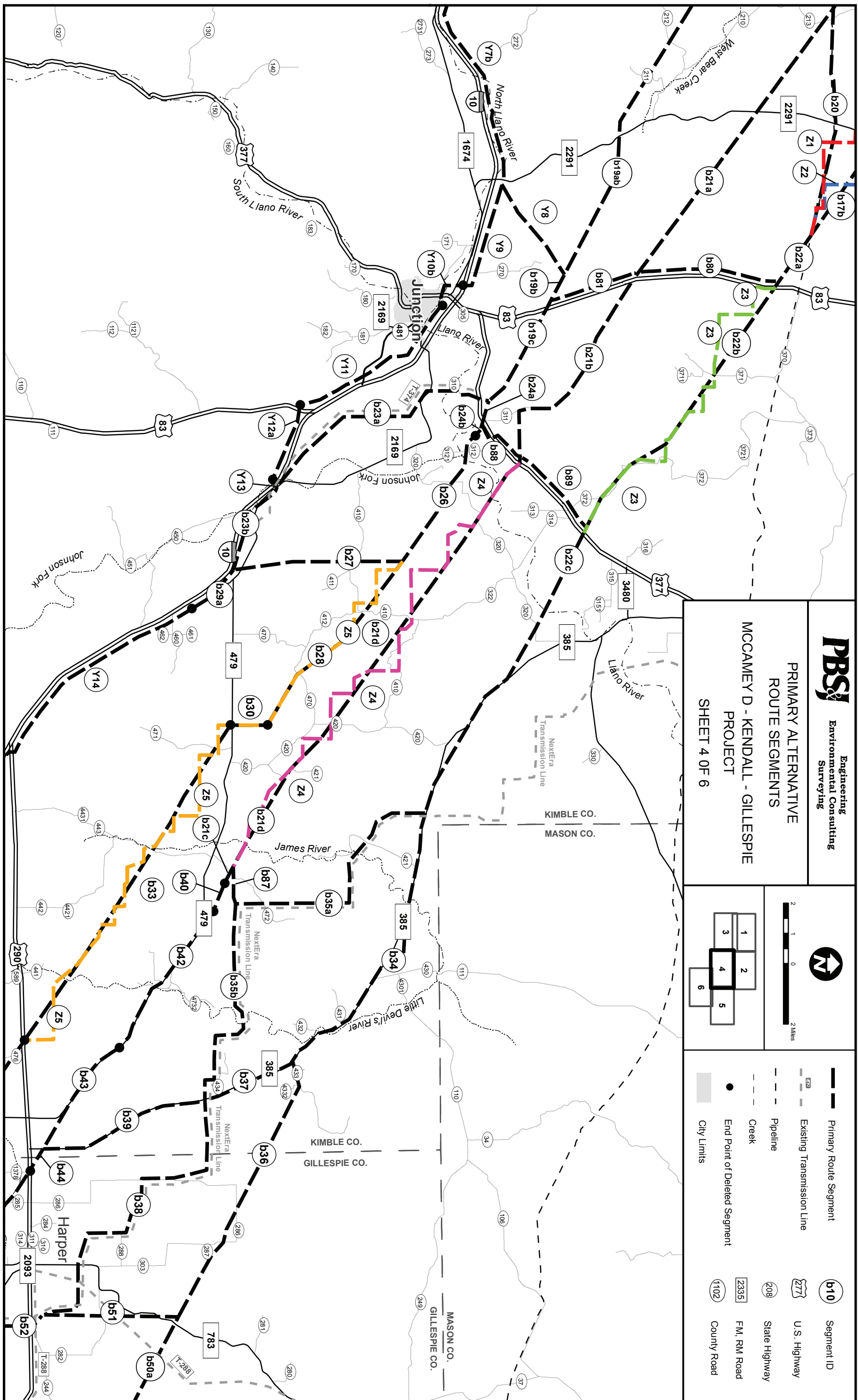
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PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

Segment b76	Segment b76 begins at the junction of segments b11a, b11b, and b75 on the west side of RM 2084, approximately 0.2 mile north of the intersection of RM 2084 and CR 350. It heads south, parallel to and on the west side of RM 2084, for approximately 4 miles, where it crosses RM 2084, the segment continuing south while RM 2084 bears southwest. The segment continues south for approximately 0.5 mile, crosses US 190, and terminates on the south side of US 190 at the junction of segments b74, b77, and b78, approximately 0.1 mile east of the intersection of US 190 and RM 2084.
Segment b77	Segment b77 begins at the junction of segments b74, b76, and b78 on the south side of US 190, approximately 0.1 mile east of the intersection of US 190 and RM 2084. It heads south-southeast for approximately 2 miles, crosses the North Valley Prong of the San Saba River, and continues for another approximately 5.4 miles, where it crosses the Middle Valley Prong of the San Saba River. It then continues for approximately 0.2 mile and terminates at the junction of segments b14bb, b14c, and b85 on the northwest side of CR 245 near the Middle Valley Prong of the San Saba River, approximately 9.5 miles southwest of the road's intersection with RM 864.
Segment b78	Segment b78 begins at the junction of segments b74, b76, and b77 on the south side of US 190, approximately 0.1 mile east of the intersection of US 190 and RM 2084. It heads east, parallel to and on the south side of US 190, for approximately 5.7 miles, where it terminates at the junction of segments b16a, b16b, and b79, approximately 1.2 miles west of the intersection of US 190 and CR 238.
Segment b79	Segment b79 begins at the junction of segments b16a, b16b, and b78, on the south side of US 190 approximately 1.2 miles west of the intersection of US 190 and CR 238. It heads east, parallel to and on the south side of US 190, crossing CR 238 after approximately 1.2 miles. It continues for another approximately 3.6 miles before terminating at the junction of segments b17a and b17b, approximately 1.6 miles west of the intersection of US 190 and CR 242.
Segment b80	Segment b80 begins at the junction of segments b22a and b22b on the west side of US 83, approximately 0.8 mile south of the intersection of US 83 and CR 370. It heads south, parallel to and on the west side of US 83, with several slight angle changes for approximately 4.7 miles where it terminates at the junction of segments b21a, b21b, and b81, approximately 5.3 miles north of the intersection of US 83 and US 377.
Segment b81	Segment b81 begins at the junction of segments b21a, b21b, and b80, on the west side of US 83 approximately 5.3 miles north of the intersection of US 83 and US 377. It heads south, parallel to and on the west side of US 83, for approximately 3 miles where it terminates at the junction of segments b19b and b19c, approximately 2.2 miles north of the intersection of US 83 and US 377.
Segment b82	Segment b82 begins at the junction of segments b50a and b50b, on the north side of FM 2093, approximately 0.6 mile west of the intersection of FM 2093 and CR 296. It heads east, parallel to and on the north side of FM 2093, for approximately 3.5 miles, before turning south-southeast to cross FM 2093. It crosses the LCRA TSC T-207 transmission line after approximately 0.6 mile, and then heads southeast parallel to and on the south side of Segment A12c for approximately 1.2 miles, where it terminates at the junction of segments O1 and P9, approximately 1.4 miles northeast of the intersection of Morris Ranch Road and SH 16.
Segment b83	Segment b83 begins at the junction of segments b13aa and b13ab, approximately 2 miles west of CR 320. It heads east for approximately 2 miles, crosses CR 320, and then continues another 2 miles. It then turns to the northeast for approximately 2.2 miles and terminates at its junction with Segment P1, approximately 0.8 mile southwest of the intersection of RM 2084 and CR 339.
Segment b84	Segment b84 begins at the junction of segments b14ba and b14bb on the north side of US 190, approximately 0.6 mile west of the intersection of US 190 and CR 224. It heads southeast for approximately 0.8 mile, crosses CR 224, and continues approximately 1.4 miles to the North Valley Prong of the San Saba River. From there it continues for approximately 9.1 miles, crosses CR 245, and heads another 0.8 mile to the Middle Valley Prong of the San Saba River. The segment then continues for approximately 0.8 mile, angles slightly more to the south for approximately 0.3 mile, and continues along its original orientation for approximately 2.8 miles before terminating at the junction of segments b85 and b86, approximately 3.3 miles west of RM 864 and 5.1 miles south of CR 245.
Segment b85	Segment b85 begins at the junction of segments b14bb, b14c, and b77, on the northwest side of CR 245 near the Middle Valley Prong of the San Saba River, approximately 9.5 miles southwest of the intersection of CR 245 and RM 864. It heads south-southeast with one slight angle change to the south for approximately 4.4 miles to terminate at the junction of segments b84 and b86, approximately 3.3 miles west of RM 864 and 5.1 miles south of CR 245.
Segment b86	Segment b86 begins at the junction of segments b84 and b85, approximately 3.3 miles west of RM 864 and 5.1 miles south of CR 245. It heads southeast, crossing the Schleicher-Sutton county line after approximately 1.5 miles and RM 864 after and additional approximately 0.8 mile. It continues in the same direction for approximately 3.9 miles before angling slightly to the east for approximately 2.6 miles to cross the Sutton-Kimble county line. It then heads east parallel to the south side of CR 23 for approximately 2.4 miles, and terminates at the junction of segments b86a and b90 on the southwest corner of the intersection of RM 1674 and CR 23.
Segment b86a	Segment b86a begins at the junction of segments b86 and b90, on the southwest corner of the intersection of RM 1674 and CR 23. It heads east across RM 1674 for approximately 4.7 miles, where it crosses CR 214. It continues for another approximately 0.5 mile to terminate at the junction of segments b19aa and b19ab, approximately 0.6 mile southwest of where CR 214 crosses West Bear Creek.
Segment b87	Segment b87 begins at the junction of segments b21d and b21c, approximately 0.8 mile north-northeast of the intersection of RM 479 and CR 472, and approximately 0.9 mile east of the James River. It heads eastward, crosses CR 472 after approximately 0.3 mile, and continues approximately another 0.9 mile to terminate at the junction of segments b35a and b35b, approximately 1 mile north of RM 479 and 0.8 mile east of CR 472.
Segment b88	Segment b88 begins at the junction of segments b24a and b24b, on the south side of US 377 across from the intersection of US 377 and CR 311. It heads northeast, parallel to and on the southeast side of US 377, for approximately 0.8 mile, where it turns northwest and crosses US 377 to parallel its northwest side. It continues on the northwest side of US 377 for approximately 1.1 miles before terminating at the junction of segments b21b, b21d, and b89, approximately 1 mile northeast of the intersection of US 377 and CR 312.
Segment b89	Segment b89 begins at the junction of segments b21b, b21d, and b88, approximately 1 mile northeast of the intersection of US 377 and CR 312. It heads northeast, parallel to and on the northwest side of US 377 for approximately 3.1 miles, where it terminates at the junction of segments b22b and b22c, approximately 0.6 mile northeast of the intersection of US 377 and CR 314.

Segment b90	Segment b90 begins at the junction of segments b86 and b86a, on the southwest corner of the intersection of RM 1674 and CR 23. It heads south parallel to and on the west side of RM 1674, for approximately 3 miles, where it turns south-southeast for approximately 0.4 mile and crosses CR 2612. It then continues for approximately 2 miles before turning south for approximately 1.5 miles, and then generally southeast with several minor angle changes for approximately 2.1 miles, before crossing to parallel the east side of the road. It continues southeast for approximately 1.3 miles, crosses back to the west side and continues to parallel the west side of RM 1674 for another approximately 0.5 mile, before veering away from the road for approximately 0.8 mile to terminate at the junction of segments Y5c and Y5cc, approximately 0.8 mile northwest of the intersection of IH 10 and RM 1674.
Segment c1a	Segment c1a begins at the junction of segments b57 and b57a, approximately 1.3 miles east of CR 320 and 2.4 miles west of SH 16. It heads south-southeast for approximately 1.6 miles, crosses LCRA TSC T-207 transmission line, and then angles southeast and continues approximately 1.5 miles to cross SH 16. The segment then continues southeast for approximately 2.5 miles to the north side of IH 10, where it terminates at its junction with segments c1b and Y20, approximately 3.4 miles east of the intersection of IH 10 and SH 16.
Segment c1b	Segment c1b begins at its junction with segments c1a and Y20, on the north side of IH 10, approximately 3.4 miles east of the intersection of IH 10 and SH 16. It heads southeast, parallel to and on the north side of IH 10 for approximately 0.8 mile, and then turns with the highway east-southeast for approximately 0.9 mile. The segment then diverts from IH 10 as it angles northeast around a rest area for approximately 0.4 mile and then southeast for approximately 0.4 mile to rejoin IH 10 on its north side. It then again parallels the highway heading east, with one slight angle change, for approximately 0.5 mile before crossing CR 228. It then continues southeast for approximately 2.6 miles, crossing CR 228, where it terminates at its junction with Segment c1c, approximately 1 mile west of CR 174.
Segment c1c	Segment c1c begins at its junction with Segment c1b on the north side of IH 10, approximately 1 mile west of CR 174. It heads in a southeasterly direction away from IH 10 for approximately 0.6 mile, where it terminates at the junction of segments c8 and c14a, approximately 0.9 mile northwest of the intersection of IH 10 and FM 1341.
Segment c3 (segment may be used in either project or in both projects by paralleling)	Segment c3 begins at the junction of segments b57a and b66, approximately 2.2 miles southwest of the intersection of SH 16 and CR 1170. It heads southeast for approximately 0.5 mile, where it crosses SH 16, and continues for another approximately 2.2 miles where it terminates at the junction of segments c8 and c9, approximately 2 miles east of SH 16 and 3.2 miles north of IH 10.
Segment c6 (segment may be used in either project or in both projects by paralleling)	Segment c6 begins at the junction of segments b58b, b59a, and b66 on the southwest corner of the intersection of the NextEra transmission line and LCRA TSC T-207 transmission line just south of the Gillespie-Kerr county line, approximately 1.8 miles southwest of the intersection of SH 16 and CR 1170. It heads east-southeast, parallel to the south side of the NextEra transmission line, for approximately 0.7 mile, where it angles slightly south and veers slightly away from the transmission line for approximately 0.2 mile and crosses SH 16. It continues east-southeast for approximately 1.6 miles, crosses to the east side of the NextEra transmission line, then turns south, with one slight angle change, to parallel the NextEra transmission line for approximately 1.3 miles until it terminates at the junction of segments c9 and c10, approximately 2.3 miles east of SH 16 and 3.3 miles north of IH 10.
Segment c7 (segment may be used in either project or in both projects by paralleling)	Segment c7 begins at the junction of segments c7a and A20, approximately 0.3 mile west of CR 181 and 0.8 mile southwest of the Pedernales River. It heads south for approximately 0.4 mile, before it turns southeast for approximately 0.7 mile to cross SH 16. It continues southeasterly, crossing Wolf Creek after approximately 0.6 mile and the Gillespie-Kerr county line after another approximately 2.9 miles. Approximately 1.3 miles past the county line, the segment makes a minor turn and crosses CR 174 after approximately 1.1 more miles. It continues southeast for approximately 0.9 mile where it terminates at the junction of segments c11 and c13a, approximately 0.6 mile east of CR 174 and 1.7 miles west of US 87.
Segment c7a (segment may be used in either project or in both projects by paralleling)	Segment c7a begins at the junction of segments b50b and b59a, approximately 0.3 mile west of CR 181 and 0.8 mile southwest of the Pedernales River. It heads south for 212 ft, where it terminates at the junction of segments A20 and c7 at the existing LCRA TSC T-207 transmission line, approximately 0.3 mile west of CR 181 and 0.8 mile southwest of the Pedernales River.
Segment c8 (segment may be used in either project or in both projects by paralleling)	Segment c8 begins at the junction of segments c3 and c9, approximately 2 miles east of SH 16 and 3.2 miles north of IH 10. It heads in a southeast direction for approximately 6.9 miles, with five minor angle changes, and terminates at the junction of segments c1c and c14a, approximately 0.9 mile northwest of the intersection of IH 10 and FM 1341.
Segment c9 (segment may be used in either project or in both projects by paralleling)	Segment c9 begins at the junction of segments c3 and c8, approximately 2 miles east of SH 16 and 3.2 miles north of IH 10. It heads east for approximately 0.3 mile crossing the NextEra transmission line, where it terminates on the east side of the transmission line at the junction of segments c6 and c10, approximately 2.3 miles east of SH 16 and 3.3 miles north of IH 10.
Segment c10 (segment may be used in either project or in both projects by paralleling)	Segment c10 begins at the junction of segments c6 and c9, approximately 2.3 miles east of SH 16 and 3.3 miles north of IH 10. It heads east, paralleling the north side of the NextEra transmission line for 3.3 miles where it terminates at the junction of segments c11 and c12a, approximately 1.4 miles west of CR 174 and 4.5 miles north of IH 10.
Segment c11 (segment may be used in either project or in both projects by paralleling)	Segment c11 begins at the junction of segments c10 and c12a, approximately 1.4 miles west of CR 174 and 4.5 miles north of IH 10. It heads east, paralleling the north side of the NextEra transmission line, for approximately 1.4 miles to cross CR 174. Still paralleling the NextEra transmission line, the segment continues for approximately 0.2 mile, angles southeast for approximately 0.4 mile, and terminates at the junction of segments c7 and c13a, approximately 0.6 mile east of CR 174 and 1.7 miles west of US 87.
Segment c12a (segment may be used in either project or in both projects by paralleling)	Segment c12a begins at the junction of segments c10 and c11 on the north side of the NextEra transmission line, approximately 1.4 miles west of CR 174 and 4.5 miles north of IH 10. It crosses the NextEra transmission line and heads southeast, parallel to the ETC pipeline ROW for approximately 1.5 miles to cross CR 174. It then continues for approximately 0.9 mile and angles to the south for approximately 0.8 mile, diverting from the pipeline ROW. It terminates at the junction of segments c12b and O7, approximately 0.8 mile east of CR 174 and 1.3 miles west of US 87.
Segment c12b	Segment c12b begins at the junction of segments c12a and O7, approximately 0.8 mile east of CR 174 and 1.3 miles west of US 87. It heads south, parallel to the west side of Segment A2, for approximately 2.1 miles with several minor angle changes. It terminates at the junction of segments c12c and O8, approximately 1.1 miles east of CR 174 and 1.6 miles west of US 87.

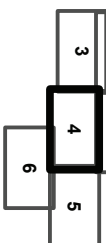


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Surveying

PRIMARY ALTERNATIVE
ROUTE SEGMENTS
MCCAMEY D - KENDALL - GILLESPIE
PROJECT
SHEET 4 OF 6



2 Miles



- Primary Route Segment
 - Existing Transmission Line
 - Pipeline
 - Creek
 - End Point of Deleted Segment
 - City Limits
- Segment ID
 - U.S. Highway
 - State Highway
 - FM, R/W Road
 - County Road

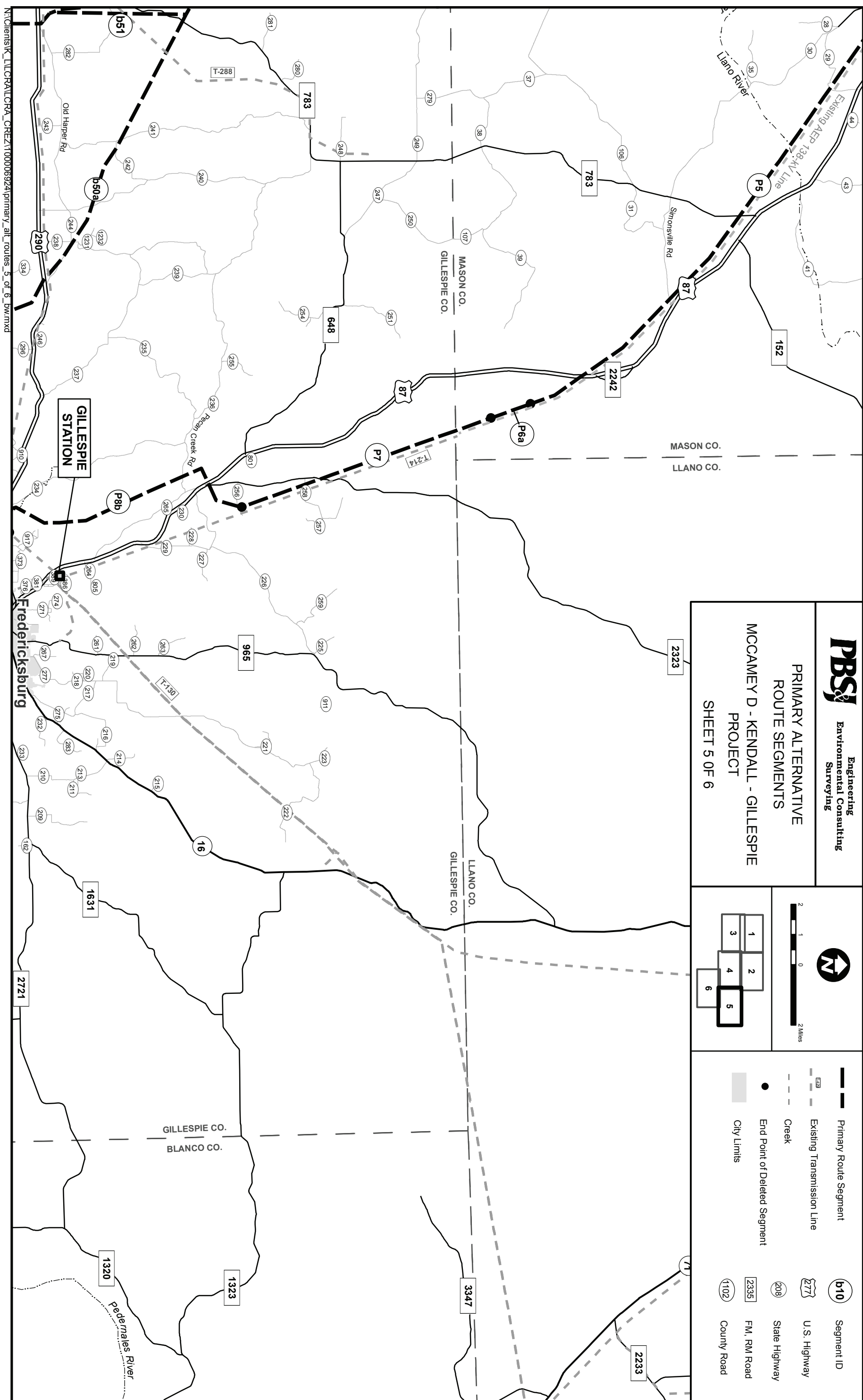
Maps are located throughout this insert, but they don't necessarily refer to the text on the facing page.

PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

Segment c12c (segment may be used in either project or in both projects by paralleling)	Segment c12c begins at the junction of segments c12b and O8, approximately 1.1 miles east of CR 174 and 1.6 miles west of US 87. It heads south for approximately 2 miles, turns east for approximately 0.4 mile and then heads southeast, crossing the Kerr-Kendall county line after approximately 0.8 mile and US 87 after approximately 1.1 more miles. Approximately 0.3 mile past US 87, the segment turns east for approximately 0.8 mile, crossing the NextEra transmission line and terminating at the junction of segments c13d and c19, approximately 0.7 mile north of the Kendall Station.
Segment c13a (segment may be used in either project or in both projects by paralleling)	Segment c13a begins at the junction of segments c7 and c11, approximately 0.6 mile east of CR 174 and 1.7 miles west of US 87. It heads generally southeast, paralleling the east side of the NextEra transmission line throughout its 1.6-mile length, terminating at the junction of segments c13e, O6, and O7, approximately 1 mile west of US 87 and 1.2 miles east of CR 174.
Segment c13b (segment may be used in either project or in both projects by paralleling)	Segment c13b begins at the junction of segments c13e, A2, and A2a, approximately 1 mile west of US 87 and 1.2 miles east of CR 174. It parallels the north and east side of the NextEra transmission line for almost its entire 7.4-mile length. It heads south-southeast for approximately 0.8 mile, east-southeast to veer away from the NextEra transmission line for approximately 0.7 mile, and then east-northeast for approximately 0.3 mile, crossing US 87 and the Kerr-Kendall county line, and paralleling the NextEra transmission line again for the remainder of its length. It heads east-southeast for approximately 1 mile, where it turns south for approximately 1.1 miles, then southeast for approximately 1.1 miles with one slight angle change to the south, and then south, crossing ETC pipeline ROW, for approximately 2.4 miles, where it terminates at the junction of segments c13c and O4, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station.
Segment c13c (segment may be used in either project or in both projects by paralleling)	Segment c13c begins at the junction of segments c13b and O4, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station. It heads south paralleling the east side of the NextEra transmission line for approximately 239 ft, where it terminates at the junction of segments c13d and O8, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station.
Segment c13d (segment may be used in either project or in both projects by paralleling)	Segment c13d begins at the junction of segments c13c and O8, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station. It heads south paralleling the east side of the NextEra transmission line for approximately 0.4 mile, where it terminates at the junction of segments c12c and c19, approximately 0.7 mile north of the Kendall Station.
Segment c13e (segment may be used in either project or in both projects by paralleling)	Segment c13e begins at the junction of segments c13a, O6, and O7, approximately 1 mile west of US 87 and 1.2 miles east of CR 174. It heads southeast paralleling the NextEra transmission line for approximately 245 ft, where it terminates at the junction of segments c13b, A2, and A2a, approximately 1 mile west of US 87 and 1.2 miles east of CR 174.
Segment c14a (segment may be used in either project or in both projects by paralleling)	Segment c14a begins at the junction of segments c1c and c8, approximately 0.9 mile northwest of the intersection of IH 10 and FM 1341. It heads southeast for approximately 1 mile to cross FM 1341, and continues approximately 0.2 mile to terminate at its junction with Segment c14b on the north side of IH 10, approximately 0.3 mile southeast of the northern intersection of IH 10 and FM 1341.
Segment c14b (segment may be used in either project or in both projects by paralleling)	Segment c14b begins at its junction with Segment c14a on the north side of IH 10, approximately 0.3 mile southeast of the northern intersection of IH 10 and FM 1341. It heads generally southeast, parallel to and on the north side of IH 10, crossing FM 1341 after approximately 1.1 miles. The segment continues to parallel the north side of IH 10 for approximately 1.6 miles, where it terminates at the junction of segments c14c and Y22, approximately 1.6 miles southeast of the southern intersection of IH 10 and FM 1341.
Segment c14c (segment may be used in either project or in both projects by paralleling)	Segment c14c begins at the junction of segments c14b and Y22, on the north side of IH 10 approximately 1.6 miles southeast of the southern intersection of IH 10 and FM 1341. It heads east-northeast, crossing the Kerr-Kendall county line after approximately 0.2 mile to terminate after another approximately 0.6 mile at its junction with Segment c18aa, approximately 0.9 mile northwest of the intersection of IH 10 and US 87.
Segment c18aa (segment may be used in either project or in both projects by paralleling)	Segment c18aa begins at its junction with Segment c14c, approximately 0.9 mile northwest of the intersection of IH 10 and US 87. It heads southeast for approximately 0.2 mile, where it turns south for less than 0.4 mile and terminates at the junction of segments c18ab and Y22a, approximately 0.5 mile northwest of the intersection of IH 10 and US 87.
Segment c18ab (segment may be used in either project or in both projects by paralleling)	Segment c18ab begins at the junction of segments c18aa and Y22a, approximately 0.5 mile northwest of the intersection of IH 10 and US 87. It heads east for approximately 0.3 mile, crosses US 87, and continues for another approximately 0.7 mile, where it terminates at its junction with Segment c18b, approximately 0.3 mile west of the Kendall Station.
Segment c18b (segment may be used in either project or in both projects by paralleling)	Segment c18b begins at its junction with Segment c18ab, approximately 0.3 mile west of the Kendall Station. It heads northeast for approximately 0.3 mile and turns to the east for approximately 0.2 mile, where it terminates at the junction of segments c20 and c21, approximately 0.2 mile north of the Kendall Station.
Segment c19 (segment may be used in either project or in both projects by paralleling)	Segment c19 begins at the junction of segments c12c and c13d, approximately 0.7 mile north of the Kendall Station. It heads south for approximately 0.4 mile, where it terminates at its junction with Segment c20 approximately 0.3 mile north of the Kendall Station.
Segment c20 (segment may be used in either project or in both projects by paralleling)	Segment c20 begins at its junction with Segment c19, approximately 0.3 mile north of the Kendall Station. It heads southeast for approximately 0.2 mile where it terminates at the junction of segments c18b and c21, approximately 0.2 mile north of the Kendall Station.
Segment c21 (segment may be used in either project or in both projects by paralleling)	Segment c21 begins at the junction of segments c18b and c20, approximately 0.2 mile north of the Kendall Station. It heads south for approximately 0.2 mile, turns southeast for less than 0.1 mile, and enters the station on its northwest side.
Segment Y1	Segment Y1 begins at the junction of segments b5a and b5b, on the north side of CR 431 approximately 0.9 mile west-northwest of the intersection of CR 431 and US 277. It crosses CR 431 heading south-southwest for 363 ft, and then heads east-southeast for approximately 0.6 mile before turning southward to parallel an existing non-LCRA TSC transmission line. After approximately 0.2 mile, the segment turns south-southwest and parallels the west side of US 277 for approximately 11.4 miles where it terminates at its junction with Segment Y2b, approximately 1.1 miles north-northeast of the intersection of US 277 and CR 300.

Segment Y2b	Segment Y2b begins at its junction with Segment Y1, on the west side of US 277, approximately 1.1 miles north-northeast of the intersection of US 277 and CR 300. It heads west for approximately 1.2 miles, crosses RM 915, and continues for approximately 1 mile. It then turns south for approximately 1.1 miles, crosses CR 412, continues 1 mile with one slight angle change, crosses US 190, and continues for approximately 1 mile to US 277, crossing CR 100. It heads south, parallel to and on the west side of US 277, for approximately 1 mile where it crosses FM 2129. It continues for approximately 4.8 miles, and then angles southwest with the highway for approximately 2.3 miles, with several slight angle changes. It then heads generally south-southwest for approximately 0.9 mile, where it veers briefly from US 277 as it crosses the Schleicher-Sutton county line to head slightly more west for approximately 0.5 mile, and then angles south-southeast for approximately 0.5 mile to rejoin US 277. The segment then continues generally south-southwest, still parallel to and on the west side of US 277, for approximately 1.9 miles, where it angles south-southeast with the highway for approximately 0.8 mile, crosses CR 102, and continues another 2.1 miles. It then angles more to the east for approximately 0.8 mile and terminates at its junction with Segment Y2c approximately 2.8 miles north-northeast of the intersection of US 277 and IH 10.
Segment Y2c	Segment Y2c begins at its junction with Segment Y2b, on the west side of US 277 approximately 2.8 miles north-northeast of the intersection of US 277 and IH 10. It heads south-southeast, parallel to the west side of US 277, for approximately 0.3 mile, where it shifts south-southwest for approximately 0.8 mile. It then turns east for less than 0.1 mile to cross US 277 to its east side, and then continues south-southeast, veering from the highway, for approximately 1.1 miles. The segment then heads southeast for approximately 0.5 mile, crosses CR 202, and continues another 1.4 miles, where it terminates at its junction with Segment Y3a on the north side of IH 10, approximately 2.3 miles east of the intersection of US 277 and IH 10.
Segment Y3a	Segment Y3a begins at its junction with Segment Y2c, on the north side of IH 10, approximately 2.3 miles east of the intersection of US 277 and IH 10. It heads east-southeast parallel to the north side of IH 10 for approximately 1.3 miles, where it angles northeast for approximately 0.2 mile and terminates at its junction with Segment Y4, on the west side of the intersection of IH 10 and RM 864.
Segment Y4	Segment Y4 begins at its junction with Segment Y3a, on the west side of the intersection of IH 10 and RM 864. It parallels the north side of IH 10 for the entirety of its 34.4-mile length. It crosses RM 864 and heads southeast for approximately 0.3 mile before turning east-southeast for approximately 7.8 miles, with one slight angle change to the south, where it crosses CR 305. It continues along the north side of IH 10 with many slight angle changes, crossing the Sutton-Kimble county line after approximately 22 miles, and CR 262 after another approximately 2.2 miles. The segment continues for another approximately 2.1 miles to terminate at the junction of segments Y5c on the west side of the North Llano River, approximately 3.4 miles west-southwest of the intersection of IH 10 and RM 1674.
Segment Y5c	Segment Y5c begins at its junction with Segment Y4 on the west side of the North Llano River, approximately 3.4 miles west-southwest of the intersection of IH 10 and RM 1674. It heads northeast across the North Llano River for approximately 0.4 mile before turning east-southeast for approximately 0.2 mile. It then turns east-northeast with a few minor angle changes for approximately 2.4 miles and terminates at the junction of segments b90 and Y5cc, approximately 0.8 mile northwest of the intersection of IH 10 and RM 1674.
Segment Y5cc	Segment Y5cc begins at the junction of segments b90 and Y5c, approximately 0.8 mile northwest of the intersection of IH 10 and RM 1674. It heads east-southeast for approximately 0.7 mile, crosses RM 1674, and continues for another approximately 0.3 mile before heading east-northeast with one slight angle change for approximately 1.9 miles to terminate at its junction with Segment Y7b, approximately 1.1 miles west-northwest of the intersection of IH 10 and CR 274.
Segment Y7b	Segment Y7b begins at its junction with Segment Y5cc, approximately 1.1 miles west-northwest of the intersection of IH 10 and CR 274, and parallels the north side of IH 10. It heads east-northeast for approximately 0.5 mile, east-southeast for 0.9 mile, and then northeast with one slight angle change for approximately 2.4 miles and crosses CR 272. It then heads east-northeast for approximately 1.1 miles, northeast for 0.2 mile, and east-southeast for approximately 0.2 mile. The segment then heads east-northeast for approximately 2.1 miles with one slight angle change, crosses RM 2291, and terminates at the junction of segments Y8 and Y9, at the northeast corner of the intersection of IH 10 and RM 2291.
Segment Y8	Segment Y8 begins at the junction of segments Y7b and Y9, at the northeast corner of the intersection of IH 10 and RM 2291. It heads northeast for approximately 1.3 miles, then angles very slightly to the north for approximately 1.3 miles, and then angles very slightly to the east for approximately 1.2 miles to terminate at the junction of segments b19ab and b19b, approximately 3.1 miles northwest of the intersection of US 83 and US 377.
Segment Y9	Segment Y9 begins at the junction of segments Y7b and Y8, at the northeast corner of the intersection of IH 10 and RM 2291. It heads southeast for approximately 0.2 mile, then heads east-southeast to parallel the north side of IH 10 for approximately 3 miles, where it crosses CR 270. It then continues for approximately 0.4 mile, before turning south for approximately 0.1 mile and crossing IH 10 to terminate at its junction with Segment Y10b on the south side of IH 10, approximately 0.6 mile northwest of the intersection of US 83 and IH 10.
Segment Y10b	Segment Y10b begins at its junction with Segment Y9, approximately 0.6 mile northwest of the intersection of US 83 and IH 10. It heads south for approximately 0.2 mile, crosses RM 1674, and continues another approximately 0.2 mile. It then turns east-southeast for approximately 0.3 mile, crosses the intersection of US 83 and RM 1674, and continues another approximately 0.1 mile. It then heads east-northeast for approximately 0.3 mile and terminates at its junction with Segment Y11, just north of the North Llano River on the south side of IH 10, approximately 0.3 mile southeast of the intersection of IH 10 and US 83.
Segment Y11	Segment Y11 begins at its junction with Segment Y10b, approximately 0.3 mile southeast of the intersection of IH 10 and US 83. It heads southeast for approximately 1.3 miles, crosses the Llano River, and continues for approximately 0.3 mile, where it crosses FM 2169 and continues another approximately 0.6 mile. It then heads southward for approximately 0.5 mile and then south-southeast for approximately 1.2 miles with one slight angle change to cross Loop 481 before it intersects IH 10. The segment continues for approximately 2.3 miles to terminate at its junction with Segment Y12a, on the west side of US 83 where it diverges from IH 10.
Segment Y12a	Segment Y12a begins at its junction with Segment Y11, on the west side of US 83 where it diverges from IH 10. It crosses US 83 and heads east-southeast parallel to the south side of IH 10, crossing Johnson Fork after approximately 2.2 miles and terminating after another approximately 0.2 mile at its junction with Segment Y13, approximately 0.4 mile west-northwest of the intersection of IH 10 and FM 2169.

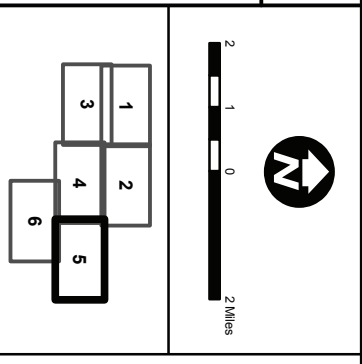


PBS Engineering Environmental Consulting Surveying

PRIMARY ALTERNATIVE ROUTE SEGMENTS

MCCAMEY D - KENDALL - GILLESPIE PROJECT

SHEET 5 OF 6



	Primary Route Segment		Segment ID
	Existing Transmission Line		U.S. Highway
	Creek		State Highway
	End Point of Deleted Segment		FM, RM Road
	City Limits		County Road

Maps are located throughout this insert, but they don't necessarily refer to the text on the facing page.

PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

Segment Y13	Segment Y13 begins at its junction with Segment Y12a, approximately 0.4 mile west-northwest of the intersection of IH 10 and FM 2169. It heads southeast for approximately 0.2 mile, parallel to the south side of IH 10, before turning northeast, crossing to the north side of IH 10, for approximately 0.2 mile, where it terminates at the junction of b23a and b23b on the west side of the intersection of IH 10 and FM 2169.
Segment Y14	Segment Y14 begins at its junction with Segment b29a on the north side of IH 10, approximately 0.6 mile northwest of the intersection of IH 10 and CR 460. It heads generally southeast paralleling IH 10, crossing CR 460 after approximately 0.6 mile, crossing US 290 after approximately another 7.3 miles, crossing the Kimble-Kerr county line after approximately another 0.5 mile, and terminating after another approximately 1.3 miles at its junction with Segment b29c, approximately 0.4 mile northwest of the intersection of IH 10 and CR 568.
Segment Y16	Segment Y16 begins at the junction of segments b29d and b48, on the north side of IH 10, approximately 2.1 miles southeast of the intersection of IH10 and RM 479. It heads generally southeast, with many angle changes, parallel to the north side of IH 10. It crosses the Gillespie-Kerr county line after approximately 5.1 miles, crosses FM 1338 after approximately another 2.2 miles, crosses RM 783 after approximately another 3.6 miles, and terminates after another approximately 1.3 miles at its junction with Segment Y17b, approximately 1.6 miles west-northwest of the intersection of IH 10 and SH 16.
Segment Y17b	Segment Y17b begins at its junction with Segment Y16, approximately 1.6 miles west-northwest of the intersection of IH 10 and SH 16. It heads east-southeast, with two slight angle changes, crossing existing LCRA TSC T-207 transmission line after approximately 0.4 mile and terminating after another approximately 0.3 mile at its junction with Segment Y18, approximately 1 mile west-northwest of the intersection of IH 10 and SH 16.
Segment Y18	Segment Y18 begins at its junction with Segment Y17b, approximately 1 mile west-northwest of the intersection of IH 10 and SH 16. It heads east-southeast, parallel to the north side of IH 10, for approximately 0.8 mile with two slight angle changes. It terminates at its junction with Segment Y19b, approximately 0.2 mile west of the intersection of IH 10 and SH 16.
Segment Y19b	Segment Y19b begins at its junction with Segment Y18, approximately 0.2 mile west of the intersection of IH 10 and SH 16. It heads northeast for approximately 900 ft, and then turns southeast for approximately 475 ft where it terminates at its junction with Segment Y20, on the northwest corner of the intersection of IH 10 and SH 16.
Segment Y20	Segment Y20 begins at its junction with Segment Y19b, on the northwest corner of the intersection of IH 10 and SH 16. It crosses SH 16 heading generally east, parallel to the north side of IH 10, with many slight angle changes for approximately 3.5 miles, where it terminates at the junction of segments c1a and c1b, approximately 3.4 miles east of the intersection of IH 10 and SH 16.
Segment Y22 (segment may be used in either project or in both projects by paralleling)	Segment Y22 begins at the junction of segments c14b and c14c on the north side of IH 10, approximately 1.6 miles southeast of the southern intersection of IH 10 and FM 1341. It heads southeast parallel to the north side of IH 10, crossing the Kerr-Kendall county line after approximately 0.2 mile and terminating after another approximately 0.5 mile at its junction with Segment Y22a, approximately 0.7 mile northwest of the intersection of IH 10 and US 87.
Segment Y22a (segment may be used in either project or in both projects by paralleling)	Segment Y22a begins at its junction with Segment Y22, approximately 0.7 mile northwest of the intersection of IH 10 and US 87. It heads east for approximately 0.4 mile, where it terminates at the junction of segments c18aa and c18ab, approximately 0.5 mile northwest of the intersection of IH 10 and US 87.
Segment P1	Segment P1 begins at its junction with Segment b83, approximately 0.8 mile southwest of the intersection of RM 2084 and CR 339. It heads generally eastward, crossing RM 2084 after approximately 0.6 mile and crossing CR 339 after another approximately 1 mile. It continues in the same general direction for approximately 9.2 miles before angling southeast for approximately 1.3 miles, then east to parallel the south side of CR 5015 for approximately 3 miles, crossing the Schleicher-Menard county line and CR 5013. It continues east for approximately 6.2 miles, crosses CR 5008, and after another approximately 0.2 mile turns southeast to parallel the south west side of an existing AEP 138-kV transmission line, which it parallels for the rest of its length. The segment crosses CR 5008 again after approximately 0.6 mile and continues for approximately 9.4 miles, where it turns east for approximately 1.9 miles to terminate at its junction with Segment P2b, approximately 1.7 miles west-northwest of the intersection of US 83 and US 190.
Segment P2b	Segment P2b begins at its junction with Segment P1, on the south side of an existing AEP 138-kV transmission line, approximately 1.7 miles west-northwest of the intersection of US 83 and US 190. It heads east-northeast across and veering away from the AEP transmission line for approximately 1.3 miles, turns east for approximately 0.4 mile to cross US 83 to its east side, and then shifts east-southeast for approximately 1.3 miles to cross US 190. It then heads southward, crossing the San Saba River after approximately 1.2 miles and FM 2092 after another approximately 0.7 mile. It continues south for approximately 0.9 mile to cross the existing AEP 138-kV transmission line again where it terminates at its junction with Segment P3 on the south side of the AEP transmission line, approximately 1.6 miles north of the intersection of US 83 and SH 29.
Segment P3	Segment P3 begins at its junction with Segment P2b, approximately 1.6 miles north of the intersection of US 83 and SH 29. It parallels the south side of an existing AEP 138-kV transmission line for its entire 35.3-mile length. The segment heads southeast, crossing SH 29 after approximately 5.7 miles, crossing RM 1221 after approximately 9.1 miles, crossing the Menard-Mason county line after another approximately 3 miles, crossing US 377 after another approximately 6.6 miles, and crossing RM 1871 south of Mason after approximately another 8.7 miles. It continues east for approximately 0.8 mile before turning southeastward for approximately 1.2 miles to cross RM 1723 and terminate at its junction with Segment P4b on the east side of RM 1723, approximately 0.6 mile north of the intersection of RM 1723 and RM 2389.
Segment P4b	Segment P4b begins at its junction with Segment P3 on the east side of RM 1723, approximately 0.6 mile north of the intersection of RM 1723 and RM 2389. It heads east across an existing AEP 138-kV transmission line for approximately 0.6 mile, then turns south-southeast for approximately 0.6 mile, crossing back to the south side of the AEP transmission line to terminate at its junction with Segment P5, approximately 0.8 mile east of the intersection of RM 1723 and RM 2389.
Segment P5	Segment P5 begins at its junction with Segment P4b, approximately 0.8 mile east of the intersection of RM 1723 and RM 2389. It parallels the southwest side of an existing AEP 138-kV transmission line for its entire 17.2-mile length. The segment heads southeast, crossing CR 29 after approximately 2.5 miles, crossing the Llano River after another approximately 2.8 miles, crossing RM 783 after another approximately 2.4 miles, crossing Simonsville Road after another approximately 3.7 miles, and crossing US 87 after another approximately 3.9 miles. It continues for another approximately 1.9 miles and terminates at its junction with Segment P6a, approximately 2.4 miles south-southeast of the southern intersection of US 87 and RM 2242.

Segment P6a	Segment P6a begins at its junction with Segment P5, approximately 2.4 miles south-southeast of the southern intersection of US 87 and RM 2242. It parallels the west side of an existing AEP 138-kV transmission line for the entirety of its 1.4-mile length, terminating at its junction with Segment P7, approximately 3.8 miles south-southeast of the southern intersection of US 87 and RM 2242.
Segment P7	Segment P7 begins at its junction with Segment P6a, approximately 3.8 miles south-southeast of the southern intersection of US 87 and RM 2242. It heads southeastward paralleling an existing AEP 138-kV transmission line for approximately 1.3 miles where it crosses the Mason-Gillespie county line. Once crossing into Gillespie County, the AEP line becomes LCRA TSC T-214 transmission line. It continues in the same direction paralleling the LCRA TSC T-214 transmission line, crossing RM 2323 after approximately 4.8 miles, crossing CR 258 after another approximately 0.5 mile, and terminating after another approximately 2.2 miles at its junction with Segment P8b on the north side of CR 256, approximately 0.8 mile east of the intersection of CR 256 and RM 2323.
Segment P8b	Segment P8b begins at its junction with Segment P7 on the north side of CR 256, approximately 0.8 mile east of the intersection of CR 256 and RM 2323. It heads southwest across CR 256 for approximately 0.9 mile before turning more westerly, crossing RM 2323 after approximately 0.5 mile and crossing US 87 after less than 0.1 mile. It continues in the same direction for another approximately 0.5 mile, turns 90 degrees and heads southward for approximately 0.7 mile, crosses Pecan Creek Rd, and continues another 3.5 miles. The segment then turns south for approximately 1.4 miles, then bears southwest for approximately 1.1 miles, parallel to Segment A16a. It then heads south-southeast for approximately 0.4 mile, crosses US 290, and continues another approximately 0.4 mile. The segment turns south-southwest for approximately 0.1 mile and terminates at its junction with Segment P9 on the northwest corner of the intersection of LCRA TSC transmission lines T-288 and T-207, approximately 0.6 mile south-southeast of the intersection of US 290 and CR 234.
Segment P9	Segment P9 begins at its junction with Segment P8b on the northwest corner of the intersection of LCRA TSC transmission lines T-288 and T-207, approximately 0.6 mile south-southeast of the intersection of US 290 and CR 234. It heads southwest across LCRA TSC transmission line T-288 parallel to and on the northwest side of Segment A12/LCRA TSC transmission line T-207 for approximately 1.8 miles, before turning west for approximately 0.2 mile. The segment then heads south for approximately 0.3 mile, crosses Segment A12/LCRA TSC transmission line T-207, and continues approximately 0.6 mile to cross FM 2093. The segment then continues south for approximately 1.3 miles, crosses Segment A10, and continues for less than 0.1 mile where it terminates at the junction of segments b82 and O1, approximately 1.4 miles northeast of the intersection of SH 16 and Morris Ranch Road.
Segment O1	Segment O1 begins at the junction of segments b82 and P9, approximately 1.4 miles northeast of the intersection of SH 16 and Morris Ranch Road. It heads southeast, parallel to the southwest side of Segment A10 for approximately 0.6 mile, before heading east for approximately 0.6 mile, still parallel to Segment A10. It then heads south, parallel to the west side of Segment A9, for approximately 0.3 mile where it terminates at the junction of segments O2 and O3 on the northwest corner of the intersection of SH 16 and Nasse Lane.
Segment O2	Segment O2 begins at the junction of segments O1 and O3 on the northwest corner of the intersection of SH 16 and Nasse Lane. It heads eastward across SH 16 and the Pedernales River for approximately 2.6 miles, parallel to the south side of segments A7 and A6, before heading south for approximately 0.5 mile and east for approximately 0.4 mile, still parallel to Segment A6. It terminates at the junction of segments O4 and O5, approximately 2.8 miles south of the intersection of SH 16 and CR 165.
Segment O3	Segment O3 begins at the junction of segments O1 and O2 on the northwest corner of the intersection of SH 16 and Nasse Lane, and parallels the west side of Segment A4 for almost the entirety of the segment's length. It heads south for approximately 0.2 mile, crossing SH 16 and the Pedernales River, before shifting southeast for approximately 0.6 mile. The segment then turns south for approximately 1 mile, south-southeast for approximately another mile, and southeast for approximately 0.3 mile. It then turns south for approximately 0.3 mile, and south-southeast for approximately 1.1 miles, where it diverges from Segment A4 temporarily to head south for approximately 0.2 mile and southeast for approximately 0.3 mile, where it again begins to parallel the west side of Segment A4. It then heads south for approximately 0.4 mile and east-southeast for approximately 0.5 mile where it terminates at the junction of segments O5 and O6, just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd.
Segment O4	Segment O4 begins at the junction of segments O2 and O5, approximately 2.8 miles south of the intersection of SH 16 and CR 165. It heads east for approximately 1.5 miles, parallel to the south side of Segment A3, before heading south for approximately 0.4 mile, no longer parallel to Segment A3 but parallel to the west side of US 87. It then heads east for approximately 0.6 mile, crossing US 87, and heads south-southeast, parallel to the west side of Segment A3/existing LCRA TSC transmission line T-120, for approximately 3.6 miles. Then the segment veers away from Segment A3, turning south for approximately 0.4 mile, east for 0.1 mile, and south-southeast again to once again parallel Segment A3. It heads south-southeast (crossing Gillespie-Kendall county line) for approximately 1.3 miles to cross Grape Creek Rd. The segment then continues south-southeast for approximately 1.6 miles, turns south-southwest for approximately 1.8 miles to cross CR 2, and continues for approximately 0.8 miles. It then diverges from Segment A3 to head southwest for approximately 0.1 mile and south-southeast for approximately 0.2 mile. Parallel to Segment A3 again, Segment O4 heads south-southwest for approximately 3.4 miles and west-southwest for approximately 2.2 miles, crossing ETC pipeline ROW, Flat Rock Creek Rd, and Flat Rock Creek before terminating at the junction of segments c13b and c13c, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station.
Segment O5	Segment O5 begins at the junction of segments O2 and O4, approximately 2.8 miles south of the intersection of SH 16 and CR 165. It heads south, parallel to the west side of Segment A5, for approximately 2.4 miles. It then turns southeast for approximately 0.4 mile to the west side of US 87, and begins to parallel the west side of US 87 heading south-southwest for approximately 1.8 miles. From there the segment turns south for approximately 0.2 mile, crossing Segment A4, and terminates at the junction of segments O3 and O6, just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd.
Segment O6	Segment O6 begins at the junction of segments O3 and O5 just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd. It heads south for approximately 0.5 mile, on the west side of both US 87 and Segment A2a, turns southwest for approximately 0.5 mile, and then turns south-southwest for approximately 2.3 miles with one slight angle change. From there it diverges from US 87, but continues to parallel the west side of Segment A2a, and heads southwest for approximately 1.3 miles where it terminates at the junction of segments c13a, c13e, and O7 on the northeast side of the NextEra 345-kv transmission line, approximately 1 mile west of US 87 and 1.2 miles east of CR 174.

PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

<p>Segment O7</p>	<p>Segment O7 begins at the junction of segments c13a, c13e, and O6 on the northeast side of the NextEra 345-kv transmission line, approximately 1 mile west of US 87 and 1.2 miles east of CR 174. It heads southwest across the NextEra transmission line and parallels the northwest side of Segment A2 for approximately 0.4 mile before angling very slightly more west for approximately 0.2 mile to terminate at the junction of segments c12a and c12b, approximately 0.8 mile east of CR 174 and 1.3 miles west of US 87.</p>
<p>Segment O8</p>	<p>Segment O8 begins at the junction of segments c12b and c12c, approximately 1.1 miles east of CR 174 and 1.6 miles west of US 87. It heads south-southeast paralleling the southwest side of Segment A2 for approximately 2.5 miles, turns east at the Kerr-Kendall county line parallel to the south side of Segment A2 for approximately 1 mile to cross US 87, and continues for another approximately 0.6 mile before turning south for approximately 0.2 mile. It then heads south-southwest for 0.2 mile, veering away from Segment A2, then heads southeast for approximately 0.2 mile and east for approximately 0.5 mile parallel to the south side of Segment A2 to terminate at the junction of segments c13c and c13d, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station.</p>
<p>Segment Z1</p>	<p>Segment Z1 exits the east side of the McCamey D (Big Hill) Station, located on the north side of CR 431 approximately 1 mile west-northwest of the intersection of CR 431 and US 277. It heads east-southeast for about 376 ft, where it turns northeast for approximately 1.8 miles to the west side of US 277, crossing a non-LCRA transmission line. It then heads east, crossing US 277, another non-LCRA transmission line, and the South Concho River, respectively, for approximately 5.3 miles, before turning south for approximately 2 miles. It then reverts back to the east for about 2 miles, crosses CR 320, and continues another approximately 2 miles before heading south for approximately 4 miles. From there the segment heads east for approximately 2 miles to the west side of RM 2084, where it heads south parallel to the west side of RM 2084 for approximately 2 miles, crosses CR 300, and continues south for approximately 3.8 miles. It then crosses RM 2084 as the road curves to the southwest, and the segment continues south for approximately 0.5 mile to cross US 190 to its south side. It then heads east, parallel to the south side of US 190, for approximately 6.9 miles, crosses CR 238, and continues for another 4.2 miles before turning south for approximately 0.9 mile, east for about 0.5 mile, and east-northeast for about 0.2 mile. It then angles back east, crossing CR 242 after approximately 0.3 mile and the Schleicher-Menard county line after approximately 0.2 mile.</p> <p>It then turns south-southeast to parallel the west side of CR 5011 for approximately 0.3 mile, crosses CR 5011 to its east side, and continues parallel to the road's east side for approximately 0.6 mile. The segment then heads east-southeast for approximately 1.7 miles, south for approximately 0.8 mile to the north side of RM 864, and then angles southeast for approximately 0.3 mile, crossing RM 864 and the San Saba River. It then heads south for approximately 2.4 miles, east for approximately 1.5 miles, and south for approximately 5.3 miles to the north side of CR 5016. From there the segment heads east for approximately 2.6 miles, crossing CR 5016 where it turns north, and angles very slightly to the northeast for approximately 0.2 mile before reverting back east for approximately 4.3 miles. It then turns to the northeast for approximately 0.2 mile, crossing CR 5002 to the southeast corner of the intersection of CR 5001 and CR 5002. It heads east, parallel to the south side of CR 5001, for approximately 1 mile, where CR 5001 turns north, and then the segment continues east for approximately 3.8 miles. It then heads south for less than 0.1 mile to the west side of RM 2291, where it heads south-southwest paralleling the west side of the road, crossing the Menard-Kimble county line after approximately 1.1 mile. It continues to parallel the west side of RM 2291 for approximately 0.8 mile before angling south-southeast to cross RM 2291. From there it heads east for approximately 0.4 mile, south for about 1 mile, and east for approximately 2.2 miles. It then turns south again for approximately 0.2 mile, east again for approximately 0.2 mile, and angles east-southeast for approximately 0.7 mile where it terminates at the junction of segments b17b and b22a, approximately 1.9 miles west of the intersection of US 83 and CR 370.</p>
<p>Segment Z2</p>	<p>Segment Z2 exits the east side of the McCamey D (Big Hill) Station, located on the north side of CR 431 approximately 1 mile west-northwest of the intersection of CR 431 and US 277. It heads east-southeast for about 376 ft, where it turns northeast for approximately 1.8 miles to the west side of US 277, crossing a non-LCRA transmission line. It then heads east, crossing US 277, another non-LCRA transmission line, and the South Concho River, respectively, for approximately 3.3 miles, before turning south for approximately 2 miles. It then heads east again for approximately 4 miles, crossing CR 320 to the road's east side. It then heads south, parallel to the east side of CR 320, for about 2 miles before turning east for approximately 2 miles. From there the segment heads south for approximately 1 mile, east for about 1 mile, south again for about 1 mile, and east again for about 1 mile, reaching the west side of RM 2084. It heads south, parallel to the west side of RM 2084, for about 1 mile before turning east, immediately crossing RM 2084, for approximately 3 miles. The segment then heads south for approximately 1 mile to the north side of CR 350, and parallels the road's north side heading east for about 1 mile. It then turns south, crossing CR 350, for about 1 mile, turns east for about 1 mile, south for another mile, and east for approximately 3 miles to the west side of CR 339. It then parallels the west side of CR 339, heading south for approximately 1 mile before turning east and crossing CR 339 for approximately 2 miles. From there the segment heads south for approximately 1.2 miles and crosses US 190. It turns east, parallel to the south side of US 190, for approximately 1.1 miles, where it turns south for approximately 0.9 mile, east for approximately 0.5 mile, and east-northeast for approximately 0.2 mile, before heading east again for approximately 0.3 mile and crossing CR 242. It then continues east for approximately 0.2 mile, crossing the Schleicher-Menard county line, to the west side of CR 5011.</p> <p>The segment then heads south, parallel to the west side of CR 5011, for approximately 0.3 mile and crosses CR 5011 to its east side. It continues south, paralleling the east side of CR 5011 for approximately 0.6 mile, before turning east-southeast for approximately 1.7 miles and then south for approximately 0.8 mile to the north side of RM 864. The segment then heads southeast, crossing RM 864 and the San Saba River, for approximately 0.3 mile, turns south for approximately 0.4 mile, east for approximately 1.6 miles, and south again for approximately 3 miles. From there it heads east for approximately 4.1 miles, south for approximately 0.5 mile, and east again for approximately 3.6 miles. It turns south for approximately 1.5 miles, crosses CR 5002 to its south side, and parallels the road's south side heading east for approximately 0.5 mile, before turning south to parallel the east side of CR 5000 for about 2 miles. The segment then heads east for approximately 3.8 miles and south for less than 0.1 mile to the west side of RM 2291. It then parallels the west side of RM 2291 heading south-southwest for about 1 mile, and angles east-southeast for approximately 1.4 miles, with two very slight angle changes to the east, crossing RM 2291 and the Menard-Kimble county line. It then turns south for approximately 1.4 miles, east-southeast for approximately 0.1 mile, and east for approximately 0.6 mile. From there the segment turns south for approximately 0.2 mile and east-southeast for approximately 0.9 mile to terminate at the junction of segments b17b and b22a, approximately 1.9 miles west of the intersection of US 83 and CR 370.</p>

<p>Segment Z3</p>	<p>Segment Z3 begins at the junction of segments b22a, b22b and b80, approximately 0.8 mile south of the intersection of US 83 and CR 370. It crosses US 83 and heads south, parallel to the east side of US 83, for approximately 0.7 mile, turns east for about 1 mile, south for approximately 1.1 miles, and east again for approximately 0.7 mile. It then angles very slightly to the south for approximately 1 mile, east for approximately 0.4 mile, crosses CR 371, and continues for approximately 0.4 mile. The segment then heads south for approximately 0.4 mile, turns east for approximately 0.8 mile, south again for approximately 0.5 mile, and turns southeast for approximately 1.1 miles. It then heads south-southeast for approximately 0.1 mile, east for approximately 0.6 mile, crosses CR 372, and heads south on the east side of CR 372 for approximately 0.2 mile. The segment then heads south-southwest for approximately 0.3 mile, crosses back to the west side of CR 372, and continues for another 0.6 mile. From there the segment heads southeast, with two slight angle changes more to the east and crossing CR 372 three more times, for approximately 3.1 miles where it terminates at the junction of segments b22b, b22c, and b89, approximately 0.9 mile northeast of the intersection of US 377 and CR 372.</p>
<p>Segment Z4</p>	<p>Segment Z4 begins at the junction of segments b21b, b21d, b88, and b89 on the northwest side of US 377, approximately 1 mile northeast of the intersection of US 377 and CR 312. It heads southeast, with one angle change slightly to the east across US 377 and the Llano River, crossing CR 320 after approximately 2.2 miles. It continues southeast for approximately 0.5 mile, turns south-southwest for approximately 0.5 mile, and east-southeast for approximately 0.3 mile. The segment then heads southeast for approximately 0.3 mile, east for approximately 0.9 mile, and southeast again for approximately 0.3 mile. It heads south for about 1 mile, east for approximately 1.6 miles, crosses CR 410, and continues for approximately 0.1 mile. It then turns southeast for approximately 0.3 mile, south for approximately 0.2 mile, and east for approximately 0.5 mile to CR 410. It crosses CR 410 again and continues for approximately 0.8 mile before heading south, crossing CR 410 again, for about 1 mile before turning south-southeast for approximately 0.6 mile and east for 0.5 mile. The segment then heads south for approximately 0.8 mile, east for about 1 mile, crosses CR 420, and continues east for approximately 0.5 mile. It turns south for approximately 0.9 mile, east for approximately 0.6 mile, and southeast for approximately 0.9 mile, where it then crosses CR 421. From there the segment continues approximately 0.6 mile before angling slightly more to the east for approximately 0.5 mile. It then heads east for approximately 0.5 mile, south for approximately 0.4 mile, and east-southeast for approximately 0.5 mile before angling slightly more to the south for 0.3 mile and crossing the James River. The segment then continues southeast for about another 0.8 mile to terminate at the junction of segments b21c and b87, approximately 0.8 mile north-northeast of the intersection of RM 479 and CR 472, and approximately 0.9 mile east of the James River.</p>
<p>Segment Z5</p>	<p>Segment Z5 begins at the junction of segments b26, b27, and b28, approximately 2.2 miles northwest of the intersection of CR 410 and CR 412. It heads southeast for approximately 0.4 mile, turns south for approximately 0.7 mile, and then east for approximately 1.1 miles. It then heads south for approximately 0.6 mile, crosses CR 410, and continues south for about another 0.1 mile. From there it heads east for approximately 0.3 mile, crosses CR 412, and continues east for approximately 0.4 mile. It then heads southeast, with one slight angle change to the south, for approximately 2.4 miles, and crosses CR 470. It then continues for less than 0.1 mile, where it angles slightly to the east for approximately 1.9 miles. The segment then heads south for approximately 1.2 miles, crosses RM 479, and continues south for approximately 0.4 mile. It turns east for approximately 0.8 mile, crosses CR 471, and continues east for about 0.2 mile before turning south again for approximately 0.6 mile. It then turns east for approximately 2 miles, heads south for approximately 0.9 mile, east for approximately 0.5 mile, and south for approximately 0.3 mile. It then heads southeast for approximately 0.6 mile, south-southeast for approximately 0.2 mile, crosses CR 443 and the James River, and continues for approximately 0.1 mile. It shifts to the east for approximately 0.4 mile, then south-southeast for approximately 0.6 mile, east for approximately 0.5 mile, and southeast for approximately 0.1 mile. It turns east again for approximately 0.7 mile, south for 0.3 mile, east again for approximately 0.6 mile, and south again for approximately 0.5 mile. It then shifts east-southeast for approximately 0.4 mile, southeast for 2.2 miles with two slight angle changes, east for approximately 1.8 miles, and south for approximately 1 mile to terminate at the junction of segments b33 and b46 on the north side of US 290, approximately 0.5 mile west of US 290 and CR 476.</p>
<p>Segment A1 (segment may be used in either project or in both projects by paralleling)</p>	<p>Segment A1 begins at the Kendall Station, located off Flat Rock Creek Rd approximately 1 mile north of its intersection with RM 473 in western Kendall County. The segment exits the northeastern side of the station and immediately heads southeast for less than 0.1 mile. It then turns northeastward for less than 0.1 mile, crosses Flat Rock Creek Rd, and continues for another 0.2 mile where it turns to the north and continues for about 1.1 miles with two slight angle changes. It terminates at the junction of segments A2b and A3, approximately 0.4 mile northwest of where Flat Rock Creek Rd crosses Flat Rock Creek.</p>
<p>Segment A2</p>	<p>Segment A2 begins at the junction of segments A2b, c13b, and O4, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station. It crosses the NextEra 345-kV transmission line and heads west for approximately 0.4 mile, and then turns north for 0.6 mile where it reverts back to the west. It continues west for approximately 0.6 mile where it crosses US 87 approximately 2.2 miles north of its intersection with IH 10. It continues to the west for about 1 mile, crossing the Kendall-Kerr county line. The segment turns to the northwest for approximately 2.4 miles, and then turns more to the north for approximately 2 miles with three slight angle changes. It then angles north-northeast for about 0.5 mile and crosses the NextEra 345-kV transmission line to terminate at the junction of segments A2a, c13b and c13e, approximately 1 mile west of US 87 and 1.2 miles east of CR 174.</p>
<p>Segment A2a</p>	<p>Segment A2a begins at the junction of segments A2, c13b, and c13e, approximately 1 mile west of US 87 and 1.2 miles east of CR 174. It heads northeast for approximately 1.4 miles, and then parallels the west side of US 87 for approximately 3.3 miles, reentering then exiting Kendall County. The segment terminates at the junction of segments A4 and A5, just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd.</p>
<p>Segment A2b (segment may be used in either project or in both projects by paralleling)</p>	<p>Segment A2b begins at the junction of segments A1 and A3, approximately 0.4 mile northwest of where Flat Rock Creek Rd crosses Flat Rock Creek. It heads west for approximately 0.4 mile and terminates at the junction of segments A2, c13b, and O4, approximately 1 mile east of US 87 and 1.2 miles north of the Kendall Station.</p>

PUBLIC NOTICE

SEGMENT DESCRIPTIONS, CONTINUED

Segment A3	Segment A3 begins at the junction of segments A1 and A2b, approximately 0.4 mile northwest of where Flat Rock Creek Rd crosses Flat Rock Creek. It heads north for approximately 0.1 mile, where it turns to the east-northeast for about 0.6 mile, crossing Flat Rock Creek, and then proceeds about 0.2 mile where it crosses Flat Rock Creek Rd. Just past Flat Rock Creek Rd, Segment A3 joins the existing LCRA TSC T-120 138-kV transmission line ROW and continues for about another 1 mile where it turns to the north-northeast. It continues along the existing T-120 ROW, crossing CR 2 after approximately 2 miles, continuing for about another 4.4 miles where it turns to the north-northwest, approximately 0.1 mile west of Old San Antonio Rd. Segment A3 continues along the T-120 ROW, crossing Grape Creek Rd after about 1.6 miles and crossing into Gillespie County after about another 1.2 miles. After about another 0.2 mile, it briefly leaves the T-120 ROW, turns west-northwest for approximately 0.2 mile, then turns north and continues for about 0.6 mile and rejoins the T-120 ROW. Segment A3 continues along the T-120 ROW heading north-northwest for another approximately 4.1 miles and then turns due west, leaving the T-120 ROW. The segment heads west for about 0.4 mile where it crosses US 87, approximately 1.1 miles south of where US 87 crosses the Pedernales River, then continues west for about another 1.5 miles to terminate at the junction of segments A5 and A6, approximately 0.7 mile south-southwest of where CR 146 crosses the Pedernales River.
Segment A4	Segment A4 begins at the junction of segments A2a and A5 just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd. It heads northwest for approximately 0.5 mile, crossing Segment O5, then turns sharply north for approximately 0.5 mile. The segment then heads generally northwest with several minor angles for approximately 3 miles where it turns north and parallels the west side of CR 168 for about 1 mile. It turns northwest away from CR 168 for approximately 0.6 mile then turns north for approximately 0.2 mile, crossing the Pedernales River, SH 16, and Segment O2, respectively, to terminate at the junction of segments A7 and A9 on the northwest corner of the intersection of SH 16 and Nasse Lane.
Segment A5	Segment A5 begins at the junction of segments A2a and A4 just north of the Gillespie-Kendall county line on the west side of US 87, approximately 0.2 mile southwest of the intersection of US 87 and Grape Creek Rd. The segment heads north on the west side of US 87 for approximately 0.1 mile, then heads northeast, crossing to the east side of US 87. It parallels the east side of US 87 for approximately 1.8 miles, then turns northwest to cross US 87. The segment continues northwest for approximately 0.4 mile and then turns north for approximately 2.4 miles where it terminates at the junction of segments A3 and A6, approximately 0.7 mile south-southwest of where CR 146 crosses the Pedernales River.
Segment A6	Segment A6 begins at the junction of segments A3 and A5, approximately 0.7 mile south-southwest of where CR 146 crosses the Pedernales River. It heads west for 0.4 mile, and then turns north for approximately 0.5 mile, and then west again for about 1.5 miles to terminate at the junction of segments A7 and A8, approximately 0.9 mile south of where SH 16 crosses the Pedernales River.
Segment A7	Segment A7 begins at the junction of segments A6 and A8, approximately 0.9 mile south of where SH 16 crosses the Pedernales River. It heads west for about 0.5 mile where it crosses CR 168, approximately 0.2 mile south of the intersection of CR 168 and SH 16. The segment then continues west for approximately 0.5 mile, with one slight angle change to the northwest, to cross the Pedernales River and SH 16 and terminate at the junction of segments A4 and A9 on the northwest corner of the intersection of SH 16 and Nasse Lane.
Segment A8	Segment A8 begins at the junction of segments A6 and A7, approximately 0.9 mile south of where SH 16 crosses the Pedernales River. It heads north for approximately 0.8 mile before turning northwest for approximately 0.2 mile to cross the Pedernales River and SH 16, respectively. The segment then heads north again for approximately 0.8 mile to terminate at the junction of segments A11 and A14, approximately 0.2 mile east of CR 173 and 0.8 mile north of SH 16.
Segment A9	Segment A9 begins at the junction of segments A4 and A7 on the northwest corner of the intersection of SH 16 and Nasse Lane. It heads north for about 0.4 mile parallel to the east side of Nasse Lane, where it terminates at the junction of segments A10 and A11, approximately 0.4 mile north of SH 16.
Segment A10	Segment A10 begins at the junction of segments A9 and A11, approximately 0.4 mile north of SH 16 on the east side of Nasse Lane. The segment heads west across Nasse Lane for approximately 0.6 mile before turning northwest for about another 0.6 mile where it terminates at the junction of Segment A12c, approximately 1.3 miles northwest of the intersection of SH 16 and Nasse Lane.
Segment A11	Segment A11 begins at the junction of Segments A9 and A10, approximately 0.4 mile north of SH 16 on the east side of Nasse Lane. It heads northeast for approximately 1.3 miles, crossing CR 173 approximately 1 mile south of its intersection with FM 2093, and then continues for approximately 0.3 mile where it terminates at the junction of segments A8 and A14, approximately 0.2 mile east of CR 173 and 0.8 mile north of SH 16.
Segment A12 (segment may be used in either project or in both projects by paralleling)	Segment A12 begins at the junction of segments A12c and A20, approximately 1.7 miles east-southeast of the intersection of FM 2093 and CR 182. Segment A12 is a rebuild of existing LCRA TSC transmission line T-207, with both the existing and proposed circuits installed on the same structure within the existing ROW, although some new ROW may be required. It heads northeast, crossing FM 2093 after approximately 0.6 mile and LCRA TSC transmission line T-288 after about another 2.9 miles. It terminates after another approximately 0.1 mile at the junction of segments A12a, A12b, and A16a on the east side of Live Oak Creek, approximately 0.4 mile south of US 290.

Segment A12a	Segment A12a begins at the junction of segments A12, A12b, and A16a on the east side of Live Oak Creek, approximately 0.4 mile south of US 290. It is a rebuild of existing LCRA TSC transmission line T-207, with both the existing and proposed circuits installed on the same structure within the existing ROW, although some new ROW may be required. It heads northeast along the existing T-207 ROW for approximately 0.5 mile, crosses US 290, and continues for approximately 0.3 mile where it terminates at its junction with Segment A17, approximately 0.3 mile northwest of the intersection of US 290 and CR 393.
Segment A12b	Segment A12b begins at the junction of segments A14 and A15, approximately 0.4 mile southwest of the intersection of US 290 and CR 393. It heads west along property lines for approximately 0.5 mile, where it terminates at the junction of segments A12, A12a, and A16a on the east side of Live Oak Creek, approximately 0.4 mile south of US 290.
Segment A12c	Segment A12c begins at its junction with segment A10, approximately 1.3 miles northwest of the intersection of SH 16 and Nasse Lane. It heads northwest for approximately 1.2 miles where it terminates at the junction of segments A12 and A20, approximately 1.7 miles east-southeast of the intersection of FM 2093 and CR 182.
Segment A14	Segment A14 begins at the junction of segments A8 and A11, approximately 0.2 mile east of CR 173 and 0.8 mile north of SH 16. It heads northeast for approximately 0.3 mile and then north for approximately 0.5 mile, where it crosses FM 2093, approximately 0.3 mile east of the intersection of FM 2093 and CR 173. It then continues north, crossing Live Oak Creek after approximately 0.8 mile, crossing LCRA TSC T-288 transmission line after about another 0.4 mile, and then terminating after about another 0.5 mile at the junction of segments A12b and A15, approximately 0.4 mile southwest of the intersection of US 290 and CR 393.
Segment A15	Segment A15 begins at the junction of segments A12b and A14, approximately 0.4 mile southwest of the intersection of US 290 and CR 393. It heads east along property lines for approximately 0.7 mile, crossing CR 393, and then turns northward for approximately 0.4 mile to the south side of US 290. The segment then heads northeast across US 290 for about 0.6 mile, before heading north-northwest for approximately 0.2 mile and then northward for approximately 0.6 mile to terminate at the junction of segments A17 and A18 on the LCRA TSC T-207 transmission line ROW, approximately 0.6 mile southwest of the Gillespie Station.
Segment A16a	Segment A16a begins at the junction of segments A12, A12a, and A12b on the east side of Live Oak Creek, approximately 0.4 mile south of US 290. It heads north-northwest across US 290, with several slight angle changes, for approximately 0.7 mile before turning north for approximately 0.3 mile and north-northeast for approximately 1.3 miles. The segment then heads eastward for approximately 1.3 miles to terminate at the junction of segments A18 and A19 on the west side of US 87, across from the Gillespie Station.
Segment A17	Segment A17 begins at the junction of Segment A12a, approximately 0.3 mile northwest of the intersection of US 290 and CR 393. It is an extension of Segment A12a and a rebuild of LCRA TSC transmission line T-207, with both the existing and proposed circuits installed on the same structure within the existing ROW, although some new ROW may be required. It heads northeast along the existing T-207 ROW for approximately 0.5 mile, crosses CR 919, and continues for approximately 1.1 miles to the junction of segments A15 and A18, approximately 0.6 mile southwest of the Gillespie Station.
Segment A18	Segment A18 begins at the junction of segments A15 and A17, approximately 0.6 mile southwest of the Gillespie Station. It is an extension of Segment A17 and a rebuild of existing LCRA TSC transmission line T-207, with both the existing and proposed circuits installed on the same structure within the existing ROW, although some new ROW may be required. It heads northeast along the existing T-207 ROW for approximately 0.5 mile, before turning northwest, along the south side of US 87, for approximately 0.1 mile to terminate at the junction of segments A16a and A19 on the west side of US 87, across from the Gillespie Station.
Segment A19	Segment A19 begins at the junction of segments A16a and A18 on the west side of US 87, across from the Gillespie Station. It heads east for approximately 190 ft across US 87, where it terminates at the Gillespie Station.
Segment A20 (segment may be used in either project or in both projects by paralleling)	Segment A20 begins at the junction of segments c7 and c7a, approximately 0.3 mile west of CR 181 and 0.8 mile southwest of the Pedernales River. This segment is a rebuild of existing LCRA TSC transmission line T-207, with both the existing and proposed circuits installed on the same structure within the existing ROW, although some new ROW may be required. It heads northeast along the T-207 ROW, crossing CR 181 after approximately 0.5 mile, crossing the Pedernales River after about another 0.7 mile, crossing Morris Ranch Road after another approximately 0.5 mile, and terminating after approximately 1.8 more miles at the junction A12 and A12c, approximately 1.7 miles east-southeast of the intersection of FM 2093 and CR 182.