Application of LCRA Transmission Services Corporation to Amend its Certificate of Convenience and Necessity for the Proposed Cooks Point 138-kV Transmission Line Project in Burleson County, Texas

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 48358

LCRA Transmission Services Corporation (LCRA TSC) provides this notice of intent to amend its Certificate of Convenience and Necessity (CCN) to construct the proposed Cooks Point 138-kV Transmission Line Project in Burleson County, Texas.

The proposed transmission line will be about 17 to 23 miles in length and connect at the existing Lyle Wolz Substation or Lyons Substation and a new substation in the vicinity of Cooks Point, Texas. The entire project is estimated to cost from $35 million to $44 million, depending on the final route chosen by the Public Utility Commission of Texas (PUC).

If you have questions about this project, please call LCRA TSC at 800-776-5272, ext. 6803.

The CCN application, including detailed routing maps illustrating the proposed transmission project and project area, may be reviewed on the project website at www.lcra.org/cookspoint and at the Burleson County Courthouse, 100 West Buck, Suite 306, Caldwell, Texas 77826.

All routes, route segments and substation sites included in this notice are available for selection and approval by the PUC.

People affected by the proposed transmission project who wish to intervene in the docket or comment on LCRA TSC's application should mail their original request to intervene and 10 copies, or mail their original comments and 10 copies, to:

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

People 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 people who have pending motions to intervene, at or before the time the request for intervention is mailed to the PUC. The only way to fully participate in the PUC's decision on where to locate the transmission line is to intervene in the docket. It is important for an affected person to intervene because LCRA TSC is not obligated to keep affected people informed of the PUC's proceedings and cannot predict which route may or may not be approved by the PUC.

The deadline for intervention in the docket is July 16, 2018, and letters from anyone requesting to intervene should be received by the PUC by that date.

Copies of the PUC's brochure "Landowners and Transmission Line Cases at the PUC" are available from LCRA TSC or may be downloaded from the PUC's website at www.puc.state.tx.us. For more information about this docket, contact the PUC's Customer Assistance Hotline at 888-782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at 512-936-7136, or toll free at 800-735-2989.

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.

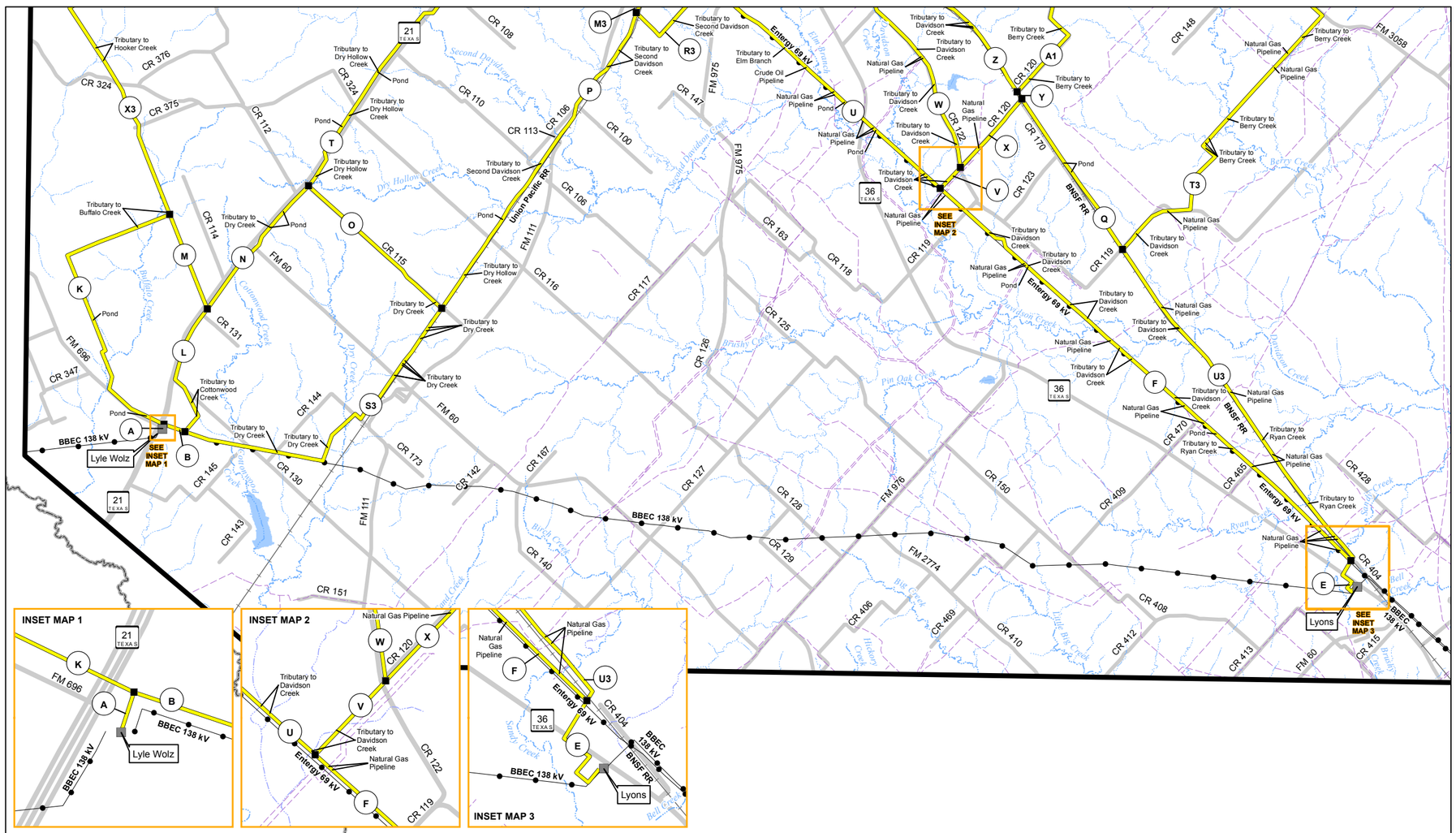

EXHIBIT 1a
Cooks Point 138-kV Transmission Line Project
Burleson County, Texas
May 2018

Legend
Primary Alternative Route Segment; Existing Substation; Connection Point; Existing Transmission Line; Major Road; Railroad; Oil/Gas Pipeline; Stream; Study Area; County Boundary

LCRA ENERGY • WATER • COMMUNITY SERVICES — URS — 0 0.5 1 MILES

Cooks Point 138-kV Transmission Line Project Segment Descriptions

Primary Alternative Routes	Existing Substation Alternative	Segment Combinations	Cooks Point Substation Alternative
1	Lyle Wolz	A-B-L-N-T-F1-J3-Y3-T1-Y1-I3-B2-F2-P2-T2-Z2	1
2	Lyle Wolz	A-B-L-N-T-F1-J3-Y3-T1-Y1-I3-B2-I2-O2-S2-T2-Z2	1
3	Lyle Wolz	A-B-S3-P-M3-L1-Z3-L3-Y1-I3-B2-I2-O2-S2-T2-Z2	1
4	Lyle Wolz	A-B-L-M-X3-O3-P3-B2-I2-O2-Y2	2
5	Lyle Wolz	A-B-L-N-O-P-M3-L1-Z3-L3-Y1-I3-B2-I2-O2-Y2	2
6	Lyle Wolz	A-B-L-N-T-F1-J3-Y3-S1-A2-I3-P3-N3-G2-X2-D3-B3	2
7	Lyle Wolz	A-B-L-N-T-F1-J3-Y3-T1-Y1-I3-B2-I2-O2-Y2	2
8	Lyle Wolz	A-B-L-N-T-E1-A2-I3-B2-I2-O2-Y2-B3-E3-G3-H3	3
9	Lyle Wolz	A-B-L-N-T-F1-J3-Y3-T1-Y1-I3-B2-I2-N2-X2-F3-G3-H3	3
10	Lyle Wolz	A-K-X3-W3-G2-X2-F3-G3-H3	3
11	Lyle Wolz	A-B-L-N-T-F1-Q3-L1-G1-H1-M1-C2-L2-Q2-V2-W2	4
12	Lyle Wolz	A-B-S3-P-R3-H1-M1-C2-L2-Q2-V2-W2	4
13	Lyons	E-F-V-W-K1-M1-C2-L2-Q2-V2-A3	1
14	Lyons	E-U3-Q-Y-Z-J1-U1-C2-K2-P2-T2-Z2	1
15	Lyons	E-U3-Q-Y-Z-I1-K1-M1-C2-L2-Q2-V2-A3	1
16	Lyons	E-F-V-X-Y-Z-I1-K1-M1-C2-L2-Q2-U2-Z2	1
17	Lyons	E-F-U-G1-L1-Z3-L3-Y1-I3-B2-I2-O2-Y2	2
18	Lyons	E-U3-Q-Y-Z-J1-V1-D2-Q2-U2-Z2-C3-H3	3
19	Lyons	E-U3-T3-V3-R2	4
20	Lyons	E-U3-Q-Y-A1-Z1-E2-R2	4
21	Lyons	E-F-U-H1-M1-C2-L2-Q2-V2-W2	4
22	Lyons	E-U3-Q-Y-A1-Z1-D2-Q2-V2-W2	4
23	Lyons	E-U3-Q-Y-Z-I1-K1-M1-C2-L2-Q2-V2-W2	4
24	Lyons	E-F-V-X-Y-Z-J1-U1-C2-L2-Q2-V2-W2	4
25	Lyle Wolz	A-B-L-N-T-F1-J3-A4-L3-Y1-I3-B2-F2-P2-T2-Z2	1
26	Lyle Wolz	A-B-L-N-T-F1-Q3-Z3-L3-Y1-I3-B2-F2-P2-T2-Z2	1

Note: Routes are listed in numerical order.

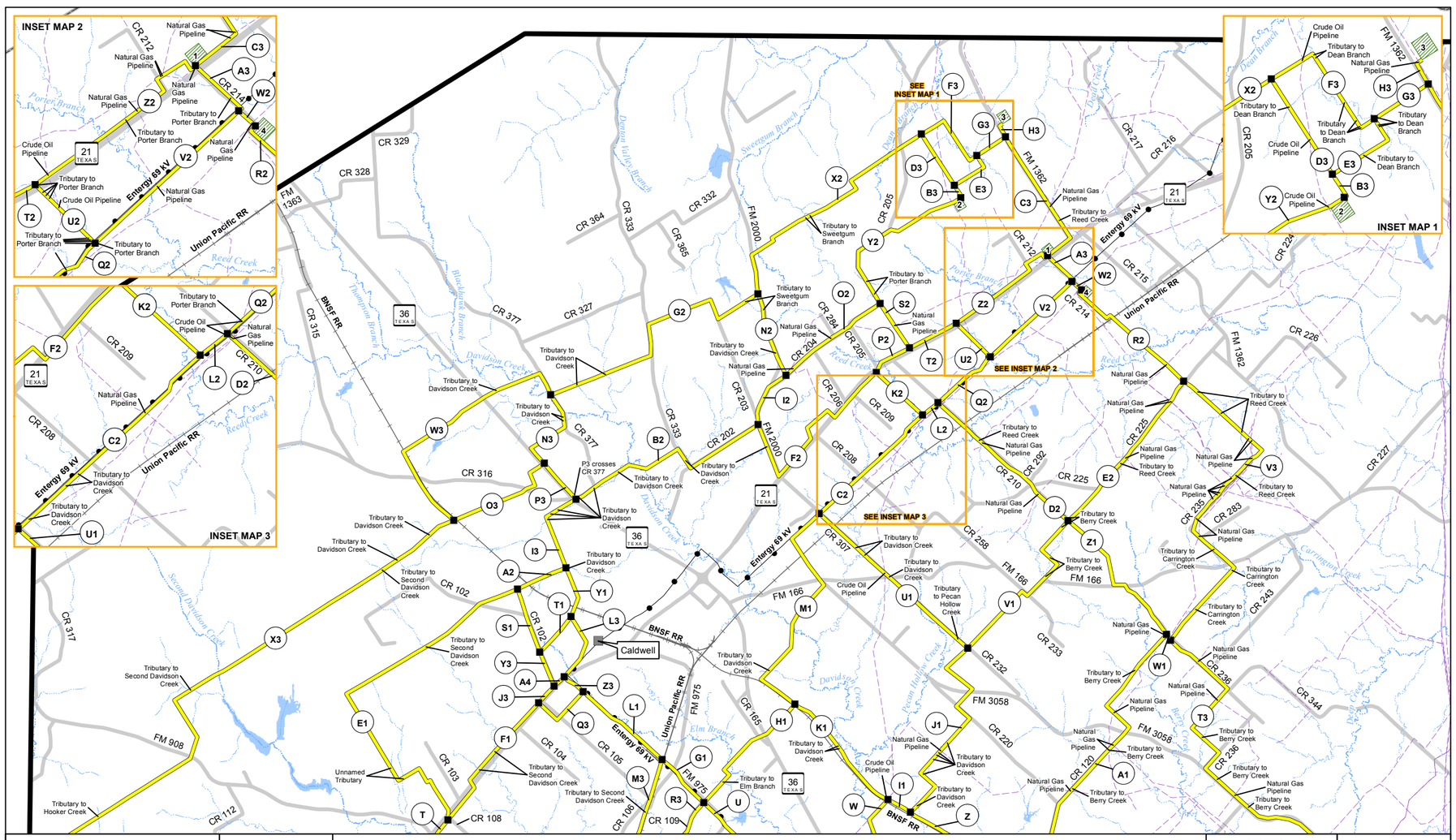

EXHIBIT 1b
Cooks Point 138-kV Transmission Line Project
Burleson County, Texas
May 2018

Legend
Primary Alternative Route Segment; Existing Substation; Connection Point; Existing Transmission Line; Major Road; Railroad; Oil/Gas Pipeline; Stream; Study Area; County Boundary; Substation Alternative

LCRA ENERGY • WATER • COMMUNITY SERVICES — URS — 0 0.5 1 MILES

Segment A — Segment A (See Exhibit 1a) begins at the Bluebonnet Electric Cooperative (BBEC) Lyle Wolz Substation, located east of the intersection of State Highway (SH) 21 and FM 696. It proceeds north for approximately 0.06 mile where it then terminates at its junction with Segments B and K.

Segment B — Segment B begins at the intersection of Segments A and K, located north of the BBEC Lyle Wolz Substation. This segment proceeds east for approximately 0.26 mile paralleling the north side of an existing BBEC 138-kV transmission line for the entirety of its length before terminating at its junction with Segments L and S3.

Segment E — Segment E begins at the BBEC Lyons Substation and proceeds southwest for approximately 0.08 mile, paralleling the west side of an existing BBEC 138-kV transmission line before turning northwest for approximately 0.07 mile, and then northeast for approximately 0.09 mile. At this point, Segment E angles northwest for approximately 0.13 mile, paralleling the south side of SH 36, and then proceeds northeast for approximately 0.19 mile, crossing SH 36 and an existing Entergy 69-kV transmission line before terminating at its junction with Segments F and U3.

Segment F — Segment F begins at the intersection of Segments E and U3 and proceeds northwest for approximately 5.36 miles, paralleling the north side of an existing Entergy 69-kV transmission line. It crosses a natural gas pipeline, Sandy Creek, another natural gas pipeline, Ryan Creek, another natural gas pipeline, a tributary to Ryan Creek, a pond, two more natural gas pipelines, and three tributaries to Davidson Creek. Continuing, it crosses a natural gas pipeline, Davidson Creek, two tributaries to Davidson Creek, a pond, a tributary to Davidson Creek, and two more natural gas pipelines. Segment F then angles north for approximately 0.09 mile, west for approximately 0.09 mile, and then extends northwest for approximately 0.85 mile, paralleling the north side of the existing Entergy 69-kV transmission line and crossing a tributary to Davidson Creek, County Road 119 (CR 119), and two natural gas pipelines before terminating at its junction with Segments U and V.

Segment K — Segment K begins at the intersection of Segments A and B, located north of the BBEC Lyle Wolz Substation, and proceeds west-northwest for approximately 0.76 mile, crossing SH 21, and paralleling the north side of FM 696, crossing a pond. Segment K then extends northeast for approximately 0.14 mile and then angles northwest for approximately 0.30 mile, crossing Buffalo Creek. From this point, Segment K angles east for approximately 0.05 mile, and then northwest for approximately 1.17 miles, crossing a pond. Segment K then proceeds east-northeast for approximately 1.26 miles, crossing a tributary to Buffalo Creek and Buffalo Creek before terminating at its junction with Segments M and X3.

Segment L — Segment L begins at the intersection of Segments B and S3 located north of an existing BBEC 138-kV transmission line. From this point, Segment L proceeds northeast for approximately 0.24 mile crossing a tributary to Cottonwood Creek, and then northwest for approximately 0.37 mile, crossing the tributary to Cottonwood Creek two times and CR 130. Segment L then extends northwest for approximately 0.14 mile, paralleling the north side of CR 130. From this point, Segment L angles northeast for approximately 0.89 mile, paralleling the east side of SH 21 and crossing CR 131 before terminating at its junction with Segments M and N.

Segment M — Segment M begins at the intersection of Segments L and N and proceeds northwest for approximately 1.16 miles, immediately crossing SH 21 before terminating at its junction with Segments K and X3.

Segment N — Segment N begins at the intersection of Segments M and L, located east of SH 21, and proceeds northeast for approximately 0.73 mile, paralleling the east side SH 21 and crossing Cottonwood Creek. Segment N then extends northeast for approximately 0.10 mile, north-northeast for approximately 0.11 mile, crossing FM 60, and then north for approximately 0.10 mile. From this point, Segment N angles northeast for approximately 0.80 mile, paralleling the east side of SH 21 and crossing a pond, a tributary to Dry Creek, another pond, and CR 115 before terminating at its junction with Segments O and T.

Segment O — Segment O begins at the intersection of Segments S3 and P, located south of CR 115 and west of the Union Pacific Railway (UPRR). From this point, Segment O proceeds northwest for approximately 0.53 mile, paralleling the south side of CR 115 and crossing a tributary to Dry Creek. From this point, Segment O angles north-northwest for approximately 0.09 mile, crossing CR 115, and then proceeds northwest for approximately 1.44 miles paralleling CR 115 on the north side before terminating at its junction with Segments N and T.

Segment P — Segment P begins at the intersection of Segments O and S3 located south of CR 115 and proceeds northeast for approximately 2.67 miles, paralleling the west side of the UPRR railway, crossing a tributary of Dry Hollow Creek, CR 116, a pond, Dry Hollow Creek, CR 106, a tributary to Second Davidson Creek, CR 113, and Second Davidson Creek. Segment P then extends north-northwest for approximately 0.13 mile, crossing CR 106, and then northeast for approximately 0.40 mile, paralleling the west side of CR 106. Segment P then angles northeast for approximately 0.13 mile, crossing CR 106, and then extends north-northeast for approximately 0.74 mile, paralleling the west side of the UPRR and crossing two tributaries to Second Davidson Creek before terminating at its junction with Segments M3 and R3.

Segment Q — Segment Q begins at the intersection of Segments U3 and T3 located east of CR 119. It proceeds northwest for approximately 2.08 miles, paralleling the east side of the Burlington-Northern-Santa Fe (BNSF) Railway and crossing two ponds before terminating at its junction with Segments X and Y.

Segment T — Segment T (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments N and O, located north of CR 115 and east of SH 21. It proceeds northeast for approximately 0.36 mile, paralleling the east side of SH 21 and crossing Dry Hollow Creek and a tributary to Dry Hollow Creek. Segment T then angles north for approximately 0.09 mile, crossing over SH 21. It then angles northeast for approximately 1.96 miles, paralleling the west side of SH 21 and crossing a pond, a tributary to Dry Hollow Creek, CR 324, another pond, a tributary to Dry Hollow Creek, and Second Davidson Creek. Segment T then angles east for approximately 0.09 mile, crossing SH 21, and then proceeds northeast for approximately 0.29 mile where it terminates at its junction with Segments E1 and F1.

Segment U — Segment U (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments F and V located northeast of an existing Entergy 69-kV transmission line. It proceeds northwest for approximately 3.30 miles, paralleling the north side of the existing Entergy 69-kV transmission line and crossing three tributaries to Davidson Creek, Davidson Creek, Second Davidson Creek twice, a pond, three natural gas pipelines, SH 36, a pond, two natural gas pipelines, Elm Branch Creek, a crude oil pipeline, a tributary to Elm Branch Creek, and FM 975. Segment U then continues northwest for approximately 0.30 miles, crossing and then paralleling the south side of the existing Entergy 69-kV transmission line and FM 975 before terminating at its junction with Segments G1, H1, and R3.

Segment V — Segment V begins at the intersection of Segments F and U located northeast of an Entergy 69-kV transmission line. It proceeds northeast for approximately 0.33 mile, crossing a tributary to Davidson Creek and CR 122 before terminating at its junction with Segments X and W.

Segment W — Segment W (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments V and X located south of CR 120 and east of CR 122. It proceeds north-northwest for approximately 2.33 miles, crossing CR 120 while paralleling the east side of CR 122 and crossing two tributaries to Davidson Creek, two natural gas pipelines, and another tributary to Davidson Creek. Segment W then angles in a northerly direction for approximately 0.22 mile, and then proceeds northeast for approximately 0.31 mile, crossing a BNSF Railway before terminating at its junction with Segments I1 and K1.

Segment X — Segment X begins at the intersection of Segments V and W located east of CR 122 and south of CR 120. Segment X proceeds northeast for approximately 1.06 miles, paralleling the south side of CR 120 and crossing a natural gas pipeline, CR 170, and two BNSF Railways before terminating at its junction with Segments Q and Y.

Segment Y — Segment Y begins at the intersection of Segments Q and X located southeast of CR 120 and east of a BNSF Railway. It then proceeds northwest for approximately 0.10 mile, paralleling the east side of the BNSF Railway and then crossing CR 120 before terminating at its junction with Segments A1 and Z.

Segment Z — Segment Z (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments Y and A1 located northwest of CR 120 and east of a BNSF Railway. It proceeds northwest for approximately 1.76 miles, paralleling the east side of the BNSF Railway and crossing three tributaries to Davidson Creek before terminating at its junction with Segments I1 and J1.

Segment A1 — Segment A1 (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments Y and Z located northwest of CR 120 and east of a BNSF Railway. It proceeds northeast for approximately 0.87 mile, paralleling the north side of CR 120 and crossing a tributary to Berry Creek and CR 120. Segment A1 then angles northwest for approximately 0.29 mile, paralleling the east side of CR 120 and crossing a tributary to Berry Creek. It then angles north-northeast for approximately 1.68 miles, continuing to parallel the east side of CR 120 and crossing a natural gas pipeline, two tributaries to Berry Creek, two natural gas pipelines, and FM 3058. From this point, Segment A1 proceeds northwest for approximately 0.36 mile, crossing a natural gas pipeline, and then angles northeast for approximately 1.07 miles, crossing a tributary to Berry Creek, and Berry Creek before terminating at its junction with Segments W1 and Z1.

Segment E1 — Segment E1 begins at the intersection of Segments T and F1 located south of CR 108 and east of SH 21. It proceeds north for approximately 0.11 mile, crossing CR 108 and SH 21. Segment E1 then angles northwest

for approximately 0.40 mile, west-southwest for approximately 0.05 mile, and then northwest for approximately 0.18 mile. It then angles west for approximately 0.27 mile, crossing an unnamed tributary, and then angles northwest for approximately 1.16 miles, crossing an unnamed tributary. Segment E1 then angles east-northeast for approximately 1.15 miles, crossing a tributary to Second Davidson Creek, then proceeds northeast for approximately 0.20 mile, and then slightly angles north-northeast for approximately 0.50 mile, crossing CR 102. From this point, Segment E1 angles east-northeast for approximately 0.46 mile before terminating at its junction with Segments A2 and S1.

Segment F1 — Segment F1 begins at the intersection of Segments T and E1 located south of CR 108 and east of SH 21. It proceeds northeast for approximately 0.48 mile, paralleling the east side of SH 21 and crossing CR 108. Segment F1 then angles north-northwest for approximately 0.10 mile, crossing SH 21, and then angles northeast for approximately 1.18 miles, paralleling the west side of SH 21 and crossing two tributaries to Second Davidson Creek before terminating at its junction with Segments J3 and Q3.

Segment G1 — Segment G1 (See Exhibit 1b) begins at the intersection of Segments R3, U, and H1 located south of FM 975 and east of CR 109. It proceeds northwest for approximately 0.33 mile, crossing CR 109 and paralleling the south side of an existing Entergy 69-kV transmission line, and then proceeds northeast for approximately 0.13 mile, crossing the existing Entergy 69-kV transmission line and FM 975. Segment G1 then angles northwest, paralleling the north side of the Entergy 69-kV transmission line for approximately 0.23 mile and crossing FM 975, CR 106, and two UPRR railways before terminating at its junction with Segments M3 and L1.

Segment H1 — Segment H1 begins at the intersection of Segments U, G1, and R3 located south of FM 975 and east of CR 109. It proceeds northeast for approximately 0.44 mile, crossing an Entergy 69-kV transmission line, FM 975, and a tributary to Elm Branch, and then angles northwest for approximately 0.09 mile. Segment H1 then angles northeast for approximately 0.46 mile, crossing Elm Branch, and then angles east-northeast for approximately 0.20 mile, crossing CR 165 and SH 36. Segment H1 then angles northeast for approximately 0.16 mile and then proceeds in a more easterly direction for approximately 0.09 mile. Segment H1 then proceeds northeast for approximately 0.21 mile, crossing a BNSF Railway before terminating at its junction with Segments M1 and K1.

Segment I1 — Segment I1 begins at the intersection of Segments Z and J1 located north of a BNSF Railway. It proceeds northwest for approximately 0.29 mile, paralleling the north side of the BNSF Railway before terminating at its junction with Segments W and K1.

Segment J1 — Segment J1 begins at the intersection of Segments Z and I1 located north of a BNSF Railway. It proceeds northeast for approximately 0.42 mile, crossing a tributary to Davidson Creek, and then angles northwest for approximately 0.24 mile, crossing a tributary to Davidson Creek. From this point, Segment J1 angles northeast for approximately 0.84 mile, crossing a tributary to Davidson Creek three times, a natural gas pipeline, and another tributary to Davidson Creek. It then angles northwest for approximately 0.21 mile, paralleling the south side of CR 220, and then angles northeast for approximately 0.27 mile, crossing CR 220 and FM 3058. It then angles northwest for approximately 0.39 mile and then proceeds northeast for approximately 0.34 mile before terminating at its junction with Segments U1 and V1.

Segment K1 — Segment K1 begins at the intersection of Segments I1 and W located north of a BNSF Railway. It proceeds northwest for approximately 1.55 miles, paralleling the north side of the BNSF Railway and crossing a crude oil pipeline, Davidson Creek, and a tributary to Davidson Creek twice before terminating at its junction with Segments H1 and M1.

Segment L1 — Segment L1 begins at the intersection of Segments G1 and M3 located west of a UPRR railway and north of an existing Entergy 69-kV transmission line. It proceeds northwest for approximately 0.63 mile, paralleling the north side of the existing Entergy 69-kV transmission line and crossing Elm Branch four times. Segment L1 then angles northwest for approximately 0.13 mile, crosses the existing Entergy 69-kV transmission line, and Elm Branch. It then angles northwest for approximately 0.44 mile, paralleling the south side of the Entergy 69-kV transmission line and crossing Elm Branch five times before terminating at its junction with Segments Z3 and Q3.

Segment M1 — Segment M1 begins at the intersection of Segments K1 and H1 located north of a BNSF Railway. It proceeds northwest for approximately 0.48 mile, paralleling the north side of the BNSF Railway, and then angles northeast for approximately 0.50 mile, crossing a tributary to Davidson Creek. It then angles north for approximately 0.27 mile, and crossing Davidson Creek, and then angles north-northeast for approximately 0.13 mile. Segment M1 then proceeds northeast for approximately 0.45 mile and then angles northwest for approximately 0.28 mile, crossing FM 166. It then angles north-northwest for approximately 0.64 mile, crossing a UPRR railway, and then angles northeast for approximately 0.43 mile, paralleling the south side of an Entergy 69-kV transmission line before terminating at its junction with Segments U1 and C2.

Segment S1 — Segment S1 begins at the intersection of Segments T1 and Y3 located west of CR 102. It proceeds approximately 0.42 mile north-northwest paralleling the west side of CR 102, and then continues north-northwest for approximately 0.36 mile, crossing CR 102 before terminating at its junction with Segments E1 and A2.

Segment T1 — Segment T1 begins at the intersection of Segments S1 and Y3 located west of CR 102. It proceeds northeast for approximately 0.35 mile, crossing CR 102 and Elm Branch. Segment T1 then continues north-northeast for approximately 0.19 mile before terminating at its junction with Segments Y1 and L3.

Segment U1 — Segment U1 begins at the intersection of Segments J1 and V1 located south of CR 232. It proceeds northwest for approximately 2.30 miles, paralleling the south side of CR 232, crossing a tributary to Pecan Hollow Creek, Pecan Hollow Creek, FM 166, a tributary to Davidson Creek, and CR 307, and then paralleling the south side of CR 307 and crossing a crude oil pipeline, two tributaries to Davidson Creek, and a UPRR railway before terminating at its junction with Segments M1 and C2.

Segment V1 — Segment V1 begins at the intersection of Segments J1 and U1 located south of CR 232. It proceeds northeast for approximately 0.9 mile, crossing CR 232, and then angles southeast for approximately 0.08 mile, paralleling the south side of FM 166. It then angles northeast for approximately 0.49 mile, crossing CR 233 and FM 166, and paralleling the north side of FM 166 and crossing a tributary to Berry Creek. Segment V1 then angles northwest for approximately 0.25 mile, crossing a tributary to Berry Creek, and then angles northeast for approximately 0.45 mile, crossing a tributary to Berry Creek before terminating at its junction with Segments Z1, D2, and E2.

Segment W1 — Segment W1 begins at the intersection of Segments T3 and V3, south of CR 236. It proceeds northwest for approximately 0.08 mile, crossing a natural gas pipeline before terminating at its junction with Segments A1 and Z1.

Segment Y1 — Segment Y1 begins at the intersection of Segments T1 and L3. It proceeds northeast for approximately 0.23 mile, crossing two BNSF Railways, and then angles northwest for approximately 0.37 mile, crossing a tributary to Davidson Creek before terminating at its junction with Segments A2 and I3.

Segment Z1 — Segment Z1 begins at the intersection of Segments A1 and W1 southwest of CR 236. It proceeds northwest for approximately 0.27 mile, paralleling the west side of CR 236, and then angles north-northeast for approximately 0.09 mile, crossing CR 236. Segment Z1 then angles north-northwest for approximately 0.23 mile, paralleling the east side of CR 236 and crossing Berry Creek, and then proceeds northwest for approximately 0.09 mile, crossing CR 236. It then angles north for approximately 0.07 mile, crossing FM 166, and then proceeds west for approximately 0.13 mile, paralleling the north side of FM 166. Segment Z1 then angles north for approximately 0.33 mile and then proceeds northwest for approximately 0.61 mile before terminating at its junction with Segments V1, D2, and E2.

Segment A2 — Segment A2 begins at the intersection of Segment E1 and S1 and proceeds northeast for approximately 0.61 mile, crossing two BNSF Railways, before terminating at its junction with Segments I3 and Y1.

Segment B2 — Segment B2 begins at the intersection of Segments I3 and P3 east of SH 36 and south of CR 377. It proceeds northeast for approximately 0.36 mile paralleling the south side of CR 377 and crossing a tributary to Davidson Creek twice, and then proceeds northeast for approximately 0.36 mile, crossing the tributary to Davidson Creek. It then proceeds east-southeast for approximately 0.21 mile, crossing Davidson Creek, and then angles northeast for approximately 0.43 mile. From this point, Segment B2 proceeds southeast for approximately 0.26 mile, paralleling the south side of CR 333 and crossing a tributary to Davidson Creek and CR 202. It then angles northeast for approximately 0.92 mile, paralleling the south side of CR 202 before terminating at its junction with Segments I2 and F2.

Segment C2 — Segment C2 begins at the intersection of Segments M1 and U1 located southwest of CR 307 and southeast of an existing Entergy 69-kV transmission line. It proceeds northeast for approximately 1.33 miles, paralleling the south side of the existing Entergy 69-kV transmission line and crossing CR 307, three tributaries to Davidson Creek, CR 208, and a natural gas pipeline. Segment C2 then proceeds north for approximately 0.06 mile, crossing the Entergy 69-kV transmission line, and then angles northeast for approximately 0.26 mile, crossing Reed Creek before terminating at its junction with Segments K2 and L2.

Segment D2 — Segment D2 begins at the intersection of Segments V1, Z1, and E2 south of CR 210. It proceeds northwest for approximately 0.49 mile, paralleling the south side of CR 210. It then angles north-northwest for approximately 0.11 mile, crossing CR 210 and CR 225, and then angles northwest for approximately 0.17 mile paralleling the north side of CR 210 and crossing CR 292. Segment D2 then angles northwest for approximately 0.15 mile, again crossing CR 210, and then angles north-northwest for approximately 1.10 miles, paralleling the south side of CR 210 and crossing a natural gas pipeline, a tributary to Reed Creek, Reed Creek, a UPRR railway, a natural gas pipeline, a crude oil pipeline, and an existing Entergy 69-kV transmission line before terminating at its junction with Segments L2 and Q2.

Segment E2 — Segment E2 begins at the intersection of Segments V1, Z1, and D2, south of CR 210. It immediately crosses CR 210, and then proceeds northeast for approximately 0.49 miles, and then angles north-northeast for approximately 0.10 mile, crossing CR 225. It then angles northeast for approximately 0.49 mile, paralleling the north side of CR 225 and crossing a tributary to Reed Creek and a natural gas pipeline. It then angles in a more easterly direction for approximately 0.13 mile, crossing CR 225, and then proceeds northeast for approximately 0.62 mile, paralleling the south side of CR 225 and crossing two natural gas pipelines. Segment E2 then angles north-northeast for approximately 0.12 mile, crossing CR 225, and then angles northeast for approximately 0.12 mile, paralleling the north side of CR 225 before terminating at its junction with Segments R2 and V3.

Segment F2 — Segment F2 begins at the intersection of Segments B2 and I2 located just south of CR 202 and west of FM 2000. It proceeds south for approximately 0.63 mile paralleling the west side of FM 2000 and crossing a tributary to Davidson Creek. It then angles northeast for approximately 0.57 mile, paralleling the north side of SH 21 and crossing FM 2000. It then angles north-northwest for approximately 0.13 mile, northeast for approximately 0.30 mile, and then southeast for approximately 0.11 mile, crossing SH 21. Segment F2 then angles northeast for approximately 0.7 mile, paralleling the south side of SH 21 and crossing CR 209 before terminating at its junction with Segments K2 and P2.

Segment G2 — Segment G2 begins at the intersection of Segments N3 and W3 located west of CR 377. It proceeds east for approximately 1.23 miles, immediately crossing CR 377 and two tributaries to Davidson Creek. It then angles north for approximately 0.14 mile, crossing CR 333, and then proceeds north-northeast for approximately 0.22 mile, paralleling the east side of CR 333. It then angles east-northeast for approximately 0.77 mile, southeast for approximately 0.25 mile, and then east-northeast for approximately 0.54 mile, crossing a tributary to Sweetgum Branch before terminating at its junction with Segments N2 and X2.

Segment I2 — Segment I2 begins at the intersection of Segments B2 and F2 located south of CR 202 and west of FM 2000. It proceeds north-northeast for approximately 0.45 mile, paralleling the west side of FM 2000 and crossing CR 203. It then angles northeast for approximately 0.25 mile, paralleling the north side of CR 204 and crossing FM 2000 before terminating at its junction with Segments N2 and O2.

Segment K2 — Segment K2 begins at the intersection of Segments C2 and L2 located north of an existing Entergy 69-kV transmission line. It proceeds northwest for approximately 0.72 mile, crossing Reed Creek before terminating at its junction with Segments F2 and P2.

Segment L2 — Segment L2 begins at the intersection of Segments C2 and K2. It proceeds northeast for approximately 0.23 mile, paralleling the north side of an existing Entergy 69-kV transmission line before terminating at its junction with Segments D2 and Q2.

Segment N2 — Segment N2 begins at the intersection of Segments I2 and O2 located north of CR 204. It proceeds north-northwest approximately 0.23 mile, crossing FM 2000. Segment N2 then proceeds north-northwest for approximately 0.78 mile, paralleling the west side of FM 2000 and crossing a tributary to Davidson Creek and a tributary to Sweetgum Branch before terminating at its junction with Segments G2 and X2.

Segment O2 — Segment O2 begins at the intersection of Segments I2 and N2 located north of CR 204. It proceeds northeast for approximately 0.92 mile, paralleling the north side of CR 204 and crossing two natural gas pipelines and CR 284. It then proceeds northeast for approximately 0.10 mile, crossing CR 205, and then proceeds northeast for approximately 0.34 mile, paralleling the south side of CR 205 before terminating at its junction with Segments S2 and Y2.

Segment P2 — Segment P2 begins at the intersection of Segments F2 and K2 located south of SH 21. It proceeds north-northeast for approximately 0.13 mile, crossing SH 21, and then angles northeast for approximately 0.36 mile, paralleling the north side of SH 21 and crossing Reed Creek before terminating at its junction with Segments S2 and T2.

Segment Q2 — Segment Q2 begins at the intersection of Segments L2 and D2 located southwest of CR 210 and northwest of an existing Entergy 69-kV transmission line. It proceeds northeast for approximately 0.53 mile, paralleling the north side of an existing Entergy 69-kV transmission line and crossing CR 210, a tributary to Porter Branch, and a crude oil pipeline. It then proceeds northeast for approximately 0.09 mile, crossing a tributary to Porter Branch, and an existing Entergy 69-kV transmission line, and then proceeds northeast for approximately 0.19 mile, paralleling the south side of the existing Entergy 69-kV transmission line before terminating at its junction with Segments U2 and V2.

Segment R2 — Segment R2 begins at the intersection of Segments E2 and V3 located northwest of CR 225. It proceeds northwest for approximately 1.14 miles, crossing a natural gas pipeline, Reed Creek two times, and two UPRR railways. It then angles southwest for approximately 0.05 mile, paralleling the north side of the UPRR railway. It then angles northwest for approximately 0.43 mile, paralleling the east side of CR 214, before angling northeast for approximately 0.05 mile and terminating at the proposed Cooks Point Substation Alternative 4 or at its junction with Segment W2.

Segment S2 — Segment S2 begins at the intersection of Segments P2 and T2 located north of SH 21. It proceeds north-northwest for approximately 0.61 mile, crossing a natural gas pipeline before terminating at its junction with Segments O2 and Y2.

Segment T2 — Segment T2 begins at the intersection of Segments P2 and S2 located north of SH 21. It proceeds east-northeast for approximately 0.61 mile paralleling the north side of SH 21 and crossing a tributary to Porter Branch before terminating at its junction with Segments U2 and Z2.

Segment U2 — Segment U2 begins at the intersection of Segments Q2 and V2 just south of an existing Entergy 69-kV transmission line. It proceeds northwest for approximately 0.55 mile, crossing a tributary to Porter Branch, the existing Entergy 69-kV transmission line, the tributary to Porter Branch again (three times), a crude oil pipeline, the tributary to Porter Branch again (three times), and SH 21 before terminating at its junction with Segments T2 and Z2.

Segment V2 — Segment V2 begins at the intersection of Segments Q2 and U2 located southeast of an existing Entergy 69-kV transmission line. It proceeds northeast for approximately 1.27 miles, paralleling the south side of the existing Entergy 69-kV transmission line and crossing a tributary to Porter Branch, Porter Branch, and a natural gas pipeline before terminating at its junction with Segments W2 and A3.

Segment W2 — Segment W2 begins at the intersection of Segments V2 and A3 located southeast of an existing Entergy 69-kV transmission line. It proceeds southeast for approximately 0.15 mile, paralleling the south side of CR 214 and crossing a natural gas pipeline and CR 214 before terminating at the proposed Cooks Point Substation Alternative 4.

Segment X2 — Segment X2 begins at the intersection of Segments G2 and N2 located west of FM 2000. It proceeds north for approximately 0.45 mile, paralleling the west side of FM 2000, and then angles northeast for approximately 0.30 mile, crossing FM 2000 and Sweetgum Branch. Segment X2 then angles northwest for approximately 0.04 mile, and then angles northeast for approximately 1.12 miles, crossing two tributaries to Sweetgum Branch. Segment X2 then angles northwest for approximately 0.11 mile, and then northeast again for approximately 0.97 mile, crossing Dean Branch and CR 205 before terminating at its junction with Segments D3 and F3.

Segment Y2 — Segment Y2 begins at the intersection of Segments O2 and S2 located east of CR 205. It proceeds north-northwest for approximately 0.48 mile, paralleling the east side of CR 205 and crossing two tributaries to Porter Branch. It then angles north for approximately 0.19 mile, continuing to parallel the east side of CR 205, and then angles northeast for approximately 0.45 mile, paralleling the south side of CR 205. Segment Y2 then angles east-southeast for approximately 0.09 mile, and then angles northeast for approximately 0.44 mile. From this point, it proceeds northeast for approximately 0.28 mile, crossing a crude oil pipeline, before proceeding northeast for approximately 0.10 mile and terminating at proposed Cooks Point Substation Alternative 2.

Segment Z2 — Segment Z2 begins at the intersection of Segments U2 and T2, north of SH 21. It proceeds northeast for approximately 1.04 miles, paralleling the north side of SH 21 and crossing a crude oil pipeline, Porter Branch, a tributary to Porter Branch, and a natural gas pipeline. It then angles northwest for approximately 0.09 mile, paralleling the west side of CR 212, and then angles northeast for approximately 0.22 mile, crossing CR 212 and two natural gas pipelines. From this point, Segment X2 angles south for approximately 0.06 mile, and then northeast for approximately 0.04 mile before terminating at its junction with the proposed Cooks Point Substation Alternative 1 or its junction with Segments C3 and A3.

Segment A3 — Segment A3 begins at the intersection of Segments V2 and W2 located southeast of an existing Entergy 69-kV transmission line and southwest of CR 214. It immediately proceeds northeast for approximately 0.03 mile, crossing CR 214, and then angles northwest for approximately 0.41 mile, paralleling the north side of CR 214 and crossing the existing Entergy 69-kV transmission line, a tributary to Porter Branch, and SH 21 before terminating at the proposed Cooks Point Substation Alternative 1.

Segment B3 — Segment B3 begins at the intersection of Segments D3 and E3. It proceeds southeast for approximately 0.16 mile, and then angles southwest for approximately 0.02 mile before terminating at the proposed Cooks Point Substation Alternative 2.

Segment C3 — Segment C3 begins at the intersection of Segments Z2 and A3 located north of SH 21. It proceeds northeast for approximately 0.34 mile, paralleling the north side of SH 21 and crossing FM 1362, and then angles northeast for approximately 1.37 miles, paralleling the east side of FM 1362 and crossing a tributary of Reed Creek and a natural gas pipeline before terminating at its junction with Segments G3 and H3.

Segment D3 — Segment D3 begins at the intersection of Segments X2 and F3, and proceeds southeast for approximately 0.70 mile, crossing a tributary to Dean Branch and a crude oil pipeline before terminating at its junction with Segments B3 and E3.

Segment E3 — Segment E3 begins at the intersection of Segments B3 and D3. It proceeds east-northeast for approximately 0.40 mile, crossing a tributary to Dean Branch. It then angles north-northwest for approximately 0.15 mile, crossing a tributary to Dean Branch twice before terminating at its junction with Segments F3 and G3.

Segment F3 — Segment F3 begins at the intersection of Segments X2 and D3 and proceeds east-northeast for approximately 0.30 mile, crossing a crude oil pipeline. It then angles southeast for approximately 0.54 mile, crossing a tributary of Dean Branch twice, a second tributary of Dean Branch, and a third tributary of Dean Branch three times. Segment F3 then angles east-northeast for approximately 0.10 mile before terminating at its junction with Segments E3 and G3.

Segment G3 — Segment G3 begins at the intersection of Segments E3 and F3, and proceeds east-northeast for approximately 0.40 mile, crossing a tributary to Dean Branch and FM 1362 before terminating at its junction with Segments C3 and H3.

Segment H3 — Segment H3 begins at the intersection of Segments C3 and G3 and proceeds northwest for approximately 0.14 mile, paralleling the east side of FM 1362, It then angles northeast for approximately 0.04 mile, crossing a natural gas pipeline before terminating at its junction with the proposed Cooks Point Substation Alternative 3.

Segment I3 — Segment I3 begins at the intersection of Segments Y1 and A2, and proceeds north for approximately 0.63 mile, crossing a tributary to Davidson Creek. It then angles northeast for approximately 0.40 mile, crossing a tributary to Davidson Creek twice and SH 36 before terminating at its junction with Segments B2 and P3.

Segment J3 — Segment J3 begins at the intersection of Segments F1 and Q3 northwest of SH 21. It proceeds northeast for approximately 0.26 mile, paralleling the northwest side of SH 21 before terminating at its junction with Segments Y3 and A4.

Segment L3 — Segment L3 begins at the intersection of Segments A4 and Z3 north of SH 21, and proceeds northeast for approximately 0.27 mile, paralleling the north side of an existing Entergy 69-kV transmission line and crossing Elm Branch. Segment L3 then angles north-northeast for approximately 0.21 miles and then northwest for approximately 0.34 mile before terminating at its junction with Segments T1 and Y1.

Segment M3 — Segment M3 (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments P and R3 located west of an UPRR railway. It proceeds north-northeast for approximately 0.97 mile, paralleling the west side of the UPRR railway and crossing a tributary to Second Davidson Creek, CR 106, two industrial lead railways and an existing Entergy 69-kV transmission line before terminating at its junction with Segments G1 and L1.

Segment N3 — Segment N3 begins at the intersection of Segments P3 and O3 located northeast of SH 36. It proceeds northwest for approximately 0.24 mile, paralleling the east side of SH 36, and then angles east-northeast for approximately 0.45 mile. It then angles north for approximately 0.42 mile, paralleling the west side of CR 377 and crossing two tributaries to Davidson Creek and Davidson Creek before terminating at its junction with Segments G2 and W3.

Segment O3 — Segment O3 begins at the intersection of Segments X3 and W3 located southwest of a BNSF Railway. It proceeds northeast for approximately one mile, crossing the BNSF Railway and CR 316, and then angles north-northwest for approximately 0.16 mile. Segment O3 then angles northeast for approximately 0.20, crossing SH 36 before terminating at its junction with Segments N3 and P3.

Segment P3 (Bi-Directional Segment) — Segment P3 begins at the intersection of Segments B2 and I3 located northeast of SH 36 and north of CR 377. It proceeds northwest for approximately 0.55 mile, paralleling the east side of SH 36 and crossing CR 377 before terminating at its junction with Segments N3 and O3.

Segment Q3 — Segment Q3 begins at the intersection of Segments F1 and J3 located northwest of SH 21. It immediately crosses SH 21, and then proceeds southeast for approximately 0.29 mile. It then angles northeast for approximately 0.45 mile, crossing CR 105 before terminating at its junction with Segments L1 and Z3.

Segment R3 — Segment R3 (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments P and M3 located northwest of a UPRR railway. It proceeds southeast for approximately 0.38 mile, crossing the UPRR railway, and then angles northeast for approximately 0.88 mile, paralleling the east side of CR 109 and crossing a tributary to Second Davidson Creek before terminating at its junction with Segments U, G1, and H1.

Segment S3 — Segment S3 (See Exhibit 1a) begins at the intersection of Segments B and L, located north of an existing BBEC 138-kV transmission line. It proceeds southeast for approximately 1.61 miles, paralleling the north side of the existing BBEC 138-kV transmission line and crossing Cottonwood Creek, CR 145, CR 130, CR 144, and a tributary to Dry Creek. It then angles north-northeast for approximately 0.31 mile, crossing a tributary to Dry Creek, and then angles northeast for approximately 0.36 mile crossing Dry Creek and CR 144. Segment S3 then angles southeast for approximately 0.09 mile, paralleling the north side of CR 144, northeast for approximately 0.08 mile, and then east-northeast for approximately 0.13 mile. Segment S3 then proceeds northeast for approximately 1.36 miles, paralleling the west side of a UPRR railway and crossing FM 60, a tributary to Dry Creek four times, a second tributary to Dry Creek, and a third tributary to Dry Creek twice before terminating at its junction with Segments O and P.

Segment T3 — Segment T3 (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments Q and U3, located east of a BNSF Railway. It proceeds northeast for approximately 0.51 mile, paralleling the south side of CR 119 and crossing a tributary to Davidson Creek. It then angles northeast for approximately 0.13 mile and then east for approximately 0.32 mile, crossing a natural gas pipeline and CR 119, and then parallels the north side of CR 119. Segment T3 then angles north for approximately 0.36 mile and then northeast for approximately 0.35 mile. It then angles northwest for approximately 0.19 mile, crossing a tributary to Berry Creek. From this point, Segment T3 angles northeast for approximately 2.03 miles, crossing three tributaries to Berry Creek, Berry Creek, two natural gas pipelines, and another tributary to Berry Creek. It then angles northwest for approximately 0.32 mile, paralleling the south side of FM 3058, and then proceeds west-northwest approximately 0.29 mile, crossing FM 3058. Segment T3 then proceeds west for approximately 0.09 mile, paralleling the north side of FM 3058, and then northwest for approximately 0.93 mile, continuing to parallel the north side of FM 3058 and crossing a tributary to Berry Creek, a natural gas pipeline, and another tributary to Berry Creek. It then angles northeast for approximately 0.25 mile, paralleling the south side of CR 236, and then angles northwest for approximately 0.43 mile, crossing a tributary to Berry Creek. From this point, Segment T3 angles northeast for approximately 0.61 mile, crossing a natural gas pipeline and CR 236, and then angles northwest for approximately 0.58 mile, paralleling the north side of CR 236 and crossing CR 243 and a natural gas pipeline. It then proceeds northwest for approximately 0.12 mile, crossing CR 236, and then angles north-northwest for approximately 0.16 mile, paralleling the south side of CR 236 before terminating at its junction with Segments W1 and V3.

Segment U3 — Segment U3 begins at the intersection of Segments F and E located north of an existing Entergy 69-kV transmission line and south of a BNSF Railway. It proceeds northeast for approximately 0.05 mile, crossing the BNSF Railway, and then angles northwest for approximately 4.41 miles, paralleling the north side of the BNSF Railway and crossing Sandy Creek, two natural gas pipelines, a tributary to Ryan Creek, Ryan Creek, a natural gas pipeline, a tributary to Ryan Creek, a natural gas pipeline, Davidson Creek, a tributary to Davidson Creek twice, and a natural gas pipeline before terminating at its junction with Segments Q and T3.

Segment V3 — Segment V3 begins at the intersection of Segments W1 and T3, and proceeds northeast approximately 0.25 mile, crossing CR 236. It then proceeds northeast for approximately 0.87 mile, crossing a tributary to Carrington Creek twice. From this point, Segment V3 angles northwest for approximately 0.63 mile, crossing FM 166 and then paralleling the north side of CR 235 and crossing a tributary to Carrington Creek, CR 283, and a natural gas pipeline. It then angles north-northeast for approximately 0.15 mile, crossing CR 235 and a natural gas pipeline, and then angles northeast for approximately 0.92 mile, paralleling the north side of CR 235 and crossing four natural gas pipelines and a tributary to Reed Creek. From this point, Segment V3 proceeds east-northeast for approximately 0.07 mile, crossing two natural gas pipelines, northeast for approximately 0.08 mile, and then northwest for approximately 1.19 miles, crossing two natural gas pipelines and three tributaries to Reed Creek before terminating at its junction with Segments E2 and R2.

Segment W3 — Segment W3 (See Exhibit 1b) begins at the intersection of Segments O3 and X3, and proceeds northwest for approximately 0.99 mile, paralleling the west side of a BNSF Railway and crossing CR 316. It then proceeds in a northeasterly direction for approximately 2.76 miles, crossing the BNSF Railway, SH 36, a tributary to Davidson Creek, and Davidson Creek. From this point, Segment W3 angles southeast for approximately 0.28 mile, paralleling the west side of CR 377 before terminating at its junction with Segments G2 and N3.

Segment X3 — Segment X3 (Segment begins on Exhibit 1a and ends on Exhibit 1b) begins at the intersection of Segments K and M, and proceeds northwest for approximately 0.98 mile, crossing a tributary of Buffalo Creek and Buffalo Creek. It then angles north for approximately 0.12 mile, crossing CR 375, then northwest for approximately 0.27 mile, and then north-northwest for approximately 0.17 mile. From this point, Segment X3 angles northwest for approximately 1.12 miles, crossing CR 324 and two tributaries to Hooker Creek. It then angles northeast for approximately 1.64 miles, crossing a tributary to Hooker Creek, and then proceeds north-northeast for approximately 0.26 mile, crossing FM 908. It then proceeds northwest for approximately 0.49 mile and then angles northeast for approximately 3.82 miles, crossing a tributary to Second Davidson Creek, Second Davidson Creek, another tributary to Second Davidson Creek, and two tributaries to Davidson Creek before terminating at its junction with Segments O3 and W3.

Segment Y3 — Segment Y3 (See Exhibit 1b) begins at the intersection of Segments J3 and A4, and proceeds northwest for approximately 0.43 mile, paralleling the west side of CR 102 before terminating at its junction with Segments S1 and T1.

Segment Z3 — Segment Z3 begins at the intersection of Segments Q3 and L1, and proceeds northwest for approximately 0.12 mile, paralleling the south side of an existing Entergy 69-kV transmission line. It then proceeds west-northwest for approximately 0.10 mile, and then angles northwest for approximately 0.05 mile, crossing SH21 before terminating at its junction with Segments A4 and L3.

Segment A4 — Segment A4 begins at the intersection of Segments J3 and Y3, located north of SH 21 and west of CR 102. It proceeds northeast for approximately 0.16 mile, paralleling the north side of SH 21 before terminating at its junction with Segments L3 and Z3.