Application of LCRA Transmission Services Corporation to Amend a Certificate of Convenience and Necessity for the Proposed Mountain Home 138-kV Transmission Line Project in Gillespie, Kerr and Kimble Counties, Texas

PUBLIC UTILITY COMMISSION OF TEXAS
DOCKET NO. 49523

LCRA Transmission Services Corporation (LCRA TSC) provides this notice of intent to amend its Certificate of Convenience and Necessity (CCN) to construct the proposed Mountain Home 138-kV Transmission Line Project in Gillespie and Kerr counties and possibly Kimble County, Texas.

The proposed transmission line will connect either the existing Hunt Substation located on River Rd. or the existing Ingram Substation located on Highway 27 to the new Mountain Home Substation and the existing Harper Substation located near the intersection of US Highway 290 and Ranch Rd. 2093. The entire project will be about 21 to 30 miles in length, and is estimated to cost approximately $64 million to $77 million (including substation costs), depending upon 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. 2690.

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/mountainhome and at:

- Gillespie County Courthouse (County Judge's Office, Room 101) located at 101 West Main Street, Fredericksburg, TX 78624
- Kerr County Courthouse (County Clerk's Office) located at 700 Main Street, Suite 122, Kerrville, TX 78028

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

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 15, 2019, 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.texas.gov. 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.

Project Segment Descriptions

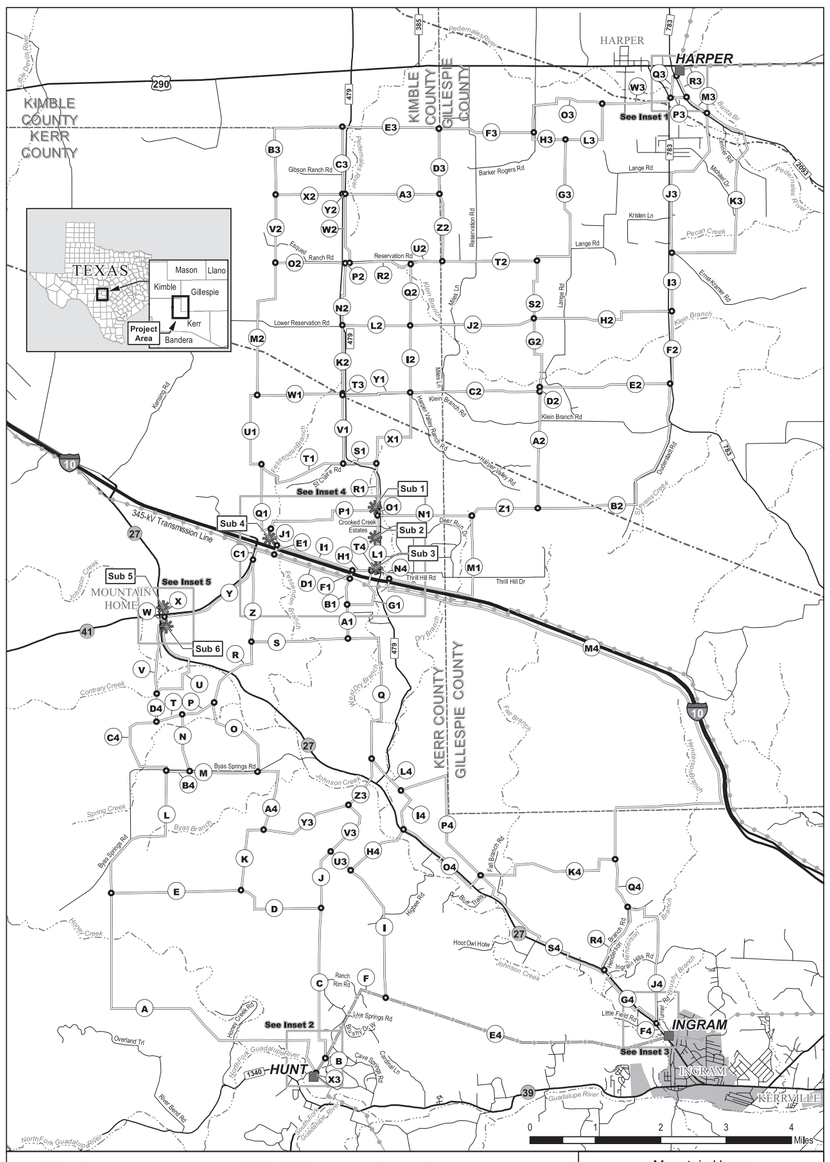
LCRA Transmission Services Corporation (LCRA TSC) has filed an application with the Public Utility Commission of Texas (PUC) to amend its Certificate of Convenience and Necessity (CCN) to construct the Mountain Home 138-kV Transmission Line Project in Gillespie, Kerr, and Kimble counties, Texas. In its CCN application for this project, LCRA TSC has presented 40 alternative routes comprised of 119 segments for consideration by the PUC. The following table lists the segment combinations that make up LCRA TSC's 40 alternative routes and the length of each alternative route in miles. All routes and segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed.

Alternative routes are not listed in any order of preference or priority.

Primary Alternative Routes	Segment Combinations	Total Length in Miles
Hunt 1	X3-B-F-I-U3-V3-Z3-Q-A1-B1-F1-H1-T4-L1-O1-Sub 1-R1-X1-I2-J2-H2-I3-J3-M3-R3	22.8
Hunt 2	X3-B-F-I-H4-I4-L4-Q-A1-B1-F1-H1-T4-L1-Sub 2-N1-Z1-B2-F2-I3-J3-M3-R3	22.7
Hunt 3	X3-B-C-D-K-Y3-Z3-Q-A1-B1-F1-H1-T4-L1-Sub 2-N1-Z1-A2-D2-G2-H2-I3-J3-M3-R3	24.3
Hunt 4	X3-A-L-B4-N-P-R-S-A1-G1-T4-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	26.3
Hunt 5	X3-B-C-J-V3-Z3-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	21.5
Hunt 6	X3-B-C-J-V3-Z3-Q-A1-G1-T4-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	21.6
Hunt 7	X3-B-F-I-H4-I4-L4-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	22.8
Hunt 8	X3-B-F-I-H4-I4-L4-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-Q3	22.6
Hunt 9	X3-B-F-I-H4-I4-L4-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-Z2-D3-F3-O3-W3-P3-R3	22.9
Hunt 10	X3-B-F-I-H4-I4-L4-Q-A1-G1-T4-Sub 3-N4-M1-Z1-B2-F2-I3-K3-M3-R3	24.2
Hunt 11	X3-B-F-I-H4-I4-L4-Q-A1-G1-T4-Sub 3-L1-O1-R1-X1-I2-J2-H2-I3-K3-M3-R3	24.1
Hunt 12	X3-B-F-I-U3-V3-Z3-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	22.6
Hunt 13	X3-B-F-I-U3-V3-Z3-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-Q3	22.3
Hunt 14	X3-B-F-I-U3-V3-Z3-Q-A1-B1-F1-H1-T4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-Z2-D3-F3-O3-W3-Q3	22.5
Hunt 15	X3-B-C-D-E-L-B4-N-P-R-Z-C1-E1-J1-Sub 4-Q1-U1-M2-V2-X2-Y2-A3-D3-F3-H3-L3-W3-P3-R3	28.0
Hunt 16	X3-B-C-J-V3-Z3-Q-A1-B1-F1-I1-J1-Sub 4-Q1-T1-V1-Y1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	24.4
Hunt 17	X3-B-C-J-V3-Z3-Q-A1-B1-F1-I1-J1-Sub 4-Q1-U1-M2-V2-B3-E3-F3-O3-W3-Q3	24.3
Hunt 18	X3-B-F-I-H4-I4-L4-Q-S-Z-C1-E1-J1-Sub 4-P1-R1-X1-I2-J2-H2-I3-K3-M3-R3	27.1
Hunt 19	X3-B-F-I-H4-I4-L4-Q-S-Z-C1-E1-J1-Sub 4-Q1-U1-W1-K2-L2-J2-H2-I3-K3-M3-R3	27.8
Hunt 20	X3-B-F-I-U3-V3-Z3-Q-S-Z-C1-E1-J1-Sub 4-P1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	25.7
Hunt 21	X3-B-F-I-U3-V3-Z3-Q-S-Z-C1-E1-J1-Sub 4-Q1-U1-M2-V2-B3-E3-F3-O3-W3-P3-R3	26.4
Hunt 22	X3-B-F-I-U3-V3-Z3-Q-A1-B1-F1-I1-J1-Sub 4-Q1-T1-V1-T3-K2-N2-P2-W2-Y2-C3-E3-F3-H3-L3-W3-Q3	25.4
Hunt 23	X3-B-C-D-K-A4-O-R-Z-C1-E1-J1-Sub 4-Q1-U1-W1-T3-Y1-C2-D2-E2-F2-I3-J3-M3-R3	25.7
Hunt 24	X3-B-C-D-K-A4-M-N-T-D4-V-W-X*-Sub 5-Y-C1-D1-F1-H1-T4-L1-O1-R1-X1-I2-Q2-U2-Z2-D3-F3-O3-W3-Q3	26.9
Hunt 25	X3-B-C-D-K-A4-M-N-T-D4-V-W-X*-Sub 5-Y-C1-E1-J1-Q1-U1-M2-O2-P2-R2-U2-Z2-D3-F3-O3-W3-Q3	27.3
Hunt 26	X3-A-L-C4-D4-V-W-X*-Sub 5-Y-C1-E1-J1-Q1-U1-M2-V2-B3-E3-F3-O3-W3-Q3	27.9
Hunt 27	X3-B-C-D-E-L-B4-N-T-D4-V-Sub 6-W-Y-C1-E1-J1-Q1-T1-S1-X1-C2-D2-E2-F2-I3-K3-M3-R3	29.8
Hunt 28	X3-B-C-D-K-A4-M-N-T-D4-U-Sub 6-W-Y-C1-D1-F1-H1-T4-L1-O1-R1-X1-I2-Q2-U2-Z2-D3-F3-O3-W3-P3-R3	27.6
Hunt 29	X3-B-C-D-K-A4-M-N-T-D4-V-Sub 6-W-Y-C1-E1-I1-H1-T4-L1-N1-Z1-B2-F2-I3-J3-M3-R3	26.8
Hunt 30	X3-B-C-D-E-L-C4-D4-V-Sub 6-W-Y-C1-E1-J1-Q1-U1-M2-V2-X2-C3-E3-F3-H3-L3-W3-Q3	28.5
Ingram 1	F4-G4-R4-Q4-M4-N4-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	25.5
Ingram 2	F4-G4-S4-O4-I4-L4-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	23.2
Ingram 3	F4-G4-S4-P4-L4-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	23.4
Ingram 4	F4-J4-Q4-K4-P4-L4-Q-A1-B1-F1-H1-Sub 3-L1-N1-Z1-A2-D2-G2-S2-G3-L3-W3-P3-R3	25.4
Ingram 5	F4-J4-Q4-K4-P4-L4-Q-A1-B1-F1-H1-Sub 3-L1-N1-Z1-B2-F2-I3-J3-M3-R3	25.2
Ingram 6	F4-J4-Q4-K4-P4-L4-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-Q3	25.0
Ingram 7	F4-J4-Q4-M4-N4-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-P3-R3	25.4
Ingram 8	E4-I-H4-I4-L4-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-Q2-U2-T2-G3-L3-W3-P3-R3	25.5
Ingram 9	E4-I-U3-V3-Z3-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-J2-S2-G3-L3-W3-P3-R3	25.2
Ingram 10	E4-I-U3-V3-Z3-Q-A1-B1-F1-H1-Sub 3-L1-O1-R1-X1-I2-Q2-U2-Z2-D3-F3-O3-W3-Q3	25.2

*This segment will be used entering and exiting the substation site.

Note: All distances listed below are approximate and rounded to the nearest hundredths of a mile. The distances of individual segments below may not sum to the total length of route presented above due to rounding.



Project Components
- Project Endpoint
- SUB 1 — Primary Mountain Home Substation Site Option
- A — Primary Alternative Route Segment, Node, and Label
- F — Primary Alternative Route Segment, Node, and Label (Double Circuit)

Existing Utilities
- Transmission Line
- Pipeline

Administrative Boundaries
- City Boundary
- County Boundary

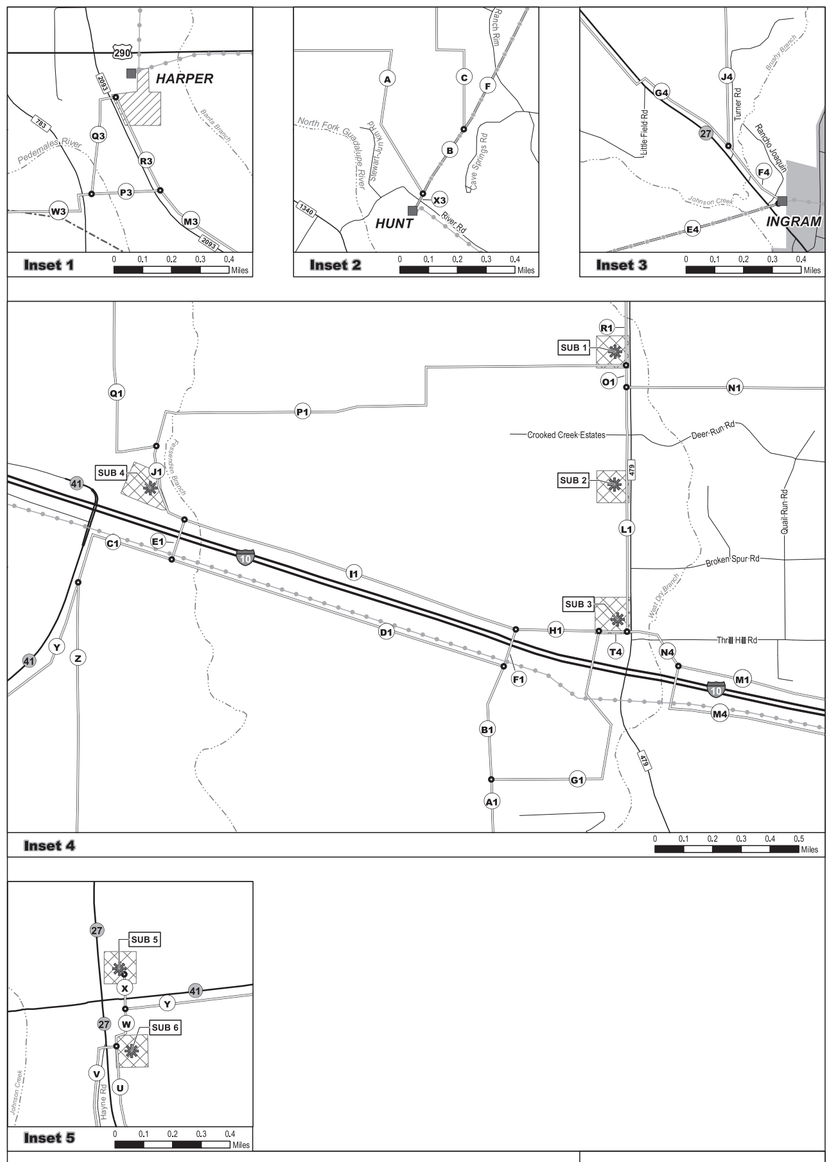
Surface Water
- Stream or River

Transportation
- 10 Interstate Highway
- 290 US Highway
- 27 State or County Highway
- 1431 Farm to Market Road or Ranch Road
- Local or County Road

1 in = 1.25 miles

Mountain Home 138-kV Transmission Line Project

Primary Alternative Route Segments



Project Components
- Project Endpoint
- SUB 1 — Primary Mountain Home Substation Site Option
- A — Primary Alternative Route Segment, Node, and Label
- F — Primary Alternative Route Segment, Node, and Label (Double Circuit)
- Substation Expansion Area

Existing Utilities
- Transmission Line
- Pipeline

Administrative Boundaries
- City Boundary

Surface Water
- Stream or River

Transportation
- 10 Interstate Highway
- 290 US Highway
- 27 State or County Highway
- 1431 Farm to Market Road or Ranch Road
- Local or County Road

1 in = 0.28 miles

Mountain Home 138-kV Transmission Line Project

Primary Alternative Route Segments Detail Insets

Segment A — Refer to Inset 2. Segment A begins at its intersection with Segments B and X3, located on the northeast side of River Rd. The segment proceeds northwest for approximately 0.29 mile, and then angles north-northeast for approximately 0.26 mile. Refer to Study Area map. The segment then angles west for approximately 1.37 miles, crossing Honey Creek and Honey Creek Rd. The segment then angles northwest for approximately 0.66 mile and then angles west for approximately 1.21 miles. The segment then angles north for approximately 1.76 miles, crossing Honey Creek. The segment terminates at its intersection with Segments E and L.

Segment B — Refer to Inset 2. Segment B begins at its intersection with Segments A and X3, located on the northeast side of River Rd. The segment proceeds northeast for approximately 0.26 mile. The segment terminates at its intersection with Segments C and F. *Segment B is proposed to rebuild an existing LCRA TSC 138-kV transmission line to double circuit.*

Segment C — Refer to Inset 2. Segment C begins at its intersection with Segments B and F, approximately 0.25 mile southwest of Ranch Rim Rd. The segment proceeds north for approximately 0.27 mile, then angles west for approximately 0.09 mile, and then angles north for approximately 2.03 miles (refer to the main map). The segment terminates at its intersection with Segments D and J.

Segment D — Segment D begins at its intersection with Segments C and J. The segment proceeds west for approximately 1.02 mile and then angles north for approximately 0.18 mile. The segment then curves northwest for approximately 0.24 mile. The segment terminates at its intersection with Segments E and K.

Segment E — Segment E begins at its intersection with Segments D and K. The segment proceeds west for approximately 1.99 miles. The segment terminates at its intersection with Segments A and L.

Segment F — Refer to Inset 2. Segment F begins at its intersection with Segments B and C, approximately 0.25 mile southwest of Ranch Rim Rd. The segment proceeds northeast for approximately 1.18 miles, crossing Ranch Rim Rd., Brushy Dr. W., Live Springs Rd., and Ranch Rim Rd. again, and then angles southeast for approximately 0.40 mile (refer to the main map). The segment terminates at its intersection with Segments I and E4. *Segment F is proposed to rebuild an existing LCRA TSC 138-kV transmission line to double circuit.*

Segment I — Segment I begins at its intersection with Segments F and E4. The segment proceeds north for approximately 1.36 miles, crossing Higbee Rd., then angles northwest for approximately 0.57 mile, and then angles slightly west-northwest for approximately 0.22 mile. The segment terminates at its intersection with Segments U3 and H4.

Segment J — Segment J begins at its intersection with Segments C and D. The segment proceeds north for approximately 0.71 mile, and then angles northeast for approximately 0.22 mile. The segment terminates at its intersection with Segments U3 and V3.

Segment K — Segment K begins at its intersection with Segments D and E. The segment proceeds north-northeast for approximately 0.93 mile, and then angles east for approximately 0.24 mile. The segment terminates at its intersection with Segments Y3 and A4.

Segment L — Segment L begins at its intersection with Segments A and E. The segment proceeds north for approximately 0.47 mile, and then angles northeast for approximately 0.47 mile, paralleling the southeast side of Byas Spring Rd. The segment then angles east-northeast for approximately 0.16 mile, and then angles east for approximately 0.37 mile, crossing Byas Branch. The segment then angles north for approximately 1.00 mile, crossing Byas Branch. The segment terminates at its intersection with Segments B4 and C4, on the south side of Byas Springs Rd.

Segment M — Segment M begins at its intersection with Segments O and A4, located on the south side of Byas Springs Rd. The segment proceeds west for approximately 1.04 miles, paralleling the south side of Byas Springs Rd. The segment terminates at its intersection with Segments N and B4, on the south side of Byas Springs Rd.

Segment N — Segment N begins at its intersection with Segments M and B4, located on the south side of Byas Springs Rd. The segment proceeds northwest for approximately 0.34 mile, crossing Byas Springs Rd., and then angles north for approximately 0.54 mile, crossing Spring Creek. The segment terminates at its intersection with Segments P and T.

Segment O — Segment O begins at its intersection with Segments M and A4, located on the south side of Byas Springs Rd. The segment proceeds north for approximately 0.40 mile, crossing Byas Springs Rd., then angles northwest for approximately 0.28 mile, and then angles west-northwest for approximately 0.46 mile. The segment then angles north-northwest for approximately 0.33 mile, crossing Spring Creek. The segment terminates at its intersection with Segments P and R.

Segment P — Segment P begins at its intersection with Segments N and T. The segment proceeds east for approximately 0.23 mile, and then angles northeast for approximately 0.31 mile. The segment terminates at its intersection with Segments O and R.

Segment Q — Segment Q begins at its intersection with Segments Z3 and L4, located approximately 0.38 mile north of the intersection of SH 27 and Farm to Market (FM) 479. The segment proceeds north for approximately 0.56 mile, then angles east-northeast for approximately 0.16 mile, crossing West Dry Branch, and then angles north for approximately 0.73 mile. The segment then angles slightly west-northwest for approximately 0.20 mile, crossing West Dry Branch twice, and then angles slightly north for approximately 0.32 mile. The segment then angles west for approximately 0.47 mile, crossing West Dry Branch. The segment terminates at its intersection with Segments S and A1.

Segment R — Segment R begins at its intersection with Segments O and P. The segment proceeds north-northeast for approximately 0.34 mile, then angles northeast for approximately 0.42 mile, crossing Johnson Creek and SH 27, and then angles east for approximately 0.15 mile. The segment then angles north for approximately 0.33 mile. The segment terminates at its intersection with Segments S and Z.

Segment S — Segment S begins at its intersection with Segments Q and A1, located approximately 1.00 mile south of IH 10. The segment proceeds west for approximately 0.43 mile, then angles slightly west-southwest for approximately 0.12 mile, crossing Fessenden Branch, and then angles west for approximately 0.93 mile. The segment terminates at its intersection with Segments R and Z. This segment can be used traveling east to west, as described, or west to east.

Segment T — Segment T begins at its intersection with Segments N and P. The segment proceeds west-southwest for approximately 0.41 mile. The segment terminates at its intersection with Segments C4 and D4.

Segment U — Refer to Inset 5. Segment U begins at its intersection with Segments V and D4. The segment proceeds northeast for approximately 0.10 mile, then angles east for approximately 0.31 mile, and then angles north for approximately 0.22 mile. The segment then angles northeast for approximately 0.12 mile, and then angles north for approximately 0.20 mile, crossing Johnson Creek and SH 27. The segment then angles northwest, curving from northwest to north, for approximately 0.74 mile, paralleling the north and east sides of SH 27. Refer to Inset 5. The segment terminates at its intersection with Segments V and W, on the east side of SH 27. *This segment could terminate as it enters Mountain Home Substation Site Option 6, if Option 6 is selected.*

Segment V — Refer to Inset 5. Segment V beings at its intersection with Segments U and D4. The segment proceeds north-northwest for approximately 0.27 mile, crossing Contrary Creek, and then angles slightly north for approximately 0.44 mile, crossing Johnson Creek. The segment then angles slightly north-northwest for approximately 0.33 mile, paralleling Hayne Rd., and then angles east for approximately 0.07 mile, crossing Hayne Rd. and SH 27. The segment terminates at its intersection with Segments W and U, on the east side of SH 27. *This segment could terminate as it enters Mountain Home Substation Site Option 6, if Option 6 is selected.*

Segment W — Refer to Inset 5. Segment W begins at its intersection with Segments U and V, located approximately 0.15 mile southeast of the intersection of SH 27 and SH 41. The segment proceeds north for approximately 0.03 mile, then angles east for approximately 0.04 mile, and then angles north for approximately 0.08 mile. The segment terminates at its intersection with Segments X and Y, on the south side of SH 41. *This segment could begin as it exits Mountain Home Substation Site Option 6, if Option 6 is selected.*

Segment X — Refer to Inset 5. Segment X begins at its intersection with Segments W and Y, located on the southeast side of the intersection of SH 27 and SH 41. The segment proceeds north for approximately 0.12 mile, crossing SH 41. The segment terminates at is enters Mountain Home Substation Site Option 5. *This segment will be used entering and exiting Mountain Home Substation Site Option 5, if Option 5 is selected.*

Segment Y — Refer to Insets 4, 5 and main map. Segment Y begins at its intersection with Segments W and X, located on the southeast side of the intersection of SH 27 and SH 41. The segment proceeds east-northeast to north-northeast, for approximately 1.74 mile, paralleling the south and east sides of SH 41. The segment terminates at its intersection with Segments Z and C1, on the south side of SH 41.

Segment Z — Refer to Inset 4. Segment Z begins at its intersection with Segments R and S. The segment proceeds north for approximately 1.26 mile. The segment terminates at its intersection with Segments Y and C1, on the southeast side of SH 41.

Segment A1 — Refer to Inset 4. Segment A1 begins at its intersection with Segments Q and S, located approximately 1.00 mile south of IH 10. The segment proceeds north for approximately 0.52 mile. The segment terminates at its intersection with Segments B1 and G1.

Segment B1 — Refer to Inset 4. Segment B1 begins at its intersection with Segments A1 and G1, located approximately 0.48 mile south of IH 10. The segment proceeds north for approximately 0.26 mile, and then angles northeast for approximately 0.15 mile. The segment terminates at its intersection with Segments D1 and F1, located on the south side of an existing LCRA TSC 345-kV transmission line and IH 10.

Segment C1 — Refer to Inset 4. Segment C1 begins at its intersection with segments Y and Z, located approximately 0.20 mile south of the intersection of SH 41 and IH 10. The segment proceeds north-northeast for approximately 0.17 mile, paralleling the east side of SH 41, and then angles southeast for approximately 0.29 mile, paralleling the south side of an existing LCRA TSC 345-kV transmission line on the south side of IH 10. The segment terminates at its intersection with Segments D1 and E1.

Segment D1 — Refer to Inset 4. Segment D1 begins at its intersection with Segments C1 and E1, located on the south side of an existing LCRA TSC 345-kV transmission line and IH 10. The segment proceeds southeast for approximately 1.21 miles, paralleling the south side of an existing LCRA TSC 345-kV transmission line and crossing Fessenden Branch. The segment terminates at its intersection with Segments B1 and F1, located on the south side of an existing LCRA TSC 345-kV transmission line and IH 10.

Segment E1 — Refer to Inset 4. Segment E1 begins at its intersection with Segments C1 and D1, located on the south side of an existing LCRA TSC 345-kV transmission line and IH 10. The segment proceeds north-northeast for approximately 0.15 mile, crossing an existing LCRA TSC 345-kV transmission line and IH 10. The segment terminates at its intersection with Segments I1 and J1, located on the north side of IH 10.

Segment F1 — Refer to Inset 4. Segment F1 begins at its intersection with Segments B1 and D1, located on the south side of an existing LCRA TSC 345-kV transmission line and IH 10. The segment proceeds north-northeast for approximately 0.14 mile, crossing an existing LCRA TSC 345-kV transmission line and IH 10. The segment terminates at its intersection with Segments H1 and I1, located on the north side of IH 10.

Segment G1 — Refer to Inset 4. Segment G1 begins at its intersection with Segments A1 and B1, located approximately 0.48 mile south of IH 10. The segment proceeds east for approximately 0.38 mile, then angles north-northeast for approximately 0.19 mile, and then angles northwest for approximately 0.14 mile, crossing an existing LCRA TSC 345-kV transmission line. The segment then angles north-northeast for approximately 0.23 mile, crossing IH 10. The segment terminates at its intersection with Segments H1 and T4, located on the north side of IH 10.

Segment H1 — Refer to Inset 4. Segment H1 begins at its intersection with Segments F1 and I1, located approximately 0.40 mile northwest of the intersection of IH 10 and FM 479. The segment proceeds east for approximately 0.29 mile. The segment terminates at its intersection with Segments G1 and T4, located on the northwest side of the intersection of IH 10 and FM 479. *This segment could terminate as it enters Mountain Home Substation Site Option 3, if Option 3 is selected.*

Segment I1 — Refer to Inset 4. Segment I1 begins at its intersection with Segments F1 and H1, located approximately 0.40 mile northwest of the intersection of IH 10 and FM 479. The segment proceeds west-northwest for approximately 1.21 miles, paralleling the north side of IH 10 and crossing Fessenden Branch. The segment terminates at its intersection with Segments E1 and J1, located on the north side of IH 10.

Segment J1 — Refer to Inset 4. Segment J1 begins at its intersection with Segments E1 and I1, located on the north side of IH 10. The segment proceeds west-northwest for approximately 0.06 mile and then curves to the north for approximately 0.24 mile. The segment terminates at its intersection with Segments P1 and Q1. *This segment could pass through Mountain Home Substation Site Option 4, if Option 4 is selected.*

Segment L1 — Refer to Inset 4. Segment L1 begins at its intersection with Segments N4 and T4, located on the northwest side of the intersection of IH 10 and FM 479. The segment proceeds north for approximately 0.85 mile, paralleling the west side of FM 479, crossing Crooked Creek Estates. The segment terminates at its intersection with Segments N1 and O1, located on the west side of FM 479. *This segment could begin as it exits Mountain Home Substation Site Option 3, if Option 3 is selected. This segment could pass through Mountain Home Substation Site Option 2, if Option 2 is selected.*

Segment M1 — Refer to Inset 4 and the main map. Segment M1 begins at its intersection with Segments M4 and N4, located on the north side of IH 10 approximately 0.2 miles east of FM 479. The segment proceeds east-southeast for approximately 1.29 miles, paralleling the north side of IH 10 and crossing from Kerr County to Gillespie County. The segment then angles north for approximately 1.24 miles, crossing Thrill Hill Rd. The segment terminates at its intersection with Segments N1 and Z1.

Segment N1 — Refer to Inset 4 and the main map. Segment N1 begins at its intersection with Segments L1 and O1, located on the west side of FM 479. The segment proceeds east for approximately 1.44 miles, crossing FM 479, West Dry Branch, from Kerr County to Gillespie County, and Dry Branch. The segment terminates at its intersection with Segments M1 and Z1.

Segment O1 — Refer to Inset 4. Segment O1 begins at its intersection with Segments L1 and N1, located on the west side of FM 479. The segment proceeds north for approximately 0.08 mile, paralleling the west side of FM 479. The segment terminates at its intersection with Segments P1 and R1, located on the west side of FM 479. *This segment could terminate as it enters Mountain Home Substation Site Option 1, if Option 1 is selected.*

Segment P1 — Refer to Inset 4. Segment P1 begins at its intersection with Segments J1 and Q1, located 0.25 mile north of IH 10. The segment proceeds north-northeast for approximately 0.13 mile, then angles east for approximately 0.57 mile, crossing Fessenden Branch, and then angles northeast for approximately 0.09 mile. The segment then angles east for approximately 0.24 mile, then angles north for approximately 0.13 mile, and then angles east for approximately 0.70 mile. The segment terminates at its intersection with Segments O1 and R1, located on the west side of FM 479.

Segment Q1 — Refer to Inset 4 and the main map. Segment Q1 begins at its intersection with Segments J1 and P1, located 0.25 mile north of IH 10. The segment proceeds southwest for approximately 0.14 mile, and then angles north for approximately 1.01 miles. The segment terminates at its intersection with Segments T1 and U1.

Segment R1 — Refer to Inset 4 and the main map. Segment R1 begins at its intersection with Segments O1 and P1, located on the west side of FM 479. The segment proceeds north for approximately 0.61 mile, paralleling the west side of FM 479, crossing West Dry Branch. The segment then angles northeast for approximately 0.04 mile, crossing FM 479, and then angles north for approximately 0.09 mile, crossing West Dry Branch. The segment terminates at its intersection with Segments S1 and X1, located on the north side of FM 479. *This segment could begin as it exits Mountain Home Substation Site Option 1, if Option 1 is selected.*

Segment S1 — Segment S1 begins at its intersection with Segments T1 and V1, located on the southwest side of FM 479. The segment proceeds east for approximately 0.13 mile and then angles to the northeast for approximately 0.03 mile, crossing FM 479. The segment then angles east for approximately 0.30 mile paralleling the north side of FM 479 and continues to the east for approximately 0.07 mile. The segment terminates at its intersection with Segments R1 and X1, located on the north side of FM 479.

Segment T1 — Segment T1 begins at its intersection with Segments Q1 and U1. The segment proceeds south for approximately 0.08 mile, then angles southeast for approximately 0.26 mile, crossing Fessenden Branch and then angles south-southwest for approximately 0.09 mile. The segment then angles east-northeast for approximately 0.22 mile, then angles northeast for approximately 0.57 mile, and then angles east for approximately 0.13 mile. The segment continues east for approximately 0.17 mile, paralleling the north side of St. Claire Rd. The segment terminates at its intersection with Segments S1 and V1, located on the southwest side of FM 479.

Segment U1 — Segment U1 begins at its intersection with Segments Q1 and T1. The segment proceeds west for approximately 0.15 mile, then angles north for approximately 1.06 miles and then angles east for approximately 0.12 mile. The segment terminates at its intersection with Segments W1 and M2.

Segment V1 — Segment V1 begins at its intersection with Segments S1 and T1, located on the southwest side of FM 479. The segment proceeds north for approximately 1.05 miles, paralleling the west side of FM 479 and crossing an existing pipeline. The segment terminates at its intersection with Segments Y1 and T3, located on the west side of FM 479.

Segment W1 — Segment W1 begins at its intersection with Segments U1 and M2. The segment proceeds east for approximately 1.31 miles, crossing Fessenden Branch and an existing pipeline. The segment terminates at its intersection with Segments K2 and T3, located on the west side of FM 479.

Segment X1 — Segment X1 begins at its intersection with Segments R1 and S1, located on the north side of FM 479. The segment proceeds north for approximately 0.40 mile, crossing West Dry Branch, and then angles east for approximately 0.51 mile. The segment then angles north for approximately 0.68 mile, crossing an existing pipeline and Klein Branch Rd. The segment terminates at its intersection with Segments Y1, C2, and I2, located on the north side of Klein Branch Rd.

Segment Y1 — Segment Y1 begins at its intersection with Segments V1 and T3, located on the west side of FM 479. The segment proceeds east for approximately 0.54 mile, crossing FM 479 and paralleling the south side of Klein Branch Rd. The segment then angles north for approximately 0.04 mile, and then angles east for approximately 0.48 mile, paralleling the north side of Klein Branch Rd. The segment terminates at its intersection with Segments X1, C2, and I2, located on the north side of Klein Branch Rd.

Segment Z1 — Segment Z1 begins at its intersection with Segments M1 and N1. The segment proceeds northeast for approximately 0.14 mile and then angles east for approximately 0.92 mile. The segment terminates at its intersection with Segments A2 and B2.

Segment A2 — Segment A2 begins at its intersection with Segments Z1 and B2. The segment proceeds north for approximately 1.79 miles, crossing an existing pipeline and Klein Branch Rd. The segment terminates at its intersection with Segments C2 and D2.

Segment B2 — Segment B2 begins at its intersection with Segments Z1 and A2. The segment proceeds east for approximately 0.86 mile, then angles northeast for approximately 0.07 mile, crossing an existing pipeline. The segment then angles east for approximately 0.59 mile, crossing Duderstadt Rd. The segment then angles north for approximately 0.37 mile, paralleling the east side of Duderstadt Rd. and crossing Duderstadt Rd. The segment then curves from northeast to north for approximately 1.10 miles, paralleling the northwest side of Duderstadt Rd. and crossing Klein Branch Rd. The segment then continues north for approximately 0.58 mile, roughly paralleling the west side of FM 783. The segment terminates at its intersection with Segments E2 and F2, located on the west side of FM 783.

Segment C2 — Segment C2 begins at its intersection with Segments X1, Y1, and I2, located on the north side of Klein Branch Rd. The segment proceeds east for approximately 0.51 mile, paralleling the north side of Klein Branch Rd., crossing from Kerr to Gillespie County, and crossing Miles Lane. The segment continues east for approximately 0.92 mile, then angles southeast for approximately 0.05 mile, and then angles east for approximately 0.50 mile. The segment terminates at its intersection with Segments A2 and D2.

Segment D2 — Segment D2 begins at its intersection with Segments A2 and C2. The segment proceeds north for approximately 0.08 mile. The segment terminates at its intersection with Segments E2 and G2.

Segment E2 — Segment E2 begins at its intersection with Segments D2 and G2, located approximately 0.14 miles west of Lang Rd. The segment proceeds east for approximately 2.00 miles, crossing Lang Rd. The segment terminates at its intersection with Segments B2 and F2, located on the west side of FM 783.

Segment F2 — Segment F2 begins at its intersection with Segments B2 and E2, located on the west side of FM 783. The segment proceeds east for approximately 0.04 mile, crossing FM 783, and then angles north for approximately 1.14 miles, paralleling the east side of FM 783 and crossing Klein Branch. The segment terminates at its intersection with Segments H2 and I3, located on the east side of FM 783.

Segment G2 — Segment G2 begins at its intersection with Segments D2 and E2 located approximately 0.14 miles west of Lang Rd. The segment proceeds north for approximately 0.50 mile, crossing Klein Branch and an unnamed road, and then angles west for approximately 0.09 mile. The segment then angles north for approximately 0.54 mile. The segment terminates at its intersection with Segments H2, J2, and S2.

Segment H2 — Segment H2 begins at its intersection with Segments G2, J2, and S2, located approximately 0.46 mile west of Lang Rd. The segment proceeds east for approximately 0.80 mile, crossing Lang Rd., then angles southeast for approximately 0.10 mile, and then angles east for approximately 0.44 mile. The segment then angles north for approximately 0.12 mile, and then angles east for approximately 0.77 mile, crossing FM 783. The segment terminates at its intersection with Segments F2 and I3, located on the east side of FM 783.

Segment I2 — Segment I2 begins at its intersection with Segments X1, Y1, and C2, located on the north side of Klein Branch Rd. The segment proceeds north for approximately 1.03 miles. The segment terminates at its intersection with Segments J2, L2, and Q2.

Segment J2 — Segment J2 begins at its intersection with Segments I2, L2, and Q2. The segment proceeds east for approximately 1.66 miles, crossing Klein Branch, from Kerr County to Gillespie County, and crossing Miles Ln. The segment then angles northeast for approximately 0.25 mile. The segment terminates at its intersection with Segments G2, H2, and S2.

Segment K2 — Segment K2 begins at its intersection with Segments W1 and T3, located on the west side of FM 479. The segment proceeds north for approximately 1.04 mile, paralleling the west side of FM 479 and crossing Fessenden Branch and Lower Reservation Rd. The segment terminates at its intersection with Segments L2 and N2, located on the northwest side of the intersection of FM 479 and Lower Reservation Rd.

Segment L2 — Segment L2 begins at its intersection with Segments K2 and N2, located on the northwest side of the intersection of FM 479 and Lower Reservation Rd. The segment proceeds east for approximately 1.04 miles, crossing FM 479. The segment terminates at its intersection with Segments I2, J2, and Q2.

Segment M2 — Segment M2 begins at its intersection with Segments U1 and W1. The segment proceeds north for approximately 1.44 miles, crossing an existing pipeline and Lower Reservation Rd., then angles east-northeast for approximately 0.27 mile, and then angles north for approximately 0.55 mile. The segment terminates at its intersection with Segments O2 and V2.

Segment N2 — Segment N2 begins at its intersection with Segments K2 and L2, located on the northwest side of the intersection of FM 479 and Lower Reservation Rd. The segment proceeds north for approximately 0.45 mile, paralleling the west side of FM 479, and then angles east for approximately 0.04 mile, crossing FM 479. The segment then angles north for approximately 0.50 mile, paralleling the east side of FM 479. The segment terminates at its intersection with Segments O2 and P2, located on the southeast side of the intersection of FM 479 and Reservation Rd.

Segment O2 — Segment O2 begins at its intersection with Segments M2 and V2. The segment proceeds east for approximately 0.46 mile, paralleling the south side of Esquell Ranch Rd. and crossing FM 479. The segment then continues to the east for approximately 0.61 mile. The segment terminates at its intersection with Segments N2 and P2, located on the southeast side of the intersection of FM 479 and Reservation Rd.

Segment P2 — Segment P2 begins at its intersection with Segments N2 and O2, located on the southeast side of the intersection of FM 479 and Reservation Rd. The segment proceeds east for approximately 0.07 mile, paralleling the south side of Reservation Rd. The segment terminates at its intersection with Segments R2 and W2, located on the south side of Reservation Rd.

Segment Q2 — Segment Q2 begins at its intersection with Segments I2, J2, and L2. The segment proceeds north for approximately 0.94 mile, crossing Klein Branch. The segment terminates at its intersection with Segments R2 and U2, located on the south side of Reservation Rd.

Segment R2 — Segment R2 begins at its intersection with Segments P2 and W2, located on the south side of Reservation Rd. The segment proceeds east for approximately 0.55 mile, paralleling the south side of Reservation Rd., then angles southeast for approximately 0.24 mile, and then angles northeast for approximately 0.18 mile, crossing Klein Branch. The segment terminates at its intersection with Segments Q2 and U2, located on the south side of Reservation Rd.

Segment S2 — Segment S2 begins at its intersection with Segments G2, H2, and J2, located approximately 0.46 mile west of Lang Rd. The segment proceeds north for approximately 0.56 mile, then angles east for approximately 0.05 mile, and then angles north for approximately 0.32 mile. The segment terminates at its intersection with Segment T2 and G3.

Segment T2 — Segment T2 begins at its intersection with Segments U2 and Z2, located on the south side of Reservation Rd. The segment proceeds east for approximately 0.51 mile, paralleling the south side of Reservation Rd and crossing an unnamed road and Reservation Rd. The segment continues east for approximately 0.94 mile. The segment terminates at its intersection with Segment S2 and G3.

Segment U2 — Segment U2 begins at its intersection with Segments R2 and Q2, located on the south side of Reservation Rd. The segment proceeds northeast for approximately 0.14 mile, and then angles east for approximately 0.35 mile, paralleling the south side of Reservation Rd., and crossing from Kerr County to Gillespie County. The segment terminates at its intersection with Segments T2 and Z2, located on the south side of Reservation Rd.

Segment V2 — Segment V2 begins at its intersection with Segments M2 and O2. The segment proceeds north for approximately 1.04 mile, crossing Esquell Ranch Rd. The segment terminates at its intersection with Segments X2 and B3.

Segment W2 — Segment W2 begins at its intersection with Segments P2 and R2, located on the south side of Reservation Rd. The segment proceeds north for approximately 0.17 mile, crossing Reservation Rd., then angles northwest for approximately 0.10 mile, and then angles north for approximately 0.81 mile, paralleling the east side of FM 479. The segment terminates at its intersection with Segments Y2 and A3, located on the east side of FM 479.

Segment X2 — Segment X2 begins at its intersection with Segments V2 and B3. The segment proceeds east for approximately 1.02 miles. The segment terminates at its intersection with Segments Y2 and C3, located on the west side of FM 479.

Segment Y2 — Segment Y2 begins at its intersection with Segments X2 and C3, located on the west side of FM 479. The segment proceeds east for approximately 0.04 mile, crossing FM 479. The segment terminates at its intersection with Segments W2 and A3, located on the east side of FM 479.

Segment Z2 — Segment Z2 begins at its intersection with Segments T2 and U2, located on the south side of Reservation Rd. The segment proceeds north for approximately 0.89 mile, crossing Reservation Rd., and then angles northwest for approximately 0.15 mile, crossing from Gillespie County to Kerr County. The segment terminates at its intersection with Segments A3 and D3.

Segment A3 — Segment A3 begins at its intersection with Segments W2 and Y2, located on the east side of FM 479. The segment proceeds east for approximately 1.44 miles, crossing the Pedernales River. The segment terminates at its intersection with Segments Z2 and D3.

Segment B3 — Segment B3 begins at its intersection with Segments V2 and X2. The segment proceeds north for approximately 1.01 miles, crossing from Kerr County to Kimble County, and then angles east for approximately 1.05 miles. The segment terminates at its intersection with Segments C3 and E3, located on the west side of FM 479.

Segment C3 — Segment C3 begins at its intersection with Segments X2 and Y2, located on the west side of FM 479. The segment proceeds north for approximately 0.87 miles, paralleling the west side of FM 479, crossing Gibson Ranch Rd. The segment then continues north for approximately 0.16 mile, crossing from Kerr County to Kimble County. The segment terminates at its intersection with Segments B3 and E3, located on the west side of FM 479.

Segment D3 — Segment D3 begins at its intersection with Segments Z2 and A3. The segment proceeds north for approximately 1.00 mile, crossing from Kerr County to Kimble County. The segment terminates at its intersection with Segments E3 and F3.

Segment E3 — Segment E3 begins at its intersection with Segments B3 and C3, located on the west side of FM 479. The segment proceeds east for approximately 1.48 miles, crossing FM 479 and the Pedernales River. The segment terminates at its intersection with Segments D3 and F3.

Segment F3 — Segment F3 begins at its intersection with Segments D3 and E3, located approximately 0.44 mile west of Reservation Rd. The segment proceeds east for approximately 0.46 mile, crossing from Kimble County to Gillespie County, and crossing Reservation Rd. The segment then angles southeast for approximately 0.12 mile, and then angles east for approximately 0.89 mile. The segment terminates at its intersection with Segments H3 and O3, located on the west side of Barker Rogers Rd.

Segment G3 — Segment G3 begins at its intersection with Segment S2 and T2, located approximately 0.51 mile west of Lang Rd. The segment proceeds north for approximately 0.06 mile, then angles east for approximately 0.50 mile, and then angles north for approximately 0.64 mile. The segment then angles northwest for approximately 0.13 mile, and then angles north for approximately 1.06 mile. The segment terminates at its intersection with Segments H3 and L3.

Segment H3 — Segment H3 begins at its intersection with Segments F3 and O3, located on the west side of Barker Rogers Rd. The segment proceeds south for approximately 0.10 mile, paralleling the west side of Barker Rogers Rd., and then angles east for approximately 0.49 mile, crossing Barker Rogers Rd. The segment terminates at its intersection with Segments G3 and L3.

Segment I3 — Segment I3 begins at its intersection with Segments F2 and H2, located on the east side of FM 783. The segment proceeds north for approximately 0.89 mile, paralleling the east side of FM 783. The segment terminates at its intersection with Segments J3 and K3, located on the southeast side of the intersection of FM 783 and Ernst-Kramer Rd.

Segment J3 — Segment J3 begins at its intersection with Segments I3 and K3, located on the southeast side of the intersection of FM 783 and Ernst-Kramer Rd. The segment proceeds north for approximately 1.23 miles, paralleling the east side of FM 783 and crossing Ernst-Kramer Rd., and then angles east for approximately 0.33 mile. The segment then angles northeast for approximately 0.40 mile, crossing Michael Drive, and then angles north for approximately 0.59 mile, crossing an existing pipeline, the Pedernales River, and FM 2093. The segment terminates at its intersection with Segments K3 and M3, located on the northeast side of FM 2093.

Segment K3 — Segment K3 begins at its intersection with Segments I3 and J3, located on the southeast side of the intersection of FM 783 and Ernst-Kramer Rd. The segment proceeds east for approximately 0.96 mile, crossing Ernst-Kramer Rd., and then angles north for approximately 1.40 miles, crossing Pecan Creek and Michael Drive. The segment then angles northeast for approximately 0.25 mile, crossing Zenner Rd. and the Pedernales River, and then angles north-northwest for approximately 0.28 mile, crossing an existing pipeline and FM 2093. The segment then angles northwest for approximately 0.63 mile, paralleling the northeast side of FM 2093 and crossing Banta Branch. The segment terminates at its intersection with Segments J3 and M3, located on the northeast side of FM 2093.

Segment L3 — Segment L3 begins at its intersection with Segments G3 and H3, located approximately 0.48 mile east of Barker Rogers Rd. The segment proceeds east for approximately 0.56 mile, and then angles north for approximately 0.56 mile. The segment terminates at its intersection with Segments O3 and W3.

Segment M3 — Refer to Inset 1. Segment M3 begins at its intersection with Segments J3 and K3, located on the northeast side of FM 2093. The segment proceeds northwest for approximately 0.40 mile, paralleling the northeast side of FM 2093. The segment terminates as it intersection with Segments P3 and R3, located on the east side of FM 2093.

Segment O3 — Segment O3 begins at its intersection with Segments F3 and H3, located on the west side of Barker Rogers Rd. The segment proceeds north for approximately 0.41 mile, paralleling the west side of Barker Rogers Rd., and then angles east for approximately 0.35 mile, crossing Barker Rogers Rd. The segment then angles north for approximately 0.08 mile, then angles east for approximately 0.22 mile, and then angles southeast for approximately 0.12 mile. The segment then angles east for approximately 0.28 mile, and then angles southeast for approximately 0.10 mile. The segment terminates at its intersection with Segments L3 and W3.

Segment P3 — Refer to Inset 1. Segment P3 begins at its intersection with Segments Q3 and W3, located on the east side of FM 783. The segment proceeds east for approximately 0.24 mile, crossing the Pedernales River and FM 2093. The segment terminates at its intersection with Segments M3 and R3, located on the northeast side of FM 2093.

Segment Q3 — Refer to Inset 1. Segment Q3 begins at its intersection with Segments P3 and W3, located on the east side of FM 783. The segment proceeds north for approximately 0.33 mile, crossing the Pedernales River, and then angles east for approximately 0.05 mile, crossing FM 2093. The segment terminates as it enters the Harper Substation Expansion Area, located on the east side of FM 2093 approximately 0.14 mile south of U.S. 290.

Segment R3 — Refer to Inset 1. Segment R3 begins at its intersection with Segments M3 and P3, located on the northeast side of FM 2093. The segment proceeds north-northwest for approximately 0.36 mile, paralleling the northeast side of FM 2093. The segment terminates as it enters the Harper Substation Expansion Area, located on the east side of FM 2093 approximately 0.14 mile south of U.S. 290.

Segment T3 — Segment T3 begins at its intersection with Segments V1 and Y1, located on the west side of FM 479. The segment proceeds north for approximately 0.02 mile, paralleling the west side of FM 479. The segment terminates at its intersection with Segments W1 and K2, located on the west side of FM 479. *This segment can be used traveling south to north, as described, or north to south.*

Segment U3 — Segment U3 begins at its intersection with Segments I and H4, located approximately 1.00 mile southwest of SH 27. The segment proceeds northwest for approximately 0.42 mile. The segment terminates at its intersection with Segments J and V3.

Segment V3 — Segment V3 begins at its intersection with Segments J and U3. The segment proceeds northeast for approximately 0.61 mile, then angle north for approximately 0.10 mile, and then angles northwest for approximately 0.25 mile. The segment terminates at its intersection with Segments Y3 and Z3.

Segment W3 — Refer to Inset 1. Segment W3 begins at its intersection with Segments L3 and O3. The segment proceeds east for approximately 0.57 mile, crossing an unnamed road, then angles east-northeast for approximately 0.43 mile, crossing an existing pipeline. Refer to Inset 1. The segment then angles north for approximately 0.06 mile, paralleling the west side of FM 783, and then angles east for approximately 0.05 mile, crossing FM 783. The segment terminates at its intersection with Segments P3 and Q3, located on the east side of FM 783.

Segment X3 — Refer to Inset 2. Segment X3 begins at the existing Hunt Substation, in Kerr County. The segment exits the northeast side of the existing Hunt Substation and proceeds northeast for approximately 0.06 mile, crossing River Rd. The segment terminates at its intersection with Segments A and B, located on the northeast side of River Rd. *Segment X3 is proposed to rebuild an existing LCRA TSC 138-kV transmission line to double circuit.*

Segment Y3 — Segment Y3 begins at its intersection with Segments K and A4. The segment proceeds east-southeast for approximately 0.45 mile, then angles northeast for approximately 0.48 mile, and then angles east-northeast for approximately 0.50 mile. The segment terminates at its intersection with Segments V3 and Z3.

Segment Z3 — Segment Z3 begins at its intersection with Segments V3 and Y3, located approximately 0.50 mile southwest of SH 27. The segment proceeds northeast for approximately 0.55 mile, crossing Johnson Creek and SH 27, and then angles north for approximately 0.29 mile. The segment terminates at its intersection with Segments Q and L4.

Segment A4 — Segment A4 begins at its intersection with Segments K and Y3. The segment proceeds north-northeast for approximately 0.62 mile, and then angles north for approximately 0.30 mile, crossing Byas Branch. The segment then angles west for approximately 0.32 mile. The segment terminates at its intersection with Segments M and O, located on the south side of Byas Springs Rd.

Segment B4 — Segment B4 begins at its intersection with Segments L and C4, located on the south side of Byas Springs Rd. The segment proceeds east for approximately 0.36 miles, paralleling the south side of Byas Springs Rd. The segment terminates at its intersection with Segments M and N, located on the south side of Byas Springs Rd.

Segment C4 — Segment C4 begins at its intersection with Segments L and B4, located on the south side of Byas Springs Rd. The segment proceeds north for approximately 0.04 mile, crossing Byas Springs Rd., and then angles west for approximately 0.40 mile, paralleling the north side of Byas Springs Rd and crossing Spring Creek. The segment then angles northwest for approximately 0.38 mile, and then angles north for approximately 0.29 mile. The segment then curves from north to east for approximately 0.31 mile and then angles east-northeast for approximately 0.10 mile. The segment terminates at its intersection with Segments T and D4.

Segment D4 — Segment D4 begins at its intersection with Segments T and C4. The segment proceeds north for approximately 0.43 mile. The segment terminates at its intersection with Segments U and V.

Segment E4 — Refer to Inset 3 and the main map. Segment E4 begins at the existing Ingram Substation in Kerr County. The segment exits the west side of the Ingram Substation and proceeds west-southwest for approximately 0.70 mile, crossing SH 27 and Johnson Creek. The segment then angles west-northwest for approximately 0.51 mile, then angles west for approximately 1.05 miles, crossing two unnamed roads, and then angles northwest for approximately 2.21 miles (refer to main map). The segment terminates at its intersection with Segments F and I. *Segment E4 is proposed to rebuild an existing LCRA TSC 138-kV transmission line to double circuit.*

Segment F4 — Refer to Inset 3. Segment F4 begins at the existing Ingram Substation, in Kerr County. The segment exits the northwest side of the Ingram Substation and proceeds northwest for approximately 0.08 mile, crossing Rancho Joaquin. The segment then angles to the north-northwest for approximately 0.19 mile, paralleling the northeast side of SH 27 and crossing Brushy Branch and Turner Rd. The segment terminates at its intersection with Segments G4 and J4, located on the northeast side of SH 27.

Segment G4 — Refer to Inset 3 and the main map. Segment G4 begins at its intersection with Segments F4 and J4, located on the northeast side of SH 27. The segment proceeds northwest for approximately 0.37 mile, paralleling the northeast side of SH 27. The segment then angles southwest for approximately 0.04 mile, crossing SH 27, and then angles northwest for approximately 0.64 mile, paralleling the southwest side of SH 27, crossing an unnamed road and Henderson Branch (refer to the main map). The segment then angles to the northeast for approximately 0.04 mile, crossing SH 27. The segment then angles to the northwest for approximately 0.13 mile, paralleling the northeast side of SH 27 and crossing Ingram Hills Rd. The segment terminates at its intersection with Segments R4 and S4, located on the northeast side of SH 27.

Segment H4 — Segment H4 begins at its intersection with Segments I and U3, located approximately 1.00 mile southwest of SH 27. The segment proceeds northeast for approximately 0.63 mile and then angles east-northeast for approximately 0.24 mile. The segment then angles northeast for approximately 0.20 mile, crossing Johnsons Creek and SH 27. The segment terminates at its intersection with Segments I4 and O4, located on the north side of SH 27.

Segment I4 — Segment I4 begins at its intersection with Segments H4 and O4, located on the northeast side of SH 27. The segment proceeds north for approximately 0.27 mile, then angles northeast for approximately 0.23 mile, and then angles northwest for approximately 0.21 mile. The segment terminates at its intersection with Segments L4 and P4.

Segment J4 — Refer to Inset 3 and the main map. Segment J4 begins at its intersection with Segments F4 and G4, located on the northeast side of SH 27. The segment proceeds north for approximately 0.33 mile, paralleling Turner Rd. The segment then continues north for approximately 0.55 mile, then angles slightly north-northeast for approximately 0.21 mile, crossing Ingram Hills Rd., and then angles slightly north for approximately 0.42 mile (refer to the main map). The segment angles slightly north-northwest for approximately 0.12 mile, crossing Henderson Branch, then angles west for approximately 0.20 mile, and then angles north for approximately 0.15 mile. The segment then curves from southwest to northwest, for approximately 0.21 mile, paralleling the south side of Henderson Branch Rd. and then continues to the northwest for approximately 0.06 mile, crossing Henderson Branch Rd. The segment terminates at its intersection with Segments Q4 and R4, located on the north side of Henderson Branch Rd.

Segment K4 — Segment K4 begins at its intersection with Segments M4 and Q4. The segment proceeds west for approximately 0.25 mile, then angles south for approximately 0.18 mile, and then angles west for approximately 0.68 mile. The segment then angles northwest for approximately 0.36 mile and then angles west-southwest for approximately 0.26 mile. The segment then angles south for approximately 0.16 mile, and then angles west for approximately 0.51 mile, crossing Fall Branch and Fall Branch Rd. The segment terminates at its intersection with Segments O4, P4, and S4.

Segment L4 — Segment L4 begins at its intersection with Segments I4 and P4, located approximately 0.24 mile northeast of SH 27. The segment proceeds northwest for approximately 0.67 mile, crossing Dry Branch and FM 479. The segment terminates at its intersection with Segments Q and Z3.

Segment M4 — Refer to Inset 4. Segment M4 begins at its intersection with Segments K4 and Q4. The segment proceeds north for approximately 0.77 mile, crossing from Kerr County to Gillespie County, and then angles east for approximately 1.68 miles, crossing Henderson Branch. The segment then angles north, curving from north to west, for approximately 4.84 miles, paralleling the west and south sides of IH 10 and crossing Fall Branch. The segment continues west-northwest, paralleling the south side of an existing LCRA TSC 345-kV transmission line on the south side of IH 10, for approximately 1.88 miles, crossing Dry Branch. The segment then angles north for approximately 0.16 mile, crossing an existing LCRA TSC 345-kV transmission line and IH 10. The segment terminates at its intersection with Segments M1 and N4.

Segment N4 — Refer to Inset 4. Segment N4 begins at its intersection with Segments M1 and M4, located on the north side of IH 10 approximately 0.2 miles east of FM 479. The segment proceeds northwest for approximately 0.13 mile, crossing Thrill Hill Rd., and then angles west for approximately 0.11 mile, crossing West Dry Branch and FM 479. The segment terminates at its intersection with Segments L1 and T4, located on the northwest side of the intersection of IH 10 and FM 479. *This segment could terminate as it enters Mountain Home Substation Site Option 3, if Option 3 is selected. This segment can be used traveling east to west, as described, or west to east.*

Segment O4 — Segment O4 begins at its intersection with Segments K4, P4, and S4, located approximately 0.20 mile northeast of SH 27. The segment proceeds southwest for approximately 0.21 mile, crossing SH 27, and then angles northwest for approximately 0.62 mile, paralleling the southwest side of SH 27. The segment then angles northeast for approximately 0.04 mile, crossing SH 27, and then angles northwest for approximately 0.73 mile, paralleling the northeast side of SH 27. The segment terminates at its intersection with Segments H4 and I4.

Segment P4 — Segment P4 begins at its intersection with Segments K4, O4, and S4, located approximately 0.20 mile northeast of SH 27. The segment proceeds northwest for approximately 0.73 mile and then angles north for approximately 1.02 miles. The segment then angles southwest for approximately 0.72 mile. The segment terminates at its intersection with Segments I4 and L4.

Segment Q4 — Segment Q4 begins at its intersection with Segments J4 and R4, located on the north side of Henderson Branch Rd. The segment proceeds north-northwest for approximately 0.21 mile, then angles northwest for approximately 0.10 mile, and then angles north for approximately 0.32 mile. The segment then angles north-northwest for approximately 0.16 mile. The segment terminates at its intersection with Segments K4 and M4.

Segment R4 — Segment R4 begins at its intersection with Segments G4 and S4, located on the north side of SH 27. The segment proceeds northwest for approximately 0.04 mile, paralleling the north side of SH 27 and crossing Henderson Branch Rd. The segment then angles northeast for approximately 0.88 mile, paralleling Henderson Branch Rd. and crossing Henderson Branch Rd. three times. The segment then angles north for approximately 0.19 mile, paralleling the east side of Henderson Branch Rd. and crossing Henderson Branch Rd. The segment terminates at its intersection with Segments J4 and Q4, located on the north side of Henderson Branch Rd.

Segment S4 — Segment S4 begins at its intersection with Segments G4 and R4, located on the northeast side of SH 27. The segment proceeds southwest for approximately 0.04 mile, crossing SH 27, and then angles west-northwest for approximately 0.62 mile, paralleling the southwest side of SH 27 and crossing an unnamed road. The segment then angles northeast for approximately 0.04 mile, crossing SH 27, and then angles west-northwest for approximately 0.52 mile, paralleling the northeast side of SH 27. The segment then angles northeast for approximately 0.07 mile, then angles northwest for approximately 0.72 mile, crossing Fall Branch Rd. The segment then angles west-northwest for approximately 0.21 mile, paralleling the northeast side of SH 27 and crossing Fall Branch. The segment then angles north-northeast for approximately 0.12 mile and then angles northwest for approximately 0.29 mile. The segment terminates at its intersection with Segments K4, O4, and P4.

Segment T4 — Refer to Inset 4. Segment T4 begins at its intersection with Segments G1 and H1, located on the northwest side of the intersection of IH 10 and FM 479. The segment proceeds east for approximately 0.10 mile. The segment terminates at its intersection with Segments L1 and N4, located on the northwest side of the intersection of IH 10 and FM 479. *This segment could terminate as it enters Mountain Home Substation Site Option 3, if Option 3 is selected.*