ATTACHMENT 10

WRITTEN DIRECT NOTICE TO ELECTRIC UTILITIES WITHIN FIVE MILES

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Utility	Address	City	State	Zip Code
AEP Texas Central Co.	539 N. Carancahua St.	Corpus Christi	TX	78401-2802
Texas-New Mexico Power Co.	4100 International Plaza, Suite 200B	Fort Worth	TX	76109-4896
Jackson Electric Coop, Inc.	8925 TX-111	Ganado	TX	77962
Wharton County Electric Coop, Inc.	1815 E. Jackson St.	El Campo	TX	77437
South Texas Electric Co-Op, Inc.	2849 FM 447	Victoria	TX	77901

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Application of CenterPoint Energy Houston Electric, LLC to Amend a Certificate of Convenience and Necessity for a Proposed 345 kV Transmission Line within Brazoria, Matagorda, and Wharton Counties, Texas

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 48629

This notice is provided to inform you of CenterPoint Energy Houston Electric, LLC's (CenterPoint Energy) intent to construct a 345 kilovolt (kV) double-circuit transmission line from CenterPoint Energy's Bailey Substation located in Wharton County, east of the intersection of Bailey Road and State Highway 60, to CenterPoint Energy's Jones Creek Substation located in Brazoria County northwest of the intersection of State Highway 288 and State Highway 36. The proposed transmission line will be approximately 53.9 to 84.3 miles long depending upon the route certificated by the Public Utility Commission of Texas (PUC). The estimated cost of this project ranges from approximately $481,720,000 to $695,201,000.

If you have questions about the transmission line, you can visit our Bailey-Jones Creek project website at **https://www.centerpointenergy.com/en-us/corporate/about-us/bailey-jones-creek** or contact Mr. Steven Fox at (713) 207-6490, e-mail baileyjonescreek@centerpointenergy.com. A detailed routing map may be viewed at any of the following locations:

CenterPoint Energy Tower
1111 Louisiana Street
Houston, TX 77002
Contact: Alice Hart
713-207-5322

Fort Bend Service Center
4011 Avenue H
Rosenberg, TX 77471
Contact: Cindy Pena
281-561-3230

Before January 1, 2019:
H.O. Clarke Service Center
12045 South Main Street
Houston, TX 77045
Contact: Courtney Truman
713-945-6675

After January 1, 2019 (New Location):
Brazoria Service Center
700 FM 1462
Rosharon, TX 77583
Contact: Courtney Truman
713-945-6675

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

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

In addition to the contacts listed in the brochure, you may call the PUC's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989.

If you wish to participate in this proceeding by becoming an intervenor, the deadline for intervention in the proceeding is **October 29, 2018**, and the PUC should receive a letter or a completed Request to Intervene form from you requesting intervention by that date. Mail the request for intervention and 10 copies of the request to:

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

Persons who wish to intervene in the docket must also mail a copy of their request for intervention to all parties in the docket and all persons that have pending motions to intervene, at or before the time the request for intervention is mailed to the PUC. In addition to the intervention deadline, other important deadlines may already exist that affect your participation in this docket. You should review the orders and other filings already made in the docket. The enclosed brochure explains how you can access these filings.

Enclosures: Route Descriptions
Notice Maps
Landowners and Transmission Line Cases at the PUC
State of Texas Landowner Bill of Rights
Comment Form
Request to Intervene Form

CenterPoint Energy Houston Electric, LLC
Bailey to Jones Creek Transmission Line Project in
Brazoria, Matagorda, and Wharton Counties, Texas
PUCT Docket No. 48629
Description of the Alternative Routes

CenterPoint Energy Houston Electric, LLC ("CenterPoint Energy") has filed an application with the Public Utility Commission of Texas (PUC) to amend its Certificate of Convenience and Necessity (CCN) to construct the proposed Bailey to Jones Creek 345 kV transmission line in Brazoria, Matagorda and Wharton counties, Texas. In its CCN application for this project, CenterPoint Energy has presented 30 alternative routes comprised of 166 segments for consideration by the PUC. The following table lists the segment combinations that make up CenterPoint Energy's 30 alternative routes and the length of each alternative route in miles. **All routes and route Segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed. Alternative Routes are not listed in any order of preference or priority.**

Proposed Alternative Route Number	Segment Composition	Length (Miles)
1	B-D-C-L-P-T-V-W-Y-Z-AP-BK-BL-CT-CU-CX-DD-DE-DH-DL-DN-DS-DT-ER1-ER2-EV-EZ-FC-FM-FO-FP	56.3
2	B-D-F-H-L-P-U-V-X-Y-Z-AP-BK-BM-CS-CT-CU-CW-CY-DB-DD-DF-DI-DK-DV-DW-EF-JE-EO-EP-ET-EU-FB-FF-FN-FP	53.9
3	B-D-F-H-L-P-U-V-X-Y-AA-BU-BV-CD-CF-CM-CR-CS-CT-CU-CW-CY-DB-DD-DF-DG-DH-DL-DO-DQ-DR-DS-DU-EP-ES-ER1-ER2-EW-FA-FF-FN-FP	57.8
4	B-D-F-H-L-P-U-V-X-Y-Z-BI-BX-CM-CR-CS-CT-CU-CW-CY-DB-DD-DF-DG-DH-DL-DO-DP-DR-DS-DU-EP-ET-EU-FB-FF-FN-FP	56.1
5	B-D-C-L-P-U-V-X-Y-Z-BI-BJ-BK-BM-CS-CT-CU-CW-CY-DC-IZ-JA-FP	55.2
6	B-D-F-H-L-FQ-FY-GC-GE-HQ-HR-CB-BU-BW-BJ-BK-BL-CT-CU-CW-CY-DB-DD-DF-DG-DH-DM-DV-DX-EF-EM-EQ-EU-EX-EY-EZ-FD-FG-FH-FO-FP	72.9
7	B-G-J-K-M-GI-GJ-FW-FY-GD-GE-HQ-HR-CC-CD-CE-IN-IO1-IO2-IX-IZ-JA-FP	71.3
8	B-G-J-K-M-GI-GO-GP-FW-FY-GD-GE-HQ-HR-HS-IM-IN-CQ-CR-CS-CT-CV-DA1-DA2-IX-IZ-JA-FP	75.0
9	B-G-J-K-N-O-GI-GO-GQ-GR-GT-HO-HQ-HT-IL-IM-IN-IO1-IO2-IX-IZ-DJ-DK-DV-DX-EF-EM-EQ-EU-FB-FF-FN-FP	73.9
10	B-G-J-K-N-GF-GH-GL-GO-GQ-GS-GT-HP-IE-IL-IM-IN-CQ-CR-CS-CT-CU-CW-CY-DC-IZ-JA-FP	73.3
11	B-E-K-N-GF-GH-GK-GN1-JB-HA2-HD-HU-HW-IC-ID-IE-IL-IM-IN-IO1-IO2-IX-IZ-JA-FP	77.6
12	B-E-K-N-GF-GH-GK-GM-GX-GZ-HC-HE-HG-HM-HP-IE-IL-IM-IN-IO1-IO2-IX-IZ-JA-FP	79.8
13	B-E-K-N-GF-GH-GK-GN1-GN2-HA1-HA2-HE-HV-IB-IC-HL-HM-HO-HQ-HT-IL-IM-IN-IO1-JC-DA2-IX-IZ-JA-FP	78.4
14	B-E-K-N-GF-GH-GK-GM-GX-GZ-HB-HF-HG-HM-HO-HQ-HR-HS-IM-IN-IO1-JC-DA2-IX-IZ-JA-FP	78.8
15	B-E-K-N-GF-GG-GX-GZ-HB-HU-HX-IB-IC-ID-IE-IL-IM-IN-IO1-IO2-IX-IZ-JA-FP	84.0

Proposed Alternative Route Number	Segment Composition	Length (Miles)
16	B-D-C-L-P-U-V-X-Y-Z-BI-BJ-BK-BM-CS-CT-CV-DA1-DA2-IX-IZ-JA-FP	57.4
17	B-D-C-L-P-U-V-X-Y-Z-BI-BJ-BK-BM-CS-CT-CU-CW-CZ-DA1-DA2-IX-IZ-DJ-DK-DV-DX-EF-JE-EN-EQ-EU-FB-FF-FN-FP	58.6
18	B-G-J-K-N-GF-GH-GK-GM-GX-GY-HA1-HA2-HD-HU-HW-IC-ID-IE-IL-IM-IN-IO1-JC-DA2-IX-IZ-JA-FP	84.3
19	B-G-J-K-N-GF-GH-GK-GN1-JB-HA2-HE-HG-HL-ID-IE-IL-IM-IN-IO1-JC-DA2-IX-IZ-JA-FP	74.7
20	B-E-K-M-GI-GO-GQ-GS-GT-HP-IE-IL-IM-CE-CF-CM-CR-CS-CT-CU-CW-CY-DB-DD-DF-DI-DK-DV-DX-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FG-FI-FN-FP	68.1
21	B-D-C-L-P-U-V-X-Y-Z-BI-BX-CM-CQ-IO1-IO2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FG-FI-FN-FP	56.7
22	B-D-C-L-P-U-V-X-Y-AA-BU-BV-CD-CF-CM-CQ-IO1-IO2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FG-FI-FN-FP	58.5
23	B-E-K-N-GF-GH-GK-GN1-JB-HA2-HD-HF-HG-HM-HP-IE-IL-IM-IN-IO1-IO2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FG-FI-FN-FP	74.6
24	B-E-K-M-GI-GO-GQ-GS-GT-HP-IE-IL-IM-IN-IO1-IO2-IX-IZ-DJ-DK-DV-DX-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FG-FI-FN-FP	70.9
25	B-G-J-K-M-GI-GJ-FW-FY-GD-GE-HQ-HR-CC-CD-CE-IN-IO1-IO2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FD-FE-FM-FO-FP	72.4
26	B-D-C-L-FQ-FY-GC-GE-HQ-HR-HS-IM-IN-IO1-IO2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ES-ER1-ER2-EV-EZ-FC-FM-FO-FP	72.1
27	B-D-C-L-P-U-V-X-Y-AA-BU-BV-CD-CF-CM-CQ-IO1-IO2-IX-IZ-DJ-JD-DL-DO-DQ-DR-DS-DT-ER1-ER2-EV-EZ-FC-FM-FO-FP	60.2
28	B-D-C-L-P-U-V-X-Y-Z-BI-BX-CM-CQ-IO1-IO2-IX-IZ-DJ-JD-DL-DO-DP-DR-DS-DT-ER1-ER2-EV-EZ-FD-FG-FH-FO-FP	57.8
29	B-D-F-H-L-P-U-V-X-Y-Z-AP-BK-BM-CS-CT-CV-DA1-DA2-IX-IZ-DJ-DK-DV-DW-EF-JE-EO-EP-ET-EU-FB-FF-FN-FP	57.8
30	B-D-C-L-P-U-V-X-Y-AA-BU-BV-CD-CF-CM-CQ-IO1-IO2-IX-IZ-DJ-JD-DL-DO-DQ-DR-DS-DT-ES-JF-ER2-EV-EZ-FD-FG-FI-FN-FP	59.5

Note: All distances 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.

The following narrative, along with the enclosed map, provides a detailed description of the Segments that form the 30 alternative routes for consideration by the PUC for the Bailey to Jones Creek Transmission Project.

Note: A "pipeline corridor", as referenced in the segment descriptions below, may contain more than one pipeline.

Segment AA (Sheets 3 and 4 of 5)

Segment AA begins at its intersection with Segments Y and Z, on the southeast side of the intersection of FM 1459 and FM 522. The segment proceeds south-southeast for approximately 0.5 mile, paralleling the east side of FM 1459, then angles southeast for approximately 0.3 mile, then turns southwest for approximately 0.2 mile, and then angles south-southeast for approximately 0.1 mile, paralleling the east side of FM 1459. The segment then angles southeast for approximately 0.06 mile, then angles south-southwest for approximately 0.1 mile, and then angles south for approximately 0.06 mile, paralleling the east side of FM 1459. The segment then angles southwest for approximately 0.1 mile, crossing FM 1459 and an existing pipeline corridor, and continues southwest for approximately 0.5 mile, paralleling the southeast side of an existing pipeline corridor and crossing an existing pipeline corridor and an existing 69 kV transmission line. The segment then turns southeast for approximately 0.5 mile, entering Sweeny city limits, crossing FM 1459, and leaving Sweeny city limits, and crossing an existing pipeline corridor, and then continues southeast for approximately 0.2 mile, paralleling the southwest side of an existing pipeline corridor. The segment then angles south-southeast for approximately 0.06 mile, then angles east for approximately 0.06 mile, crossing CR 372, and then angles southeast for approximately 0.1 mile, paralleling the southwest side of an existing pipeline corridor. The segment then angles south for approximately 0.1 mile, crossing an existing pipeline corridor, then angles southeast for approximately 0.5 mile, and then turns southwest for approximately 0.6 mile, crossing an existing railroad. The segment then turns southeast for approximately 0.2 mile, crossing an existing pipeline corridor, then angles east-southeast for approximately 0.07 mile, then angles south for approximately 0.07 mile, crossing CR 334, then angles southeast for approximately 0.1 mile, and then angles south-southeast for approximately 0.1 mile, crossing FM 524. The segment then angles southeast for approximately 0.2 mile, paralleling the southwest side of FM 524, then angles east for approximately 0.06 mile, crossing FM 524, and then angles northeast for approximately 0.2 mile. The segment then turns southeast for approximately 0.3 mile, then angles east-southeast for approximately 0.06 mile, then angles south-southeast for approximately 0.07 mile, and then angles southeast for approximately 0.4 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments BU and CB.

Segment AP (Sheets 3 and 5 of 5)

Segment AP begins at its intersection with Segments Z and BI, on the south side of CR 347 (also known as Brigance Road). The segment proceeds east for approximately 0.1 mile, paralleling the south side of CR 347 (also known as Brigance Road), then turns south for approximately 0.04 mile, then turns east for approximately 0.04 mile, then turns north for approximately 0.04 mile, then then turns east for approximately 0.7 mile, paralleling the south side of CR 347 (also known as Brigance Road) and crossing an existing pipeline corridor. The segment then angles south-southeast for approximately 0.07 mile, then angles east for approximately 0.3 mile, crossing CR 851, then angles northeast for approximately 0.07 mile, and then angles east for approximately 0.1 mile, paralleling the south side of CR 347 (also known as Brigance Road). The segment then turns south for approximately 0.04 mile, then turns east for approximately 0.05 mile, then turns north for approximately 0.04 mile, and then turns east for approximately 0.1 mile, paralleling the south side of CR 347 (also known as Brigance Road). The segment then angles southeast for approximately 0.1 mile, crossing an existing pipeline corridor, then turns northeast for approximately 0.1 mile, and then angles east for approximately 0.1 mile, paralleling the south side of CR 347 (also known as Brigance Road). The segment then angles southeast for approximately 0.05 mile, then turns northeast for approximately 0.05 mile, then angles east for approximately 0.1 mile, paralleling the south side of CR 347 (also known as Brigance Road). The segment then angles southeast for

approximately 0.1 mile, then turns northeast for approximately 0.1 mile, crossing CR 851A, and then angles east for approximately 1.0 mile, paralleling the south side of CR 347 (also known as Brigance Road) and crossing an existing pipeline corridor. The segment then turns south for approximately 0.2 mile, paralleling the west side of CR 654A, then angles southeast for approximately 0.1 mile, crossing CR 654A, then angles east for approximately 0.05 mile, and then turns south for approximately 0.1 mile, crossing CR 654E and an existing 69 kV transmission line. The segment then angles southwest for approximately 0.06 mile, then angles south for approximately 0.2 mile, and then turns east for approximately 0.4 mile, paralleling the north side of CR 244 (also known as Allhands Drive) and crossing CR 654B (also known as MacArthur Street). The segment then turns south for approximately 0.2 mile, crossing CR 244 (also known as Allhands Drive), then turns east for approximately 0.3 mile, and then turns south for approximately 0.3 mile, paralleling the west side of an existing 69 kV transmission line. The segment terminates at its intersection with Segments BJ and BK, on the west side of an existing 69 kV transmission line.

Segment B (Sheet 1 of 5)
Segment B begins at the proposed Bailey Substation, which is located on the southwest side of CR 112 (also known as Bailey Road) approximately 1.1 miles northeast of State Highway (SH) 60 in Wharton County. Segment B proceeds southeast for approximately 0.2 mile, paralleling the southwest side of an existing CenterPoint Energy 345 kV transmission line and crossing an existing pipeline corridor. The segment continues southeast for approximately 0.04 mile, crossing two existing CenterPoint Energy 345 kV transmission lines. The segment terminates at its intersection with Segments D, E and G, on the southeast side of the two existing CenterPoint Energy 345 kV transmission lines.

Segment BI (Sheets 3, 4 and 5 of 5)
Segment BI begins at its intersection with Segments Z and AP, on the south side of CR 347 (also known as Brigance Road). The segment proceeds south for approximately 0.1 mile, then turns east for approximately 0.05 mile, then turns south for approximately 0.1 mile, and then turns west for approximately 0.04 mile, paralleling the north side of Bonnie Road. The segment then angles southwest for approximately 0.1 mile, paralleling the northwest side of Bonnie Road, and then angles south for approximately 0.06 mile, crossing Bonnie Road and an existing 69 kV transmission line. The segment then turns west for approximately 0.06 mile, paralleling the south side of the existing 69 kV transmission line, and then turns south for approximately 0.3 mile, crossing an existing pipeline corridor and CR 244 (also known as Allhands Drive). The segment then turns east for approximately 0.06 mile, and then turns south for approximately 0.5 mile. The segment then turns east for approximately 0.1 mile, then angles south-southeast for approximately 0.2 mile, crossing the San Bernard River, River Bend Road and an existing railroad. The segment then angles southeast for approximately 0.3 mile, paralleling the east side of CR 489, and then angles east-southeast for approximately 0.5 mile, paralleling the northeast side of CR 489. The segment terminates at its intersection with Segments BJ, BX and BW, on the northeast side on CR 489.

Segment BJ (Sheets 3, 4 and 5 of 5)
Segment BJ begins at its intersection with Segments BI, BX and BW, on the northeast side on CR 489. The segment proceeds northeast for approximately 0.9 mile, and then angles north for approximately 0.1 mile, crossing an existing railroad and Riverbend Road. The segment then angles northeast for approximately 0.2 mile, crossing Riverbend Road, then angles east-northeast for approximately 0.6 mile, crossing the San Bernard River. The segment then angles east for approximately 1.0 mile, crossing an existing pipeline corridor, and then angles east-southeast for approximately 0.1 mile, crossing an existing pipeline corridor. The segment then angles east for approximately 0.7 mile. The segment terminates at its intersection with Segments AP and BK, on the west side of an existing 69 kV transmission line.

Segment BK (Sheets 3 and 5 of 5)
Segment BK begins at its intersection with Segments AP and BJ, on the west side of an existing 69 kV transmission line. The segment proceeds south for approximately 0.2 mile, paralleling the west side of the existing 69 kV transmission line and crossing an existing railroad. The segment terminates at its intersection with segments BL and BM, on the south side of the existing railroad.

Segment BL (Sheets 3, 4 and 5 of 5)
Segment BL begins at its intersection with Segments BK and BM, on the south side of an existing railroad. The segment proceeds east-northeast for approximately 0.3 mile, paralleling the south side of the existing railroad. The segment then turns south-southeast for approximately 0.5 mile, paralleling the west side of an existing 69 kV transmission line and crossing CR 746 (also known as New York Street). The segment then turns east for approximately 0.3 mile, crossing the existing 69 kV transmission line. The segment then turns south-southeast for approximately 0.1 mile, then turns east for approximately 0.1 mile, then turns south for approximately 0.05 mile, and then turns east for approximately 0.1 mile, entering Brazoria city limits. The segment then turns south for approximately 0.2 mile, paralleling the west side of FM 521, and then angles southeast for approximately 0.1 mile, crossing FM 521. The segment then angles south for approximately 0.4 mile, paralleling the east side of FM 521, leaving Brazoria city limits, and then crosses CR 315, and continues south for approximately 0.3 mile. The segment then turns east for approximately 0.1 mile, and then angles south-southeast for approximately 0.1 mile, paralleling the west side of CR 315. The segment terminates at its intersection with Segments CS and CT, on the west side of CR 315.

Segment BM (Sheets 3, 4 and 5 of 5)
Segment BM begins at its intersection with Segments BK and BL, on the south side of an existing railroad. The segment proceeds south-southeast for approximately 1.5 miles, crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.04 mile, and then angles south-southeast for approximately 0.2 mile, crossing CR 797 (also known as Windsor Road). The segment terminates at its intersection with Segments CR and CS.

Segment BU (Sheets 3 and 4 of 5)
Segment BU begins at its intersection with Segments AA and CB. The segment proceeds southeast for approximately 1.0 mile, paralleling the northeast side of an existing pipeline corridor and crossing two existing pipeline corridors. The segment terminates at its intersection with Segments BV and BW.

Segment BV (Sheets 3 and 4 of 5)
Segment BV begins at its intersection with Segments BU and BW. The segment proceeds southwest for approximately 0.2 mile, crossing an existing pipeline corridor and FM 524. The segment terminates at its intersection with Segments CC and CD, on the southwest side of FM 524.

Segment BW (Sheets 3, 4 and 5 of 5)
Segment BW begins at its intersection with Segments BU and BV. The segment proceeds northeast for approximately 0.5 mile, crossing three existing pipeline corridors, then angles north-northeast for approximately 0.1 mile, and then angles northeast for approximately 0.6 mile, paralleling the northwest side of CR 803 (also known as Graham Road). The segment then turns northwest for approximately 0.2 mile, and then turns northeast for approximately 0.6 mile, crossing two existing pipeline corridors and crossing CR 489. The segment terminates at its intersection with Segments BI, BJ and BX, on the northeast side on CR 489.

Segment BX (Sheets 3, 4 and 5 of 5)

Segment BX begins at its intersection with Segments BI, BJ and BW, on the northeast side of CR 489. The segment proceeds southeast for approximately 0.3 mile, paralleling the northeast side of CR 489. The segment then turns southwest for approximately 0.2 mile, crossing CR 489 and an existing pipeline corridor. The segment then angles south-southwest for approximately 0.1 mile, crossing an existing pipeline corridor, and then angles southwest for approximately 0.1 mile. The segment then turns southeast for approximately 0.2 mile, then angels south-southeast for approximately 0.04 mile, then angles east-southeast for approximately 0.04 mile, crossing CR 803 (also known as Graham Road), and then angles southeast for approximately 0.4 mile. The segment then angles east-southeast for approximately 0.04 mile, crossing CR 506, and then angles southeast for approximately 0.7 mile, paralleling the northeast side of CR 858. The segment than angles south-southeast for approximately 0.2 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments CF and CM, on the north side of FM 521.

Segment C (Sheet 1 of 5)

Segment C begins at its intersection with Segments D and F, on the southeast side of two existing CenterPoint Energy 345 kV transmission lines. The segment proceeds northeast for approximately 1.0 mile, paralleling the southeast side of the existing CenterPoint Energy 345 kV transmission lines. The segment then angles east for approximately 1.6 miles, paralleling the south side of an existing CenterPoint Energy 138 kV transmission line and crossing an existing pipeline corridor and Water Hole Creek. The segment terminates at its intersection with Segments H and L, on the south side of the existing CenterPoint Energy 138 kV transmission line.

Segment CB (Sheets 3 and 4 of 5)

Segment CB begins at its intersection with Segments CC, HR and HS. The segment proceeds northwest for approximately 1.0 mile, crossing Cedar Lake Creek and CR 505, and then turns northeast for approximately 1.2 mile, paralleling the northwest side of CR 505 and crossing an existing pipeline corridor. The segment then turns northwest for approximately 0.3 mile, then turns northeast for approximately 0.2 mile, then angles east-northeast for approximately 0.05 mile, then angles northeast for approximately 0.2 mile, and then turns southeast for approximately 0.3 mile. The segment then turns northeast for approximately 0.5 mile, paralleling the northwest side of CR 505 and crossing CR 809, and then continues northeast for approximately 1.8 miles, crossing two existing pipeline corridors and FM 524. The segment terminates at its intersection with Segments AA and BU.

Segment CC (Sheet 1 of 5)

Segment CC begins at its intersection with Segments CB, HR and HS. The segment proceeds northeast for approximately 1.2 mile, crossing CR 320, then angles north-northeast for approximately 0.1 mile, then angle northeast for approximately 0.5 mile, then angles east-northeast for approximately 0.1 mile, and then angles northeast for approximately 0.4 mile, crossing CR 809. The segment then angles north-northeast for approximately 0.06 mile, then angles northeast for approximately 0.8 mile, then turns northwest for approximately 0.06 mile, then turns northeast for approximately 0.6 mile, crossing an existing pipeline corridor, and then turns southeast for approximately 0.1 mile, paralleling the southwest side of FM 524. The segment terminates at its intersection with Segments BV and CD, on the southwest side of FM 524.

Segment CD (Sheets 3 and 4 of 5)

Segment CD begins at its intersection with Segments BV and CC, on the southwest side of FM 524. The segment proceeds southeast for approximately 0.1 mile, paralleling the southwest side of FM 524, and then angles south for approximately 0.1 mile. The segment then angles southwest for approximately 0.2 mile, crossing an existing pipeline corridor, then turns southeast for approximately 0.6 mile, crossing FM 521, and then turns northeast for approximately 0.3 mile, paralleling the southeast side of FM 521 and crossing

an existing pipeline corridor. The segment terminates at its intersection with Segments CE and CF, on the southwest side of the intersection of FM 521 and CR 316.

Segment CE (Sheets 3, 4 and 5 of 5)
Segment CE begins at its intersection with Segments CD and CF, on the southwest side of the intersection of FM 521 and CR 316. The segment proceeds east for approximately 0.1 mile, crossing CR 316, then turns south for approximately 0.3 mile, paralleling the east side of CR 316. The segment then angles southeast for approximately 0.5 mile, paralleling the east side of CR 316, then angles south for approximately 0.07 mile, crossing CR 316, and then angles southeast for approximately 0.1 mile, paralleling the southwest side of CR 316. The segment terminates at its intersection with Segments IM and IN, on the southwest side of CR 316.

Segment CF (Sheets 3, 4 and 5 of 5)
Segment CF begins at its intersection with Segments CD and CE, on the southwest side of the intersection of FM 521 and CR 316. The segment proceeds northeast for approximately 0.3 mile, paralleling the southeast side of FM 521 and crossing CR 316, and then angles north-northeast for approximately 0.06 mile, crossing FM 521. The segment then angles northeast for approximately 0.2 mile, paralleling the northwest side of FM 521, then angles north-northeast for approximately 0.07 mile, then angles east-northeast for approximately 0.07 mile, and then angles northeast for approximately 0.5 mile, paralleling the northwest side of FM 521 and crossing Cocklebur Slough. The segment then turns southeast for approximately 0.1 mile, crossing FM 521, then turns northeast for approximately 0.1 mile, then angles east-northeast for approximately 0.03 mile, crossing CR 319, then angles north-northeast for approximately 0.06 mile, and then angles east-northeast for approximately 0.5 mile, paralleling the south side of CR 521 and crossing Cocklebur Slough and two existing pipeline corridors. The segment then angles northeast for approximately 0.1 mile, crossing FM 521. The segment terminates at its intersection with Segments BX and CM, on the north side of FM 521.

Segment CM (Sheets 3, 4 and 5 of 5)
Segment CM begins at its intersection with Segments BX and CF, on the north side of FM 521. The segment proceeds southeast for approximately 0.1 mile, crossing FM 521. The segment then angles east for approximately 0.3 mile, paralleling the south side of FM 521, then turns north for approximately 0.04 mile, crossing FM 521, and then turns east for approximately 0.3 mile, paralleling the north side of FM 521. The segment then angles northeast for approximately 0.04 mile, then angles southeast for approximately 0.04 mile, and then angles east-northeast for approximately 0.3 mile, paralleling the north side of FM 521 and crossing CR 463. The segment angles north for approximately 0.1 mile, crossing an existing pipeline corridor, and then angles northeast for approximately 0.2 mile, crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.2 mile, crossing CR 506, and then angles east-northeast for approximately 0.1 mile, paralleling the north side of FM 521. The segment terminates at its intersection with Segments CQ and CR, on the north side of FM 521.

Segment CQ (Sheets 3, 4 and 5 of 5)
Segment CQ begins at its intersection with Segments IN and IO1, west of the San Bernard River. The segment proceeds north for approximately 0.3 mile, crossing two existing pipeline corridors and CR 521. The segment terminates at its intersection with Segments CM and CR, on the north side of CR 521

Segment CR (Sheets 3, 4 and 5 of 5)

Segment CR begins at its intersection with Segments CM and CQ, on the north side of CR 521. The segment proceeds east-northeast for approximately 0.2 mile, paralleling the north side of CR 521, and then angles north-northeast for approximately 0.04 mile. The segment then angles east for approximately 0.3 mile, crossing the San Bernard River. The segment then turns north for approximately 0.5 mile, crossing two existing pipeline corridors, and then turns east for approximately 0.2 mile. The segment terminates at its intersection with Segments BM and CS.

Segment CS (Sheets 3, 4 and 5 of 5)
Segment CS begins at its intersection with Segments BM and CR. The segment proceeds east for approximately 1.0 mile, crossing an existing pipeline corridor, an existing 69 kV transmission line, and FM 521. The segment terminates at its intersection with Segments BL and CT, on the west side of CR 315.

Segment CT (Sheets 3, 4 and 5 of 5)
Segment CT begins at its intersection with Segments BL and CS, on the west side of CR 315. The segment proceeds south-southeast for approximately 0.2 mile, paralleling the west side of CR 315, and then angles southeast for approximately 0.2 mile, paralleling the west side of CR 315. The segment terminates at its intersection with Segments CU and CV, on the west side of CR 315.

Segment CU (Sheets 3, 4 and 5 of 5)
Segment CU begins at its intersection with Segments CT and CV, on the west side of CR 315. The segment proceeds east for approximately 0.7 mile, crossing CR 315. The segment terminates at its intersection with segments CW and CX, on the west side of the intersection of SH 36 and CR 310.

Segment CV (Sheets 3, 4 and 5 of 5)
Segment CV begins at its intersection with Segments CT and CU, on the west side of CR 315. The segment proceeds south-southeast for approximately 0.2 mile, then angles southeast for approximately 0.2 mile, then angles south-southeast for approximately 0.3 mile, then angles southeast for approximately 0.1 mile, then angles east-southeast for approximately 0.3, and then angles southeast for approximately 0.2 mile, crossing CR 310 and entering Texas Department of Criminal Justice (TDJC) Clemens Unit property. The segment parallels CR 315 for its entire 1.2 miles. The segment terminates at its intersection with Segments CZ and DA1, on the east side of CR 310.

Segment CW (Sheet 5 of 5)
Segment CW begins at its intersection with Segments CU and CX, on the west side of the intersection of SH 36 and CR 310. The segment proceeds southeast for approximately 0.1 mile, crossing CR 310 and entering the TDJC Clemens Unit property. The segment terminates at its intersection with Segments CY and CZ, on the south side of the intersection of SH 36 and CR 310.

Segment CX (Sheet 5 of 5, Inset 1)
Segment CX begins at its intersection with Segments CU and CW, on the west side of the intersection of SH 36 and CR 310. The segment proceeds east for approximately 2.8 miles, crossing SH 36, entering TDJC Clemens Unit property, and crossing an existing pipeline corridor. The segment then turns south for approximately 1.6 miles, crossing an existing pipeline corridor. The segment then angles south-southwest for approximately 0.1 mile, crossing FM 2004 and leaving TDJC Clemens Unit property. The segment angles south for approximately 0.4 mile. The segment terminates at its intersection with Segments DB and DD, north of SH 36.

Segment CY (Sheet 5 of 5, Inset 1)

Segment CY begins at its intersection with Segments CW and CZ, on the south side of the intersection of SH 36 and CR 310 on TDJC Clemens Unit property. The segment proceeds southeast for approximately 2.7 miles, paralleling the southwest side of SH 36 and crossing two existing pipeline corridors. The segment then angles east-southeast for approximately 0.2 mile, crossing FM 2611 and leaving TDJC Clemens Unit property. The segment then angles northeast for approximately 0.1 mile, crossing SH 36, and angles east for approximately 0.6 mile. The segment terminates at its intersection with Segments DB and DC, on the north side of SH 36.

Segment CZ (Sheet 5 of 5)
Segment CZ begins at its intersection with Segments CW and CY, on the south side of the intersection of SH 36 and CR 310 on TDJC Clemens Unit property. The segment proceeds south for approximately 0.8 miles, paralleling the east side of CR 310. The segment terminates at its intersection with Segments CV and DA1, on the east side of CR 310.

Segment D (Sheet 1 of 5)
Segment D begins at its intersection with Segments B, E and G, on the southeast side of two existing CenterPoint Energy 345 kV transmission lines. The segment proceeds northeast for approximately 0.2 mile, paralleling the southeast side of the existing CenterPoint Energy 345 kV transmission lines. The segment terminates at its intersection with Segments C and F, on the southeast side of the existing CenterPoint Energy 345 kV transmission lines.

Segment DA1 (Sheet 5 of 5)
Segment DA1 begins at its intersection with Segments CV and CZ, on the east side of CR 310 on TDJC Clemens Unit property. The segment proceeds south for approximately 0.6 mile, crossing two existing pipeline corridors. The segment terminates at its intersection with Segments DA2 and JC, on the east side of CR 310.

Segment DA2 (Sheet 5 of 5)
Segment DA2 begins at its intersection with Segments DA1 and JC, on the east side of CR 310 on TDJC Clemens Unit property. The segment proceeds south for approximately 0.1 mile, paralleling the east side of CR 310, and then angles south-southeast for approximately 0.3 mile, crossing two existing pipeline corridors. The segment then angles south for approximately 0.5 mile, paralleling the east side of an existing pipeline corridor, and then continues south for approximately 0.2 mile, crossing an existing pipeline corridor. The segment turns west for approximately 0.1 mile, crossing CR 310 and leaving TDJC Clemens Unit property. The segment terminates at its intersection with Segments IO2 and IX, on the northwest side of the intersection of CR 310 and CR 661 (also known as Proebstle Road).

Segment DB (Sheet 5 of 5, Inset 1)
Segment DB begins at its intersection with Segments CY and DC, on the north side of SH 36. The segment proceeds east for approximately 0.04 mile, entering Jones Creek city limits, and then turns north for approximately 0.04 mile. The segment terminates at its intersection with Segments CX and DD, north of SH 36.

Segment DC (Sheet 5 of 5, Inset 1)
Segment DC begins at its intersection with Segments CY and DB, on the north side of SH 36. The segment proceeds south for approximately 0.2 mile, crossing SH 36 and Weldon Road, entering and leaving Jones Creek city limits, and then turns east for approximately 0.3 mile. The segment then turns south for

approximately 1.4 miles, crossing three existing pipeline corridors. The segment terminates at its intersection with Segments IX and IZ.

Segment DD (Sheet 5 of 5, Inset 1)
Segment DD begins at its intersection with Segments CX and DB, north of SH 36 within Jones Creek city limits. The segment proceeds east for approximately 0.06 mile, and then turns south for approximately 0.05 mile. The segment then turns east for approximately 0.4 mile, paralleling the north side of SH 36, then turns north for approximately 0.1 mile, leaving Jones Creek city limits, then turns east for approximately 0.1 mile, then angles south-southeast for approximately 0.1 mile, entering Jones Creek city limits. The segment then angles east-southeast for approximately 0.6 mile, paralleling the northeast side of SH 36. The segment then angles east for approximately 0.1 mile, and then angles southeast for approximately 0.1 mile. The segment then angles east-southeast for approximately 0.3 mile, paralleling the northeast side of SH 36. The segment terminates at its intersection with Segments DE and DF, on the northeast side of SH 36.

Segment DE (Sheet 5 of 5)
Segment DE begins at its intersection with Segments DD and DF, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds north-northwest for approximately 0.1 mile, leaving Jones Creek city limits, and then angles north for approximately 0.3 mile. The segment then turns east for approximately 0.6 mile, crossing an existing pipeline corridor. The segment angles southeast for approximately 0.2 mile, then turns southwest for approximately 0.04 mile, paralleling the northwest side of CR 304 (also known as Gulf Prairie or Peach Point Road). The segment terminates at its intersection with Segments DG and DH, on the northwest side of CR 304 (also known as Gulf Prairie or Peach Point Road).

Segment DF (Sheet 5 of 5)
Segment DF begins at its intersection with Segments DD and DE, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds south-southwest for approximately 0.1 mile, crossing SH 36, and then turns southeast for approximately 0.4 mile, paralleling the southwest side of SH 36 and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments DG and DI, on the southwest side of the intersection of SH 36 and CR 304 (also known as Gulf Prairie or Peach Point Road).

Segment DG (Sheet 5 of 5)
Segment DG begins at its intersection with Segments DF and DI, on the southwest side of the intersection of SH 36 and CR 304 (also known as Gulf Prairie or Peach Point Road) within Jones Creek city limits. The segment proceeds northeast for approximately 0.6 mile, paralleling the northwest side of CR 304 (also known as Gulf Prairie or Peach Point Road), crossing SH 36, and leaving Jones Creek city limits. The segment terminates at its intersection with Segments DE and DH, on the northwest side of CR 304 (also known as Gulf Prairie or Peach Point Road).

Segment DH (Sheet 5 of 5)
Segment DH begins at its intersection with Segments DE and DG, on the northwest side of CR 304 (also known as Gulf Prairie or Peach Point Road). The segment proceeds southeast for approximately 0.4 mile, crossing an existing pipeline and CR 304 (also known as Gulf Prairie or Peach Point Road). The segment then angles northeast for approximately 0.1 mile. The segment terminates at its intersection with Segments DL, DM, and JD.

Segment DI (Sheet 5 of 5)
Segment DI begins at its intersection with Segments DF and DG, on the southwest side of the intersection of SH 36 and CR 304 (also known as Gulf Prairie or Peach Point Road) within Jones Creek city limits. The

segment proceeds southeast for approximately 0.2 mile, paralleling the southwest side of SH 36 and crossing an existing pipeline corridor and CR 304 (also known as Gulf Prairie or Peach Point Road). The segment then turns northeast for approximately 0.05 mile, crossing SH 36, and then turns southeast for approximately 0.3 mile, paralleling the northeast side of SH 36. The segment terminates at its intersection with Segments DJ, DK and JD, on the northeast side of SH 36.

Segment DJ (Sheet 5 of 5)
Segment DJ begins at its intersection with Segments IZ and JA. The segment proceeds northeast for approximately 0.6 mile, paralleling the southeast side of an existing pipeline corridor, and crossing two existing pipeline corridors and CR 301 (also known as Stephen F. Austin Street). The segment then turns southeast for approximately 0.4 mile, paralleling the northeast side of CR 301 (also known as Stephen F. Austin Street) crossing an existing pipeline corridor. The segment then turns northeast for approximately 0.6 mile, paralleling the northwest side of an existing pipeline corridor, entering Jones Creek city limits, and crossing an existing pipeline corridor and SH 36. The segment terminates at its intersection with Segments DI, DK and JD, on the northeast side of SH 36.

Segment DK (Sheet 5 of 5)
Segment DK begins at its intersection with Segments DI, DJ and JD, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds southeast for approximately 0.2 mile, paralleling the northeast side of SH 36, and crossing an existing pipeline corridor. The segment then turns northeast for approximately 0.3 mile, crossing an existing pipeline corridor and leaving Jones Creek city limits, and then turns southeast for approximately 0.2 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments DM and DV.

Segment DL (Sheet 5 of 5, Inset 3)
Segment DL begins at its intersection with Segments DH, DM and JD. The segment proceeds northeast for approximately 0.6 mile, and then angles east for approximately 0.2 mile, crossing Jones Creek. The segment then angles north-northeast for approximately 0.1 mile, then angles east for approximately 0.2 mile, and then angles east-southeast for approximately 0.2 mile, crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments DN and DO.

Segment DM (Sheet 5 of 5)
Segment DM begins at its intersection with Segments DH, DL and JD. The segment proceeds southeast for approximately 0.5 mile, crossing two existing pipeline corridors, and then turns southwest for approximately 0.4 mile. The segment terminates at its intersection with Segments DK and DV.

Segment DN (Sheet 5 of 5, Inset 3)
Segment DN begins at its intersection with Segments DL and DO. The segment proceeds southeast for approximately 0.5 mile, crossing two existing pipeline corridors. The segment then angles south-southwest for approximately 0.2 mile, and then angles southwest for approximately 0.1 mile, crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments DR and DS.

Segment DO (Sheet 5 of 5, Inset 3)
Segment DO begins at its intersection with Segments DL and DN. The segment proceeds southwest for approximately 0.1 mile, paralleling the northwest side of an existing pipeline corridor. The segment

terminates at its intersection with Segments DP and DQ, on the northeast side of CR 400 (also known as Old Brazos Road).

Segment DP (Sheet 5 of 5, Inset 3)
Segment DP begins at its intersection with Segments DO and DQ, on the northeast side of CR 400 (also known as Old Brazos Road). The segment proceeds southwest for approximately 0.1 mile, paralleling the northwest side of CR 679 and crossing CR 400 (also known as Old Brazos Road) and two existing pipeline corridors. The segment then turns southeast for approximately 0.1 mile, crossing CR 679 and an existing pipeline corridor, and then angles east-southeast for approximately 0.1 mile, crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments DQ and DR, on the northeast side of CR 400 (also known as Old Brazos Road).

Segment DQ (Sheet 5 of 5, Inset 3)
Segment DQ begins at its intersection with Segments DO and DP, on the northeast side of CR 400 (also known as Old Brazos Road). The segment proceeds southeast for approximately 0.2 mile, paralleling the northeast side of CR 400 (also known as Old Brazos Road) and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments DP and DR, on the northeast side of CR 400(also known as Old Brazos Road).

Segment DR (Sheet 5 of 5, Inset 3)
Segment DR begins at its intersection with Segments DP and DQ, on the northeast side of CR 400 (also known as Old Brazos Road). The segment proceeds southeast for approximately 0.2 mile, paralleling the northeast side of CR 400 (also known as Old Brazos Road), and then turns south-southwest for approximately 0.2 mile, crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments DN and DS.

Segment DS (Sheet 5 of 5, Inset 3)
Segment DS begins at its intersection with Segments DN and DR. The segment proceeds south-southwest for approximately 0.3 mile, and then turns southeast for approximately 0.2 mile. The segment terminates at its intersection with Segments DT and DU.

Segment DT (Sheet 5 of 5, Inset 4)
Segment DT begins at its intersection with Segments DS and DU. The segment proceeds east-southeast for approximately 0.4 mile, and then angles northeast for approximately 0.3 mile, crossing CR 400 (also known as Old Brazos Road). The segment then turns southeast for approximately 0.2 mile, paralleling the northeast side of CR 400 (also known as Old Brazos Road). The segment then angles east-southeast for approximately 0.1 mile. The segment terminates at its intersection with Segments ER1 and ES on the northeast side of CR 400 (also known as Old Brazos Road).

Segment DU (Sheet 5 of 5, Inset 2)
Segment DU begins at its intersection with Segments DS and DT. The segment proceeds south-southwest for approximately 0.1 mile, and then angles south-southeast for approximately 0.1 mile. The segment then angles south for approximately 0.1 mile, crossing Jones Creek and Stephen F Austin Road, and then angles south-southeast for approximately 0.06 mile, entering Jones Creek city limit. The segment terminates at its intersection with Segments EO and EP, on the north side of SH 36.

Segment DV (Sheet 5 of 5, Inset 2)

Segment DV begins at its intersection with Segments DK and DM. The segment proceeds south-southeast for approximately 0.3 mile, entering Jones Creek city limits. The segment terminates at its intersection with Segments DW and DX, on the northeast side of SH 36.

Segment DW (Sheet 5 of 5, Inset 2)
Segment DW begins at its intersection with Segments DV and DX, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds east-northeast for approximately 0.2 mile, then turns south-southeast for approximately 0.3 mile, crossing SH 36. The segment terminates at its intersection with Segments DX and EF, on the southwest side of SH 36.

Segment DX (Sheet 5 of 5, Inset 2)
Segment DX begins at its intersection with Segments DV and DW, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds south-southeast for approximately 0.1 mile, crossing SH 36, and then angles east-southeast for approximately 0.04 mile, paralleling the south west side of SH 36. The segment then angles south-southeast for approximately 0.1 mile, then turns east-northeast for approximately 0.1 mile, then turns south-southeast for approximately 0.06 mile, then turns east-northeast for approximately 0.1 mile, paralleling the northwest side of Stephen F Austin Road, and then turns northwest for approximately 0.03 mile. The segment terminates at its intersection with Segments DW and EF, on the southwest side of SH 36.

Segment E (Sheet 1 of 5)
Segment E begins at its intersection with Segments B, D and G, on the southeast side of two existing CenterPoint Energy 345 kV transmission lines. The segment proceeds southwest for approximately 0.7 mile, paralleling the southeast side of the existing CenterPoint Energy 345 kV transmission lines. The segment then angles south-southwest for approximately 0.5 mile, crossing Bock Road and continuing to parallel the existing CenterPoint Energy 345 kV transmission lines. The segment then angles southeast for approximately 1.2 miles, paralleling the northeast side of SH 60 and crossing CR 106 (also known as Hollywood Road) and an existing pipeline corridor. The segment terminates at its intersection with Segments J and K, on the northeast side of SH 60.

Segment EF (Sheet 5 of 5, Inset 2)
Segment EF begins at its intersection with Segments DW and DX, on the southwest side of SH 36 within Jones Creek city limits. The segment proceeds north-northeast for approximately 0.03 mile, and then angles east for approximately 0.04 mile, paralleling the south side of SH 36. The segment then angles northeast for approximately 0.06 mile, crossing SH 36, then angles north-northeast for approximately 0.05 mile, crossing Live Oak Drive, then angles east-northeast for approximately 0.06 mile, then angles south-southeast for approximately 0.1 mile, and then angles east-southeast for approximately 0.06 mile, crossing Stephen F Austin Road. The segment terminates at its intersection with Segments EM and JE, on the northeast side of the intersection of SH 36 and Stephen F Austin Road.

Segment EM (Sheet 5 of 5, Inset 2)
Segment EM begins at its intersection with Segments EF and JE, on the northeast side of the intersection of SH 36 and Stephen F Austin Road within Jones Creek city limits. The segment proceeds south-southeast for approximately 0.2 mile, crossing SH 36 then turns east-northeast for approximately 0.1 mile, entering Texas Parks and Wildlife Department (TPWD) property, crossing Jones Creek Terminal Road and leaving Jones Creek city limits, and then angles north for approximately 0.04 mile. The segment terminates at its intersection with Segments EN and EQ, on the southeast side of the intersection of SH 36 and Jones Creek Terminal Road.

Segment EN (Sheets 5 of 5, Inset 2)
Segment EN begins at its intersection with Segments EO and JE, on the north side of SH 36 within Jones Creek city limits. The segment proceeds south-southeast for approximately 0.06 mile, crossing SH 36, leaving Jones Creek city limits, and entering TPWD property. The segment terminates at its intersection with Segments EM and EQ, on the southeast side of the intersection of SH 36 and Jones Creek Terminal Road.

Segment EO (Sheet 5 of 5, Inset 2)
Segment EO begins at its intersection with Segments EN and JE, on the north side of SH 36 within Jones Creek city limits. The segment proceeds east for approximately 0.3 mile, paralleling the north side of SH 36. The segment terminates at its intersection with Segments DU and EP, on the north side of SH 36.

Segment EP (Sheet 5 of 5, Inset 2 and 4)
Segment EP begins at its intersection with Segments DU and EO, on the north side of SH 36 within Jones Creek city limits. The segment proceeds east for approximately 0.8 mile, paralleling the north side of SH 36, leaving Jones Creek city limits, and crossing Jones Creek. The segment terminates at its intersection with Segments ES, ET and JF on the north side of SH 36.

Segment EQ (Sheet 5 of 5, Inset 2 and 4)
Segment EQ begins at its intersection with Segments EM and EN, on the southeast side of the intersection of SH 36 and Jones Creek Terminal Road within TPWD property. The segment proceeds east for approximately 1.1 miles, paralleling the south side of SH 36 and crossing Jones Creek. The segment terminates at its intersection with Segments ET and EU, on the south side of SH 36.

Segment ER1 (Sheet 5 of 5, Inset 4)
Segment ER1 begins at its intersection with Segments DT and ES, on the northeast side of CR 400 (also known as Old Brazos Road). The segment proceeds east-southeast for approximately 0.2 mile, paralleling the northeast side of CR 400 (also known as Old Brazos Road), then angles southeast for approximately 0.1 mile, paralleling the northeast side of CR 400 (also known as Old Brazos Road), and then angles east-southeast for approximately 0.1 mile. The segment terminates at its intersection with Segments ER2 and JF, on the northeast side of the intersection of SH 36 and CR 400 (also known as Old Brazos Road).

Segment ER2 (Sheet 5 of 5, Inset 4)
Segment ER2 begins at its intersection with Segments ER1 and JF, on the northeast side of the intersection of SH 36 and CR 400 (also known as Old Brazos Road). The segment proceeds east-southeast for approximately 0.04 mile, paralleling the north side of SH 36.

Segment ES (Sheet 5 of 5, Inset 4)
Segment ES begins at its intersection with Segments DT and ER1, on the northeast side of CR 400 (also known as Old Brazos Road). The segment proceeds south for approximately 0.1 mile, crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments EP, ET and JF, on the north side of SH 36.

Segment ET (Sheet 5 of 5, Inset 4)

Segment ET begins at its intersection with Segments EP, ES and JF, on the north side of SH 36. The segment proceeds south for approximately 0.06 mile, crossing SH 36 and entering TPWD property. The segment terminates at its intersection with Segments EQ and EU, on the south side of SH 36.

Segment EU (Sheet 5 of 5, Inset 4)
Segment EU begins at its intersection with Segments EQ and ET, on the south side of SH 36 within TPWD property. The segment proceeds east for approximately 0.3 mile, paralleling the south side of SH 36 and leaving TPWD property, then angles southeast for approximately 0.04 mile, and then angles east for approximately 0.1 mile, crossing CR 329. The segment terminates at its intersection with Segments EX and FB, on the east side of CR 329.

Segment EV (Sheet 5 of 5, Inset 4)
Segment EV begins at its intersection with Segments ER2 and EW, on the north side of SH 36. The segment proceeds east-southeast for approximately 0.03 mile, paralleling the north side of SH 36. The segment terminates at its intersection with Segments EY and EZ, on the north side of SH 36.

Segment EW (Sheet 5 of 5, Inset 4)
Segment EW begins at its intersection with Segments ER2 and EV, on the north side of SH 36. The segment proceeds south-southeast for approximately 0.1 mile, crossing SH 36. The segment terminates at its intersection with Segments EX, EY and FA, on the southeast side of the intersection of SH 36 and CR 329.

Segment EX (Sheet 5 of 5, Inset 4)
Segment EX begins at its intersection with Segments EU and FB, on the east side of CR 329. The segment proceeds north for approximately 0.03 mile, paralleling the east side of CR 329. The segment terminates at its intersection with Segments EW, EY and FA, on the southeast side of the intersection of SH 36 and CR 329.

Segment EY (Sheet 5 of 5, Inset 4)
Segment EY begins at its intersection with Segments EW, EX and FA, on the southeast side of the intersection of SH 36 and CR 329. The segment proceeds northeast for approximately 0.05 mile, crossing SH 36. The segment terminates at its intersection with Segments EV and EZ, on the north side of SH 36.

Segment EZ (Sheet 5 of 5, Inset 4)
Segment EZ begins at its intersection with Segments EV and EY, on the north side of SH 36. The segment proceeds east-southeast for approximately 0.1 mile, paralleling the north side of SH 36 and crossing CR 336 (also known as Hagerman Road). The segment terminates at its intersection with Segments FC and FD, on the northeast side of the intersection of SH 36 and CR 336 (also known as Hagerman Road).

Segment F (Sheet 1 of 5)
Segment F begins at its intersection with Segments C and D, on the southeast side of two existing CenterPoint Energy 345 kV transmission lines. The segment proceeds southeast for approximately 1.4 miles. The segment terminates at its intersection with Segment H, on the northwest side of CR 104 (also known as Barbee Road).

Segment FA (Sheet 5 of 5, Inset 4)
Segment FA begins at its intersection with Segments EW, EX and EY, on the southeast side of the intersection of SH 36 and CR 329. The segment proceeds east-southeast for approximately 0.1 mile, paralleling the south side of SH 36 and entering TPWD property. The segment terminates at its intersection with Segments FB and FF, on the south side of SH 36.

Segment FB (Sheet 5 of 5, Inset 4)
Segment FB begins at its intersection with Segments EU and EX, on the east side of CR 329. The segment proceeds east for approximately 0.1 mile, entering TPWD property. The segment terminates at its intersection with Segments FA and FF, on the south side of SH 36.

Segment FC (Sheet 5 of 5, Insets 4 and 5)
Segment FC begins at its intersection with Segments EZ and FD, on the northeast side of the intersection of SH 36 and CR 336 (also known as Hagerman Road). The segment proceeds north for approximately 0.1 mile, paralleling the east side of CR 336 (also known as Hagerman Road). The segment then turns east for approximately 0.5 mile, crossing CR 330, then angles east-southeast for approximately 0.1 mile, crossing an existing pipeline corridor, and then angles east for approximately 0.1 mile. The segment then turns south for approximately 0.1 mile, then turns east for approximately 0.4 mile, entering Freeport city limits and crossing Kelly Lane, and then turns south for approximately 0.3 mile, paralleling the west side of Slaughter Road and crossing two existing pipeline corridors. The segment terminates at its intersection with Segments FE and FM, on the west side of Slaughter Road.

Segment FD (Sheet 5 of 5, Insets 4 and 5)
Segment FD begins at its intersection with Segments EZ and FC, on the northeast side of the intersection of SH 36 and CR 336 (also known as Hagerman Road). The segment proceeds east-southeast for approximately 1.1 miles, paralleling the north side of SH 36 and Old SH 36 (also known as CR 217) and crossing CR 330, Kelly Lane, and an existing pipeline corridor, and entering Freeport city limits. The segment terminates at its intersection with Segments FE and FG, on the north side of Old SH 36 (also known as CR 217).

Segment FE (Sheet 5 of 5, Inset 5)
Segment FE begins at its intersection with Segments FD and FG, on the north side of Old SH 36 (also known as CR 217) within Freeport city limits. The segment proceeds north for approximately 0.03 mile, and then turns east for approximately 0.04 mile. The segment terminates at its intersection with Segments FC and FM, on the west side of Slaughter Road.

Segment FF (Sheet 5 of 5, Inset 4 and 5)
Segment FF begins at its intersection with Segments FA and FB, on the south side of SH 36 within TPWD property. The segment proceeds east-southeast for approximately 0.5 mile, paralleling the south side of SH 36 and crossing CR 330, then angles southeast for approximately 0.2 mile, paralleling the southwest side of SH 36, and then turns northeast for approximately 0.1 mile, leaving TPWD property and crossing SH 36. The segment then angles southeast for approximately 0.4 mile, paralleling the south side of Old SH 36 (also known as CR 217) and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments FI and FN, on the south side of Old SH 36 (also known as CR 217).

Segment FG (Sheet 5 of 5, Inset 5)
Segment FG begins at its intersection with Segments FD and FE, on the north side of Old SH 36 (also known as CR 217) within Freeport city limits. The segment proceeds east-southeast for approximately 0.04 mile, paralleling the north side of Old SH 36 (also known as CR 217). The segment terminates at its intersection with Segments FH and FI, on the northwest side of the intersection of Old SH 36 (also known as CR 217) and Slaughter Road.

Segment FH (Sheet 5 of 5, Inset 5)

Segment FH begins at its intersection with Segments FG and FI, on the northwest side of the intersection of Old SH 36 (also known as CR 217) and Slaughter Road, within Freeport city limits. The segment proceeds east-southeast for approximately 0.1 mile, paralleling the north side of Old SH 36 (also known as CR 217) and crossing Slaughter Road and an existing pipeline corridor. The segment then angles northeast for approximately 0.06 mile, then turns southeast for approximately 0.06 mile, and then angles east-southeast for approximately 0.1 mile, paralleling the north side of Old SH 36 (also known as CR 217). The segment terminates at its intersection with Segments FM and FO, on the north side of Old SH 36 (also known as CR 217) and west of an existing CenterPoint Energy 138 kV transmission line and two existing CenterPoint Energy 345 kV transmission lines.

Segment FI (Sheet 5 of 5, Inset 5)
Segment FI begins at its intersection with Segments FG and FH, on the northwest side of the intersection of Old SH 36 (also known as CR 217) and Slaughter Road, within Freeport city limits. The segment proceeds south-southwest for approximately 0.1 mile, crossing Old SH 36 (also known as CR 217) and leaving Freeport city limits. The segment terminates at its intersection with Segments FF and FN, on the south side of Old SH 36 (also known as CR 217).

Segment FM (Sheet 5 of 5, Inset 5)
Segment FM begins at its intersection with Segments FC and FE, on the west side of Slaughter Road within Freeport city limits. The segment proceeds east for approximately 0.1 mile, crossing Slaughter Road and an existing pipeline corridor. The segment angles northeast for approximately 0.03 mile, paralleling the southeast side of an existing pipeline corridor, then angles east for approximately 0.2 mile, then turns south for approximately 0.1 mile, and then angles southwest for approximately 0.03 mile, paralleling the northwest side of an existing CenterPoint Energy 138 kV transmission line and two existing CenterPoint Energy 345 kV transmission lines. The segment terminates at its intersection with Segments FH and FO, on the north side of Old SH 36 (also known as CR 217) and west of the existing CenterPoint Energy 138 kV and 345 kV transmission lines.

Segment FN (Sheet 5 of 5, Inset 5)
Segment FN begins at its intersection with Segments FF and FI, on the south side of Old SH 36(also known as CR 217). The segment proceeds east-southeast for approximately 0.2 mile, paralleling the south side of Old SH 36 (also known as CR 217) and crossing two existing pipeline corridors, and then angles southeast for approximately 0.1 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments FO, FP and JA, on the south side of Old SH 36 (also known as CR 217) and the northwest side of existing CenterPoint Energy 138 kV and 345 kV transmission lines.

Segment FO (Sheet 5 of 5, Inset 5)
Segment FO begins at its intersection with Segments FM and FH, on the north side of Old SH 36 (also known as CR 217) and west of existing CenterPoint Energy 138 kV and 345 kV transmission lines. The segment proceeds southwest for approximately 0.1 mile, paralleling the northwest side of an existing CenterPoint Energy 138 kV and 345 kV transmission lines and crossing an existing pipeline corridor and Old SH 36 (also known as CR 217), and leaving Freeport city limits. The segment terminates at its intersection with Segments FN, FP and JA, on the south side of Old SH 36 (also known as CR 217) and on the northwest side of the existing CenterPoint Energy 138 kV and 345 kV transmission lines.

Segment FP (Sheet 5 of 5, Inset 5)
Segment FP begins at its intersection with Segments FN, FO and JA, on the south side of Old SH 36 (also known as CR 217) and on the northwest side of an existing CenterPoint Energy 138 kV transmission line

and an existing CenterPoint Energy 345 kV transmission line. The segment proceeds east-southeast for approximately 0.7 mile, paralleling two existing CenterPoint Energy 345 kV transmission lines, and crossing existing CenterPoint Energy 138 kV and 345 kV transmission lines, and two existing pipeline corridors. The segment angles southeast for approximately 0.2 mile, crossing an existing CenterPoint Energy 345 kV transmission line. The segment terminates at its intersection with the Jones Creek Substation.

Segment FQ (Sheet 1 and 3 of 5)

Segment FQ begins at its intersection with Segments L and P, on the northwest side of CR 112 (also known as Ashwood Road). The segment proceeds southwest for approximately 1.1 miles, paralleling the northwest side of CR 112 (also known as Ashwood Road), and then turns northwest for approximately 0.1 mile. The segment then turns southwest for approximately 0.2 mile, and then continues southwest for approximately 0.5 mile paralleling the northwest side of an existing pipeline corridor. The segment then continues southwest for approximately 0.1 mile, crossing FM 1728. The segment then turns southeast for approximately 0.4 mile, paralleling the southwest side of FM 1728 and crossing an existing pipeline corridor and CR 112 (also known as Ashwood Road). The segment terminates at its intersection with Segments FW and FY, on the southwest side of FM 1728.

Segment FW (Sheets 1 and 2 of 5)

Segment FW begins at its intersection with Segments FQ and FY, on the southwest side of FM 1728. The segment proceeds southwest for approximately 0.5 mile, crossing an existing pipeline corridor and Caney Creek. The segment then angles south-southwest for approximately 0.7 mile, crossing two existing pipeline corridors, and then angles southeast for approximately 0.3 mile. The segment then turns southwest for approximately 0.2 mile, crossing an existing pipeline corridor, and then angles west-southwest for approximately 0.1 mile. The segment then angles southwest for approximately 0.6 mile, and then angles southeast for approximately 0.2 mile, crossing an existing pipeline corridor. The segment then angles southwest for approximately 0.2 mile, crossing Sneed Slough, then angles northwest for approximately 0.2 mile, then angles southwest for approximately 0.2 mile, and then angles southeast for approximately 0.3 mile. The segment then turns southwest for approximately 1.3 miles, paralleling the northwest side of an existing pipeline corridor, and then turns northwest for approximately 0.2 mile, paralleling the existing pipeline corridor. The segment then continues northwest for approximately 0.2 mile, and then continues northwest for 0.4 mile paralleling the northeast side of Savage Road. The segment terminates at its intersection with Segments GJ and GP.

Segment FY (Sheets 1, 3 and 4 of 5)

Segment FY begins at its intersection with Segments FQ and FW, on the southwest side of FM 1728. The segment proceeds northeast for approximately 0.1 mile, crossing FM 1728, and then turns southeast for approximately 1.1 miles, crossing three pipeline corridors. The segment then turns southwest for approximately 0.4 mile, and then angles south-southeast for approximately 0.5 mile, paralleling the east side of FM 1728 and crossing an existing pipeline corridor. The segment then angles south for approximately 0.1 mile, crossing FM 1728, and then angles east for approximately 0.1 mile, crossing FM 1728. The segment then angles southeast for approximately 1.2 miles, paralleling the northeast side of FM 1728 and crossing four existing pipeline corridors and SH 35. The segment then turns southwest for approximately 0.7 mile, paralleling the southeast side of SH 35 and crossing three pipeline corridors. The segment then turns southeast for approximately 0.5 mile, paralleling the east side of an existing pipeline corridor and crossing two existing pipeline corridors. The segment then angles east-southeast approximately 0.2 mile, crossing an existing pipeline corridor, and then angles southeast for approximately 0.1 mile. The segment then turns southwest for approximately 0.2 mile, and then turns southeast for approximately 0.7

mile, crossing two existing pipeline corridors. The segment then angles south-southeast for approximately 0.2 mile, and then turns east-northeast for approximately 0.2 mile. The segment angles northeast for approximately 0.7 mile, crossing an existing pipeline corridor, Grassy Slough, and Wildcat Slough. The segment then turns southeast for approximately 0.7 mile, then turns southwest for approximately 0.2 mile, and then turns southeast for approximately 0.5 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with segments GC and GD.

Segment G (Sheet 1 of 5)
Segment G begins at its intersection with Segments B, D and E, on the southeast side of two existing CenterPoint Energy 345 kV transmission lines. The segment proceeds south-southeast for approximately 1.5 miles. The segment terminates at its intersection with Segment J, on the northwest side of CR 104 (also known as Barbee Road).

Segment GC (Sheets 1, 2, 3 and 4 of 5)
Segment GC begins at its intersection with Segments FY and GD. The segment proceeds east-southeast for approximately 0.1 mile, then angles southeast for approximately 0.2 mile, crossing an existing pipeline corridor, then turns northeast for approximately 0.5 mile, and then turns southeast for approximately 0.3 mile, then turns northeast for approximately 0.4 mile. The segment then turns southeast for approximately 0.3 mile, paralleling the southwest side of Hasamea Road, then turns southwest for approximately 0.2 mile, paralleling the northwest side of Hasamea Road, and then continues southwest for approximately 0.4 mile. The segment then angles south for approximately 0.1 mile, crossing two existing pipeline corridors, an existing railroad, and Allenhurst Road. The segment then angles south-southeast for approximately 0.1 mile, then angles southeast for approximately 0.6 mile, then turns southwest for approximately 1.9 miles, then angles south-southwest for approximately 0.2 mile, and then angles southwest for approximately 0.4 mile. The segment terminates at its intersection with Segments GD and GE.

Segment GD (Sheets 1, 2, 3 and 4 of 5)
Segment GD begins at its intersection with Segments FY and GC. The segment proceeds southwest for approximately 1.6 miles, crossing Grassy Slough, Wildcat Slough, two existing pipeline corridors, and then angles south-southeast for approximately 0.1 mile, crossing two existing pipeline corridors, an existing railroad, and Allenhurst Road. The segment then angles southeast for approximately 0.2 mile, then angles east-southeast for approximately 0.1 mile, then angles southeast for approximately 0.7 mile, crossing Wildcat Slough, then angles south-southeast for approximately 0.1 mile, and then angles southeast for approximately 0.5 mile. The segment then turns southwest for approximately 0.1 mile, then turns southeast for approximately 0.2 mile, then turns southwest for approximately 0.4 mile, and then turns southeast for approximately 0.06 mile. The segment terminates at its intersection with Segments GC and GE.

Segment GE (Sheets 2, 3 and 4 of 5)
Segment GE begins at its intersection with Segments GC and GD. The segment proceeds southeast for approximately 1.1 miles, then angles east for approximately 0.1 mile, then angles east-southeast for approximately 0.1 mile, and then angles northeast for approximately 0.2 mile. The segment then turns southeast for approximately 0.7 mile, crossing Red Bayou and three existing pipeline corridors, then angles south-southeast for approximately 0.8 mile, crossing Boone Road, and then turns southwest for approximately 1.3 miles. The segment terminates at its intersection with Segments HO and HQ, on the north side of FM 457.

Segment GF (Sheet 1 of 5)

Segment GF begins at its intersection with Segments N and O. The segment proceeds southwest for approximately 0.8 mile, and then angles south-southeast for approximately 0.3 mile. The segment then angles southeast for approximately 0.4 mile. Then segment terminates at its intersection with Segments GG and GH

Segment GG (Sheets 1 and 2 of 5)
Segment GG begins at its intersection with Segments GF and GH. The segment proceeds southwest for approximately 4.3 miles, crossing three existing pipeline corridors, the Colorado River, and Blue Creek. The segment then turns southeast for approximately 1.1 miles, crossing two existing pipeline corridors, and then continues southeast for approximately 1.2 miles, paralleling an existing pipeline corridor. The segment then crosses the existing pipeline corridor and continues southeast for approximately 0.3 mile, crossing another existing pipeline corridor. The segment terminates at its intersection with Segments GM and GX.

Segment GH (Sheet 1 of 5)
Segment GH begins at its intersection with Segments GF and GG. The segment proceeds southeast for approximately 0.6 mile, and then angles south-southeast for approximately 0.4 mile, crossing two existing pipeline corridors. The segment then angles southeast for approximately 0.8 mile. The segment terminates at its intersection with Segments GK and GL.

Segment GI (Sheet 1 of 5)
Segment GI begins at its intersection with Segments M and O, on the southwest side of an existing American Electric Power (AEP) 138 kV transmission line. The segment proceeds south for approximately 1.9 miles, paralleling the west side of an existing AEP 138 kV transmission line, and crossing three existing pipeline corridors. The segment terminates at its intersection with Segments GL, GJ and GO, on the west side of the existing AEP 138 kV transmission line.

Segment GJ (Sheet 1 of 5)
Segment GJ begins at its intersection with Segments GI, GL and GO, on the west side of an existing AEP 138 kV transmission line. The segment proceeds east-northeast for approximately 0.4 mile, crossing the existing AEP 138 kV transmission line and an existing pipeline corridor. The segment then angles northeast for approximately 0.4 mile, crossing an existing pipeline corridor. The segment then turns southeast for approximately 0.5 mile, and then angles east-southeast for approximately 0.2 mile. The segment then angles southeast for approximately 0.8 mile, crossing an existing pipeline corridor and Lee Harvey Road, and then turns southwest for approximately 0.3 mile, paralleling the southeast side of Lee Harvey Road. The segment then turns southeast for approximately 0.9 mile, and then angles northeast for approximately 0.2 mile, paralleling the northwest side of FM 3156 and crossing Hardeman Slough. The segment then angles southeast for approximately 0.5 mile, paralleling the northeast Roe Road, and crossing FM 3159 and an existing pipeline corridor. The segment then turns northeast for approximately 0.3 mile, paralleling the northwest side of Roe Road, and then turns southeast for approximately 0.3 mile, paralleling the northeast side of Savage Road and crossing Savage Road and an existing pipeline corridor. The segment terminates at its intersection with Segments FW and GP, on the northeast side of Savage Road.

Segment GK (Sheet 1 of 5)
Segment GK begins at its intersection with Segments GH and GL. The segment proceeds south-southeast for approximately 1.0 mile, crossing two existing pipeline corridors. The segment terminates at its intersection with Segments GM and GN1.

Segment GL (Sheet 1 of 5)

Segment GL begins at its intersection with Segments GH and GK. The segment proceeds southeast for approximately 1.0 mile, crossing one existing pipeline corridor. The segment then angles northeast for approximately 1.0 mile, paralleling the northwest side of an existing pipeline corridor and crossing SH 60 and an existing pipeline corridor. The segment terminates at its intersection with segments GI, GJ and GO, on the west side of an existing AEP 138 kV transmission line.

Segment GM (Sheets 1 and 2 of 5)
Segment GM begins at its intersection with Segments GK and GN1. The segment proceeds southwest for approximately 2.8 miles, paralleling the southeast side of an existing pipeline corridor, crossing the Colorado River, the existing pipeline corridor, and paralleling the northeast side of the pipeline corridor. The segment then angles south-southwest for approximately 0.1 mile, crossing the pipeline corridor. The segment then angles southwest for approximately 1.0 mile, paralleling the southeast side of the existing pipeline corridor and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments GG and GX.

Segment GN1 (Sheets 1 and 2 of 5)
Segment GN1 begins at its intersection with Segments GK and GM. The segment proceeds south for approximately 0.5 mile, then angles southeast for approximately 0.6 mile, then angles southwest for approximately 0.3 mile, and then angles south-southwest for approximately 0.1 mile. The segment then angles south for approximately 1.0 mile, crossing Ohio Road and an existing pipeline corridor, and then angles south-southeast for approximately 0.6 mile, paralleling the east side of an existing pipeline corridor. The segment then angles southeast for approximately 0.2 mile, then angles south-southwest for approximately 0.4 mile, crossing an existing pipeline corridor, and then angles south for approximately 0.7 mile, paralleling the west side of an existing pipeline corridor and crossing River Oaks Road. The segment then angles south-southeast for approximately 0.1 mile, crossing an existing 69 kV transmission line. The segment terminates at its intersection with Segments GN2 and JB, on the southeast side of the existing 69 kV transmission line.

Segment GN2 (Sheet 2 of 5)
Segment GN2 begins at its intersection with Segments GN1 and JB, on the southeast side of an existing 69 kV transmission line. The segment proceeds southwest for approximately 1.1 mile, paralleling the southeast side of the existing 69 kV transmission line and crossing the Colorado River. The segment terminates at its intersection with Segments GY and HA1, on the south side of the existing 69 kV transmission line.

Segment GO (Sheets 1 and 2 of 5)
Segment GO begins at its intersection with Segments GI, GJ and GL, on the west side of an existing AEP 138 kV transmission line. The segment proceeds south for approximately 2.4 mile, paralleling the west side of the existing AEP 138 kV transmission line and crossing two existing pipeline corridors and CR 103. The segment then angles east-southeast for approximately 0.3 mile, crossing the existing AEP 138 kV transmission line, and then angles south for approximately 0.4 mile. The segment angles southeast for approximately 0.1 mile, and then turns northeast for approximately 0.4 mile, crossing an existing pipeline corridor. The segment then turns southeast for approximately 0.4 mile, and then angles east-southeast for approximately 0.1 mile, crossing FM 3156. The segment then angles southeast for approximately 0.1 mile, crossing an existing pipeline corridor, and then continues southeast for approximately 0.3 mile paralleling an existing pipeline corridor. The segment terminates at its intersection with segments GP and GQ, on the north side of Skelly Road.

Segment GP (Sheets 1 and 2 of 5)

Segment GP begins at its intersection with Segments FW and GJ, on the northeast side of Savage Road. The segment proceeds southwest for approximately 1.9 miles, crossing Savage Road, Hardeman Slough and an existing pipeline corridor. The segment then angels south-southwest for approximately 0.1 mile, and then angles west-southwest for approximately 0.1 mile. The segment angles southwest for approximately 0.3 mile, crossing two existing pipeline corridors, and then turns northwest for approximately 0.5 mile, crossing two existing pipeline corridors. The segment then turns southwest for approximately 0.3 mile, crossing two existing pipeline corridors. The segment terminates at its intersection with segments GO and GQ, on the north side of Skelly Road.

Segment GQ (Sheets 1 and 2 of 5)
Segment GQ begins at its intersection with Segments GO and GP, on the north side of Skelly Road. The segment proceeds southeast for approximately 0.4 mile, paralleling the northeast side of an existing pipeline corridor, and crossing an existing pipeline corridor. The segment then angles east-southeast for approximately 0.2 mile, paralleling the north side of an existing pipeline corridor, and crossing two existing pipeline corridors. The segment then turns south for approximately 0.1 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with segments GR and GS.

Segment GR (Sheets 1 and 2 of 5)
Segment GR begins at its intersection with Segments GQ and GS. The segment proceeds east-southeast for approximately 0.2 mile, paralleling the southwest side of an existing pipeline corridor, then angles southeast for approximately 0.4 mile, paralleling the southwest side of an existing pipeline corridor and crossing two existing pipeline corridors, and then continues southeast for approximately 0.3 mile, crossing an existing pipeline corridor. The segment angles south for approximately 0.2 mile, then angles southeast for approximately 0.4 mile, and then angles east-southeast for approximately 0.1 mile. The segment terminates at its intersection with Segments GS and GT.

Segment GS (Sheets 1 and 2 of 5)
Segment GS begins at its intersection with Segments GQ and GR. The segment proceeds south for approximately 0.2 mile, paralleling the east side of an existing pipeline corridor, and then angles south-southeast for approximately 0.1 mile, crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.5 mile, crossing an existing pipeline corridor, and then angles south-southeast for approximately 0.3 mile, crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.5 mile. The segment terminates at its intersection with Segments GR and GT.

Segment GT (Sheets 1, 2 and 4 of 5)
Segment GT begins at its intersection with Segments GR and GS. The segment proceeds southeast for approximately 0.4 mile, crossing an existing pipeline corridor, then turns northeast for approximately 0.8 mile, and then turns southeast for approximately 0.3 mile, paralleling the southwest side of Billy Brown Road and crossing Old Van Vleck Road and an existing 69 kV transmission line. The segment then turns northeast for approximately 0.7 mile, paralleling the southeast side of the existing 69 kV transmission line, then turns southeast for approximately 0.03 mile, then turns northeast for approximately 0.04 mile, and then turns southeast for approximately 0.7 mile, paralleling the southwest side of 8th Street and crossing SH 35. The segment then continues southeast for approximately 0.1 mile, paralleling the southwest side of an existing pipeline corridor, then turns northeast for approximately 0.2 mile, crossing an existing pipeline corridor, and then turns southeast for approximately 0.5 mile, paralleling the southwest side of FM 2540 and crossing an existing pipeline corridor. The segment then turns northeast for approximately 0.03 mile, crossing FM 2540, then turns southeast for approximately 0.5 mile, paralleling the northeast side of FM 2540 and crossing an existing railroad, and then turns southwest for approximately 0.5 mile, crossing an

existing pipeline corridor and FM 2540. The segment then turns northwest for approximately 0.1 mile, and then turns southwest for approximately 1.2 miles, paralleling the southeast side of the existing railroad. The segment then angles south-southwest for approximately 0.1 mile, then angles south-southeast for approximately 0.5 mile, then angles southeast for approximately 0.3 mile, and then turns southwest for approximately 0.3 mile. The segment then angles south-southeast for approximately 0.1 mile, then angles southeast for approximately 1.2 miles, paralleling the northeast side of an existing 69 kV transmission line and crossing Frankson Road and an existing pipeline corridor. The segment then turns southwest for approximately 0.05 mile, crossing the existing 69 kV transmission line and FM 457, and then turns southeast for approximately 0.3 mile, paralleling the southwest side of FM 457. The segment then angles south-southeast for approximately 1.4 miles, paralleling the southwest side of an existing 69 kV transmission line and crossing an existing pipeline corridor. The segment then angles south for approximately 0.07 mile, then angles south-southeast for approximately 0.07 mile, then angles southeast for approximately 0.07 mile, and then angles south-southeast for approximately 1.0 mile, paralleling the southwest side of an existing 69 kV transmission line and crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.8 mile, paralleling the southwest side of an existing 69 kV transmission line and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HM, HO and HP, on the northwest side of the intersection of FM 2540 and Bucks Bayou Road, on the southwest side of an existing 69 kV transmission line.

Segment GX (Sheets 1 and 2 of 5)

Segment GX begins at its intersection with Segments GG and GM. The segment proceeds southwest for approximately 1.6 miles, paralleling the southeast side of an existing pipeline corridor and crossing two existing pipeline corridors. The segment then turns southeast for approximately 0.7 mile, paralleling the southwest side of an existing pipeline corridor and crossing two existing pipeline corridors, and then continues southeast for approximately 0.3 mile paralleling the southwest side of Poole Road. The segment then angles south for approximately 0.4 mile, paralleling the west side of Poole Road and crossing an existing pipeline corridor and an existing 69 kV transmission line. The segment then turns east for approximately 0.4 mile, crossing Poole Road, and then angles southeast for approximately 0.9 mile, paralleling the southwest side of the existing 69 kV transmission line and crossing FM 42175 and an existing pipeline corridor. The segment then angles south-southeast for approximately 0.6 mile, paralleling the southwest side of the existing 69 kV transmission line and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments GY and GZ, on the southwest side of the existing 69 kV transmission line.

Segment GY (Sheet 2 of 5)

Segment GY begins at its intersection with Segments GX and GZ, on the southwest side of an existing 69 kV transmission line. The segment proceeds east for approximately 1.9 miles, paralleling the south side of the existing 69 kV transmission line and crossing four existing pipeline corridors. The segment terminates at its intersection with Segments HA1 and GN2, on the south side of the existing 69 kV transmission line.

Segment GZ (Sheet 2 of 5)

Segment GZ begins at its intersection with Segments GX and GY, on the southwest side of an existing 69 kV transmission line. The segment proceeds southwest for approximately 0.2 mile, then angles south-southwest for approximately 2.5 miles, crossing an existing AEP 69 kV transmission line and SH 35, and then angles southeast for approximately 0.07 mile. The segment then angles east for approximately 0.4 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HB and HC.

Segment H (Sheet 1 of 5)
Segment H begins at its intersection with Segment F, on the northwest side of CR 104 (also known as Barbee Road). The segment proceeds northeast for approximately 1.6 miles, paralleling the northwest side of CR 104 (also known as Barbee Road) and crossing an existing pipeline corridor. The segment continues northeast for approximately 0.3 mile, crossing Water Hole Creek. The segment terminates at its intersection with Segments C and L, on the south side of an existing CenterPoint Energy 138 kV transmission line.

Segment HA1 (Sheet 2 of 5)
Segment HA1 begins at its intersection with Segments GN2 and GY, on the south side of an existing 69 kV transmission line. The segment proceeds south-southeast for approximately 0.4 mile, crossing two existing pipeline corridors and an existing AEP 69 kV transmission line, and then angles southeast for approximately 0.1 mile. The segment then angles south for approximately 0.1 mile, crossing SH 35, and then angles south-southeast for approximately 0.5 mile, crossing the Colorado River and an existing AEP 69 kV transmission line. The segment then angles east-southeast for approximately 0.4 mile. The segment terminates at its intersection with Segments HA2 and JB, on the west side of an existing AEP 138 kV transmission line.

Segment HA2 (Sheet 2 of 5)
Segment HA2 begins at its intersection with Segment HA1 and JB, on the west side on an existing AEP 138 kV transmission line. The segment proceeds south for approximately 1.4 mile, paralleling the west side of the existing AEP 138 kV transmission line and crossing an existing transmission line and Thompson Drive. The segment terminates at its intersection with Segments HC, HD and HE, on the west side of an existing AEP 138 kV transmission line.

Segment HB (Sheet 2 of 5)
Segment HB begins at its intersection with Segments GZ and HC. The segment proceeds south for approximately 0.7 mile, crossing an existing pipeline corridor, then turns east for approximately 0.1 mile, then turns south for approximately 0.5 mile, and turn turns east for approximately 0.6 mile. The segment then turns south for approximately 0.3 mile, paralleling the west side of an existing pipeline corridor, then turns east for approximately 0.8 mile, crossing an existing pipeline corridor, and then turns south for approximately 0.1 mile, paralleling the west side of an existing pipeline corridor and crossing an existing pipeline corridor. The segment then turns east for approximately 0.5 mile, crossing an existing pipeline corridor, and then angles southeast for approximately 0.1 mile, crossing the Colorado River. The segment then angles east for approximately 0.4 mile, paralleling the south side of an existing pipeline corridor, and then continues east for approximately 0.1 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HD, HF and HU, on the west side of an existing AEP 138 kV transmission line.

Segment HC (Sheet 2 of 5)
Segment HC begins at its intersection with Segments GZ and HB. The segment proceeds east for approximately 2.8 miles, crossing two existing pipeline corridors and the Colorado River. The segment terminates at its intersection with Segments HA2, HD and HE, on the west side of an existing AEP 138 kV transmission line.

Segment HD (Sheet 2 of 5)
Segment HD begins at its intersection with Segments HA2, HC and HE, on the west side of an existing AEP 138 kV transmission line. The segment proceeds south-southwest for approximately 1.1 mile, paralleling the west side of the existing AEP 138 kV transmission line and crossing an existing pipeline corridor. The segment then angles south-southeast for approximately 0.6 mile, paralleling the west side of

the existing AEP 138 kV transmission line and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HB, HF and HU, on the west side of the existing AEP 138 kV transmission line.

Segment HE (Sheet 2 of 5)
Segment HE begins at its intersection with Segments HA2, HC and HD, on the west side of an existing AEP 138 kV transmission line. The segment proceeds east for approximately 1.0 mile, crossing the existing AEP 138 kV transmission line and an existing railroad. The segment then turns south for approximately 0.4 mile, then angles southeast for approximately 0.7 mile, then angles south-southeast for approximately 0.3 mile, and then angles east for approximately 0.7 mile. The segment then angles southeast for approximately 0.06 mile, crossing FM 2668 and an existing pipeline corridor. The segment terminates at its intersection with Segments HF, HG and HV, on the southeast side of FM 2668

Segment HF (Sheet 2 of 5)
Segment HF begins at its intersection with Segments HB, HD and HU, on the west side of an existing AEP 138 kV transmission line. The segment proceeds east for approximately 1.9 miles, crossing the existing AEP 138 kV transmission line, four existing pipeline corridors, an existing railroad, Live Oak Creek and FM 2668. The segment then angles northeast for approximately 0.5 mile, paralleling the southeast side of FM 2668 and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HE, HG and HV, on the southeast side of FM 2668.

Segment HG (Sheet 2 of 5)
Segment HG begins at its intersection with Segments HE, HF and HV, on the southeast side of FM 2668. The segment proceeds northeast for approximately 0.1 mile, paralleling the southeast side of FM 2668, and then angles east for approximately 1.0 mile, crossing SH 60, Cottonwood Creek and an existing 69 kV transmission line. The segment then angles south-southeast for approximately 0.2 mile, crossing an existing pipeline corridor, and then angles east for approximately 0.6 mile, paralleling the south side of an existing pipeline corridor and crossing an existing railroad and two existing pipeline corridors. The segment then continues east for approximately 0.4 mile, paralleling the south side of Stone Road and crossing Dry Creek, and then angles east-southeast for approximately 0.1 mile, paralleling the south side of Stone Road. The segment then angles east for approximately 0.1 mile, paralleling the south side of Stone Road, and then turns south for approximately 0.4 mile. The segment then turns east for approximately 1.9 miles, crossing Bucks Bayou, an existing pipeline corridor and Bucks Bayou Road. The segment then angles southeast for approximately 0.1 mile, then angles southwest for approximately 0.1 mile, then angles south for approximately 0.3 mile, paralleling the east side of Bucks Bayou Road and crossing an existing pipeline corridor. The segment then turns east for approximately 1.5 miles, paralleling the north side of Bucks Bayou Road, and crossing three existing pipeline corridors. The segment then angles northeast for approximately 0.1 mile, then angles east for approximately 0.1 mile, then angles southeast for approximately 0.1 mile, and then angles east for approximately 0.5 mile, paralleling the north side of Bucks Bayou Road. The segment then angles northeast for approximately 0.2 mile, crossing an existing pipeline corridor, and then angles southeast for approximately 0.2 mile. The segment terminates at its intersection with Segments HL and HM, on the north side of Bucks Bayou Road.

Segment HL (Sheets 2 and 4 of 5)
Segment HL begins at its intersection with Segments IC and ID, on the southeast side of the intersection of Hall Road and Sims Lane. The segment proceeds north for approximately 1.4 mile, paralleling the east side of Hall Road, and crossing Sims Lane and two existing pipeline corridors. The segment then angles

northeast for approximately 0.2 mile, crossing Bucks Bayou Road and an existing pipeline corridor. The segment terminates at its intersection with Segments HG and HM, on the north side of Bucks Bayou Road.

Segment HM (Sheets 2 and 4 of 5)
Segment HM begins at its intersection with Segments HG and HL, on the north side of Bucks Bayou Road. The Segment proceeds east for approximately 0.4 mile, paralleling the north side of Bucks Bayou Road. The segment terminates at its intersection with Segments GT, HO and HP, on the northwest side of the intersection of FM 2540 and Bucks Bayou Road, on the southwest side of an existing 69 kV transmission line.

Segment HO (Sheets 2 and 4 of 5)
Segment HO begins at its intersection with Segments GT, HM and HP, on the northwest side of the intersection of FM 2540 and Bucks Bayou Road, on the southwest side of an existing 69 kV transmission line. The segment proceeds east for approximately 0.1 mile, crossing an existing 69 kV transmission line and FM 2540. The segment then angles northeast for approximately 0.9 mile, crossing Landfill Road, then turns southeast for approximately 0.3 mile, crossing an existing pipeline corridor, and then turns northeast for approximately 0.4 mile, paralleling the southeast side of an existing pipeline corridor and crossing Live Oak Bayou. The segment then turns southeast for approximately 0.4 mile, then turns northeast for approximately 0.2 mile, then turns southeast for approximately 0.1 mile, then angles east for approximately 0.1 mile, and then angles northeast for approximately 1.3 miles. The segment then angles north for approximately 0.1 mile, then angles east-northeast for approximately 0.1 mile, crossing Caney Creek, and then angles northeast for approximately 0.3 mile, paralleling the northwest side of Grisham Road. The segment continues northeast for approximately 0.3 mile, crossing Grisham Road and an existing pipeline corridor. The segment then turns southeast for approximately 0.3 mile, crossing an existing pipeline corridor, then turns northeast for approximately 0.6 mile, crossing two existing pipeline corridors and FM 457. The segment terminates at its intersection with Segments GE and HQ, on the north side of FM 457.

Segment HP (Sheets 2 and 4 of 5)
Segment HP begins at its intersection with Segments HM and HO, on the northwest side of the intersection of FM 2540 and Bucks Bayou Road, on the southwest side of an existing 69 kV transmission line. The segment proceeds southeast for approximately 0.4 mile, paralleling the southwest side of the existing 69 kV transmission line, and crossing two existing pipeline corridors and Bucks Bayou Road. The segment then angles east-southeast for approximately 0.3 mile, paralleling the south side of the existing 69 kV transmission line and then angles southeast for approximately 1.4 mile, paralleling the southwest side of the existing 69 kV transmission line, and crossing an existing pipeline corridor and Sims Lane. The segment terminates at its intersection with Segments ID and IE, on the southeast side of the intersection of FM 2540 and Sims Lane, southwest of an existing 69 kV transmission line.

Segment HQ (Sheet 4 of 5)
Segment HQ begins at its intersection with Segments GE and HO, on the north side of FM 457. The segment proceeds southeast for approximately 1.5 miles, paralleling the northeast side of FM 457 and crossing an existing pipeline corridor. The segment then angles south-southeast for approximately 0.1 mile, crossing FM 457, and then angles southeast for approximately 0.4 mile, paralleling the southwest side of FM 457. The segment then turns northeast for approximately 0.3 mile, crossing FM 457, then angles north for approximately 0.1 mile, and then angles northeast for approximately 0.8 mile, crossing an existing pipeline corridor and Linnville Bayou. The segment terminates at its intersection with Segments HR and HT.

Segment HR (Sheet 4 of 5)

Segment HR begins at its intersection with Segments HQ and HT. The segment proceeds northwest for approximately 0.4 mile, crossing Sims Road, and then turns northeast for approximately 0.7 mile, paralleling the northwest side of Sims Road and crossing from Matagorda County to Brazoria County. The segment then turns southeast for approximately 0.1 mile, then angles east for approximately 0.7 mile, then angles east-southeast for approximately 0.2 mile, crossing from Brazoria County to Matagorda County, and then angles east for approximately 1.2 miles, and then angles southeast for approximately 0.1 mile, paralleling the southwest side of CR 505. The segment then angles east-northeast for approximately 0.04 mile, crossing CR 505, and then angles northeast for approximately 0.2 mile, crossing from Matagorda County to Brazoria County and crossing Cedar Lake Creek. The segment terminates at its intersection with Segments CB, CC and HS.

Segment HS (Sheet 4 of 5)
Segment HS begins at its intersection with Segments CB, CC and HR. The segment proceeds southeast for approximately 0.2 mile, then angles south for approximately 0.1 mile, then angles east-southeast for approximately 0.2 mile, and then angles southeast for approximately 0.1 mile, crossing from Brazoria County to Matagorda County and crossing Cedar Lake Creek and FM 521. The segment then angles east-southeast for approximately 0.2 mile, paralleling the southwest side of CR 164, then angles southeast for approximately 0.1 mile, paralleling the southwest side of CR 164, and then angles south-southeast for approximately 0.1 mile, paralleling the southwest side of CR 164. The segment then angles south for approximately 0.2 mile, and then angles south-southeast for approximately 0.1 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments IL and IM.

Segment HT (Sheet 4 of 5)
Segment HT begins at its intersection with Segments HQ and HR. The segment proceeds southeast for approximately 1.3 miles, crossing Linnville Bayou, an existing pipeline corridor, and Bowie Road. The segment then turns southwest for approximately 0.2 mile, crossing Caney Creek, then turns southeast for approximately 0.2 mile, and then angles east for approximately 0.1 mile, crossing Caney Creek and FM 521. The segment then angles southeast for approximately 0.3 mile, then angles east-southeast for approximately 0.3 mile, then angles southeast for approximately 0.1 mile, and then angles south-southeast for approximately 0.1 mile, crossing Caney Creek and Simmons Road. The segment then angles southwest for approximately 0.4 mile, paralleling the southeast side of Simmons Road, then angles south for approximately 0.05 mile, and then angles southeast for approximately 0.1 mile, paralleling the northeast side of FM 457. The segment terminates at its intersection with Segments IE and IL, on the northeast side of FM 457.

Segment HU (Sheet 2 of 5)
Segment HU begins at its intersection with Segments HB, HD and HF, on the west side of an existing AEP 138 kV transmission line. The segment proceeds south-southwest for approximately 0.4 mile, paralleling the west side of the existing AEP 138 kV transmission line and crossing an existing pipeline corridor. The segment then angles southwest for approximately 0.8 mile, paralleling the northwest side of the existing AEP 138 kV transmission line, and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HW and HX, on the northwest side of the existing AEP 138 kV transmission line.

Segment HV (Sheet 2 of 5)
Segment HV begins at its intersection with Segments HE, HF and HG, on the southeast side of FM 2668. The segment proceeds east for approximately 0.2 mile, then angles south-southeast for approximately 0.1 mile, paralleling the southwest side of SH 60, and then angles south for approximately 0.1 mile, crossing

an existing pipeline corridor. The segment then angles southeast for approximately 0.1 mile, then angles south-southeast for approximately 0.6 mile, paralleling the southwest side of SH 60 and crossing an existing pipeline corridor and an existing 69 kV transmission line, and then angles south for approximately 0.6 mile, paralleling the west side of SH 60 and crossing Live Oak Creek. The segment terminates at its intersection with Segments HX and IB, on the west side of SH 60.

Segment HW (Sheet 2 of 5)
Segment HW begins at its intersection with Segments HU and HX, on the northwest side of an existing AEP 138 kV transmission line. The segment proceeds southwest for approximately 0.1 mile, paralleling the northwest side of the existing AEP 138 kV transmission line, and then angles south for approximately 1.2 miles, paralleling the west side of the existing AEP 138 kV transmission line and crossing two existing railroads, an existing pipeline corridor, and an existing 69 kV transmission line. The segment then turns east for approximately 1.1 mile, paralleling the south side of the existing 69 kV transmission line and crossing two existing pipeline corridors and the existing AEP 138 kV transmission line. The segment continues east for approximately 0.2 mile, then turns south for approximately 1.2 mile, paralleling the west side of FM 2668, and then turns east for approximately 1.1 mile, crossing FM 2668, an existing pipeline corridor and Big Boggy Creek. The segment then turns north for approximately 0.3 mile, and then turns east for approximately 1.0 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments IB and IC, on the west side of SH 60.

Segment HX (Sheet 2 of 5)
Segment HX begins at its intersection with Segments HU and HW, on the northwest side of an existing AEP 138 kV transmission line. The segment proceeds southeast for approximately 0.1 mile, crossing the existing AEP 138 kV transmission line. The segment then angles east for approximately 3.3 miles, crossing an existing railroad, three existing pipeline corridors, FM 2668 and an existing 69 kV transmission line. The segment terminates at its intersection with Segments HV and IB, on the west side of SH 60.

Segment IB (Sheet 2 of 5)
Segment IB begins at its intersection with Segments HX and HV, on the west side of SH 60. The segment proceeds east for approximately 0.04 mile, crossing SH 60, then turns south for approximately 0.6 mile, paralleling the east side of SH 60, and then turns west for approximately 0.04 mile, crossing SH 60. The segment then turns south for approximately 0.7 mile, paralleling the west side of SH 60, and then angles south-southeast for approximately 0.9 mile, paralleling the west side of SH 60. The segment terminates at its intersection with Segments HW and IC, on the west side of SH 60.

Segment IC (Sheets 2 and 4 of 5)
Segment IC begins at its intersection with Segments HW and IB, on the west side of SH 60. The segment proceeds east for approximately 1.7 miles, paralleling the north side of Sims Lane, and crossing SH 60, an existing rail road and an existing pipeline corridor. The segment then turns north for approximately 0.3 mile, paralleling the west side of Sims Lane, and then turns east for approximately 2.7 miles, paralleling the north side of Sims Lane and crossing Peyton Creek and four existing pipeline corridors. The segment then turns north for approximately 0.3 mile, paralleling the west side of Sims Lane, and crossing an existing pipeline corridor, then turns east for approximately 1.7 miles, paralleling the north side of Sims Lane and crossing Norris Camp Road, two existing pipeline corridors and Hall Road, and then turns north for approximately 0.5 mile, paralleling the east side of Hall Road. The segment terminates at its intersection with Segments HL and ID, on the southeast side of the intersection of Hall Road and Sims Lane.

Segment ID (Sheets 2 and 4 of 5)

Segment ID begins at its intersection with Segments HL and IC, on the southeast side of the intersection of Hall Road and Sims Lane. The segment proceeds east for approximately 1.8 mile, paralleling the south side of Sims Lane and crossing Canoe Bayou and an existing pipeline corridor. The segment then angles northeast for approximately 0.3 mile, paralleling the southeast side of Sims Lane and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HP and IE, on the southeast side of the intersection of FM 2540 and Sims Lane, southwest of an existing 69 kV transmission line.

Segment IE (Sheets 2 and 4 of 5)

Segment IE begins at its intersection with Segments HP and ID, on the southeast side of the intersection of FM 2540 and Sims Lane, southwest of an existing 69 kV transmission line. The segment proceeds southeast for approximately 0.2 mile, paralleling the southwest side of the existing 69 kV transmission line and crossing two existing pipeline corridors, then angles south-southeast for approximately 0.1 mile, then angles east-southeast for approximately 0.1 mile, and then angles southeast for approximately 0.3 mile, paralleling the southwest side of the existing 69 kV transmission line The segment then turns northeast for approximately 0.1 mile, paralleling the southeast side of the existing 69 kV transmission line and crossing FM 2540. The segment then turns southeast for approximately 0.3 mile, paralleling the northeast side of FM 2540, and then turns northeast for approximately 0.4 mile, crossing Live Oak Bayou. The segment then turns southeast for approximately 0.06 mile, then angles south-southeast for approximately 0.3 mile, then angles southeast for approximately 0.3 mile, and then turns northeast for approximately 0.3 mile, then angles east-southeast for approximately 0.2 mile. The segment then angles northeast for approximately 0.3 mile, paralleling the northwest side of Hawkinsville Road, and then angles north-northeast for approximately 0.5 mile, paralleling the northwest side of Hawkinsville Road. The segment then angles east-northeast for approximately 0.1 mile, crossing Hawkinsville Road and an existing 69 kV transmission line, and then angles southeast for approximately 0.9 mile, paralleling the northeast side of the existing 69 kV transmission line and crossing FM 521. The segment then angles northeast for approximately 0.5 mile, paralleling the southeast side of FM 521, then angles east-northeast for approximately 0.1 mile, and then angles north-northeast for approximately 0.1 mile, crossing Hawkinsville Road. The segment then angles northeast for approximately 0.5 mile, paralleling the northwest side of Hawkinsville Road, then angles east for approximately 0.04 mile, paralleling the north side of Hawkinsville Road, and then angles southeast for approximately 1.3 mile, paralleling the northeast side of Hawkinsville Road, crossing Ratliff Road. The segment then angles northeast for approximately 1.4 miles, then angles east-northeast for approximately 0.1 mile, then angles north-northwest for approximately 0.1 mile, crossing an existing pipeline corridor, and then angles northwest for approximately 0.4 mile. The segment then turns northeast for approximately 0.9 mile, crossing Dead Slough, then angles east-northeast for approximately 0.04 mile, and then angles northeast for approximately 0.3 mile, crossing FM 457. The segment terminates at its intersection with Segments HT and IL, on the northeast side of FM 457.

Segment IL (Sheet 4 of 5)

Segment IL begins at its intersection with Segments HT and IE, on the northeast side of FM 457. The segment proceeds southeast for approximately 0.2 mile, paralleling the northeast side of FM 457, and then turns northeast for approximately 0.1 mile. The segment then angles east-southeast for approximately 0.2 mile, then angles east-northeast for approximately 0.2 mile, then angles northeast for approximately 0.5 mile, and then angles east-northeast for approximately 0.2 mile, crossing Linnville Bayou. The segment then angles north-northeast for approximately 0.4 mile, then angles northeast for approximately 0.7 mile, crossing an existing pipeline corridor and Bell Bottom Road, then turns northwest for approximately 0.6 mile, and then turns northeast for approximately 0.3 mile. The segment terminates at its intersection with Segments HS and IM.

Segment IM (Sheets 3, 4 and 5 of 5)
Segment IM begins at its intersection with Segments HS and IL. The segment proceeds southeast for approximately 0.2 mile, then turns northeast for approximately 0.3 mile, and then turns southeast for approximately 0.06 mile, paralleling the southwest side of CR 164. The segment then turns northeast for approximately 0.5 mile, crossing CR 164 and an existing pipeline corridor, then turns southeast for approximately 0.4 mile, crossing an existing pipeline corridor, and then turns northeast for approximately 1.3 miles, crossing from Matagorda County to Brazoria County and crossing an existing pipeline corridor. The segment then angles north for approximately 0.1 mile, then angles northeast for approximately 0.3 mile, crossing CR 628, and then continues northeast for approximately 0.7 mile, paralleling the southeast side of CR 628. The segment then turns southeast for approximately 0.1 mile, and then turns northeast for approximately 0.4 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments CE and IN, on the southwest side of CR 316.

Segment IN (Sheets 3, 4 and 5 of 5)
Segment IN begins at its intersection with CE and IM, on the southwest side of CR 316. The segment proceeds southeast for approximately 0.4 mile, paralleling the southwest side of CR 316 and crossing CR 627. The segment then angles south-southeast for approximately 0.7 mile, paralleling the southwest side of CR 316, and then angles southeast for approximately 0.05 mile, crossing CR 316. The segment then angles northeast for approximately 0.4 mile, crossing CR 319, and then angles northwest for approximately 0.3 mile, paralleling the east side of CR 319. The segment then angles north for approximately 0.5 mile, paralleling the east side of CR 319, and then angles northeast for approximately 0.3 mile, paralleling the southeast side of CR 319. The segment then angles east-northeast for approximately 0.04 mile, and then angles northeast for approximately 0.2 mile, paralleling the southeast side of CR 700. The segment then turns southeast for approximately 0.1 mile, then turns northeast for approximately 0.1 mile, then turns southeast for approximately 0.2 mile, and then turns northeast for approximately 0.3 mile, crossing CR 700. The segment then angles north-northeast for approximately 0.04 mile, and then angles northeast for approximately 0.3 mile, crossing Cocklebur Slough and two existing pipeline corridors. The segment then turns northwest for approximately 0.05 mile, then turns northeast for approximately 0.3 mile, then turns southeast for approximately 0.2 mile, crossing CR 461, and then turns northeast for approximately 0.7 mile. The segment terminates at its intersection with Segments CQ and IO1, west of the San Bernard River.

Segment IO1 (Sheets 3, 4 and 5 of 5)
Segment IO1 begins at its intersection with Segments CQ and IN, west of the San Bernard River. The segment proceeds east for approximately 0.1 mile, and then angles southeast for approximately 0.2 mile, paralleling an existing pipeline corridor and crossing the San Bernard River. The segment then angles south for approximately 0.05 mile, then turns east for approximately 0.3 mile, and then turns south for approximately 0.1 mile, paralleling the west side of CR 510. The segment then angles southeast for approximately 0.05 mile, crossing CR 510, and then angles east for approximately 0.1 mile. The segment then turns south for approximately 0.2 mile, crossing CR 415D (also known as Janin Lane), and then turns east for approximately 0.5 mile, crossing an existing 69 kV transmission line. The segment terminates at its intersection with Segments IO2 and JC, on the southwest side of an existing pipeline corridor.

Segment IO2 (Sheets 3, 4 and 5 of 5)
Segment IO2 begins at its intersection with Segments IO1 and JC, on the southwest side of an existing pipeline corridor. The segment proceeds east-southeast for approximately 0.3 mile, paralleling an existing pipeline corridor. The segment then angles south for approximately 0.5 mile, crossing an existing pipeline corridor. The segment then angles south-southwest for approximately 0.1 mile, and then angles south-

southeast for approximately 0.1 mile, crossing CR 510. The segment then angles south for approximately 0.2 mile, paralleling the west side of CR 510, and crossing two existing pipeline corridors and CR 314. The segment then angles east-southeast for approximately 0.1 mile, crossing an existing pipeline corridor, and then angles southeast for approximately 0.6 mile, crossing two existing pipeline corridors. The segment then angles east for approximately 0.7 mile, paralleling the north side of CR 661 (also known as Proebstle Road) and crossing two existing pipeline corridors. The segment terminates at its intersection with Segments DA2 and IX, on the northwest side of the intersection of CR 310 and CR 661 (also known as Proebstle Road).

Segment IX (Sheet 5 of 5)

Segment IX begins at its intersection with Segments DA2 and IO2, on the northwest side of the intersection of CR 310 and CR 661 (also known as Proebstle Road). The segment proceeds south for approximately 0.4 mile, paralleling the west side of CR 310 and crossing CR 661 (also known as Proebstle Road), an existing pipeline corridor and CR 519. The segment then angles south-southwest for approximately 0.1 mile, paralleling the northwest side of CR 310, and then angles south for approximately 0.2 mile, crossing CR 310. The segment then angles southwest for approximately 0.04 mile, crossing an existing pipeline corridor, and then angles south for approximately 0.1 mile. The segment then angles south-southeast for approximately 0.1 mile, paralleling the northeast side of an existing pipeline corridor and crossing CR 496 (also known as Pickett Lane). The segment then turns east-northeast for approximately 0.2 mile, paralleling the southeast side of CR 496 (also known as Pickett Lane) and crossing an existing pipeline corridor. The segment then turns southeast for approximately 0.1 mile, paralleling the southwest side of CR 311, then angles south for approximately 0.1 mile, then turns east for approximately 0.1 mile, and then turns south for approximately 0.3 mile, crossing two existing pipeline corridors and FM 2611. The segment then turns east for approximately 0.04 mile, then angles southeast for approximately 0.4 mile, crossing CR 306 (also known as Churchill Road), and then turns east for approximately 0.1 mile. The segment then turns south for approximately 0.2 mile, paralleling the west side of TDJC Clemens Unit property and crossing an existing pipeline corridor. The segment then turns east for approximately 1.7 mile, paralleling the south side of TDJC Clemens Unit property and crossing two existing pipeline corridors. The segment then turns north for approximately 0.6 mile, paralleling the east side of TDJC Clemens Unit property and crossing two existing pipeline corridors. The segment then turns east for approximately 0.2 mile, paralleling the north side of an existing pipeline corridor, then angles east-northeast for approximately 0.2 mile, and then angles east for approximately 0.3 mile, crossing an existing pipeline corridor. The segment terminates at its intersection with Segments DC and IZ.

Segment IZ (Sheet 5 of 5)

Segment IZ begins at its intersection with Segments DC and IX. The segment proceeds east for approximately 1.2 mile, paralleling the north side of an existing pipeline corridor and crossing three existing pipeline corridors and Smith St. The segment terminates at its intersection with Segments DJ and JA.

Segment J (Sheet 1 of 5)

Segment J begins at its intersection with Segment G, on the northwest side of CR 104 (also known as Barbee Road). The segment proceeds southwest for approximately 0.3 mile, paralleling the northwest side of CR 104 (also known as Barbee Road). The segment then angles west-southwest for approximately 0.6 mile, paralleling the northwest side of CR 104 (also known as Barbee Road), and then continues west-southwest for approximately 0.2 mile, crossing Bock Road and an existing pipeline corridor. The segment terminates at its intersection with Segments E and K, on the northeast side of SH 60.

Segment JA (Sheet 5 of 5, Inset 5)

Segment JA begins at its intersection with Segments DJ and IZ. The segment proceeds east for approximately 0.7 mile, crossing two existing pipeline corridors. The segment then angles southeast for approximately 0.4 mile, paralleling an existing pipeline corridor and crossing two existing pipeline corridors, and entering TPWD property. The segment then angles east-southeast for approximately 0.5 mile, paralleling an existing pipeline corridor, then angles south-southeast for approximately 0.6 mile, crossing two existing pipeline corridors. The segment then angles east-northeast for approximately 1.0 mile, paralleling the northwest side of two existing CenterPoint Energy 345 kV transmission lines and an existing CenterPoint Energy 138 kV transmission line and crossing three existing pipeline corridors. The segment then angles east for approximately 2.4 miles, paralleling the north side of two existing CenterPoint Energy 138 kV transmission lines and two existing CenterPoint Energy 345 kV transmission lines, and crossing five existing pipeline corridors, SH 36, and leaving TPWD property. The segment then angles north-northeast for approximately 0.3 mile, paralleling the existing CenterPoint Energy 138 kV and 345 kV transmission lines and crossing two existing pipeline corridors. The segment terminates at its intersection with Segments FN, FO and FP, on the south side of Old SH 36 (also known as CR 217) and on the northwest side of the existing CenterPoint Energy 138 kV and 345 kV transmission lines.

Segment JB (Sheet 2 of 5)
Segment JB begins at its intersection with Segments GN1 and GN2, on the south side of the existing 69 kV transmission line. The segment proceeds south-southwest for approximately 0.1 mile, then angles south-southeast for approximately 0.2 mile, crossing an existing pipeline corridor, and then angles south for approximately 0.1 mile. The segment then angles south-southeast for approximately 0.1 mile, crossing an existing pipeline corridor, then turns west-southwest for approximately 0.4 mile, and then angles south for approximately 0.2 mile, crossing an existing AEP 69 kV transmission line. The segment then angles south-southeast for approximately 0.2 mile, entering Bay City city limits, and then angles south for approximately 0.2 mile, paralleling the west side of an existing AEP 138 kV transmission line and crossing SH 35 and two existing AEP 69 kV transmission lines and leaving Bay City city limits. The segment then angles south-southwest for approximately 0.07 mile, paralleling the west side of an existing AEP 138 kV transmission line, and then angles south for approximately 0.4 mile, paralleling the west side of an existing AEP 138 kV transmission line and crossing an existing pipeline corridor. The segment terminates at its intersection with Segments HA1 and HA2, on the west side of the existing AEP 138 kV transmission line.

Segment JC (Sheet 5 of 5)
Segment JC begins at its intersection with Segments IO1 and IO2, on the southwest side of an existing pipeline corridor. The segment proceeds east for approximately 0.8 mile, crossing four existing pipeline corridors. The segment then turns north for approximately 0.05 mile, then turns east for approximately 0.3 mile, crossing an existing pipeline corridor, and then turns south for approximately 0.4 mile, crossing three existing pipeline corridors. The segment then angles southeast for approximately 0.1 mile, and then angles east for approximately 0.3 mile, crossing an existing pipeline, CR 310, and entering TDJC Clemens Unit property. The segment terminates at its intersection with Segments DA1 and DA2, on the east side of CR 310.

Segment JD (Sheet 5 of 5)
Segment JD begins at its intersection with Segments DI, DJ and DK, on the northeast side of SH 36 within Jones Creek city limits. The segment proceeds north-northeast for approximately 0.6 mile, leaving the Jones Creek city limits. The segment terminates at its intersection with Segments DH, DL and DM.

Segment JE (Sheet 5 of 5, Inset 2)

Segment JE begins at its intersection with Segments EF and EM, on the northeast side of the intersection of SH 36 and Stephen F Austin Road. The segment proceeds east-northeast for approximately 0.1 mile, paralleling the southeast side of Stephen F Austin Road, and then angles southeast for approximately 0.04 mile. The segment terminates at its intersection with Segments EN and EO, on the north side of SH 36.

Segment JF (Sheet 5 of 5)

Segment JF begins at its intersection with Segments EP, ES and ET, on the north side of SH 36. The segment proceeds east for approximately 0.4 mile, paralleling the north side of SH 36 and crossing CR 400 (also known as Old Brazos Road). The segment terminates at its intersection with Segments ER1 and ER2, on the northeast side of the intersection of SH 36 and CR 400 (also known as Old Brazos Road).

Segment K (Sheet 1 of 5)

Segment K begins at its intersection with Segments E and J, on the northeast side of SH 60. The segment proceeds west-southwest for approximately 0.04 mile, crossing SH 60, an existing AEP 138 kV transmission line, and an existing pipeline corridor. The segment then turns south-southeast for approximately 0.3 mile, paralleling the southwest side of the existing AEP 138 kV transmission line and SH 60. The segment terminates at its intersection with Segments M and N, on the northwest side of the intersection of CR 102 (also known as Billie Neal Road) and SH 60 and the southwest side of the existing AEP 138 kV transmission line.

Segment L (Sheets 1 and 3 of 5)

Segment L begins at its intersection with Segments C and H, on the south side of an existing CenterPoint Energy 138 kV transmission line. The segment proceeds east for approximately 2.1 miles, paralleling the south side of the existing CenterPoint Energy 138 kV transmission line and crossing Quinine Slough, crossing from Wharton County to Matagorda County, and crossing Caney Creek. The segment then angles southeast for approximately 0.05 mile, crossing Stubblefield Road, and then angles east-northeast for approximately 0.07 mile, crossing Farm to Market (FM) 1301. The segment then angles east for approximately 3.0 miles, paralleling an existing CenterPoint Energy 138 kV transmission line, crossing three existing pipeline corridors. The segment then angles southeast for approximately 0.35 mile, and then turns south-southwest for approximately 0.6 mile. The segment then angles south for approximately 0.3 mile, and then angles east-southeast for approximately 0.5 mile. The segment then angles south for approximately 0.2 mile, crossing an existing pipeline corridor, and then angles southwest for approximately 0.7 mile, crossing an existing pipeline corridor. The segment then turns southeast for approximately 0.4 mile, and then angles south-southeast for approximately 0.08 mile, crossing an existing pipeline corridor. The segment then angles southeast for approximately 0.7 mile, crossing an existing pipeline corridor and paralleling an existing pipeline corridor. The segment then turns southwest for approximately 0.5 mile, and then turns southeast for approximately 0.4 mile, and then turns east-northeast for approximately 0.6 mile. The segment then turns southeast for approximately 0.4 mile, paralleling an existing pipeline corridor and crossing an existing pipeline corridor. The segment then angles south for approximately 0.2 mile, and then angles southwest for approximately 0.8 mile, paralleling the northwest side of CR 112 (also known as Ashwood Road). The segment terminates at its intersection with Segments P and FQ, on the northwest side of CR 112 (also known as Ashwood Road).

Segment M (Sheet 1 of 5)

Segment M begins at its intersection with Segments K and N, on the northwest side of the intersection of CR 102 (also known as Billie Neal Road) and SH 60 and the southwest side of the existing AEP 138 kV transmission line. The segment proceeds south-southeast for approximately 0.7 mile, paralleling the southwest side of the existing AEP 138 kV transmission line and SH 60, and crossing an existing pipeline corridor. The segment then angles southerly for approximately 0.3 mile, paralleling the west side of SH 60.

The segment then turns to the east for approximately 0.1 mile, crossing SH 60. The segment then angles south-southeast for approximately 2.6 miles, paralleling the southwest side of the existing AEP 138 kV transmission line and crossing from Wharton County to Matagorda county and crossing four pipeline corridors. The segment terminates at its intersection with Segments O and GI, on the southwest side of the existing AEP 138 kV transmission line and just north of Chalmers Road.

Segment N (Sheet 1 of 5)

Segment N begins at its intersection with Segments K and M, on the northwest side of the intersection of CR 102 (also known as Billie Neal Road) and SH 60 and the southwest side of the existing AEP 138 kV transmission line. The segment proceeds west-southwest for approximately 1.8 miles, paralleling the northwest side of CR 102 (also known as Billie Neal Road) and crossing two existing pipeline corridors. The segment then angles south-southwest for approximately 0.1 mile, following the curve of CR 102 (also known as Billie Neal Road) and crossing an existing pipeline corridor. The segment then angles south-southeast for approximately 0.3 mile, crossing CR 102 (also known as Billie Neal Road), paralleling the southwest side of CR 139 (also known as Stonewell Road), and crossing an existing pipeline corridor. The segment then angles east-southeast for approximately 0.1 mile, crossing CR 139 (also known as Stonewell Road), and then angles south-southeast for approximately 0.7 mile paralleling the northeast side of CR 139 (also known as Stonewell Road) and crossing two existing pipeline corridors. The segment then continues south-southeast for approximately 0.7 mile, crossing from Wharton County to Matagorda County. The segment terminates at its intersection with Segments O and GF.

Segment O (Sheet 1 of 5)

Segment O begins at its intersection with Segments N and GF. The segment proceeds east-northeast for approximately 0.6 mile, crossing an existing pipeline corridor. The segment then angles southeast for approximately 1.2 mile, crossing an existing pipeline corridor, and then angles south-southeast for approximately 0.2 mile, paralleling the west side of SH 60. The segment then turns east for approximately 0.1 mile, crossing SH 60, and then angles east-northeast for approximately 0.2 mile. The segment then angles east-southeast for approximately 0.7 mile, crossing an existing pipeline corridor and parallels the northern side of Chalmers Road. The segment terminates at its intersection with Segments M and GI, on the southwest side of the existing AEP 138 kV transmission line.

Segment P (Sheets 1 and 3 of 5)

Segment P begins at its intersection with Segments L and FQ, on the northwest side of CR 112 (also known as Ashwood Road). The segment proceeds southeast for approximately 0.3 mile, crossing CR 112 (also known as Ashwood Road) and an existing pipeline corridor. The segment then turns northeast for approximately 0.4 mile, paralleling the southeast side of the existing pipeline corridor and crossing Linnville Bayou and crossing from Matagorda County to Brazoria County. The segment then turns southeast for approximately 0.5 mile, crossing three existing pipeline corridors, then turns northeast for approximately 0.6 mile, crossing two existing pipeline corridors, and then turns southeast for approximately 1.0 mile, paralleling the northeast side of an existing pipeline corridor. The segment then turns northeast for approximately 0.2 mile, then turns southeast for approximately 0.6 mile, crossing an existing pipeline corridor, and continues southeast for approximately 0.4 mile paralleling the southwest side of an existing pipeline corridor and crossing an existing pipeline corridor and CR 743. The segment then turns southwest for approximately 0.3 mile, paralleling the southeast side of CR 743 and crossing Dance Bayou. The segment then angles west-southwest for approximately 0.1 mile, crossing CR 743, and then angles south-southwest for approximately 0.1 mile, crossing an existing pipeline corridor and paralleling the northwest side of CR 743. The segment then turns southeast for approximately 0.9 mile, paralleling the southwest side of an existing pipeline corridor and crossing CR 743, then angles east-northeast for approximately 0.2 mile,

and then angles southeast for approximately 0.6 mile, paralleling the southwest side of an existing pipeline corridor and crossing an existing pipeline corridor, and continues southeast for approximately 0.6 mile. The segment then turns northeast for approximately 0.3 mile, crossing an existing pipeline corridor, then angles north-northeast for approximately 0.05 mile, crossing an existing pipeline corridor, then angles northeast for approximately 0.7 mile, crossing an existing pipeline corridor, and then turns southeast for approximately 0.3 mile, crossing an existing pipeline corridor. The segment then angles south-southeast for approximately 0.05 mile, crossing CR 759, then angles southeast for approximately 0.4 mile, paralleling the southwest side of CR 374; crossing CR 477 (also known as Parks Road), and then turns northeast for approximately 0.2 mile, crossing CR 374. The segment then angles east for approximately 0.07 mile, then angles southeast for approximately 0.3 mile, paralleling the southwest side of FM 524, and then angles east for approximately 0.6 mile, paralleling the northwest side of SH 35 and crossing FM 524 and an existing 138 kV transmission line. The segment terminates at its intersection with Segments T and U, on the northwest side of SH 35 and on the southeast side of the existing 138 kV transmission line.

Segment T (Sheet 3 of 5)
Segment T begins at its intersection with Segments P and U, on the northwest side of SH 35 and on the southeast side of an existing 138 kV transmission line. The segment proceeds northeast for approximately 0.5 mile, paralleling the southeast side of the existing 138 kV transmission line. The segment then angles east for approximately 0.05 mile, paralleling the south side of an existing pipeline corridor. The segment then angles south-southeast for approximately 0.1 mile, paralleling the west side of an existing pipeline corridor. The segment terminates at its intersection with Segments U and V, on the north side of SH 35.

Segment U (Sheet 3 of 5)
Segment U begins at its intersection with Segments P and T, on the northwest side of SH 35 and on the southeast side of an existing 138 kV transmission line. The segment proceeds east for approximately 0.6 mile, paralleling the north side of SH 35. The segment terminates at its intersection with Segments T and V, on the north side of SH 35.

Segment V (Sheet 3 of 5)
Segment V begins at its intersection with Segments T and U, on the north side of SH 35. The segment proceeds east-northeast for approximately 0.4 mile, paralleling the northwest side of SH 35 and crossing an existing pipeline corridor. The segment then turns south-southeast for approximately 0.06 mile, crossing SH 35, then angles southeast for approximately 0.3 mile, then angles east-southeast for approximately 0.4 mile, crossing an existing 69 kV transmission line, FM 524 and an existing pipeline corridor, and then angles east for approximately 0.5 mile, paralleling the south side of CR 359 (also known as Damon Black Ferry Road). The segment then angles east-southeast for approximately 0.4 mile, paralleling the southwest side of CR 359 (also known as Damon Black Ferry Road) and crossing two existing pipeline corridors, and then angles east-southeast for approximately 0.5 mile, paralleling the south side of CR 359 (also known as Damon Black Ferry Road). The segment terminates at its intersection with Segments W and X on the south side of CR 359 (also known as Damon Black Ferry Road).

Segment W (Sheet 3 of 5)
Segment W begins at its intersection with Segments V and X, on the south side of CR 359 (also known as Damon Black Ferry Road). The segment proceeds northeast for approximately 0.1 mile, crossing an existing pipeline corridor and CR 359 (also known as Damon Black Ferry Road), then angles east for approximately 0.1 mile, paralleling the north side of CR 359 (also known as Damon Black Ferry Road), and then angles southeast for approximately 0.1 mile, crossing CR 359 (also known as Damon Black Ferry Road). The

segment terminates at its intersection with Segments X and Y, on the south side of CR 359 (also known as Damon Black Ferry Road).

Segment X (Sheet 3 of 5)

Segment X begins at its intersection with Segments V and W, on the south side of CR 359 (also known as Damon Black Ferry Road). The segment proceeds southeast for approximately 0.1 mile, then angles east for approximately 0.1 mile, and then angles northeast for approximately 0.1 mile. The segment terminates at its intersection with Segments W and Y, on the south side of CR 359 (also known as Damon Black Ferry Road).

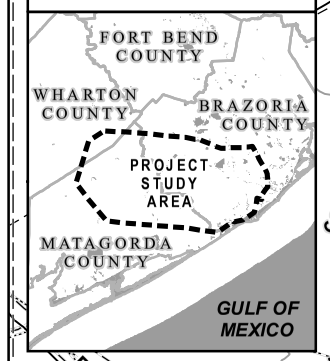
Segment Y (Sheet 3 of 5)

Segment Y begins at its intersection with Segments W and X, on the south side of CR 359 (also known as Damon Black Ferry Road). The segment proceeds east for approximately 0.2 mile, paralleling the south side of CR 359 (also known as Damon Black Ferry Road) and crossing FM 1459. The segment terminates at its intersection with Segments Z and AA, on the southeast side of the intersection of FM 1459 and FM 522.

Segment Z (Sheet 3 of 5)

Segment Z begins at its intersection with Segments Y and AA, on the southeast side of the intersection of FM 1459 and FM 522. The segment proceeds east for approximately 0.3 mile, paralleling the south side of FM 522, and then angles southeast for approximately 0.1 mile. The segment then angles east for approximately 0.4 mile, crossing the San Bernard River, entering Wild Peach Village city limits, and crossing Pan American Road. The segment then angles southeast for approximately 0.1 mile, paralleling the east side of Pan American Road, and then angles east-southeast for approximately 0.1 mile, leaving Wild Peach Village city limits. The segment then angles south-southeast for approximately 0.4 mile, paralleling the east side of Pan American Road, then angles southeast for approximately 0.1 mile, paralleling the east side of Pan American Road, and then angles south-southeast for approximately 0.2 mile, paralleling the east side of Pan American Road. The segment then turns east for approximately 0.5 mile, then angles east-northeast for approximately 0.3 mile, then angles east for approximately 0.2 mile, crossing CR 348A. The segment then turns south for approximately 0.2 mile, paralleling the east side of CR 348 A, then angles east-southeast for approximately 0.4 mile, crossing CR 344, then angles southeast for approximately 0.06 mile, and then angles east for approximately 0.05 mile. The segment then turns south for approximately 0.1 mile, crossing CR 347 (also known as Brigance Road), then angles southeast for approximately 0.05 mile, then turns northeast for approximately 0.05 mile, and then angles east for approximately 0.06 mile, paralleling the south side of CR 347 (also known as Brigance Road). The segment terminates at its intersection with Segments AP and BI, on the south side of CR 347 (also known as Brigance Road).

ONLY ONE MULTI-SEGMENT TRANSMISSION LINE ROUTE WILL ULTIMATELY BE CONSTRUCTED.



BAILEY TO JONES CREEK

PROPOSED ALTERNATIVE ROUTES

SHEET 1 OF 5

Legend

- Project Substation / Tie Point
- Proposed Alternative Route Segment
- Study Area Boundary
- Existing Substation
- Existing Transmission Line
- Oil / Gas Pipeline
- State Highway
- Farm-to-Market Road
- County / Local Road
- Railroad
- River / Stream
- CenterPoint Energy Existing Right-of-way
- TDCJ Clemens Unit Property
- TPWD Property
- City Limits
- County Boundary
- Sheet Boundary Matchline

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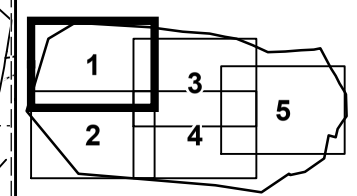

0 1.25 Miles

POWER ENGINEERS

CenterPoint Energy

Date: 8/31/2018

BAILEY SUBSTATION

WHARTON COUNTY

MATAGORDA COUNTY

BRAZORIA COUNTY

VAN VLECK

Colorado River

Jones Creek

Dry Creek

Blue Creek

Caney Creek

Snead Slough

Hardeman Slough

Cottonwood Creek

Water Hole Creek

Dance Bayou

Linnville Bayou

Oyster Creek

Ordnine Slough

T Gordon Rd

Jarvis Creek

Goode Rd

Bock Rd

Stubblefield Rd

Felder Rd

Pierce Ranch Rd

Mauldin Rd

Lee Harvey Rd

Chalmers Rd

Skelly Rd

Roe Rd

Old Van Vleck Rd

Billy Brown Rd

Spanish Bit Rd

Grassy Slough

Simmons Ranch Rd

Wildcat Slough

Ohio Rd

CR 112

CR 110

CR 104

CR 106

CR 102

CR 139

CR 144

CR 140

CR 109

CR 743

CR 142

CR 444

CR 446

CR 438

CR 442

60 TEXAS

35 TEXAS

1301

3156

1728

1162

A B C D E F G H J K L M N O P FQ GF GG GH GI GJ GK GL GM GN1 GO GP GQ GR GS FW FY GD GX

SHEET 1 OF 5

1129

BAILEY TO JONES CREEK

PROPOSED ALTERNATIVE ROUTES

SHEET 2 OF 5

Legend

- Project Substation Tie Point
- Proposed Alternative Route Segment
- Study Area Boundary
- Existing Substation
- Existing Transmission Line
- Oil / Gas Pipeline
- State Highway
- Farm-to-Market Road
- County / Local Road
- Railroad
- River / Stream
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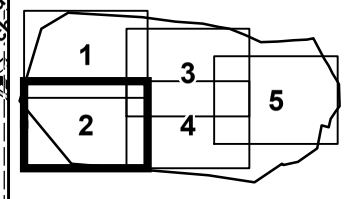

0 1.25 Miles

POWER ENGINEERS

CenterPoint Energy

Date: 8/31/2018

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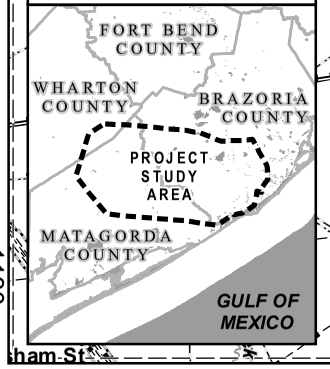


SHEET 1 OF 5

SHEET 2 OF 5

SHEET 2 OF 5

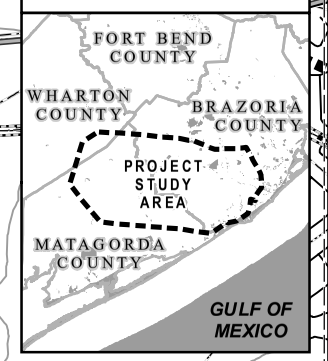
1130

BAILEY TO JONES CREEK

PROPOSED ALTERNATIVE ROUTES

SHEET 3 OF 5

ONLY ONE MULTI-SEGMENT TRANSMISSION LINE ROUTE WILL ULTIMATELY BE CONSTRUCTED.



Legend

- Project Substation Tie Point
- Proposed Alternative Route Segment
- Study Area Boundary
- Existing Substation
- Existing Transmission Line
- Oil / Gas Pipeline
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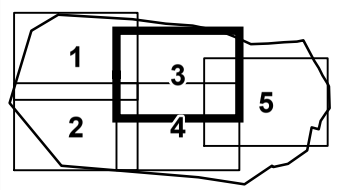

0 1.25 Miles

POWER ENGINEERS

CenterPoint Energy

Date: 8/31/2018

SHEET 1 OF 5

SHEET 3 OF 5

1131

BAILEY TO JONES CREEK

PROPOSED ALTERNATIVE ROUTES

SHEET 4 OF 5

Legend

- Project Substation / Tie Point
- Proposed Alternative Route Segment
- Study Area Boundary
- Existing Substation
- Existing Transmission Line
- Oil / Gas Pipeline
- State Highway
- Farm-to-Market Road
- County / Local Road
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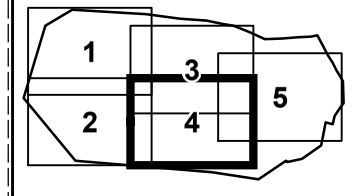

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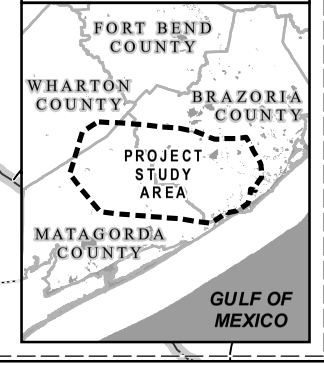

0 1.25 Miles

POWER ENGINEERS

CenterPoint Energy

Date: 8/31/2018

SHEET 1 OF 5

SHEET 2 OF 5

SHEET 3 OF 5

SHEET 4 OF 5

SHEET 5 OF 5

SWEENY

BRAZORIA COUNTY

MATAGORDA COUNTY

Riverbend Rd

Allenhurst Rd

Spanish Bit Rd

Wildcat Slough

Grassy Slough

Hasamea Rd

Cedar Lake Creek

Linnville Bayou

Red Bayou

Hardeman Slough

Live Oak Bayou

Boone Rd

Sims Rd

Bell Bottom Rd

Holmes Rd

New Rd

Church Rd

Bowie Rd

Simmons Rd

Ray Borne Rd

Grisham Rd

Landfill Rd

Bates Rd

Hall Rd

Sims Ln

Ashcraft Rd

Wyche Rd

Cooper Rd

Powell Rd

Ratliff Rd

Hawkinsville Rd

Dead Slough

Canoe Bayou

Boggy Bayou

Stevens Rd

League Line Rd

Post Office Rd

Cockleburr Slough

San Bernard River

CR 142 CR 322 CR 324 CR 323 CR 321 CR 334 CR 332 CR 809 CR 946A CR 946 CR 495 CR 798 CR 320 CR 426 CR 505 CR 163 CR 164 CR 729 CR 628 CR 627 CR 316 CR 319 CR 700 CR 461 CR 461A CR 415C CR 415D CR 510 CR 314 CR 604 CR 519 CR 310 CR 317 CR 318 CR 306 CR 945C CR 489 CR 803 CR 652 CR 858 CR 506 CR 463 CR 746 CR 797 CR 799 CR 315 CR 707 CR 802 CR 803

GC GD FY GE HR HS IL HT HQ HO GT HM HP HL ID IE IM IN IO1 IO2 JC CB BU BV CC CD CE CF CM CQ CR CS CT CV BI BJ BL BM BW BX

457 521 524 2540 2611 36

BAILEY TO JONES CREEK

PROPOSED ALTERNATIVE ROUTES

SHEET 5 OF 5

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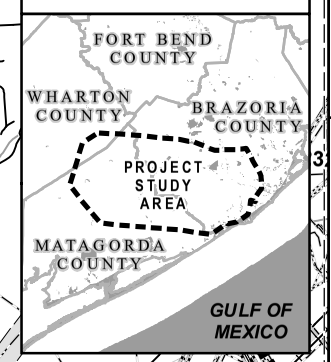

Legend

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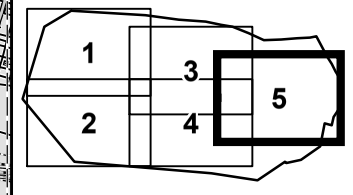

0 1.25 Miles

POWER ENGINEERS

CenterPoint Energy

Date: 8/31/2018

INSET 1

INSET 2

INSET 3

INSET 4

INSET 5

SHEET 4 OF 5

SHEET 5 OF 5

1133

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THE STATE OF TEXAS

LANDOWNER'S BILL OF RIGHTS

PREPARED BY THE

OFFICE OF THE
ATTORNEY GENERAL OF TEXAS

STATE OF TEXAS LANDOWNER'S BILL OF RIGHTS

This Landowner's Bill of Rights applies to any attempt by the government or a private entity to take your property. The contents of this Bill of Rights are prescribed by the Texas Legislature in Texas Government Code Sec. 402.031 and Chapter 21 of the Texas Property Code.

1. You are entitled to receive adequate compensation if your property is taken for a public use.

2. Your property can only be taken for a public use.

3. Your property can only be taken by a governmental entity or private entity authorized by law to do so.

4. The entity that wants to take your property must notify you that it wants to take your property.

5. The entity proposing to take your property must provide you with a written appraisal from a certified appraiser detailing the adequate compensation you are owed for your property.

6. The entity proposing to take your property must make a bona fide offer to buy the property before it files a lawsuit to condemn the property – which means the condemning entity must make a good faith offer that conforms with Chapter 21 of the Texas Property Code.

7. You may hire an appraiser or other professional to determine the value of your property or to assist you in any condemnation proceeding.

8. You may hire an attorney to negotiate with the condemning entity and to represent you in any legal proceedings involving the condemnation.

9. Before your property is condemned, you are entitled to a hearing before a court appointed panel that includes three special commissioners. The special commissioners must determine the amount of compensation the condemning entity owes for the taking of your property. The commissioners must also determine what compensation, if any, you are entitled to receive for any reduction in value of your remaining property.

10. If you are unsatisfied with the compensation awarded by the special commissioners, or if you question whether the taking of your property was proper, you have the right to a trial by a judge or jury. If you are dissatisfied with the trial court's judgment, you may appeal that decision.

CONDEMNATION PROCEDURE

Eminent domain is the legal authority that certain entities are granted that allows those entities to take private property for a public use. Private property can include land and certain improvements that are on that property.

Private property may only be taken by a governmental entity or private entity that is authorized by law to do so. Your property may be taken only for a public purpose. That means it can only be taken for a purpose or use that serves the general public. Texas law prohibits condemnation authorities from taking your property to enhance tax revenues or foster economic development.

Your property cannot be taken without adequate compensation. Adequate compensation includes the market value of the property being taken. It may also include certain damages if your remaining property's market value is diminished by the acquisition itself or by the way the condemning entity will use the property.

HOW THE TAKING PROCESS BEGINS

The taking of private property by eminent domain must follow certain procedures. First, the entity that wants to condemn your property must provide you a copy of this Landowner's Bill of Rights before - or at the same time - the entity first represents to you that it possesses eminent domain authority.

Second, if it has not been previously provided, the condemning entity must send this Landowner's Bill of Rights to the last known address of the person who is listed as the property owner on the most recent tax roll. This requirement stipulates that the Landowner's Bill of Rights must be provided to the property owner at least seven days before the entity makes a final offer to acquire the property.

Third, the condemning entity must make a bona fide offer to purchase the property. The requirements for a bona fide offer are contained in Chapter 21 of the Texas Property Code. At the time a purchase offer is made, the condemning entity must disclose any appraisal reports it produced or acquired that relate specifically to the property and were prepared in the ten years preceding the date of the purchase offer. You have the right to discuss the offer with others and to either accept or reject the offer made by the condemning entity.

CONDEMNATION PROCEEDINGS

If you and the condemning entity do not agree on the value of your property, the entity may begin condemnation proceedings. Condemnation is the legal process that eligible entities utilize to take private property. It begins with a condemning entity filing a claim for your property in court. If you live in a county where part of the property being condemned is located, the claim must be filed in that county. Otherwise, the condemnation claim can be filed in any county where at least part of the property being condemned is located. The claim must describe the property being condemned, state with specificity the public use, state the name of the landowner, state that the landowner and the condemning entity were unable to agree on the value of the property, state that the condemning entity provided the landowner with the Landowner's Bill of Rights, and state that the condemning entity made a bona fide offer to acquire the property from the property owner voluntarily.

SPECIAL COMMISSIONERS' HEARING

After the condemning entity files a condemnation claim in court, the judge will appoint three local landowners to serve as special commissioners. The judge will give you a reasonable period to strike one of the special commissioners. If a commissioner is struck, the judge will appoint a replacement. These special commissioners must live in the county where the condemnation proceeding is filed, and they must take an oath to assess the amount of adequate compensation fairly, impartially, and according to the law. The special commissioners are not legally authorized to decide whether the condemnation is necessary or if the public use is proper. Their role is limited to assessing adequate compensation for you. After being appointed, the special commissioners must schedule a hearing at the earliest practical time and place. The special commissioners are also required to give you written notice of the condemnation hearing.

You are required to provide the condemning entity any appraisal reports that were used to determine your claim about adequate compensation for the condemned property. Under a new law enacted in 2011, landowners' appraisal reports must be provided to the condemning entity either ten days after the landowner receives the report or three business days before the special commissioners' hearing - whichever is earlier. You may hire an appraiser or real estate professional to help you determine the value of your private property. Additionally, you can hire an attorney to represent you during condemnation proceedings.

At the condemnation hearing, the special commissioners will consider your evidence on the value of your condemned property, the damages to remaining property, any value added to the remaining property as a result of the condemnation, and the condemning entity's proposed use of your condemned property.

SPECIAL COMMISSIONERS' AWARD

After hearing evidence from all interested parties, the special commissioners will determine the amount of money that you should be awarded to adequately compensate you for your property. The special commissioners' decision is significant to you not only because it determines the amount that qualifies as adequate compensation, but also because it impacts who pays for the cost of the condemnation proceedings. Under the Texas Property Code, if the special commissioners' award is less than or equal to the amount the condemning entity offered to pay before the proceedings began, then you may be financially responsible for the cost of the condemnation proceedings. However, if the special commissioners' award is more than the condemning entity offered to pay before the proceedings began, then the condemning entity will be responsible for the costs associated with the proceedings.

The special commissioners are required to provide the court that appointed them a written decision. That decision is called the "Award." The Award must be filed with the court and the court must send written notice of the Award to all parties. After the Award is filed, the condemning entity may take possession of the property being condemned, even if either party appeals the Award of the special commissioners. To take possession of the property, the condemning entity must either pay the amount of the Award or deposit the amount of the Award into the court's registry. You have the right to withdraw funds that are deposited into the registry of the court.

OBJECTION TO THE SPECIAL COMMISSIONERS' AWARD

If either the landowner or the condemning entity is dissatisfied with the amount of the Award, either party can formally object to the Award. In order to successfully make this valuation objection, it must be filed in writing with the court. If neither party timely objects to the special commissioners' Award, the court will adopt the Award as the final judgment of the court.

If a party timely objects to the special commissioners' Award, the court will hear the case in the same manner that other civil cases are heard. Landowners who object to the Award and ask the court to hear the matter have the right to a trial and can elect whether to have the case decided by a judge or jury. The allocation of any trial costs is decided in the same manner that costs are allocated with the special commissioners' Award. After trial, either party may appeal any judgment entered by the court.

DISMISSAL OF THE CONDEMNATION ACTION

A condemning entity may file a motion to dismiss the condemnation proceeding if it decides it no longer needs your condemned property. If the court grants the motion to dismiss, the case is over and you are entitled to recover reasonable and necessary fees for attorneys, appraisers, photographers, and for other expenses incurred to the date of the hearing on the motion to dismiss.

If you wish to challenge the condemning entity's authority to take your property, you can lodge that challenge by filing a motion to dismiss the condemnation proceeding. Such a motion to dismiss would allege that the condemning entity did not have the right to condemn your property. For example, a landowner could challenge the condemning entity's claim that it seeks to take the property for a public use. If the court grants the landowner's motion, the court may award the landowner reasonable and necessary fees for attorneys, appraisers, photographers, and for other expenses incurred to the date of the hearing or judgment.

RELOCATION COSTS

If you are displaced from your residence or place of business, you may be entitled to reimbursement for reasonable expenses incurred while moving personal property from the residence or relocating the business to a new site. However, during condemnation proceedings, reimbursement for relocation costs may not be available if those costs are separately recoverable under another law. Texas law limits the total amount of available relocation costs to the market value of the property being moved. Further, the law provides that moving costs are limited to the amount that a move would cost if it were within 50 miles.

RECLAMATION OPTIONS

If private property was condemned by a governmental entity, and the public use for which the property was acquired is canceled before that property is used for that public purpose, no actual progress is made toward the public use within ten years or the property becomes unnecessary for public use within ten years, landowners may have the right to repurchase the property for the price paid to the owner by the entity at the time the entity acquired the property through eminent domain.

DISCLAIMER

The information in this statement is intended to be a summary of the applicable portions of Texas state law as required by HB 1495, enacted by the 80th Texas Legislature, Regular Session. This statement is not legal advice and is not a substitute for legal counsel.

ADDITIONAL RESOURCES

Further information regarding the procedures, timelines and requirements outlined in this document can be found in Chapter 21 of the Texas Property Code.

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Landowners and Transmission Line Cases at the PUC

Public Utility Commission of Texas

1701 N. Congress Avenue
P.O. Box 13326
Austin, Texas 78711-3326
(512) 936-7261
www.puc.state.tx.us

Effective: June 1, 2011

Purpose of This Brochure

This brochure is intended to provide landowners with information about proposed new transmission lines and the Public Utility Commission's ("PUC" or "Commission") process for evaluating these proposals. At the end of the brochure is a list of sources for additional information.

The following topics are covered in this brochure:

- How the PUC evaluates whether a new transmission line should be built,
- How you can participate in the PUC's evaluation of a line, and
- How utilities acquire the right to build a transmission line on private property.

You are receiving the enclosed formal notice because one or more of the routes for a proposed transmission line may require an easement or other property interest across your property, or the centerline of the proposed project may come within 300 feet of a house or other habitable structure on your property. This distance is expanded to 500 feet if the proposed line is greater than 230 kilovolts (kV). For this reason, your property is considered **directly affected land.** This brochure is being included as part of the formal notice process.

If you have questions about the proposed routes for a transmission line, you may contact the applicant. The applicant also has a more detailed map of the proposed routes for the transmission line and nearby habitable structures. The applicant may help you understand the routing of the project and the application approval process in a transmission line case but cannot provide legal advice or represent you. ***The applicant cannot predict which route may or may not be approved by the PUC. The PUC decides which route to use for the transmission line, and the applicant is not obligated to keep you informed of the PUC's proceedings. The only way to fully participate in the PUC's decision on where to locate the transmission line is to intervene, which is discussed below.***

The PUC is sensitive to the impact that transmission lines have on private property. At the same time, transmission lines deliver electricity to millions of homes and businesses in Texas, and new lines are sometimes needed so that customers can obtain reliable, economical power.

The PUC's job is to decide whether a transmission line application should be approved and on which route the line should be constructed. The PUC values input from landowners and encourages you to participate in this process by intervening in the docket.

PUC Transmission Line Case

Texas law provides that most utilities must file an application with the PUC to obtain or amend a Certificate of Convenience and Necessity (CCN) in order to build a new transmission line in Texas. The law requires the PUC to consider a number of factors in deciding whether to approve a proposed new transmission line.

The PUC may approve an application to obtain or amend a CCN for a transmission line after considering the following factors:

- Adequacy of existing service;
- Need for additional service;
- The effect of approving the application on the applicant and any utility serving the proximate area;
- Whether the route utilizes existing compatible rights-of-way, including the use of vacant positions on existing multiple-circuit transmission lines;
- Whether the route parallels existing compatible rights-of-way;
- Whether the route parallels property lines or other natural or cultural features;
- Whether the route conforms with the policy of prudent avoidance (which is defined as the limiting of exposures to electric and magnetic fields that can be avoided with reasonable investments of money and effort); and
- Other factors such as community values, recreational and park areas, historical and aesthetic values, environmental integrity, and the probable improvement of service or lowering of cost to consumers in the area.

If the PUC decides an application should be approved, it will grant to the applicant a CCN or CCN amendment to allow for the construction and operation of the new transmission line.

Application to Obtain or Amend a CCN:

An application to obtain or amend a CCN describes the proposed line and includes a statement from the applicant describing the need for the line and the impact of building it. In addition to the routes proposed by the applicant in its application, the possibility exists that additional routes may be developed, during the course of a CCN case, that could affect property in a different manner than the original routes proposed by the applicant.

The PUC conducts a case to evaluate the impact of the proposed line and to decide which route should be approved. Landowners who would be affected by a new line can:

- informally file a protest, or
- formally participate in the case as an intervenor.

Filing a Protest (informal comments):

If you do not wish to intervene and participate in a hearing in a CCN case, you may file **comments.** An individual or business or a group who files only comments for or against any aspect of the transmission line application is considered a "protestor."

Protestors make a written or verbal statement in support of or in opposition to the utility's application and give information to the PUC staff that they believe supports their position.

Protestors are ***not*** parties to the case, however, and *do* ***not*** *have the right to*:

- Obtain facts about the case from other parties;
- Receive notice of a hearing, or copies of testimony and other documents that are filed in the case;
- Receive notice of the time and place for negotiations;
- File testimony and/or cross-examine witnesses;
- Submit evidence at the hearing; or
- Appeal P.U.C. decisions to the courts.

If you want to make comments, you may either send written comments stating your position, or you may make a statement on the first day of the hearing. If you have not intervened, however, you will not be able to participate as a party in the hearing. Only parties may submit evidence and ***the PUC must base its decision on the evidence.***

Intervening in a Case:

To become an intervenor, you must file a statement with the PUC, no later than the date specified in the notice letter sent to you with this brochure, requesting intervenor status (also referred to as a party). This statement should describe how the proposed transmission line would affect your property. Typically, intervention is granted only to directly affected landowners. However, any landowner may request to intervene and obtain a ruling on his or her specific fact situation and concerns. A sample form for intervention and the filing address are attached to this brochure, and may be used to make your filing. A letter requesting intervention may also be used in lieu of the sample form for intervention.

If you decide to intervene and become a party in a case, you will be required to follow certain procedural rules:

- You are required to timely respond to requests for information from other parties who seek information.
- If you file testimony, you must appear at a hearing to be cross-examined.
- If you file testimony or any letters or other documents in the case, you must send copies of the documents to every party in the case and you must file multiple copies with the PUC.
- If you intend to participate at the hearing and you do not file testimony, you must at least file a statement of position, which is a document that describes your position in the case.
- Failure to comply with these procedural rules may serve as grounds for you to be dismissed as an intervenor in the case.
- If you wish to participate in the proceedings it is very important to attend any prehearing conferences.

Intervenors may represent themselves or have an attorney to represent them in a CCN case. If you intervene in a case, you may want an attorney to help you understand the PUC's procedures and the laws and rules that the PUC applies in deciding whether to approve a transmission line. The PUC encourages landowners to intervene and become parties.

Stages of a CCN Case:

If there are persons who intervene in the case and oppose the approval of the line, the PUC may refer the case to an administrative law judge (ALJ) at the State Office of Administrative Hearings (SOAH) to conduct a hearing, or the Commission may elect to conduct a hearing itself. The hearing is a formal proceeding, much like a trial, in which testimony is presented. In the event the case is referred to SOAH, the ALJ makes a recommendation to the PUC on whether the application should be approved and where and how the line should be routed.

There are several stages of a CCN case:

- The ALJ holds a prehearing conference (usually in Austin) to set a schedule for the case.
- Parties to the case have the opportunity to conduct discovery; that is, obtain facts about the case from other parties.
- A hearing is held (usually in Austin), and parties have an opportunity to cross-examine the witnesses.
- Parties file written testimony before the date of the hearing. Parties that do not file written testimony or statements of position by the deadline established by the ALJ may not be allowed to participate in the hearing on the merits.
- Parties may file written briefs concerning the evidence presented at the hearing, but are not required to do so.
- In deciding where to locate the transmission line and other issues presented by the application, the ALJ and Commission rely on factual information submitted as evidence at the hearing by the parties in the case. In order to submit factual information as evidence (other than through cross-examination of other parties' witnesses), a party must have intervened in the docket and filed written testimony on or before the deadline set by the ALJ.
- The ALJ makes a recommendation, called a **proposal for decision**, to the Commission regarding the case. Parties who disagree with the ALJ's recommendation may file exceptions.
- The Commissioners discuss the case and decide whether to approve the application. The Commission may approve the ALJ's recommendation, approve it with specified changes, send the case back to the ALJ for further consideration, or deny the application. The written decision rendered by the Commission is called a **final order**. Parties who believe that the Commission's decision is in error may file motions for rehearing, asking the Commission to reconsider the decision.
- After the Commission rule on the motion for rehearing, parties have the right to appeal the decision to district court in Travis County.
-

Right to Use Private Property

The Commission is responsible for deciding whether to approve a CCN application for a proposed transmission line. If a transmission line route is approved that impacts your property, the electric utility must obtain the right from you to enter your property and to build, operate, and maintain the transmission line. This right is typically called an easement.

Utilities may buy easements through a negotiated agreement, but they also have the power of eminent domain (condemnation) under Texas law. Local courts, not the PUC, decide issues concerning easements for rights-of-way. The PUC does not determine the value of property.

The PUC final order in a transmission case normally requires a utility to take certain steps to minimize the impact of the new transmission line on landowners' property and on the environment. For example, the order normally requires steps to minimize the possibility of erosion during construction and maintenance activities.

HOW TO OBTAIN MORE INFORMATION

The PUC's online filings interchange on the PUC website provides free access to documents that are filed with the Commission in Central Records. The docket number, also called a control number on the PUC website, of a case is a key piece of information used in locating documents in the case. You may access the Interchange by visiting the PUC's website home page at www.puc.state.tx.us and navigate the website as follows:

- Select "Interchange Retrieval."
- Select "Retrieve Filings."
- Select "Filings Search"
- Enter 5-digit Control (Docket) Number. *No other information is necessary*.
- Select "Search." *All of the filings in the docket will appear in order of date filed.*
- Scroll down to select desired filing.
- Click on a blue "Item" number at left.
- Click on a "Download" icon at left.

Documents may also be purchased from and filed in Central Records. For more information on how to purchase or file documents, call Central Records at the PUC at 512-936-7180.

PUC Substantive Rule 25.101, Certification Criteria, addresses transmission line CCNs and is available on the PUC's website, or you may obtain copies of PUC rules from Central Records.

Always include the docket number on all filings with the PUC. You can find the docket number on the enclosed formal notice. Send documents to the PUC at the following address.

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

The information contained within this brochure is not intended to provide a comprehensive guide to landowner rights and responsibilities in transmission line cases at the PUC. This brochure should neither be regarded as legal advice nor should it be a substitute for the PUC's rules. However, if you have questions about the process in transmission line cases, you may call the PUC's Legal Division at 512-936-7261. The PUC's Legal Division may help you understand the process in a transmission line case but cannot provide legal advice or represent you in a case. You may choose to hire an attorney to decide whether to intervene in a transmission line case, and an attorney may represent you if you choose to intervene.

Communicating with Decision-Makers

Do not contact the ALJ or the Commissioners by telephone or email. They are not allowed to discuss pending cases with you. They may make their recommendations and decisions only by relying on the evidence, written pleadings, and arguments that are presented in the case.

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Comments in Docket No. _____

If you want to be a PROTESTOR only, please complete this form. Although public comments are not treated as evidence, they help inform the PUC and its staff of the public concerns and identify issues to be explored. The PUC welcomes such participation in its proceedings.

Mail this completed form and 10 copies to:

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

First Name: _____ Last Name: _____

Phone Number: _____ Fax Number: _____

Address, City, State: _____

I am NOT requesting to intervene in this proceeding. As a PROTESTOR, I understand the following:

- I am NOT a party to this case;
- My comments are not considered evidence in this case; and
- I have no further obligation to participate in the proceeding.

Please check one of the following:

☐ I own property with a habitable structure located near one or more of the utility's proposed routes for a transmission line.

☐ One or more of the utility's proposed routes would cross my property.

☐ Other. Please describe and provide comments. You may attach a separate page, if necessary. _____

_____

_____

_____

_____

Signature of person submitting comments:

_____ Date: _____

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Request to Intervene in PUC Docket No. _____

The following information must be submitted by the person requesting to intervene in this proceeding. This completed form will be provided to all parties in this docket. **If you DO NOT want to be an intervenor, but still want to file comments, please complete the "Comments" page.**

Mail this completed form and 10 copies to:

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

First Name: _____ Last Name: _____

Phone Number: _____ Fax Number: _____

Address, City, State: _____

I am requesting to intervene in this proceeding. As an INTERVENOR, I understand the following:

- I am a party to the case;
- I am required to respond to all discovery requests from other parties in the case;
- If I file testimony, I may be cross-examined in the hearing;
- If I file any documents in the case, I will have to provide a copy of that document to every other party in the case; and
- I acknowledge that I am bound by the Procedural Rules of the Public Utility Commission of Texas (PUC) and the State Office of Administrative Hearings (SOAH).

Please check one of the following:

☐ I own property with a habitable structure located near one or more of the utility's proposed routes for a transmission line.

☐ One or more of the utility's proposed routes would cross my property.

☐ Other. Please describe and provide comments. You may attach a separate page, if necessary. _____

_____

_____

_____

_____

Signature of person requesting intervention:

_____ Date: _____

Effective: January 1, 2003

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