

**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

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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.

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*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

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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.

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**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)**

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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 angles 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 then 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

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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 Cacklebur 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 Cacklebur 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)**

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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)**



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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

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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

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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

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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)**

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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.

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**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)**

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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.

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**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)**



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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

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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

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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)**

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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)**

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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)**

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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 angles 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 8<sup>th</sup> 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

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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.

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**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 then 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



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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

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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.

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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

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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.

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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.

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**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-

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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)**

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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)**



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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.

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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,

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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

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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).