

**PUBLIC NOTICE**

***Application of Oncor Electric Delivery Company to Amend a Certificate of Convenience and Necessity for a 345 kV Transmission Line in Williamson and Bell Counties, Texas***

**PUC DOCKET NO. 34440**

Oncor Electric Delivery Company (Oncor Electric Delivery) provides this notice of intent to amend its Certificate of Convenience and Necessity (CCN) for a new 345 kV transmission line to be located within Williamson and Bell Counties. The project includes the expansion of station facilities at the Salado Switching Station and the Hutto Switching Station. The estimated cost of this project is \$93,400,000. A complete copy of the application, as filed at the Public Utility Commission (PUC), and an aerial display of the project area may be viewed at the following locations:

Village of Salado  
301 N. Stagecoach Road  
Salado, Texas 76571

City of Bartlett  
140 W. Clark  
Bartlett, Texas 76511

City of Hutto Community Development  
Department  
409 West Front Street, Suite 200  
Hutto, Texas 78634

Williamson County Commissioner's  
Court  
301 S.E. Inter Loop, Ste. 109  
Georgetown, Texas 78626

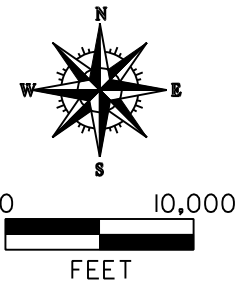
Persons with questions about PUC Docket No. 34440 should contact Travis Besier, Oncor Electric Delivery at (214) 486-7333. Persons who wish to intervene in the proceeding or comment upon action sought, should mail their requests to intervene or their comments (along with 10 copies of your letter) to:

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

The deadline for intervention in the proceeding is August 24, 2007, and a letter requesting intervention should be received by the commission by that date.

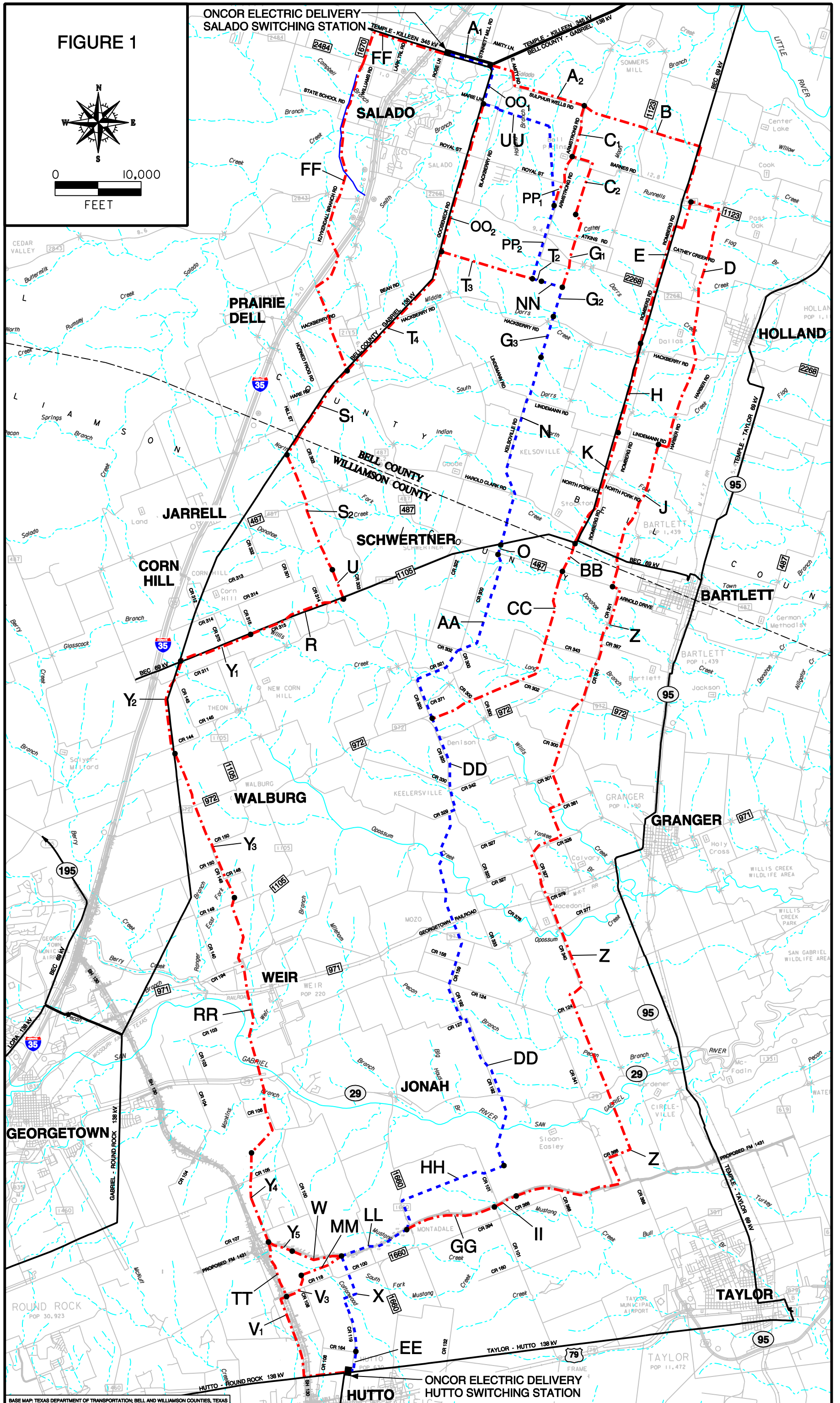
The Public Utility Commission of Texas (PUC) has developed a brochure titled “Landowners and Transmission Line Cases at the PUC.” Copies of the brochure are available from Travis Besier, Oncor Electric Delivery at (214) 486-7333 or may be downloaded from the PUC’s website at [www.puc.state.tx.us](http://www.puc.state.tx.us). To obtain additional information about this case, contact the Public Utility Commission at (512) 936-7120 or (888) 782-8477. Hearing-and speech-impaired individuals with text telephones (TTY) may contact the PUC at (512) 936-7136 or toll free at (800) 735-2989.

FIGURE 1



ONCOR ELECTRIC DELIVERY  
SALADO SWITCHING STATION

TEMPLE - KILLEEN 345 KV  
TEMPLE - KILLEEN 345 KV  
BELL COUNTY - GABRIEL 138 KV



**PREFERRED TRANSMISSION LINE ROUTE (Route 163)**  
**(Links A1-OO1-UU-PP2-T2-NN-G2-G3-N-O-AA-DD-HH-LL-X-EE)**

The preferred transmission line route (Route 163) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of Interstate Highway (I.H.) 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 163 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to an angle point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 163 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 163 proceeds, along **Link OO1**, in a southeasterly direction for approximately 660 feet to an angle point located approximately 500 feet north of Salado Creek. This segment of Route 163 is northeast of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From this angle point, Route 163 proceeds, along **Link OO1**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 4,000 feet to an angle point located near the southeast corner of the intersection of Marie Lane and the existing Bell County-Gabriel 138 kV transmission line. This point will be referred to as the intersection of Route Links OO1, OO2, and UU. This segment of Route 163 crosses Salado Creek and Marie Lane. From the intersection of Route Links OO1, OO2, and UU, Route 163 proceeds, along **Link UU**, in an east/southeasterly direction for approximately 1,400 feet to an angle point located approximately 400 feet west of Blackberry Road. This segment of Route 163 is south of and parallel to Marie Lane. From this angle point, Route 163 angles slightly, along **Link UU**, to the southeast and crosses Blackberry Road to an angle point located approximately 400 feet east of Blackberry Road. From this angle point, Route 163 proceeds, along **Link UU**, in an easterly direction for approximately 6,000 feet to an angle point located approximately 3,400 feet west of Armstrong Road and approximately 3,300 south of Sulphur Wells Road. From this angle point, Route 163 proceeds, along **Link UU**, in a southeasterly direction for approximately 9,500 feet to an angle point located approximately 3,000 feet south of Royal Street and near the west side of Armstrong Road. This point will be referred to as the intersection of Route Links UU, PP1, and PP2. This segment of Route 163 crosses Royal Street. From the intersection of Route Links UU, PP1, and PP2, Route 163 proceeds, along **Link PP2**, in a south/southwesterly direction for approximately 8,500 feet to an angle point. This point will be referred to as the intersection of Route Links PP2, T2, and T3. This segment of Route 163 crosses Farm-to-Market Road (F.M.) 2268 and a portion of this segment of Route 163 is west of and parallel to Armstrong Road. From this angle point, Route 163 proceeds, along **Links T2 and NN**, in an east/southeasterly direction for approximately 3,500 feet to an angle point. This point will be referred to as the intersection of Route Links NN, G1, and G2. From the intersection of Route Links NN, G1, and G2, Route 163 proceeds, along **Links G2, G3 and N**, in a south/southwesterly direction for approximately 13,200 feet to an angle point located approximately 400 feet north of Lindemann Road. This segment of Route 163

crosses Hackberry Road, Middle Darrs Creek, and South Darrs Creek. From this angle point, Route 163 angles slightly, along **Link N**, to the southwest across Lindemann Road to an angle point located approximately 400 feet southeast of the intersection of Kelsoville Road and Lindemann Road. From this angle point, Route 163 proceeds, along **Link N**, in a south/southwesterly direction for approximately 8,500 feet, parallel and immediately east of Kelsoville Road and then across Kelsoville Road, to an angle point located approximately 2,200 feet north of Harold Clark Road. From this angle point, Route 163 proceeds, along **Link N**, in a southeasterly direction for approximately 2,700 feet to an angle point located approximately 1,300 feet west of the intersection of Harold Clark Road and Kelsoville Road. From this angle point, Route 163 proceeds, along **Links N and O**, approximately 7,300 feet in a south/southwesterly direction to an angle point located south of F.M. 487. This point will be referred to as the intersection of Route Links O and AA. This segment of Route 163 crosses Harold Clark Road, the Bell-Williamson County line, an existing Brazos Electric Cooperative (BEC) 69 kV transmission line, and F.M. 487. From the intersection of Route Links O and AA, Route 163 proceeds, along **Link AA**, in a southeasterly direction for approximately 1,100 feet to an angle point located near Donahoe Creek. From this angle point, Route 163 proceeds, along **Link AA**, in a south/southwesterly direction for approximately 9,700 feet to an angle point. From this angle point, Route 163 proceeds, along **Link AA**, in a southwesterly direction for approximately 2,400 feet to an angle point located near the southwest corner of the intersection of County Road (C.R.) 302 and C.R. 300. This segment of Route 163 crosses C.R. 300 and C.R. 302. From this angle point, Route 163 angles slightly and continues, along **Link AA**, in a southwesterly direction for another 2,400 feet to an angle point located south and west of C.R. 321. This segment of Route 163 crosses C.R. 321. From this angle point, Route 163 continues, along **Link AA**, in a southwesterly direction for approximately 3,800 feet to an angle point located east of C.R. 320. This segment of Route 163 crosses Willis Creek and a portion of this segment is south of and parallel to C.R. 321. From this angle point, Route 163 continues, along **Link AA**, in a southeasterly direction for approximately 4,900 feet to a point located near the southeast corner of the intersection of F.M. 972 and C.R. 320. This point will be referred to as the intersection of Route Links AA, CC and DD. From this angle point, Route 163 continues, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 163 is east of and parallel to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 163 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 163 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 163 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 163 crosses C.R. 329. From this angle point, Route 163 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 163 crosses Opossum Creek. From this angle point, Route 163 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 163 proceeds,

along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 163 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 163 crosses C.R. 327. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 163 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 163 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 163 is west of and parallel to C.R. 192. From this angle point, Route 163 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 163 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and State Highway (S.H.) 29. This segment of Route 163 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 163 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 163 crosses the San Gabriel River. From this angle point, Route 163 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 163 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 163 crosses C.R. 101. From this angle point, Route 163 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 163 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 163 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 163 is east of and parallel to F.M. 1660. From this angle point, Route 163 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 163 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 163 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 163 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL,

and X, Route 163 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 163 crosses C.R. 100. From this angle point, Route 163 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 163 proceeds, along **Link X** in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 163 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 163 is east of and parallel to C.R. 119. From this angle point, Route 163 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas. The estimated cost of the proposed project is \$93,400,000.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 26)**  
**(Links A1-A2-B-D-J-Z-II-GG-LL-X-EE)**

An alternate transmission line route (Route 26) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 26 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 26 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 26 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 26 crosses E. Amity Road. From this angle point, Route 26 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 26 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 26 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 26 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 26 proceeds, along **Link B**, in a southeasterly direction for approximately 1,300 feet to an angle point. This segment of Route 26 crosses Armstrong Road. From this angle point, Route 26 proceeds, along **Link B**, in an east/southeasterly direction for approximately 12,900 feet to an angle point located near the intersection of Landfill Road and an existing BEC 69 kV transmission line. This segment of Route 26 crosses F.M. 1123 and the existing BEC 69 kV transmission line, and a portion of this segment is north of and parallel to Landfill Road.

From this angle point, Route 26 proceeds, along **Link B**, in a south/southwesterly direction for approximately 5,900 feet to an angle point located near the intersection of F.M. 1123 and Romberg Road. This segment of Route 26 crosses Landfill Road and is east of and parallel to the existing BEC 69 kV transmission line. From this angle point, Route 26 proceeds, along **Link B**, in a southeasterly direction for approximately 1,000 feet to an angle point located north of F.M. 1123. This point will be referred to as the intersection of Route Links B, E, and D. From the intersection of Route Links B, E, and D, Route 26 proceeds, along **Link D**, in an east/southeasterly direction for approximately 3,600 feet to an angle point located near the northwest corner of the intersection of F.M. 1123 and Center Lake Road. This segment of Route 26 is north of and parallel to F.M. 1123. From this angle point, Route 26 proceeds, along **Link D**, in a south/southwesterly direction for approximately 15,600 feet to an angle point. This segment of Route 26 crosses F.M. 1123, F.M. 2268, and Darrs Creek. From this angle point, Route 26 proceeds, along **Link D**, in a southeasterly direction for approximately 2,100 feet to an angle point located north of Hackberry Road. From this angle point, Route 26 proceeds, along **Link D**, in a south/southwesterly direction for approximately 10,800 feet to an angle point located near the northwest corner of the intersection of Harber Road and Lindemann Road. This segment of Route 26 crosses Hackberry Road and South Darrs Creek, and a portion of this segment is west of and parallel to Harber Road. From this angle point, Route 26 proceeds, along **Link D**, in a westerly direction for approximately 1,200 feet to an angle point located north of Lindemann Road. This point will be referred to as the intersection of Route Links D and J. From this angle point, Route 26 proceeds, along **Link J**, in a south/southwesterly direction for approximately 8,300 feet to an angle point located west of North Fork Road. This segment of Route 26 crosses Lindemann Road and angles slightly across North Fork Road. A small portion of this segment also parallels the west side of North Fork Road. From this angle point, Route 26 proceeds, along **Link J**, in a southwesterly direction for approximately 2,400 feet to an angle point. From this angle point, Route 26 proceeds, along **Link J**, in a south/southwesterly direction for approximately 7,000 feet to an angle point located approximately 1,500 feet northwest of the intersection of Arnold Drive and C.R. 301. This point will be referred to as the intersection of Route Links J and Z. This segment of Route 26 crosses Harold Clark Road. From the intersection of Route Links J and Z, Route 26 proceeds, along **Link Z**, in an east/southeasterly direction for approximately 900 feet to an angle point located near the southeast corner of F.M. 487 and C.R. 301. This segment of Route 26 crosses F.M. 487 and C.R. 301, and is north of and parallel to F.M. 487. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southwesterly direction for approximately 13,600 feet to an angle point located near the northwest corner of the intersection F.M. 972 and C.R. 301. This segment of Route 26 crosses Arnold Drive, angles across C.R. 301 three times, and crosses Donahoe Creek. Portions of this segment parallel both sides of C.R. 301. From this angle point, Route 26 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,600 feet to an angle point. This segment of Route 26 crosses F.M. 972. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southwesterly direction for approximately 7,700 feet to an angle point located north of C.R. 301. This segment of Route 26 crosses C.R. 300. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,700 feet to an angle point located north of C.R. 381. This segment of Route 26 crosses

C.R. 301. From this angle point, Route 26 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,700 feet to an angle point located west of Willis Creek. This segment of Route 26 crosses Willis Creek and C.R. 381 and the majority of this segment is north of and parallel to C.R. 381. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,700 feet to an angle point located north of C.R. 326. From this angle point, Route 26 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 2,800 feet to an angle point located on the north side of C.R. 326. This segment of Route 26 crosses Yankee Branch Creek and is north of and parallel to C.R. 326. From this angle point, Route 26 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,000 feet to an angle point located west of C.R. 327. This segment of Route 26 crosses C.R. 326 and C.R. 327. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 2,500 feet to an angle point. This segment of Route 26 crosses C.R. 327 and parallels a portion of both C.R. 326 and C.R. 327. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 14,000 feet to an angle point located on the east side of C.R. 340. This segment of Route 26 crosses C.R. 327, F.M. 971, the Georgetown Railroad, C.R. 379, C.R. 377 and parallels C.R. 327 and C.R. 340 for the majority of its length. From this angle point, Route 26 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 1,700 feet to an angle point. This segment of Route 26 crosses C.R. 340. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 19,400 feet to an angle point located approximately 1,300 feet east/northeast of C.R. 366. This segment of Route 26 crosses C.R. 124, S.H. 29, and the San Gabriel River. From this angle point, Route 26 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 2,600 feet to an angle point located north of C.R. 366. A portion of this segment of Route 26 is north of and parallel to C.R. 366. From this angle point, Route 26 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,200 feet to an angle point located just north of proposed F.M. 1431 and approximately 1,200 west of C.R. 366. From this angle point, Route 26 proceeds, along a portion of **Link Z, Link II and Link GG**, in a west/southwesterly direction initially paralleling the north side of proposed F.M. 1431, crossing proposed F.M. 1431 and then paralleling the south side of proposed F.M. 1431 for a total distance of approximately 26,000 feet to the intersection of Route Links HH, LL, and GG. This segment of Route 26 crosses the proposed F.M. 1431, C.R. 101, and F.M. 1660. From the intersection of Route Links HH, LL, and GG, Route 26 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 26 (**Link LL**) parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 26 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 26 crosses C.R. 100. From this angle point, Route 26 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 26 proceeds, along **Link X**, in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X

and EE, Route 26 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 26 is east of and parallel to C.R. 119. From this angle point, Route 26 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 27)**  
**(Links A1-A2-B-D-J-Z-II-GG-LL-MM-V3-V1)**

An alternate transmission line route (Route 27) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 27 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 27 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 27 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 27 crosses E. Amity Road. From this angle point, Route 27 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 27 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 27 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 27 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 26 proceeds, along **Link B**, in a southeasterly direction for approximately 1,300 feet to an angle point. This segment of Route 27 crosses Armstrong Road. From this angle point, Route 27 proceeds, along **Link B**, in an east/southeasterly direction for approximately 12,900 feet to an angle point located near the intersection of Landfill Road and an existing BEC 69 kV transmission line. This segment of Route 27 crosses F.M. 1123 and the existing BEC 69 kV transmission line, and a portion of this segment is north of and parallel to Landfill Road. From this angle point, Route 27 proceeds, along **Link B**, in a south/southwesterly direction for approximately 5,900 feet to an angle point located near the intersection of F.M. 1123 and Romberg Road. This segment of Route 27 crosses Landfill Road and is east of and parallel to the existing BEC 69 kV transmission line. From this angle point, Route 27 proceeds, along **Link B**, in a southeasterly direction for approximately 1,000 feet to an angle point located north of F.M. 1123. This point will be referred to as the intersection of Route Links B, E, and D. From the intersection of Route Links B, E, and

D, Route 27 proceeds, along **Link D**, in an east/southeasterly direction for approximately 3,600 feet to an angle point located near the northwest corner of the intersection of F.M. 1123 and Center Lake Road. This segment of Route 27 is north of and parallel to F.M. 1123. From this angle point, Route 27 proceeds, along **Link D**, in a south/southwesterly direction for approximately 15,600 feet to an angle point. This segment of Route 27 crosses F.M. 1123, F.M. 2268, and Darrs Creek. From this angle point, Route 27 proceeds, along **Link D**, in a southeasterly direction for approximately 2,100 feet to an angle point located north of Hackberry Road. From this angle point, Route 27 proceeds, along **Link D**, in a south/southwesterly direction for approximately 10,800 feet to an angle point located near the northwest corner of the intersection of Harber Road and Lindemann Road. This segment of Route 27 crosses Hackberry Road and South Darrs Creek, and a portion of this segment is west of and parallel to Harber Road. From this angle point, Route 27 proceeds, along **Link D**, in a westerly direction for approximately 1,200 feet to an angle point located north of Lindemann Road. This point will be referred to as the intersection of Route Links D and J. From this angle point, Route 27 proceeds, along **Link J**, in a south/southwesterly direction for approximately 8,300 feet to an angle point located west of North Fork Road. This segment of Route 27 crosses Lindemann Road and angles slightly across North Fork Road. A small portion of this segment also parallels the west side of North Fork Road. From this angle point, Route 27 proceeds, along **Link J**, in a southwesterly direction for approximately 2,400 feet to an angle point. From this angle point, Route 27 proceeds, along **Link J**, in a south/southwesterly direction for approximately 7,000 feet to an angle point located approximately 1,500 feet northwest of the intersection of Arnold Drive and C.R. 301. This point will be referred to as the intersection of Route Links J and Z. This segment of Route 27 crosses Harold Clark Road. From the intersection of Route Links J and Z, Route 27 proceeds, along **Link Z**, in an east/southeasterly direction for approximately 900 feet to an angle point located near the southeast corner of F.M. 487 and C.R. 301. This segment of Route 27 crosses F.M. 487 and C.R. 301, and is north of and parallel to F.M. 487. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southwesterly direction for approximately 13,600 feet to an angle point located near the northwest corner of the intersection F.M. 972 and C.R. 301. This segment of Route 27 crosses Arnold Drive, angles across C.R. 301 three times, and crosses Donahoe Creek. Portions of this segment parallel both sides of C.R. 301. From this angle point, Route 27 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,600 feet to an angle point. This segment of Route 27 crosses F.M. 972. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southwesterly direction for approximately 7,700 feet to an angle point located north of C.R. 301. This segment of Route 27 crosses C.R. 300. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,700 feet to an angle point located north of C.R. 381. This segment of Route 27 crosses C.R. 301. From this angle point, Route 27 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,700 feet to an angle point located west of Willis Creek. This segment of Route 27 crosses Willis Creek and C.R. 381 and the majority of this segment is north of and parallel to C.R. 381. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,700 feet to an angle point located north of C.R. 326. From this angle point, Route 27 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 2,800 feet to an angle point located

on the north side of C.R. 326. This segment of Route 27 crosses Yankee Branch Creek and is north of and parallel to C.R. 326. From this angle point, Route 27 proceeds, along **Link Z**, in a southwesterly direction for approximately 1,000 feet to an angle point located west of C.R. 327. This segment of Route 27 crosses C.R. 326 and C.R. 327. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 2,500 feet to an angle point. This segment of Route 27 crosses C.R. 327 and parallels a portion of both C.R. 326 and C.R. 327. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 14,000 feet to an angle point located on the east side of C.R. 340. This segment of Route 27 crosses C.R. 327, F.M. 971, the Georgetown Railroad, C.R. 379, C.R. 377 and parallels C.R. 327 and C.R. 340 for the majority of its length. From this angle point, Route 27 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 1,700 feet to an angle point. This segment of Route 27 crosses C.R. 340. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 19,400 feet to an angle point located approximately 1,300 feet east/northeast of C.R. 366. This segment of Route 27 crosses C.R. 124, S.H. 29, and the San Gabriel River. From this angle point, Route 27 proceeds, along **Link Z**, in a west/southwesterly direction for approximately 2,600 feet to an angle point located north of C.R. 366. A portion of this segment of Route 27 is north of and parallel to C.R. 366. From this angle point, Route 27 proceeds, along **Link Z**, in a south/southeasterly direction for approximately 3,200 feet to an angle point located just north of proposed F.M. 1431 and approximately 1,200 west of C.R. 366. From this angle point, Route 27 proceeds, along a portion of **Link Z, Link II and Link GG**, in a west/southwesterly direction initially paralleling the north side of proposed F.M. 1431, crossing proposed F.M. 1431 and then paralleling the south side of proposed F.M. 1431 for a total distance of approximately 26,000 feet to the intersection of Route Links HH, LL, and GG. This segment of Route 27 crosses the proposed F.M. 1431, C.R. 101, and F.M. 1660. From the intersection of Route Links HH, LL, and GG, Route 27 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 27 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 27 proceeds, along **Link MM**, in a west/southwesterly direction for approximately 5,200 feet to an angle point located approximately 2,700 feet east of S.H. 130 and approximately 1,400 feet north of C.R. 118. This point will be referred to as the intersection of Route Links MM and V3. This segment of Route 27 crosses C.R.100. From the intersection of Route Links MM and V3, Route 27 proceeds, along **Link V3**, in a southwesterly direction for approximately 1,900 feet to an angle point located on the south side of C.R. 118 and approximately 1,500 feet east/northeast of S.H. 130. This segment of the alternate transmission line route crosses C.R. 118. From this angle point, Route 27 proceeds, along **Link V3**, in a west/southwesterly direction for approximately 1,500 feet to a point located near the southeast corner of the intersection of S.H. 130 and C.R. 118. This point will be referred to as the intersection of Route Links TT, V3, and V1. This segment of Route 27 is south of and parallel to C.R. 118. From the intersection of Route Links TT, V3, and V1, Route 27 continues, along **Link V1**, in a

west/southwesterly direction for approximately 700 feet to an angle point located near the southwest corner of S.H. 130 and C.R. 118. This segment of Route 27 crosses S.H. 130 and continues parallel to C.R. 118. From this angle point, Route 27 proceeds, along **Link V1**, in a south/southeasterly direction for approximately 9,600 feet to an angle point located northwest of the intersection of S.H. 130 and the existing Hutto-Round Rock 138 kV transmission line. This segment of Route 27 crosses C.R. 109 and is west of and parallel to S.H. 130. From this angle point, Route 27 proceeds, along **Link V1**, in an easterly direction, north of and parallel to the existing Hutto-Round Rock 138 kV transmission line for approximately 4,800 feet into the existing Hutto Switching Station. This segment of Route 27 crosses S.H. 130 and C.R. 108.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 59)**  
**(Links A1-A2-B-E-H-K-BB-CC-DD-HH-LL-X-EE)**

An alternate transmission line route (Route 59) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 59 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 59 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 59 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 59 crosses E. Amity Road. From this angle point, Route 59 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 59 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 59 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 59 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 59 proceeds, along **Link B**, in a southeasterly direction for approximately 1,300 feet to an angle point. This segment of Route 59 crosses Armstrong Road. From this angle point, Route 59 proceeds, along **Link B**, in an east/southeasterly direction for approximately 12,900 feet to an angle point located near the intersection of Landfill Road and an existing BEC 69 kV transmission line. This segment of Route 59 crosses F.M. 1123 and the existing BEC 69 kV transmission line, and a portion of this segment is north of and parallel to Landfill Road. From this angle point, Route 59 proceeds, along **Link B**, in a south/southwesterly direction for approximately 5,900 feet to an angle point located near the intersection of F.M. 1123 and Romberg Road. This segment of Route 59 crosses Landfill Road and is east of and parallel to the existing BEC 69 kV transmission line. From this angle point,

Route 59 proceeds, along **Link B**, in a southeasterly direction for approximately 1,000 feet to an angle point located north of F.M. 1123. This point will be referred to as the intersection of Route Links B, E, and D. From the intersection of Route Links B, E, and D, Route 59 proceeds along **Link E**, in a south/southwesterly direction for approximately 3,200 feet to an angle point. This segment of Route 59 crosses F.M. 1123. From this angle point, Route 59 proceeds, along **Link E**, in a westerly direction for approximately 1,000 feet to an angle point located between an existing BEC 69 kV transmission line and Romberg Road. From this angle point, Route 59 proceeds, along **Link E**, in a south/southwesterly direction for approximately 14,200 feet to the intersection of Route Links E and H. This segment of Route 59 crosses Cathey Creek Road, F.M. 2268, and Darrs Creek. From the intersection of Route Links E and H, Route 59 proceeds, along **Link H**, in a south/southwesterly direction for approximately 10,700 feet to the intersection of Route Links H and K. This segment of Route 59 crosses to the east side of the existing BEC 69 kV transmission line south of Hackberry Road. From the intersection of Route Links H and K, Route 59 proceeds, along **Link K**, in a south/southwesterly direction for approximately 9,000 feet to a point where Route 59 crosses the existing BEC 69 kV transmission line. From the point of crossing, Route 59 continues, along **Link K**, to parallel the existing BEC 69 kV transmission line for approximately 4,900 feet to a point that will be referred to as the intersection of Route Links K and BB. The intersection of Route Links K and BB is located approximately 800 feet south of Harold Clark Road. From the point of intersection of Route Links K and BB, Route 59 proceeds, along **Link BB**, approximately 3,500 feet to a point of intersection of Route Links BB and CC, which is located north of F.M. 487. From the point of intersection of Route Links BB and CC, Route 59 proceeds, along **Link CC**, in a south/southwesterly direction to an angle point located approximately 3,500 feet south/southwest of F.M. 487. From this angle point, Route 59 proceeds, along **Link CC**, in a south/southwesterly direction for approximately 8,000 feet to an angle point located approximately 1,100 feet north of C.R. 302. This segment of Route 59 crosses C.R. 343. From this angle point, Route 59 proceeds, along **Link CC**, in a southwesterly direction for approximately 13,200 feet to an angle point that will be referred to as the intersection of Route Links AA, CC, and DD. This segment of Route 59 crosses C.R. 302, C.R. 300, and Willis Creek, and a small portion parallels the south side of C.R. 300. From the intersection of Route Links AA, CC, and DD, Route 59 proceeds, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 59 is east of and parallel to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 59 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 59 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 59 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 59 crosses C.R. 329. From this angle point, Route 59 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 59 crosses Opossum Creek. From this angle point, Route 59 proceeds, along

**Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 59 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 59 crosses C.R. 327. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 59 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 59 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 59 is west of and parallel to C.R. 192. From this angle point, Route 59 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 59 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 59 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 59 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 59 crosses the San Gabriel River. From this angle point, Route 59 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 59 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 59 crosses C.R. 101. From this angle point, Route 59 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 59 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 59 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 59 is east of and parallel to F.M. 1660. From this angle point, Route 59 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 59 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 59 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 59 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of

proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 59 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 59 crosses C.R. 100. From this angle point, Route 59 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 59 proceeds, along **Link X** in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 59 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 59 is east of and parallel to C.R. 119. From this angle point, Route 59 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 60)**  
**(Links A1-A2-B-E-H-K-BB-CC-DD-HH-LL-MM-V3-V1)**

An alternate transmission line route (Route 60) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 60 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 60 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 60 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 60 crosses E. Amity Road. From this angle point, Route 60 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 60 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 60 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 60 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 60 proceeds, along **Link B**, in a southeasterly direction for approximately 1,300 feet to an angle point. This segment of Route 60 crosses Armstrong Road. From this angle point, Route 60 proceeds, along **Link B**, in an east/southeasterly direction for approximately 12,900 feet to an angle point located near the intersection of Landfill Road and an existing BEC 69 kV transmission line. This segment of Route 60 crosses F.M. 1123 and the existing BEC 69 kV transmission line, and a portion of this segment is north of and parallel to Landfill Road.

From this angle point, Route 60 proceeds, along **Link B**, in a south/southwesterly direction for approximately 5,900 feet to an angle point located near the intersection of F.M. 1123 and Romberg Road. This segment of Route 60 crosses Landfill Road and is east of and parallel to the existing BEC 69 kV transmission line. From this angle point, Route 60 proceeds, along **Link B**, in a southeasterly direction for approximately 1,000 feet to an angle point located north of F.M. 1123. This point will be referred to as the intersection of Route Links B, E, and D. From the intersection of Route Links B, E, and D, Route 60 proceeds along **Link E**, in a south/southwesterly direction for approximately 3,200 feet to an angle point. This segment of Route 60 crosses F.M. 1123. From this angle point, Route 60 proceeds, along **Link E**, in a westerly direction for approximately 1,000 feet to an angle point located between an existing BEC 69 kV transmission line and Romberg Road. From this angle point, Route 60 proceeds, along **Link E**, in a south/southwesterly direction for approximately 14,200 feet to the intersection of Route Links E and H. This segment of Route 60 crosses Cathey Creek Road, F.M. 2268, and Darrs Creek. From the intersection of Route Links E and H, Route 60 proceeds, along **Link H**, in a south/southwesterly direction for approximately 10,700 feet to the intersection of Route Links H and K. This segment of Route 60 crosses to the east side of the existing BEC 69 kV transmission line south of Hackberry Road. From the intersection of Route Links H and K, Route 60 proceeds, along **Link K**, in a south/southwesterly direction for approximately 9,000 feet to a point where Route 60 crosses the existing BEC 69 kV transmission line. From the point of crossing, Route 60 continues, along **Link K**, to parallel the existing BEC 69 kV transmission line for approximately 4,900 feet to a point that will be referred to as the intersection of Route Links K and BB. The intersection of Route Links K and BB is located approximately 800 feet south of Harold Clark Road. From the point of intersection of Route Links K and BB, Route 60 proceeds, along **Link BB**, approximately 3,500 feet to a point of intersection of Route Links BB and CC, which is located north of F.M. 487. From the point of intersection of Route Links BB and CC, Route 60 proceeds, along **Link CC**, in a south/southwesterly direction to an angle point located approximately 3,500 feet south/southwest of F.M. 487. From this angle point, Route 60 proceeds, along **Link CC**, in a south/southwesterly direction for approximately 8,000 feet to an angle point located approximately 1,100 feet north of C.R. 302. This segment of Route 60 crosses C.R. 343. From this angle point, Route 60 proceeds, along **Link CC**, in a southwesterly direction for approximately 13,200 feet to an angle point that will be referred to as the intersection of Route Links AA, CC, and DD. This segment of Route 60 crosses C.R. 302, C.R. 300, and Willis Creek, and a small portion parallels the south side of C.R. 300. From the intersection of Route Links AA, CC, and DD, Route 60 proceeds, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 60 is east of and parallel to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 60 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 60 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 60 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 60 crosses C.R. 329. From this angle point, Route 60 angles slightly and continues, along **Link DD**, in a

south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 60 crosses Opossum Creek. From this angle point, Route 60 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 60 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 60 crosses C.R. 327. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 60 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 60 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 60 is west of and parallel to C.R. 192. From this angle point, Route 60 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 60 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 60 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 60 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 60 crosses the San Gabriel River. From this angle point, Route 60 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 60 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 60 crosses C.R. 101. From this angle point, Route 60 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 60 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 60 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 60 is east of and parallel to F.M. 1660. From this angle point, Route 60 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 60 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 60 proceeds, along

**Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 60 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 60 proceeds, along **Link MM**, in a west/southwesterly direction for approximately 5,200 feet to an angle point located approximately 2,700 feet east of S.H. 130 and approximately 1,400 feet north of C.R. 118. This point will be referred to as the intersection of Route Links MM and V3. This segment of Route 60 crosses C.R.100. From the intersection of Route Links MM and V3, Route 60 proceeds, along **Link V3**, in a southwesterly direction for approximately 1,900 feet to an angle point located on the south side of C.R. 118 and approximately 1,500 feet east/northeast of S.H. 130. This segment of the alternate transmission line route crosses C.R. 118. From this angle point, Route 60 proceeds, along **Link V3**, in a west/southwesterly direction for approximately 1,500 feet to a point located near the southeast corner of the intersection of S.H. 130 and C.R. 118. This point will be referred to as the intersection of Route Links TT, V3, and V1. This segment of Route 60 is south of and parallel to C.R. 118. From the intersection of Route Links TT, V3, and V1, Route 60 continues, along **Link V1**, in a west/southwesterly direction for approximately 700 feet to an angle point located near the southwest corner of S.H. 130 and C.R. 118. This segment of Route 60 crosses S.H. 130 and continues parallel to C.R. 118. From this angle point, Route 60 proceeds, along **Link V1**, in a south/southeasterly direction for approximately 9,600 feet to an angle point located northwest of the intersection of S.H. 130 and the existing Hutto-Round Rock 138 kV transmission line. This segment of Route 60 crosses C.R. 109 and is west of and parallel to S.H. 130. From this angle point, Route 60 proceeds, along **Link V1**, in an easterly direction, north of and parallel to the existing Hutto-Round Rock 138 kV transmission line for approximately 4,800 feet into the existing Hutto Switching Station. This segment of Route 60 crosses S.H. 130 and C.R. 108.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 129)**  
**(Links A1-OO1-OO2-T3-T2-NN-G2-G3-N-O-AA-DD-HH-LL-X-EE)**

An alternate transmission line route (Route 129) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 129 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to an angle point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 129 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 129 proceeds, along **Link OO1**, in a southeasterly direction for approximately 660 feet to an angle point located approximately 500 feet north of Salado Creek. This segment of Route 129 is northeast of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From this angle point, Route 129 proceeds,

along **Link OO1**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 4,000 feet to the point of intersection of Route Links OO1, OO2 and UU. From the point of intersection of Route Links OO1, OO2 and UU, Route 129 proceeds, along **Link OO2**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 17,800 feet to an angle point located approximately 1,800 feet north of the intersection of Bean Road and Gooseneck Road. This point will be referred to as the intersection of Route Links OO2, T3, and T4. This segment of Route 129 crosses Salado Creek, Marie Lane, Royal Street, and F.M. 2268, and is east of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From the intersection of Route Links OO2, T3, and T4, Route 129 proceeds, along **Link T3**, **Link T2** and **Link NN** in an east/southeasterly direction for approximately 14,700 feet to an angle point that will be referred to as the intersection of Route Links NN, G1, and G2. From the intersection of Route Links NN, G1, and G2, Route 129 proceeds, along **Link G2**, in a south/southwesterly direction for approximately 3,600 feet to the point of intersection between Links G2 and G3. From the intersection of Route Links G2 and G3, Route 129 proceeds, along **Link G3**, in a south/southwesterly direction for approximately 4,900 feet to the point of intersection of Route Links G3 and N. From the intersection of Route Links G3 and N, Route 129 proceeds, along **Link N**, in a south/southwesterly direction for approximately 5,000 feet to an angle point located approximately 400 feet north of Lindemann Road. From this angle point, Route 129 angles slightly, along **Link N**, to the southwest across Lindemann Road to an angle point located approximately 400 feet southeast of the intersection of Kelsoville Road and Lindemann Road. From this angle point, Route 129 proceeds, along **Link N**, in a south/southwesterly direction for approximately 8,500 feet, parallel and immediately east of Kelsoville Road and then across Kelsoville Road, to an angle point located approximately 2,200 feet north of Harold Clark Road. From this angle point, Route 129 proceeds, along **Link N**, in a southeasterly direction for approximately 2,700 feet to an angle point located approximately 1,300 feet west of the intersection of Harold Clark Road and Kelsoville Road. From this angle point, Route 129 proceeds, along **Link N** and **Link O**, approximately 7,300 feet in a south/southwesterly direction to an angle point located south of F.M. 487. This angle point will be referred to as the intersection of Route Links O and AA. This segment of Route 129 crosses Harold Clark Road, the Bell-Williamson County line, an existing BEC 69 kV transmission line, and F.M. 487. From the point of intersection of Route Links O and AA, Route 129 proceeds, along **Link AA**, in a southeasterly direction for approximately 1,100 feet to an angle point located near Donahoe Creek. From this angle point, Route 129 proceeds, along **Link AA**, in a south/southwesterly for approximately 9,700 feet to an angle point. From this angle point, Route 129 proceeds, along **Link AA**, in a southwesterly direction for approximately 2,400 feet to an angle point located near the southwest corner of the intersection of C.R. 302 and C.R. 300. This segment of Route 129 crosses C.R. 300 and C.R. 302. From this angle point, Route 129 angles slightly and continues, along **Link AA**, in a southwesterly direction for another 2,400 feet to an angle point located south and west of C.R. 321. This segment of Route 129 crosses C.R. 321. From this angle point, Route 129 continues, along **Link AA**, in a southwesterly direction for approximately 3,800 feet to an angle point located east of C.R. 320. This segment of

Route 129 crosses Willis Creek and a portion of this segment is south of and parallel to C.R. 321. From this angle point, Route 129 continues, along **Link AA**, in a southeasterly direction for approximately 4,900 feet to the point of intersection of Route Links AA, CC and DD. This segment of Route 129 is east of and parallel to C.R. 320, and crosses C.R. 371. From the intersection of Route Links AA, CC and DD, Route 129 continues, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 129 is east of and parallel to C.R. 320 and crosses F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 129 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 129 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 129 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 129 crosses C.R. 329. From this angle point, Route 129 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 129 crosses Opossum Creek. From this angle point, Route 129 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 129 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 129 crosses C.R. 327. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 129 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 129 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 129 is west of and parallel to C.R. 192. From this angle point, Route 129 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 129 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 129 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 129 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 129 crosses the San Gabriel River. From this angle point, Route 129 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point, which will be referred to as the intersection of Route Links DD and HH. From the intersection of

Route Links DD and HH, Route 129 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 129 crosses C.R. 101. From this angle point, Route 129 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 129 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 129 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 129 is east of and parallel to F.M. 1660. From this angle point, Route 129 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of the alternate transmission line route crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 129 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 129 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 129 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of the alternate transmission line route crosses C.R. 100. From this angle point, Route 129 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 129 proceeds, along **Link X**, in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 129 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 129 is east of and parallel to C.R. 119. From this angle point, Route 129 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 142)**  
**(Links A1-OO1-OO2-T4-S1-S2-U-R-Y1-Y2-Y3-RR-Y4-Y5-W-X-EE)**

An alternate transmission line route (Route 142) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 142 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to an angle point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This

point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 142 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 142 proceeds, along **Link OO1**, in a southeasterly direction for approximately 660 feet to an angle point located approximately 500 feet north of Salado Creek. This segment of Route 142 is northeast of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From this angle point, Route 142 proceeds, along **Link OO1**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 4,000 feet to the point of intersection of Route Links OO1, OO2 and UU. From the point of intersection of Route Links OO1, OO2 and UU, Route 142 proceeds, along **Link OO2**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 17,800 feet to an angle point located approximately 1,800 feet north of the intersection of Bean Road and Gooseneck Road. This point will be referred to as the intersection of Route Links OO2, T3, and T4. This segment of Route 142 crosses Salado Creek, Marie Lane, Royal Street, and F.M. 2268, and is east of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From the intersection of Route Links OO2, T3, and T4, Route 142 proceeds, along **Link T4**, proceeds in a south/southwesterly direction for approximately 3,300 feet to an angle point. This segment of Route 142 crosses Gooseneck Road and Bean Road, and parallels the existing Bell County – Gabriel 138 kV transmission line. From this angle point, Route 142 proceeds, along **Link T4**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 14,700 feet to a point located approximately 900 feet north/northwest of Hare Road and approximately 1,800 feet south/southwest of F.M. 2115. This point will be referred to as the intersection of Route Links T4, S1 and FF. This segment of Route 142 crosses Hackberry Road and F.M. 2115, and parallels the existing Bell County – Gabriel 138 kV transmission line. From the intersection of Route Links T4, S1 and FF, Route 142 continues, along **Link S1**, in a southwesterly direction parallel to the existing Bell County – Gabriel 138 kV transmission line for approximately 12,000 feet to the intersection of Route Links S1 and S2. This segment of Route 142 crosses the Bell-Williamson County line. From the intersection of Route Links S1 and S2, Route 142 proceeds, along **Link S2** and **Link U**, in a southeasterly direction for approximately 18,000 feet to an angle point located on the south side of F.M. 1105 and approximately 2,400 feet northeast of C.R. 314. This angle point will be referred to as the intersection of Route Links U and R. This segment of Route 142 crosses F.M. 487, Donahoe Creek, and F.M. 1105. From this angle point, Route 142 proceeds, along **Link R** and **Link Y1**, in a west/southwesterly direction parallel to and on alternating sides of the existing BEC 69 kV transmission line for approximately 20,400 feet to an angle point at the intersection of the existing BEC 69 kV transmission line and the existing Bell County-Gabriel 138 kV transmission line. This angle point will be referred to as the intersection of Route Links Y1 and Y2. This segment of Route 142 crosses F.M. 1105, C.R. 314, C.R. 315, and C.R. 375. From the intersection of Route Links Y1 and Y2, Route 142 proceeds in a south/southwesterly direction, along **Link Y2**, for approximately 4,700 feet, a portion east of and parallel to the existing Bell County-Gabriel 138 kV transmission line, and a portion west of and parallel to the existing Bell County-Gabriel 138 kV transmission line. This segment of Route 142 crosses C.R. 311. From this angle

point, Route 142 proceeds, along **Link Y2**, in a southerly direction west of and parallel to existing Bell County-Gabriel 138 kV transmission line for approximately 6,400 feet to an angle point. This angle point will be referred to as the intersection of Route Links Y2 and Y3. This segment of Route 142 crosses C.R. 144. From the intersection of Route Links Y2 and Y3, Route 142 proceeds, along **Link Y3**, in a south/southeasterly direction for approximately 18,000 feet to an angle point located approximately 600 feet north of C.R. 149. This angle point will be referred to as the intersection of Route Links Y3 and RR. This segment of Route 142 crosses the existing Bell County-Gabriel 138 kV transmission line, F.M. 972, C.R. 150, and C. R. 148, and a portion of this segment parallels C.R. 150 and C.R. 148. From the intersection of Route Links Y3 and RR, Route 142 proceeds, along **Link RR**, in a southwesterly direction for approximately 1,000 feet to an angle point located south of C.R. 149. This segment of Route 142 crosses C.R. 149. From this angle point, Route 142 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 3,900 feet to an angle point. From this angle point, Route 142 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,500 feet to an angle point located approximately 900 feet north of C.R. 194. From this angle point, Route 142 proceeds, along **Link RR**, in a southerly direction for approximately 7,300 feet to an angle point. This segment of Route 142 crosses C.R. 194 and F.M. 971. From this angle point, Route 142 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,000 feet to an angle point. From this angle point, Route 142 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 11,200 feet to an angle point located on the west side of C.R. 106. This segment of Route 142 crosses the San Gabriel River, S.H. 29, and C.R. 106, and a portion of this segment parallels C.R. 106. From this angle point, Route 142 proceeds, along **Link RR**, in a southwesterly direction for approximately 3,800 feet to an angle point. This angle point will be referred to as the intersection of Route Links RR and Y4. From this angle point, Route 142 proceeds, along **Link Y4**, in a southwesterly direction for approximately 5,200 feet to an angle point located approximately 900 feet east/northeast of S.H. 130. This segment of Route 142 crosses C.R. 105. From this angle point, Route 142 proceeds, along **Link Y4**, in a south/southeasterly direction for approximately 5,500 feet to an angle point located near the northeast corner of the intersection of S.H. 130 and the proposed F.M. 1431. This point will be referred to as the intersection of Route Links Y4, Y5, and TT. This segment of Route 142 crosses C.R. 107. From the intersection of Route Links Y4, Y5, and TT, Route 142 proceeds, along **Link Y5** and **Link W**, in a southeasterly to easterly direction parallel to the south side of proposed F.M. 1431 for approximately 9,000 feet to an angle point that will be referred to as the intersection of Route Links MM, W, LL, and X. From the intersection of Route Links MM, W, LL, and X, Route 142 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 142 crosses C.R. 100. From this angle point, Route 142 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 142 proceeds, along **Link X**, in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 142 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching

Station. This segment of Route 142 is east of and parallel to C.R. 119. From this angle point, Route 142 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 144)**  
**(Links FF-S1-S2-U-R-Y1-Y2-Y3-RR-Y4-Y5-W-X-EE)**

An alternate transmission line route (Route 144) begins at the existing Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 144 proceeds, along **Link FF**, in a west/northwesterly direction for approximately 8,600 feet to an angle point located adjacent to F.M. 1670. This segment of Route 144 crosses Rose Lane, I.H. 35, and Lark Trail Road, and is south of and parallel to the existing Temple-Killeen 345 kV transmission line. From this angle point, Route 144 proceeds, along **Link FF**, in a south/southwesterly direction for approximately 17,000 feet to an angle point. This segment of Route 144 crosses F.M. 2484, State School Road, and Salado Creek. The majority of this segment parallels F.M. 1670 and an existing Brazos River Authority water pipeline. From this angle point, Route 144 proceeds, along **Link FF**, in a south/southwesterly direction for approximately 7,100 feet to an angle point located along the east side of Kuykendall Branch Road. This segment of Route 144 crosses F.M. 2843 and a portion parallels Kuykendall Branch Road. From this angle point, Route 144 proceeds, along **Link FF**, in a southeasterly direction for approximately 3,200 feet to an angle point located just east of I.H. 35. This segment of Route 144 crosses I.H. 35. From this angle point, Route 144 proceeds, along **Link FF**, in a south to southwesterly direction for approximately 4,600 feet to an angle point located just east of I.H. 35. This segment of Route 144 parallels the north bound right-of-way boundary of I.H. 35. From this angle point, Route 144 proceeds, along **Link FF**, in a southeasterly direction for approximately 10,400 feet to an angle point that will be referred to as the intersection of Route Links T4, S1, and FF. This segment of Route 144 crosses Hackberry Road. From the intersection of Route Links T4, S1, and FF, Route 144 proceeds, along **Link S1**, in a southwesterly direction, east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 12,000 feet to an angle point. This angle point will be referred to as the intersection of Route Links S1 and S2. This segment of Route 144 crosses Hare Road, C.R. 303, and the Bell-Williamson County line. From the intersection of Route Links S1 and S2, Route 144 proceeds, along **Link S2** and **Link U**, in a southeasterly direction for approximately 18,000 feet to an angle point located on the south side of F.M. 1105 and approximately 2,400 feet northeast of C.R. 314. This angle point will be referred to as the intersection of Route Links U and R. This segment of Route 144 crosses F.M. 487, Donahoe Creek, and F.M. 1105. From this angle point, Route 144 proceeds, along **Link R** and **Link Y1**, in a west/southwesterly direction parallel to and on alternating sides of the existing BEC 69 kV transmission line for approximately 20,400 feet to an angle point at the intersection of the existing BEC 69 kV transmission line and the existing Bell County-

Gabriel 138 kV transmission line. This point will be referred to as the intersection of Route Links Y1 and Y2. This segment of Route 144 crosses F.M. 1105, C.R. 314, C.R. 315, and C.R. 375. From the intersection of Route Links Y1 and Y2, Route 144 proceeds in a south/southwesterly direction, along **Link Y2**, for approximately 4,700 feet, a portion east of and parallel to the existing Bell County-Gabriel 138 kV transmission line, and a portion west of and parallel to the existing Bell County-Gabriel 138 kV transmission line. This segment of Route 144 crosses C.R. 311. From this angle point, Route 144 proceeds, along **Link Y2**, in a southerly direction west of and parallel to existing Bell County-Gabriel 138 kV transmission line for approximately 6,400 feet to an angle point. This angle point will be referred to as the intersection of Route Links Y2 and Y3. This segment of Route 144 crosses C.R. 144. From the intersection of Route Links Y2 and Y3, Route 144 proceeds, along **Link Y3**, in a south/southeasterly direction for approximately 18,000 feet to an angle point located approximately 600 feet north of C.R. 149. This angle point will be referred to as the intersection of Route Links Y3 and RR. This segment of Route 144 crosses the existing Bell County-Gabriel 138 kV transmission line, F.M. 972, C.R. 150, and C. R. 148, and a portion of this segment parallels C.R. 150 and C.R. 148. From the intersection of Route Links Y3 and RR, Route 144 proceeds, along **Link RR**, in a southwesterly direction for approximately 1,000 feet to an angle point located south of C.R. 149. This segment of Route 144 crosses C.R. 149. From this angle point, Route 144 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 3,900 feet to an angle point. From this angle point, Route 144 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,500 feet to an angle point located approximately 900 feet north of C.R. 194. From this angle point, Route 144 proceeds, along **Link RR**, in a southerly direction for approximately 7,300 feet to an angle point. This segment of Route 144 crosses C.R. 194 and F.M. 971. From this angle point, Route 144 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,000 feet to an angle point. From this angle point, Route 144 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 11,200 feet to an angle point located on the west side of C.R. 106. This segment of Route 144 crosses the San Gabriel River, S.H. 29, and C.R. 106, and a portion of this segment parallels C.R. 106. From this angle point, Route 144 proceeds, along **Link RR**, in a southwesterly direction for approximately 3,800 feet to an angle point. This angle point will be referred to as the intersection of Route Links RR and Y4. From this angle point, Route 144 proceeds, along **Link Y4**, in a southwesterly direction for approximately 5,200 feet to an angle point located approximately 900 feet east/northeast of S.H. 130. This segment of Route 144 crosses C.R. 105. From this angle point, Route 144 proceeds, along **Link Y4**, in a south/southeasterly direction for approximately 5,500 feet to an angle point located near the northeast corner of the intersection of S.H. 130 and the proposed F.M. 1431. This point will be referred to as the intersection of Route Links Y4, Y5, and TT. This segment of Route 144 crosses C.R. 107. From the intersection of Route Links Y4, Y5, and TT, Route 144 proceeds, along **Link Y5** and **Link W**, in a southeasterly to easterly direction parallel to the south side of proposed F.M. 1431 for approximately 9,000 feet to an angle point that will be referred to as the intersection of Route Links MM, W, LL, and X. From the intersection of Route Links MM, W, LL, and X, Route 144 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 144 crosses C.R. 100.

From this angle point, Route 144 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 144 proceeds, along **Link X**, in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 144 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 144 is east of and parallel to C.R. 119. From this angle point, Route 144 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 162)**  
**(Links A1-OO1-UU-PP2-T2-NN-G2-G3-N-O-AA-DD-HH-LL-MM-V3-V1)**

An alternate transmission line route (Route 162) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 162 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to an angle point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 162 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 162 proceeds, along **Link OO1**, in a southeasterly direction for approximately 660 feet to an angle point located approximately 500 feet north of Salado Creek. This segment of Route 162 is northeast of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From this angle point, Route 162 proceeds, along **Link OO1**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 4,000 feet to an angle point located near the southeast corner of the intersection of Marie Lane and the existing Bell County-Gabriel 138 kV transmission line. This point will be referred to as the intersection of Route Links OO1, OO2, and UU. This segment of Route 162 crosses Salado Creek and Marie Lane. From the intersection of Route Links OO1, OO2, and UU, Route 162 proceeds, along **Link UU**, in an east/southeasterly direction for approximately 1,400 feet to an angle point located approximately 400 feet west of Blackberry Road. This segment of Route 162 is south of and parallel to Marie Lane. From this angle point, Route 162 angles slightly, along **Link UU**, to the southeast and crosses Blackberry Road to an angle point located approximately 400 feet east of Blackberry Road. From this angle point, Route 162 proceeds, along **Link UU**, in an easterly direction for approximately 6,000 feet to an angle point located approximately 3,400 feet west of Armstrong Road and approximately 3,300 south of Sulphur Wells Road. From this angle point, Route 162 proceeds, along **Link UU**, in a southeasterly direction for approximately 9,500 feet to an angle point located approximately 3,000 feet

south of Royal Street and near the west side of Armstrong Road. This point will be referred to as the intersection of Route Links UU, PP1, and PP2. This segment of Route 162 crosses Royal Street. From the intersection of Route Links UU, PP1, and PP2, Route 162 proceeds, along **Link PP2**, in a south/southwesterly direction for approximately 8,500 feet to an angle point. This point will be referred to as the intersection of Route Links PP2, T2, and T3. This segment of Route 162 crosses F.M. 2268 and a portion of this segment of Route 162 is west of and parallel to Armstrong Road. From this angle point, Route 162 proceeds, along **Links T2 and NN**, in an east/southeasterly direction for approximately 3,500 feet to an angle point. This point will be referred to as the intersection of Route Links NN, G1, and G2. From the intersection of Route Links NN, G1, and G2, Route 162 proceeds, along **Links G2, G3 and N**, in a south/southwesterly direction for approximately 13,200 feet to an angle point located approximately 400 feet north of Lindemann Road. This segment of Route 162 crosses Hackberry Road, Middle Darrs Creek, and South Darrs Creek. From this angle point, Route 162 angles slightly, along **Link N**, to the southwest across Lindemann Road to an angle point located approximately 400 feet southeast of the intersection of Kelsoville Road and Lindemann Road. From this angle point, Route 162 proceeds, along **Link N**, in a south/southwesterly direction for approximately 8,500 feet, parallel and immediately east of Kelsoville Road and then across Kelsoville Road, to an angle point located approximately 2,200 feet north of Harold Clark Road. From this angle point, Route 162 proceeds, along **Link N**, in a southeasterly direction for approximately 2,700 feet to an angle point located approximately 1,300 feet west of the intersection of Harold Clark Road and Kelsoville Road. From this angle point, Route 162 proceeds, along **Links N and O**, approximately 7,300 feet in a south/southwesterly direction to an angle point located south of F.M. 487. This point will be referred to as the intersection of Route Links O and AA. This segment of Route 162 crosses Harold Clark Road, the Bell-Williamson County line, an existing BEC 69 kV transmission line, and F.M. 487. From this angle point, Route 162 proceeds, along **Link AA**, in a southeasterly direction for approximately 1,100 feet to an angle point located near Donahoe Creek. From this angle point, Route 162 proceeds, along **Link AA**, in a south/southwesterly direction for approximately 9,700 feet to an angle point. From this angle point, Route 162 proceeds, along **Link AA**, in a southwesterly direction for approximately 2,400 feet to an angle point located near the southwest corner of the intersection of C.R. 302 and C.R. 300. This segment of Route 162 crosses C.R. 300 and C.R. 302. From this angle point, Route 162 angles slightly and continues, along **Link AA**, in a southwesterly direction for another 2,400 feet to an angle point located south and west of C.R. 321. This segment of Route 162 crosses C.R. 321. From this angle point, Route 162 continues, along **Link AA**, in a southwesterly direction for approximately 3,800 feet to an angle point located east of C.R. 320. This segment of Route 162 crosses Willis Creek and a portion of this segment is south of and parallel to C.R. 321. From this angle point, Route 162 continues, along **Link AA**, in a southeasterly direction for approximately 4,900 feet to a point located near the southeast corner of the intersection of F.M. 972 and C.R. 320. This point will be referred to as the intersection of Route Links AA, CC and DD. From this angle point, Route 162 continues, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 162 is east of and parallel

to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 162 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 162 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 162 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 162 crosses C.R. 329. From this angle point, Route 162 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 162 crosses Opossum Creek. From this angle point, Route 162 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 162 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 162 crosses C.R. 327. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 162 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 162 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 162 is west of and parallel to C.R. 192. From this angle point, Route 162 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 162 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 162 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 162 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 162 crosses the San Gabriel River. From this angle point, Route 162 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 162 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 162 crosses C.R. 101. From this angle point, Route 162 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 162 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 162 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located

approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 162 is east of and parallel to F.M. 1660. From this angle point, Route 162 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 162 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 162 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 162 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 162 proceeds, along **Link MM**, in a west/southwesterly direction for approximately 5,200 feet to an angle point located approximately 2,700 feet east of S.H. 130 and approximately 1,400 feet north of C.R. 118. This point will be referred to as the intersection of Route Links MM and V3. This segment of Route 162 crosses C.R.100. From the intersection of Route Links MM and V3, Route 162 proceeds, along **Link V3**, in a southwesterly direction for approximately 1,900 feet to an angle point located on the south side of C.R. 118 and approximately 1,500 feet east/northeast of S.H. 130. This segment of the alternate transmission line route crosses C.R. 118. From this angle point, Route 162 proceeds, along **Link V3**, in a west/southwesterly direction for approximately 1,500 feet to a point located near the southeast corner of the intersection of S.H. 130 and C.R. 118. This point will be referred to as the intersection of Route Links TT, V3, and V1. This segment of Route 162 is south of and parallel to C.R. 118. From the intersection of Route Links TT, V3, and V1, Route 162 continues, along **Link V1**, in a west/southwesterly direction for approximately 700 feet to an angle point located near the southwest corner of S.H. 130 and C.R. 118. This segment of Route 162 crosses S.H. 130 and continues parallel to C.R. 118. From this angle point, Route 162 proceeds, along **Link V1**, in a south/southeasterly direction for approximately 9,600 feet to an angle point located northwest of the intersection of S.H. 130 and the existing Hutto-Round Rock 138 kV transmission line. This segment of Route 162 crosses C.R. 109 and is west of and parallel to S.H. 130. From this angle point, Route 162 proceeds, along **Link V1**, in an easterly direction, north of and parallel to the existing Hutto-Round Rock 138 kV transmission line for approximately 4,800 feet into the existing Hutto Switching Station. This segment of Route 162 crosses S.H. 130 and C.R. 108.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 177)**  
**(Links A1-A2-C1-C2-G1-G2-G3-N-O-AA-DD-HH-LL-X-EE)**

An alternate transmission line route (Route 177) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 177 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill

Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 177 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 177 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 177 crosses E. Amity Road. From this angle point, Route 177 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 177 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 177 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 177 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 177 proceeds, along **Link C1**, in a south/southwesterly direction for approximately 6,100 feet to an angle point located near the northeast corner of the intersection of Armstrong Road and Barnes Road. This point will be referred to as the intersection of Route Links C1, C2, and PP1. This segment of Route 177 parallels the west side of Armstrong Road, crosses Armstrong Road, then parallels the east side of Armstrong Road to the intersection of Barnes Road. From the intersection of Route Links C1, C2, and PP1, Route 177 proceeds, along **Link C2**, in an east/southeasterly direction for approximately 2,400 feet to an angle point. This segment of Route 177 is north of and parallel to Barnes Road. From this angle point, Route 177 proceeds, along **Link C2**, in a south/southwesterly direction for approximately 6,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links C2 and G1. This segment of Route 177 crosses Barnes Road, and a small portion of this segment is east of and parallel to a portion of Barnes Road. From this angle point, Route 177 proceeds, along **Link G1**, in a southeasterly direction for approximately 1,100 feet to an angle point. From this angle point, Route 177 proceeds, along **Link G1**, in a south/southwesterly direction for approximately 7,900 feet to the point which will be referred to as the intersection of Route Links NN, G1, and G2. This segment of Route 177 crosses Atkins Road and F.M. 2268. From the intersection of Route Links NN, G1, and G2, Route 177 proceeds, along **Link G2**, **Link G3** and a portion of **Link N**, in a south/southwesterly direction for approximately 13,200 feet to an angle point located approximately 400 feet north of Lindemann Road. This segment of Route 177 crosses Hackberry Road, Middle Darrs Creek, and South Darrs Creek. From this angle point, Route 177 angles slightly, along **Link N**, to the southwest across Lindemann Road to an angle point located approximately 400 feet southeast of the intersection of Kelsoville Road and Lindemann Road. From this angle point, Route 177 proceeds, along **Link N**, in a south/southwesterly direction for approximately 8,500 feet, parallel and immediately east of Kelsoville Road and then across Kelsoville Road, to an angle point located approximately 2,200 feet north of Harold Clark Road. From this angle point, Route 177 proceeds, along **Link N**, in a southeasterly direction for approximately 2,700 feet to an angle point located approximately 1,300 feet west of the intersection of Harold Clark Road and Kelsoville Road. From this angle point, Route 177 proceeds, along **Links N and O**, approximately 7,300 feet in a south/southwesterly

direction to an angle point located south of F.M. 487. This point will be referred to as the intersection of Route Links O and AA. This segment of Route 177 crosses Harold Clark Road, the Bell-Williamson County line, an existing BEC 69 kV transmission line, and F.M. 487. From the intersection of Route Links O and AA, Route 177 proceeds, along **Link AA**, in a southeasterly direction for approximately 1,100 feet to an angle point located near Donahoe Creek. From this angle point, Route 177 proceeds, along **Link AA**, in a south/southwesterly direction for approximately 9,700 feet to an angle point. From this angle point, Route 177 proceeds, along **Link AA**, in a southwesterly direction for approximately 2,400 feet to an angle point located near the southwest corner of the intersection of C.R. 302 and C.R. 300. This segment of Route 177 crosses C.R. 300 and C.R. 302. From this angle point, Route 177 angles slightly and continues, along **Link AA**, in a southwesterly direction for another 2,400 feet to an angle point located south and west of C.R. 321. This segment of Route 177 crosses C.R. 321. From this angle point, Route 177 continues, along **Link AA**, in a southwesterly direction for approximately 3,800 feet to an angle point located east of C.R. 320. This segment of Route 177 crosses Willis Creek and a portion of this segment is south of and parallel to C.R. 321. From this angle point, Route 177 continues in a southeasterly direction for approximately 4,900 feet to a point located near the southeast corner of the intersection of F.M. 972 and C.R. 320. This point will be referred to as the intersection of Route Links AA, CC and DD. From this angle point, Route 177 continues, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 177 is east of and parallel to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 177 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 177 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 177 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 177 crosses C.R. 329. From this angle point, Route 177 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 177 crosses Opossum Creek. From this angle point, Route 177 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 177 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 177 crosses C.R. 327. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 177 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 177 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point

located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 177 is west of and parallel to C.R. 192. From this angle point, Route 177 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 177 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 177 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 177 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 177 crosses the San Gabriel River. From this angle point, Route 177 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 177 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 177 crosses C.R. 101. From this angle point, Route 177 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 177 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 177 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 177 is east of and parallel to F.M. 1660. From this angle point, Route 177 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 177 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 177 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 177 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of Route Links MM, W, LL, and X, Route 177 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 177 crosses C.R. 100. From this angle point, Route 177 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 177 proceeds, along **Link X** in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 177 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 177 is east of and parallel to C.R. 119. From this angle point, Route 177 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery

Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 182)**  
**(Links A1-A2-C1-PP1-PP2-T2-NN-G2-G3-N-O-AA-DD-HH-LL-X-EE)**

An alternate transmission line route (Route 182) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 182 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to a point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 182 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 182 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 2,700 feet to an angle point located east of E. Amity Road and approximately 1,700 feet northwest of Sulphur Wells Road. This segment of Route 182 crosses E. Amity Road. From this angle point, Route 182 proceeds, along **Link A2**, in a southeasterly direction for approximately 1,700 feet to an angle point located at the intersection of E. Amity Road and Sulphur Wells Road. This segment of Route 182 crosses Salado Creek and is east of and parallel to E. Amity Road. From this angle point, Route 182 proceeds, along **Link A2**, in an east/southeasterly direction for approximately 8,600 feet to an angle point located near the northwest corner of the intersection of Sulphur Wells Road and Armstrong Road. This point will be referred to as the intersection of Route Links A2, B, and C1. This segment of Route 182 is north of and parallel to Sulphur Wells Road. From the intersection of Route Links A2, B, and C1, Route 182 proceeds, along **Link C1**, in a south/southwesterly direction for approximately 6,100 feet to an angle point located near the northeast corner of the intersection of Armstrong Road and Barnes Road. This point will be referred to as the intersection of Route Links C1, C2, and PP1. This segment of Route 182 parallels the west side of Armstrong Road, crosses Armstrong Road, then parallels the east side of Armstrong Road to the intersection of Barnes Road. From the intersection of Route Links C1, C2, and PP1, Route 182 proceeds, along **Link PP1**, in a south/southwesterly direction for approximately 6,300 feet to the intersection of Route Links UU, PP1, and PP2. This segment of Route 182 parallels and crosses Armstrong Road three times. From the intersection of Route Links UU, PP1, and PP2, Route 182 proceeds, along **Link PP2**, in a south/southwesterly direction for approximately 8,500 feet to an angle point. This point will be referred to as the intersection of Route Links PP2, T2, and T3. This segment of Route 182 crosses Farm-to-Market Road (F.M.) 2268 and a portion of this segment of Route 182 is west of and parallel to Armstrong Road. From this angle point, Route 182 proceeds, along **Links T2 and NN**, in an east/southeasterly direction for approximately 3,500 feet to an angle point. This point will be referred to as the intersection of Route Links NN, G1, and G2. From the intersection of Route Links NN, G1, and G2, Route 182 proceeds, along **Links G2, G3 and N**, in a south/southwesterly direction for approximately 13,200 feet to an angle

point located approximately 400 feet north of Lindemann Road. This segment of Route 182 crosses Hackberry Road, Middle Darrs Creek, and South Darrs Creek. From this angle point, Route 182 angles slightly, along **Link N**, to the southwest across Lindemann Road to an angle point located approximately 400 feet southeast of the intersection of Kelsoville Road and Lindemann Road. From this angle point, Route 182 proceeds, along **Link N**, in a south/southwesterly direction for approximately 8,500 feet, parallel and immediately east of Kelsoville Road and then across Kelsoville Road, to an angle point located approximately 2,200 feet north of Harold Clark Road. From this angle point, Route 182 proceeds, along **Link N**, in a southeasterly direction for approximately 2,700 feet to an angle point located approximately 1,300 feet west of the intersection of Harold Clark Road and Kelsoville Road. From this angle point, Route 182 proceeds, along **Links N and O**, approximately 7,300 feet in a south/southwesterly direction to an angle point located south of F.M. 487. This point will be referred to as the intersection of Route Links O and AA. This segment of Route 182 crosses Harold Clark Road, the Bell-Williamson County line, an existing BEC 69 kV transmission line, and F.M. 487. From the intersection of Route Links O and AA, Route 182 proceeds, along **Link AA**, in a southeasterly direction for approximately 1,100 feet to an angle point located near Donahoe Creek. From this angle point, Route 182 proceeds, along **Link AA**, in a south/southwesterly direction for approximately 9,700 feet to an angle point. From this angle point, Route 182 proceeds, along **Link AA**, in a southwesterly direction for approximately 2,400 feet to an angle point located near the southwest corner of the intersection of C.R. 302 and C.R. 300. This segment of Route 182 crosses C.R. 300 and C.R. 302. From this angle point, Route 182 angles slightly and continues, along **Link AA**, in a southwesterly direction for another 2,400 feet to an angle point located south and west of C.R. 321. This segment of Route 182 crosses C.R. 321. From this angle point, Route 182 continues, along **Link AA**, in a southwesterly direction for approximately 3,800 feet to an angle point located east of C.R. 320. This segment of Route 182 crosses Willis Creek and a portion of this segment is south of and parallel to C.R. 321. From this angle point, Route 182 continues in a southeasterly direction for approximately 4,900 feet to a point located near the southeast corner of the intersection of F.M. 972 and C.R. 320. This point will be referred to as the intersection of Route Links AA, CC and DD. From this angle point, Route 182 continues, along **Link DD**, in a southeasterly direction for approximately 11,100 feet to an angle point located near the northeast corner of the intersection of C.R. 320 and C.R. 329. This segment of Route 182 is east of and parallel to C.R. 320 and crosses C.R. 371, F.M. 972, C.R. 342, and Yankee Branch Creek. From this angle point, Route 182 proceeds, along **Link DD**, in a southwesterly direction for approximately 800 feet to an angle point. This segment of Route 182 crosses C.R. 320 and is north of and parallel to C.R. 329. From this angle point, Route 182 angles, along **Link DD**, in a south/southwesterly direction for approximately 1,500 feet to an angle point. This segment of Route 182 crosses C.R. 329. From this angle point, Route 182 angles slightly and continues, along **Link DD**, in a south/southwesterly direction for approximately 3,000 feet to an angle point located north of Opossum Creek. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 900 feet to an angle point. This segment of Route 182 crosses Opossum Creek. From this angle point, Route 182 proceeds, along **Link DD**, in a southwesterly direction for approximately 980 feet to an angle point.

From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 3,300 feet to an angle point located north of C.R. 327. From this angle point, Route 182 proceeds, along **Link DD**, in a southerly direction for approximately 1,100 feet to an angle point. This segment of Route 182 crosses C.R. 327. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 5,200 feet to an angle point located south of F.M. 971. This segment of Route 182 crosses the Georgetown Railroad and F.M. 971. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southwesterly direction for approximately 5,100 feet to an angle point located south of the intersection of C.R. 124 and C.R. 192. This segment of Route 182 crosses C.R. 158 and C.R. 124 and a portion of this segment parallels C.R. 159. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 4,200 feet to an angle point located near the northwest corner of the intersection of C.R. 192 and C.R. 127. This segment of Route 182 is west of and parallel to C.R. 192. From this angle point, Route 182 proceeds, along **Link DD**, in an easterly direction for approximately 500 feet to an angle point. This segment of Route 182 crosses C.R. 192 and is north of and parallel to C.R. 127. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 12,000 feet to an angle point located approximately 2,100 feet south/southeast of the intersection of C.R. 192 and S.H. 29. This segment of Route 182 crosses C.R. 127 and S.H. 29. A portion of this segment parallels the west side of C.R. 192 then crosses over and parallels the east side of C.R. 192. From this angle point, Route 182 proceeds, along **Link DD**, in a southwesterly direction for approximately 4,200 feet to an angle point located 2,100 feet east of C.R. 101 and approximately 6,000 feet south of S.H. 29. This segment of Route 182 crosses the San Gabriel River. From this angle point, Route 182 proceeds, along **Link DD**, in a south/southeasterly direction for approximately 2,200 feet to an angle point. This angle point will be referred to as the intersection of Route Links DD and HH. From this angle point, Route 182 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 2,400 feet to an angle point located west of C.R. 101. This segment of Route 182 crosses C.R. 101. From this angle point, Route 182 proceeds, along **Link HH**, in a west/northwesterly direction for approximately 1,000 feet to an angle point. From this angle point, Route 182 proceeds, along **Link HH**, in a west/southwesterly direction for approximately 9,300 feet to an angle point located east of F.M. 1660. From this angle point, Route 182 proceeds, along **Link HH**, in a south/southeasterly direction for approximately 2,400 feet to an angle point located approximately 600 feet north of the proposed F.M. 1431 and east of F.M. 1660. This segment of Route 182 is east of and parallel to F.M. 1660. From this angle point, Route 182 proceeds, along **Link HH**, in a south/southwesterly direction for approximately 1,100 feet to an angle point located southwest of the intersection of F.M. 1660 and proposed F.M. 1431 that will be referred to as the intersection of Route Links HH, LL, and GG. This segment of Route 182 crosses F.M. 1660 and the proposed F.M. 1431. From the intersection of Route Links HH, LL, and GG, Route 182 proceeds, along **Link LL**, in a west/southwesterly direction for approximately 8,300 feet to an angle point located on the south side of proposed F.M. 1431. This point will be referred to as the intersection of Route Links MM, W, LL, and X. A portion of this segment of Route 182 parallels the south side of proposed F.M. 1431 then crosses and parallels the north side of proposed F.M. 1431. From the intersection of

Route Links MM, W, LL, and X, Route 182 proceeds, along **Link X**, in a south/southeasterly direction for approximately 4,700 feet to an angle point. This segment of Route 182 crosses C.R. 100. From this angle point, Route 182 proceeds, along **Link X**, in a west/southwesterly direction approximately 1,600 feet to an angle point. From this angle point, Route 182 proceeds, along **Link X** in a south/southeasterly direction for approximately 6,500 feet to a point that will be referred to as the intersection of Route Links X and EE. From the intersection of Route Links X and EE, Route 182 proceeds, along **Link EE**, in a south/southeasterly direction approximately 2,000 feet to an angle point located along the east side of C.R. 119 across from the existing Oncor Electric Delivery Hutto Switching Station. This segment of Route 182 is east of and parallel to C.R. 119. From this angle point, Route 182 proceeds, along **Link EE**, in a westerly direction for approximately 200 feet into the existing Oncor Electric Delivery Hutto Switching Station located approximately 3,500 feet north of U.S. 79 and adjacent to the west side of C.R. 119 in Hutto, Texas.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 187)**  
**(Links A1-OO1-OO2-T4-S1-S2-U-R-Y1-Y2-Y3-RR-Y4-TT-V1)**

An alternate transmission line route (Route 187) begins at the Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 187 proceeds, along **Link A1**, in an east/southeasterly direction parallel to the existing Temple-Killeen 345 kV and Bell County-Gabriel 138 kV transmission lines for approximately 4,700 feet to an angle point located approximately 1,500 feet east of Stinnett Mill Road and approximately 4,500 feet north/northeast of Marie Lane. This point will be referred to as the intersection of Route Links A1, A2, and OO1. This segment of Route 187 crosses Stinnett Mill Road. From the intersection of Route Links A1, A2, and OO1, Route 187 proceeds, along **Link OO1**, in a southeasterly direction for approximately 660 feet to an angle point located approximately 500 feet north of Salado Creek. This segment of Route 187 is northeast of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From this angle point, Route 187 proceeds, along **Link OO1**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 4,000 feet to the point of intersection of Route Links OO1, OO2 and UU. From the point of intersection of Route Links OO1, OO2 and UU, Route 187 proceeds, along **Link OO2**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 17,800 feet to an angle point located approximately 1,800 feet north of the intersection of Bean Road and Gooseneck Road. This point will be referred to as the intersection of Route Links OO2, T3, and T4. This segment of Route 187 crosses Salado Creek, Marie Lane, Royal Street, and F.M. 2268, and is east of and parallel to the existing Bell County-Gabriel 138 kV transmission line. From the intersection of Route Links OO2, T3, and T4, Route 187 proceeds, along **Link T4**, proceeds in a south/southwesterly direction for approximately 3,300 feet to an angle point. This segment of Route 187 crosses Gooseneck Road and Bean Road, and parallels the existing Bell County – Gabriel 138 kV transmission line. From this angle point,

Route 187 proceeds, along **Link T4**, in a south/southwesterly direction east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 14,700 feet to a point located approximately 900 feet north/northwest of Hare Road and approximately 1,800 feet south/southwest of F.M. 2115. This point will be referred to as the intersection of Route Links T4, S1 and FF. This segment of Route 187 crosses Hackberry Road and F.M. 2115, and parallels the existing Bell County – Gabriel 138 kV transmission line. From the intersection of Route Links T4, S1 and FF, Route 187 continues, along **Link S1**, in a southwesterly direction parallel to the existing Bell County – Gabriel 138 kV transmission line for approximately 12,000 feet to the intersection of Route Links S1 and S2. This segment of Route 187 crosses the Bell-Williamson County line. From the intersection of Route Links S1 and S2, Route 187 proceeds, along **Link S2** and **Link U**, in a southeasterly direction for approximately 18,000 feet to an angle point located on the south side of F.M. 1105 and approximately 2,400 feet northeast of C.R. 314. This angle point will be referred to as the intersection of Route Links U and R. This segment of Route 187 crosses F.M. 487, Donahoe Creek, and F.M. 1105. From this angle point, Route 187 proceeds, along **Link R** and **Link Y1**, in a west/southwesterly direction parallel to and on alternating sides of the existing BEC 69 kV transmission line for approximately 20,400 feet to an angle point at the intersection of the existing BEC 69 kV transmission line and the existing Bell County-Gabriel 138 kV transmission line. This angle point will be referred to as the intersection of Route Links Y1 and Y2. This segment of Route 187 crosses F.M. 1105, C.R. 314, C.R. 315, and C.R. 375. From the intersection of Route Links Y1 and Y2, Route 187 proceeds in a south/southwesterly direction, along **Link Y2**, for approximately 4,700 feet, a portion east of and parallel to the existing Bell County-Gabriel 138 kV transmission line, and a portion west of and parallel to the existing Bell County-Gabriel 138 kV transmission line. This segment of Route 187 crosses C.R. 311. From this angle point, Route 187 proceeds, along **Link Y2**, in a southerly direction west of and parallel to existing Bell County-Gabriel 138 kV transmission line for approximately 6,400 feet to an angle point. This angle point will be referred to as the intersection of Route Links Y2 and Y3. This segment of Route 187 crosses C.R. 144. From the intersection of Route Links Y2 and Y3, Route 187 proceeds, along **Link Y3**, in a south/southeasterly direction for approximately 18,000 feet to an angle point located approximately 600 feet north of C.R. 149. This angle point will be referred to as the intersection of Route Links Y3 and RR. This segment of Route 187 crosses the existing Bell County-Gabriel 138 kV transmission line, F.M. 972, C.R. 150, and C. R. 148, and a portion of this segment parallels C.R. 150 and C.R. 148. From the intersection of Route Links Y3 and RR, Route 187 proceeds, along **Link RR**, in a southwesterly direction for approximately 1,000 feet to an angle point located south of C.R. 149. This segment of Route 187 crosses C.R. 149. From this angle point, Route 187 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 3,900 feet to an angle point. From this angle point, Route 187 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,500 feet to an angle point located approximately 900 feet north of C.R. 194. From this angle point, Route 187 proceeds, along **Link RR**, in a southerly direction for approximately 7,300 feet to an angle point. This segment of Route 187 crosses C.R. 194 and F.M. 971. From this angle point, Route 187 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,000 feet to an angle point. From this angle point, Route

187 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 11,200 feet to an angle point located on the west side of C.R. 106. This segment of Route 187 crosses the San Gabriel River, S.H. 29, and C.R. 106, and a portion of this segment parallels C.R. 106. From this angle point, Route 187 proceeds, along **Link RR**, in a southwesterly direction for approximately 3,800 feet to an angle point. This angle point will be referred to as the intersection of Route Links RR and Y4. From this angle point, Route 187 proceeds, along **Link Y4**, in a southwesterly direction for approximately 5,200 feet to an angle point located approximately 900 feet east/northeast of S.H. 130. This segment of Route 187 crosses C.R. 105. From this angle point, Route 187 proceeds, along **Link Y4**, in a south/southeasterly direction for approximately 5,500 feet to an angle point located near the northeast corner of the intersection of S.H. 130 and the proposed F.M. 1431. This point will be referred to as the intersection of Route Links Y4, Y5, and TT. This segment of Route 187 crosses C.R. 107. From the intersection of Route Links Y4, Y5, and TT, Route 187 proceeds, along **Link TT**, in a southerly direction for approximately 6,700 feet to the intersection of Route Links TT, V3, and V1. This segment of Route 187 parallels S.H. 130 and crosses proposed F.M. 1431. From the intersection of Route Links TT, V3, and V1, Route 187 proceeds, along **Link V1**, in a west/southwesterly direction for approximately 700 feet to an angle point located near the southwest corner of S.H. 130 and C.R. 118. This segment of Route 187 crosses S.H. 130 and continues parallel to C.R. 118. From this angle point, Route 187 proceeds, along **Link V1**, in a south/southeasterly direction for approximately 9,600 feet to an angle point located northwest of the intersection of S.H. 130 and the existing Hutto-Round Rock 138 kV transmission line. This segment of Route 187 crosses C.R. 109 and is west of and parallel to S.H. 130. From this angle point, Route 187 proceeds, along **Link V1**, in an easterly direction, north of and parallel to the existing Hutto-Round Rock 138 kV transmission line for approximately 4,800 feet into the existing Hutto Switching Station. This segment of Route 187 crosses S.H. 130 and C.R. 108.

**ALTERNATE TRANSMISSION LINE ROUTE (Route 188)**  
**(Links FF-S1-S2-U-R-Y1-Y2-Y3-RR-Y4-TT-V1)**

An alternate transmission line route (Route 188) begins at the existing Oncor Electric Delivery Salado Switching Station located northeast of the Village of Salado approximately 1,800 feet east of I.H. 35 and approximately 2,400 feet south of the intersection of I.H. 35 and Amity Lane in Bell County, Texas. From the Salado Switching Station, Route 188 proceeds, along **Link FF**, in a west/northwesterly direction for approximately 8,600 feet to an angle point located adjacent to F.M. 1670. This segment of Route 188 crosses Rose Lane, I.H. 35, and Lark Trail Road, and is south of and parallel to the existing Temple-Killeen 345 kV transmission line. From this angle point, Route 188 proceeds, along **Link FF**, in a south/southwesterly direction for approximately 17,000 feet to an angle point. This segment of Route 188 crosses F.M. 2484, State School Road, and Salado Creek. The majority of this segment parallels F.M. 1670 and an existing Brazos River Authority water pipeline. From this angle point, Route 188 proceeds, along **Link FF**, in a south/southwesterly direction for approximately 7,100 feet to an angle point located along the east side of Kuykendall Branch Road. This segment of Route 188 crosses F.M. 2843 and a portion parallels Kuykendall Branch

Road. From this angle point, Route 188 proceeds, along **Link FF**, in a southeasterly direction for approximately 3,200 feet to an angle point located just east of I.H. 35. This segment of Route 188 crosses I.H. 35. From this angle point, Route 188 proceeds, along **Link FF**, in a south to southwesterly direction for approximately 4,600 feet to an angle point located just east of I.H. 35. This segment of Route 188 parallels the north bound right-of-way boundary of I.H. 35. From this angle point, Route 188 proceeds, along **Link FF**, in a southeasterly direction for approximately 10,400 feet to an angle point that will be referred to as the intersection of Route Links T4, S1, and FF. This segment of Route 188 crosses Hackberry Road. From the intersection of Route Links T4, S1, and FF, Route 188 proceeds, along **Link S1**, in a southwesterly direction, east of and parallel to the existing Bell County-Gabriel 138 kV transmission line for approximately 12,000 feet to an angle point. This angle point will be referred to as the intersection of Route Links S1 and S2. This segment of Route 188 crosses Hare Road, C.R. 303, and the Bell-Williamson County line. From the intersection of Route Links S1 and S2, Route 188 proceeds, along **Link S2** and **Link U**, in a southeasterly direction for approximately 18,000 feet to an angle point located on the south side of F.M. 1105 and approximately 2,400 feet northeast of C.R. 314. This angle point will be referred to as the intersection of Route Links U and R. This segment of Route 188 crosses F.M. 487, Donahoe Creek, and F.M. 1105. From this angle point, Route 188 proceeds, along **Link R** and **Link Y1**, in a west/southwesterly direction parallel to and on alternating sides of the existing BEC 69 kV transmission line for approximately 20,400 feet to an angle point at the intersection of the existing BEC 69 kV transmission line and the existing Bell County-Gabriel 138 kV transmission line. This point will be referred to as the intersection of Route Links Y1 and Y2. This segment of Route 188 crosses F.M. 1105, C.R. 314, C.R. 315, and C.R. 375. From the intersection of Route Links Y1 and Y2, Route 188 proceeds in a south/southwesterly direction, along **Link Y2**, for approximately 4,700 feet, a portion east of and parallel to the existing Bell County-Gabriel 138 kV transmission line, and a portion west of and parallel to the existing Bell County-Gabriel 138 kV transmission line. This segment of Route 188 crosses C.R. 311. From this angle point, Route 188 proceeds, along **Link Y2**, in a southerly direction west of and parallel to existing Bell County-Gabriel 138 kV transmission line for approximately 6,400 feet to an angle point. This angle point will be referred to as the intersection of Route Links Y2 and Y3. This segment of Route 188 crosses C.R. 144. From the intersection of Route Links Y2 and Y3, Route 188 proceeds, along **Link Y3**, in a south/southeasterly direction for approximately 18,000 feet to an angle point located approximately 600 feet north of C.R. 149. This angle point will be referred to as the intersection of Route Links Y3 and RR. This segment of Route 188 crosses the existing Bell County-Gabriel 138 kV transmission line, F.M. 972, C.R. 150, and C. R. 148, and a portion of this segment parallels C.R. 150 and C.R. 148. From the intersection of Route Links Y3 and RR, Route 188 proceeds, along **Link RR**, in a southwesterly direction for approximately 1,000 feet to an angle point located south of C.R. 149. This segment of Route 188 crosses C.R. 149. From this angle point, Route 188 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 3,900 feet to an angle point. From this angle point, Route 188 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,500 feet to an angle point located approximately 900 feet north of C.R. 194. From this angle point, Route 188 proceeds, along **Link RR**, in a southerly direction for approximately

7,300 feet to an angle point. This segment of Route 188 crosses C.R. 194 and F.M. 971. From this angle point, Route 188 proceeds, along **Link RR**, in a south/southwesterly direction for approximately 2,000 feet to an angle point. From this angle point, Route 188 proceeds, along **Link RR**, in a south/southeasterly direction for approximately 11,200 feet to an angle point located on the west side of C.R. 106. This segment of Route 188 crosses the San Gabriel River, S.H. 29, and C.R. 106, and a portion of this segment parallels C.R. 106. From this angle point, Route 188 proceeds, along **Link RR**, in a southwesterly direction for approximately 3,800 feet to an angle point. This angle point will be referred to as the intersection of Route Links RR and Y4. From this angle point, Route 188 proceeds, along **Link Y4**, in a southwesterly direction for approximately 5,200 feet to an angle point located approximately 900 feet east/northeast of S.H. 130. This segment of Route 188 crosses C.R. 105. From this angle point, Route 188 proceeds, along **Link Y4**, in a south/southeasterly direction for approximately 5,500 feet to an angle point located near the northeast corner of the intersection of S.H. 130 and the proposed F.M. 1431. This point will be referred to as the intersection of Route Links Y4, Y5, and TT. This segment of Route 188 crosses C.R. 107. From the intersection of Route Links Y4, Y5, and TT, Route 188 proceeds, along **Link TT**, in a southerly direction for approximately 6,700 feet to the intersection of Route Links TT, V3, and V1. This segment of Route 188 parallels S.H. 130 and crosses proposed F.M. 1431. From the intersection of Route Links TT, V3, and V1, Route 188 proceeds, along **Link V1**, in a west/southwesterly direction for approximately 700 feet to an angle point located near the southwest corner of S.H. 130 and C.R. 118. This segment of Route 188 crosses S.H. 130 and continues parallel to C.R. 118. From this angle point, Route 188 proceeds, along **Link V1**, in a south/southeasterly direction for approximately 9,600 feet to an angle point located northwest of the intersection of S.H. 130 and the existing Hutto-Round Rock 138 kV transmission line. This segment of Route 188 crosses C.R. 109 and is west of and parallel to S.H. 130. From this angle point, Route 188 proceeds, along **Link V1**, in an easterly direction, north of and parallel to the existing Hutto-Round Rock 138 kV transmission line for approximately 4,800 feet into the existing Hutto Switching Station. This segment of Route 188 crosses S.H. 130 and C.R. 108.