

Filing Receipt

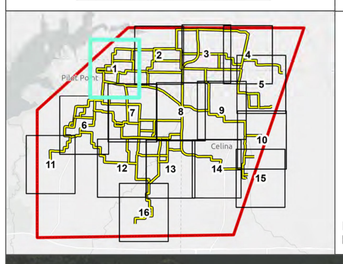
Filing Date - 2023-06-09 03:21:03 PM

Control Number - 55114

Item Number - 2

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

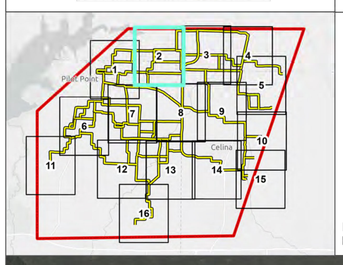
0 500 1,000
FEET

FIGURE 1-1

PROPOSED PILOT POINT SUBSTATION

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

N

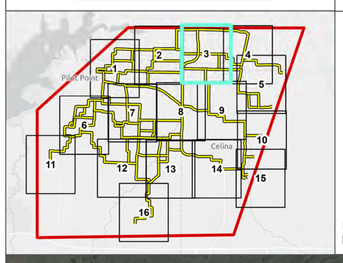
0 500 1,000
FEET

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

FIGURE 1-2

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

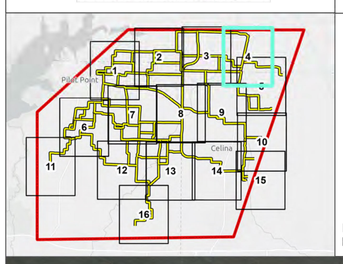
0 500 1,000
FEET

FIGURE 1-3

PATH: O:\15531499_10169_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CCN\CCDCCN\CCN2.APRX - USER: JOCOOK - DATE: 5/25/2023

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

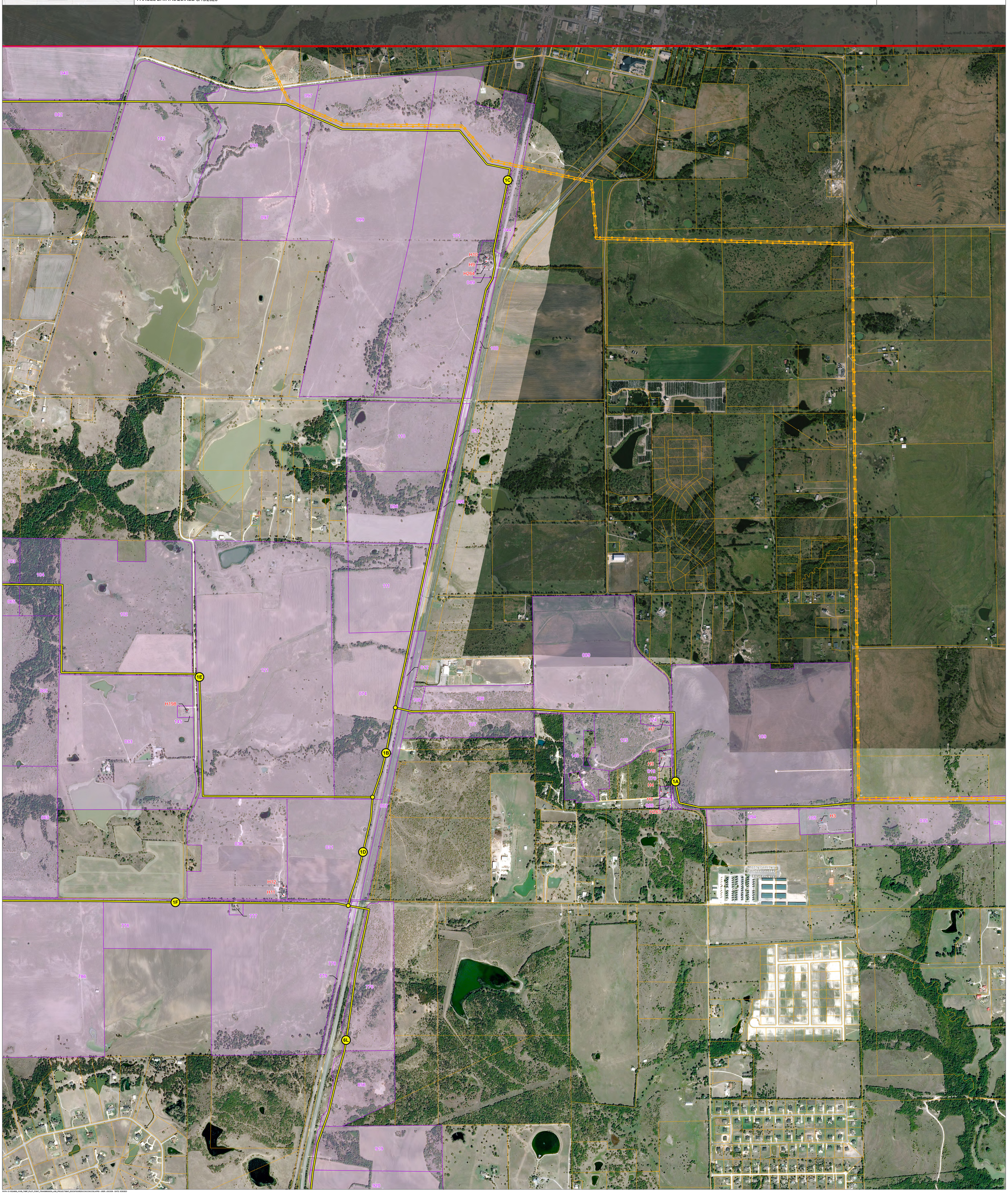
EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

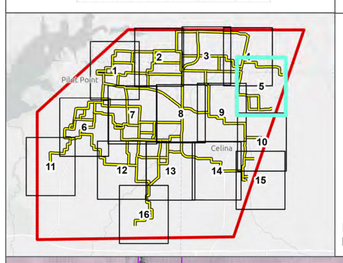
0 500 1,000
FEET

FIGURE 1-4



TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

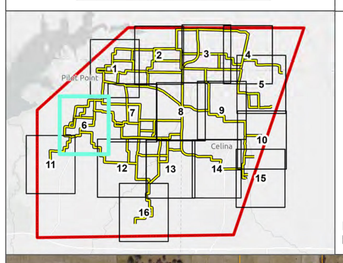
0 500 1,000
FEET

FIGURE 1-5

PATH: O:\1032489_10183_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CIVIC\CIVIC02.APRX - USER: JDOCOK - DATE: 9/25/2023

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

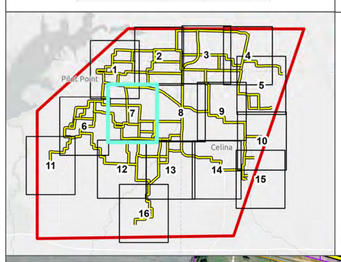
N

0 500 1,000
FEET

FIGURE 1-6

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

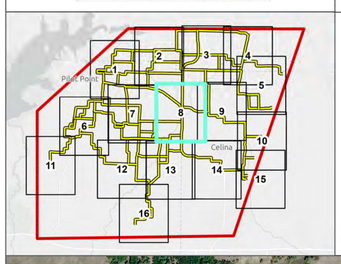
0 500 1,000
FEET

FIGURE 1-7

PATH: O:\102246\69_19\05_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MXP_DOCS\FIGURES\CNCC\CNCC02.APRX - USER: JOCOOK - DATE: 5/25/2023

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

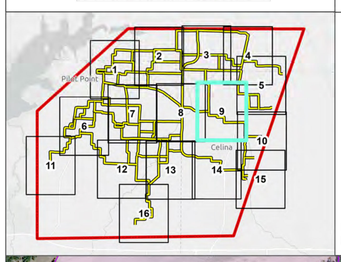
0 500 1,000
FEET

FIGURE 1-8

PATH: O:\1032499_10185_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CNCC\CNCC02.APRX - USER: JOCOOK - DATE: 5/25/2023

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

N

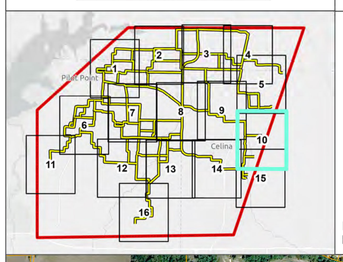
0 500 1,000
FEET

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

FIGURE 1-9

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

0 500 1,000
FEET

FIGURE 1-10

PPOI C

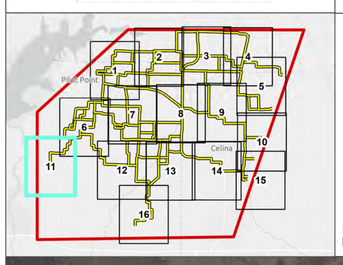
PPOI D

PATH: O:\10124000_10100_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CCN\CCNCCN2.APRX - USER: JOCOOK - DATE: 5/25/2023

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES

Texas-New Mexico Power



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

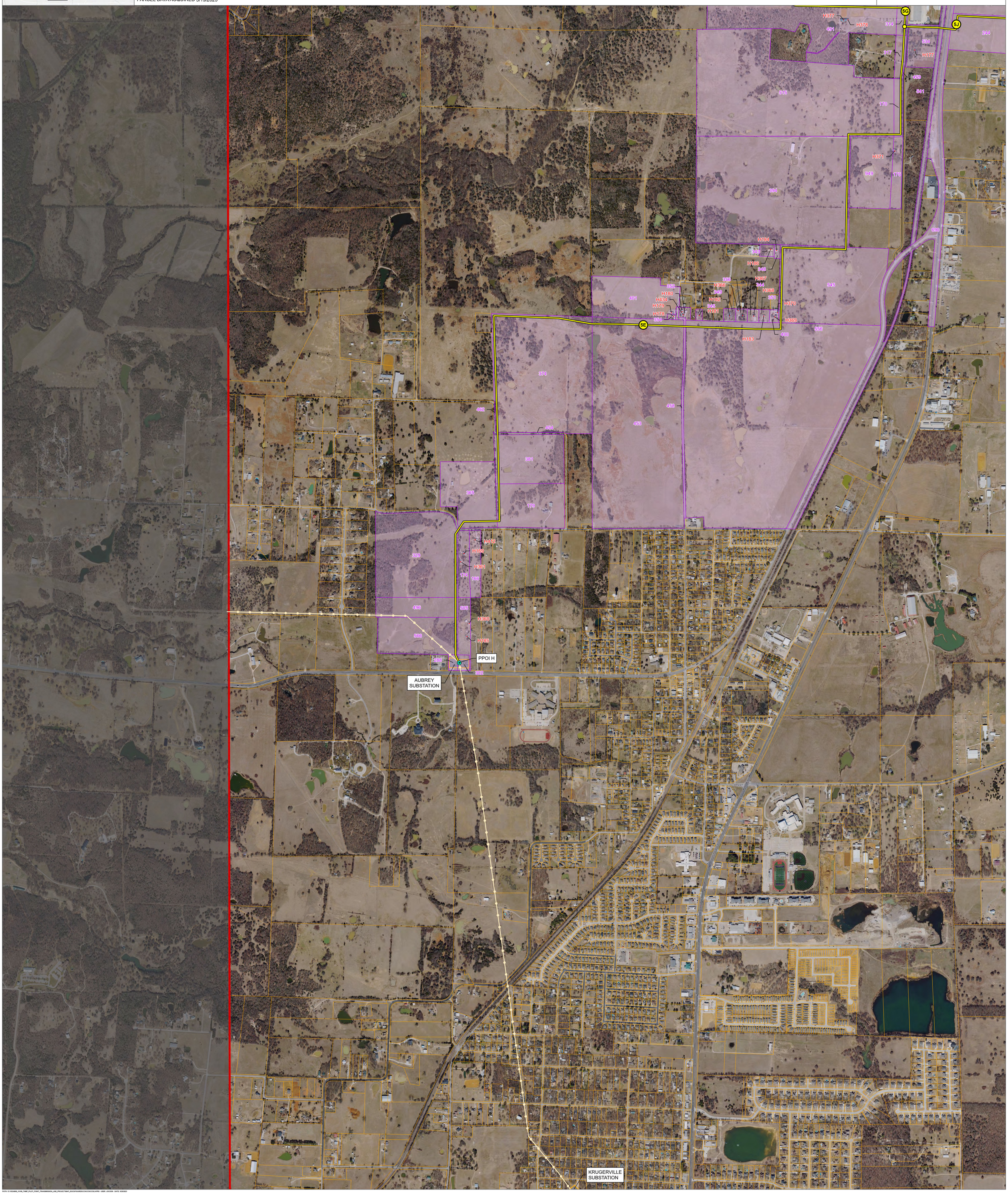
EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

N

0 500 1,000
FEET

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

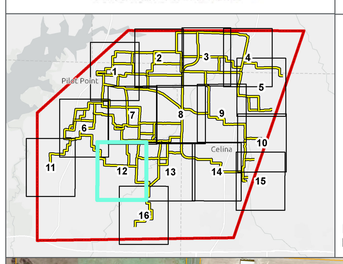
FIGURE 1-11



TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES

Texas-New Mexico Power



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE
- PARCEL BOUNDARY
- NOTIFIED PARCEL

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

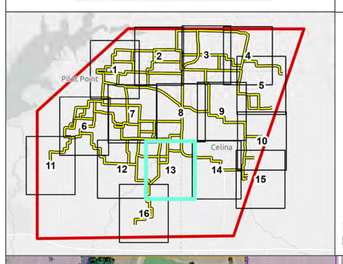
N

0 500 1,000
FEET

FIGURE 1-12

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

N

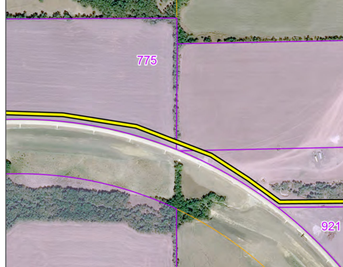
0 500 1,000
FEET

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

FIGURE 1-13

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

N

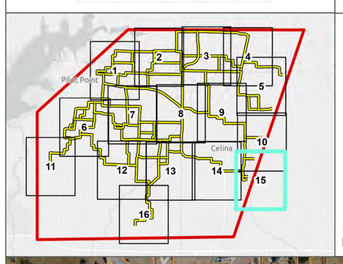
0 500 1,000
FEET

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

FIGURE 1-14

TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

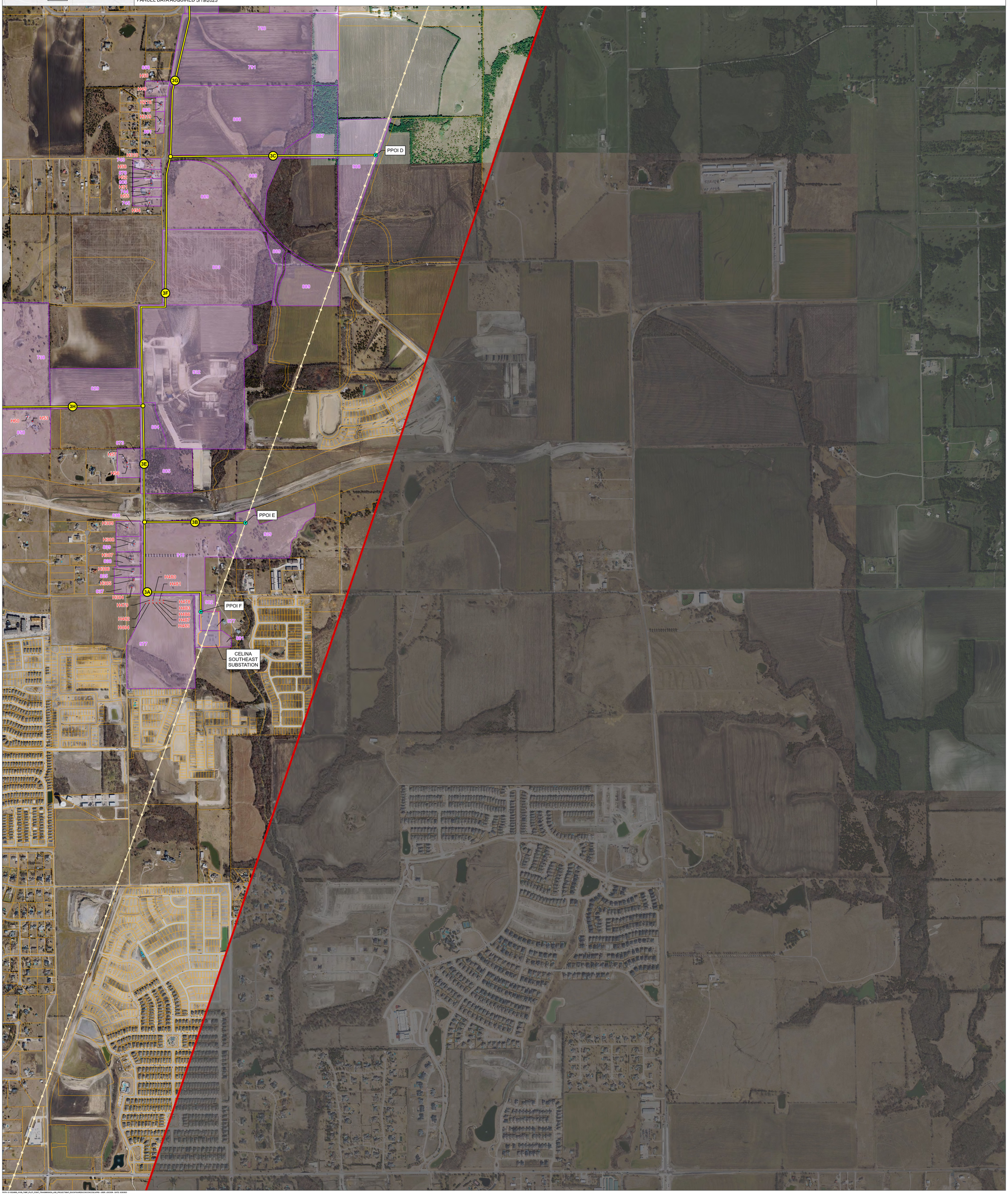
EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

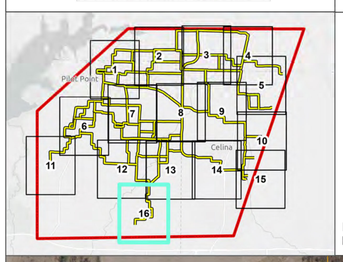
0 500 1,000
FEET

FIGURE 1-15



TNMP PILOT POINT 138 KV TRANSMISSION LINE PROJECT

LOCATION OF DIRECTLY AFFECTED PARCELS AND HABITABLE STRUCTURES



PROJECT COMPONENTS
- STUDY AREA
- ALTERNATIVE TRANSMISSION LINE LINK
- LINK NODE
- POTENTIAL POINT OF INTERCONNECTION (PPOI)

LANDUSE_OLD
- NOTIFIED PARCEL
- PARCEL BOUNDARY
- HABITABLE STRUCTURE WITHIN 310 FEET OF ALTERNATIVE LINK

EXISTING UTILITIES
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- SUBSTATION SITE

IMAGERY FROM TNRIS & L3 HARRIS. SEPT 2022
PARCEL DATA ACQUIRED 5/19/2023

N

0 500 1,000
FEET

FIGURE 1-16

PPOI G

PARVIN SUBSTATION

4A

4B

PATH: O:\10324499_10185_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CCN\CCN\CCN2.APRX - USER: JOCOOK - DATE: 9/25/2023

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H1	290	Single-Family	NE	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H2	265	Commercial	S	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H3	232	Commercial	N	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H4	258	Single-Family	E	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H5	232	Commercial	E	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H6	166	Single-Family	E	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H7	152	Single-Family	N	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H8	140	Single-Family	E	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H9	140	Commercial	E	1C	328, 343, 412
H10	101	Commercial	E	1C	328, 343, 412
H11	107	Single-Family	S	1F	11, 13, 17, 19, 22, 25, 26, 49, 56, 63, 74, 141, 168, 259, 333
H12	275	Commercial	S	1F	11, 13, 17, 19, 22, 25, 26, 49, 56, 63, 74, 141, 168, 259, 333
H13	260	Single-Family	S	1I	11, 13, 17, 19, 22, 25, 26, 49, 63, 74, 237, 259, 333
H14	140	Single-Family	N	1I	11, 13, 17, 19, 22, 25, 26, 49, 62, 63, 74, 82, 186, 204, 237, 257, 259, 333, 364
	190	Single-Family	W	2F	
	237	Single-Family	NW	1K	
H15	197	Single-Family	S	1I	11, 13, 17, 19, 22, 25, 26, 49, 63, 74, 237, 259, 333
H16	203	Single-Family	S	1I	11, 13, 17, 19, 22, 25, 26, 49, 63, 74, 237, 259, 333
H17	239	Commercial	S	1I	11, 13, 17, 19, 22, 25, 26, 49, 63, 74, 237, 259, 333
H18	194	Single-Family	S	6E	17, 19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H19	190	Commercial	N	2B	17
H21	72	Single-Family	N	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H22	193	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H23	174	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H25	296	Commercial	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H28	115	Single-Family	W	2J	14, 34, 38, 49, 127, 149, 223, 371, 374
H29	232	Commercial	W	2J	14, 34, 38, 49, 127, 149, 223, 371, 374
H30	310	Single-Family	W	4L	28, 105, 145, 164, 212, 233, 268
H31	251	Commercial	E	3S	105
H32	62	Commercial	S	4K	28, 105, 145, 164, 212, 233, 268
	296	Commercial	W	4L	
	308	Commercial	W	4J	
H33	262	Single-Family	E	4I	23, 28, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H34	217	Single-Family	E	4I	23, 28, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H35	96	Commercial	N	4O	23, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H36	185	Single-Family	N	4O	23, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H37	73	Single-Family	S	4K	28, 105, 145, 164, 212, 233, 268
	152	Single-Family	W	4L	
	181	Single-Family	SW	4J	
H39	261	Single-Family	W	4F	23, 28, 32, 42, 67, 71
H40	290	Single-Family	N	3Z	68, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H41	217	Single-Family	E	4I	23, 28, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H43	167	Commercial	S	4K	28, 105, 145, 164, 212, 233, 268
	283	Commercial	W	4L	
H44	256	Single-Family	E	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H45	259	Single-Family	E	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H46	308	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H47	283	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H48	153	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H49	262	Commercial	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H50	286	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H51	248	Single-Family	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H52	267	Commercial	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H53	238	Commercial	N	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413
H54	278	Single-Family	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H55	288	Single-Family	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H56	277	Single-Family	E	3E	51, 59, 64, 65, 79, 80, 85, 104, 121, 127, 144, 145, 149, 164, 185, 196, 206, 212, 218, 230, 233, 250, 254, 266, 319, 370, 375, 404, 413
H57	296	Commercial	E	3E	51, 59, 64, 65, 79, 80, 85, 104, 121, 127, 144, 145, 149, 164, 185, 196, 206, 212, 218, 230, 233, 250, 254, 266, 319, 370, 375, 404, 413
H58	205	Single-Family	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H59	259	Single-Family	N	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413
H60	139	Commercial	N	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H61	88	Commercial	N	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413
H62	174	Commercial	W	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H63	150	Single-Family	E	1L	328
H64	154	Single-Family	E	1L	328
H65	157	Single-Family	E	1L	328
H66	179	Single-Family	E	1L	328
H68	237	Single-Family	E	1V	92, 259
H69	199	Single-Family	E	1V	92, 259
H70	178	Single-Family	E	1V	92, 259
H71	163	Single-Family	E	1V	92, 259
H72	177	Commercial	E	1V	92, 259
H73	179	Single-Family	E	1V	92, 259
H74	143	Single-Family	E	1V	55, 57, 92, 259, 289, 328, 364, 404, 413
	145	Single-Family	N	1Y	
	215	Single-Family	NE	1S	
H76	169	Single-Family	E	1V	22, 37, 63, 92, 170, 186, 209, 259, 370, 375
	257	Single-Family	SE	1T	
	257	Single-Family	SE	1W	
H77	156	Single-Family	E	1V	92, 259
H78	171	Single-Family	E	1V	92, 259
H79	164	Single-Family	E	1V	92, 259
H80	155	Single-Family	E	1V	92, 259
H81	169	Single-Family	E	1V	92, 259
H82	152	Single-Family	E	1V	92, 259
H83	253	Single-Family	SE	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H84	178	Single-Family	S	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H85	183	Single-Family	S	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H86	147	Single-Family	S	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H87	246	Commercial	S	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H89	58	Commercial	N	2N	26, 34, 55, 74, 328
H90	34	Commercial	N	2N	26, 34, 55, 74, 328
H91	112	Commercial	N	2N	26, 34, 55, 74, 328
H92	186	Single-Family	S	2K	26, 34, 74
H93	177	Commercial	W	2K	26, 34, 74
H94	61	Single-Family	W	2K	26, 34, 74
H95	228	Single-Family	E	2L	55, 328
H97	163	Commercial	S	5Z	26, 34, 55, 57, 74, 328
H98	296	Commercial	S	5Z	26, 34, 55, 57, 74, 328
H99	139	Single-Family	S	1W	22, 37, 63, 92, 170, 186, 209, 259, 370, 375
	192	Single-Family	E	1V	
	198	Single-Family	E	1T	
H100	221	Single-Family	E	1V	92, 259
H101	219	Single-Family	E	1V	92, 259

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H102	224	Single-Family	E	1V	92, 259
H103	223	Single-Family	E	1V	92, 259
H104	219	Single-Family	E	1V	92, 259
H105	247	Commercial	E	1V	92, 259
H106	222	Single-Family	E	1V	92, 259
H107	225	Single-Family	E	1V	92, 259
H108	168	Commercial	SE	2X	13, 25, 26, 33, 34, 55, 57, 74, 82, 168, 183, 328, 342, 398
H109	296	Commercial	SE	2Z	All Filed Routes
H110	132	Commercial	E	2X	All Filed Routes
	159	Commercial	S	2Z	
	209	Commercial	SE	2Y	
H111	214	Commercial	E	2X	13, 25, 26, 33, 34, 55, 57, 74, 82, 168, 183, 328, 342, 398
H112	248	Commercial	E	2Y	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 19, 20, 22, 23, 24, 27, 28, 32, 37, 38, 42, 49, 51, 54, 56, 59, 62, 63, 64, 65, 67, 68, 71, 79, 80, 85, 86, 92, 104, 105, 108, 113, 121, 127, 141, 144, 145, 148, 149, 154, 161, 164, 170, 177, 185, 186, 196, 204, 206, 209, 212, 214, 218, 223, 230, 233, 237, 250, 253, 254, 257, 259, 266, 268, 289, 298, 301, 303, 319, 325, 333, 343, 346, 364, 370, 371, 374, 375, 404, 412, 413
H113	143	Commercial	N	2Z	All Filed Routes
	205	Commercial	E	2Y	
	255	Commercial	NE	2X	
H114	263	Single-Family	E	4M	23, 28, 32, 54, 67, 68, 71, 86, 105, 121, 144, 145, 164, 196, 214, 218, 253, 268, 301
H115	302	Single-Family	E	4M	23, 28, 32, 54, 67, 68, 71, 86, 105, 121, 144, 145, 164, 196, 214, 218, 253, 268, 301
H118	241	Commercial	N	2U	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 161, 164, 177, 196, 214, 218, 253, 257, 268, 301, 333, 346
	241	Commercial	N	2V	
	241	Commercial	N	2Q	
H119	246	Single-Family	N	2V	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 161, 164, 177, 196, 214, 218, 253, 257, 268, 301, 333, 346
	292	Single-Family	NE	2U	
	292	Single-Family	NE	2Q	
H120	162	Single-Family	N	2V	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 161, 164, 177, 196, 214, 218, 253, 257, 268, 301, 333, 346
	164	Single-Family	N	2U	
	164	Single-Family	N	2Q	
H121	195	Single-Family	N	2Q	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 161, 164, 177, 196, 214, 218, 253, 257, 268, 301, 333, 346
	207	Single-Family	N	2U	
	207	Single-Family	N	2V	
H122	290	Commercial	N	2Q	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 164, 177, 196, 214, 218, 253, 268, 301, 333, 346
H124	208	Commercial	N	6A	54, 71, 319
H125	285	Commercial	E	4S	54, 71, 113
H126	133	Commercial	E	4S	54, 71, 113
H127	284	Single-Family	N	4T	54, 71
H128	264	Single-Family	NW	4T	54, 71

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H129	200	Commercial	W	4Q	54, 113
H130	195	Single-Family	N	4S	54, 71, 113
H131	168	Single-Family	N	4S	54, 71, 113
H132	181	Commercial	N	4S	54, 71, 113
H133	74	Commercial	S	5X	1, 2, 3, 4, 5, 6, 7, 8, 42, 113, 185, 206, 212, 233, 298, 303, 319
	241	Commercial	W	5L	
	253	Commercial	W	5K	
H134	285	Commercial	S	4U	42, 185, 206, 212, 233, 298
H135	289	Commercial	E	4X	1, 2, 6, 8, 113, 303, 319
H136	128	Commercial	W	4X	1, 2, 6, 8, 113, 303, 319
H137	168	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H138	283	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H139	90	Commercial	S	6B	113, 319
H140	231	Commercial	N	6B	113, 319
H141	114	Commercial	W	5D	3, 4, 5, 7
H142	304	Commercial	S	6M	3, 7
H143	62	Commercial	N	6M	3, 7
H144	107	Commercial	N	6M	3, 7
H145	233	Single-Family	S	6M	3, 7
H146	242	Commercial	NE	4V	113
H147	152	Single-Family	E	4V	113
H148	175	Single-Family	S	4V	113
H149	208	Commercial	S	4V	113
H150	283	Commercial	W	4R	303
H151	208	Single-Family	W	4R	303
H152	303	Single-Family	W	4R	303
H153	222	Single-Family	W	4R	303
H154	273	Commercial	W	4R	303
H155	294	Single-Family	E	4R	303
H156	293	Commercial	E	4R	303
H157	181	Single-Family	W	4R	303
H158	252	Single-Family	SE	6D	1, 2, 303
H159	189	Single-Family	W	6D	1, 2, 303
H160	267	Commercial	W	6D	1, 2, 303
H161	274	Commercial	N	4R	303
H162	176	Single-Family	N	4R	303
H163	142	Commercial	E	6D	1, 2, 303
H164	284	Commercial	E	6D	1, 2, 303
H165	299	Single-Family	E	6D	1, 2, 303
H166	113	Commercial	W	4R	303
H167	274	Single-Family	W	4R	303
H168	246	Single-Family	W	4R	303
H169	131	Single-Family	W	5E	1, 2, 3, 4, 5, 6, 7, 8
H170	310	Commercial	S	6M	3, 7
H171	210	Commercial	S	6M	3, 7

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H172	255	Single-Family	W	4V	113
H174	188	Single-Family	S	6B	113, 319
H175	201	Single-Family	N	6H	5, 7, 8
H176	197	Single-Family	N	6H	5, 7, 8
H177	196	Commercial	W	5E	1, 2, 3, 4, 5, 6, 7, 8
H178	128	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H179	222	Commercial	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H180	232	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H181	192	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H182	200	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H183	225	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H184	89	Commercial	E	5E	1, 2, 3, 4, 5, 6, 7, 8
H185	176	Single-Family	W	5E	1, 2, 3, 4, 5, 6, 7, 8
H186	180	Single-Family	E	5E	1, 2, 3, 4, 5, 6, 7, 8
H187	162	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H188	262	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H189	141	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H190	240	Single-Family	S	5Z	26, 34, 55, 57, 74, 328
H191	160	Single-Family	S	5Z	26, 34, 55, 57, 74, 328
H192	160	Single-Family	E	1V	92, 259
H193	267	Single-Family	N	1Y	55, 57, 259, 289, 328, 364, 404, 413
H194	220	Single-Family	N	1Y	55, 57, 259, 289, 328, 364, 404, 413
H195	74	Single-Family	N	1Y	55, 57, 259, 289, 328, 364, 404, 413
H196	168	Single-Family	N	1Y	55, 57, 259, 289, 328, 364, 404, 413
H197	287	Single-Family	SW	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H198	210	Single-Family	E	1E	20, 37, 55, 57, 92, 154, 183, 209, 237, 289
H199	287	Single-Family	S	6L	17, 19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H200	308	Single-Family	N	2B	17
H201	302	Single-Family	N	2B	17
H202	297	Single-Family	N	2B	17
H203	296	Single-Family	N	2B	17
H204	299	Single-Family	N	2B	17
H205	298	Single-Family	N	2B	17
H206	275	Single-Family	N	2B	17
H207	297	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H208	278	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H209	244	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H210	244	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H211	255	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H212	259	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H213	245	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H214	249	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H215	262	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H216	184	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H217	285	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H218	164	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H219	175	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H220	290	Single-Family	NW	4B	67, 68, 86, 105, 214, 346, 371, 374, 398
H221	240	Single-Family	NW	4B	67, 68, 86, 105, 214, 346, 371, 374, 398
H222	298	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H223	186	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H224	188	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H225	188	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H226	283	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H227	213	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H228	210	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H229	214	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H230	214	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H231	216	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H232	203	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H233	215	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H234	207	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H235	222	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H236	218	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H237	213	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H238	208	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H239	213	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H240	208	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H241	213	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H242	214	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H243	215	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H244	234	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H245	263	Single-Family	NE	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H246	290	Single-Family	NE	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H247	246	Single-Family	E	4R	303
H248	94	Single-Family	W	4R	303
H249	175	Single-Family	N	4R	303
H250	193	Single-Family	S	4R	303
H251	215	Single-Family	S	6B	113, 319
H253	193	Single-Family	NE	4S	54, 71, 113
H254	158	Single-Family	N	4P	71
H256	172	Single-Family	W	4L	28, 105, 145, 164, 212, 233, 268
	228	Single-Family	S	4K	
	304	Single-Family	SW	4J	
H257	169	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H258	188	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H259	157	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H260	263	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H261	182	Single-Family	SE	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H262	251	Single-Family	W	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H263	152	Single-Family	E	1A	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343
H264	149	Single-Family	E	1C	328, 343, 412
H265	160	Single-Family	E	1L	328
H268	133	Single-Family	E	1L	328
H270	187	Single-Family	E	1L	328
H271	120	Commercial	E	1L	328
H272	150	Commercial	E	1L	328
H273	145	Single-Family	N	1T	22, 37, 63, 170, 186, 209, 259, 370, 375
H274	164	Single-Family	S	1U	11, 13, 17, 19, 20, 25, 26, 27, 33, 49, 56, 62, 74, 82, 108, 141, 154, 161, 168, 183, 204, 230, 237, 250, 254, 257, 266, 325, 342, 343, 398, 412
H275	102	Commercial	S	1U	11, 13, 17, 19, 20, 25, 26, 27, 33, 49, 56, 62, 74, 82, 108, 141, 154, 161, 168, 183, 204, 230, 237, 250, 254, 257, 266, 325, 342, 343, 398, 412
H276	91	Commercial	S	1U	11, 13, 17, 19, 20, 25, 26, 27, 33, 49, 56, 62, 74, 82, 108, 141, 154, 161, 168, 183, 204, 230, 237, 250, 254, 257, 266, 325, 342, 343, 398, 412

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H278	181	Single-Family	E	1V	55, 57, 92, 259, 289, 328, 364, 404, 413
	278	Single-Family	N	1Y	
H280	228	Single-Family	E	1V	92, 259
H281	193	Commercial	E	1V	92, 259
H283	73	Commercial	S	1W	22, 37, 63, 92, 170, 186, 209, 370, 375
H284	308	Single-Family	N	1Y	55, 57, 259, 289, 328, 364, 404, 413
H286	253	Single-Family	N	2B	17
H287	255	Commercial	W	2B	17
H288	227	Commercial	S	6L	17, 19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H289	174	Single-Family	N	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H290	43	Commercial	N	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H291	261	Commercial	W	2E	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, 364
H292	284	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H293	151	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H294	200	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H295	257	Commercial	W	2K	26, 34, 74
H296	209	Commercial	S	2K	26, 34, 74
H297	170	Single-Family	E	2L	55, 328
H299	249	Commercial	E	4M	9, 10, 18, 23, 24, 28, 32, 49, 51, 54, 59, 64, 65, 67, 68, 71, 79, 80, 85, 86, 104, 105, 121, 144, 145, 148, 164, 177, 196, 214, 218, 253, 268, 301, 333, 346
	310	Commercial	NE	2Q	
H300	259	Commercial	W	2S	259, 289, 364, 404, 413
H301	175	Single-Family	S	5Z	26, 34, 55, 57, 74, 328
H302	161	Single-Family	S	5Z	26, 34, 55, 57, 74, 328
H303	264	Single-Family	SE	5Z	26, 34, 55, 57, 74, 328
H304	182	Single-Family	E	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H305	172	Commercial	E	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H306	179	Single-Family	E	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H307	190	Single-Family	E	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H308	154	Single-Family	E	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H309	281	Single-Family	E	3A	51, 59, 64, 65, 79, 80, 85, 104, 121, 127, 144, 145, 149, 164, 185, 196, 206, 212, 218, 230, 233, 250, 254, 266, 319, 370, 375, 404, 413
	291	Single-Family	E	3B	
	291	Single-Family	E	3E	
H310	264	Single-Family	E	3F	65, 80, 85, 104, 127, 148, 149, 177, 223, 250, 253, 266, 268, 298, 301, 325, 342
H311	149	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H312	146	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H313	258	Single-Family	E	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H314	87	Single-Family	N	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413
H315	271	Single-Family	E	3S	105
H316	292	Single-Family	N	3Y	67
H318	195	Single-Family	W	4L	28, 105, 145, 164, 212, 233, 268
H321	265	Single-Family	S	4U	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 121, 144, 145, 164, 185, 196, 206, 212, 214, 218, 233, 253, 268, 298, 301
	288	Single-Family	E	4M	
H322	199	Single-Family	E	4M	23, 28, 32, 54, 67, 68, 71, 86, 105, 121, 144, 145, 164, 196, 214, 218, 253, 268, 301
H323	296	Single-Family	E	4M	23, 28, 32, 54, 67, 68, 71, 86, 105, 121, 144, 145, 164, 196, 214, 218, 253, 268, 301
H324	97	Single-Family	N	4O	23, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H325	97	Commercial	N	4O	23, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H326	250	Single-Family	E	4Q	54, 113
H327	252	Single-Family	E	4Q	54, 113
H328	252	Single-Family	E	4Q	54, 113
H329	250	Single-Family	E	4Q	54, 113
H330	248	Single-Family	E	4Q	54, 113
H331	250	Single-Family	E	4Q	54, 113
H332	244	Single-Family	E	4Q	54, 113
H333	252	Single-Family	E	4Q	54, 113
H334	228	Commercial	E	4Q	54, 113
H335	263	Commercial	NE	4Q	54, 113
H336	274	Single-Family	N	4R	303
H337	183	Commercial	N	4R	303
H338	114	Single-Family	E	4R	303
H339	235	Single-Family	S	4R	303
H340	217	Single-Family	S	4R	303
H341	147	Commercial	W	4R	303
H342	167	Commercial	W	4R	303
H343	258	Single-Family	W	4R	303
H344	194	Single-Family	W	4R	303
H345	182	Single-Family	W	4R	303
H346	87	Single-Family	W	4R	303
H347	116	Single-Family	W	4R	303
H348	121	Single-Family	W	4R	303
H349	250	Commercial	N	4R	303
H350	240	Commercial	N	4T	54, 71
H351	229	Single-Family	W	5L	1, 2, 3, 4, 5, 6, 7, 8, 42, 113, 185, 206, 212, 233, 298, 303, 319
	262	Single-Family	S	5X	
H352	206	Single-Family	NE	6B	113, 319

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H353	230	Commercial	N	6B	113, 319
H354	227	Commercial	N	6B	113, 319
H355	274	Single-Family	N	4W	6, 8
H356	82	Commercial	N	4W	4, 5, 6, 8
	83	Commercial	N	5H	
	83	Commercial	N	6K	
H357	112	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H358	129	Commercial	E	6D	1, 2, 303
H359	50	Commercial	E	6D	1, 2, 303
H360	232	Commercial	W	5E	1, 2, 3, 4, 5, 6, 7, 8
H361	78	Commercial	W	5E	1, 2, 3, 4, 5, 6, 7, 8
H362	129	Single-Family	S	6M	3, 7
H363	121	Single-Family	W	5D	3, 4, 5, 7
H364	278	Commercial	E	5D	3, 4, 5, 7
H366	296	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H367	224	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H368	213	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H369	80	Single-Family	E	5E	1, 2, 3, 4, 5, 6, 7, 8
H370	51	Commercial	E	5E	1, 2, 3, 4, 5, 6, 7, 8
H371	258	Single-Family	N	5E	1, 2, 3, 4, 5, 6, 7, 8
H372	284	Single-Family	W	5G	3, 4, 5, 6, 7, 8
H373	290	Single-Family	W	5G	3, 4, 5, 6, 7, 8
H374	223	Single-Family	NE	6H	3, 4, 5, 6, 7, 8
	238	Single-Family	N	5G	
	243	Single-Family	N	5U	
H375	161	Single-Family	N	6H	5, 7, 8
H376	278	Commercial	E	5H	4, 5
H377	220	Commercial	N	5G	3, 4, 5, 6, 7, 8
H378	221	Commercial	N	5G	3, 4, 5, 6, 7, 8
H379	65	Single-Family	S	5J	1, 2
H380	232	Commercial	S	5J	1, 2
H381	113	Commercial	N	5W	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, 319
H382	201	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H383	189	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H384	193	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H385	189	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H386	196	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H387	200	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H388	194	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H389	192	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H390	189	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H391	196	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H392	201	Single-Family	S	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H393	247	Commercial	S	5Q	42, 185, 206, 298
H394	298	Commercial	E	5Q	42, 185, 206, 298
H395	186	Single-Family	N	5Q	42, 185, 206, 298
H396	209	Single-Family	N	5Q	42, 185, 206, 298
H397	219	Single-Family	N	5Q	42, 185, 206, 298
H398	222	Single-Family	N	5Q	42, 185, 206, 298
H399	207	Single-Family	N	5Q	42, 185, 206, 298
H400	162	Single-Family	N	5Q	42, 185, 206, 298
H401	104	Commercial	N	5Q	42, 185, 206, 298
H402	228	Single-Family	SE	3G	18, 24, 38, 65, 80, 85, 104, 108, 127, 149, 204, 250, 266
H404	99	Single-Family	S	5R	54, 71, 319
	269	Single-Family	E	6A	
	289	Single-Family	E	4T	
H406	302	Commercial	N	5U	3, 4, 6
H407	188	Commercial	N	5U	3, 4, 6
H408	278	Single-Family	N	6F	19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H409	243	Single-Family	N	6F	19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H411	279	Single-Family	S	6F	19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, 412
H412	309	Single-Family	NW	5E	1, 2, 3, 4, 5, 6, 7, 8
H414	306	Commercial	S	3O	346, 374, 398
H415	226	Single-Family	E	5S	2
H417	308	Single-Family	W	4F	23, 28, 32, 42, 67, 71
H418	135	Single-Family	S	5S	2
H419	244	Single-Family	E	5S	2
H420	291	Single-Family	W	2S	259, 289, 364, 404, 413
H421	65	Commercial	E	2X	13, 25, 26, 33, 34, 55, 57, 74, 82, 168, 183, 328, 342, 398
H422	229	Commercial	S	2X	13, 25, 26, 33, 34, 55, 57, 74, 82, 168, 183, 328, 342, 398
H423	69	Commercial	E	2X	All Filed Routes
	241	Commercial	S	2Z	
	249	Commercial	S	2Y	
H424	116	Single-Family	W	4X	1, 2, 6, 8, 113, 303, 319
H425	231	Multi-Family	S	3H	51, 59, 64, 79, 121, 144, 145, 148, 164, 177, 185, 196, 206, 212, 218, 223, 230, 233, 253, 254, 268, 298, 301, 319, 325, 342, 370, 375, 404, 413
H427	195	Single-Family	S	6D	1, 2, 303
H428	201	Commercial	W	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H429	300	Commercial	N	4S	54, 71, 113
H430	106	Commercial	E	6A	54, 71, 319
	250	Commercial	S	5R	
	270	Commercial	S	4T	
H431	145	Commercial	E	6A	54, 71, 319
H432	94	Commercial	W	4X	1, 2, 6, 8, 113, 303, 319
H433	255	Commercial	N	6H	5, 7, 8
H434	198	Single-Family	S	5E	1, 2, 3, 4, 5, 6, 7, 8
H435	184	Commercial	S	5J	1, 2
H436	182	Single-Family	W	4R	303
H437	115	Single-Family	W	4R	303
H438	215	Single-Family	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H439	238	Single-Family	E	4Q	54, 113
H440	64	Commercial	S	6H	5, 7, 8
H441	213	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H442	211	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H443	211	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H444	211	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H445	212	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H446	243	Single-Family	W	4E	23, 28, 32, 42, 54, 71, 113, 303
	243	Single-Family	W	4C	
	243	Single-Family	W	4D	
H447	243	Single-Family	W	4E	23, 28, 32, 42, 54, 71, 113, 303
	245	Single-Family	W	4C	
	245	Single-Family	W	4D	
H448	242	Single-Family	W	4E	23, 28, 32, 42, 54, 71, 113, 303
	267	Single-Family	SW	4C	
	267	Single-Family	SW	4D	
H449	250	Single-Family	W	4E	23, 28, 32, 42, 71
H450	250	Single-Family	W	4E	23, 28, 32, 42, 71
H451	250	Single-Family	W	4E	23, 28, 32, 42, 71
H452	250	Single-Family	W	4E	23, 28, 32, 42, 71
H453	252	Single-Family	W	4E	23, 28, 32, 42, 71
H454	248	Single-Family	W	4E	23, 28, 32, 42, 71
H455	308	Single-Family	S	1I	11, 13, 17, 19, 22, 25, 26, 49, 63, 74, 237, 259, 333
H456	252	Single-Family	W	4E	23, 28, 32, 42, 71
H457	245	Single-Family	W	4E	23, 28, 32, 42, 54, 71, 113, 303
	253	Single-Family	W	4C	
	253	Single-Family	W	4D	
H458	248	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H459	252	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H460	214	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H461	177	Single-Family	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H462	207	Commercial	SW	2I	9, 10, 14, 18, 24, 34, 38, 51, 59, 64, 65, 79, 80, 85, 104, 127, 148, 149, 177, 223, 333, 346, 371, 374
H463	302	Single-Family	W	4F	23, 28, 32, 42, 67, 71
H464	179	Single-Family	E	4I	23, 28, 32, 42, 67, 68, 86, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 319
H465	185	Commercial	S	5X	212, 233
H466	113	Commercial	E	5Z	26, 34, 55, 57, 74, 328
H467	168	Commercial	E	1V	92, 259
H468	211	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H470	203	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H471	202	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H472	203	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H473	208	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H474	211	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H475	217	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H476	238	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H477	251	Single-Family	W	4E	23, 28, 32, 42, 71
H478	130	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H479	135	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H480	133	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H481	131	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H482	179	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H483	179	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H484	184	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H485	182	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H486	180	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H487	180	Single-Family	N	3A	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, 413
H490	164	Commercial	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H491	206	Commercial	E	4A	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, 398
H492	212	Single-Family	E	6D	1, 2, 303
H493	74	Single-Family	N	4P	71
H494	162	Single-Family	E	2F	62, 82, 186, 204, 257, 333, 364
H495	222	Single-Family	E	2F	62, 82, 186, 204, 257, 333, 364
H496	170	Single-Family	E	2F	62, 82, 186, 204, 257, 333, 364
H497	135	Single-Family	S	5S	2
H498	209	Single-Family	W	4C	23, 28, 32, 42, 54, 71, 113, 303
H499	208	Single-Family	W	2J	14, 34, 38, 49, 127, 149, 223, 371, 374
H500	234	Single-Family	W	2J	14, 34, 38, 49, 127, 149, 223, 371, 374

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

HABITABLE STRUCTURES WITHIN 300 FEET OF THE FILED ALTERNATIVE ROUTES

Habitable Structure	Distance	Description	Direction to Link	Link	Route
H501	284	Commercial	E	2Z	All Filed Routes

Notes:

* Direction represents the distance beginning from the habitable structure towards the provided link.

The following files are not convertible:

Att. 09 Habitable Structures.xlsx

Please see the ZIP file for this Filing on the PUC Interchange in order to access these files.

Contact centralrecords@puc.texas.gov if you have any questions.

Electronic Installations within 2,000 Feet of the Filed Alternative Routes

FACILITY ID	INSTALLATION TYPE	ROUTES	LINK	DISTANCE (FEET)	DIRECTION TO LINK
CT1	Communication Tower	328, 343, and 412	1C	416	West
CT2	Communication Tower	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, and 364	3G	1,214	East
			2E	1,134	East
			3D	1,285	East
CT3	Communication Tower	3, 4, 5, 6, 7, and 8	4W	1,600	Northeast
			5H	1,600	Northeast
			5U	854	West
			6H	478	West
			6K	677	North
			6M	1,044	Northwest
			6O	780	Northwest
CT5	Communication Tower	3, 4, 5, 6, 7, and 8	5G	1,583	Southwest
			5U	1,599	North
			6H	1,527	Northeast
FM2	FM	9, 10, 14, 18, 24, 27, 33, 34, 38, 62, 65, 80, 82, 85, 104, 108, 127, 149, 161, 170, 186, 204, 250, 257, 266, and 364	2E	1,583	West
FM3	FM	3 and 7	6M	1,036	Southeast
FM7	FM	328, 343, and 412	1C	853	South
FM11	FM	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, and 413	3A	1,841	Northeast
FM13	FM	11, 13, 20, 22, 26, 37, 49, 55, 56, 57, 92, 328, 333, 343	1A	326	Southwest
FM15	FM	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, and 398	4A	1,642	Northeast
M1	Microwave	1, 2, 3, 4, 5, 6, 7, and 8	5E	970	West
M3	Microwave	17, 19, 25, 63, 74, 141, 154, 168, 183, 209, 237, 259, 289, and 412	6E	91	North
M4	Microwave	59, 79, 80, 104, 144, 149, 164, 206, 218, 233, 254, 266, 375, and 413	3A	533	Northwest
M5	Microwave	3 and7	6M	1,253	South
M14	Microwave	23, 28, 32, 42, 54, 67, 68, 71, 86, 105, 113, 214, 303, 346, 371, 374, and 398	4A	491	Northwest
M15	Microwave	1, 2, 3, 4, 5, 6, 7, and 8	5E	132	West
M16	Microwave	303	4R	1,659	Southwest

FACILITY NAME	FACILITY USE	ROUTES	LINK	DISTANCE (FEET)	DIRECTION TO LINK	MAY EXCEED HORIZONTAL SLOPE
FAA REGISTERED AIRPORTS WITH NO RUNWAY MORE THAN 3,200 FEET WITHIN 10,000 FEET OF A ROUTE						
Four Winds	Private	9, 10, 14, 17, 18, 19, 24, 25, 27, 33, 34, 38, 62, 63, 65, 74, 80, 82, 85, 104, 108, 127, 141, 149, 154, 161, 168, 170, 183, 186, 204, 209, 237, 250, 257, 259, 266, 289, 364, and 412	2B	681	E	Yes
			2E	5,290	S	No
			6E	4,360	E	Yes
			6F	2,479	N	Yes
			6L	2,479	N	Yes
Bishop's Landing	Private	11, 13, 17, 19, 20, 22, 25, 26, 33, 37, 49, 55, 56, 57, 63, 74, 92, 141, 154, 168, 183, 209, 237, 259, 289, 328, 343, and 412	1A	8,994	NE	No
			2B	4,321	SW	Yes
			6E	2,480	SE	Yes
			6F	3,428	W	Yes
			6L	7,192	W	Yes
Mustang Community Airfield	Private	23, 28, 32, 42, 54, 67, 68, 71, 86, 113, 121, 144, 185, 196, 206, 214, 218, 253, 298, 301, 303, and 319	3Y	4,148	E	Yes
			3Z	7,199	NE	No
			4C	4,990	SE	Yes
			4D	2,713	SE	Yes
			4E	4,030	E	Yes
			4F	4,111	E	Yes
			4G	7,199	NE	No
			4H	9,390	NE	No
			4I	9,390	NE	No
			4P	5,439	N	Yes
			4Q	523	NE	Yes
			4R	2,305	S	Yes
			4S	5,431	N	Yes
			4T	9,754	N	No
			4V	9,754	N	No
FAA REGISTERED AIRPORTS WITH AT LEAST ONE RUNWAY MORE THAN 3,200 FEET IN LENGTH THAT ARE LOCATED WITHIN 20,000 FEET OF THE CENTER LINE						
Venable Airpark	Private	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 319	4R	11,971	E	Yes
			4W	13,026	NE	Yes
			4X	18,994	NE	No
			4Y	17,468	NE	No
			4Z	11,971	E	Yes
			5D	16,706	NE	No
			5E	4,575	S	Yes
			5G	4,546	E	Yes
			5H	13,026	NE	Yes
			5J	6,601	E	Yes
			5S	10,614	E	Yes
			5U	7,752	NE	Yes
			6B	18,994	NE	No
			6C	10,614	E	Yes

FACILITY NAME	FACILITY USE	ROUTES	LINK	DISTANCE (FEET)	DIRECTION TO LINK	MAY EXCEED HORIZONTAL SLOPE
Venable Airpark (Continued)	Private	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 319	6D	12,372	E	Yes
			6H	7,752	NE	Yes
			6K	11,496	NE	Yes
			6M	11,198	NE	Yes
			6O	11,198	NE	Yes
PRIVATE AIRSTRIPS WITHIN 10,000 FEET OF THE CENTER LINE OF THE PROJECT						
Weems Farm	Private	54, 113, and 303	4R	4,805	N	Yes
			4D	9,124	NE	No
			4Q	9,124	NE	No
SOURCES: AirNav, 2021; FAA, 2021a; TxDOT, 2021b; USGS, 1960-1968						

ATTACHMENT 12 - IRRIGATED LAND

IRRAGATED PASTURES OR CROPLAND CROSSED BY THE FILED ALTERNATIVE ROUTES

Irrigated Field ID	Routes that Traverse Irragated Field	Link(s) that Traverse Irragated Field	Total Distance Crossed by Route(s) (feet)	Number of Angle Structures	Affect of Angle Structures	Number of Tangent Structures	Affect of Tangent Structures
IL2	26, 34, 55, 74, and 328	2N	1,148	0	N/A	2	Reduces Travel Distance
IL6	26, 34, 55, 74, and 328	2N	848	0	N/A	2	System Modification or Relocation Required
IL10	11, 13, 14, 17, 19, 20, 22, 25, 27, 33, 37, 38, 56, 62, 63, 82, 92, 108, 127, 141, 149, 154, 168, 170, 183, 186, 204, 209, 223, 230, 237, 250, 254, 266, 325, 342, 343, 370, 371, 374, 375, 398, and 412	2O, 2T	317	0	N/A	1	Reduces Travel Distance
	10, 24, 32, 64, 79, 85, 104, and 177	2U and 2T	1,143	1	Reduces Travel Distance	0	N/A
	161 and 257	2O and 2U	877	0	N/A	1	Reduces Travel Distance
IL12	3, 4, 5, and 7	5D	150	0	N/A	0	N/A
IL13	3, 4, 5, and 7	5D	519	1	System Modification or Relocation Required	0	N/A
IL14	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 319	5W	532	1	System Modification or Relocation Required	0	N/A
IL15	1, 2, 6, 8, 113, 303, and 319	4X	374	0	N/A	0	N/A
IL17	1, 2, 6, 8, 113, 303, and 319	4X	321	0	N/A	1	System Modification or Relocation Required
IL18	3 and 7	6M	1,045	2	Reduces Travel Distance	0	N/A
IL21	1, 2, 6, 8, and 303	4Y	501	1	System Modification or Relocation Required	0	N/A
IL22	1, 2, 6, 8, and 304	4Y	1,491	0	N/A	3	System Modification or Relocation Required
IL23	1, 2, 6, 8, and 305	4Y and 4X	1,186	1	Reduces Travel Distance	1	Reduces Travel Distance
	113 and 319	6B and 4X	1,187	1	Reduces Travel Distance	1	Reduces Travel Distance
IL24	113 and 319	6B	1,391	0	N/A	2	System Modification or Relocation Required
IL26	57, 259, 289, 364, 404, and 413	2M and 2R	1,869	1	Reduces Travel Distance	4	System Modification or Relocation Required
	26, 34, 55, 74, and 328	2N and 2R	2,919	1	Reduces Travel Distance	5	System Modification or Relocation Required and Reduces travel distance
IL27	26, 34, 55, 74, and 328	2N	628	0	N/A	1	System Modification or Relocation Required
IL28	3, 4, 5, and 7	5D	160	0	N/A	0	N/A
IL29	3, 4, 5, and 8	5D	466	0	N/A	0	N/A
IL30	3, 4, 5, and 9	5D	332	1	System Modification or Relocation Required	0	N/A
	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 319	5W	15	0	N/A	0	N/A
IL31	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 319	5W	454	0	N/A	1	System Modification or Relocation Required
IL32	1, 2, 3, 4, 5, 6, 7, 8, 113, 303, and 320	5W	456	0	N/A	0	N/A
IL34	6 and 8	4W and 4Y	1,853	1	Reduces Travel Distance	2	Reduces Travel Distance
	1, 2, and 303	4Y and 6D	622	0	N/A	1	Reduces Travel Distance
IL36	11, 13, 14, 17, 19, 20, 22, 25, 27, 33, 37, 38, 56, 62, 63, 82, 92, 108, 127, 141, 149, 154, 161, 168, 170, 183, 186, 204, 209, 223, 230, 237, 250, 254, 257, 266, 325, 342, 343, 370, 371, 374, 375, 398, and 412	2O	898	1	System Modification or Relocation Required	0	N/A

IRRAGATED PASTURES OR CROPLAND CROSSED BY THE FILED ALTERNATIVE ROUTES

IL37	10, 11, 13, 14, 17, 19, 20, 22, 24, 25, 27, 32, 33, 37, 38, 56, 62, 63, 64, 79, 82, 85, 92, 104, 108, 127, 141, 149, 154, 168, 170, 177, 183, 186, 204, 209, 223, 230, 237, 250, 254, 266, 325, 342, 343, 370, 371, 374, 375, 398, and 412	2T	269	0	N/A	0	N/A

The following files are not convertible:

Att. 12 Irrigated Land.xlsx

Please see the ZIP file for this Filing on the PUC Interchange in order to access these files.

Contact centralrecords@puc.texas.gov if you have any questions.

June 9, 2023

Application of Texas-New Mexico Power Company to Amend its Certificate of Convenience and Necessity for a Proposed 138 kV Transmission Line in Collin, Grayson, and/or Denton County

PUBLIC UTILITY COMMISSION OF TEXAS (PUC) DOCKET NO. 55114

Greetings:

Texas-New Mexico Power Company (TNMP) intends to amend its Certificate of Convenience and Necessity (CCN) to construct a new transmission line in Collin, Denton, and/or Grayson Counties, Texas.

The Pilot Point 138 kV Transmission Line Project ("proposed project") will bring power into the proposed Pilot Point Substation from one of eight potential points of interconnection to the existing transmission system. The proposed TNMP Pilot Point Substation would be located at 1001 Foundation Drive (Dr), Pilot Point, TX 76258. There are six potential points of interconnection along the eastern side of the study area- A, B, C, D, E, and F. Potential point of interconnection A is located along the existing Oncor 138 kV transmission line and south of the existing Epco Substation at 7550 CR 138 Celina, Texas 75009. Potential point of interconnection B is located along the existing Oncor 138 kV transmission line and north of the existing Allahubbard Substation at 8150 CR 134 Celina, Texas, 75009. Potential point of interconnection C is located along the existing Oncor 138 kV transmission line approximately 0.4 mile west of the intersection of CR 128 and FM 455. Potential point of interconnection D is located along the existing Oncor 138 kV transmission line approximately 0.5 mile northeast of the CR 92 crossing of Wilson Creek. Potential point of interconnection E is located along the existing Oncor 138 kV transmission line 0.1 mile southeast of the future Collin County Outer Loop crossing of Wilson Creek. Potential point of interconnection F is the Celina Southeast Substation at 1705 Choate Parkway Celina, Texas 75009. In the southcentral portion of the study area is potential point of interconnection G. This potential point of interconnection is the Parvin Substation, located approximately 0.1 mile south of the intersection of FM 1385 and Tomahawk Trail in Prosper, Texas 76227. In the western portion of the study area is potential point of interconnection H. This potential point of interconnection is the Aubrey Substation, located approximately 0.4 mile east of the intersection of FM 428 and Blackjack Oaks Rd in Aubrey, Texas 76227.

Your land may be directly affected in this docket. If one of TNMP's routes is approved by the Public Utility Commission of Texas (PUC), TNMP will have the right to build a facility that may

directly affect your land. This docket will not determine the value of your land or the value of an easement if one is needed by TNMP to build the facility.

A map illustrating the line routing options under consideration and a written description of every link filed with the PUC for consideration in the CCN application is enclosed for your review. A detailed routing map is also available for review at the project website, available at tnmp-pilotpoint.com or located at 9700 St. John Rd., Pilot Point, Texas 76258.

All routes and route segments (links) included in this notice are available for selection and approval by the PUC.

The proposed project would have estimated total line costs ranging from $68 million to $120 million, depending on which route is selected. Estimated total substation costs are approximately $8.6 million.

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

Your request for intervention should be filed electronically and you will be required to serve the request on other parties by email. Therefore, please include your own email address on the intervention form. Instructions for electronic filing via the "PUC Filer" on the PUC's website can be found here: https://interchange.puc.texas.gov/filer. Instructions for using the PUC Filer are available at http://www.puc.texas.gov/industry/filings/New_PUC_Web_Filer_Presentation.pdf. Once you obtain a tracking sheet associated with your filing from the PUC Filer, you may email the tracking sheet and the document you wish to file to: centralrecords@puc.texas.gov. For assistance with your electronic filing, please contact the Commission's Help Desk at (512) 936-7100 or helpdesk@puc.texas.gov. You can review materials filed in this docket on the PUC Interchange at: http://interchange.puc.texas.gov/.

In addition to the contacts listed in the brochure, you may call the PUC's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989. If you wish to participate in this proceeding by becoming an intervener, the deadline for intervention in the proceeding is **Monday, July 24, 2023**, and the PUC should receive a completed Request to Intervene form from you requesting intervention by that date. The Request to Intervene form is included with your brochure.

While the preferred method is for you to submit your request for intervention electronically, if you are unable to do so, you may mail 10 copies of the request to:

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

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

Persons with questions about the transmission line may contact TNMP at 972.732.2030 or connect@tnmp-pilotpoint.com.

Sincerely,

M O'Brien

Michael O'Brien
Texas-New Mexico Power Company
Enclosures

PROPOSED PILOT POINT SUBSTATION

EPCO SUBSTATION

PPOI A

PPOI B

ALLAHUBBARD SUBSTATION

PPOI C

PPOI D

PPOI E

PPOI F

CELINA SOUTHEAST SUBSTATION

PPOI G

PARVIN SUBSTATION

PPOI H

AUBREY SUBSTATION

KRUGERVILLE SUBSTATION

GRAYSON

DENTON

COLLIN

COOKE

FUTURE FS 121

FUTURE DALLAS PKWY

DALLAS PKWY

SH 289

US 377

US 380

FM 424

FM 428

FM 455

FM 121

FM 1192

FM 2931

FM 3324

FM 1385

FM 1461

FM 1193

- STUDY AREA
- PROPOSED POINT OF INTERCONNECTION (PPOI)
- PROPOSED PILOT POINT SUBSTATION
- EXISTING SUBSTATION
- LINK CONNECTION POINT
- ALTERNATIVE TRANSMISSION LINE LINK
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- MAJOR ROAD
- MINOR ROAD
- RAILROAD
- STREAM
- OPEN WATER
- COUNTY LINE

TNMP PILOT POINT
138KV TRANSMISSION LINE PROJECT

N

0 1.5 3
MILES

TNMP
Texas-New Mexico Power

HDR

PATH: O:\10324909_10189_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECTMAP_DOCS\FIGURES\CCN\CCN\CCN2.APRX - USER: JOCOOK - DATE: 3/2/2023

Description of Proposed Transmission Line Alternative Routes for the Pilot Point 138 kV Transmission Line Project in Collin, Denton, and/or Grayson Counties

PUC DOCKET NO. 55114

Alternative Routes Not Listed in Any Order of Preference or Priority

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
1	5E-5J-6C-4Z-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	11.26
2	5E-5J-5S-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	11.26
3	5E-5G-5U-6M-5D-5W-5K-5L-5M-2Y-2Z	11.87
4	5E-5G-5U-6O-6K-5H-5D-5W-5K-5L-5M-2Y-2Z	11.97
5	5E-5G-6H-6K-5H-5D-5W-5K-5L-5M-2Y-2Z	12.01
6	5E-5G-5U-6O-6K-4W-4Y-4X-5W-5K-5L-5M-2Y-2Z	12.04
7	5E-5G-6H-6O-6M-5D-5W-5K-5L-5M-2Y-2Z	12.05
8	5E-5G-6H-6K-4W-4Y-4X-5W-5K-5L-5M-2Y-2Z	12.07
9	3D-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	14.96
10	3D-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	15.17
11	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	15.26
13	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	15.46
14	3D-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	15.50
17	6E-2B-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.02
18	3C-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	16.05
19	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.06
20	1A-1B-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.20
22	1A-1B-1D-1F-1I-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	16.24
23	4A-4C-4E-4F-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	16.26
24	3C-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	16.26
25	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	16.26
26	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2K-2N-2R-5Z-2X-2Z	16.34
27	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.36
28	4A-4C-4E-4F-4G-4I-4J-4L-4M-2Q-2V-5M-2Y-2Z	16.37
32	4A-4C-4E-4F-4G-4I-4O-4N-4M-2Q-2U-2T-5Y-2W-2Y-2Z	16.47
33	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	16.56
34	3D-2E-2G-5O-2I-2J-1X-1Z-2K-2N-2R-5Z-2X-2Z	16.58
37	1A-1B-1E-1H-1M-1P-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	16.59
38	3C-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.60
42	4A-4C-4E-4F-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	16.70
49	1A-1B-1D-1F-1I-1K-1R-1U-2J-2P-2Q-2V-5M-2Y-2Z	16.79
51	3B-3E-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	16.83

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
54	4A-4C-4D-4Q-4S-4T-6A-4N-4M-2Q-2V-5M-2Y-2Z	16.85
55	1A-1B-1E-1H-1M-1O-1S-1Y-2L-2N-2R-5Z-2X-2Z	16.88
56	1A-1B-1D-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.89
57	1A-1B-1E-1H-1M-1O-1S-1Y-2M-2R-5Z-2X-2Z	16.95
59	3A-3E-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	16.99
62	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.03
63	6E-6F-6L-1F-1I-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.04
64	3B-3E-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.04
65	3B-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	17.04
67	4A-4B-3X-3Y-4F-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.07
68	4A-4B-3X-3W-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.08
71	4A-4C-4E-4F-4P-4S-4T-6A-4N-4M-2Q-2V-5M-2Y-2Z	17.10
74	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2K-2N-2R-5Z-2X-2Z	17.14
79	3A-3E-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.20
80	3A-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	17.20
82	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.23
85	3B-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.25
86	4A-4B-3X-3W-3U-3T-4H-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.27
92	1A-1B-1E-1H-1M-1O-1S-1V-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.30
104	3A-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.41
105	4A-4B-3X-3W-3U-3T-3S-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.41
108	3C-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.45
113	4A-4C-4D-4Q-4S-4V-6B-4X-5W-5K-5L-5M-2Y-2Z	17.50
121	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.54
127	3B-3E-3F-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.59
141	6E-6F-6L-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.69
144	3A-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.70
145	3B-3E-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.71
148	3C-3F-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	17.74
149	3A-3E-3F-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.74
154	6E-6F-6L-1D-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.78
161	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2U-2V-5M-2Y-2Z	17.82
164	3A-3E-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.86
168	6E-6F-6L-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.89
170	3D-2E-2G-5N-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.90
177	3C-3F-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.95
183	6E-6F-6L-1D-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.98
185	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	17.99
186	3D-2E-2F-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	18.00

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
196	3B-3E-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.08
204	3C-3G-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.12
206	3A-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	18.14
209	6E-6F-6L-1D-1E-1H-1M-1P-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	18.16
212	3B-3E-3H-3I-3J-3N-4K-4L-4U-5X-5L-5M-2Y-2Z	18.17
214	4A-4B-3X-3V-3P-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.21
218	3A-3E-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.24
223	3C-3F-3H-3I-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.28
230	3B-3E-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.32
233	3A-3E-3H-3I-3J-3N-4K-4L-4U-5X-5L-5M-2Y-2Z	18.33
237	6E-6F-6L-1D-1E-1G-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.35
250	3B-3E-3F-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.44
253	3C-3F-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.45
254	3A-3E-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.47
257	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2U-2V-5M-2Y-2Z	18.50
259	6E-6F-6L-1F-1I-1K-1Q-1T-1V-1Y-2M-2R-2S-5Y-2W-2Y-2Z	18.50
266	3A-3E-3F-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.60
268	3C-3F-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	18.61
289	6E-6F-6L-1D-1E-1H-1M-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	18.79
298	3C-3F-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	18.90
301	3C-3F-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.99
303	4A-4C-4D-4R-4Z-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	18.99
319	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-6A-5R-6B-4X-5W-5K-5L-5M-2Y-2Z	19.17
325	3C-3F-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.22
328	1A-1C-1L-1S-1Y-2L-2N-2R-5Z-2X-2Z	19.30
333	1A-1B-1D-1F-1I-2F-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	19.34
342	3C-3F-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	19.42
343	1A-1C-1J-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.43
346	4A-4B-3O-3P-3Q-3M-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	19.45
364	3D-2E-2F-1K-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	19.64
370	3B-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	19.86
371	4A-4B-3X-3W-3R-3M-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.90
374	4A-4B-3O-3P-3Q-3M-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.99
375	3A-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	20.01
398	4A-4B-3O-3P-3Q-3M-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	21.13
404	3B-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	21.49
412	6E-6F-6L-1D-1B-1C-1J-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	21.64
413	3A-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	21.65

Route Link Descriptions

Link 1A

Link 1A begins at potential point of interconnection A, located near the existing Epco Substation at 7550 County Road (CR) 138 Celina, Texas 75009. From potential point of interconnection A, **Link 1A** proceeds in a westerly direction for approximately 0.17 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.02 mile to an angle point. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.19 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a northerly direction for approximately 0.28 mile to an angle point. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.24 mile to a angle point, crossing an unnamed tributary. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.82 mile to a slight angle point, crossing Honey Creek. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.12 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.41 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.07 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a northerly direction for approximately 0.25 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.38 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.43 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.06 mile to the intersection of Links 1A, 1B, and 1C, crossing State Highway (SH) 289 and the BNSF Railway Company (BNSF) railroad.

Link 1B

From the intersection of Links 1A, 1B, and 1C, **Link 1B** proceeds in a southerly direction for approximately 0.23 mile to a slight angle point, crossing an unnamed tributary and paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1B** proceeds in a southerly direction for approximately 0.09 mile to the intersection of Links 1B, 1D, and 1E; paralleling the BNSF railroad and, generally, SH 289 on the west.

Link 1C

From the intersection of Links 1A, 1B, and 1C, **Link 1C** proceeds in a northerly direction for approximately 1.48 miles to an angle point, crossing two unnamed tributaries, paralleling the BNSF railroad and, generally, SH 289 on the west. From this an angle point, **Link 1C** proceeds in a northeasterly direction for approximately 0.04 mile to an angle point, paralleling the BNSF railroad and,

generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.05 mile to an angle point, paralleling the railroad and, generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.05 mile to an angle point, crossing an unnamed tributary paralleling the BNSF railroad, generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.29 mile to an angle point, paralleling the BNSF railroad on the west. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 1C** proceeds in a northwesterly direction for approximately 0.15 mile to an angle point. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.41 mile to an angle point. From this angle point, **Link 1C** proceeds in a northwesterly direction for approximately 0.21 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.99 mile to an angle point, crossing Little Elm Creek. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 1.65 miles to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 1C** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 1C, 1J, and 1L; crossing an unnamed tributary.

Link 1D

From the intersection of Links 1B, 1D, and 1E, **Link 1D** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.21 mile to a slight angle point, crossing an unnamed tributary and paralleling the BNSF railroad, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.03 mile to the intersection of Links 1D, 1F, and 6L; paralleling the BNSF railroad and, generally, SH 289 on the west.

Link 1E

From the intersection of Links 1B, 1D, and 1E, **Link 1E** proceeds in a westerly direction for approximately 0.59 mile to an angle point. From this angle point, **Link 1E** proceeds in a northerly direction for approximately 0.42 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1E** proceeds in a westerly direction for approximately 0.48 mile to an angle point. From this angle point, **Link 1E** proceeds in a northerly direction for approximately 0.30 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1E** proceeds in a westerly direction for approximately 0.51 mile to the intersection of Links 1E, 1G, and 1H; crossing Little Elm Creek.

Link 1F

From the intersection of Links 1D, 1F, and 6L, **Link 1F** proceeds in a westerly direction for approximately 0.04 mile to a slight angle point. From this slight angle point, **Link 1F** proceeds in a westerly direction for approximately 1.47 miles to the intersection of Links 1F, 1G, and 1I.

Link 1G

From the intersection of Links 1F, 1G, and 1I, **Link 1G** proceeds in a northerly direction for approximately 1.10 mile to the intersection of Links 1E, 1G, and 1H; crossing an unnamed tributary and Little Elm Creek.

Link 1H

From the intersection of Links 1E, 1G, and 1H, **Link 1H** proceeds in a westerly direction for approximately 1.02 miles to a slight angle point, crossing two unnamed tributaries. From this slight angle point, **Link 1H** proceeds in a westerly direction for approximately 0.07 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 1H** proceeds in a westerly direction for approximately 0.39 mile to the intersection of Links 1H, 1J, 1M, and 1N; crossing Walnut Fork.

Link 1I

From the intersection of Links 1F, 1G, and 1I, **Link 1I** proceeds in a westerly direction for approximately 0.82 mile to an angle point, crossing an unnamed tributary and Little Elm Creek. From this angle point, **Link 1I** proceeds in a northerly direction for approximately 0.02 mile to an angle point. From this angle point, Link 1I proceeds in a westerly direction for approximately 0.15 mile to the intersection of Links 1I, 1K, and 2F.

Link 1J

From the intersection of Links 1C, 1J, and 1L, **Link 1J** proceeds in a southerly direction for approximately 0.72 mile to an angle point. From this angle point, **Link 1J** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the future Farm to Market Road Spur (FS) 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, crossing an unnamed tributary and paralleling the future FS 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, crossing an unnamed tributary and paralleling the future FS 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for approximately 0.79 mile to the intersection of Links 1H, 1J, 1M, and 1N; crossing an unnamed tributary two times and paralleling the future FS 121 on the east.

Link 1K

From the intersection of Links 1I, 1K, and 2F, **Link 1K** proceeds in a westerly direction for approximately 1.62 miles to the intersection of Links 1K, 1N, 1Q, and 1R; crossing Walnut Fork and two unnamed tributaries.

Link 1L

From the intersection of Links 1C, 1J, and 1L, **Link 1L** proceeds in a westerly direction for approximately 1.49 miles to an angle point; crossing the future FS 121 once and three unnamed tributaries (one of which it crosses three times). From this angle point, **Link 1L** proceeds in a southerly direction for approximately 1.36 miles to the intersection of Links 1L, 1O, and 1S; crossing an unnamed tributary two times.

Link 1M

From the intersection of Links 1H, 1J, 1M, and 1N, **Link 1M** proceeds in a westerly direction for approximately 1.22 miles to the intersection of Links 1M, 1O, and 1P; crossing the future FS 121, an unnamed tributary, and Mustang Creek.

Link 1N

From the intersection of Links 1H, 1J, 1M, and 1N, **Link 1N** proceeds in a southerly direction for approximately 0.15 mile to an angle point, crossing an unnamed tributary once and Walnut Fork two times and paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.15 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.09 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.07 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.12 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.22 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.11 mile to an angle point, paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to an angle point, paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southerly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N**

proceeds in a southerly direction for approximately 0.07 mile to the intersection of Links 1K, 1N, 1Q, and 1R; paralleling the future FS 121 on the east.

Link 1O

From the intersection of Links 1M, 1O, and 1P, **Link 1O** proceeds in a northerly direction for approximately 0.31 mile to an angle point. From this angle point, **Link 1O** proceeds in a westerly direction for approximately 0.33 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1O** proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 1L, 1O, and 1S.

Link 1P

From the intersection of Links 1M, 1O, and 1P, **Link 1P** proceeds in a southerly direction for approximately 0.51 mile to the intersection of Links 1P, 1Q, and 1T.

Link 1Q

From the intersection of Links 1K, 1N, 1Q, and 1R, **Link 1Q** proceeds in a westerly direction for approximately 0.12 mile to an angle point, crossing the future FS 121. From this angle point, **Link 1Q** proceeds in a northerly direction for approximately 0.54 mile to the intersection of Links 1P, 1Q, and 1T; paralleling the future FS 121 on the west for the southernmost 0.08 mile and crossing Mustang Creek.

Link 1R

From the intersection of Links 1K, 1N, 1Q, and 1R, **Link 1R** proceeds in a southerly direction for approximately 0.11 mile to a slight angle point, paralleling the future Dallas Parkway (Pkwy) on the east. From this slight angle point, **Link 1R** proceeds in a southerly direction for approximately 0.17 mile to the intersection of Links 1R, 1U, and 2H; paralleling the future Dallas Pkwy on the east.

Link 1S

From the intersection of Links 1L, 1O, and 1S, **Link 1S** proceeds in a westerly direction for approximately 1.60 miles to an angle point, crossing two unnamed tributaries. From this angle point, **Link 1S** proceeds in a southerly direction for approximately 0.07 mile to the intersection of Links 1S, 1V, and 1Y.

Link 1T

From the intersection of Links 1P, 1Q, and 1T, **Link 1T** proceeds in a westerly direction for approximately 1.92 miles to the intersection of Links 1T, 1V, and 1W; crossing two unnamed tributaries.

Link 1U

From the intersection of Links 1R, 1U, and 2H, **Link 1U** proceeds in a westerly direction for approximately 2.52 miles to the intersection of Links 1U, 1X, and 2J; crossing the future Dallas Pkwy, Mustang Creek, and three unnamed tributaries.

Link 1V (Bi-directional Link)

From the intersection of Links 1S, 1V, and 1Y, **Link 1V** proceeds in a southerly direction for approximately 0.78 mile to the intersection of Links 1T, 1V, and 1W.

Link 1W

From the intersection of Links 1T, 1V, and 1W, Link 1W proceeds in a southerly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 1W** proceeds in a westerly direction for approximately 0.14 mile to an angle point. From this angle point, **Link 1W** proceeds in a southerly direction for approximately 0.51 mile to an angle point. From this angle point, **Link 1W** proceeds in a westerly direction for approximately 0.34 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1W** proceeds in a southerly direction for approximately 0.24 mile to the intersection of Links 1W, 1X, and 1Z.

Link 1X

From the intersection of Links 1U, 1X, and 2J, **Link 1X** proceeds in a northerly direction for approximately 0.05 mile to the intersection of Links 1W, 1X, and 1Z.

Link 1Y

From the intersection of Links 1S, 1V, and 1Y, **Link 1Y** proceeds in a westerly direction for approximately 1.33 miles to a slight angle point. From this slight angle point, **Link 1Y** proceeds in a westerly direction for approximately 0.21 mile the intersection of Links 1Y, 2L, and 2M.

Link 1Z

From the intersection of Links 1W, 1X, and 1Z, **Link 1Z** proceeds in a westerly direction for approximately 1.00 mile to the intersection of Links 1Z, 2K, and 2O; crossing an unnamed tributary.

Link 2B

From the intersection of Links 2B, 6E, and 6F, **Link 2B** proceeds in a northwesterly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 2B** proceeds in a westerly direction for approximately 0.64 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.51 mile to a slight angle point. From this slight angle point, **Link 2B** proceeds in a northerly direction for approximately 0.07 mile to a slight angle point. From this slight angle point, **Link 2B** proceeds in a northerly direction for approximately 0.26 mile to an angle point. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.09 mile to the intersection of Links 2B, 6F, and 6L.

Link 2E

From the intersection of Links 2E, 3D, and 3G, **Link 2E** proceeds in a northwesterly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.99 mile to an angle point. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 1.11 miles to a slight angle point, crossing an unnamed tributary

and SH 289. From this slight angle point, **Link 2E** proceeds in a westerly direction for approximately 0.05 mile to a slight angle point, crossing the BNSF railroad. From this slight angle point, **Link 2E** proceeds in a westerly direction for approximately 0.33 mile to an angle point. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.38 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 0.50 mile to an angle point, crossing an unnamed tributary 13 times. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.12 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 0.59 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.29 mile to the intersection of Links 2E, 2F, and 2G, crossing an unnamed tributary three times and a second unnamed tributary once.

Link 2F

From the intersection of Links 2E, 2F, and 2G, **Link 2F** proceeds in a northerly direction for approximately 0.80 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 2F** proceeds in a northerly direction for approximately 0.10 mile to a slight angle point. From this slight angle point, **Link 2F** proceeds in a northerly direction for approximately 0.98 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2F** proceeds in a northwesterly direction for approximately 0.29 mile to an angle point. From this angle point, **Link 2F** proceeds in a northerly direction for approximately 0.91 mile to the intersection of Links 1I, 1K, and 2F; crossing Clarks Branch and Little Elm Creek.

Link 2G

From the intersection of Links 2E, 2F, and 2G, **Link 2G** proceeds in a westerly direction for approximately 0.73 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 2G** proceeds in a westerly direction for approximately 0.32 mile to an angle point. From this angle point, **Link 2G** proceeds in a northwesterly direction for approximately 0.28 mile to an angle point, crossing an unnamed tributary and paralleling (Farm-to-Market Road) FM 455 on the east. From this angle point, **Link 2G** proceeds in a westerly direction for approximately 0.13 mile to a slight angle point, crossing Little Elm Creek and paralleling FM 455 on the north. From this slight angle point, **Link 2G** proceeds in a westerly direction for approximately 0.38 mile to an angle point, crossing an unnamed tributary and paralleling FM 455 on the north. From this angle point, **Link 2G** proceeds in a northwesterly direction for approximately 0.06 mile to the intersection of Links 2G, 5N, and 5O; and paralleling FM 455 on the north.

Link 2H

From the intersection of Links 2H, 5N, and 5P, **Link 2H** proceeds in a northerly direction for approximately 2.30 miles to the intersection of Links 1R, 1U, and 2H, crossing two unnamed tributaries and paralleling the future Dallas Pkwy on the east.

Link 2I

From the intersection of Links 2I, 3K, 5O, and 5P, **Link 2I** proceeds in a westerly direction for approximately 0.10 mile to an angle point, crossing the future Dallas Pkwy. From this angle point, **Link 2I** proceeds in a northwesterly direction for approximately 0.21 mile to an angle point. From this angle point, **Link 2I** proceeds in a northwesterly direction for approximately 1.46 miles to an angle point, crossing an unnamed tributary and paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.03 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a northwesterly direction for approximately 0.03 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.20 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a northerly direction for approximately 0.03 mile to an angle point, crossing FM 455. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.29 mile to a slight angle point, crossing Mustang Creek and paralleling FM 455 on the north. From this slight angle point, **Link 2I** proceeds in a westerly direction for approximately 0.49 mile to a slight angle point, paralleling FM 455 on the north. From this slight angle point, **Link 2I** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 2I, 2J, and 2P; crossing an unnamed tributary and paralleling FM 455 on the north.

Link 2J (Bi-directional Link)

From the intersection of Links 2I, 2J, and 2P, **Link 2J** proceeds in a northerly direction for approximately 0.87 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2J** proceeds in a northwesterly direction for approximately 0.11 mile to an angle point. From this angle point, Link 2J proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 1U, 1X, and 2J.

Link 2K

From the intersection of Links 1Z, 2K, and 2O, **Link 2K** proceeds in a northerly direction for approximately 0.71 mile to an angle point. From this angle point, **Link 2K** proceeds in a westerly direction for approximately 0.10 mile to the intersection of Links 2K, 2L, and 2N.

Link 2L

From the intersection of Links 1Y, 2L, and 2M, **Link 2L** proceeds in a southerly direction for approximately 0.80 mile to the intersection of Links 2K, 2L, and 2N; crossing an unnamed tributary.

Link 2M

From the intersection of Links 1Y, 2L, and 2M, **Link 2M** proceeds in a westerly direction for approximately 0.21 mile to a slight angle point. From this slight angle point, **Link 2M** proceeds in a

westerly direction for approximately 0.34 mile to a slight angle point. From this slight angle point, **Link 2M** proceeds in a westerly direction for approximately 0.67 mile to an angle point, crossing Pecan Creek. From this angle point, **Link 2M** proceeds in a southerly direction for approximately 0.36 mile to an angle point. From this angle point, **Link 2M** proceeds in a westerly direction for approximately 0.20 mile to an angle point. From this angle point, **Link 2M** proceeds in a southerly direction for approximately 0.48 mile to the intersection of Links 2M, 2N, and 2R.

Link 2N

From the intersection of Links 2K, 2L, and 2N, **Link 2N** proceeds in a westerly direction for approximately 1.38 miles to the intersection of Links 2M, 2N, and 2R; crossing Pecan Creek.

Link 2O

From the intersection of Links 1Z, 2K, and 2O, **Link 2O** proceeds in a westerly direction for approximately 0.52 mile to an angle point. From this angle point, **Link 2O** proceeds in a southerly direction for approximately 0.20 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2O** proceeds in a westerly direction for approximately 0.30 mile to an angle point. From this angle point, **Link 2O** proceeds in a northwesterly direction for approximately 0.09 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2O** proceeds in a westerly direction for approximately 0.15 mile to the intersection of Links 2O, 2T, and 2U.

Link 2P

From the intersection of Links 2I, 2J, and 2P, **Link 2P** proceeds in a westerly direction for approximately 1.59 miles to the intersection of Links 2P, 2Q, and 4M; crossing three unnamed tributaries and paralleling FM 455 on the north.

Link 2Q

From the intersection of Links 2P, 2Q, and 4M, **Link 2Q** proceeds in a northwesterly direction for approximately 0.16 mile to an angle point, paralleling FM 455 on the north. From this angle point, **Link 2Q** proceeds in a westerly direction for approximately 0.33 mile to a slight angle point, paralleling FM 455 on the north. From this slight angle point, **Link 2Q** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 2Q, 2U, and 2V; paralleling FM 455 on the north.

Link 2R

From the intersection of Links 2M, 2N, and 2R, **Link 2R** proceeds in a southerly direction for approximately 0.34 mile to an angle point. From this angle point, **Link 2R** proceeds in a southwesterly direction for approximately 0.03 mile to the intersection of Links 2R, 2S, and 5Z.

Link 2S

From the intersection of Links 2R, 2S, and 5Z, **Link 2S** proceeds in a southerly direction for approximately 0.47 mile to the intersection of Links 2S, 2T, and 5Y; crossing two unnamed tributaries.

Link 2T

From the intersection of Links 2O, 2T, and 2U, **Link 2T** proceeds in a westerly direction for approximately 0.43 mile to the intersection of Links 2S, 2T, and 5Y; crossing Pecan Creek and an unnamed tributary.

Link 2U

From the intersection of Links 2Q, 2U, and 2V, **Link 2U** proceeds in a northerly direction for approximately 0.84 mile to the intersection of Links 2O, 2T, and 2U; crossing two unnamed tributaries

Link 2V

From the intersection of Links 2Q, 2U, and 2V, **Link 2V** proceeds in a westerly direction for approximately 0.32 mile to a slight angle point, crossing Pecan Creek, and paralleling FM 455 on the north. From this slight angle point, **Link 2V** proceeds in westerly direction 0.69 mile to the intersection of Links 2V, 5L, and 5M; crossing an unnamed tributary, and paralleling FM 455 on the north.

Link 2W

From the intersection of Links 2W, 5T, and 5Y, **Link 2W** proceeds in a westerly direction for approximately 0.13 mile to the intersection of Links 2W, 2Y, and 5M.

Link 2X

From the intersection of Links 2X, 5T, and 5Z, **Link 2X** proceeds in a westerly direction for approximately 0.59 mile to an angle point, crossing an unnamed tributary three times. From this angle point, **Link 2X** proceeds in a southerly direction for approximately 0.09 mile to the intersection of Links 2X, 2Y, and 2Z.

Link 2Y

From the intersection of Links 2W, 2Y, and 5M, **Link 2Y** proceeds in a westerly direction for approximately 0.46 mile to an angle point. From this angle point, **Link 2Y** proceeds in a northerly direction for approximately 0.12 mile to the intersection of Links 2X, 2Y, and 2Z.

Link 2Z

From the intersection of Links 2X, 2Y, and 2Z, **Link 2Z** proceeds in a westerly direction for approximately 0.04 mile to the proposed TNMP Pilot Point Substation located at 1001 Foundation Drive (Dr), Pilot Point, TX 76258.

Link 3A

Link 3A begins at potential point of interconnection F, Celina Southeast Substation, at 1705 Choate Parkway Celina, Texas 75009. From potential point of interconnection F, **Link 3A** proceeds in a northerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 3A** proceeds in a westerly direction for approximately 0.19 mile to an angle point. From this angle point, **Link 3A** proceeds in a northerly direction for approximately 0.24 mile to the intersection of Links 3A, 3B, and 3E.

Link 3B

Link 3B beings at potential point of interconnection E located 0.10 mile southeast of the future Collin County Outer Loop crossing of Wilson Creek. From potential point of interconnection E, **Link 3B** proceeds in a westerly direction for approximately 0.35 mile to the intersection of Links 3A, 3B, and 3E; crossing Wilson Creek.

Link 3C

Link 3C begins at potential point of interconnection D located approximately 0.50 mile northeast of the CR 92 crossing of Wilson Creek. From potential point of interconnection D, **Link 3C** proceeds in a westerly direction for approximately 0.71 mile to the intersection of Links 3C, 3F, and 3G; crossing Wilson Creek.

Link 3D

Link 3D begins at potential point of interconnection C located approximately 0.41 mile west of the intersection of CR 128 and FM 455. From potential point of interconnection C, **Link 3D** proceeds in a westerly direction for approximately 1.16 miles to the intersection of Links 2E, 3D, and 3G; crossing an unnamed tributary.

Link 3E

From the intersection of Links 3A, 3B, and 3E, **Link 3E** proceeds in a northerly direction for approximately 0.40 mile to the intersection of Links 3E, 3F, and 3H.

Link 3F (Bi-directional Link)

From the intersection of Links 3C, 3F, and 3G, **Link 3F** proceeds in a southerly direction for approximately 0.06 mile to a slight angle point. From this slight angle point, **Link 3F** proceeds in a southerly direction for approximately 0.46 mile to an angle point. From this angle point, **Link 3F** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 3F** proceeds in a southerly direction for approximately 0.34 mile to the intersection of Links 3E, 3F, and 3H.

Link 3G

From the intersection of Links 3C, 3F, and 3G, **Link 3G** proceeds in a northerly direction for approximately 0.23 mile to a slight angle point. From this slight angle point, **Link 3G** proceeds in a northerly direction for approximately 0.26 mile to a slight angle point. From this slight angle point, **Link** 3G proceeds in a northerly direction for approximately 0.36 mile to an angle point, paralleling FM 455 to east. From this angle point, **Link 3G** proceeds in a northwesterly direction for approximately 0.07 mile to an angle point, crossing FM 455. From this angle point, **Link 3G** proceeds in a northerly direction for approximately 0.09 mile to an angle point, paralleling FM 455 to west. From this angle point, **Link 3G** proceeds in a northeasterly direction for approximately 0.05 mile to an angle point, crossing FM 455. From this angle point, **Link 3G** proceeds in a northerly direction for approximately 0.38 mile to a slight

angle point. From this slight angle point, **Link 3G** proceeds in a northerly direction for approximately 0.12 mile to the intersection of Links 2E, 3D, and 3G.

Link 3H

From the intersection of Links 3E, 3F, and 3H, **Link 3H** proceeds in a westerly direction for approximately 1.68 miles to an angle point, crossing two unnamed tributaries and SH 289. From this angle point, **Link 3H** proceeds in a northerly direction for approximately 0.05 mile to a slight angle point, paralleling the BNSF railroad on the east. From this slight angle point, **Link 3H** proceeds in a northerly direction for approximately 0.59 mile to an angle point, paralleling the BNSF railroad on the east. From this angle point, **Link 3H** proceeds in a westerly direction for approximately 0.03 mile to a slight angle point, crossing the BNSF railroad. From this slight angle point, **Link 3H** proceeds in a westerly direction for approximately 0.65 mile to an angle point, crossing Doe Branch. From this angle point, **Link 3H** proceeds in a northerly direction for approximately 0.26 mile to an angle point, paralleling FM 428 on the east. From this angle point, **Link 3H** proceeds in a westerly direction for approximately 0.98 mile to an angle point, crossing FM 428. From this angle point, **Link 3H** proceeds in a northwesterly direction for approximately 0.12 mile to an angle point, crossing an unnamed tributary and paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point, paralleling the future Dallas Pkwy on the north. From this slight angle point, **Link 3H** proceeds in a westerly direction for approximately 0.10 mile to a slight angle point, paralleling the future Dallas Pkwy on the north. From this slight angle point, **Link 3H** proceeds in a westerly direction for approximately 0.34 mile to an angle point, paralleling the future Dallas Pkwy on the north. From this slight angle point, **Link 3H** proceeds in a westerly direction for approximately 0.14 mile to an angle point, paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a northwesterly direction for approximately 0.14 mile to an angle point, paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a northwesterly direction for approximately 0.15 mile to an angle point, paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a northwesterly direction for approximately 0.11 mile to an angle point, paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a northerly direction for approximately 0.11 mile to the intersection of Links 3H, 3I, and 3L; paralleling the future Dallas Pkwy on the north.

Link 3I

From the intersection of Links 3H, 3I, and 3L, **Link 3I** proceeds in a northerly direction for approximately 0.02 mile to an angle point, crossing an unnamed tributary and paralleling the future Dallas Pkwy on the east. From this angle point, **Link 3I** proceeds in a northerly direction for approximately 0.04 mile to an angle point, paralleling the future Dallas Pkwy on the east. From this angle point, **Link 3I** proceeds in a northerly direction for approximately 0.10 mile to a slight angle point, paralleling the future Dallas

Pkwy on the east. From this slight angle point, **Link 3I** proceeds in a northerly direction for approximately 0.25 mile to a slight angle point, crossing an unnamed tributary and paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3I** proceeds in a northerly direction for approximately 0.11 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3I** proceeds in a northerly direction for approximately 0.14 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3I** proceeds in a northerly direction for approximately 0.09 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3I** proceeds in a northerly direction for approximately 0.35 mile to the intersection of Links 3I, 3J, and 3M; crossing an unnamed tributary and paralleling the future Dallas Pkwy on the east.

Link 3J

From the intersection of Links 3I, 3J, and 3M, **Link 3J** proceeds in a northerly direction for approximately 0.21 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3J** proceeds in a northerly direction for approximately 0.19 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3J** proceeds in a northerly direction for approximately 0.13 mile to a slight angle point, paralleling the future Dallas Pkwy on the east. From this slight angle point, **Link 3J** proceeds in a northerly direction for approximately 0.45 mile to the intersection of Links 3J, 3K, and 3N; paralleling the future Dallas Pkwy on the east.

Link 3K

From the intersection of Links 3J, 3K, and 3N, **Link 3K** proceeds in a northerly direction for approximately 1.02 miles to the intersection of Links 2I, 3K, 5O, and 5P; crossing Little Elm Creek three times and an unnamed tributary once and paralleling the future Dallas Pkwy on the east.

Link 3L

From the intersection of Links 3H, 3I, and 3L, **Link 3L** proceeds in a westerly direction for approximately 0.60 mile to an angle point, crossing the future Dallas Pkwy and an unnamed tributary. From this angle point, **Link 3L** proceeds in a northwesterly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 3L** proceeds in a westerly direction for approximately 0.34 mile to the intersection of Links 3L, 3P, and 3Q.

Link 3M (Bi-directional Link)

From the intersection of Links 3I, 3J, and 3M, **Link** 3M proceeds in a westerly direction for approximately 0.81 mile to an angle point, crossing the future Dallas Pkwy and an unnamed tributary. From this angle point, **Link 3M** proceeds in a southerly direction for approximately 0.26 mile to an angle point. From this angle point, **Link 3M** proceeds in a westerly direction for approximately 0.18 mile to the intersection of Links 3M, 3Q, and 3R.

Link 3N

From the intersection of Links 3J, 3K, and 3N, **Link 3N** proceeds in a westerly direction for approximately 1.38 miles to a slight angle point; crossing the future Dallas Pkwy once, Little Elm Creek once, an unnamed tributary three times, and a second unnamed tributary once. From this slight angle point, **Link 3N** proceeds in a westerly direction 0.11 mile to a slight angle point. From this slight angle point, **Link 3N** proceeds in a westerly direction 0.47 mile to the intersection of Links 3N, 3S, and 4K.

Link 3O

From the intersection of Links 3O, 3X, and 4B, **Link 3O** proceeds in an easterly direction for approximately 0.62 mile to an angle point. From this angle point, **Link 3O** proceeds in a northerly direction for approximately 0.43 mile to the intersection of Links 3O, 3P, and 3V.

Link 3P

From the intersection of Links 3O, 3P, and 3V, **Link 3P** proceeds in a northerly direction for approximately 0.45 mile to the intersection of Links 3L, 3P, and 3Q; crossing an unnamed tributary.

Link 3Q

From the intersection of Links 3L, 3P, and 3Q, **Link 3Q** proceeds in a northerly direction for approximately 0.80 mile to the intersection of Links 3M, 3Q, and 3R.

Link 3R

From the intersection of Links 3M, 3Q, and 3R, **Link 3R** proceeds in a westerly direction for approximately 0.51 mile to the intersection of Links 3R, 3U, and 3W; crossing Little Elm Creek and an unnamed tributary.

Link 3S

From the intersection of Links 3S, 3T, and 4H, **Link 3S** proceeds in a northerly direction for approximately 0.64 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 3S** proceeds in a northerly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 3S** proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 3N, 3S, and 4K.

Link 3T

From the intersection of Links 3T, 3U, and 3Z, **Link 3T** proceeds in a northerly direction for approximately 0.24 mile to an angle point. From this angle point, **Link 3T** proceeds in an easterly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 3T** proceeds in a northeasterly direction for approximately 0.02 mile to an angle point. From this angle point, **Link 3T** proceeds in a northerly direction for approximately 0.25 mile to the intersection of Links 3S, 3T, and 4H; crossing an unnamed tributary.

Link 3U

From the intersection of Links 3R, 3U, and 3W, **Link 3U** proceeds in a westerly direction for approximately 0.53 mile to the intersection of Links 3T, 3U, and 3Z.

Link 3V

From the intersection of Links 3V, 3W, 3X, and 3Y, **Link 3V** proceeds in an easterly direction for approximately 0.62 mile to the intersection of Links 3O, 3P, and 3V.

Link 3W

From the intersection of Links 3V, 3W, 3X, and 3Y, **Link 3W** proceeds in a northerly direction for approximately 0.16 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 3W** proceeds in a northerly direction for approximately 0.60 mile to a slight angle point, crossing Little Elm Creek. From this slight angle point, **Link 3W** proceeds in a northerly direction for approximately 0.49 mile to the intersection of Links 3R, 3U, and 3W.

Link 3X

From the intersection of Links 3O, 3X, and 4B, **Link 3X** proceeds in a northerly direction for approximately 0.43 mile to the intersection of Links 3V, 3W, 3X, and 3Y.

Link 3Y

From the intersection of Links 3V, 3W, 3X, and 3Y, **Link 3Y** proceeds in a westerly direction for approximately 1.22 miles to an angle point, crossing Little Elm Creek and an unnamed tributary. From this angle point, **Link 3Y** proceeds in a northerly direction for approximately 0.04 mile to an angle point. From this angle point, **Link 3Y** proceeds in a westerly direction for approximately 0.29 mile to the intersection of Links 3Y, 4E, and 4F.

Link 3Z

From the intersection of Links 3T, 3U, and 3Z, **Link 3Z** proceeds in a westerly direction for approximately 0.99 mile to the intersection of Links 3Z, 4F, 4G, and 4P; crossing Mustang Creek.

Link 4A

Link 4A begins at potential point of interconnection G, Parvin Substation, located approximately 0.10 mile south of the intersection of FM 1385 and Tomahawk Trail in Prosper, Texas 76227. From potential point of interconnection G, **Link 4A** proceeds in a northerly direction for approximately 0.39 mile to an angle point, paralleling FM 1385 on the east. From this angle point, **Link 4A** proceeds in an easterly direction for approximately 0.69 mile to an angle point. From this angle point, **Link 4A** proceeds in a northerly direction for approximately 0.15 mile to an angle point. From this angle point, **Link 4A** proceeds in a northeasterly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 4A** proceeds in an easterly direction for approximately 0.46 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4A** proceeds in a northerly direction for approximately 0.60 mile to an angle point. From this angle point, **Link 4A** proceeds in a westerly direction for approximately 0.17 mile to an angle point. From this angle point, **Link 4A** proceeds in a northerly direction for approximately 0.51 mile to an angle point. From this angle point, **Link 4A** proceeds in a westerly direction for approximately 0.21 mile to an angle point. From this angle point, **Link 4A** proceeds

in a northerly direction for approximately 0.21 mile to a slight angle point. From this slight angle point, **Link 4A** proceeds in a northerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 4A** proceeds in a northerly direction for approximately 0.17 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4A** proceeds in an easterly direction for approximately 0.17 mile to an angle point. From this angle point, **Link 4A** proceeds in a northerly direction for approximately 0.63 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4A** proceeds in a northwesterly direction for approximately 0.04 mile to an angle point, crossing FM 428. From this angle point, Link 4A proceeds in a northeasterly direction for approximately 0.04 mile to the intersection of Links 4A, 4B, and 4C; paralleling FM 428 on the north.

Link 4B

From the intersection of Links 4A, 4B, and 4C, **Link 4B** proceeds in a northeasterly direction for approximately 0.83 mile to a slight angle point, crossing two unnamed tributaries and paralleling FM 428 on the north. From this slight angle point, **Link 4B** proceeds in a northeasterly direction for approximately 0.09 mile to an angle point, paralleling FM 428 on the north. From this angle point, **Link 4B** proceeds in a northerly direction for approximately 0.98 mile to the intersection of Links 3O, 3X, and 4B; crossing two unnamed tributaries.

Link 4C

From the intersection of Links 4A, 4B, and 4C, **Link 4C** proceeds in a northerly direction for approximately 0.31 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4C** proceeds in a westerly direction for approximately 0.92 mile to an angle point; crossing an unnamed tributary, Little Elm Creek, and FM 1385. From this angle point, **Link 4C** proceeds in a northerly direction for approximately 0.22 mile to a slight angle point, paralleling FM 1385 on the west. From this slight angle point, **Link 4C** proceeds in a northerly direction for approximately 0.13 mile to a slight angle point, crossing FM 428 and paralleling FM 1385 on the west. From this slight angle point, **Link 4C** proceeds in a northerly direction for approximately 0.65 mile to a slight angle point, crossing an unnamed tributary and paralleling FM 1385 on the west. From this slight angle point, **Link 4C** proceeds in a northerly direction for approximately 0.06 mile to a slight angle point, paralleling FM 1385 on the west. From this slight angle point, **Link 4C** proceeds in a northerly direction for approximately 0.08 mile to the intersection of Links 4C, 4D, and 4E; paralleling FM 1385 on the west.

Link 4D

From the intersection of Links 4C, 4D, and 4E, **Link 4D** proceeds in a westerly direction for approximately 0.57 mile to the intersection of Links 4D, 4Q, and 4R; crossing Mustang Creek.

Link 4E

From the intersection of Links 4C, 4D, and 4E, **Link 4E** proceeds in a northerly direction for approximately 0.57 mile to an angle point, crossing an unnamed tributary and paralleling FM 1385 on

the west. From this angle point, **Link 4E** proceeds in an easterly direction for approximately 0.04 mile to an angle point, crossing FM 1385. From this angle point, **Link 4E** proceeds in a northerly direction for approximately 0.10 mile to the intersection of Links 3Y, 4E, and 4F; paralleling FM 1385 on the east.

Link 4F

From the intersection of Links 3Y, 4E, and 4F, **Link 4F** proceeds in a northerly direction for approximately 0.15 mile to an angle point, crossing Mustang Creek. From this angle point, **Link 4F** proceeds in a northeasterly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 4F** proceeds in a northerly direction for approximately 0.54 mile to an angle point. From this angle point, **Link 4F** proceeds in a northeasterly direction for approximately 0.06 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4F** proceeds in a northerly direction for approximately 0.38 mile to the intersection of Links 3Z, 4F, 4G, and 4P.

Link 4G

From the intersection of Links 3Z, 4F, 4G, and 4P, **Link 4G** proceeds in a northerly direction for approximately 0.50 mile to the intersection of Links 4G, 4H, and 4I.

Link 4H

From the intersection of Links 4G, 4H, and 4I, **Link 4H** proceeds in an easterly direction for approximately 1.08 miles to the intersection of Links 3S, 3T, and 4H; crossing Mustang Creek and an unnamed tributary.

Link 4I

From the intersection of Links 4G, 4H, and 4I, **Link 4I** proceeds in a northerly direction for approximately 0.29 mile to a slight angle point. From this slight angle point, **Link 4I** proceeds in a northerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 4I** proceeds in a northerly direction for approximately 0.10 mile to the intersection of Links 4I, 4J, and 4O.

Link 4J

From the intersection of Links 4I, 4J, and 4O, **Link 4J** proceeds in a northerly direction for approximately 0.13 mile to an angle point. From this angle point, **Link 4J** proceeds in a northwesterly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 4J** proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 4J, 4K, and 4L.

Link 4K

From the intersection of Links 3N, 3S, and 4K, **Link 4K** proceeds in a westerly direction for approximately 1.09 miles to the intersection of Links 4J, 4K, and 4L; crossing an unnamed tributary two times, a second unnamed tributary once, and Mustang Creek once.

Link 4L

From the intersection of Links 4J, 4K, and 4L, **Link 4L** proceeds in a northerly direction for approximately 0.68 mile to a slight angle point. From this slight angle point, **Link 4L** proceeds in a

northerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 4L** proceeds in a northerly direction for approximately 0.33 mile to an angle point, crossing an unnamed tributary twice and a second unnamed tributary once. From this angle point, **Link 4L** proceeds in a westerly direction for approximately 0.92 mile to the intersection of Links 4L, 4M, 4N, and 4U; crossing three unnamed tributaries.

Link 4M

From the intersection of Links 4L, 4M, 4N, and 4U, **Link 4M** proceeds in a northerly direction for approximately 0.69 mile to a slight angle point, paralleling FM 1385 on the east. From this slight angle point, **Link 4M** proceeds in a northerly direction for approximately 0.61 mile to an angle point, paralleling FM 1385 on the east. From this angle point, **Link 4M** proceeds in a northerly direction for approximately 0.04 mile to the intersection of Links 2P, 2Q, and 4M; crossing FM 455 and paralleling FM 1385 on the east.

Link 4N

From the intersection of Links 4N, 4O, and 6A, **Link 4N** proceeds in a northerly direction for approximately 0.05 mile to a slight angle point, and paralleling FM 1385 on the east. From this slight angle point, **Link 4N** proceeds in a northerly direction for approximately 1.21 miles to the intersection of Links 4L, 4M, 4N, and 4U; crossing an unnamed tributary and paralleling FM 1385 on the east.

Link 4O

From the intersection of Links 4I, 4J, and 4O, **Link 4O** proceeds in a westerly direction for approximately 0.83 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4O** proceeds in a northerly direction for approximately 0.07 mile to the intersection of Links 4N, 4O, and 6A; paralleling FM 1385 on the east.

Link 4P

From the intersection of Links 3Z, 4F, 4G, and 4P, **Link 4P** proceeds in a westerly direction for approximately 0.42 mile to a slight angle point. From this slight angle point, **Link 4P** proceeds in a westerly direction for approximately 0.40 mile to the intersection of Links 4P, 4Q, and 4S.

Link 4Q

From the intersection of Links 4D, 4Q, and 4R, **Link 4Q** proceeds in a northerly direction for approximately 0.84 mile to an angle point, crossing an unnamed tributary three times and FM 1385 once. From this angle point, **Link 4Q** proceeds in a westerly direction for approximately 0.09 mile to an angle point, paralleling FM 1385 on the north. From this angle point, **Link 4Q** proceeds in a northwesterly direction for approximately 0.06 mile to an angle point, paralleling FM 1385 on the northeast. From this angle point, **Link 4Q** proceeds in a northerly direction for approximately 0.94 mile to the intersection of Links 4P, 4Q, and 4S; paralleling FM 1385 on the west.

Link 4R

From the intersection of Links 4D, 4Q, and 4R, **Link 4R** proceeds in a westerly direction for approximately 0.65 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 4R** proceeds in a westerly direction for approximately 0.04 mile to a slight angle point. From this slight angle point, **Link 4R** proceeds in a westerly direction for approximately 1.04 miles to an angle point; crossing Pecan Creek, an unnamed tributary once, and a second unnamed tributary two times. From this angle point, **Link 4R** proceeds in a northerly direction for approximately 0.43 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.09 mile to an angle point. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.10 mile to an angle point. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.13 mile to an angle point, crossing FM 2931 and an unnamed tributary. From this angle point, **Link 4R** proceeds in a northerly direction for approximately 0.58 mile to an angle point, crossing an unnamed tributary and paralleling FM 2931 on the west. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.47 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4R** proceeds in a northerly direction for approximately 0.28 mile to an angle point. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.18 mile to an angle point. From this angle point, **Link 4R** proceeds in a northerly direction for approximately 0.77 mile to an angle point. From this angle point, **Link 4R** proceeds in a westerly direction for approximately 0.31 mile to a slight angle point. From this slight angle point, **Link 4R** proceeds in a westerly direction for approximately 0.06 mile to a slight angle point. From this slight angle point, **Link 4R** proceeds in a westerly direction for approximately 0.20 mile to the intersection of Links 4R, 4Z, and 6C.

Link 4S

From the intersection of Links 4P, 4Q, and 4S, **Link 4S** proceeds in a westerly direction for approximately 0.41 mile to an angle point; crossing FM 1385 once, an unnamed tributary four times, and a second unnamed tributary once. From this angle point, **Link 4S** proceeds in a northerly direction for approximately 0.81 mile to the intersection of Links 4S, 4T, and 4V; crossing two unnamed tributaries.

Link 4T

From the intersection of Links 4S, 4T, and 4V, **Link 4T** proceeds in a northerly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 4T** proceeds in an easterly direction for approximately 0.11 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4T** proceeds in a northerly direction for approximately 0.18 mile to the intersection of Links 4T, 5R, and 6A; crossing an unnamed tributary.

Link 4U

From the intersection of Links 4L, 4M, 4N, and 4U, **Link 4U** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point, crossing FM 1385. From this slight angle point, **Link 4U** proceeds in a westerly direction for approximately 0.31 mile to a slight angle point. From this slight angle point, **Link 4U** proceeds in a westerly direction for approximately 0.12 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 4U** proceeds in a westerly direction for approximately 0.75 mile to the intersection of Links 4U, 5Q, and 5X; Pecan Creek and an unnamed tributary four times.

Link 4V

From the intersection of Links 4S, 4T, and 4V, **Link 4V** proceeds in a westerly direction for approximately 0.48 mile to an angle point, crossing Pecan Creek. From this angle point, **Link 4V** proceeds in a northerly direction for approximately 0.23 mile to the intersection of Links 4V, 5R, and 6B.

Link 4W

From the intersection of Links 4W, 5H, and 6K, **Link 4W** proceeds in an easterly direction for approximately 0.62 mile to a slight angle point. From this slight angle point, **Link 4W** proceeds in an easterly direction for approximately 0.39 mile to miles to the intersection of Links 4W, 4Y, and 6D.

Link 4X

From the intersection of Links 4X, 4Y, and 6B, **Link 4X** proceeds in a northerly direction for approximately 0.69 mile to the intersection of Links 4X, 5D, and 5W; crossing an unnamed tributary.

Link 4Y

From the intersection of Links 4W, 4Y, and 6D, **Link 4Y** proceeds in a northerly direction for approximately 0.36 mile to an angle point. From this angle point, **Link 4Y** proceeds in a northerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 4Y** proceeds in a northerly direction for approximately 0.07 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 4Y** proceeds in a northeasterly direction for approximately 0.04 mile to the intersection of Links 4X, 4Y, and 6B.

Link 4Z

From the intersection of Links 4R, 4Z, and 6C, **Link 4Z** proceeds in a northerly direction for approximately 0.26 mile to the intersection of Links 4Z, 5S, and 6D.

Link 5D

From the intersection of Links 5D, 5H, and 6M, **Link 5D** proceeds in an easterly direction for approximately 0.25 mile to an angle point. From this angle point, **Link 5D** proceeds in a northerly direction for approximately 0.44 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5D** proceeds in an easterly direction for approximately 0.37 mile to a slight angle point. From

this slight angle point, **Link 5D** proceeds in an easterly direction for approximately 0.07 mile to the intersection of Links 4X, 5D, and 5W.

Link 5E

Link 5E begins at potential point of interconnection H, Aubrey Substation located approximately 0.37 mile east of the intersection of FM 428 and Blackjack Oaks Rd in Aubrey, Texas 76227. From potential point of interconnection H, **Link 5E** proceeds in a northwesterly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.42 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in a northeasterly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 5E** proceeds in an easterly direction for approximately 0.12 mile to an angle point. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.71 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in an easterly direction for approximately 0.23 mile to a slight angle point. From this slight angle point, **Link 5E** proceeds in an easterly direction for approximately 0.12 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 5E** proceeds in an easterly direction for approximately 0.66 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.28 mile to an angle point. From this angle point, **Link 5E** proceeds in an easterly direction for approximately 0.22 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.40 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in an easterly direction for approximately 0.18 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.20 mile to a slight angle point, paralleling the Union Pacific Railroad (UP) track and, generally, United States Route (US) 377 on the west. From this angle point, **Link 5E** proceeds in a northerly direction for approximately 0.06 mile to a slight angle point, paralleling the UP railroad and, generally, US 377 on the west. From this slight angle point, **Link 5E** proceeds in a northerly direction for approximately 0.11 mile to the intersection of Links 5E, 5G, and 5J; crossing an unnamed tributary and paralleling the UP railroad and, generally, US 377 on the west.

Link 5G

From the intersection of Links 5E, 5G, and 5J, **Link 5G** proceeds in a northerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 5G** proceeds in a westerly direction for approximately 0.38 mile to a slight angle point. From this slight angle point, **Link 5G** proceeds in a westerly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 5G** proceeds in a northerly direction for approximately 0.60 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 5G** proceeds in a northeasterly direction for

approximately 0.06 mile to an angle point. From this angle point, **Link 5G** proceeds in an easterly direction for approximately 0.31 mile to the intersection of Links 5G, 5U, and 6H.

Link 5H

From the intersection of Links 4W, 5H, and 6K, **Link 5H** proceeds in a northerly direction for approximately 0.28 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5H** proceeds in an easterly direction for approximately 0.29 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 5H** proceeds in a northerly direction for approximately 0.51 mile to the intersection of Links 5D, 5H, and 6M; crossing an unnamed tributary.

Link 5J

From the intersection of Links 5E, 5G, and 5J, Link 5J proceeds in an easterly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 5J** proceeds in an easterly direction for approximately 0.06 mile to an angle point, crossing the UP railroad and US 377. From this angle point, **Link 5J** proceeds in a northerly direction for approximately 0.05 mile to an angle point, paralleling US 377 and, generally, the UP railroad on the east. From this angle point, **Link 5J** proceeds in an easterly direction for approximately 0.22 mile to an angle point. From this angle point, **Link 5J** proceeds in a northerly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 5J** proceeds in an easterly direction for approximately 0.31 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5J** proceeds in a northerly direction for approximately 0.22 mile to a slight angle point. From this slight angle point, **Link 5J** proceeds in a northerly direction for approximately 0.03 mile to the intersection of Links 5J, 5S, and 6C.

Link 5K

From the intersection of Links 5K, 5Q, and 5W, **Link 5K** proceeds in a northerly direction for approximately 0.22 mile to the intersection of Links 5K, 5L, and 5X.

Link 5L

From the intersection of Links 5K, 5L, and 5X, **Link 5L** proceeds in a northerly direction for approximately 0.48 mile to an angle point. From this angle point, **Link 5L** proceeds in a northerly direction for approximately 0.11 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5L** proceeds in a northerly direction for approximately 0.37 mile to a slight angle point. From this slight angle point, **Link 5L** proceeds in a northerly direction for approximately 0.19 mile to the intersection of Links 2V, 5L, and 5M; crossing FM 455.

Link 5M

From the intersection of Links 2V, 5L, and 5M, **Link 5M** proceeds in a northerly direction for approximately 0.66 mile to the intersection of Links 2W, 2Y, and 5M; crossing an unnamed tributary.

Link 5N

From the intersection of Links 2G, 5N, and 5O, **Link 5N** proceeds in a northwesterly direction for approximately 0.10 mile to the intersection of Links 2H, 5N, and 5P; paralleling FM 455 on the north.

Link 5O

From the intersection of Links 2G, 5N, and 5O, **Link 5O** proceeds in a southwesterly direction for approximately 0.03 mile to an angle point, crossing FM 455. From this angle point, **Link 5O** proceeds in a westerly direction for approximately 0.05 mile to the intersection of Links 2I, 3K, 5O, and 5P.

Link 5P

From the intersection of Links 2I, 3K, 5O, and 5P, **Link 5P** proceeds in a northerly direction for approximately 0.10 mile to the intersection of Links 2H, 5N, and 5P; crossing FM 455 and paralleling the future Dallas Pkwy on the east.

Link 5Q

From the intersection of Links 4U, 5Q, and 5X, **Link 5Q** proceeds in a westerly direction for approximately 0.17 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5Q** proceeds in a northwesterly direction for approximately 0.04 mile to an angle point. From this angle point, **Link 5Q** proceeds in a westerly direction for approximately 0.29 mile to an angle point. From this angle point, **Link 5Q** proceeds in a northerly direction for approximately 0.23 mile to the intersection of Links 5K, 5Q, and 5W; crossing an unnamed tributary.

Link 5R

From the intersection of Links 4T, 5R, and 6A, **Link 5R** proceeds in a westerly direction for approximately 0.23 mile to a slight angle point. From this slight angle point, **Link 5R** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point, crossing Pecan Creek. From this slight angle point, **Link 5R** proceeds in a westerly direction for approximately 0.25 mile to the intersection of Links 4V, 5R, and 6B.

Link 5S

From the intersection of Links 5J, 5S, and 6C, **Link 5S** proceeds in a northerly direction for approximately 0.25 mile to an angle point. From this angle point, **Link 5S** proceeds in an easterly direction for approximately 0.28 mile to the intersection of Links 4Z, 5S, and 6D.

Link 5T

From the intersection of Links 2W, 5T, and 5Y, **Link 5T** proceeds in a northerly direction for approximately 0.22 mile to the intersection of Links 2X, 5T, and 5Z; crossing an unnamed tributary.

Link 5U

From the intersection of Links 5G, 5U, and 6H, **Link 5U** proceeds in a northerly direction for approximately 0.18 mile to an angle point. From this angle point, **Link 5U** proceeds in a northeasterly direction for approximately 0.11 mile to an angle point. From this angle point, **Link 5U** proceeds in an easterly direction for approximately 0.21 mile to an angle point, crossing two unnamed tributaries. From

this angle point, **Link 5U** proceeds in a northerly direction for approximately 0.43 mile to the intersection of Links 5U, 6M, and 6O; paralleling the UP railroad and, generally, US 377 on the west.

Link 5W

From the intersection of Links 4X, 5D, and 5W, **Link 5W** proceeds in an easterly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 5W** proceeds in an easterly direction for approximately 0.42 mile to the intersection of Links 5K, 5Q, and 5W.

Link 5X

From the intersection of Links 4U, 5Q, and 5X, **Link 5X** proceeds in a northerly direction for approximately 0.48 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5X** proceeds in a westerly direction for approximately 0.49 mile to the intersection of Links 5K, 5L, and 5X; crossing an unnamed tributary.

Link 5Y

From the intersection of Links 2S, 2T, and 5Y, **Link 5Y** proceeds in a westerly direction for approximately 0.49 mile to the intersection of Links 2W, 5T, and 5Y.

Link 5Z

From the intersection of Links 2R, 2S, and 5Z, **Link 5Z** proceeds in a westerly direction for approximately 0.47 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 5Z** proceeds in a southerly direction for approximately 0.24 mile to the intersection of Links 2X, 5T, and 5Z.

Link 6A (Bi-directional Link)

From the intersection of Links 4N, 4O, and 6A, **Link 6A** proceeds in a westerly direction for approximately 0.30 mile to an angle point, crossing FM 1385 once and an unnamed tributary three times. From this angle point, **Link 6A** proceeds in a southerly direction for approximately 0.09 mile to the intersection of Links 4T, 5R, and 6A.

Link 6B

From the intersection of Links 4V, 5R, and 6B, **Link 6B** proceeds in a northerly direction for approximately 0.12 mile to an angle point. From this angle point, **Link 6B** proceeds in a westerly direction for approximately 0.11 mile to an angle point. From this angle point, **Link 6B** proceeds in a northerly direction for approximately 0.44 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 6B** proceeds in a northwesterly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 6B** proceeds in a northerly direction for approximately 0.11 mile to an angle point. From this angle point, **Link 6B** proceeds in a westerly direction for approximately 0.49 mile to a slight angle point. From this slight angle point, **Link 6B** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 6B** proceeds in a westerly direction for approximately 0.16 mile to an angle point, crossing an unnamed tributary. From

this angle point, **Link 6B** proceeds in a northerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 6B** proceeds in a westerly direction for approximately 0.52 mile to an angle point. From this angle point, **Link 6B** proceeds in a northwesterly direction for approximately 0.06 mile to the intersection of Links 4X, 4Y, and 6B.

Link 6C

From the intersection of Links 5J, 5S, and 6C, **Link 6C** proceeds in an easterly direction for approximately 0.26 mile to the intersection of Links 4R, 4Z, and 6C.

Link 6D

From the intersection of Links 4Z, 5S, and 6D, **Link 6D** proceeds in a northerly direction for approximately 0.24 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 6D** proceeds in an easterly direction for approximately 0.66 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 6D** proceeds in a northerly direction for approximately 0.31 mile to an angle point. From this angle point, **Link 6D** proceeds in a northeasterly direction for approximately 0.11 mile to an angle point. From this angle point, **Link 6D** proceeds in a northerly direction for approximately 0.12 mile to the intersection of Links 4W, 4Y, and 6D.

Link 6E

Link 6E begins at potential point of interconnection B located near Allahubbard Substation at 8150 CR 134 Celina, Texas 75009. From potential point of interconnection B, **Link 6E** proceeds in a westerly direction for approximately 0.11 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 6E** proceeds in a southerly direction for approximately 0.05 mile to an angle point. From this angle point, Link 6E proceeds in a westerly direction for approximately 0.44 mile to an angle point. From this angle point, **Link 6E** proceeds in a southwesterly direction for approximately 0.04 mile to an angle point. From this angle point, **Link 6E** proceeds in a westerly direction for approximately 0.36 mile to the intersection of Links 2B, 6E, and 6F.

Link 6F

From the intersection of Links 2B, 6E, and 6F, **Link 6F** proceeds in a northerly direction for approximately 1.00 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 6F** proceeds in a westerly direction for approximately 0.71 mile to the intersection of Links 2B, 6F, and 6L; crossing an unnamed tributary.

Link 6H

From the intersection of Links 5G, 5U, and 6H, **Link 6H** proceeds in a southeasterly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 6H** proceeds in an easterly direction for approximately 0.28 mile to an angle point; crossing the UP railroad, US 377, and an unnamed tributary. From this angle point, **Link 6H** proceeds in a northerly direction for approximately

0.72 mile to the intersection of Links 6H, 6K, and 6O; paralleling US 377 and, generally, the UP railroad, on the east.

Link 6K

From the intersection of Links 6H, 6K, and 6O, **Link 6K** proceeds in an easterly direction for approximately 0.22 mile to a slight angle point. From this slight angle point, **Link 6K** proceeds in an easterly direction for 0.13 mile to the intersection of Links 4W, 5H, and 6K.

Link 6L

From the intersection of Links 2B, 6F, and 6L, **Link 6L** proceeds in a westerly direction for approximately 0.31 mile to a slight angle point. From this slight angle point, **Link 6L** proceeds in a westerly direction for approximately 0.43 mile to an angle point. From this angle point, **Link 6L** proceeds in a northerly direction for approximately 0.15 mile to a slight angle point, paralleling SH 289 on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.04 mile to a slight angle point, paralleling SH 289 on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.34 mile to a slight angle point, crossing an unnamed tributary and paralleling SH 289 on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.18 mile to a slight angle point, crossing an unnamed tributary and paralleling SH 289 and, generally, the BNSF railroad on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.10 mile to a slight angle point, paralleling SH 289 and, generally, the BNSF railroad on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.11 mile to a slight angle point, paralleling SH 289 and, generally, the BNSF railroad on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.22 mile to a slight angle point, crossing an unnamed tributary and paralleling SH 289 and, generally, the BNSF railroad on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.28 mile to an angle point, crossing Clarks Branch and paralleling SH 289 and, generally, the BNSF railroad on the east. From this slight angle point, **Link 6L** proceeds in a northerly direction for approximately 0.22 mile to a slight angle point, paralleling SH 289 and, generally, the BNSF railroad on the east. From this angle point, **Link 6L** proceeds in a westerly direction for approximately 0.07 mile to the intersection of Links 1D, 1F, and 6L, crossing the BNSF railroad and SH 289.

Link 6M

From the intersection of Links 5U, 6M, and 6O, **Link 6M** proceeds in a northerly direction for approximately 0.11 mile to an angle point, paralleling the UP railroad and, generally, US 377 on the west. From this angle point, **Link 6M** proceeds in a northeasterly direction for approximately 0.02 mile to an angle point, paralleling the UP railroad and, generally, US 377 on the west. From this angle point, **Link 6M** proceeds in a northerly direction for approximately 0.62 mile to an angle point, paralleling the UP railroad and, generally, US 377 on the west. From this angle point, **Link 6M** proceeds in a northerly

direction for approximately 0.01 mile to an angle point, paralleling the UP railroad and, generally, US 377 on the west. From this angle point, **Link 6M** proceeds in an easterly direction for approximately 0.06 mile to an angle point, crossing the UP railroad and US 377. From this angle point, **Link 6M** proceeds in an easterly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 6M** proceeds in an easterly direction for approximately 0.19 mile to a slight angle point. From this slight angle point, **Link 6M** proceeds in an easterly direction for approximately 0.05 mile to a slight angle point. From this slight angle point, **Link 6M** proceeds in an easterly direction for approximately 0.18 mile to a slight angle point. From this slight angle point, **Link 6M** proceeds in an easterly direction for approximately 0.10 mile to the intersection of Links 5D, 5H, and 6M.

Link 6O (Bi-directional Link)

From the intersection of Links 5U, 6M, and 6O, **Link 6O** proceeds in an easterly direction for approximately 0.07 mile to the intersection of Links 6H, 6K, and 6O; crossing the UP railroad and US 377.

Landowners and Transmission Line Cases at the PUC

Public Utility Commission of Texas

1701 N. Congress Avenue
P.O. Box 13326
Austin, Texas 78711-3326
(512) 936-7260
www.puc.state.tx.us

Effective: June 1, 2011

Purpose of This Brochure

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

The following topics are covered in this brochure:

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

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

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

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

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

PUC Transmission Line Case

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

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

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

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

Application to Obtain or Amend a CCN:

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

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

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

Filing a Protest (informal comments):

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

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

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

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

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

Intervening in a Case:

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

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

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

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

Stages of a CCN Case:

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

There are several stages of a CCN case:

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

Right to Use Private Property

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

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

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

HOW TO OBTAIN MORE INFORMATION

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

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

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

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

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

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

The information contained within this brochure is not intended to provide a comprehensive guide to landowner rights and responsibilities in transmission line cases at the PUC. This brochure should neither be regarded as legal advice nor should it be a substitute for the PUC's rules. However, if you have questions about the process in transmission line cases, you may call the PUC's Legal Division at 512-936-7260. The PUC's Legal Division may help you understand the process in a transmission line case but cannot provide legal advice or represent you in a case. You may choose to hire an attorney to decide whether to intervene in a transmission line case, and an attorney may represent you if you choose to intervene.

Communicating with Decision-Makers

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

Request to Intervene in PUC Docket No. [ ]

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

For USPS, send one copy to:

Public Utility Commission of Texas
Central Records
P.O. Box 13326
Austin, TX 78711-3326

For all other delivery or courier services, send one copy to:

Public Utility Commission of Texas
Central Records
1701 N. Congress Ave.
Austin, TX 78701

First Name:_____ Last Name: _____

Phone Number:_____ Fax Number:_____

Address, City, State:_____

Email Address:_____

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

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

Please check one of the following:

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

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

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

_____

_____

_____

Signature of person requesting intervention:

_____ Date: _____

Comments in Docket No. _____

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

For USPS, send one copy to:

Public Utility Commission of Texas
Central Records
P.O. Box 13326
Austin, TX 78711-3326

For all other delivery or courier services, send one copy to:

Public Utility Commission of Texas
Central Records
1701 N. Congress Ave.
Austin, TX 78701

First Name: _____ Last Name: _____

Phone Number: _____ Fax Number: _____

Address, City, State: _____

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

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

Please check one of the following:

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

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

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

_____

_____

_____

_____

Signature of person submitting comments:

_____ Date: _____

June 9, 2023

Application of Texas-New Mexico Power Company to Amend its Certificate of Convenience and Necessity for a Proposed 138 kV Transmission Line in Collin, Grayson, and/or Denton County

PUBLIC UTILITY COMMISSION OF TEXAS (PUC) DOCKET NO. 55114

Greetings:

Texas-New Mexico Power Company (TNMP) give notice of their intent to amend their Certificate of Convenience and Necessity (CCN) to construct a new 138-kV transmission line in Collin, Denton, and Grayson Counties, Texas.

The Pilot Point 138 kV Transmission Line Project ("proposed project") will bring power into the proposed Pilot Point Substation from one of eight potential points of interconnection to the existing transmission system. The proposed TNMP Pilot Point Substation would be located at 1001 Foundation Drive (Dr), Pilot Point, TX 76258. There are six potential points of interconnection along the eastern side of the study area- A, B, C, D, E, and F. Potential point of interconnection A is located along the existing Oncor 138 kV transmission line and south of the existing Epco Substation at 7550 CR 138 Celina, Texas 75009. Potential point of interconnection B is located along the existing Oncor 138 kV transmission line and north of the existing Allahubbard Substation at 8150 CR 134 Celina, Texas, 75009. Potential point of interconnection C is located along the existing Oncor 138 kV transmission line approximately 0.4 mile west of the intersection of CR 128 and FM 455. Potential point of interconnection D is located along the existing Oncor 138 kV transmission line approximately 0.5 mile northeast of the CR 92 crossing of Wilson Creek. Potential point of interconnection E is located along the existing Oncor 138 kV transmission line 0.1 mile southeast of the future Collin County Outer Loop crossing of Wilson Creek. Potential point of interconnection F is the Celina Southeast Substation at 1705 Choate Parkway Celina, Texas 75009. In the southcentral portion of the study area is potential point of interconnection G. This potential point of interconnection is the Parvin Substation, located approximately 0.1 mile south of the intersection of FM 1385 and Tomahawk Trail in Prosper, Texas 76227. In the western portion of the study area is potential point of interconnection H. This potential point of interconnection is the Aubrey Substation, located approximately 0.4 mile east of the intersection of FM 428 and Blackjack Oaks Rd in Aubrey, Texas 76227.

The proposed project would have estimated total line costs ranging from $68 million to $120 million, depending on which route is selected. Estimated total substation facilities costs are approximately $8.6 million.

TNMP has filed an application with the Public Utility Commission of Texas (PUC) in Docket No. 55114 - *Application of Texas-New Mexico Power Company to Amend its Certificate of Convenience and Necessity for the Proposed Pilot Point 138-kV Transmission Line Project in Collin, Grayson, and/or Denton Counties.*

A map illustrating the line routing options under consideration and a written description of every link filed with the PUC for consideration in the CCN application is enclosed for your review. A detailed routing map is also available for review at the project website, available at tnmp-pilotpoint.com and located at 9700 St. John Rd., Pilot Point, Texas 76258.

All routes and route segments (links) included in this notice are available for selection and approval by the PUC.

The PUC has developed a brochure entitled "Landowners and Transmission Line Cases at the PUC." Copies of the brochure may be downloaded from the PUC's website at www.puc.state.tx.us. To obtain additional information about this case, contact the PUC at (512) 936-7120 or (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989.

Your request for intervention should be filed electronically and you will be required to serve the request on other parties by email. Therefore, please include your own email address on the intervention form. Instructions for electronic filing via the "PUC Filer" on the Commission's website can be found here: https://interchange.puc.texas.gov/filer. Instructions for using the PUC Filer are available at http://www.puc.texas.gov/industry/filings/New_PUC_Web_Filer_Presentation.pdf. Once you obtain a tracking sheet associated with your filing from the PUC Filer, you may email the tracking sheet and the document you wish to file to: centralrecords@puc.texas.gov. For assistance with your electronic filing, please contact the Commission's Help Desk at (512) 936-7100 or helpdesk@puc.texas.gov. You can review materials filed in this docket on the PUC Interchange at: http://interchange.puc.texas.gov/.

While the preferred method is for you to submit your request for intervention electronically, if you are unable to do so, you may mail 10 copies of the request to:

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

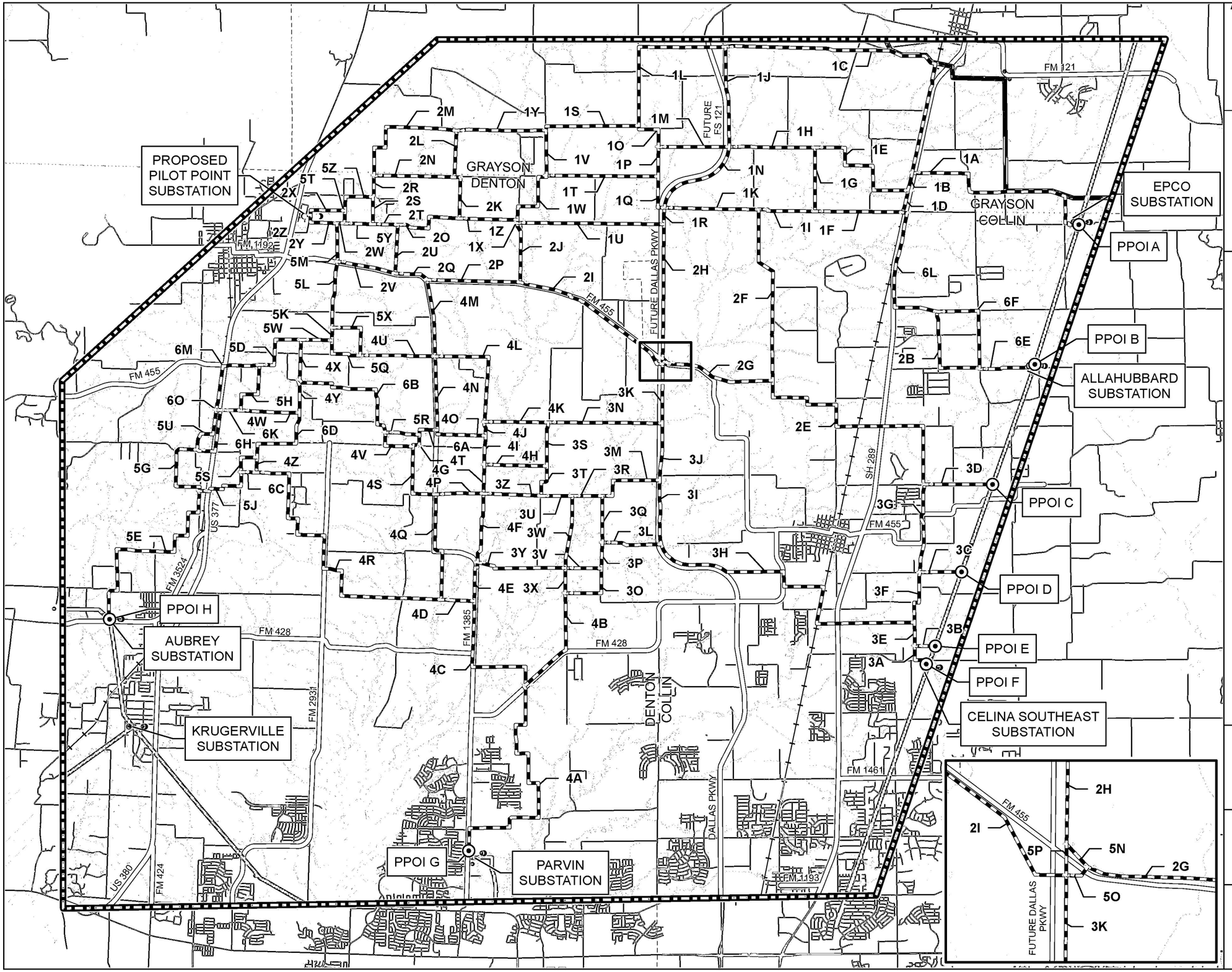
The deadline for intervention in the proceeding is **Monday, July 24, 2023**, and a letter requesting intervention should be received by the PUC by that date.

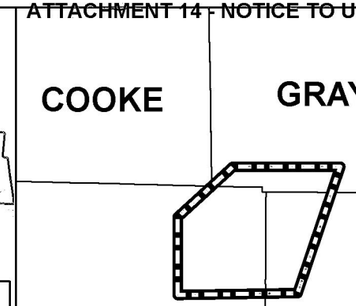
Persons with questions about the transmission line may contact TNMP at 972.732.2030 or connect@tnmp-pilotpoint.com.

Sincerely,

M O'Brien

Michael O'Brien
Texas-New Mexico Power Company
Enclosures





- STUDY AREA
- PROPOSED POINT OF INTERCONNECTION (PPOI)
- PROPOSED PILOT POINT SUBSTATION
- EXISTING SUBSTATION
- LINK CONNECTION POINT
- ALTERNATIVE TRANSMISSION LINE LINK
- EXISTING 138 KV TRANSMISSION LINE
- EXISTING 345 KV TRANSMISSION LINE
- MAJOR ROAD
- MINOR ROAD
- RAILROAD
- STREAM
- OPEN WATER
- COUNTY LINE

TNMP PILOT POINT
138KV TRANSMISSION LINE PROJECT

N

0 1.5 3
MILES

TNMP
Texas-New Mexico Power

HDR

PATH: O:\10324909_10189_TNMP_PILOT_POINT_TRANSMISSION_LINE_PROJECT\MAP_DOCS\FIGURES\CCN\CCN\CCN2.APRX - USER: JOCOOK - DATE: 3/2/2023

Description of Proposed Transmission Line Alternative Routes for the Pilot Point 138 kV Transmission Line Project in Collin, Denton, and Grayson Counties

PUC DOCKET NO. 55114

Alternative Routes Not Listed in Any Order of Preference or Priority

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
1	5E-5J-6C-4Z-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	11.26
2	5E-5J-5S-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	11.26
3	5E-5G-5U-6M-5D-5W-5K-5L-5M-2Y-2Z	11.87
4	5E-5G-5U-6O-6K-5H-5D-5W-5K-5L-5M-2Y-2Z	11.97
5	5E-5G-6H-6K-5H-5D-5W-5K-5L-5M-2Y-2Z	12.01
6	5E-5G-5U-6O-6K-4W-4Y-4X-5W-5K-5L-5M-2Y-2Z	12.04
7	5E-5G-6H-6O-6M-5D-5W-5K-5L-5M-2Y-2Z	12.05
8	5E-5G-6H-6K-4W-4Y-4X-5W-5K-5L-5M-2Y-2Z	12.07
9	3D-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	14.96
10	3D-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	15.17
11	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	15.26
13	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	15.46
14	3D-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	15.50
17	6E-2B-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.02
18	3C-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	16.05
19	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.06
20	1A-1B-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.20
22	1A-1B-1D-1F-1I-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	16.24
23	4A-4C-4E-4F-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	16.26
24	3C-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	16.26
25	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	16.26
26	1A-1B-1D-1F-1I-1K-1R-1U-1X-1Z-2K-2N-2R-5Z-2X-2Z	16.34
27	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.36
28	4A-4C-4E-4F-4G-4I-4J-4L-4M-2Q-2V-5M-2Y-2Z	16.37
32	4A-4C-4E-4F-4G-4I-4O-4N-4M-2Q-2U-2T-5Y-2W-2Y-2Z	16.47
33	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	16.56
34	3D-2E-2G-5O-2I-2J-1X-1Z-2K-2N-2R-5Z-2X-2Z	16.58
37	1A-1B-1E-1H-1M-1P-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	16.59
38	3C-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.60
42	4A-4C-4E-4F-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	16.70
49	1A-1B-1D-1F-1I-1K-1R-1U-2J-2P-2Q-2V-5M-2Y-2Z	16.79
51	3B-3E-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	16.83

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
54	4A-4C-4D-4Q-4S-4T-6A-4N-4M-2Q-2V-5M-2Y-2Z	16.85
55	1A-1B-1E-1H-1M-1O-1S-1Y-2L-2N-2R-5Z-2X-2Z	16.88
56	1A-1B-1D-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	16.89
57	1A-1B-1E-1H-1M-1O-1S-1Y-2M-2R-5Z-2X-2Z	16.95
59	3A-3E-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	16.99
62	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.03
63	6E-6F-6L-1F-1I-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.04
64	3B-3E-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.04
65	3B-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	17.04
67	4A-4B-3X-3Y-4F-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.07
68	4A-4B-3X-3W-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.08
71	4A-4C-4E-4F-4P-4S-4T-6A-4N-4M-2Q-2V-5M-2Y-2Z	17.10
74	6E-6F-6L-1F-1I-1K-1R-1U-1X-1Z-2K-2N-2R-5Z-2X-2Z	17.14
79	3A-3E-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.20
80	3A-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	17.20
82	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.23
85	3B-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.25
86	4A-4B-3X-3W-3U-3T-4H-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.27
92	1A-1B-1E-1H-1M-1O-1S-1V-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.30
104	3A-3E-3F-3G-2E-2G-5O-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.41
105	4A-4B-3X-3W-3U-3T-3S-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.41
108	3C-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.45
113	4A-4C-4D-4Q-4S-4V-6B-4X-5W-5K-5L-5M-2Y-2Z	17.50
121	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.54
127	3B-3E-3F-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.59
141	6E-6F-6L-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.69
144	3A-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	17.70
145	3B-3E-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.71
148	3C-3F-3H-3I-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	17.74
149	3A-3E-3F-3G-2E-2G-5O-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.74
154	6E-6F-6L-1D-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	17.78
161	3D-2E-2G-5N-2H-1U-1X-1Z-2O-2U-2V-5M-2Y-2Z	17.82
164	3A-3E-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	17.86
168	6E-6F-6L-1F-1G-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.89
170	3D-2E-2G-5N-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	17.90
177	3C-3F-3H-3I-3J-3K-2I-2P-2Q-2U-2T-5Y-2W-2Y-2Z	17.95
183	6E-6F-6L-1D-1E-1H-1N-1R-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	17.98
185	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	17.99
186	3D-2E-2F-1K-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	18.00

Filed Alternative Transmission Line Route Number	Link Combination	Total Length (miles)
196	3B-3E-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.08
204	3C-3G-2E-2F-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.12
206	3A-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	18.14
209	6E-6F-6L-1D-1E-1H-1M-1P-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	18.16
212	3B-3E-3H-3I-3J-3N-4K-4L-4U-5X-5L-5M-2Y-2Z	18.17
214	4A-4B-3X-3V-3P-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.21
218	3A-3E-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.24
223	3C-3F-3H-3I-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.28
230	3B-3E-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.32
233	3A-3E-3H-3I-3J-3N-4K-4L-4U-5X-5L-5M-2Y-2Z	18.33
237	6E-6F-6L-1D-1E-1G-1I-1K-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.35
250	3B-3E-3F-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.44
253	3C-3F-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.45
254	3A-3E-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.47
257	3D-2E-2F-1K-1R-1U-1X-1Z-2O-2U-2V-5M-2Y-2Z	18.50
259	6E-6F-6L-1F-1I-1K-1Q-1T-1V-1Y-2M-2R-2S-5Y-2W-2Y-2Z	18.50
266	3A-3E-3F-3G-2E-2G-5N-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	18.60
268	3C-3F-3H-3I-3J-3N-4K-4L-4M-2Q-2V-5M-2Y-2Z	18.61
289	6E-6F-6L-1D-1E-1H-1M-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	18.79
298	3C-3F-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-4N-4U-5Q-5K-5L-5M-2Y-2Z	18.90
301	3C-3F-3H-3I-3M-3R-3U-3Z-4G-4I-4O-4N-4M-2Q-2V-5M-2Y-2Z	18.99
303	4A-4C-4D-4R-4Z-6D-4Y-4X-5W-5K-5L-5M-2Y-2Z	18.99
319	3B-3E-3H-3L-3Q-3R-3U-3Z-4G-4I-4O-6A-5R-6B-4X-5W-5K-5L-5M-2Y-2Z	19.17
325	3C-3F-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.22
328	1A-1C-1L-1S-1Y-2L-2N-2R-5Z-2X-2Z	19.30
333	1A-1B-1D-1F-1I-2F-2G-5O-2I-2P-2Q-2V-5M-2Y-2Z	19.34
342	3C-3F-3H-3I-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	19.42
343	1A-1C-1J-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.43
346	4A-4B-3O-3P-3Q-3M-3J-3K-2I-2P-2Q-2V-5M-2Y-2Z	19.45
364	3D-2E-2F-1K-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	19.64
370	3B-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	19.86
371	4A-4B-3X-3W-3R-3M-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.90
374	4A-4B-3O-3P-3Q-3M-3J-3K-2I-2J-1X-1Z-2O-2T-5Y-2W-2Y-2Z	19.99
375	3A-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1T-1W-1Z-2O-2T-5Y-2W-2Y-2Z	20.01
398	4A-4B-3O-3P-3Q-3M-3J-3K-5P-2H-1U-1X-1Z-2O-2T-5Y-5T-2X-2Z	21.13
404	3B-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	21.49
412	6E-6F-6L-1D-1B-1C-1J-1N-1R-1U-1X-1Z-2O-2T-5Y-2W-2Y-2Z	21.64
413	3A-3E-3H-3I-3J-3K-5P-2H-1R-1Q-1P-1O-1S-1Y-2M-2R-2S-5Y-2W-2Y-2Z	21.65

Route Link Descriptions

Link 1A

Link 1A begins at potential point of interconnection A, located near the existing Epco Substation at 7550 County Road (CR) 138 Celina, Texas 75009. From potential point of interconnection A, **Link 1A** proceeds in a westerly direction for approximately 0.17 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.02 mile to an angle point. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.06 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.19 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a northerly direction for approximately 0.28 mile to an angle point. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.24 mile to a angle point, crossing an unnamed tributary. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.82 mile to a slight angle point, crossing Honey Creek. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.12 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.41 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 1A** proceeds in a northerly direction for approximately 0.07 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a northerly direction for approximately 0.25 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1A** proceeds in a westerly direction for approximately 0.38 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.11 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.43 mile to a slight angle point. From this slight angle point, **Link 1A** proceeds in a westerly direction for approximately 0.06 mile to the intersection of Links 1A, 1B, and 1C, crossing State Highway (SH) 289 and the BNSF Railway Company (BNSF) railroad.

Link 1B

From the intersection of Links 1A, 1B, and 1C, **Link 1B** proceeds in a southerly direction for approximately 0.23 mile to a slight angle point, crossing an unnamed tributary and paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1B** proceeds in a southerly direction for approximately 0.09 mile to the intersection of Links 1B, 1D, and 1E; paralleling the BNSF railroad and, generally, SH 289 on the west.

Link 1C

From the intersection of Links 1A, 1B, and 1C, **Link 1C** proceeds in a northerly direction for approximately 1.48 miles to an angle point, crossing two unnamed tributaries, paralleling the BNSF

railroad and, generally, SH 289 on the west. From this an angle point, **Link 1C** proceeds in a northeasterly direction for approximately 0.04 mile to an angle point, paralleling the BNSF railroad and, generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.05 mile to an angle point, paralleling the railroad and, generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.05 mile to an angle point, crossing an unnamed tributary paralleling the BNSF railroad, generally, SH 289 on the west. From this angle point, **Link 1C** proceeds in a northerly direction for approximately 0.29 mile to an angle point, paralleling the BNSF railroad on the west. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 1C** proceeds in a northwesterly direction for approximately 0.15 mile to an angle point. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.41 mile to an angle point. From this angle point, **Link 1C** proceeds in a northwesterly direction for approximately 0.21 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.99 mile to an angle point, crossing Little Elm Creek. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 1C** proceeds in a westerly direction for approximately 1.65 miles to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 1C** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 1C, 1J, and 1L; crossing an unnamed tributary.

Link 1D

From the intersection of Links 1B, 1D, and 1E, **Link 1D** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.21 mile to a slight angle point, crossing an unnamed tributary and paralleling the BNSF railroad, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the BNSF railroad and, generally, SH 289 on the west. From this slight angle point, **Link 1D** proceeds in a southerly direction for approximately 0.03 mile to the intersection of Links 1D, 1F, and 6L; paralleling the BNSF railroad and, generally, SH 289 on the west.

Link 1E

From the intersection of Links 1B, 1D, and 1E, **Link 1E** proceeds in a westerly direction for approximately 0.59 mile to an angle point. From this angle point, **Link 1E** proceeds in a northerly direction for approximately 0.42 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1E** proceeds in a westerly direction for approximately 0.48 mile to an angle point. From this

angle point, **Link 1E** proceeds in a northerly direction for approximately 0.30 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1E** proceeds in a westerly direction for approximately 0.51 mile to the intersection of Links 1E, 1G, and 1H; crossing Little Elm Creek.

Link 1F

From the intersection of Links 1D, 1F, and 6L, **Link 1F** proceeds in a westerly direction for approximately 0.04 mile to a slight angle point. From this slight angle point, **Link 1F** proceeds in a westerly direction for approximately 1.47 miles to the intersection of Links 1F, 1G, and 1I.

Link 1G

From the intersection of Links 1F, 1G, and 1I, **Link 1G** proceeds in a northerly direction for approximately 1.10 mile to the intersection of Links 1E, 1G, and 1H; crossing an unnamed tributary and Little Elm Creek.

Link 1H

From the intersection of Links 1E, 1G, and 1H, **Link 1H** proceeds in a westerly direction for approximately 1.02 miles to a slight angle point, crossing two unnamed tributaries. From this slight angle point, **Link 1H** proceeds in a westerly direction for approximately 0.07 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 1H** proceeds in a westerly direction for approximately 0.39 mile to the intersection of Links 1H, 1J, 1M, and 1N; crossing Walnut Fork.

Link 1I

From the intersection of Links 1F, 1G, and 1I, **Link 1I** proceeds in a westerly direction for approximately 0.82 mile to an angle point, crossing an unnamed tributary and Little Elm Creek. From this angle point, **Link 1I** proceeds in a northerly direction for approximately 0.02 mile to an angle point. From this angle point, Link 1I proceeds in a westerly direction for approximately 0.15 mile to the intersection of Links 1I, 1K, and 2F.

Link 1J

From the intersection of Links 1C, 1J, and 1L, **Link 1J** proceeds in a southerly direction for approximately 0.72 mile to an angle point. From this angle point, **Link 1J** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, paralleling the future Farm to Market Road Spur (FS) 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for approximately 0.07 mile to a slight angle point, crossing an unnamed tributary and paralleling the future FS 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for

approximately 0.07 mile to a slight angle point, crossing an unnamed tributary and paralleling the future FS 121 on the east. From this slight angle point, **Link 1J** proceeds in a southerly direction for approximately 0.79 mile to the intersection of Links 1H, 1J, 1M, and 1N; crossing an unnamed tributary two times and paralleling the future FS 121 on the east.

Link 1K

From the intersection of Links 1I, 1K, and 2F, **Link 1K** proceeds in a westerly direction for approximately 1.62 miles to the intersection of Links 1K, 1N, 1Q, and 1R; crossing Walnut Fork and two unnamed tributaries.

Link 1L

From the intersection of Links 1C, 1J, and 1L, **Link 1L** proceeds in a westerly direction for approximately 1.49 miles to an angle point; crossing the future FS 121 once and three unnamed tributaries (one of which it crosses three times). From this angle point, **Link 1L** proceeds in a southerly direction for approximately 1.36 miles to the intersection of Links 1L, 1O, and 1S; crossing an unnamed tributary two times.

Link 1M

From the intersection of Links 1H, 1J, 1M, and 1N, **Link 1M** proceeds in a westerly direction for approximately 1.22 miles to the intersection of Links 1M, 1O, and 1P; crossing the future FS 121, an unnamed tributary, and Mustang Creek.

Link 1N

From the intersection of Links 1H, 1J, 1M, and 1N, **Link 1N** proceeds in a southerly direction for approximately 0.15 mile to an angle point, crossing an unnamed tributary once and Walnut Fork two times and paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.15 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.09 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.07 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.08 mile to a slight angle

point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.12 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.22 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a westerly direction for approximately 0.11 mile to an angle point, paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southwesterly direction for approximately 0.11 mile to an angle point, paralleling the future FS 121 on the east. From this angle point, **Link 1N** proceeds in a southerly direction for approximately 0.11 mile to a slight angle point, paralleling the future FS 121 on the east. From this slight angle point, **Link 1N** proceeds in a southerly direction for approximately 0.07 mile to the intersection of Links 1K, 1N, 1Q, and 1R; paralleling the future FS 121 on the east.

Link 1O

From the intersection of Links 1M, 1O, and 1P, **Link 1O** proceeds in a northerly direction for approximately 0.31 mile to an angle point. From this angle point, **Link 1O** proceeds in a westerly direction for approximately 0.33 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1O** proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 1L, 1O, and 1S.

Link 1P

From the intersection of Links 1M, 1O, and 1P, **Link 1P** proceeds in a southerly direction for approximately 0.51 mile to the intersection of Links 1P, 1Q, and 1T.

Link 1Q

From the intersection of Links 1K, 1N, 1Q, and 1R, **Link 1Q** proceeds in a westerly direction for approximately 0.12 mile to an angle point, crossing the future FS 121. From this angle point, **Link 1Q** proceeds in a northerly direction for approximately 0.54 mile to the intersection of Links 1P, 1Q, and 1T; paralleling the future FS 121 on the west for the southernmost 0.08 mile and crossing Mustang Creek.

Link 1R

From the intersection of Links 1K, 1N, 1Q, and 1R, **Link 1R** proceeds in a southerly direction for approximately 0.11 mile to a slight angle point, paralleling the future Dallas Parkway (Pkwy) on the east.

From this slight angle point, **Link 1R** proceeds in a southerly direction for approximately 0.17 mile to the intersection of Links 1R, 1U, and 2H; paralleling the future Dallas Pkwy on the east.

Link 1S

From the intersection of Links 1L, 1O, and 1S, **Link 1S** proceeds in a westerly direction for approximately 1.60 miles to an angle point, crossing two unnamed tributaries. From this angle point, **Link 1S** proceeds in a southerly direction for approximately 0.07 mile to the intersection of Links 1S, 1V, and 1Y.

Link 1T

From the intersection of Links 1P, 1Q, and 1T, **Link 1T** proceeds in a westerly direction for approximately 1.92 miles to the intersection of Links 1T, 1V, and 1W; crossing two unnamed tributaries.

Link 1U

From the intersection of Links 1R, 1U, and 2H, **Link 1U** proceeds in a westerly direction for approximately 2.52 miles to the intersection of Links 1U, 1X, and 2J; crossing the future Dallas Pkwy, Mustang Creek, and three unnamed tributaries.

Link 1V (Bi-directional Link)

From the intersection of Links 1S, 1V, and 1Y, **Link 1V** proceeds in a southerly direction for approximately 0.78 mile to the intersection of Links 1T, 1V, and 1W.

Link 1W

From the intersection of Links 1T, 1V, and 1W, Link 1W proceeds in a southerly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 1W** proceeds in a westerly direction for approximately 0.14 mile to an angle point. From this angle point, **Link 1W** proceeds in a southerly direction for approximately 0.51 mile to an angle point. From this angle point, **Link 1W** proceeds in a westerly direction for approximately 0.34 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 1W** proceeds in a southerly direction for approximately 0.24 mile to the intersection of Links 1W, 1X, and 1Z.

Link 1X

From the intersection of Links 1U, 1X, and 2J, **Link 1X** proceeds in a northerly direction for approximately 0.05 mile to the intersection of Links 1W, 1X, and 1Z.

Link 1Y

From the intersection of Links 1S, 1V, and 1Y, **Link 1Y** proceeds in a westerly direction for approximately 1.33 miles to a slight angle point. From this slight angle point, **Link 1Y** proceeds in a westerly direction for approximately 0.21 mile the intersection of Links 1Y, 2L, and 2M.

Link 1Z

From the intersection of Links 1W, 1X, and 1Z, **Link 1Z** proceeds in a westerly direction for approximately 1.00 mile to the intersection of Links 1Z, 2K, and 2O; crossing an unnamed tributary.

Link 2B

From the intersection of Links 2B, 6E, and 6F, **Link 2B** proceeds in a northwesterly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 2B** proceeds in a westerly direction for approximately 0.64 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.51 mile to a slight angle point. From this slight angle point, **Link 2B** proceeds in a northerly direction for approximately 0.07 mile to a slight angle point. From this slight angle point, **Link 2B** proceeds in a northerly direction for approximately 0.26 mile to an angle point. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.05 mile to an angle point. From this angle point, **Link 2B** proceeds in a northerly direction for approximately 0.09 mile to the intersection of Links 2B, 6F, and 6L.

Link 2E

From the intersection of Links 2E, 3D, and 3G, **Link 2E** proceeds in a northwesterly direction for approximately 0.03 mile to an angle point. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.99 mile to an angle point. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 1.11 miles to a slight angle point, crossing an unnamed tributary and SH 289. From this slight angle point, **Link 2E** proceeds in a westerly direction for approximately 0.05 mile to a slight angle point, crossing the BNSF railroad. From this slight angle point, **Link 2E** proceeds in a westerly direction for approximately 0.33 mile to an angle point. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.38 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 0.50 mile to an angle point, crossing an unnamed tributary 13 times. From this angle point, **Link 2E** proceeds in a northerly direction for approximately 0.12 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a westerly direction for approximately 0.59 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2E** proceeds in a northerly

direction for approximately 0.29 mile to the intersection of Links 2E, 2F, and 2G, crossing an unnamed tributary three times and a second unnamed tributary once.

Link 2F

From the intersection of Links 2E, 2F, and 2G, **Link 2F** proceeds in a northerly direction for approximately 0.80 mile to a slight angle point, crossing an unnamed tributary. From this slight angle point, **Link 2F** proceeds in a northerly direction for approximately 0.10 mile to a slight angle point. From this slight angle point, **Link 2F** proceeds in a northerly direction for approximately 0.98 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2F** proceeds in a northwesterly direction for approximately 0.29 mile to an angle point. From this angle point, **Link 2F** proceeds in a northerly direction for approximately 0.91 mile to the intersection of Links 1I, 1K, and 2F; crossing Clarks Branch and Little Elm Creek.

Link 2G

From the intersection of Links 2E, 2F, and 2G, **Link 2G** proceeds in a westerly direction for approximately 0.73 mile to an angle point, crossing two unnamed tributaries. From this angle point, **Link 2G** proceeds in a westerly direction for approximately 0.32 mile to an angle point. From this angle point, **Link 2G** proceeds in a northwesterly direction for approximately 0.28 mile to an angle point, crossing an unnamed tributary and paralleling (Farm-to-Market Road) FM 455 on the east. From this angle point, **Link 2G** proceeds in a westerly direction for approximately 0.13 mile to a slight angle point, crossing Little Elm Creek and paralleling FM 455 on the north. From this slight angle point, **Link 2G** proceeds in a westerly direction for approximately 0.38 mile to an angle point, crossing an unnamed tributary and paralleling FM 455 on the north. From this angle point, **Link 2G** proceeds in a northwesterly direction for approximately 0.06 mile to the intersection of Links 2G, 5N, and 5O; and paralleling FM 455 on the north.

Link 2H

From the intersection of Links 2H, 5N, and 5P, **Link 2H** proceeds in a northerly direction for approximately 2.30 miles to the intersection of Links 1R, 1U, and 2H, crossing two unnamed tributaries and paralleling the future Dallas Pkwy on the east.

Link 2I

From the intersection of Links 2I, 3K, 5O, and 5P, **Link 2I** proceeds in a westerly direction for approximately 0.10 mile to an angle point, crossing the future Dallas Pkwy. From this angle point, **Link**

2I proceeds in a northwesterly direction for approximately 0.21 mile to an angle point. From this angle point, **Link 2I** proceeds in a northwesterly direction for approximately 1.46 miles to an angle point, crossing an unnamed tributary and paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.03 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a northwesterly direction for approximately 0.03 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.20 mile to an angle point, paralleling FM 455 on the south. From this angle point, **Link 2I** proceeds in a northerly direction for approximately 0.03 mile to an angle point, crossing FM 455. From this angle point, **Link 2I** proceeds in a westerly direction for approximately 0.29 mile to a slight angle point, crossing Mustang Creek and paralleling FM 455 on the north. From this slight angle point, **Link 2I** proceeds in a westerly direction for approximately 0.49 mile to a slight angle point, paralleling FM 455 on the north. From this slight angle point, **Link 2I** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 2I, 2J, and 2P; crossing an unnamed tributary and paralleling FM 455 on the north.

Link 2J (Bi-directional Link)

From the intersection of Links 2I, 2J, and 2P, **Link 2J** proceeds in a northerly direction for approximately 0.87 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2J** proceeds in a northwesterly direction for approximately 0.11 mile to an angle point. From this angle point, Link 2J proceeds in a northerly direction for approximately 0.06 mile to the intersection of Links 1U, 1X, and 2J.

Link 2K

From the intersection of Links 1Z, 2K, and 2O, **Link 2K** proceeds in a northerly direction for approximately 0.71 mile to an angle point. From this angle point, **Link 2K** proceeds in a westerly direction for approximately 0.10 mile to the intersection of Links 2K, 2L, and 2N.

Link 2L

From the intersection of Links 1Y, 2L, and 2M, **Link 2L** proceeds in a southerly direction for approximately 0.80 mile to the intersection of Links 2K, 2L, and 2N; crossing an unnamed tributary.

Link 2M

From the intersection of Links 1Y, 2L, and 2M, **Link 2M** proceeds in a westerly direction for approximately 0.21 mile to a slight angle point. From this slight angle point, **Link 2M** proceeds in a westerly direction for approximately 0.34 mile to a slight angle point. From this slight angle point, **Link 2M** proceeds in a westerly direction for approximately 0.67 mile to an angle point, crossing Pecan Creek.

From this angle point, **Link 2M** proceeds in a southerly direction for approximately 0.36 mile to an angle point. From this angle point, **Link 2M** proceeds in a westerly direction for approximately 0.20 mile to an angle point. From this angle point, **Link 2M** proceeds in a southerly direction for approximately 0.48 mile to the intersection of Links 2M, 2N, and 2R.

Link 2N

From the intersection of Links 2K, 2L, and 2N, **Link 2N** proceeds in a westerly direction for approximately 1.38 miles to the intersection of Links 2M, 2N, and 2R; crossing Pecan Creek.

Link 2O

From the intersection of Links 1Z, 2K, and 2O, **Link 2O** proceeds in a westerly direction for approximately 0.52 mile to an angle point. From this angle point, **Link 2O** proceeds in a southerly direction for approximately 0.20 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2O** proceeds in a westerly direction for approximately 0.30 mile to an angle point. From this angle point, **Link 2O** proceeds in a northwesterly direction for approximately 0.09 mile to an angle point, crossing an unnamed tributary. From this angle point, **Link 2O** proceeds in a westerly direction for approximately 0.15 mile to the intersection of Links 2O, 2T, and 2U.

Link 2P

From the intersection of Links 2I, 2J, and 2P, **Link 2P** proceeds in a westerly direction for approximately 1.59 miles to the intersection of Links 2P, 2Q, and 4M; crossing three unnamed tributaries and paralleling FM 455 on the north.

Link 2Q

From the intersection of Links 2P, 2Q, and 4M, **Link 2Q** proceeds in a northwesterly direction for approximately 0.16 mile to an angle point, paralleling FM 455 on the north. From this angle point, **Link 2Q** proceeds in a westerly direction for approximately 0.33 mile to a slight angle point, paralleling FM 455 on the north. From this slight angle point, **Link 2Q** proceeds in a westerly direction for approximately 0.11 mile to the intersection of Links 2Q, 2U, and 2V; paralleling FM 455 on the north.

Link 2R

From the intersection of Links 2M, 2N, and 2R, **Link 2R** proceeds in a southerly direction for approximately 0.34 mile to an angle point. From this angle point, **Link 2R** proceeds in a southwesterly direction for approximately 0.03 mile to the intersection of Links 2R, 2S, and 5Z.

Link 2S

From the intersection of Links 2R, 2S, and 5Z, **Link 2S** proceeds in a southerly direction for approximately 0.47 mile to the intersection of Links 2S, 2T, and 5Y; crossing two unnamed tributaries.

Link 2T

From the intersection of Links 2O, 2T, and 2U, **Link 2T** proceeds in a westerly direction for approximately 0.43 mile to the intersection of Links 2S, 2T, and 5Y; crossing Pecan Creek and an unnamed tributary.

Link 2U

From the intersection of Links 2Q, 2U, and 2V, **Link 2U** proceeds in a northerly direction for approximately 0.84 mile to the intersection of Links 2O, 2T, and 2U; crossing two unnamed tributaries

Link 2V

From the intersection of Links 2Q, 2U, and 2V, **Link 2V** proceeds in a westerly direction for approximately 0.32 mile to a slight angle point, crossing Pecan Creek, and paralleling FM 455 on the north. From this slight angle point, **Link 2V** proceeds in westerly direction 0.69 mile to the intersection of Links 2V, 5L, and 5M; crossing an unnamed tributary, and paralleling FM 455 on the north.

Link 2W

From the intersection of Links 2W, 5T, and 5Y, **Link 2W** proceeds in a westerly direction for approximately 0.13 mile to the intersection of Links 2W, 2Y, and 5M.

Link 2X

From the intersection of Links 2X, 5T, and 5Z, **Link 2X** proceeds in a westerly direction for approximately 0.59 mile to an angle point, crossing an unnamed tributary three times. From this angle point, **Link 2X** proceeds in a southerly direction for approximately 0.09 mile to the intersection of Links 2X, 2Y, and 2Z.

Link 2Y

From the intersection of Links 2W, 2Y, and 5M, **Link 2Y** proceeds in a westerly direction for approximately 0.46 mile to an angle point. From this angle point, **Link 2Y** proceeds in a northerly direction for approximately 0.12 mile to the intersection of Links 2X, 2Y, and 2Z.

Link 2Z

From the intersection of Links 2X, 2Y, and 2Z, **Link 2Z** proceeds in a westerly direction for approximately 0.04 mile to the proposed TNMP Pilot Point Substation located at 1001 Foundation Drive (Dr), Pilot Point, TX 76258.

Link 3A

Link 3A begins at potential point of interconnection F, Celina Southeast Substation, at 1705 Choate Parkway Celina, Texas 75009. From potential point of interconnection F, **Link 3A** proceeds in a northerly direction for approximately 0.07 mile to an angle point. From this angle point, **Link 3A** proceeds in a westerly direction for approximately 0.19 mile to an angle point. From this angle point, **Link 3A** proceeds in a northerly direction for approximately 0.24 mile to the intersection of Links 3A, 3B, and 3E.

Link 3B

Link 3B beings at potential point of interconnection E located 0.10 mile southeast of the future Collin County Outer Loop crossing of Wilson Creek. From potential point of interconnection E, **Link 3B** proceeds in a westerly direction for approximately 0.35 mile to the intersection of Links 3A, 3B, and 3E; crossing Wilson Creek.

Link 3C

Link 3C begins at potential point of interconnection D located approximately 0.50 mile northeast of the CR 92 crossing of Wilson Creek. From potential point of interconnection D, **Link 3C** proceeds in a westerly direction for approximately 0.71 mile to the intersection of Links 3C, 3F, and 3G; crossing Wilson Creek.

Link 3D

Link 3D begins at potential point of interconnection C located approximately 0.41 mile west of the intersection of CR 128 and FM 455. From potential point of interconnection C, **Link 3D** proceeds in a westerly direction for approximately 1.16 miles to the intersection of Links 2E, 3D, and 3G; crossing an unnamed tributary.

Link 3E

From the intersection of Links 3A, 3B, and 3E, **Link 3E** proceeds in a northerly direction for approximately 0.40 mile to the intersection of Links 3E, 3F, and 3H.

Link 3F (Bi-directional Link)

From the intersection of Links 3C, 3F, and 3G, **Link 3F** proceeds in a southerly direction for approximately 0.06 mile to a slight angle point. From this slight angle point, **Link 3F** proceeds in a southerly direction for approximately 0.46 mile to an angle point. From this angle point, **Link 3F** proceeds in a westerly direction for approximately 0.08 mile to an angle point. From this angle point, **Link 3F** proceeds in a southerly direction for approximately 0.34 mile to the intersection of Links 3E, 3F, and 3H.

Link 3G

From the intersection of Links 3C, 3F, and 3G, **Link 3G** proceeds in a northerly direction for approximately 0.23 mile to a slight angle point. From this slight angle point, **Link 3G** proceeds in a northerly direction for approximately 0.26 mile to a slight angle point. From this slight angle point, **Link** 3G proceeds in a northerly direction for approximately 0.36 mile to an angle point, paralleling FM 455 to east. From this angle point, **Link 3G** proceeds in a northwesterly direction for approximately 0.07 mile to an angle point, crossing FM 455. From this angle point, **Link 3G** proceeds in a northerly direction for approximately 0.09 mile to an angle point, paralleling FM 455 to west. From this angle point, **Link 3G** proceeds in a northeasterly direction for approximately 0.05 mile to an angle point, crossing FM 455. From this angle point, **Link 3G** proceeds in a northerly direction for approximately 0.38 mile to a slight angle point. From this slight angle point, **Link 3G** proceeds in a northerly direction for approximately 0.12 mile to the intersection of Links 2E, 3D, and 3G.

Link 3H

From the intersection of Links 3E, 3F, and 3H, **Link 3H** proceeds in a westerly direction for approximately 1.68 miles to an angle point, crossing two unnamed tributaries and SH 289. From this angle point, **Link 3H** proceeds in a northerly direction for approximately 0.05 mile to a slight angle point, paralleling the BNSF railroad on the east. From this slight angle point, **Link 3H** proceeds in a northerly direction for approximately 0.59 mile to an angle point, paralleling the BNSF railroad on the east. From this angle point, **Link 3H** proceeds in a westerly direction for approximately 0.03 mile to a slight angle point, crossing the BNSF railroad. From this slight angle point, **Link 3H** proceeds in a westerly direction for approximately 0.65 mile to an angle point, crossing Doe Branch. From this angle point, **Link 3H** proceeds in a northerly direction for approximately 0.26 mile to an angle point, paralleling FM 428 on the east. From this angle point, **Link 3H** proceeds in a westerly direction for approximately 0.98 mile to an angle point, crossing FM 428. From this angle point, **Link 3H** proceeds in a northwesterly direction for approximately 0.12 mile to an angle point, crossing an unnamed tributary and paralleling the future Dallas Pkwy on the north. From this angle point, **Link 3H** proceeds in a westerly direction for