



THE Lynn County News



January 3, 2019 ■ Volume 116, No. 1

Serving Lynn County since 1903

Tahoka, Lynn County Texas

email: LynnCoNews@poka.com

75¢

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Did you know?

- The U.S. has the most PhD graduates in the world: 67,000 in 2014, twice as many as Germany, its nearest rival.
- The U.S. is the largest contributor to the United Nations, giving \$3.3 billion per year. That's 22% of the UN's overall annual budget.
- A study found that over three-quarters of U.S. workers use social media at work, regardless of any rules put in place by their employers.
- Chuck Berry had a degree in hairdressing.
- As many as 60 tribes remain largely uncontacted in the Amazon, or live in voluntary isolation.

Don't forget to take your LCN on trips!



The Lynn County News loves to travel - so don't forget to take us with you when you take a trip!

Send us your "Where In The World is the Lynn County News" photos, and we will publish them as soon as space allows. This feature has proven very popular with LCN readers, and we love to see all the fabulous places that our readers travel.

Email your photos to: LynnCoNews@poka.com

What's Outside

NWS official readings for Tahoka

Date	High	Low	Precip.
Dec 25	65	32	
Dec 26	55	33	
Dec 27	68	32	0.36"
Dec 28	49	26	
Dec 29	33	25	
Dec 30	37	26	
Dec 31	44	31	

(Precipitation/temps measured as of 8 a.m. on date reported, for the previous 24-hr period)

Total Precip for Jan:	0.01"
Total Precip for Feb:	0.03"
Total Precip for Mar:	1.50"
Total Precip for Apr:	0.10"
Total Precip for May:	1.60"
Total Precip for June:	0.83"
Total Precip for July:	1.42"
Total Precip for Aug:	3.51"
Total Precip for Sept:	6.85"
Total Precip for Oct:	8.57"
Total Precip for Nov:	0.51"
Total Precip for Dec:	1.70"
Total Precip. for 2018:	26.63"

It was a very good year ... Tahoka mayor lists city's accomplishments in 2018

The year 2018 drew to a close on Monday, and Mayor John Baker took the opportunity to list some of the City of Tahoka's accomplishments during the past year. Topping the list is the city's \$6.8 million waterline replacement project, which the mayor reminds citizens is being done without tax increase or a bond election, with the majority of the funds coming from grant funds.

The waterline project is replacing the 100-year-old water pipeline system underneath the city streets, a project that has long been needed for the city. The project is expected to be completed in March of 2019, with April cleanup punch list to finish.

Other accomplishments, or changes that occurred during 2018, include:

- City assumed Animal Control from the county, hiring a new Animal Control Director and overseeing the animal shelter. When the county relinquished the animal control duties to the City of Tahoka, other cities in the county were required to handle their own animal control issues.
- Electronic water meter implementation and SCADA electronic monitoring of water storage and pump systems. The new electronic water meters replaced all water meters in the city, both residential and commercial.
- Three sub-standard buildings were torn down within the city.
- Purchased two new fire trucks - one pumper and one brush truck - for use by the Tahoka Volunteer



City officials are pursuing grant assistance to restore this historical theater back to a theater/performance hall.

- Fire Department.
- Acquisition of Loop 472 (South Ave J Main Street) south of Lockwood to South US HWY 87 Access road. The street was formerly maintained by TxDOT. The portion of the street that curves past the county courthouse will be removed as part of the courthouse renovation project, with traffic to be returned to a true square pattern surrounding the courthouse.
- Theater building acquisition

- Changed the school zone warning light system on Lockwood Street to a dual-facing school zone warning light system. Lockwood speed limit changes have been requested, and are currently under review by TxDOT.
- Adopted Food Truck and Front Yard Parking Ordinances.
- The Financial Audit of City came back clean, with no findings. City was able to again place some funds in reserve for unexpected expenses.

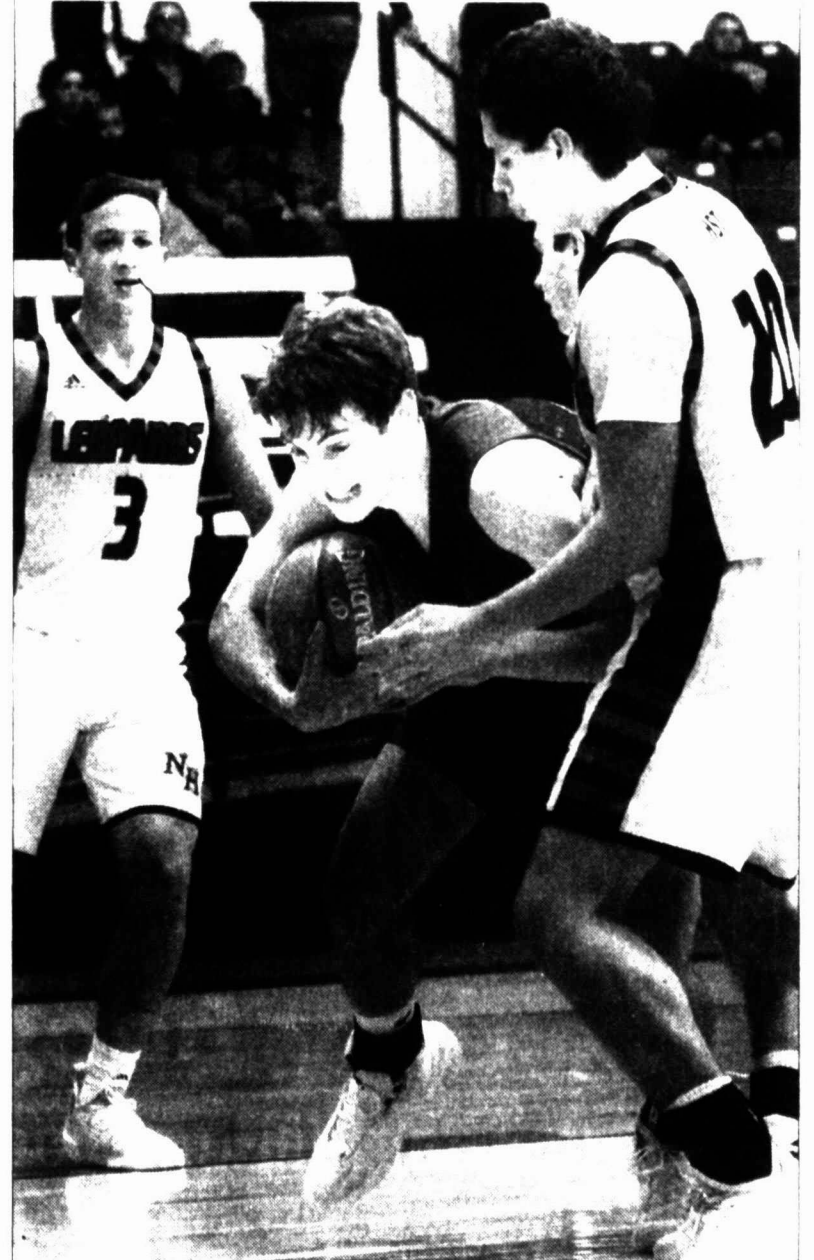
O'Donnell vs Tahoka ...



Drive ... Tahoka's Nadalie Carrasco (23) drives the ball up court with O'Donnell's Zaelan Gloria (31) hot on her trail. The Lady Eagles won 43-37 at Tahoka on Dec. 18.

(LCN PHOTO by Gary Jones)

Leopard basketball ...



Defense ... New Home's #20 Dylan Martinez puts the defense on Lubbock All-Saints, in a recent game. #3 is Carter Abney. The Leopards won 64-62.

(LCN PHOTO by Gary Jones)



Did you know?

World-renowned cellist Yo Yo Ma once left his 266 year old cello, worth \$2.5 million, in the back of a NYC taxi. It was returned to him in time for his evening concert.

The Lynn County News

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TA Texas Press Association 2019

Public transportation needs include Lynn County: Enhanced Mobility program seeks input

The Texas Department of Transportation is hosting a series of regional public workshops to gain insight from the public regarding the federal Enhanced Mobility of Seniors and Individuals with Disabilities program. A Lubbock workshop is scheduled for 10:30 to 11:30 a.m. on Wednesday, January 9, at the Lubbock County Court House Annex building, First Floor Lobby, 916 Main Street.

Citizens who currently use public transit, want to use public transit, or would like more information on public transportation services in their community, including Bailey, Castro, Cochran, Crosby, Dawson, Floyd, Games, Garza, Hale, Hockley, Lamb, Lubbock, Lynn, Parmet, Swisher, Terry and Yoakum counties, are invited to attend.

"The needs of seniors and individuals with disabilities are at the center of the Section 5310 program, so we need input from local stakeholders such as transit users, organizations serving seniors and individuals with disabilities, nonprofit agencies, transit districts, and local gov-

Obituaries



Lo Harston

Lo Harston, 79, of Whitney, passed away on December 20, 2018 at his residence. Funeral services were held at 1:00 p.m., Saturday, December 22, 2018, at Whitney Church of Christ with Mr. Bruce Martin officiating. Burial followed at Bethlehem Cemetery in Whitney.

Loamuh Harston was born to Jerry and Vera Mae (Brown) Harston on February 21, 1939 and fought a long battle with cancer. He graduated from New Home High School. On December 7, 1958, he married Betty Hanes and they were married for 60 years. They moved from Tahoka, Texas to Whitney five years ago.

Preceding him in death were his parents and a sister, Zana Stanford.

Survivors include his wife, Betty Harston of Whitney; sons, Ricky Loamuh and Bryan Lowell; one beautiful granddaughter, Cortney Marie McAnaw and husband, Greg; one handsome grandson, Brennan Lowell Harston and wife, Sophie; and five little great-grandsons, Zac, Laken, Brady, Sutton, and Charley Boone; and the first great-granddaughter will soon be born, and many friends from Tahoka and recently Whitney. He will be missed by many.

The family would like to thank Providence Hospice, and especially Nikki, for their loving care.

Condolences may be made at www.marshalland-marshalltd.com (PAID)

ements to help guide Section 5310 funding decisions for the next two years," said Kari Banta, the Section 5310 program manager for TxDOT's Public Transportation Division.



Ina Savell

Ina Savell, 89, of Lubbock, passed away on December 28, 2018.

Funeral services will be 10:00 a.m. Friday, January 4, 2019 at Englund's Funeral Service and Chapel in Slaton. Burial will be in Green Memorial Park in Wilson. Visitation will be 6:00-7:00 pm, Thursday, January 3 at Englund's.

Ina was born on September 21, 1929 in Bonham to Jeff and Elizabeth Hardin. She graduated from Cordell High School in 1947 and attended college at Southeastern Oklahoma State and Mary Hardin-Baylor.

Ina moved to Slaton in 1949 and married the love of her life, James Savell on March 12, 1950 in Slaton. They lived the first four years in Slaton before moving to the family farm outside of Slaton. They moved to Wilson in 1963. Ina was a long-time member of the First Baptist Church in Wilson and later Calvary Baptist Church after moving to Lubbock in 1999. At the age of 74, Ina learned Braille and how to operate a computer. (She loved hosting ice cream socials for school students and church members.)

She was preceded in death by her parents; her husband, James; her son, Richard Savell; her grandson, Eric Savell; her brother; and her sisters.

Ina is survived by her sons, Dan Savell and wife, Marsha of South Carolina, David Savell and wife, Beci of Lubbock, and Doug Savell of Lubbock; twelve grandchildren; and nine great-grandchildren.

In lieu of flowers, the family suggests memorials to American Cancer Society or American Lung Association.

Condolences may be shared at www.Englundfuneralservice.com (PAID)

Give to LCHD Foundation to support hospital

When choosing where to give charitable gifts, remember the Lynn County Hospital District (LCHD) Foundation. Every dollar donated to Lynn County Hospital enables LCHD to acquire the most advanced resources to enhance the integration of care at every level – and the LCHD Foundation is officially non-profit, so every dollar given is 100% tax deductible.

LCHD Foundation gifts can be given by phone, by calling (806) 998-4533 ext. 414, or by mailing to: LCHD Foundation, 2600 Lockwood, Tahoka, TX 79373. Please make payable to LCHD Foundation to insure tax deductible status.

For more information by email, please contact LCHD at foundation@lchdhealthcare.org.



Just between us JPs ... Lynn County's two Justices of Peace are pictured here, at a retirement reception for Pct. 1 Justice of Peace Nancy Guilliams (left). Pct. 4 Justice of Peace is Ed Follis, who wished Judge Guilliams well in her retirement, as her term expired on Dec. 31, 2018. A reception honored Judge Guilliams last Thursday afternoon.

A look back at ...
Woodwork
(Reprinted from the past) Dalton Wood

I'VE HEARD it said that men's thoughts are mostly about various sports and various women and various ways to make a bunch of money. One day recently I found myself thinking about money in an unusual way. My usual thoughts about money are like "Where can I get some?", but this time I was wondering whose pictures are on bills and coins.

At that time I couldn't even think whose picture was on a \$50 bill (Ulysses S. Grant). Then I wrote down all the denominations I could think of (Methodist, Baptist, Presbyterian, etc.—No, I'm just kidding. I wrote down the numbers for all the bills and coins just to see if I could name the persons depicted on each of them.

I immediately remembered George Washington on both the dollar and the quarter, and I also recalled that Susan B. Anthony's image was on the Susan B. Anthony dollar (clever of me). Past that, I had to look at some coins and bills, talk to a couple of bankers and get on the internet to find out who was on what (as Lou Costello might have said, plus I Don't Know was on third base).

Anyway, I would guess that most of you out there, like me, couldn't say whose picture is on most of the money, even those things we use a lot, like quarters, dimes and nickels and 5, 10, 20, 50 and 100-dollar bills.

Here's a brief run-down of what I found out: penny and \$5 bill—Lincoln, dime—FDR, quarter and dollar—Washington, half dollar (the later ones)—John Kennedy, recent silver dollars (with no silver in them)—Eisenhower.

Other persons on bills include \$2—Thomas Jefferson, \$10—Alexander Hamilton and \$100—Ben Franklin, although I can't imagine how some guy who started a chain of variety stores got his picture on \$100 bills.

Well, I'm just kidding again, sort of. I know that Franklin is not the only non-president on U.S. currency. The government once made bills in denominations of \$500, \$1000, \$5000 and \$10,000. On the \$10,000 bill, largest ever printed, was the picture of Salmon P. Chase, who was President Lincoln's Secretary of the Treasury.

In 1945 the government stopped printing bills greater than \$100, and stopped issuing them in 1969. One banker I talked to said he had never seen even a \$500 bill. The other banker said he once saw a \$1,000 bill at a Federal Reserve meeting in Dallas. The \$1,000-dollar bill carried a photo of Grover Cleveland and the \$500 showed William McKinley.

I never did find out whose picture was on a \$5,000-dollar bill, although I dug down into all the secret compartments of my wallet.

If those big bills were still being used occasionally in 1969, I'd not be surprised to learn that someone still has one under a mattress. If they do, it'd be worth a lot more today.

I never did find out who that kinky-looking guy on the nickel is. He and George Washington apparently had the same hair stylist, and someone suggested it might be John Quincy Adams, but not even the bankers knew for sure. Of course, the earlier nickels carried the image of Geronimo, or Bob Feller, or some other famous Indian.

If they ever make a \$3 bill, it should carry Bill Clinton's picture, maybe with Monica in the background. And if they should make a \$100,000 bill, it ought to have a photo of Bill Gates.

-- January 2000

Senior Citizens LUNCH MENU

January 7-11, 2019

Monday: Beef soft taco, Spanish rice, broccoli, seasoned corn, mandarin oranges w/whipped topping

Tuesday: Chicken tender w/ gravy, garlic mashed potatoes, winter blend vegetables, apple fluff, whole wheat roll

Wednesday: Pork roast, mashed sweet potatoes, mixed vegetables, coleslaw, whole wheat roll, tropical fruit salad

Thursday: BBQ chicken breast, roasted ranch potatoes, summer squash, tossed vegetable salad/dressing, wheat roll, peach cobbler

Friday: Cheeseburger, potato wedges, tomato wedge salad, melon medley

Did you know?

- Netflix is responsible for 15% of global internet traffic.
- People who think their opinions are superior to others may be most prone to overestimating their relevant knowledge and ignoring chances to learn more, a study found.
- People who stay up late tend to be risk-takers, according to one study.

GRANDPARENTS...

(From 2018 edition)



Cooper Yowell, Emily Smith, Brody Yowell, Bailly Smith, Brayden Smith, Kaitlynn Smith, Ryker Yowell
Carol & the late Rickie Yowell

Get Your Pictures Ready!

Take your photos NOW to get ready to enter your cute photos in the Valentine Brag edition of The Lynn County News

SPECIAL PRICE of \$10 per space if received by FEB. 4th

Feb. 5-7, cost will be \$12 per space.

(Photos with more kids take extra spaces, but they are worth it!)

Double space is \$20 if by Feb. 4th; \$24 if Feb. 5-7)

HURRY! Deadline is Thursday Feb. 7th and they will appear in our Thursday, Feb. 14 issue.

Send them digitally to: LynnCoNews@poka.com

God's Clothes Closet

OPEN at 9:00 am every 1st & 3rd SATURDAY of the month for those needing clothing. (Please use West entrance.)

TAHOKA CHURCH OF CHRIST
2320 Lockwood

(Donations accepted any time in the outside bins.)

Lynnwood

Independent & Assisted Living Center

Providing a safe, homelike atmosphere in a dignified environment.

ROOMS AVAILABLE NOW!

Come see our facility and new updates!

"Our goal is to provide our residents with a safe, homelike environment, yet have the privacy, independence and dignity to live a long and healthy life. Each resident will be afforded the highest level of genuine care."



Jenny Garrett, Lynnwood Administrator

1801 Country Club Road • Tahoka, Texas (806) 998-1226

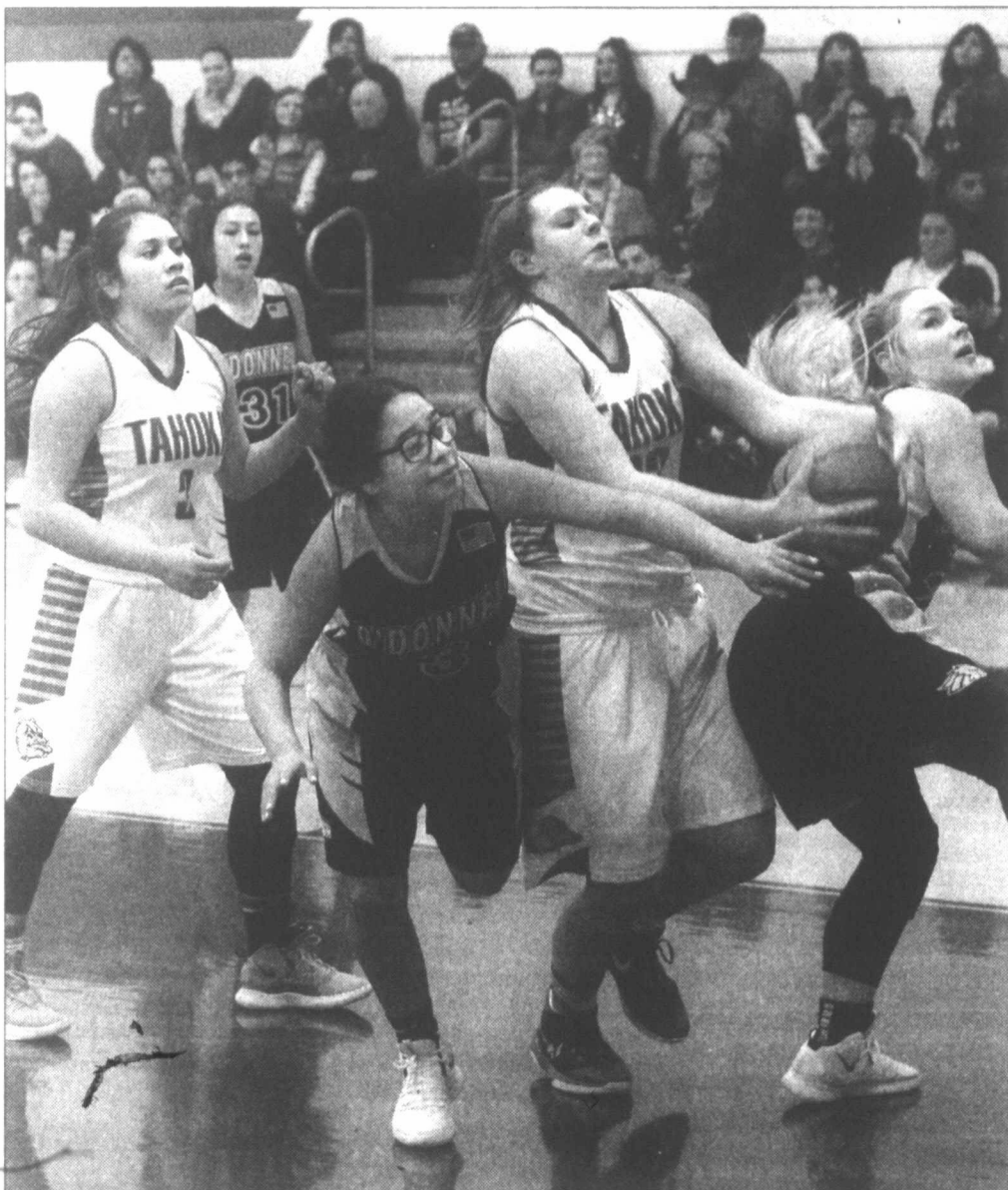
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Rebound ... Tahoka's Madison Rose (33) gets a tough rebound, sandwiched between two Lady Eagles in a game against O'Donnell here on Dec. 18. Other O'Donnell players identifiable are #3 Emily Renteria and #31 Zaelan Gloria. No. 3 for Tahoka is Marisol Morin. The Lady Eagles won 43-37. (LCN PHOTO by Gary Jones)

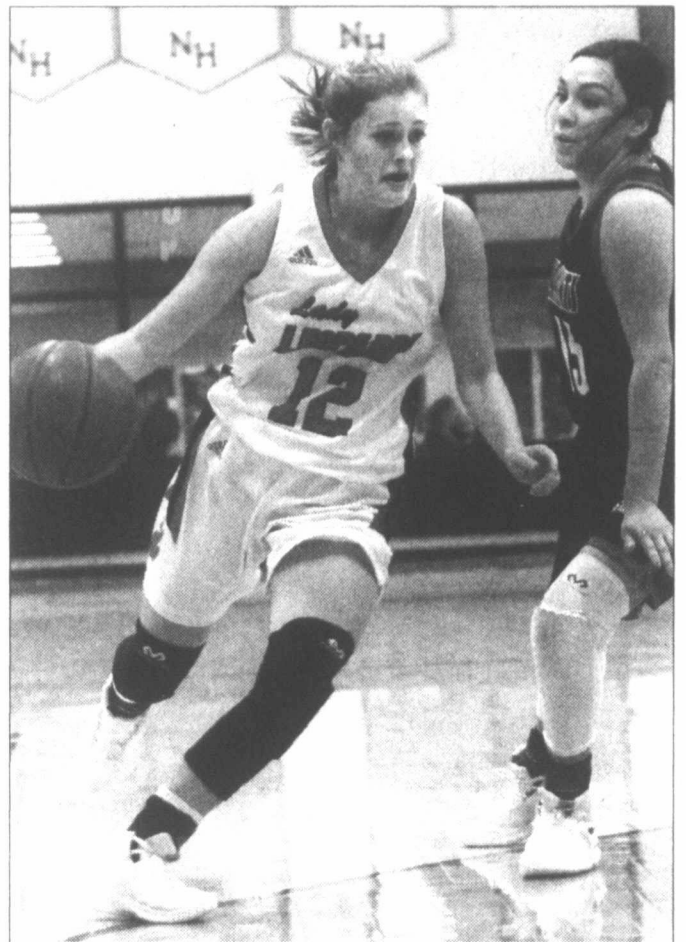
Trailer reported stolen in county

A man reported to Lynn County Sheriff's Office that a trailer was stolen from his property at 1274 FM 211 on Dec. 18, which had been parked next to his building.

On Dec. 20 the Sheriff's Office received a report at 1:23 p.m. of an injured deer 4-5 miles west of the Garza/Lynn County lin3 on US 380, but a responding deputy was unable to locate the deer.

Tahoka Police arrested a 51-year-old man at 7:30 p.m. Sunday at his residence on N. 8th Street for assault causing bodily injury to a family member. According to the report, the man struck his 24-year-old daughter during a domestic disturbance.

Lynn County Jail held 35 inmates during the week, including 12 for Ector County, 17 for Lynn, and 6 for Dawson County. Local charges included one for assault causing injury to a family member, one for furnishing alcohol to a minor, one for minor in consumption, two for possession of drugs, one for nonpayment of child support, one for unlawfully carrying a weapon, one for public intoxication and driving while intoxicated, and one for speeding.



Go Jacey ... New Home's Jacey Cathey drives for two against Lubbock All-Saints in a recent game. New Home's Lady Leopards won 54-22. (LCN PHOTO by Gary Jones)



3-pointer ... O'Donnell's Josiah Vasquez (23) shoots a 3-pointer for the Eagles, with Tahoka's Andrew Saldana defending. Tahoka won 47-30. (LCN PHOTO by Gary Jones)

NEWS from the Library

CITY-COUNTY LIBRARY
1712 Main St. • Tahoka TX
(inside the Life Enrichment Center)

Story Time

No story time on January 2nd. Doors will open again for the New Year on Wednesday, January 9th for our Story time kiddos. We will have a new programming curriculum each week with letters, books, learning centers and of course, Story time. Everyone is welcome to attend with an adult. Come check us out!

Kid Space

January 17th will begin our KID SPACE play room. The Library Activity Room will be open on Thursdays. Follow us on Facebook for dates and times. Kid Space will take place in the Library Activity Room in the back of the library. This will be an educational atmosphere with

learning toys and learning to share and playing with others. Great for winter activities for stay at home moms.

Let's Make Fun Happen @ the Library!

Follow Us On Facebook

Come follow us on Facebook! We have events, giveaways, pictures and much more. It's fun and we enjoy seeing comments from our followers. Join us today!

Adult Program- True Tales

County Judge Mike Brad-dock will be at the City County Library, Thursday January 10th at 10:00. He will be giving updates on the Lynn County Courthouse renovations. Lots of questions will be answered and more insights and information for the citizens will be available. There will be a soup luncheon afterwards, make plans to attend. Please enter in the back of the library.

Field Trips

Tahoka PreK will be back in the house January 31st for more reviews on their 6 weeks. Activities, books and songs here at the City County Library will coincide with their curriculum in the classroom. Schools can call the City County Library to schedule a field trip for 2019. These students are a joy to have and a well-behaved group of kiddos. Mrs. Herrera and Mrs. Garcia along with Ms. Silvia and Mrs. Sally do an awesome job!

Did you know?

- The Hawaiian alphabet has 13 letters
- 'Topolino' is the name for Mickey Mouse Italy
- A lobsters blood is colorless but when exposed to oxygen it turns blue
- Armadillos have 4 babies at a time and are all the same sex
- Reindeer like bananas
- The longest recorded flight of a chicken was 13 seconds
- The average soccer ball is made up of 32 leather panels and held together by 642 stitches
- The average porcupine has 30,000 spikes

GED Classes offered at THS

A new session of GED classes begins Tuesday, Jan. 8 at the Tahoka High School Computer Lab room. Class is held from 6-9 p.m.

The class is to help prepare someone for earning their high school diploma through GED.

Anyone interested in taking the GED class may call Kathy Copeland at 806-773-0621.

DID YOU KNOW?

- There is enough fuel in a full tank of a Jumbo Jet to drive the average car 4 times around the world
- The average person will consume 100 tons of food and 12,000 gallons of water in their lifetime
- The average elephant produces 50 pounds of dung each day
- The average cow produces 40 glasses of milk a day

LYNN COUNTY HOSPITAL DISTRICT

Family Wellness Clinic

NOW OPEN!!!

SATURDAY CLINIC

HOURS: 8:00-NOON
(WALK INS ONLY)

REGULAR CLINIC HOURS:
Mondays & Thursdays: 8:00 am - 5:00 pm
Tuesdays & Wednesdays: 8:00 am - 7:00 pm
Fridays: 8:00 am - 2:00 pm

1809 LOCKWOOD
806-998-4604
Tahoka

Call for an appointment during regular business hours






FAST TRACK CLINIC

NOW OPEN AT LCHD!

Walk-in clinic

"For when you need to be seen today"

Monday - Thursday • 7:00 a.m. - 5:00 p.m.

2600 Lockwood, Suite C
806-561-4802

Lynn County Hospital District



*You are cordially invited
To a Reception honoring*

RICHARD LOPEZ

*Upon his retirement after
Forty-three years of service with
Lyntegar Electric Cooperative, Inc.*

*Friday, January 4, 2019
3:30 p.m. to 5:00 p.m.*

*Lyntegar Electric Coop
1701 US Hwy. 87, West Access Road
Tahoka, TX*

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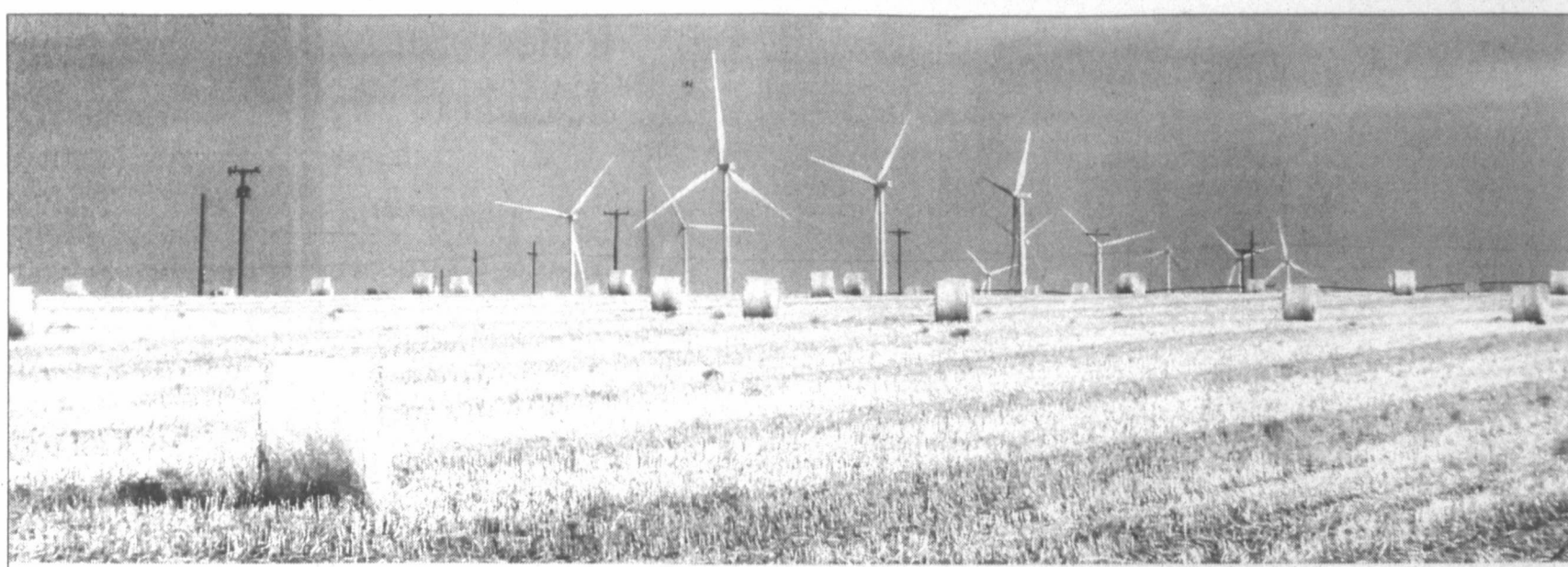
These local firms are sponsoring this **FARM NEWS:**

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Travis Ferguson and Mike Metzlg

Capital Farm Credit
Jason Gandy
Shaun Wied

Farmers Co-op Association
No. 1

Lynn County Farm Bureau



Harvesting hay and wind ... This photo from Country Club Road looking east towards Tahoka shows a different kind of crop this year – hay and wind. Last year, this was a cotton field, and no wind turbines showed on Tahoka's eastern horizon. This year, hay has replaced some of the cotton crops in the area, and the wind turbines further in the east are harvesting the wind energy.
(LCN PHOTO by Gary Jones)

Powering Texas launches to promote innovative, sustainable electricity generation in Texas

AUSTIN, TX – Powering Texas announces the launch of a coalition and powerful voice to promote innovative, sustainable electricity generation throughout Texas, including the continued promotion of renewable wind energy. The organization will focus on educating Texans on wind energy in the state, from the policies that spurred immense growth in the industry to the resulting community investment, job creation and direct economic impact.

Texas has become the national leader for economic expansion, innovation, and sensible regulation. Thousands of people are moving from across the country and around the globe to experience the "Texas miracle" for themselves. Powered by decades

of Texas leadership, wind has contributed to this boon through investment, manufacturing, and job creation.

As Texas grows, so does the state's enormous demand for electricity. Texas is the number one energy consumer in the country, and its continued economic growth is dependent on reliable power. As part of a diverse portfolio, wind has helped keep the lights on during extreme demands on the Texas grid. Supplying nearly 15% of all Texas electricity in 2017, wind power is an important contributor to Texas' electricity mix.

"Wind power has become an invaluable tool in the rural economic development space in Texas - creating jobs and generating revenue streams for rural Texans that strength-

en our communities and provide needed economic opportunities for landowners and local school districts," said Scott Dunaway, spokesperson for Powering Texas. "Powering Texas is advocating for the continued expansion of an electric generation fleet that reliably and sustainably powers Texans' homes, businesses and communities for the future."

As the number one wind energy producer in the country, Texas is a case study on how the industry can transform communities across the country. Through investments of more than \$42 billion across the state, the wind industry is bringing benefits to Texas communities, including

school districts, rural communities and the agriculture industry.

For additional information on Powering Texas and to inquire about becoming a participating member, please visit our website at powering-texas.com.

Quick facts about wind energy:

- Texas is the #1 wind energy generator in the country, producing one-fourth of the national total and nearly 15 percent of all in-state electricity generation.

- If Texas were a country, it would rank #8 in the world in total wind energy generation.

- Wind energy provides over 24,000 jobs in Texas.

- 43 percent of Fortune 500 companies currently have a renewable energy target.

- The 226 million megawatt-hours (MWh) generated by wind energy during 2016 prevented the use of roughly 87 billion gallons of water, the equivalent of 266 gallons per person, or 657 billion bottles of water.

About Powering Texas

Powering Texas is an alliance of stakeholders bound by a mission to educate and advocate for innovative, sustainable electricity generation in Texas, including the expansion of renewable wind energy. For more information, please visit poweringtexas.com.

Lynn County Area Gins BALE COUNT

(reported 12-31-18)

Texas Star Coop Gin	61,172
New Home Coop, Lakeview	41,100
Wells Coop Gin	27,548
Farmers Coop #1, Tahoka	14,370
Farmers Coop, O'Donnell	13,120
Woolam Gin, O'Donnell	12,920
Garlyn Gin	5,160
TOTAL BALES	176,390

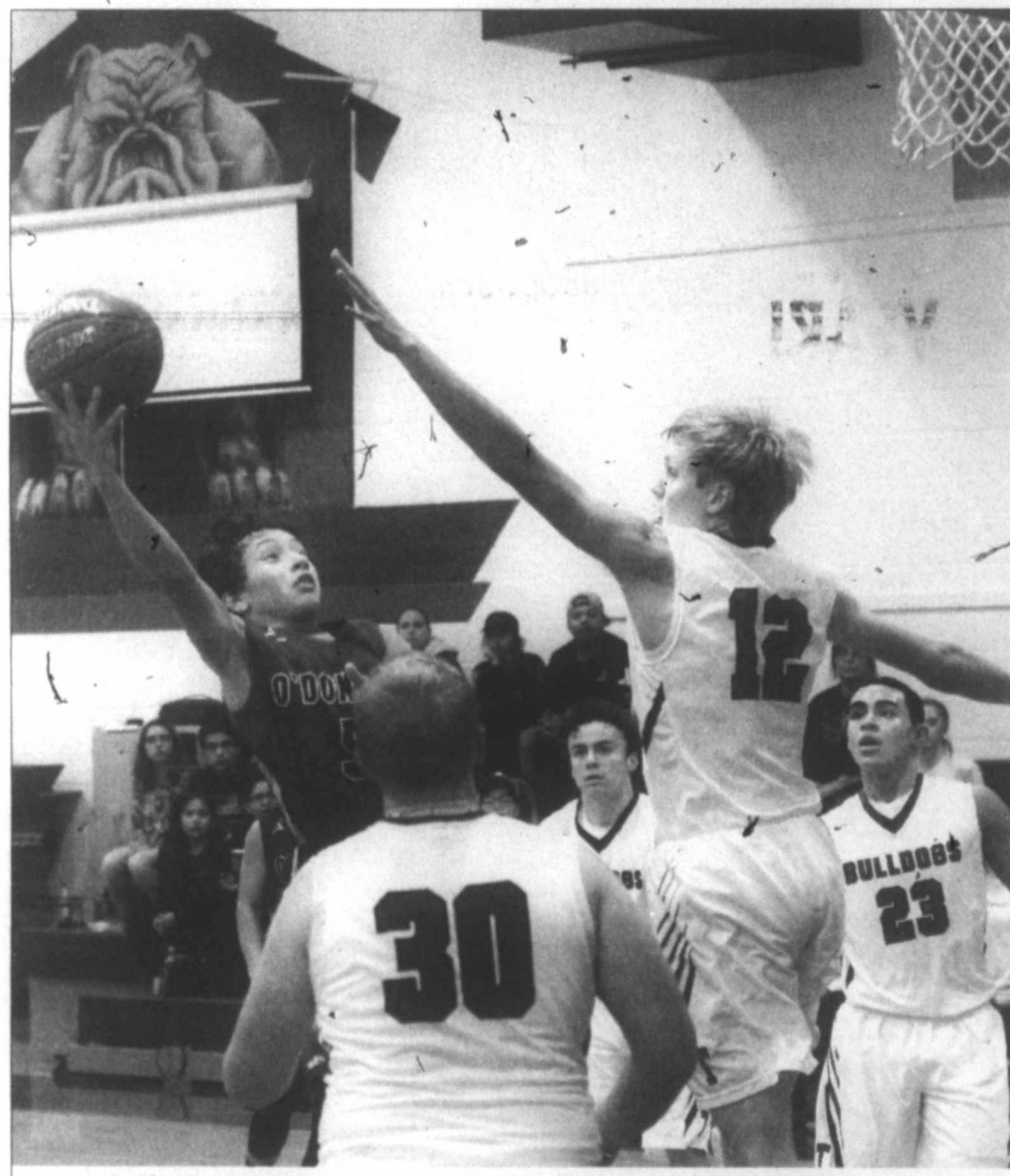
Local, county stock shows slated here

The O'Donnell and-New Home Local Stock Shows will be held Saturday, Jan. 5, and the local Tahoka Stock Show will be held Saturday, Jan. 12.

The annual Lynn County Livestock Show will be held Jan. 17-19. Both the Tahoka and County shows are at the County Show Barn in Tahoka, on South 9th Street.

This Month in History: JANUARY

- Paul Revere was born (1735).
- The ball was first dropped at Times Square in New York City (1908).
- Construction began on the Brooklyn Bridge (1870).
- Samuel Morse demonstrates the telegraph (1838).
- Astronomer Galileo Galilei discovers four of Jupiter's moons (1610).
- The United Nations opens its headquarters in New York City.
- The world's first underground passenger railway system opens in London, England (1863).
- American League baseball adopts the "Designated Hitter" rule (1973).
- Batman debuts on television (1966).
- The Miami Dolphins defeat the Washington Redskins in Superbowl VII, and become the first undefeated team in NFL history (1973).
- The United States of America ratifies a treaty with England ending the Revolutionary War (1784).
- The Pentagon opens (1943).



Land of Giants ... O'Donnell's Jochi Rodriguez (5) sinks a basket, stretching above the long arm of Tahoka's #12 Tristen Stice, in a match up between the two county teams before Christmas. Other Tahoka players here are #23 Soul Moore, #30 Cameron Tekell, and #10 Braden Stone for Tahoka. Tahoka won 47-30.
(LCN PHOTO by Gary Jones)

GRANDPARENTS...

Get Your Pictures Ready!

Our Valentine Brag Page will be in the February 14th issue of The Lynn County News and you can have your grandchildren's photos published for only \$10 each picture. So, start hunting those photos out and bring them to the news office. *Deadline is Thursday, Feb. 7.*

Visit a County Landmark!

Did you know? Lynn County Residents, Students, Teachers (Public & Home School), Public Service & Legal Officials ...

that Tahoka Lake Pasture (TLP) is Lynn County's own Living Museum of Ancient, Colonial & Wildlife History?

that TLP is protected by a non-profit 501-C3 foundation that can offer Community Service hours & the possibility of CE professional units?

Did you know? **that YOU** have many varied skills, abilities & talents that are **DESPERATELY NEEDED** so that Tahoka Lake Pasture can continue to survive and be available for education, information, recreation, conservation, fun & relaxation?

that there is NO SKILL *Did you know?* that TLP does **NOT NEED YOUR HELP** with, including Weed Pulling, Trail Making & Marking, Maintenance, Website Development, Facebook Delivery, etc.?

Did you know? **that there are** ongoing educational & fun activities that can be developed out at TLP?

Lynn County Educators, Clubs, Civic Organizations, & Residents: Please help us care for this God-given treasure.

Our biggest deficit at this time is communication because electronic and even landline phone service is erratic at TLP. Text and mail are our best ways:

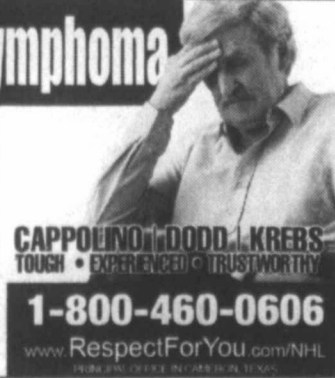
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Mail: TLP, 883 FM 400,
Wilson, TX 79381-2160



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Located in Tahoka
Three bedroom, 3 bath, 2 car garage, Swimming pool! Quiet neighborhood!

4502 99th St. LUBBOCK
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2029 N. 1st St.
in Tahoka! Close to school!
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HAPPY NEW YEAR!

LEGAL NOTICES

NOTICE

The City of Tahoka is advertising for bids to sell city property located at 1525 South 2nd Street, the old Police Department building. The legal description is: Block 37, Lots 3 & 4 of Original Town. The building is 6,000 square feet, and is divided into two separate spaces. The building is being sold as is. The building may be inspected during the hours of 1:00 P.M. - 4:00 P.M. Monday thru Thursday.

Sealed bids will be accepted at city hall, 1807 Main Street until 5:00 P.M. on Monday January 14, 2019. If you have any questions contact the city administrator's office.

The City of Tahoka reserves the right to reject any/or all bids.

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1660 Main St. • Tahoka (at the red light)
GREAT SALES THROUGH FRIDAY!
HAPPY NEW YEAR TO ALL!
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C: 806.759.1139
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jdfillingim@kw.com

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CODY DONALD, manager
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INTERNET ACCESS AVAILABLE
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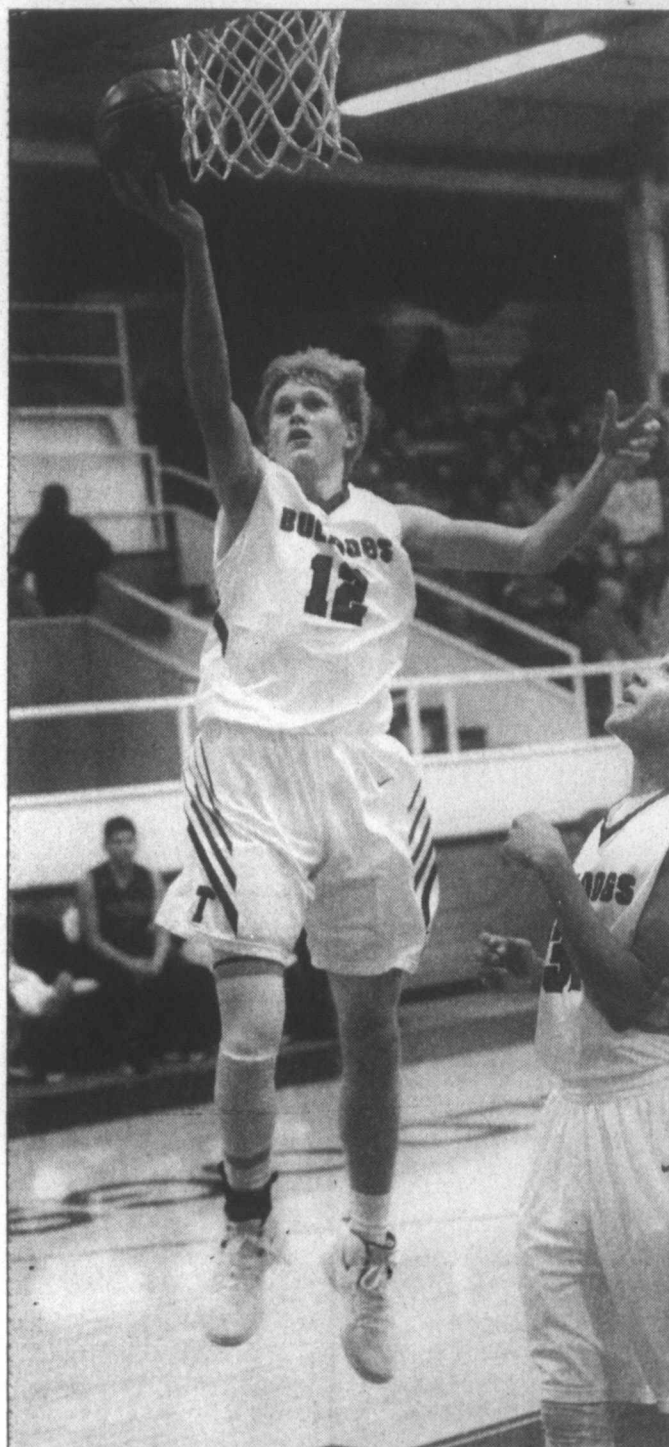
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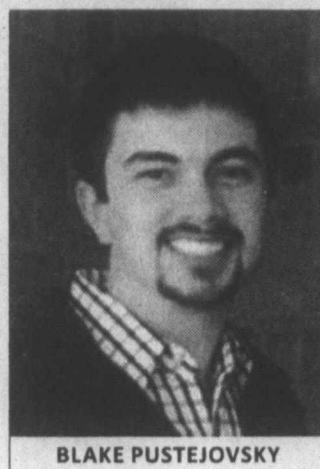
Smooth as silk ... Tristen Stice (12) lays the ball up for two for the Bulldogs, in a 47-30 win over O'Donnell here Dec. 18. #32 for Tahoka is Nate Castillo. (LCN PHOTO by Gary Jones)

Blake Pustejovsky hired as new ag agent for Lynn Co.

In the last Lynn County Commissioner meeting of the year, held Dec. 26, County Commissioners approved the hiring of Blake Pustejovsky as a new Ag Agent for the Texas Agrilife Extension Service in Lynn County. He will be joining agent Wendy Scott at the County Extension Office located in Tahoka, beginning Jan. 7, 2019.

Pustejovsky, a December 2018 graduate from Tarleton State University, majored in Ag Service and Development. He is from Abbot, TX, and has long been involved in the 4-H program as a youth for many years, and also worked at the Texas 4-H Center in Brownwood for a couple of summers during college, as a leader in archery, rifle skills, ziplining, rock wall climbing, and assisting in kitchen and maintenance duties as well.

"I apologize for having such a hard last name to pronounce, I usually just abbreviate it for everyone," Pustejovsky (pronounced Pushovski) told commissioners when he met with them in an earlier meeting, bringing a round of laughter to the group. "I am looking forward to working

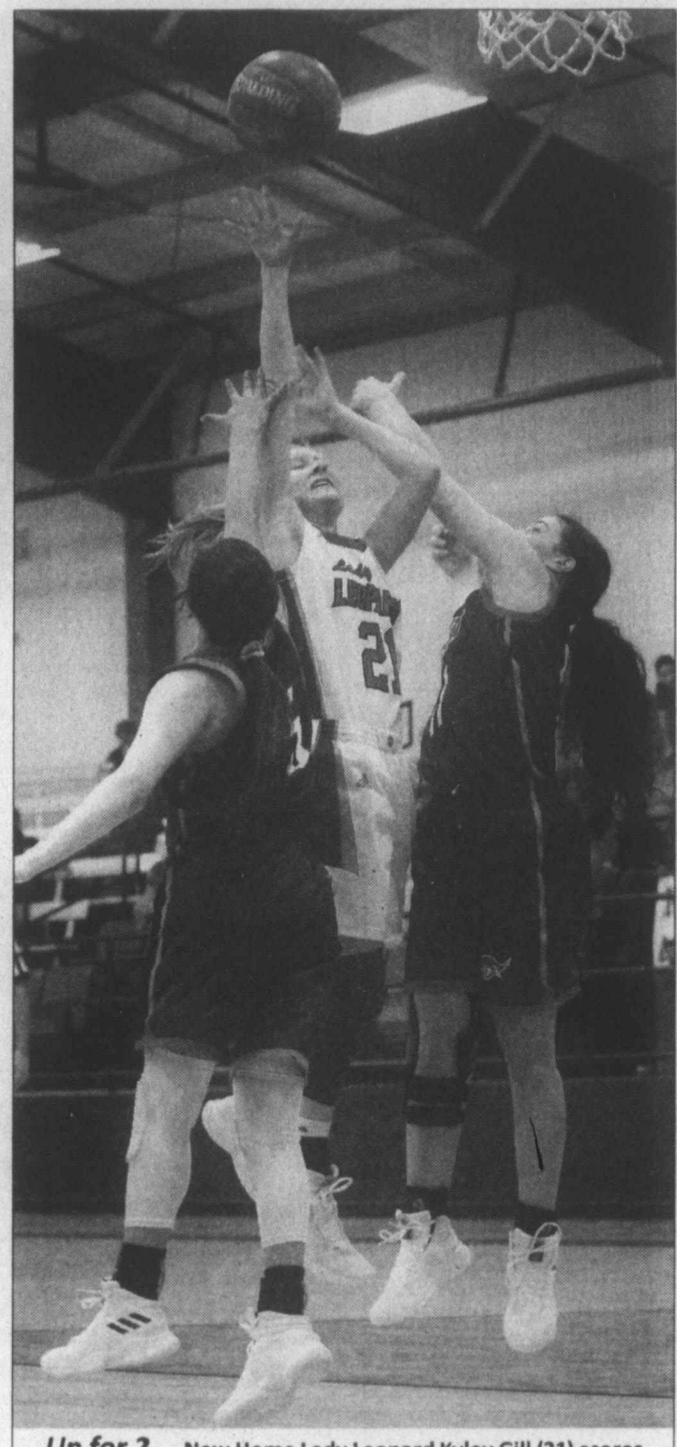


BLAKE PUSTEJOVSKY

with everyone here, if given the opportunity," he added. This will be his first position in the Texas Agrilife Extension Service.

In other business at last Wednesday's meeting, monthly bills were approved and County Judge Mike Braddock updated county officials on the progress of the courthouse project. Sheriff Abraham Vega presented a report on his department.

Judge Braddock led the meeting, with Commissioners John Hawthorne, Don Blair and Larry Durham present, as well as other county officials. Commissioner Matt Woodley was absent from the meeting.



Up for 2 ... New Home Lady Leopard Kylee Gill (21) scores a bucket on Lubbock All-Saints in a recent 54-22 win. (LCN PHOTO by Gary Jones)

This Month in History JANUARY

- Confederates appoint Robert E. Lee their Commander in Chief.

- U.S. space shuttle Challenger explodes 72 seconds after liftoff, killing the seven crew members aboard. Among the crew was school teacher Christa McAuliffe. (1986).
- Baseball's American League is founded (1900).

Happy retirement ...

Lynn County Pct. 1 Justice of Peace Nancy Guilliams gets a pat on the back for a job well done, from Tahoka Police Chief Miguel Reyna, during a retirement reception for Judge Guilliams held last Thursday afternoon.



Did you know?

- Canals are a Chinese invention – the Grand Canal of China is 1,103 miles long and was started in 486 BC.
- Pirates wore earrings because they believed it improved their eyesight.

- Many Church bells in Europe ring every day at noon. It started out in 1456 as a call for believers to pray for the defenders of the city of Belgrade.
- The word 'hundred' derives from 'hundra' in Old Norse, which originally meant 120.

Prices Good Thru 01/26/19

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ENJOY ONE TODAY!

warm up with **allsup's coffee**

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PUBLIC NOTICE

Joint Application of Sharyland Utilities, L.P. and City of Lubbock, Acting By and Through Lubbock Power & Light, for a Certificate of Convenience and Necessity for the Proposed Wadsworth to New Oliver to Farmland 345-kV Transmission Line in Lubbock and Lynn Counties, Texas, and the Proposed Southeast to New Oliver to Oliver 115-kV Transmission Line in Lubbock County, Texas

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 48909

Sharyland Utilities, L.P. ("Sharyland") and the City of Lubbock, acting by and through Lubbock Power & Light ("LP&L"), (collectively, the "Joint Applicants") propose to construct a single-circuit 345-kilovolt ("kV") electric transmission line on double-circuit capable structures in Lubbock and Lynn counties, Texas, and a single-circuit 115-kV electric transmission line in Lubbock County, Texas (collectively, the "Project"). The proposed 345-kV transmission line will connect the existing Wadsworth Station, located on the east side of Lubbock in Lubbock County, to the existing Farmland Station, located southeast of Tahoka in Lynn County. This 345-kV line will be routed through one of two alternative locations for the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County. The proposed 115-kV transmission line will connect the existing Southeast Station, located on the south side of Lubbock in Lubbock County, to the existing Oliver Station, located on the south side of Lubbock in Lubbock County. This 115-kV line will also be routed through one of two alternative locations for the proposed New Oliver Station, located on the southeast side of Lubbock in Lubbock County.

The 345-kV transmission line will be approximately 42 to 53 miles in length, depending on the route approved by the Public Utility Commission of Texas ("Commission" or "PUC"), and will be constructed on a combination of monopole and lattice tower structures within a typical right-of-way approximately 175 feet wide. The 115-kV transmission line will be approximately 14 to 26 miles in length, depending on the route approved by the Commission, and will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide, though the width may vary depending on location and design requirements. Depending on the route selected by the Commission for each transmission line, the estimated cost for the 345-kV facilities ranges from approximately \$88.4 million to \$103.9 million and the estimated cost for the 115-kV facilities ranges from approximately \$49.7 million to \$61.4 million, including costs for the proposed New Oliver Station and modifications to the existing stations. This proposal will be evaluated in Commission Docket No. 48909.

Earlier this year, in Commission Docket No. 47576, the Commission approved LP&L's proposal to transition a portion of its system from the Southwest Power Pool ("SPP") grid to the Electric Reliability Council of Texas ("ERCOT") grid pursuant to a transmission interconnection plan developed by ERCOT. The Commission determined that, under the terms of its order, the transition is in the public interest. The Commission also designated Joint Applicants to provide the transmission facilities needed to interconnect LP&L's system to ERCOT. The Project is an important part of the infrastructure needed to ensure the LP&L system can safely and reliably operate in ERCOT.

Included in this notice are maps illustrating Joint Applicants' alternative routes for the Project as well as written descriptions of these routes. All routes and route segments (links) included in this notice are available for selection and approval by the Public Utility Commission of Texas. Please note that because Joint Applicants are proposing two separate transmission lines that will each pass through the location for the proposed New Oliver Station selected by the Commission, landowners with property near or within either of the two alternative locations for the New Oliver Station could ultimately have more than one transmission line on their property. A complete copy of the joint application filed at the Commission and detailed routing maps may be viewed at the following location:

Sharyland Utilities, L.P.
Lubbock Office
5224 75th Street, Suite A
Lubbock, Texas 79424

If you have questions about the Project, or need additional copies of the enclosed maps, you may contact Sharyland at (866) 354-3335 or email your questions to ccn@sharyland.com.

The Commission has a brochure entitled "Landowners and Transmission Line Cases at the PUC." Copies of the brochure are available from Sharyland at (866) 354-3335 or by email at ccn@sharyland.com, or may be downloaded from the Commission's website at www.puc.texas.gov. In addition to the contacts listed in the brochure, you may call the Commission's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the Commission's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989.

If you wish to participate in this proceeding by becoming an intervenor, **the deadline for intervention in the proceeding is February 2, 2019**, which is 45 days after the joint application is filed at the Commission. The Commission should receive either a letter or a completed Request to Intervene form from you requesting intervention by that date. Mail the request for intervention and 10 copies of the request to:

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

Persons who wish to intervene in the docket must also mail a copy of their request for intervention to all parties in the docket, and all persons that have pending motions to intervene, at or before the time the request for intervention is mailed to the Commission.

The only way to fully participate in the Commission's decision on where to locate the transmission lines is to intervene in the docket. It is important for an affected person to intervene because the utility is not obligated to keep affected persons informed of the Commission's proceedings and cannot predict which routes may or may not be approved by the Commission.

In lieu of intervention, an affected person may file comments as a protestor. However, filing comments as a protestor does not allow for full participation in the Commission's decision on where to locate the transmission lines.

In addition to the intervention deadline, other important deadlines may already exist that affect your participation in this docket. You should review the orders and other filings already made in the docket.

Sharyland Utilities, L.P. ("Sharyland") and the City of Lubbock, acting by and through Lubbock Power & Light ("LP&L") have filed a joint Certificate of Convenience and Necessity ("CCN") application with the Public Utility Commission of Texas ("Commission" or "PUC") to construct a new 345-kilovolt ("kV") electric transmission line in Lubbock and Lynn counties, Texas, and a new 115-kV electric transmission line in Lubbock County, Texas. Together they are referred to as the Wadsworth to New Oliver to Farmland 345-kV and Southeast to New Oliver to Oliver 115-kV Transmission Line Project ("Project").

Wadsworth to New Oliver to Farmland 345-kV Transmission Line ("WNF Line")

The WNF Line will connect the existing Wadsworth Station, located in Lubbock County, to the existing Farmland Station, located in Lynn County, and will be routed through the proposed New Oliver Station (at either New Oliver Option 1 Station or New Oliver Option 2 Station), to be located in Lubbock County.

The WNF Line will be approximately 42 to 53 miles in length, depending on the route approved by the Commission. The WNF Line will be constructed on a combination of monopole and lattice tower structures within a typical right-of-way approximately 175 feet wide, though this width may vary depending on location and design requirements.

In their CCN application, Sharyland and LP&L have presented 22 alternative routes comprised of 109 segments for consideration by the Commission for the WNF Line. These proposed alternative routes exit the Wadsworth Station and generally proceed south to the New Oliver Station, and then generally proceed further south to the Farmland Station. The following table lists the segment combinations that make up the 22 WNF Line alternative routes.

All routes and route segments are available for selection and approval by the Commission. Only one multi-segment 345-kV route will ultimately be constructed from the existing Wadsworth Station, located in Lubbock County, through one of the two proposed New Oliver Station Options (New Oliver Option 1 Station or New Oliver Option 2 Station) in Lubbock County, to the existing Farmland Station in Lynn County.

Alternative Route	Route Composition
WNF Route 1	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 2	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A54-A55-A58-A69-A81-A94-A101-A102-A103-A107-A109
WNF Route 3	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A57-A58-A69-A81-A90-A91-A92-A97-A107-A109
WNF Route 4	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A42-A55-A58-A69-A77-A78-A83-A88-A96-A106
WNF Route 5	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A65-A69-A81-A94-A104-A108
WNF Route 6	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 7	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A70-A82-A85-A88-A96-A106
WNF Route 8	A1-A3-A4-A7-A10-A16-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A34-A36-A39-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 9	A1-A3-A5-A8-A17-A18-A21-A22-A23-A28-A29-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A60-A61-A64-A72-A76-A80-A84-A89-A98-A100-A109
WNF Route 10	A1-A2-A14-NEW OLIVER OPTION 1-A33-A35-A43-A49-A56-A59-A62-A66-A67-A71-A75-A83-A86-A89-A98-A99-A107-A109
WNF Route 11	A1-A3-A4-A7-A9-A15-A23-A28-A29-NEW OLIVER OPTION 1-A31-A32-A36-A37-A38-A41-A47-A52-A64-A72-A74-A84-A89-A93-A97-A107-A109
WNF Route 12	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A42-A55-A58-A69-A81-A94-A104-A108
WNF Route 13	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A34-A35-A43-A49-A56-A59-A62-A70-A82-A87-A95-A105-A108
WNF Route 14	A1-A3-A4-A7-A10-A13-A17-A19-NEW OLIVER OPTION 2-A26-A27-A28-A30-A32-A36-A39-A46-A48-A49-A56-A59-A62-A70-A82-A87-A95-A102-A106
WNF Route 15	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A37-A39-A46-A50-A51-A52-A64-A72-A76-A80-A84-A89-A93-A97-A107-A109
WNF Route 16	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A66-A70-A82-A87-A91-A96-A106
WNF Route 17	A1-A2-A11-A12-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A45-A47-A52-A64-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 18	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A68-A72-A74-A84-A89-A98-A99-A107-A109
WNF Route 19	A1-A3-A4-A7-A9-A15-A22-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A73-A74-A84-A89-A93-A97-A107-A109
WNF Route 20	A1-A3-A4-A7-A10-A16-A21-A20-NEW OLIVER OPTION 2-A25-A40-A44-A46-A50-A53-A63-A67-A71-A75-A83-A88-A96-A106
WNF Route 21	A1-A3-A4-A6-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A76-A79-A83-A88-A96-A106
WNF Route 22	A1-A3-A5-A8-A17-A19-NEW OLIVER OPTION 2-A24-A41-A47-A52-A64-A72-A74-A84-A89-A98-A100-A109

The following narrative and enclosed maps provide a detailed description of the WNF Line segments that form the 22 alternative routes proposed to the Commission.

Segment A1

Segment A1 begins on the east side of the existing Wadsworth Station located within the Lubbock city limits approximately 0.08 mile northwest of the intersection of State Highway ("SH") 289 and Farm-to-Market ("FM") 835. The segment proceeds east for approximately 0.72 mile, crossing SH 289 and an existing 69-kV transmission line, until reaching its intersection with Segments A2 and A3, located on the east side of SH 289 within the Lubbock city limits.

Segment A2

Segment A2 begins at its intersection with Segments A1 and A3, located on the east side of SH 289 within the Lubbock city limits. The segment proceeds south for approximately 1.47 miles, paralleling the east side of an existing 230-kV transmission line, crossing FM 835. The segment then angles southwest for approximately 0.21 mile, crossing an existing railroad, an existing 69-kV transmission line, and SH 331. The segment then turns southeast for approximately 0.50 mile, paralleling the south side of SH 331, crossing two existing pipelines. The segment then angles south for approximately 0.61 mile, paralleling the west side of an existing 115-kV transmission line, crossing U.S. Highway ("US") 84. The segment then angles southeast for approximately 0.36 mile, crossing an existing 115-kV transmission line, exiting Lubbock city limits, crossing an existing pipeline and County Road ("CR") 2700. The segment then angles south for approximately 0.74 mile, paralleling the east side of CR 2700, crossing an existing pipeline and an existing 230-kV transmission line, until reaching its intersection with Segments A11 and A14, located on the northeast side of the intersection of 98th Street ("St") and CR 2700.

Segment A3

Segment A3 begins at its intersection with Segments A1 and A2, located on the east side of SH 289 within the Lubbock city limits. The segment proceeds east for approximately 0.21 mile, exiting the Lubbock city limits, crossing an existing 115-kV transmission line and an existing Canadian River Municipal Water Authority ("CRMWA") Aqueduct. The segment then angles southeast for approximately 0.52 mile, until reaching its intersection with Segments A4 and A5, located on the north side of FM 835.

Segment A4

Segment A4 begins at its intersection with Segments A3 and A5, located on the north side of FM 835. The segment proceeds southeast, immediately crossing FM 835, for approximately 0.42 mile, and then angles east-southeast for approximately 0.40 mile, crossing an existing pipeline. The segment then angles southeast for approximately 0.63 mile, crossing an existing pipeline, and then angles south-southeast for approximately 0.33 mile. The segment then angles southeast for approximately 0.22 mile, and then angles south for approximately 0.42 mile, crossing an existing 230-kV transmission line and an existing pipeline, until reaching its intersection with Segments A6 and A7, located on the north side of FM 3020.

Segment A5

Segment A5 begins at its intersection with Segments A3 and A4, located on the north side of FM 835. The segment proceeds east for approximately 0.46 mile, paralleling the north side of FM 835,

crossing two existing pipelines. The segment then angles southeast for approximately 0.17 mile, crossing FM 835, and then angles east for approximately 1.23 miles, paralleling the south side of FM 835. The segment then angles southeast for approximately 0.19 mile, crossing an existing 230-kV transmission line and CR 2900. The segment then angles south for approximately 1.90 miles, paralleling the east side of an existing 230-kV transmission line, crossing two existing 230-kV transmission lines and two existing pipelines, until reaching its intersection with Segments A6 and A8, located on the north side of FM 3020.

Segment A6

Segment A6 begins at its intersection with Segments A4 and A7, located on the north side of FM 3020. The segment proceeds east for approximately 0.92 mile, paralleling the north side of FM 3020, until reaching its intersection with Segments A5 and A8, located on the north side of FM 3020.

Segment A7

Segment A7 begins at its intersection with Segments A4 and A6, located on the north side of FM 3020. The segment proceeds south, immediately crossing FM 3020, for approximately 0.72 mile, crossing an existing railroad, an existing 69-kV transmission line, and US 84, until reaching its intersection with Segments A9 and A10, located on the south side of US 84.

Segment A8

Segment A8 begins at its intersection with Segments A5 and A6, located on the north side of FM 3020. The segment proceeds south, immediately crossing an existing pipeline and FM 3020, for approximately 1.01 miles. The segment then angles southeast, immediately crossing 98th St, for approximately 0.14 mile, and then angles south for approximately 0.14 mile, crossing an existing pipeline. The segment then angles southwest for approximately 0.10 mile, crossing an existing railroad, an existing 69-kV transmission line, and US 84, until reaching its intersection with Segments A13 and A17, located on the southeast side of the intersection of US 84 and CR 2900.

Segment A9

Segment A9 begins at its intersection with Segments A7 and A10, located on the south side of US 84. The segment proceeds southwest, immediately crossing an existing pipeline, for approximately 0.30 mile, until reaching its intersection with Segments A11, A12, and A15, located on the north side of 98th St.

Segment A10

Segment A10 begins at its intersection with Segments A7 and A9, located on the south side of US 84. The segment proceeds southeast for approximately 0.51 mile, paralleling the south side of US 84, crossing an existing pipeline, until reaching its intersection with Segments A12, A13, and A16, located on the northeast side of the intersection of 98th St and CR 2840.

Segment A11

Segment A11 begins at its intersection with Segments A2 and A14, located on the northeast side of the intersection of 98th St and CR 2700.

The segment proceeds east for approximately 1.00 mile, paralleling the north side of 98th St, crossing an existing pipeline, until reaching its intersection with Segments A9, A12, and A15, located on the north side of 98th St.

Segment A12

Segment A12 begins at its intersection with Segments A9, A11, and A15, located on the north side of 98th St. The segment proceeds east for approximately 0.50 mile, paralleling the north side of 98th St, crossing two existing pipelines, until reaching its intersection with Segments A10, A13, and A16, located on the northeast side of the intersection of 98th St and CR 2840.

Segment A13

Segment A13 begins at its intersection with Segments A10, A12, and A16, located on the northeast side of the intersection of 98th St and CR 2840. The segment proceeds southeast, immediately crossing 98th St, for approximately 0.61 mile, paralleling the south side of US 84, crossing an existing pipeline and CR 2900, until reaching its intersection with Segments A8 and A17, located on the southeast side of the intersection of US 84 and CR 2900.

Segment A14

Segment A14 begins at its intersection with Segments A2 and A11, located on the northeast side of the intersection of 98th St and CR 2700. The segment proceeds south, immediately crossing 98th St and an existing pipeline, for approximately 0.90 mile, paralleling the east side of CR 2700. The segment then angles southwest for approximately 0.14 mile, crossing CR 2700 and an existing CRMWA Aqueduct. The segment then angles south, immediately crossing 114th St, for approximately 0.94 mile, paralleling the west side of CR 2700. The segment then turns east for approximately 0.08 mile, crossing CR 2700 and an existing CRMWA Aqueduct. The segment then turns south for approximately 0.25 mile, paralleling the east side of CR 2700, crossing FM 1585. The segment then turns east for approximately 0.13 mile, and then turns south for approximately 0.13 mile, entering the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

Segment A15

Segment A15 begins at its intersection with Segments A9, A11 and A12, located on the north side of 98th St. The segment proceeds south, immediately crossing 98th St and an existing pipeline, for approximately 0.90 mile, crossing an existing pipeline. The segment then angles southeast for approximately 0.15 mile, crossing 114th St, and then angles southwest for approximately 0.16 mile. The segment then angles south for approximately 0.80 mile, paralleling the east side of CR 2800, until reaching its intersection with Segments A22 and A23, located on the northeast side of the intersection of FM 1585 and CR 2800.

Segment A16

Segment A16 begins at its intersection with Segments A10, A12, and A13, located on the northeast side of the intersection of 98th St and CR 2840. The segment proceeds south, immediately crossing 98th St, for approximately 1.98 miles, paralleling the east side of CR 2840, crossing two existing pipelines and 114th St, until reaching its intersection with Segments A21 and A22, located on the northeast side of the intersection of FM 1585 and CR 2840.

Segment A17

Segment A17 begins at its intersection with Segments A8 and A13, located on the southeast side of the intersection of US 84 and CR 2900. The segment proceeds south for approximately 1.55 miles, paralleling the east side of CR 2900, crossing 114th St and an existing pipeline. The segment then angles southwest for approximately 0.12 mile, crossing CR 2900, until reaching its intersection with Segments A18 and A19, located on the northwest side of the intersection of FM 1585 and CR 2900.

Segment A18

Segment A18 begins at its intersection with Segments A17 and A19, located on the northwest side of the intersection of FM 1585 and CR 2900. The segment proceeds west for approximately 0.26 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A20 and A21, located on the north side of FM 1585.

Segment A19

Segment A19 begins at its intersection with Segments A17 and A18, located on the northwest side of the intersection of FM 1585 and CR 2900. The segment proceeds south for approximately 0.03 mile, crossing FM 1585, entering the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segment A20

Segment A20 begins at its intersection with Segments A18 and A21, located on the north side of FM 1585. The segment proceeds south for approximately 0.03 mile, crossing FM 1585, entering the northwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segment A21

Segment A21 begins at its intersection with Segments A16 and A22, located on the northeast side of the intersection of FM 1585 and CR 2840. The segment proceeds east for approximately 0.22 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A18 and A20, located on the north side of FM 1585.

Segment A22

Segment A22 begins at its intersection with Segments A16 and A21, located on the northeast side of the intersection of FM 1585 and CR 2840. The segment proceeds west, immediately crossing CR 2840, for approximately 0.50 mile, paralleling the north side of FM 1585, until reaching its intersection with Segments A15 and A23, located on the northeast side of the intersection of FM 1585 and CR 2800.

Segment A23

Segment A23 begins at its intersection with Segments A15 and A22,

located on the northeast side of the intersection of FM 1585 and CR 2800. The segment proceeds southwest for approximately 0.07 mile, crossing FM 1585 and CR 2800. The segment then angles south for approximately 0.16 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A27 and A28, located on the west side of CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585.

Segment A24

Segment A24 begins at the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds east, immediately crossing CR 2900, for approximately 1.03 miles, paralleling the south side of FM 1585, crossing an existing 230-kV transmission line, CR 3000, and an existing pipeline. The segment then turns south for approximately 2.88 miles, paralleling the east side of CR 3000, crossing an existing pipeline, 146th St, an existing 69-kV transmission line, and Woodrow Road ("Rd"), until reaching its intersection with Segments A38 and A41, located on the northeast side of the intersection of FM 41 and CR 3000.

Segment A25

Segment A25 begins at the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds east for approximately 0.04 mile, crossing CR 2900, and then turns south for approximately 2.33 miles, paralleling the east side of CR 2900, crossing 146th St, an existing 69-kV transmission line, and Woodrow Rd, until reaching its intersection with Segments A37, A38, and A40, located on the southeast side of the intersection of CR 7640 and CR 2900.

Segment A26

Segment A26 begins at the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900. The segment proceeds west for approximately 0.37 mile, until reaching its intersection with Segment A27, located approximately 0.53 mile southeast of the intersection of CR 2800 and FM 1585.

Segment A27

Segment A27 begins at its intersection with Segment A26, located approximately 0.53 mile southeast of the intersection of CR 2800 and FM 1585. The segment proceeds west, for approximately 0.36 mile, crossing CR 2800, until reaching its intersection with Segments A23 and A28, located on the west side of the CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585.

Segment A28

Segment A28 begins at its intersection with Segments A23 and A27, located on the west side of CR 2800, approximately 0.19 mile south-southwest of the intersection of CR 2800 and FM 1585. The segment proceeds south for approximately 0.11 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A29 and A30, located on the west side of CR 2800.

Segment A29

Segment A29 begins at its intersection with Segments A28 and A30, located on the west side of CR 2800. The segment proceeds west for approximately 0.81 mile, entering the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

Segment A30

Segment A30 begins at its intersection with Segments A28 and A29, located on the west side of CR 2800. The segment proceeds south for approximately 0.03 mile, paralleling the west side of CR 2800, until reaching its intersection with Segments A31 and A32, located on the west side of CR 2800.

Segment A31

Segment A31 begins at the northwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700. The segment proceeds east for approximately 0.73 mile, until reaching its intersection with Segments A30 and A32, located on the west side of CR 2800.

Segment A32

Segment A32 begins at its intersection with Segments A30 and A31, located on the west side of CR 2800. The segment proceeds south for approximately 1.65 miles, paralleling the west side of CR 2800, crossing 146th St and an existing 69-kV transmission line, until reaching its intersection with Segments A34 and A36, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

Segment A33

Segment A33 begins at the southwest corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700. The segment proceeds south for approximately 1.41 miles, paralleling the east side of CR 2700, crossing 146th St and an existing 69-kV transmission line, until reaching its intersection with segments A34 and A35, located on the northeast side of the intersection of Woodrow Rd and CR 2700.

Segment A34

Segment A34 begins at its intersection with Segments A33 and A35, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segment proceeds east for approximately 0.92 mile, paralleling the north side of Woodrow Rd, until reaching its intersection with Segments A32 and A36, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

Segment A35

Segment A35 begins at its intersection with Segments A33 and A34, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segment proceeds south, immediately crossing Woodrow Rd, for approximately 0.29 mile, paralleling the east side of CR 2700, and then turns west, immediately crossing CR 2700 and an existing CRMWA Aqueduct, for approximately 0.71 mile, crossing an existing 115-kV transmission line. The segment then turns south for approximately 0.53 mile, crossing CR 7640, and continues south for

approximately 0.53 mile, paralleling the west side of an existing 115-kV transmission line, crossing CR 7700, until reaching its intersection with Segments A42 and A43, located on the south side of CR 7700.

Segment A36

Segment A36 begins at its intersection with Segments A32 and A34, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segment proceeds south, immediately crossing Woodrow Rd, for approximately 0.52 mile, paralleling the west side of CR 2800. The segment then angles southeast for approximately 0.14 mile, crossing CR 2800 and CR 7640, and then angles east for approximately 0.24 mile, paralleling the south side of CR 7640, until reaching its intersection with Segments A37 and A39, located on the southwest side of the intersection of CR 2830 and CR 7640.

Segment A37

Segment A37 begins at its intersection with Segments A36 and A39, located on the southwest side of the intersection of CR 2830 and CR 7640. The segment proceeds east, immediately crossing CR 2830, for approximately 0.67 mile, paralleling the south side of CR 7640, crossing CR 2900, until reaching its intersection with Segments A25, A38, and A40, located on the southeast side of the intersection of CR 7640 and CR 2900.

Segment A38

Segment A38 begins at its intersection with Segments A25, A37 and A40, located on the southeast side of the intersection of CR 7640 and CR 2900. The segment proceeds east for approximately 0.50 mile, crossing an existing 230-kV transmission line. The segment then turns south for approximately 0.43 mile, paralleling the east side of an existing 230-kV transmission line. The segment then turns east for approximately 0.51 mile paralleling the north side of an existing 230-kV transmission line and CR 77, crossing CR 3000, until reaching its intersection with Segments A24 and A41, located on the northeast side of the intersection of FM 41 and CR 3000.

Segment A39

Segment A39 begins at its intersection with Segments A36 and A37, located on the southwest side of the intersection of CR 2830 and CR 7640. The segment proceeds south for approximately 0.77 mile, paralleling the west side of CR 2830, crossing an existing CRMWA Aqueduct and CR 2830. The segment continues south for approximately 0.24 mile, paralleling the east side of CR 2830, until reaching its intersection with Segments A44 and A46, located on the east side of CR 2830.

Segment A40

Segment A40 begins at its intersection with Segments A25, A37, and A38, located on the southeast side of the intersection of CR 7640 and CR 2900. The segment proceeds south for approximately 0.50 mile, paralleling the east side of CR 2900, crossing CR 77 and an existing CRMWA Aqueduct. The segment continues south for approximately 0.50 mile, until reaching its intersection with Segments A44 and A45.

Segment A41

Segment A41 begins at its intersection with Segments A24 and A38, located on the northeast side of the intersection of FM 41 and CR 3000. The segment proceeds east for approximately 0.86 mile, paralleling the north side of FM 41, crossing an existing pipeline. The segment then turns south, immediately crossing FM 41 and an existing CRMWA Aqueduct, for approximately 0.64 mile, paralleling the west side of CR 3100, until reaching its intersection with Segments A45 and A47, on the west side of CR 3100.

Segment A42

Segment A42 begins at its intersection with Segments A35 and A43, located on the south side of CR 7700. The segment proceeds west for approximately 0.98 mile, paralleling the south side CR 7700, crossing CR 2540. The segment then turns south for approximately 2.97 miles, paralleling the west side of CR 2540, crossing FM 41, CR 7900, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A54 and A55, located on the northeast side of the intersection of US 87 and CR 1.

Segment A43

Segment A43 begins at its intersection with Segments A35 and A42, located on the south side of CR 7700. The segment proceeds southeast for approximately 0.22 mile, crossing an existing 115-kV transmission line. The segment then angles south for approximately 1.81 miles, paralleling the east side of an existing 115-kV transmission line, crossing FM 41 and CR 7900, until reaching its intersection with Segments A48 and A49, located on the south side of CR 7900.

Segment A44

Segment A44 begins at its intersection with Segments A40 and A45. The segment proceeds west for approximately 0.66 mile, until reaching its intersection with Segments A39 and A46, located on the east side of CR 2830.

Segment A45

Segment A45 begins at its intersection with Segments A40 and A44. The segment proceeds east for approximately 0.33 mile, crossing CR 2930, and then continues east for approximately 0.37 mile, paralleling the south side of CR 2930. The segment then angles southeast for approximately 0.21 mile, crossing an existing 230-kV transmission line and FM 41. The segment then angles east for approximately 0.96 mile, crossing an existing pipeline, until reaching its intersection with Segments A41 and A47, located on the west side of CR 3100.

Segment A46

Segment A46 begins at its intersection with Segments A39 and A44, located on the east side of CR 2830. The segment proceeds south for approximately 1.78 miles, paralleling the east side of CR 2830, crossing FM 41 and CR 7900, until reaching its intersection with Segments A48 and A50, located on the southeast side of the intersection of CR 7900 and CR 2830.

Segment A47

Segment A47 begins at its intersection with Segments A41 and A45,

located on the west side of CR 3100. The segment proceeds south for approximately 2.47 miles, paralleling the west side of CR 3100, crossing CR 7800, CR 7900, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A51 and A52, located on the northwest side of the intersection of CR 1 and CR 3100.

Segment A48

Segment A48 begins at its intersection with Segments A46 and A50, located on the southeast side of the intersection of CR 7900 and CR 2830. The segment proceeds west, immediately crossing CR 2830, for approximately 2.01 miles, paralleling the south side of CR 7900, crossing FM 2192 and an existing CRMWA Aqueduct, until reaching its intersection with Segments A43 and A49, located on the south side of CR 7900.

Segment A49

Segment A49 begins at its intersection with Segments A43 and A48, located on the south side of CR 7900. The segment proceeds south for approximately 0.97 miles, paralleling the east side of an existing 115-kV transmission line, crossing from Lubbock County to Lynn County, until reaching its intersection with Segments A54 and A56, located on the north side of CR 1.

Segment A50

Segment A50 begins at its intersection with Segments A46 and A48, located on the southeast side of the intersection of CR 7900 and CR 2830. The segment proceeds south for approximately 0.78 mile, paralleling the east side of CR 2830, crossing from Lubbock County to Lynn County, crossing CR 1, until reaching its intersection with Segments A51 and A53, located on the southeast side of the intersection of CR 1 and CR 2830.

Segment A51

Segment A51 begins at its intersection with Segments A50 and A53, located on the southeast side of the intersection of CR 1 and CR 2830. The segment proceeds east for approximately 0.45 mile, paralleling the south side of CR 1, and then angles northeast for approximately 0.16 mile, crossing CR 1. The segment then angles east for approximately 0.68 mile, paralleling the north side of CR 1, crossing CR 2930 and an existing pipeline. The segment then angles northeast for approximately 0.20 mile, paralleling the north side of an existing 230-kV transmission line, and then turns southeast for approximately 0.06 mile, crossing an existing 230-kV transmission line. The segment then angles east for approximately 1.01 miles, paralleling the north side of CR 1, crossing CR 30, until reaching its intersection with Segments A47 and A52, located on the northwest side of the intersection of CR 3100 and CR 1.

Segment A52

Segment A52 begins at its intersection with Segments A47 and A51, located on the northwest side of the intersection of CR 3100 and CR 1. The segment proceeds east, immediately crossing CR 3100, for approximately 1.38 miles, paralleling the north side of CR 1, crossing CR BB. The segment then turns south for approximately 1.58 miles, paralleling the east side of CR BB, crossing CR 2, until reaching its intersection with Segments A61 and A64, located on the east side of CR BB.

Segment A53

Segment A53 begins at its intersection with Segments A50 and A51, located on the southeast side of the intersection of CR 1 and CR 2830. The segment proceeds west for approximately 0.11 mile, paralleling the south side of CR 1. The segment then turns south for approximately 0.96 mile, paralleling the east side of CR U. The segment then angles southwest for approximately 0.18 mile, crossing CR 2, and then angles south for approximately 0.44 mile, paralleling the east side of FM 2192, until reaching its intersection with Segments A60, A61, and A63, located on the east side of FM 2192.

Segment A54

Segment A54 begins at its intersection with Segments A49 and A56, located on the north side of CR 1. The segment proceeds west, immediately crossing an existing 115-kV transmission line, for approximately 1.06 miles, paralleling the north side of CR 1, until reaching its intersection with Segments A42 and A55, located on the northeast side of the intersection of US 87 and CR 1.

Segment A55

Segment A55 begins at its intersection with Segments A42 and A54, located on the northeast side of the intersection of US 87 and CR 1. The segment proceeds west, immediately crossing US 87 and an existing pipeline, for approximately 1.92 miles, paralleling the north side of CR 1. The segment angles southeast, immediately crossing CR 1, for approximately 0.58 mile. The segment then angles south for approximately 0.44 mile, paralleling the east side of CR O, until reaching its intersection with Segments A57 and A58, located on the northeast side of the intersection of CR O and CR 2.

Segment A56

Segment A56 begins at its intersection with Segments A49 and A54, located on the north side of CR 1. The segment proceeds south, immediately crossing CR 1, for approximately 1.05 miles, paralleling an existing 115-kV transmission line, crossing CR 2, until reaching its intersection with Segments A57 and A59, located on the south side of CR 2.

Segment A57

Segment A57 begins at its intersection with Segments A56 and A59, located on the south side of CR 2. The segment proceeds west, immediately crossing an existing 115-kV transmission line, for approximately 0.99 mile, paralleling the south side of CR 2, crossing US 87. The segment then angles northwest for approximately 0.20 mile, crossing an existing pipeline and CR 2. The segment then angles west for approximately 1.81 miles, paralleling the north side of CR 2, until reaching its intersection with segments A55 and A58, located on the northeast side of the intersection of CR O and CR 2.

Segment A58

Segment A58 begins at its intersection with Segments A55 and A57, located on the northeast side of the intersection of CR O and CR 2. The

segment proceeds south, immediately crossing CR 2, for approximately 4.66 miles, paralleling the east side of CR O, crossing CR 3, CR 6, an existing pipeline, FM 211, an existing 69-kV transmission line, and CR 11. The segment then angles southwest for approximately 0.17 mile, crossing CR O, and then angles south for approximately 0.24 mile, paralleling the west side of CR O, crossing CR 13 and an existing 69-kV transmission line, until reaching its intersection with Segments A65 and A69, located on the southwest side of the intersection of CR O and CR 13.

Segment A59

Segment A59 begins at its intersection with Segments A56 and A57, located on the south side of CR 2. The segment proceeds south for approximately 0.29 mile, paralleling the east side of an existing 115-kV transmission line, until reaching its intersection with Segments A60 and A62, located on the east side of an existing 115-kV transmission line.

Segment A60

Segment A60 begins at its intersection with Segments A59 and A62, located on the east side of an existing 115-kV transmission line, approximately 0.3 miles south of CR 2. The segment proceeds east for approximately 1.64 miles, crossing Sam Rd and an existing CRMWA Aqueduct. The segment then angles southeast for approximately 0.20 mile, crossing FM 2192, until reaching its intersections with Segments A53, A61, and A63, located on the east side of FM 2192.

Segment A61

Segment A61 begins at its intersection with Segments A53, A60, and A63, located on the east side of FM 2192. The segment proceeds east for approximately 4.08 miles, crossing an existing pipeline, CR X, CR Y, an existing 230-kV transmission line, and CR BB, until reaching its intersection with Segments A52 and A64, located on the east side of CR BB.

Segment A62

Segment A62 begins at its intersection with Segments A59 and A60, located on the east side of an existing 115-kV transmission line, approximately 0.3 miles south of CR 2. The segment proceeds south for approximately 4.69 miles, paralleling the east side of an existing 115-kV transmission line, crossing CR 3, FM 211, and an existing pipeline, until reaching its intersection with Segments A65, A66, and A70, located on the north side of CR 13.

Segment A63

Segment A63 begins at its intersection with Segments A53, A60, and A61, located on the east side of FM 2192. The segment proceeds south for approximately 4.68 miles, paralleling the east side of FM 2192 and CR U, crossing an existing pipeline, CR 3, CR 4, CR 7, an existing pipeline, and FM 211, until reaching its intersection with Segments A66 and A67, located on the northeast side of the intersection of CR U and CR 13.

Segment A64

Segment A64 begins at its intersection with Segments A52 and A61, located on the east side of CR BB. The segment proceeds south for approximately 0.35 mile, paralleling the east side of CR BB, and then turns west for approximately 0.05 mile, crossing CR BB and an existing 230-kV transmission line. The segment then turns south for approximately 3.33 miles, paralleling the west side of an existing 230-kV transmission line on the west side of CR BB, crossing CR 3, FM 400, an existing railroad, CR 7, and CR 9. The segment then angles southwest for approximately 0.20 mile, and then turns southeast for approximately 0.21 mile, crossing FM 211. The segment then angles south for approximately 0.68 mile, paralleling the east side of FM 1054, crossing CR 13, until reaching its intersection with Segments A68 and A72, located on the southwest side of the intersection of FM 1054 and CR 13.

Segment A65

Segment A65 begins at its intersection with Segments A62, A66, and A70, located on the north side of CR 13. The segment proceeds west for approximately 1.21 miles, paralleling the north side of CR 13, crossing an existing 115-kV transmission line, an existing pipeline, US 87, and an existing pipeline. The segment then angles southwest for approximately 0.19 mile, crossing CR 13 and an existing 69-kV transmission line. The segment then angles west for approximately 1.69 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 13, crossing CR O, until reaching its intersection with Segments A58 and A69, located on the southwest side of the intersection of CR O and CR 13.

Segment A66

Segment A66 begins at its intersection with Segments A63 and A67, located on the northeast side of the intersection of CR U and CR 13. The segment proceeds west, immediately crossing CR U, for approximately 1.75 miles, paralleling the north side of an existing 69-kV transmission line on the north side of CR 13, crossing CR U, and an existing CRMWA Aqueduct, until reaching its intersection with Segments A62, A65, and A70, located on the north side of CR 13.

Segment A67

Segment A67 begins at its intersection with Segments A63 and A66, located on the northeast side of the intersection of CR U and CR 13. The segment proceeds east for approximately 2.49 miles, paralleling the north side of CR 13, crossing FM 400 and an existing railroad. The segment then angles southeast for approximately 0.19 mile, crossing CR 13, and then angles east for approximately 0.14 mile, crossing CR Z, until reaching its intersection with Segments A68 and A71, located on the southeast side of the intersection of CR 13 and CR Z.

Segment A68

Segment A68 begins at its intersection with Segments A67 and A71, located on the southeast side of the intersection of CR 13 and CR Z. The segment proceeds east for approximately 1.22 miles, paralleling the south side of CR 13, until reaching its intersection with Segments A64 and A72, located on the southwest side of the intersection of FM 1054 and CR 13.

Segment A69

Segment A69 begins at its intersection with Segments A58 and A65, located on the southwest side of the intersection of CR O and CR 13. The segment proceeds south for approximately 7.03 miles, paralleling the west side of CR O, crossing FM 1317, CR 15, CR 17, CR 18, an existing pipeline, and an existing 69-kV transmission line, until reaching its intersection with Segments A77 and A81, located on the west side of CR O.

Segment A70

Segment A70 begins at its intersection with Segments A62, A65, and A66, located on the north side of CR 13. The segment proceeds south, immediately crossing CR 13 and an existing 69-kV transmission line, for approximately 1.06 miles, paralleling the east side of an existing 115-kV transmission line, crossing an existing CRMWA Aqueduct and CR 14. The segment continues south, paralleling the east side of CR R, crossing CR 15, CR 17, and CR 18. The segment then turns east for approximately 1.99 miles, paralleling the north side of CR 19, crossing FM 400 and an existing railroad. The segment then turns south for approximately 2.08 miles, crossing CR 21 and an existing 69-kV transmission line, until reaching its intersection with Segments A77, A78, and A82, located on the southeast side of the intersection of CR V and CR 21.

Segment A71

Segment A71 begins at its intersection with Segments A67 and A68, on the southeast side of the intersection of CR 13 and CR Z. The segment proceeds south for approximately 2.02 miles, paralleling the east side of CR Z, crossing CR 15. The segment then turns east for approximately 0.49 mile, paralleling the south side of CR 15, crossing CR BB. The segment then turns south for approximately 2.01 miles, paralleling the east side of CR AA, crossing CR 17 and CR 18, until reaching its intersection with Segments A73 and A75, located on the southeast side of the intersection of CR AA and CR 18.

Segment A72

Segment A72 begins at its intersection with Segments A64 and A68, located on the southwest side of the intersection of FM 1054 and CR 13. The segment proceeds south for approximately 1.67 miles, paralleling the west side of FM 1054. The segment then angles southeast for approximately 0.64 mile, paralleling the west side of FM 1054, crossing CR 15, and then angle south for approximately 0.73 mile, paralleling the west side of FM 1054. The segment continues south, immediately crossing CR 17, for approximately 1.05 miles, paralleling the west side of an existing 230-kV transmission line on the west side of FM 1054, crossing CR 17 and CR 18, until reaching its intersection with Segments A73, A74, and A76, located on the southwest side of the intersection of FM 1054 and CR 18.

Segment A73

Segment A73 begins at its intersection with Segments A71 and A75, located on the southeast side of the intersection of CR AA and CR 18. The segment proceeds east for approximately 0.99 mile, paralleling the south side of CR 18, until reaching its intersection with Segments A72, A74, and A76, located on the southwest side of the intersection of FM 1054 and CR 18.

Segment A74

Segment A74 begins at its intersection with Segments A72, A73, and A76, located on the southwest side of the intersection of FM 1054 and CR 18. The segment proceeds east, immediately crossing FM 1054 and an existing 230-kV transmission line, for approximately 1.07 miles, paralleling the south side of CR 18, crossing CR CC. The segment then turns south for approximately 0.06 miles, paralleling the east side of CR CC, crossing CR 19, CR 20, and CR 21, until reaching its intersection with Segments A80 and A84, located on the southeast side of the intersection of CR CC and CR 21.

Segment A75

Segment A75 begins at its intersection with Segments A71 and A73, located on the southeast side of the intersection of CR AA and CR 18. The segment proceeds south for approximately 3.03 miles, paralleling the east side of CR AA, crossing CR 19, CR 20, CR 21, and an existing 69-kV transmission line, until reaching its intersection with Segments A78, A79, and A83, located on the southeast side of the intersection of CR AA and CR 21.

Segment A76

Segment A76 begins at its intersection with Segments A72, A73, and A74, located on the southwest side of the intersection of FM 1054 and CR 19. The segment proceeds south for approximately 1.51 miles, paralleling the west side of FM 1054, crossing CR 19. The segment then continues south for approximately 1.52 miles, paralleling the west side of an existing 230-kV transmission line on the west side of FM 1054, crossing CR 20, an existing 69-kV transmission line, and CR 21, until reaching its intersection with Segments A79 and A80, located on the southwest side of the intersection of FM 1054 and CR 21.

Segment A77

Segment A77 begins at its intersection with Segments A69 and A81, located on the west side of CR O. The segment proceeds east, immediately crossing CR O, for approximately 2.04 miles, paralleling the south side of an existing 69-kV transmission line, crossing an existing pipeline. The segment then continues east for approximately 3.04 mile paralleling the south side of CR 21 and an existing 69-kV transmission line, crossing an existing CRMWA Aqueduct, CR Q, US 87, FM 400, CR R, an existing railroad, and CR V, until reaching its intersection with Segments A70, A78, and A82, located on the southeast side of the intersection of CR V and CR 21.

Segment A78

Segment A78 begins at its intersection with Segments A70, A77, and A82, located on the southeast side of the intersection of CR V and CR 21. The segment proceeds east for approximately 3.02 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, crossing CR X, CR Y, and CR AA, until reaching its intersection with Segments A75, A79, and A83, located on the southeast side of the intersection of CR AA and CR 21.

Segment A79

Segment A79 begins at its intersection with Segments A76 and A80, located on the southwest side of the intersection of FM 1054 and CR 21. The segment proceeds west for approximately 0.96 mile, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, until reaching its intersection with Segments A75, A78 and A83, located on the southeast side of the intersection of CR AA and CR 21.

Segment A80

Segment A80 begins at its intersection with Segments A76 and A79, located on the southwest side of the intersection of FM 1054 and CR 21. The segment proceeds east, immediately crossing an existing 230-kV transmission line and FM 1054, for approximately 1.11 miles, paralleling the south side of an existing 69-kV transmission line on the south side of CR 21, crossing an existing 69-kV transmission line and CR CC, until reaching its intersection with Segments A74 and A84, located on the southeast side of the intersection of CR CC and CR 21.

Segment A81

Segment A81 begins at its intersection with Segments A69 and A77, located on the west side of CR O. The segment proceeds south for approximately 1.99 miles, paralleling the west side of CR O. The segment continues south, immediately crossing US 380 and an existing pipeline, for approximately 5.05 miles, until reaching its intersection with Segments A90 and A94, located on the north side of CR 28.

Segment A82

Segment A82 begins at its intersection with Segments A70, A77, and A78, located on the southeast side of the intersection of CR V and CR 21. The segment proceeds south for approximately 4.00 miles, paralleling the east side of CR V, crossing CR 22, an existing 115-kV transmission line, US 380, and CR 24, until reaching its intersection with Segments A85 and A87, located on the northeast side of the intersection of CR V and CR 25.

Segment A83

Segment A83 begins at its intersection with Segments A75, A78, and A79, located on the southeast side of the intersection of CR AA and CR 21. The segment proceeds south for approximately 2.80 miles, paralleling the east side of CR AA, crossing CR 22, an existing 115-kV transmission line, and US 380. The segment then angles south-southwest for approximately 0.19 mile, crossing CR AA. The segment then angles south, immediately crossing CR 24, for approximately 1.01 miles, paralleling the west side of CR AA, until reaching its intersection with Segments A85, A86, and A88, located on the northwest side of the intersection of CR AA and CR 25.

Segment A84

Segment A84 begins at its intersection with Segments A74 and A80, located on the southeast side of the intersection of CR CC and CR 21. The segment proceeds south for approximately 4.01 miles, paralleling the east side of CR CC/FM 1054 and an existing 69-kV transmission line, crossing an existing 69-kV transmission line, CR 22, an existing 115-kV transmission line, US 380, CR 24, and an existing pipeline, until reaching its intersection with Segments A86 and A89, located on the northeast side of the intersection of FM 1054 and CR 25.

Segment A85

Segment A85 begins at its intersection with Segments A82 and A87, located on the northeast side of the intersection of CR V and CR 25. The segment proceeds east for approximately 2.99 miles, paralleling the north side of CR 25, crossing FM 2956 and CR Y, until reaching its intersection with Segments A83, A86, and A88, located on the northwest side of the intersection of CR AA and CR 25.

Segment A86

Segment A86 begins at its intersection with Segments A83, A85, and A88, located on the northwest side of the intersection of CR AA and CR 25. The segment proceeds east, immediately crossing CR AA, for approximately 2.12 miles, paralleling the north side of CR 25, crossing CR BB, an existing 230-kV and 345-kV transmission line, an existing pipeline, FM 1054, and an existing 69-kV transmission line, until reaching its intersection with Segments A84 and A89, located on the northeast side of the intersection of FM 1054 and CR 25.

Segment A87

Segment A87 begins at its intersection with Segments A82 and A85, located on the northeast side of the intersection of CR V and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the east side of CR V, crossing CR 26, and CR 27, until reaching its intersection with Segments A90, A91, and A95, located on the northeast side of the intersection of CR V and CR 28.

Segment A88

Segment A88 begins at its intersection with Segments A83, A85, and A86, located on the northwest side of the intersection of CR AA and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the west side of CR AA, crossing CR 26, an existing pipeline, and CR 27, until reaching its intersection with Segments A91, A92, and A96, located on the northwest side of the intersection of CR AA and CR 28.

Segment A89

Segment A89 begins at its intersection with Segments A84 and A86, located on the northeast side of the intersection of CR CC and CR 25. The segment proceeds south, immediately crossing CR 25, for approximately 3.05 miles, paralleling the east side of an existing 69-kV transmission line on the east side of CR CC, crossing FM 1313 and CR 27, until reaching its intersection with Segments A93 and A98, located on the northeast side of the intersection of FM 1054 and CR 28.

Segment A90

Segment 90 begins at its intersection with Segments A81 and A94, located on the north side of CR 28. The segment proceeds east for approximately 5.09 miles, paralleling the north side of CR 28, crossing an existing CRMWA Aqueduct, an existing pipeline, US 87, an existing railroad, Sam Rd, and CR V, until reaching its intersection

with Segments A87, A91, and A95, located on the northeast side of the intersection of CR V and CR 28.

Segment A91

Segment A91 begins at its intersection with Segments A87, A90, and A95, located on the northeast side of CR V and CR 28. The segment proceeds east, immediately crossing an existing pipeline, for approximately 2.99 miles, paralleling the north side of CR 28, crossing FM 2956 and CR Y, until reaching its intersection with Segments A88, A92, and A96, located on the northwest side of the intersection of CR AA and CR 28.

Segment A92

Segment A92 begins at its intersection with Segments A88, A91, and A96, located on the northwest side of the intersection of CR AA and CR 28. The segment proceeds east, immediately crossing CR AA, for approximately 1.09 miles, paralleling the north side of CR 28, crossing CR BB and an existing 230-kV and 345-kV transmission line, until reaching its intersection with Segments A86, A93, and A97, located on the northeast side of the intersection of CR BB and CR 28.

Segment A93

Segment A93 begins at its intersection with Segments A89 and A98, located on the northeast side of the intersection of CR CC and CR 28. The segment proceeds west, immediately crossing an existing 69-kV transmission line and CR CC, for approximately 1.03 miles, until reaching its intersection with Segments A86, A92, and A97, located on the northeast side of the intersection of FM 1054 and CR 28.

Segment A94

Segment A94 begins at its intersection with Segments A81 and A90, located on the north side of CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 1.04 miles, crossing CR 29. The segment continues south for approximately 2.00 miles, paralleling the west side of CR O, crossing CR 30, until reaching its intersection with Segments A101 and A104, located on the northwest side of the intersection of CR O and CR 31.

Segment A95

Segment A95 begins at its intersection with Segments A87, A90, and A91, located on the northeast side of the intersection of CR V and CR 28. The segment proceeds south, immediately crossing CR 28 and an existing pipeline, for approximately 3.00 miles, crossing CR 29 and FM 3332, until reaching its intersection with Segments A101, A102, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3.

Segment A96

Segment A96 begins at its intersection with Segments A88, A91, and A92, located on the northwest side of the intersection of CR AA and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.00 miles, paralleling the west side of CR AA, crossing CR 29 and FM 3332, until reaching its intersection with Segments A102, A103, and A106, located on the northwest side of the intersection of CR AA and CR 31.

Segment A97

Segment A97 begins at its intersection with Segments A86, A92, and A93, located on the northeast side of the intersection of CR BB and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.01 miles, paralleling the east side of an existing 230-kV transmission line on the east side of CR BB, crossing CR 29 and FM 3332, until reaching its intersection with Segments A99, A103, and A107, located on the northwest side of the intersection of CR BB and CR 31.

Segment A98

Segment A98 begins at its intersection with Segments A89 and A93, located on the northeast side of the intersection of FM 1054 and CR 28. The segment proceeds south, immediately crossing CR 28, for approximately 3.01 miles, paralleling the east side of an existing 69-kV transmission line on the east side of FM 1054, crossing CR 29, until reaching its intersection with Segments A99 and A100, located on the northeast side of the intersection of FM 1054 and CR 31.

Segment A99

Segment A99 begins at its intersection with Segments A98 and A100, located on the northeast side of the intersection of FM 1054 and CR 31. The segment proceeds west, immediately crossing an existing 69-kV transmission line and FM 1054, for approximately 1.03 miles, paralleling the north side of CR 31, until reaching its intersection with Segments A97, A103, and A107, located on the northeast side of the intersection of CR BB and CR 31.

Segment A100

Segment A100 begins at its intersection with Segments A98 and A99, located on the northeast side of the intersection of FM 1054 and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 1.01 miles, paralleling the east side of an existing 69-kV transmission line on the east side of FM 1054. The segment then turns west, immediately crossing an existing 69-kV transmission line and FM 1054, for approximately 1.03 miles, paralleling the north side of CR 32. The segment then turns north for approximately 0.46 mile, paralleling the east side of an existing 230-kV transmission line on the east side of CR BB, until reaching its intersection with Segments A107 and A109, located on the east side of CR BB and an existing 230-kV transmission line.

Segment A101

Segment A101 begins at its intersection with Segments A94 and A104, located on the northwest side of the intersection of CR O and CR 31. The segment proceeds east, immediately crossing CR O, for approximately 2.06 miles, paralleling the north side of CR 31, crossing an existing pipeline, an existing CRMWA Aqueduct, an existing pipeline, and US 87. The segment continues east for approximately 3.02 miles, crossing an existing railroad, and Sam Rd, until reaching its intersection with Segments A95, A102, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3.

Segment A102

Segment A102 begins at its intersection with Segments A95, A101, and A105, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3. The segment proceeds east for approximately 2.99 miles, paralleling the north side of CR 31, crossing FM 2956 and CR Y, until reaching its intersection with Segments A96, A103, and A106, located on the northwest side of the intersection of CR AA and CR 31.

Segment A103

Segment A103 begins at its intersection with Segments A96, A102, and A106, located on the northwest side of the intersection of CR AA and CR 31. The segment proceeds east, immediately crossing CR AA, for approximately 1.09 miles, paralleling the north side of CR 31, crossing CR BB and an existing 230-kV transmission line, until reaching its intersection with Segments A97, A99, and A107, located on the northeast side of the intersection of CR BB and CR 31 and on the east side of an existing 230-kV transmission line.

Segment A104

Segment A104 begins at its intersection with Segments A94 and A101, located on the northwest side of the intersection of CR O and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 1.01 miles, paralleling the west side of CR O, crossing an existing pipeline. The segment then turns east, immediately crossing CR O, for approximately 5.09 miles, paralleling the north side of CR 32, crossing an existing CRMWA Aqueduct, an existing pipeline, US 87, an existing railroad, and Sam Rd, until reaching its intersection with Segments A105 and A108, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956.

Segment A105

Segment A105 begins at its intersection with Segments A95, A101, and A102, located approximately 0.99 mile east-northeast of the intersection of FM 2956 and CR 3. The segment proceeds south for approximately 1.01 miles, until reaching its intersection with Segments A104 and A108, located on the north side of CR 32, approximately 0.99 mile east-

northeast of the intersection of CR 32 and FM 2956.

Segment A106

Segments A106 begins at its intersection with Segments A96, A102, and A103, located on the northwest side of the intersection of CR AA and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 0.51 mile, paralleling the west side of CR AA. The segment then turns east, immediately crossing CR AA, for approximately 0.79 mile, and then turns south for approximately 0.03 mile, until entering the northwest corner of the existing Farmland Station.

Segment A107

Segment A107 begins at its intersection with Segments A97, A99, and A103, located on the northeast side of the intersection of CR BB and CR 31. The segment proceeds south, immediately crossing CR 31, for approximately 0.53 mile, paralleling the east side an existing 230-kV transmission line on the east side of CR BB, until reaching its intersection with Segments A100 and A109, located on the east side of CR BB and an existing 230-kV transmission line.

Segment A108

Segment A108 begins at its intersection with Segments A104 and A105, located on the north side of CR 32, approximately 0.99 mile east-northeast of the intersection of CR 32 and FM 2956. The segment proceeds east for approximately 3.80 miles, paralleling the north side of CR 32, crossing FM 2956, CR Y, and CR AA. The segment then turns north for approximately 0.26 mile, until entering the southwest corner of the existing Farmland Station.

Segment A109

Segment A 109 begins at its intersection with Segments A100 and A107, located on the east side of CR BB and an existing 230-kV transmission line. The segment proceeds west for approximately 0.05 mile, crossing an existing 230-kV transmission line and CR BB, until entering the southeast corner of the existing Farmland Station.

Southeast to New Oliver to Oliver 115-kV Transmission Line ("SNO Line")

The SNO Line will connect the existing Southeast Station to the existing Oliver Station and will be routed through the proposed New Oliver Station (at either New Oliver Option 1 Station or New Oliver Option 2 Station), all of which will be located in Lubbock County, Texas.

The proposed SNO Line will begin at either the Southeast Station directly or from one of two Point-of-Interconnect ("POI") Options (POI Option 1 or POI Option 2). The POI Options are alternative end points located along a portion of an existing 230-kV transmission line that would be disconnected from the Southwest Power Pool ("SPP") and repurposed to connect the Southeast Station to the Electric Reliability Council of Texas ("ERCOT"), if one of the two POIs is selected by the Commission. From the Southeast Station, POI Option 1, or POI Option 2 the alternative routes generally proceed east/southeast to the New Oliver Station. Then, the SNO Line alternative routes generally proceed back west/northwest to the Oliver Station, which is approximately 2.4 miles southwest of the Southeast Station. As a result, some alternative routes cross parcels that are affected by multiple segments that parallel one another. For example (as shown in the table below), SNO Route 2 follows segment B15A as the line travels east from POI Option 2 to New Oliver Option 1 Station, then follows segment B15B (which is parallel and immediately adjacent to B15A) as the line travels back west from New Oliver Option 1 to the existing Oliver Station. In this example, the affected parcel would be crossed by two adjacent and parallel segments of the SNO Line.

The SNO Line will be approximately 14 to 26 miles in length, depending on the route approved by the Commission. The SNO Line will be constructed on monopole structures within a typical right-of-way approximately 60 feet wide, though this width may vary depending on location and design requirements.

In their CCN application, Sharyland and LP&L have presented 14 alternative routes comprised of 86 segments for consideration by the Commission for the SNO Line. The following table lists the segment combinations that make up the 14 SNO Line alternative routes.

All routes and route segments are available for selection and approval by the Commission. Only one multi-segment 115-kV transmission line route will ultimately be constructed from one of three alternative end points (Southeast Station, POI Option 1, or POI Option 2) through one of two proposed New Oliver Station Options (New Oliver Option 1 Station or New Oliver Option 2 Station), to the existing Oliver Station, all of which are located in Lubbock County.

Alternative Route	Route Composition
SNO Route 1	SOUTHEAST-B1-B15B-B16A-B19A-B26A-NEW OLIVER OPTION 1-B50A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 2	POI2-B14A-B15A-B18B-B23B-NEW OLIVER OPTION 1-B23A-B18A-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 3	POI2-B14A-B15A-B18B-B22B-B26B-NEW OLIVER OPTION 1-B26A-B22A-B18A-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 4	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B55B-NEW OLIVER OPTION 1-B55A-B54B-B52A-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 5	POI1-B10-B28-B31-B38-B42-B45A-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45B-B44-B40-B8-B7-B3-OLIVER
SNO Route 6	POI1-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 7	POI1-B10-B28-B31-B39-B43-B47A-B48A-B50A-NEW OLIVER OPTION 1-B50B-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER
SNO Route 8	SOUTHEAST-B1-B15B-B16A-B17A-B21A-NEW OLIVER OPTION 2-B58A-B56A-B49A-B46-B45A-B44-B40-B8-B7-B3-OLIVER
SNO Route 9	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B34-B32-B30-B31-B38-B37-B36-B35-B8-B4-OLIVER
SNO Route 10	POI2-B14A-B15A-B16A-B17A-B20A-B25B-NEW OLIVER OPTION 2-B25A-B20B-B17B-B16B-B15B-B14B-B13-B12-B11-B9-B6-B2-OLIVER
SNO Route 11	POI1-B10-B11-B29-B32-B33-B43-B47A-B51B-B52B-B54A-B57A-NEW OLIVER OPTION 2-B57B-B54B-B52B-B51A-B47B-B45A-B44-B41-B36-B27-B6-B5-B3-OLIVER
SNO Route 12	POI1-B10-B28-B31-B38-B42-B45A-B47A-B51B-B53A-B58A-NEW OLIVER OPTION 2-B58B-B53B-B51A-B47B-B45B-B44-B40-B8-B7-B3-OLIVER
SNO Route 13	POI1-B10-B28-B30-B32-B33-B43-B47A-B48A-B50A-B59A-B26A-B24B-B25B-NEW OLIVER OPTION 2-B25A-B24A-B26B-B59B-B50B-B48B-B47B-B45A-B42-B37-B36-B35-B8-B7-B5-B2-OLIVER
SNO Route 14	POI1-B10-B28-B31-B39-B43-B47A-B48A-B49B-B56B-B58A-NEW OLIVER OPTION 2-B58B-B56A-B49A-B48B-B47B-B45A-B44-B41-B35-B8-B4-OLIVER

The following narrative and enclosed maps provide a detailed description of the SNO Line segments that form the 14 alternative routes proposed to the Commission.

Segment B1

Segment B1 begins at the northwest corner of the exiting Southeast Station, located on the south side of 82nd St within the Lubbock city limits. The segment proceeds north for approximately 0.06 mile, crossing 82nd St. The segment then turns east for approximately 1.62 miles, paralleling the north side of 82nd St, crossing Avenue P, Interstate Highway ("IH") 27, and Ash Ave. The segment then turns south for approximately 0.04 mile, crossing 82nd St and exiting Lubbock city limits. The segment then turns east, immediately crossing two existing 69-kV transmission lines, for approximately 0.54 mile, paralleling the south side of 82nd St, crossing Martin L King Boulevard ("Blvd"), and then continues east for approximately 0.50 mile, crossing two existing pipelines. The segment then turns north for approximately 0.03 mile, crossing an existing pipeline and entering the Lubbock city limits. The segment then turns east for approximately 0.69 mile, paralleling the north side of an existing pipeline. The segment then turns south, immediately crossing an existing pipeline, for approximately 1.00 mile, exiting the Lubbock city limits, crossing an existing 115-kV transmission line and an existing 230-kV transmission line, until reaching its intersection with Segments B14A/B14B and B15A/B15B, located on the north side of 98th St.

Segment B2

Segment B2 begins at the northwest corner of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds north for approximately 0.02 mile. The segment then turns east for approximately 0.09 mile, crossing an existing 69-kV transmission line and Indiana Ave, until reaching its intersection with Segments B5 and B6, located on the east side of Indiana Ave within the Lubbock city limits.

Segment B3

Segment B3 begins at the east side of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds east for approximately 0.03 mile, crossing Indiana Ave, until reaching its intersection with Segments B5 and B7, located on the east side of Indiana Ave within the Lubbock city limits.

Segment B4

Segment B4 begins at the southwest corner of the existing Oliver Station, located on the west side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.02 mile, crossing an existing 230-kV and existing 115-kV transmission line. The segment then angles southeast for approximately 0.05 mile, crossing Indiana Ave, until reaching its intersection with Segments B7 and B8, located on the east side of Indiana Ave within the Lubbock city limits.

Segment B5

Segment B5 begins at its intersection with Segments B2 and B6, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.06 mile, paralleling the east side of Indiana Ave, until reaching its intersection with Segments B3 and B7, located on the east side of Indiana Ave within the Lubbock city limits.

Segment B6

Segment B6 begins at its intersection with Segments B2 and B5, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds north for approximately 0.41 mile, paralleling the east side of Indiana Ave. The segment then turns east for approximately 1.00 mile, paralleling the south side of 98th St, crossing two existing 115-kV transmission lines and University Ave, until reaching its intersection with Segments B9 and B27, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits.

Segment B7

Segment B7 begins at its intersection with Segments B3 and B5, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.07 mile, paralleling the east side of Indiana Ave, crossing an existing 230-kV and existing 115-kV transmission line, until reaching its intersection with Segments B4 and B8, located on the east side of Indiana Ave within the Lubbock city limits.

Segment B8

Segment B8 begins at its intersection with Segments B4 and B7, located on the east side of Indiana Ave within the Lubbock city limits. The segment proceeds south for approximately 0.46 mile, paralleling the east side of Indiana Ave, crossing 114th St, until reaching its intersection with Segments B35 and B40, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits.

Segment B9

Segment B9 begins at its intersection with Segments B6 and B27, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits. The segment proceeds east for approximately 1.00 mile, paralleling the south side of 98th St, crossing Avenue P, until reaching its intersection with Segments B10, B11, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits.

Segment B10

Segment B10 begins at POI Option 1, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds south for approximately 0.01 mile, until reaching its intersection with Segments B9, B11, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits.

Segment B11

Segment B11 begins at its intersection with Segments B9, B10, and B28, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds east for approximately 0.42 mile, paralleling the south side of an existing 230-kV transmission line on the south side of 98th St, until reaching its intersection with Segments B12 and B29, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits.

Segment B12

Segment B12 begins at its intersection with Segments B11 and B29, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds east, immediately crossing US 87, for approximately 1.08 miles, paralleling the south side of an existing 230-kV transmission line and 98th St, exiting the Lubbock city limits, crossing an existing double-circuit 115/230-kV transmission line, until reaching its intersection with Segments B13 and B34, located on the south side of 98th St.

Segment B13

Segment B13 begins at its intersection with Segments B12 and B34, located on the south side of 98th St. The segment proceeds east for approximately 0.12 mile, paralleling the south side of an existing 230-kV transmission line on the south side of 98th St, until reaching its intersection with Segments B14A/B14B and POI Option 2, located on the south side of 98th St.

Segments B14A and B14B

Segments B14A and B14B are separate segments that are parallel and immediately adjacent to one another. Segments B14A and B14B begin at their intersection with POI Option 2 and Segment B13. The segments proceed east for approximately 0.98 mile, paralleling the south side of 98th St, crossing Martin L King Blvd and an existing pipeline. The segments then angle northeast for approximately 0.10 mile, crossing 98th St. The segments then angle east for approximately 0.53 mile, paralleling the north side of 98th St, until reaching their intersection with Segments B1 and B15A/B15B, located on the north side of 98th St.

Segments B15A and B15B

Segments B15A and B15B are separate segments that are parallel and immediately adjacent to one another. Segments B15A and B15B begin at their intersection with Segments B1 and B14A/B14B, located on the north side of 98th St. The segments proceed east for approximately 0.37 mile, paralleling the north side of 98th St, and then angle southeast for approximately 0.14 mile, crossing two existing pipelines, 98th St, and an existing 115-kV transmission line, until reaching their intersection with Segments B16A/B16B and B18A/B18B, located on the south side of 98th St.

Segments B16A and B16B

Segments B16A and B16B are separate segments that are parallel and immediately adjacent to one another. Segments B16A and B16B begin at their intersection with Segments B15A/B15B and B18A/B18B, located on the south side of 98th St. The segments proceed east for approximately 0.50 mile, paralleling the south side of 98th St, crossing an existing CRMWA Aqueduct and FM 3431, until reaching their intersection with Segments B17A/B17B and B19A/B19B, located on the southeast side of the intersection of FM 3431 and 98th St.

Segments B17A and B17B

Segments B17A and B17B are separate segments that are parallel and immediately adjacent to one another. Segments B17A and B17B begin at their intersection with Segments B16A/B16B and B19A/B19B, located on the southeast side of the intersection of FM 3431 and 98th St. The segments proceed east for approximately 1.48 miles, paralleling the south side of 98th St, crossing an existing pipeline, until reaching their intersection with Segments B20A/B20B and B21A/B21B, located on the southwest side of the intersection of 98th St and CR 2840.

Segments B18A and B18B

Segments B18A and B18B are separate segments that are parallel and immediately adjacent to one another. Segments B18A and B18B begin at their intersection with Segments B15A/B15B and B16A/B16B, located on the south side of 98th St. The segments proceed south for approximately 1.98 miles, paralleling the east side of an existing 115-kV transmission line, crossing 114th St. The segments then turn east for approximately 0.28 mile, paralleling the north side of FM 1585, until reaching their intersection with Segments B22A/B22B and B23A/B23B, located on the north side of FM 1585.

Segments B19A and B19B

Segments B19A and B19B are separate segments that are parallel and immediately adjacent to one another. Segments B19A and B19B begin at their intersection with Segments B16A/B16B and B17A/B17B, located on the southeast side of the intersection of FM 3431 and 98th St. The segments proceed south for approximately 1.99 miles, paralleling the east side of FM 3431, crossing 114th St, until reaching their intersection with Segments B22A/B22B, B24A/B24B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585.

Segments B20A and B20B

Segments B20A and B20B are separate segments that are parallel and immediately adjacent to one another. Segments B20A and B20B begin at their intersection with Segments B17A/B17B and B21A/B21B, located on the southwest side of the intersection of 98th St and CR 2840. The segments proceed south for approximately 1.98 miles, paralleling the west side of CR 2840, crossing an existing pipeline and 114th St, until reaching their intersection with Segments B24A/B24B and B25A/B25B, located on the northwest side of the intersection of FM 1585 and CR 2840.

Segments B21A and B21B

Segments B21A and B21B are separate segments that are parallel and immediately adjacent to one another. Segments B21A and B21B begin at their intersection with Segments B17A/B17B and B20A/B20B, located on the southwest side of the intersection of 98th St and CR 2840. The segments proceed east, immediately crossing CR 2840 and an existing pipeline, for approximately 0.08 mile, paralleling the south side of 98th St. The segments then angle southeast for approximately 0.50 mile, paralleling the south side of US 84 and crossing an existing pipeline. The segments then angle south for approximately 1.74 miles, paralleling the west side of CR 2900, crossing 114th St, an existing pipeline, and FM 1585, until entering the northeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segments B22A and B22B

Segments B22A and B22B are separate segments that are parallel and immediately adjacent to one another. Segments B22A and B22B begin at their intersection with Segments B18A/B18B and B23A/B23B, located on the north side of FM 1585. The segments proceed east for approximately 0.22 mile, paralleling the north side of FM 1585, crossing an existing CRMWA Aqueduct and FM 3431, until reaching their intersection with Segments B19A/B19B, B24A/B24B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585.

Segments B23A and B23B

Segments B23A and B23B are separate segments that are parallel and immediately adjacent to one another. Segments B23A and B23B begin at their intersection with Segments B18A/B18B and B22A/B22B, located on the north side of FM 1585. The segments proceed south, immediately crossing FM 1585, for approximately 0.35 mile. The segments then turn east for approximately 0.22 mile, crossing an existing CRMWA Aqueduct and CR 2700, until entering the northwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B26A/B26B and B59A/B59B, located on the east side of CR 2700.

Segments B24A and B24B

Segments B24A and B24B are separate segments that are parallel and immediately adjacent to one another. Segments B24A and B24B begin at their intersection with Segments B19A/B19B, B22A/B22B, and B26A/B26B, located on the northeast side of the intersection of FM 3431 and FM 1585. The segments proceed east for approximately 1.48 miles, paralleling the north side of FM 1585, crossing CR 2800, until reaching their intersection with Segments B20A/B20B and B25A/B25B, located on the northwest side of the intersection of FM 1585 and CR 2840.

Segments B25A and B25B

Segments B25A and B25B are separate segments that are parallel and immediately adjacent to one another. Segments B25A and B25B begin at their intersection with Segments B20A/B20B and B24A/B24B, located on the northwest side of the intersection of FM 1585 and CR 2840. The segments proceed east, immediately crossing CR 2840, for approximately 0.20 mile, paralleling the north side of FM 1585. The segments then turn south for approximately 0.04 mile, crossing FM 1585, and then turn east for approximately 0.01 mile, until entering the northwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segments B26A and B26B

Segments B26A and B26B are separate segments that are parallel and immediately adjacent to one another. Segments B26A and B26B begin at their intersection with Segments B19A/B19B, B22A/B22B, and B24A/B24B, located on the northeast side of the intersection of FM 3431 and FM 1585. The segments proceed south, immediately crossing FM 1585, for approximately 0.35 mile, paralleling the east side of CR 2700, until entering the northwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B23A/B23B and B59A/B59B, located on the east side of CR 2700.

Segment B27

Segment B27 begins at its intersection with Segments B6 and B9, located on the southeast side of the intersection of University Ave and 98th St within the Lubbock city limits. The segment proceeds south for approximately 0.97 mile, paralleling the east side of University Ave, crossing an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B36 and B37, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

Segment B28

Segment B28 begins at its intersection with Segments B9, B10, and B11, located on the southeast side of the intersection of 98th St and Avenue P within the Lubbock city limits. The segment proceeds south for approximately 0.51 mile, paralleling the east side of Avenue P, crossing an existing 230-kV and 115-kV transmission line and exiting the Lubbock city limits, until reaching its intersection with Segments B30 and B31, located on the east side of Avenue P.

Segment B29

Segment B29 begins at its intersection with Segments B11 and B12, located on the southwest side of the intersection of 98th St and US 87 within the Lubbock city limits. The segment proceeds south for approximately 0.49 mile, paralleling the west side of US 87, crossing an existing 230-kV and 115-kV transmission line and exiting the Lubbock city limits, until reaching its intersection with Segments B30 and B32, located on the west side of US 87.

Segment B30

Segment B30 begins at its intersection with Segments B28 and B31, located on the east side of Avenue P. The segment proceeds east for approximately 0.44 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B29 and B32, located on the west side of US 87.

Segment B31

Segment B31 begins at its intersection with Segments B28 and B30, located on the east side of Avenue P. The segment proceeds south for approximately 0.47 mile, paralleling the east side of Avenue P, until reaching its intersection with Segments B38 and B39, located on the northeast side of the intersection of 114th St and Avenue P.

Segment B32

Segment B32 begins at its intersection with Segments B29 and B30, located on the west side of US 87. The segment proceeds east for approximately 0.06 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line, crossing US 87, until reaching its intersection with Segments B33 and B34, located on the east side of US 87.

Segment B33

Segment B33 begins at its intersection with Segments B32 and B34,

located on the east side of US 87. The segment proceeds south for approximately 0.48 mile, paralleling the east side of US 87, until reaching its intersection with Segments B39 and B43, located on the northeast side of the intersection of US 87 and 114th St.

Segment B34

Segment B34 begins at its intersection with Segments B32 and B33, located on the east side of US 87. The segment proceeds east for approximately 1.00 mile, paralleling the south side of an existing 230-kV and 115-kV transmission line. The segment then turns north for approximately 0.50 mile, paralleling the east side of an existing 230-kV and 115-kV transmission line, until reaching its intersection with Segments B12 and B13, located on the south side of 98th St.

Segment B35

Segment B35 begins at its intersection with Segments B8 and B40, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits. The segment proceeds east for approximately 1.00 mile, paralleling the south side of 114th St, crossing University Ave, until reaching its intersection with Segments B36 and B41, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

Segment B36

Segment B36 begins at its intersection with Segments B27 and B37, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds south for approximately 0.02 mile, paralleling the east side of University Ave, crossing 114th St, until reaching its intersection with Segments B35 and B41, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits.

Segment B37

Segment B37 begins at its intersection with Segments B27 and B36, located on the northeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds east for approximately 0.47 mile, paralleling the north side of 114th St and exiting the Lubbock city limits. The segment then turns south for approximately 0.02 mile, crossing 114th St, and then turns east for approximately 0.52 mile, paralleling the south side of 114th St, until reaching its intersection with Segments B38 and B42, located on the southwest side of the intersection of 114th St and Avenue P.

Segment B38

Segment B38 begins at its intersection with Segments B37 and B42, located on the southwest side of the intersection of 114th St and Avenue P. The segment proceeds east for approximately 0.02 mile, crossing Avenue P, and then turns north for approximately 0.02 mile, crossing 114th St, until reaching its intersection with Segments B31 and B39, located on the northeast side of the intersection of 114th St and Avenue P.

Segment B39

Segment B39 begins at its intersection with Segments B31 and B38, located on the northeast side of the intersection of 114th St and Avenue P. The segment proceeds east for approximately 0.51 mile, paralleling the north side of 114th St, crossing US 87, until reaching its intersection with Segments B33 and B43, located on the northeast side of the intersection of US 87 and 114th St.

Segment B40

Segment B40 begins at its intersection with Segments B8 and B35, located on the southeast side of the intersection of Indiana Ave and 114th St within the Lubbock city limits. The segment proceeds west for approximately 0.03 mile, paralleling the south side of 114th St, crossing Indiana Ave. The segment then turns south for approximately 1.05 miles, paralleling the west side of Indiana Ave, crossing FM 1585. The segment then turns east for approximately 0.02 mile, crossing Indiana Ave, and then turns south for approximately 0.92 mile, paralleling the east side of Indiana Ave and exiting the Lubbock city limits. The segment then turns east for approximately 1.00 mile, paralleling the north side of 146th St, crossing University Ave, until reaching its intersection with Segments B41 and B44, located on the northeast side of the intersection of 146th St and University Ave.

Segment B41

Segment B41 begins at its intersection with Segments B35 and B36, located on the southeast side of the intersection of 114th St and University Ave within the Lubbock city limits. The segment proceeds south for approximately 1.98 miles, paralleling the east side of University Ave, exiting the Lubbock city limits, crossing FM 1585, until reaching its intersection with Segments B40 and B44, located on the northeast side of the intersection of 146th St and University Ave.

Segment B42

Segment B42 begins at its intersection with Segments B37 and B38, located on the southwest side of the intersection of 114th St and Avenue P. The segment proceeds south for approximately 0.49 mile, paralleling the west side of Avenue P, and then turns east for approximately 0.02 mile, crossing Avenue P. The segment then turns south for approximately 0.56 mile, paralleling the east side of Avenue P, crossing 126th St, CR 7365, CR 7370, and FM 1585, and then turns west for approximately 0.02 mile, crossing Avenue P. The segment then turns south for approximately 0.93 mile, paralleling the west side of Avenue P, until reaching its intersection with Segments B44, B45A, and B45B, located on the northwest side of the intersection of 146th St and Avenue P.

Segment B43

Segment B43 begins at its intersection with Segments B33 and B39, located on the northeast side of the intersection of US 87 and 114th St. The segment proceeds south, immediately crossing 114th St, for approximately 2.02 miles, paralleling the east side of US 87, crossing CR 7340, FM 1585, and 146th St, until reaching its intersection with Segments B45A/B45B, B46, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St.

Segment B44

Segment B44 begins at its intersection with Segments B40 and B41,

located on the northeast side of the intersection of 146th St and University Ave. The segment proceeds south for approximately 0.03 mile, crossing 146th St, and then turns east for approximately 0.67 mile, paralleling the south side of 146th St. The segment then turns north for approximately 0.03 mile, crossing 146th St, and then turns east for approximately 0.35 mile, paralleling the north side of 146th St, until reaching its intersection with Segments B42 and B45A/B45B, located on the northwest side of the intersection of 146th St and Avenue P.

Segments B45A and B45B

Segments B45A and B45B are separate segments that are parallel and immediately adjacent to one another. Segments B45A and B45B begin at their intersection with Segments B42 and B44, located on the northwest side of the intersection of 146th St and Avenue P. The segments proceed east for approximately 0.02 mile, crossing Avenue P, and then turn south for approximately 0.02 mile, crossing 146th St. The segments then turn east for approximately 0.53 mile, paralleling the south side of 146th St, crossing US 87, until reaching their intersection with Segments B43, B46, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St.

Segment B46

Segment B46 begins at its intersection with Segments B43, B45A/B45B, and B47A/B47B, located on the southeast side of the intersection of US 87 and 146th St. The segment proceeds east for approximately 3.04 miles, paralleling the south side of 146th St, crossing Martin L King Blvd, three existing pipelines, and Guava Ave. The segment then angles southeast for approximately 0.15 mile, then angles east for approximately 0.10 mile, crossing an existing 115-kV transmission line, and then turns north for approximately 0.04 mile, crossing 146th St. The segment then turns east for approximately 0.45 mile, paralleling the north side of 146th St, crossing an existing CRMWA Aqueduct and CR 2700, until reaching its intersection with Segments B48A/B48B, B49A/B49B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700.

Segments B47A and B47B

Segments B47A and B47B are separate segments that are parallel and immediately adjacent to one another. Segments B47A and B47B begin at their intersection with Segments B43, B45A/B45B, and B46, located on the southeast side of the intersection of US 87 and 146th St. The segments proceed south for approximately 0.25 mile, paralleling the east side of US 87, and then angle southeast for approximately 0.51 mile, paralleling the east side of US 87, crossing an existing pipeline. The segments then angle east for approximately 0.37 mile, and then turn south for approximately 0.25 mile. The segments then turn east for approximately 1.64 miles, paralleling the north side of Woodrow Rd, crossing Martin L King Blvd and two existing pipelines. The segments then angle southeast for approximately 0.11 mile, crossing Woodrow Rd, and then angle east for approximately 0.56 mile, paralleling the south side of Woodrow Rd. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, and then turn east for approximately 0.26 mile, paralleling the north side of Woodrow Rd. The segments then angle southeast for approximately 0.10 mile, crossing Woodrow Rd. The segments then turn east for approximately 0.64 mile, crossing an existing 115-kV transmission line, an existing CRMWA Aqueduct, and CR 2700. The segments then turn north for approximately 0.02 mile, crossing Woodrow Rd, until reaching their intersection with Segments B48A/B48B and B51A/B51B, located on the northeast side of the intersection of Woodrow Rd and CR 2700.

Segments B48A and B48B

Segments B48A and B48B are separate segments that are parallel and immediately adjacent to one another. Segments B48A and B48B begin at their intersection with Segments B47A/B47B and B51A/B51B, located on the northeast side of the intersection of Woodrow Rd and CR 2700. The segments proceed north for approximately 1.00 mile, paralleling the east side of CR 2700, crossing 146th St, until reaching their intersection with Segments B46, B49A/B49B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700.

Segments B49A and B49B

Segments B49A and B49B are separate segments that are parallel and immediately adjacent to one another. Segments B49A and B49B begin at their intersection with Segments B46, B48A/B48B, and B50A/B50B, located on the northeast side of the intersection of 146th St and CR 2700. The segments proceed east for approximately 1.01 miles, paralleling the north side of 146th St, crossing CR 2800, until reaching their intersection with Segments B52A/B52B, B54A/B54B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800.

Segments B50A and B50B

Segments B50A and B50B are separate segments that are parallel and immediately adjacent to one another. Segments B50A and B50B begin at their intersection with Segments B46, B48A/B48B, and B49A/B49B, located on the northeast side of the intersection of 146th St and CR 2700. The segments proceed north for approximately 0.44 mile, paralleling the east side of CR 2700, until entering the southwest corner of the proposed New Oliver Option 1 Station or at their intersection with Segments B59A/B59B, located on the east side of CR 2700.

Segments B51A and B51B

Segments B51A and B51B are separate segments that are parallel and immediately adjacent to one another. Segments B51A and B51B begin at their intersection with Segments B47A/B47B and B48A/B48B, located on the northeast side of the intersection of Woodrow

Rd and CR 2700. The segments proceed east for approximately 0.97 mile, paralleling the north side of Woodrow Rd, until reaching their intersection with Segments B52A/B52B and B53A/B53B, located on the northwest side of the intersection of Woodrow Rd and CR 2800.

Segments B52A and B52B

Segments B52A and B52B are separate segments that are parallel and immediately adjacent to one another. Segments B52A and B52B begin at their intersection with Segments B51A/B51B and B53A/B53B, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segments proceed north for approximately 0.88 mile, paralleling the west side of CR 2800. The segments then turn east for approximately 0.05 mile, crossing CR 2800, and then turn north for approximately 0.12 mile, paralleling the east side of CR 2800, crossing 146th St, until reaching their intersection with Segments B49A/B49B, B54A/B54B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800.

Segments B53A and B53B

Segments B53A and B53B are separate segments that are parallel and immediately adjacent to one another. Segments B53A and B53B begin at their intersection with Segments B51A/B51B and B52A/B52B, located on the northwest side of the intersection of Woodrow Rd and CR 2800. The segments proceed south for approximately 0.02 mile, crossing Woodrow Rd, and then turn east, immediately crossing CR 2800, for approximately 1.03 miles, paralleling the south side of Woodrow Rd, crossing CR 2900. The segments then turn north, immediately crossing Woodrow Rd, for approximately 1.03 miles, paralleling the east side of CR 2900 and crossing 146th St, until reaching their intersection with Segments B56A/B56B and B58A/B58B, located on the northeast side of the intersection of 146th St and CR 2900.

Segments B54A and B54B

Segments B54A and B54B are separate segments that are parallel and immediately adjacent to one another. Segments B54A and B54B begin at their intersection with Segments B49A/B49B, B52A/B52B, and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2800. The segments proceed north for approximately 0.64 mile, paralleling the east side of CR 2800, until reaching their intersection with Segments B55A/B55B and B57A/B57B, located on the east side of CR 2800.

Segments B55A and B55B

Segments B55A and B55B are separate segments that are parallel and immediately adjacent to one another. Segments B55A and B55B begin at their intersection with Segments B54A/B54B and B57A/B57B, located on the east side of CR 2800. The segments proceed west, immediately crossing CR 2800, for approximately 0.77 mile, entering the northeast corner of the proposed New Oliver Option 1 Station, located on the east side of CR 2700.

Segments B56A and B56B

Segments B56A and B56B are separate segments that are parallel and immediately adjacent to one another. Segments B56A and B56B begin at their intersection with Segments B49A/B49B, B52A/B52B, and B54A/B54B, located on the northeast side of the intersection of 146th St and CR 2800. The segments proceed east for approximately 0.98 mile, paralleling the north side of 146th St, crossing CR 2900, until reaching their intersection with Segments B53A/B53B and B58A/B58B, located on the northeast side of the intersection of 146th St and CR 2900.

Segments B57A and B57B

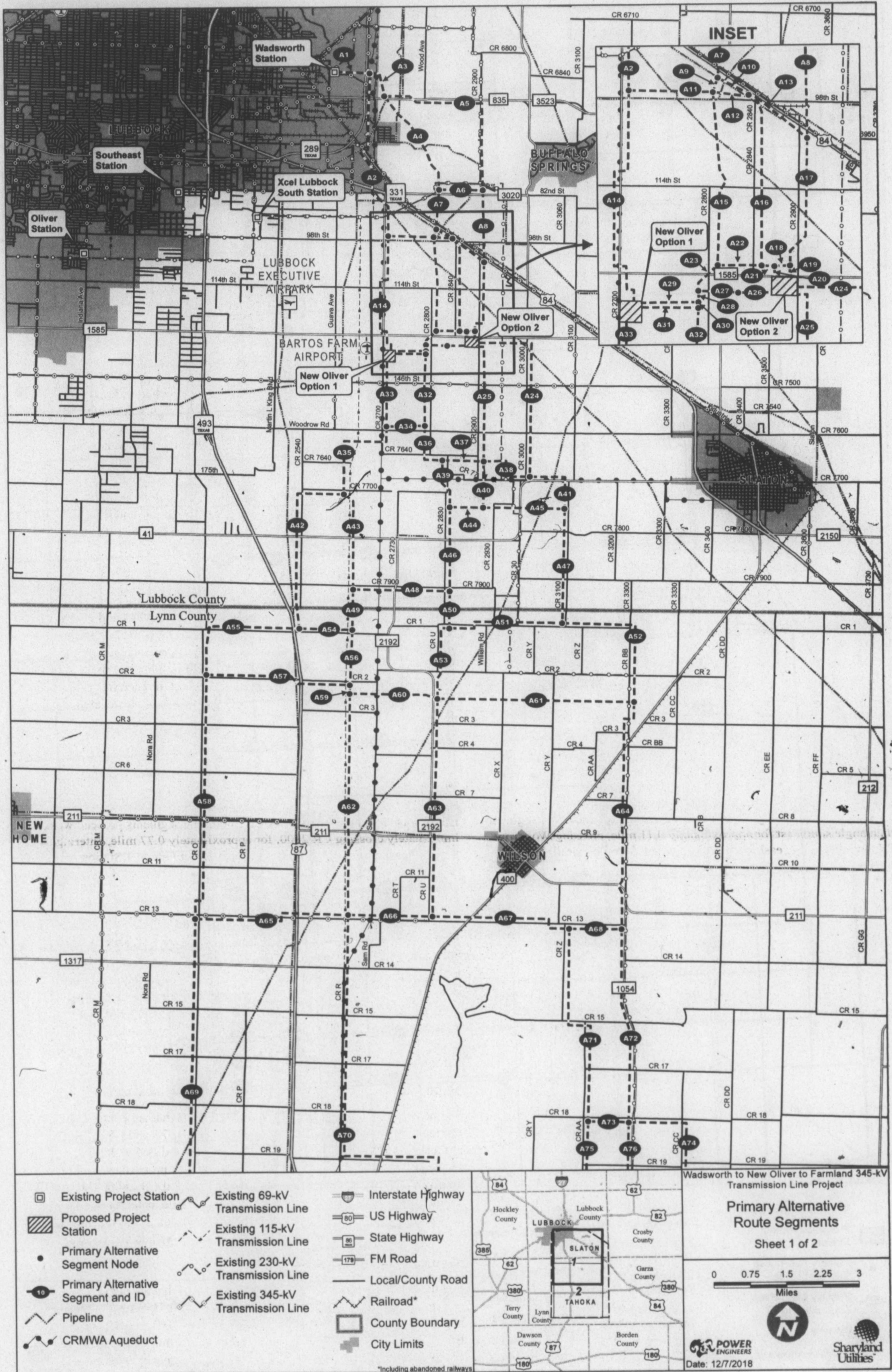
Segments B57A and B57B are separate segments that are parallel and immediately adjacent to one another. Segments B57A and B57B begin at their intersection with Segments B54A/B54B and B55A/B55B, located on the east side of CR 2800. The segments proceed north for approximately 0.19 mile, paralleling the east side of CR 2800. The segments then turn east for approximately 0.68 mile, entering the southwest corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

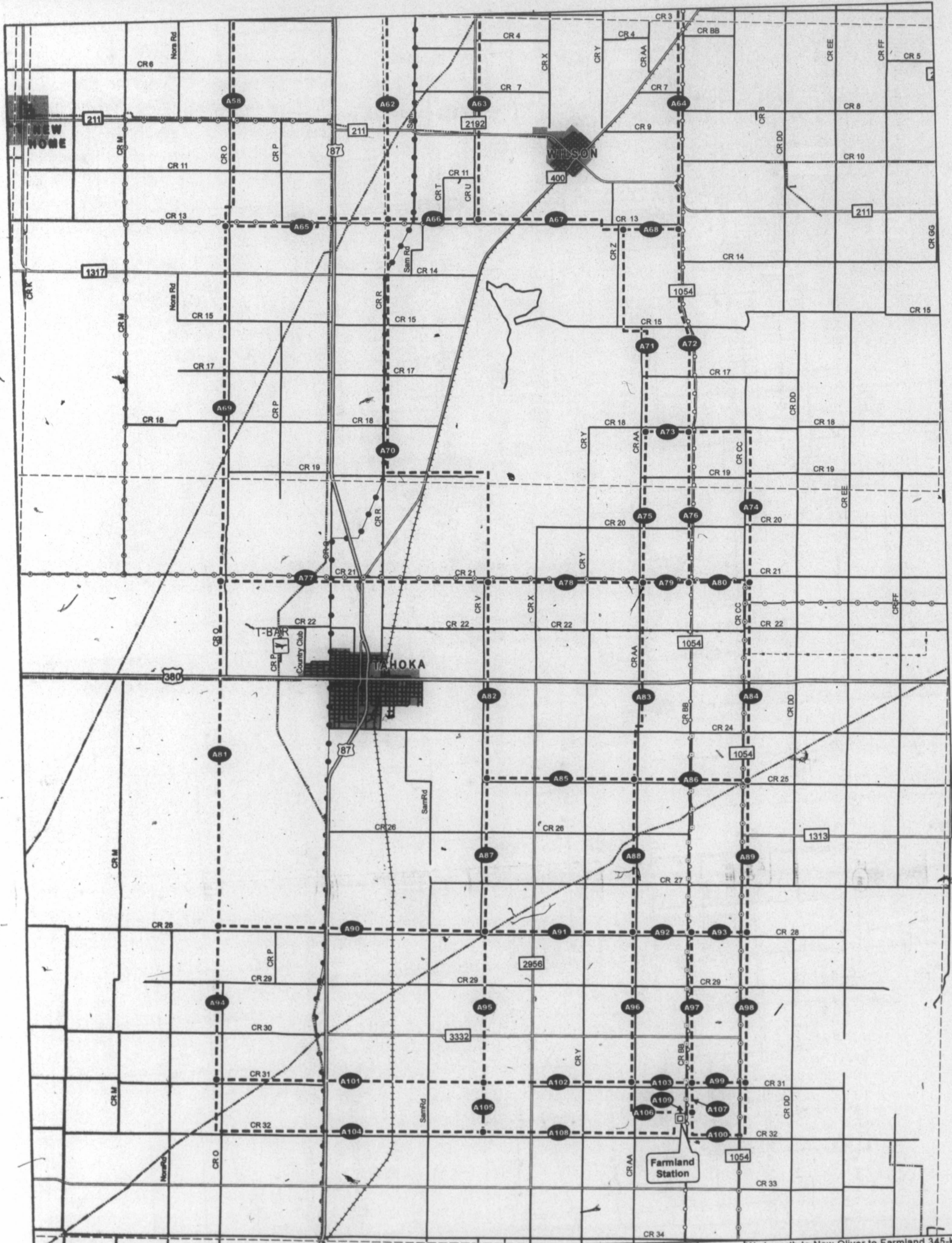
Segments B58A and B58B

Segments B58A and B58B are separate segments that are parallel and immediately adjacent to one another. Segments B58A and B58B begin at their intersection with Segments B53A/B53B and B56A/B56B, located on the northeast side of the intersection of 146th St and CR 2900. The segments proceed north for approximately 0.79 mile, paralleling the east side of CR 2900. The segments then turn west for approximately 0.01 mile, crossing CR 2900, entering the southeast corner of the proposed New Oliver Option 2 Station, located on the southwest side of the intersection of FM 1585 and CR 2900.

Segments B59A and B59B

Segments B59A and B59B are separate segments that are parallel and immediately adjacent to one another. Segments B59A and B59B begin at their intersection with Segments B23A/B23B and B26A/B26B, located on the east side of CR 2700. The segments proceed south for approximately 0.22 mile, paralleling the east side of CR 2700, until reaching their intersection with Segments B50A/B50B, located on the west side of CR 2700.





<ul style="list-style-type: none"> Existing Project Station Proposed Project Station Primary Alternative Segment Node Primary Alternative Segment and ID Pipeline CRMWA Aqueduct 	<ul style="list-style-type: none"> Existing 69-kV Transmission Line Existing 115-kV Transmission Line Existing 230-kV Transmission Line Existing 345-kV Transmission Line 	<ul style="list-style-type: none"> Interstate Highway US Highway State Highway FM Road Local/County Road Railroad* County Boundary City Limits
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Wadsworth to New Oliver to Farmland 345-kV Transmission Line Project

Primary Alternative Route Segments

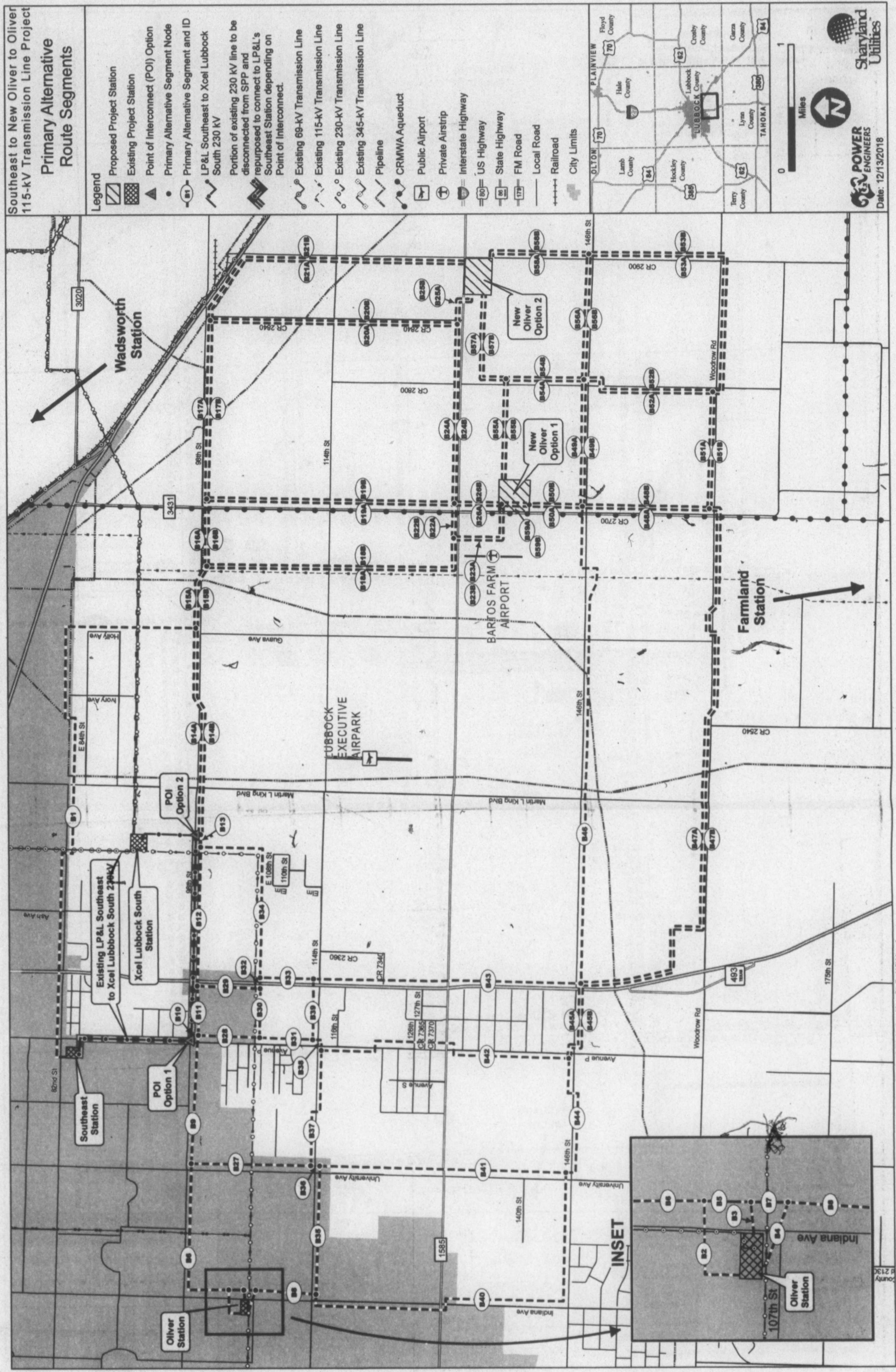
Sheet 2 of 2

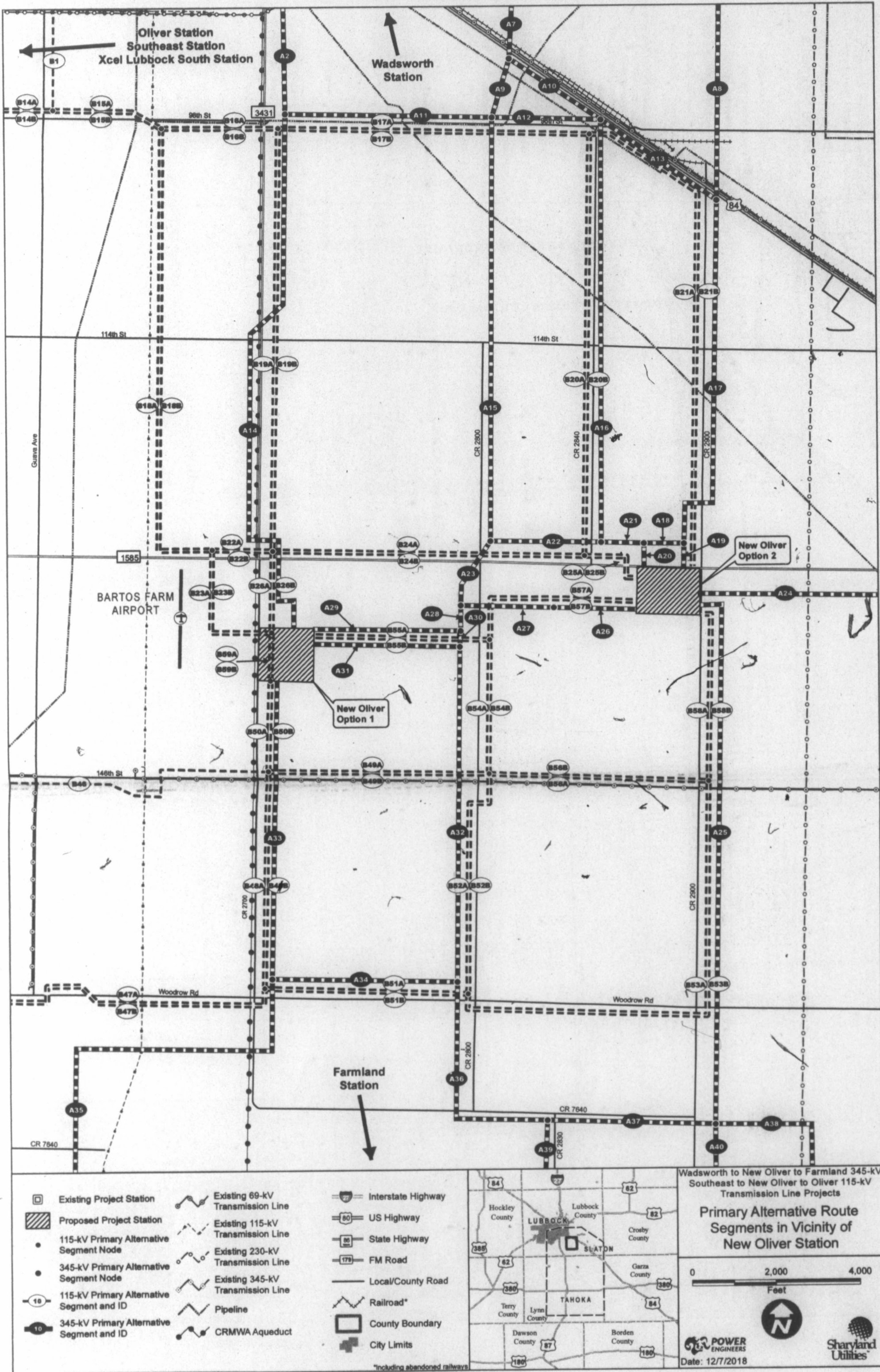
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POWER ENGINEERS
Date: 11/9/2018

Sharyland Utilities

*Including abandoned railways





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