

Alternative Route Segment Descriptions¹

Alternative Route	Alternative Route Segments
1	G, K, P, X, AA, DD, OO, DA, DF, AI, AK, AU, AZ, BC, BD, BE, BG, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EG, ED, EN, EV
2	G, K, P, X, AA, DD, OO, DA, DF, AI, AK, AU, AZ, BC, BD, BE, BG, BH, BO, BR, BZ, CD, CB, CJ, CO, CR, DG, DO, DX, EH, EQ, EW, EV
3	G, K, P, X, AA, DD, OO, DA, DF, AI, AK, AU, AZ, BC, BD, BE, BJ, BO, BR, BZ, CD, CB, CJ, CO, CR, DG, DO, DX, EH, EQ, EW, EV
4	G, K, P, X, AA, DD, OO, DA, DF, AI, AK, AU, AZ, BC, BD, BE, BJ, BO, BR, BZ, CD, CB, CJ, CO, CR, CU, CX, DH, DR, EA, EG, EN, EV
5	G, K, L, M, Q, X, AA, DD, OO, DA, DF, AI, AK, AO, AP, AQ, AT, BA, BE, BG, BH, BO, BR, BZ, CD, CB, CJ, CO, CR, CU, CX, DH, DR, EA, EG, EN, EV
6	G, K, P, R, S, U, Z, AA, DD, OO, DA, DF, AI, AK, AO, AP, AQ, AT, BA, BE, BG, BH, BO, BR, BZ, CD, CB, CJ, CO, CR, CU, CX, DH, DR, EA, EG, EN, EV
7	G, E, F, I, L, M, Q, R, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EQ, EW, EV
8	G, E, F, I, L, M, Q, R, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, AB, AJ, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CO, CR, DG, DO, DX, EH, ED, EG, EN, EV
9	G, K, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EQ, EW, EV
10	G, E, F, I, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, AB, AJ, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EQ, EW, EV
11	G, K, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CO, CR, DG, DO, DX, EH, ED, EG, EN, EV
12	G, E, F, I, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CE, CH, EP, CM, CR, DG, DO, DX, EH, EQ, EW, EV
13	G, E, F, I, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CE, CH, EP, CP, DL, DQ, DX, EH, EQ, EW, EV
14	G, E, F, I, L, M, O, S, U, Z, AA, BB, CC, EE, GG, HH, NN, TT, XX, YY, AD, DY, AR, BF, CI, DI, DB, DR, EA, EG, EN, EV
15	G, E, F, I, L, B, H, J, T, W, EE, GG, HH, NN, TT, XX, YY, AD, DY, AR, BF, CI, DI, DM, DZ, EL
16	G, E, F, I, P, X, AA, BB, CC, EE, II, EM, LL, QQ, MM, JJ, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EQ, EW, EV
17	G, E, F, I, P, X, AA, BB, CC, EE, II, EM, LL, QQ, MM, JJ, NN, TT, XX, YY, AD, DY, AR, BF, CI, DI, DM, DZ, EL
18	G, E, F, I, P, R, S, U, Z, AA, BB, CC, EE, II, EM, LL, QQ, MM, JJ, NN, TT, XX, YY, AD, AL, AS, AY, BH, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, EQ, EW, EV
19	G, K, P, R, S, U, Z, AA, BB, CC, EE, II, EM, LL, QQ, PP, WW, AP, AQ, AW, BA, BE, BJ, BO, BR, BZ, CD, CB, CJ, CN, CT, CX, DJ, DX, EH, ED, EG, EN, EV
20 (Preferred Route)	G, K, P, X, AA, BB, CC, EE, II, EM, LL, QQ, PP, UU, AM, AT, BA, BE, BJ, BO, BR, BZ, CD, CB, CJ, CO, CR, DG, DO, DX, ER, EU, EW, EV

¹ Where applicable, in the segment descriptions that follow, the TXDOT naming convention for roads was used. In some cases this naming convention differs from the convention in use by Google Earth. For example, many of the roads labeled by TXDOT as “Farm to Market Roads” are referred to in Google Earth as “Ranch Roads”. These differences appear to be solely the result of the naming conventions, and despite this difference, the roads are the same.

Alternative Route Segment AA (Figure 2-1, Sheet 1)

Segment AA begins at the junction of Segment X and Segment Z, located approximately 200 feet northwest of the intersection of County Road 206 and County Road 55, approximately 3.2 miles east of the Hale/Floyd county line in Floyd County. The segment extends east approximately 75 feet, crossing County Road 55 and an existing 115/69 kV double circuit transmission line, turns east-northeast for approximately 0.2 miles, and then continues east for approximately 0.4 miles. The segment extends northeast for approximately 0.9 miles, parallel to and on the west side of an abandoned railroad right-of-way, crossing County Road 204, and then turns east for approximately 0.4 miles, crossing the abandoned railroad right-of-way. The segment then turns east-northeast for approximately 0.3 miles, crosses County Road 71, extends east for approximately 1 mile, crosses an existing gas pipeline, and then continues east approximately 1 more mile, crossing County Road 81 and Farm to Market Road 378. The segment continues east approximately 1 mile, crosses County Road 101, proceeds 0.8 miles and crosses an existing pipeline, then continues east approximately 1.5 miles crossing County Road 111, County Road 121, and U.S. Highway 70. The segment then extends east approximately 0.7 miles to where it terminates at the junction of Segments DD and BB, located on the west side of County Road 131, approximately 0.7 miles east of U.S. Highway 70 in Floyd County. The total length of this segment is approximately 8.2 miles.

Alternative Route Segment AB (Figure 2-1, Sheet 6)

Segment AB begins at the junction of Segment XX and Segment TT, located on the east side of Ranch Road 658, approximately 0.7 miles west of the Hall/Childress county line in Hall County. The segment extends north for approximately 3 miles, parallel to and on the east side of Ranch Road 658, crossing County Road S, and terminates at the south terminus of Segment AJ, located approximately 0.7 miles west of the Hall/Childress county line in Hall County. The total length of this segment is approximately 3.0 miles.

Alternative Route Segment AD (Figure 2-1, Sheet 6)

Segment AD begins at the north terminus of Segment YY, located northeast of the intersection of County Road 3A and County Road V1 in Childress County. The segment extends north approximately 1.4 miles, parallel to and on the east side of County Road 3A, to a point approximately 0.2 miles south of Ranch Road 2466. At this point, the segment turns northwest for approximately 0.1 miles, crossing County Road 3A. The segment then turns north again for approximately 0.2 miles, mostly parallel to an existing 69 kV transmission line, then crosses County Road T and the 69 kV transmission line, extends north-northeast approximately 0.1 miles, and then continues north for approximately 1.4 miles, crossing Baylor Creek. From this point, the segment extends north-northeast approximately 0.3 miles to where it terminates at the junction of Segments DY, AJ, and AL, located on the south side of U.S. Highway 287 in Childress County. The total length of this segment is approximately 3.5 miles.

Alternative Route Segment AI (Figure 2-1, Sheet 2, 4)

Segment AI begins at the north terminus of Segment DF, located approximately 0.3 miles north of County Road F and 1 mile west of State Highway 207 in Briscoe County. The segment extends north, overbuilding an existing 69 kV transmission line, for approximately 4.7 miles,

crossing Ranch Road 145, County Road I, and County Road J, to a point just southeast of the intersection of County Road 11 and County Road K (approximately 1 mile west of Silverton). From this point, the segment turns northeast for approximately 0.4 miles, separating from the existing 69 kV transmission line and crossing County Road K, and then continues north for approximately 0.5 miles, where it crosses State Highway 86/State Highway 207 approximately 0.8 miles northwest of Silverton. The segment then continues north approximately 0.8 miles, crossing County Road L, then turns northeast for approximately 0.4 miles, then turns east for approximately 0.5 miles, to where it crosses County Road 12. The segment then continues east for approximately 3 miles, parallel to and on the south side of County Road N, crossing County Road 13, and Ranch Road 3365. The segment then extends south for approximately 1 mile, parallel to and on the east side of Ranch Road 3365, and then extends east for approximately 6 miles, parallel to and on the north side of County Road L to where it terminates at the south terminus of Segment AK, located just northwest of the intersection of County Road L and County Road 22 in Briscoe County. The total length of this segment is approximately 17.3 miles.

Alternative Route Segment AJ (Figure 2-1, Sheet 6)

Segment AJ begins at the north terminus of Segment AB, located near the intersection of Ranch Road 658 and County Road S, approximately 0.7 miles west of the Hall/Childress county line in Hall County. The segment extends northeast approximately 1.1 miles, crosses the Hall/Childress county line, and then continues northeast approximately 0.8 miles. The segment then extends east for 2.5 miles, parallel to and on the south side of County Road S, crossing an existing 69 kV transmission line and County Road 2. The segment terminates at the junction of Segments AL, DY, and AD, located on the south side of U.S. Highway 287 in Childress County. The total length of this segment is approximately 4.4 miles.

Alternative Route Segment AK (Figure 2-1, Sheet 4)

Segment AK begins at the east terminus of Segment AI, located approximately 6 miles east of Silverton, just northwest of the intersection of County Road L and County Road 22 in Briscoe County. The segment extends north for approximately 0.4 miles, parallel to and on the west side of County Road 22, then turns east for approximately 1 mile, crossing County Road 22, to a point near the intersection of County Road M and County Road 23. The segment turns east-northeast from this point for approximately 1.1 miles, turns northeast for approximately 1.2 miles, and then continues east-northeast again for approximately 2.7 miles, crossing an existing pipeline and terminating at the junction of Segments AO and AU, located approximately 0.4 miles west of County Road 27 and approximately 3.6 miles west of U.S. Highway 256 in Briscoe County. The total length of this segment is approximately 6.4 miles.

Alternative Route Segment AL (Figure 2-1, Sheet 6)

Segment AL begins at the junction of Segments AJ, DY, and AD, located on the south side of U.S. Highway 287 in Childress County. Segment AL extends to the northeast approximately 1.1 miles, crossing U.S. Highway 287 and the BNSF railroad. The segment terminates at the south terminus of Segment AS, located approximately 0.5 miles south of the Prairie Dog Town Fork of the Red River in Childress County. The total length of this segment is approximately 1.1 miles.

Alternative Route Segment AM (Figure 2-1, Sheet 4)

Segment AM begins at the northeast terminus of Segment UU, located just south of an existing 69 kV transmission line and just west of County Road 20, approximately 0.4 miles north of Mountain Creek in Hall County. The segment extends northeast, immediately crossing County Road 20, and continues parallel to and on the south side of an existing 69 kV transmission line for approximately 0.7 miles, where it crosses to the south side of Mountain Creek and then immediately crosses back to the north side (approximately 180 feet), and continues northeast approximately 0.1 miles, still parallel to and on the south side of the existing 69 kV transmission line. Segment AM then turns north-northeast for approximately 0.1 miles, crosses the existing 69 kV transmission line, and then continues north-northeast for approximately 0.6 miles. The segment turns north approximately 0.1 miles, aligning with the east side of County Road 21, which it parallels to the north for approximately 1.8 miles, crossing County Road Q. The segment extends north approximately 0.3 miles, crossing State Highway 86, and then angles slightly northwest for approximately 0.1 miles, to a point just south of the Caprock Canyons Trailway. The segment turns north, immediately crossing the Caprock Canyons Trailway, and proceeds north approximately 0.5 miles. The segment then extends northeast for approximately 1.4 miles to where it terminates at the junction of Segments AQ, AT, and AW, located approximately 1.8 miles north of State Highway 86 in Hall County. The total length of this segment is approximately 5.7 miles.

Alternative Route Segment AO (Figure 2-1, Sheet 4)

Segment AO begins at the junction of Segment AK and Segment AU, located approximately 0.4 miles west of County Road 27 and 3.3 miles north of State Highway 256 in Briscoe County. The segment extends east approximately 3.5 miles, crossing County Road 27 and Mexican Creek, turns southeast approximately 0.6 miles, crossing State Highway 256, and then continues east approximately 3 miles, crossing Turkey Creek at three locations, to where it crosses the Briscoe/Hall county line. The segment then continues east for approximately 0.9 miles, crossing Turkey Creek seven times and State Highway 70, then proceeds approximately 1.5 miles, crossing Turkey Creek and the Little Red River. The segment then extends east approximately 7.4 miles, crossing Oxbow Creek, to where it terminates at the junction of Segment AP and Segment WW, located approximately 0.4 miles west of Ranch Road 657, and approximately 0.7 miles south of County Road O in Hall County. The total length of this segment is approximately 16.9 miles.

Alternative Route Segment AP (Figure 2-1, Sheet 4)

Segment AP begins at the junction of Segment AO and Segment WW, located approximately 0.4 miles west of Ranch Road 657, and approximately 0.7 miles south of County Road O in Hall County. The segment extends to the east for approximately 2 miles crossing Ranch Road 657, to where it terminates at the west terminus of Segment AQ, located approximately 0.3 miles north of County Road P and 1.5 miles east of Ranch Road 657 in Hall County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment AQ (Figure 2-1, Sheet 4)

Segment AQ begins at the east terminus of Segment AP, located approximately 0.3 miles north of County Road P and 1.5 miles east of Road Ranch 657 in Hall County. The segment extends east for approximately 5.3 miles, crossing two oxbows of the Little Red River, and then turns northeast for approximately 4.7 miles, crossing Bullard Creek to where it terminates at the junction of Segments AM, AW, and AT, located approximately 1.8 miles north of State Highway 86 in Hall County. The total length of this segment is approximately 10.0 miles.

Alternative Route Segment AR (Figure 2-1, Sheet 6)

Segment AR begins at the east terminus of Segment DY, located approximately 0.5 miles north of U.S. Highway 287 and 0.4 miles west of the BNSF railroad in Childress County. The segment extends east for approximately 7.5 miles, crossing a BNSF railroad, three existing pipelines, County Road 7, County Road 8, another existing pipeline, and County Road 10. The segment then crosses an abandoned railroad right-of-way and turns to the north, parallel to and on the west side of an existing 115 kV transmission line for approximately 4.6 miles, crossing the abandoned railroad right-of-way again and Ranch Road 2465. The segment turns northeast approximately 0.7 miles, still parallel to and on the west side of the existing 115 kV transmission line, crossing the abandoned railroad right-of-way and the Prairie Dog Town Fork of the Red River, and then continues north-northwest approximately 2.1 miles, parallel to and on the west side of the existing 115 kV transmission line and on the east side of the abandoned railroad right-of-way, crossing County Road K. From this point, the segment continues north-northwest, shifting slightly to the west side of the abandoned railroad right-of-way, and continues parallel to and on the west side of the existing 115 kV transmission line for approximately 5.9 miles, crossing the abandoned railroad right-of-way once more as well as Twin Mill Branch. The segment then turns northwest approximately 0.1 miles, crossing the abandoned railroad right-of-way a third time to where it terminates at the south terminus of Segment BF, located approximately 1 mile west of the intersection of U.S. Highway 83 and State Highway 256 in Childress County. The total length of this segment is approximately 20.9 miles.

Alternative Route Segment AS (Figure 2-1, Sheet 6)

Segment AS begins at the north terminus of Segment AL, located approximately 0.5 miles south of the Prairie Dog Town Fork of the Red River in Childress County. The segment extends northeast for approximately 0.3 miles, then turns north for approximately 1.1 miles, crossing the Prairie Dog Town Fork of the Red River just to the west of three existing pipelines, then crosses to the north side of the three pipelines as they extend northwest. The segment then extends north-northeast for approximately 1.7 miles to where it terminates at the south terminus of Segment AY, located approximately 2 miles southeast of the intersection of County Road M and County Road 2A in Childress County. The total length of this segment is approximately 3.1 miles.

Alternative Route Segment AT (Figure 2-1, Sheet 4)

Segment AT begins at the junction of Segments AQ, AM, and AW, located approximately 1.8 miles north of State Highway 86 in Hall County. The segment extends northeast approximately 3.1 miles, parallel to and approximately 1 mile north of the Caprock Canyons Trailway. The

segment then turns north for approximately 1.6 miles and crosses the Prairie Dog Town Fork of the Red River. From this point, just north of the river, the segment extends north-northwest for approximately 4.7 miles, parallel to and on the west side of an existing 69 kV transmission line, crossing County Road K to where it terminates at the junction of Segment AW and Segment BA, located approximately 2.8 miles west of U.S. Highway 287 and 4.5 miles south of Memphis in Hall County. The total length of this segment is approximately 9.4 miles.

Alternative Route Segment AU (Figure 2-1, Sheet 4)

Segment AU begins at the junction of Segment AK and Segment AO, located approximately 0.4 miles west of County Road 27 and 3.3 miles north of State Highway 256 in Briscoe County. The segment extends northeast for approximately 0.8 miles, crossing County Road 27, then angles slightly more east (but still northeast) for approximately 2 miles, and then continues northeast approximately 2.9 miles, crossing Mexican Creek. The segment then angles north-northeast for approximately 0.4 miles, crossing Antelope Creek, turns east for 1.1 miles, and then extends approximately 1 mile north, crossing to the east side of State Highway 70/State Highway 256. The segment then turns north-northwest approximately 0.4 miles, crossing back to the west side of State Highway 70/State Highway 256, extends north approximately 0.3 miles, and then angles slightly northwest for approximately 0.4 miles, crossing Antelope Creek. The segment then extends north-northeast for approximately 0.2 miles, crossing County Road RR/County Road Railroad and an existing pipeline, then turns northeast for approximately 0.8 miles, parallel to and on the west side of the existing pipeline and State Highway 70/State Highway 256. At this point, the segment crosses to the south side of the existing pipeline, and then continues to parallel State Highway 70/State Highway 256 on its west side for approximately 4 miles, traveling from Briscoe County into Hall County and crossing the Prairie Dog Town Fork of the Red River. At this point, the segment extends northeast for approximately 0.2 miles, crossing State Highway 70/State Highway 256, then angles slightly more northeast for approximately 1 mile, following parallel to and on the east side of State Highway 70/State Highway 256, crossing Mulberry Creek. The segment then extends north for approximately 0.1 miles, crosses to the north side of State Highway 70/State Highway 256, and then continues north approximately 0.7 miles, parallel to and on the east side of County Road 3, crossing an existing pipeline. The segment then extends east for approximately 1.3 miles, crossing an existing pipeline, and State Highway 70, angles east-southeast approximately 0.2 miles, and then continues east for approximately 1.5 miles, crossing Bitter Creek to where it terminates at the west terminus of Segment AZ, located just west of County Road 6 and approximately 1 mile north of State Highway 256 in Hall County. The total length of this segment is approximately 19.3 miles.

Alternative Route Segment AW (Figure 2-1, Sheet 4)

Segment AW begins at the junction of Segments AQ, AM, and AT, located approximately 1.8 miles north of State Highway 86 in Hall County. The segment extends north approximately 2.2 miles, to where it crosses the Prairie Dog Town Fork of the Red River. The segment then continues north approximately 3.4 miles, crossing County Road I, and then turns northeast for approximately 2.8 miles, crossing County Road 23 and County Road 24 to where it terminates at the junction of Segment BA and Segment AT, located approximately 2.8 miles west of U.S.

Highway 287 and 4.5 miles south of Memphis in Hall County. The total length of this segment is approximately 8.4 miles.

Alternative Route Segment AY (Figure 2-1, Sheet 6, 7)

Segment AY begins at the north terminus of Segment AS, located approximately 2 miles southeast of the intersection of County Road M and County Road 2A in Childress County. The segment extends north for approximately 9.2 miles, crossing Jonah Creek, County Road K, and Dry Salt Creek. The segment angles north-northeast for approximately 3.7 miles, crossing Wet Salt Creek, State Highway 256, and the Childress/Collingsworth county line, then angles north for approximately 3 miles, crossing an existing pipeline, and County Road SC/Shopping Center to where it terminates at the junction of Segment BH and Segment BG, located approximately 0.5 miles west of the intersection of County Road 120 and County Road Sa in Collingsworth County. The total length of this segment is approximately 15.9 miles.

Alternative Route Segment AZ (Figure 2-1, Sheet 4)

Segment AZ begins at the east terminus of Segment AU, located just west of County Road 6 and approximately 1 mile north of State Highway 256 in Hall County. The segment extends east for approximately 1.3 miles, crossing County Road 6, turns north for approximately 0.5 miles, and then continues east for approximately 6.2 miles, crossing County Road 8, Polecat Creek, County Road 10, John Mann Creek, County Road 12, and County Road 13 to where it terminates at the southwest terminus of Segment BC, located approximately 0.5 miles east of County Road 13 and 0.5 miles north of County Road E in Hall County. The total length of this segment is approximately 8.0 miles.

Alternative Route Segment B (Figure 2-1, Sheet 1)

Segment B begins at the junction of Segment M and Segment L, located on the north side of County Road 295, approximately 1 mile east of County Road T in Hale County. The segment extends south for approximately 0.5 miles, crosses an existing 345 kV transmission line, and then turns south-southeast for approximately 0.2 miles. The segment then continues south approximately 0.4 miles, crossing Farm to Market Road 54, an existing 115/69 kV double circuit transmission line, and two existing pipelines. The segment then extends east for approximately 0.3 miles, parallel to and on the south side of the two existing pipelines, turns east-northeast for approximately 0.2 miles, and then continues east for approximately 0.3 miles, parallel to and on the south side of the two pipelines, and crosses County Road V. The segment then extends south for 1.2 miles, parallel to and on the east side of County Road V, turns east for approximately 0.6 miles, then south for 0.4 miles, and then extends east for 1.3 miles, parallel to and on the north side of County Road 325, and crosses County Road W. The segment then extends south for 0.7 miles, then turns east for approximately 0.6 miles to where it terminates at the west terminus of Segment H, located on the west side of County Road X approximately 0.6 miles west of Farm to Market Road 400 in Hale County. The total length of this segment is approximately 6.7 miles.

Alternative Route Segment BA (Figure 2-1, Sheet 4, 6, 7)

Segment BA begins at the junction of Segment AW and Segment AT, located approximately 2.8 miles west of U.S. Highway 287 and 4.5 miles south of Memphis in Hall County. Segment BA extends northeast approximately 2.1 miles, crossing an existing 69 kV transmission line and Parker Creek, and then turns east for approximately 1.2 miles, crossing County Road 26. At this point, the segment turns northeast for approximately 0.2 miles crossing U.S. Highway 287 and a BNSF railroad. Immediately after crossing U.S. Highway 287 and the BNSF railroad, the segment continues northeast for approximately 2.7 miles, crossing Jonah Creek, an existing pipeline, Jonah Creek for a second time, three more existing pipelines, County Road C, and State Highway 256. After crossing State Highway 256, the segment extends in a northeast direction for approximately 1.5 miles, crossing an existing pipeline, and then angles slightly more to the north and continues for approximately 0.7 miles, crossing the Hall/Collingsworth county line. Approximately 0.4 miles after crossing the Hall/Collingsworth county line, the segment turns east-northeast for approximately 1.5 miles, crossing Dry Salt Creek, and terminates at the junction of Segment BD and Segment BE, located approximately 6.4 miles east-northeast of Memphis, and approximately 2.3 miles north of State Highway 256 in Collingsworth County. The total length of this segment is approximately 9.9 miles.

Alternative Route Segment BB (Figure 2-1, Sheet 1)

Segment BB begins at the junction of Segment AA and Segment DD, located approximately 0.5 miles south of the intersection of Ranch Road 786 and County Road 131, and 0.7 miles east of U.S. Highway 70 in Floyd County. The segment extends east approximately 2 miles, crossing County Road 131 and County Road 149, and then continues east approximately 1 mile, crossing State Highway 207. The segment then extends east for approximately 0.5 miles, crosses an existing pipeline, then turns slightly east-southeast for approximately 0.5 miles, and then continues east for approximately 1.7 miles, crossing County Road 171 and County Road 181. The segment turns slightly east-northeast for 0.3 miles, and then extends east for approximately 1 mile to where it terminates at the west terminus of Segment CC, located approximately 75 feet west of County Road 201 and 0.4 miles south of County Road 192 in Floyd County. The total length of this segment is approximately 7.0 miles.

Alternative Route Segment BC (Figure 2-1, Sheet 4)

Segment BC begins at the east terminus of Segment AZ, located approximately 0.5 miles east of County Road 13 and 0.5 miles north of County Road E in Hall County. The segment extends east for approximately 0.5 miles, turns northeast for approximately 0.3 miles crossing County Road 14, and then turns east, crossing to the north side of County Road D, which it parallels on the north side for approximately 1 mile to a point just northwest of the intersection of County Road D and County Road 15/Farm to Market Road 3517. Segment BC then turns northeast for approximately 2.9 miles, crossing Oaks Creek, Farm to Market Road 2361, and County Road 17 to a point just northeast of the intersection of County Road 17 and Farm to Market Road 2361. The segment then extends east approximately 0.5 miles, parallel to and on the north side of Farm to Market Road 2361, turns north for approximately 1 mile, and then extends northeast approximately 2.7 miles, crossing the Hall/Donley county line and Indian Creek. The segment then turns east for approximately 2 miles, to a point just west of Berkley Creek, and then turns

north approximately 0.5 miles, crossing Berkley Creek twice. The segment then turns northeast for approximately 1.1 miles, crossing an existing 69 kV transmission line, Berkley Creek, U.S. Highway 287, a BNSF railroad, an existing pipeline, and Parker Creek to where it terminates at the west terminus of Segment BD. The total length of this segment is approximately 12.5 miles.

Alternative Route Segment BD (Figure 2-1, Sheet 4, 7)

Segment BD begins at the north terminus of Segment BC, located approximately 1 mile east of U.S. Highway 287 in Donley County. Segment BD extends east for approximately 1 mile, crosses the Donley/Collingsworth county line, and then continues east approximately 1.1 miles, parallel to and on the south side of County Road SB for 0.8 miles, crossing Jonah Creek, three existing pipelines, County Road 10, and Farm to Market Road 1547. The segment continues east approximately 0.9 miles, then turns southeast for approximately 3.2 miles, and then extends east for approximately 1.4 miles, crossing County Road Sa and Dry Salt Creek to where it terminates at the junction of Segment BA and Segment BE, located approximately 6.4 miles east-northeast of Memphis and approximately 2.3 miles north of State Highway 256 in Collingsworth County. The total length of this segment is approximately 7.5 miles.

Alternative Route Segment BE (Figure 2-1, Sheet 7)

Segment BE begins at the junction of Segment BD and Segment BA, located approximately 6.4 miles east-northeast of Memphis, and approximately 2.3 miles north of State Highway 256 in Collingsworth County. The segment extends to the northeast for approximately 4.3 miles, crossing Wet Salt Creek and County Road 90, and terminates at the junction of Segment BJ and Segment BG, located approximately 1 mile east of the intersection of County Road 90 and Farm to Market Road 338 and approximately 2 miles east of Swearington in Collingsworth County. The total length of this segment is approximately 4.3 miles.

Alternative Route Segment BF (Figure 2-1, Sheet 6, 7)

Segment BF begins at the north terminus of Segment AR, located approximately 1 mile west of the intersection of U.S. Highway 83 and State Highway 256 in Childress County. The segment extends north for approximately 1.7 miles, following an abandoned railroad right-of-way west of an existing 115 kV transmission line, crossing State Highway 256, turns north-northwest for approximately 0.2 miles, then continues north for approximately 1.1 miles, west of the abandoned railroad right-of-way and the existing 115 kV transmission line, crossing Buck Creek. The segment turns northeast approximately 0.2 miles, crossing the existing 115 kV transmission line, and then continues north for approximately 2.5 miles, parallel to and in-between the existing 115 kV transmission line and the abandoned railroad right-of-way, crossing the Childress/Collingsworth county line and County Road A. Approximately 1.5 miles north of the Childress/Collingsworth county line and County Road A crossing, Segment BF turns to the east for approximately 1.2 miles, crossing the abandoned railroad right-of-way and U.S. Highway 83, then turns north for approximately 0.5 miles, parallel to and on the east side of U.S. Highway 83, then turns east for approximately 2 miles, parallel to and on the south side of County Road SB, crossing two existing pipelines. Just southwest of the intersection of County Road SB and County Road 220, Segment BF turns north for approximately 1 mile, parallel to and on the west side of County Road 220, crossing County Road SB, and then turns east for approximately 3

miles, parallel to and on the south side of County Road Sa, crossing County Road 220, County Road 230, and County Road 240. Segment BF then turns north for approximately 7 miles, crossing County Road Z, Farm to Market Road 338, Ranch Road 1642, Sand Creek, and State Highway 203, to where it terminates at the south terminus of Segment CI, located approximately 1.7 miles north of State Highway 203, and approximately 5.6 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 20.4 miles.

Alternative Route Segment BG (Figure 2-1, Sheet 7)

Segment BG begins at the junction of Segment BE and Segment BJ, located approximately 1 mile east of the intersection of County Road 90 and Farm to Market Road 338 in Collingsworth County. The segment extends east for approximately 1.5 miles, terminating at the junction of Segment BH and Segment AY, located approximately 0.5 miles west of the intersection of County Road 120 and County Road Sa in Collingsworth County. The total length of this segment is approximately 1.5 miles.

Alternative Route Segment BH (Figure 2-1, Sheet 7)

Segment BH begins at the junction of Segment AY and Segment BG, located approximately 0.5 miles west of the intersection of County Road 120 and County Road SA in Collingsworth County. The segment extends north for approximately 2 miles, crossing Farm to Market Road 338 to where it terminates at the junction of Segment BJ and Segment BO, located approximately 0.5 miles east of the intersection of County Road Y and County Road 110 in Collingsworth County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment BJ (Figure 2-1, Sheet 7)

Segment BJ begins at the junction of Segment BE and Segment BG, located approximately 1 mile east of the intersection of County Road 90 and Farm to Market Road 338 in Collingsworth County. The segment extends to the northeast for approximately 1.7 miles, crossing Farm to Market Road 338, then angles to the east-northeast for approximately 0.8 miles to where it terminates at the junction of Segment BO and Segment BH, located approximately 0.5 miles east of the intersection of County Road Y and County Road 110 in Collingsworth County. The total length of this segment is approximately 2.5 miles.

Alternative Route Segment BO (Figure 2-1, Sheet 7)

Segment BO begins at the junction of Segment BH and Segment BJ, located approximately 0.5 miles east of the intersection of County Road Y and County Road 110 in Collingsworth County. The segment extends northeast for approximately 1.6 miles, crossing Buck Creek, to where it terminates at the south terminus of Segment BR, located approximately 1.1 miles south-southwest of the intersection of Ranch Road 1056 and County Road 130 in Collingsworth County. The total length of this segment is approximately 1.6 miles.

Alternative Route Segment BR (Figure 2-1, Sheet 7)

Segment BR begins at the north terminus of Segment BO, located approximately 1.1 miles south-southwest of the intersection of Ranch Road 1056 and County Road 130 in Collingsworth

County. The segment extends northeast for approximately 4 miles, crossing Ranch Road 1056 and an existing pipeline right-of-way, and terminates at the south terminus of Segment BZ, located approximately 0.6 miles west of the intersection of County Road U and County Road 160 in Collingsworth County. The total length of this segment is approximately 4.0 miles.

Alternative Route Segment BZ (Figure 2-1, Sheet 7)

Segment BZ begins at the north terminus of Segment BR, located approximately 0.6 miles west of the intersection of County Road U and County Road 160 in Collingsworth County. The segment extends to the northeast for approximately 0.2 miles, and turns north for approximately 2.9 miles, crossing State Highway 203, County Road S, and County Road R. Just to the north of County Road R, Segment BZ turns east for approximately 2 miles, parallel to and on the north side of County Road R, crossing County Road 170. Segment BZ terminates at the junction of Segment CE and Segment CD, located approximately 0.5 miles east of the intersection of County Road R and County Road 170 in Collingsworth County. The total length of this segment is approximately 5.1 miles.

Alternative Route Segment CB (Figure 2-1, Sheet 7)

Segment CB begins at the east terminus of Segment CD, located just west of the intersection of County Road R and U.S. Highway 83 in Collingsworth County. The segment extends east for approximately 4.5 miles, crossing an existing 115 kV transmission line, U.S. Highway 83, County Road 190, County Road 210, and Farm to Market Road 2734, then angles to the northeast for approximately 1.8 miles to where it terminates at the south terminus of Segment CJ, located approximately 6.5 miles west of the Texas/Oklahoma State Line and just south of the Salt Fork of the Red River in Collingsworth County. The total length of this segment is approximately 6.3 miles.

Alternative Route Segment CC (Figure 2-1, Sheet 1, 3)

Segment CC begins at the east terminus of Segment BB, located approximately 75 feet west of County Road 201 and 0.4 miles south of County Road 192 in Floyd County. The segment extends approximately 0.3 miles to the north, parallel to and on the west side of County Road 201, then turns east for approximately 9.8 miles, crossing County Road 201, the north/south segment of Ranch Road 786, County Road 231, County Road 241, County Road 251, County Road 271, and the western fork of County Road 303. The segment continues east approximately 0.6 miles, crosses the eastern fork of County Road 303, proceeds east approximately 0.4 miles, crosses County Road 303 again, and then continues east approximately 0.2 miles. From this point, the segment continues east for approximately 0.6 miles, parallel to and on the north side of County Road 303, the last 0.3 miles of which is parallel to and on the south side of an existing 69 kV transmission line, to where it terminates at the junction of Segment EE and Segment W, located approximately 0.5 miles west of the Floyd/Motley county line in Floyd County. The total length of this segment is approximately 11.9 miles.

Alternative Route Segment CD (Figure 2-1, Sheet 7)

Segment CD begins at the junction of Segment BZ and Segment CE, located approximately 0.5 miles east of the intersection of County Road R and County Road 170 in Collingsworth County. The segment extends east for approximately 1 mile, parallel to and on the north side of County Road R, crossing County Road 180, and terminates at the west terminus of Segment CB, just west of the intersection of County Road R and U.S. Highway 83 in Collingsworth County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment CE (Figure 2-1, Sheet 7)

Segment CE begins at the junction of Segment BZ and Segment CD, located approximately 0.5 miles east of the intersection of County Road R and County Road 170 in Collingsworth County. The segment extends north for approximately 1 mile and terminates at the south terminus of Segment CH, located just south of County Road Q approximately 0.7 miles west of the intersection of U.S. Highway 83 and County Road Q in Collingsworth County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment CH (Figure 2-1, Sheet 7)

Segment CH begins at the north terminus of Segment CE, located south of County Road Q approximately 0.7 miles west of the intersection of U.S. Highway 83 and County Road Q in Collingsworth County. The segment extends to the northeast for approximately 1 mile, crossing County Road Q and U.S. Highway 83, and terminates at the south terminus of Segment EP located approximately 0.7 miles southeast of the intersection of Ranch Road 1981 and U.S. Highway 83 in Collingsworth County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment CI (Figure 2-1, Sheet 7)

Segment CI begins at the north terminus of Segment BF, located approximately 1.7 miles north of State Highway 203, and approximately 5.6 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends to the northeast for approximately 8.1 miles, crossing Shinnery Creek, County Road 268, the Salt Fork of the Red River, and an existing pipeline, and terminates at the south terminus of Segment DI, located approximately 1.4 miles west of the Texas/Oklahoma State Line and approximately 2 miles north of County Road O in Collingsworth County. The total length of this segment is approximately 8.1 miles.

Alternative Route Segment CJ (Figure 2-1, Sheet 7)

Segment CJ begins at the north terminus of Segment CB, located approximately 6.5 miles west of the Texas/Oklahoma State Line and south of the Salt Fork of the Red River in Collingsworth County. The segment extends north for approximately 1 mile, crossing the Salt Fork of the Red River, and terminates at the junction of Segment CO and Segment CN, located approximately 3 miles east of the intersection of Farm to Market Road 3446 and County Road 210 in Collingsworth County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment CM (Figure 2-1, Sheet 7)

Segment CM begins at the junction of Segment EP and Segment CP, located approximately 1 mile east of U.S. Highway 83, and approximately 1 mile north of the Salt Fork of the Red River in Collingsworth County. The segment extends east for approximately 0.1 miles crossing Farm to Market Road 3446 and then parallel to and on the north side of Farm to Market Road 3446 for 1.3 miles. The segment then angles to the northeast for approximately 4.5 miles, crossing Panther Creek, County Road 210, County Road 220, Willow Creek, and County Road M, to where it terminates at the junction of Segment CO and Segment CR, located approximately 0.7 miles north of the intersection of County Road M and County Road 240 in Collingsworth County. The total length of this segment is approximately 5.9 miles.

Alternative Route Segment CN (Figure 2-1, Sheet 7)

Segment CN begins at the junction of Segment CJ and Segment CO, located approximately 3 miles east of the intersection of Farm to Market Road 3446 and County Road 210, north of the Salt Fork of the Red River in Collingsworth County. The segment extends to the northeast for approximately 3.1 miles, crossing Roundup Creek, and terminates at the south terminus of Segment CT, located south of County Road M and approximately 4.5 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 3.1 miles.

Alternative Route Segment CO (Figure 2-1, Sheet 7)

Segment CO begins at the junction of Segment CJ and Segment CN, located approximately 3 miles east of the intersection of Farm to Market Road 3446 and County Road 210, approximately 6.5 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends north for approximately 2.4 miles, parallel to and on the west side of County Road 240, then angles to the northeast for approximately 0.1 miles, crossing County Road M. The segment continues north approximately 0.6 miles to where it terminates at the junction of Segment CM and Segment CR located approximately 0.7 miles north of the intersection of County Road M and County Road 240 in Collingsworth County. The total length of this segment is approximately 3.1 miles.

Alternative Route Segment CP (Figure 2-1, Sheet 7)

Segment CP begins at the junction of Segment EP and Segment CM, located approximately 1 mile east of U.S. Highway 83, and approximately 1 mile north of the Salt Fork of the Red River in Collingsworth County. The segment extends north for approximately 0.1 miles crossing Farm to Market Road 3446 and then continues north parallel to and on the east side of Farm to Market Road 3446 and then County Road N for approximately 0.9 miles. The segment then turns to the west for approximately 1 mile, crossing an existing 115 kV transmission line and U.S. Highway 83. Once on the west side of U.S. Highway 83, the segment angles to the north-northwest for approximately 4.1 miles, parallel to and on the west side of an existing 115 kV transmission line, crossing County Road L, County Road K, U.S. Highway 83, and County Road J. Segment CP terminates at the south terminus of Segment DL, located just northeast of the intersection of U.S. Highway 83 and County Road J in Collingsworth County. The total length of this segment is approximately 6.1 miles.

Alternative Route Segment CR (Figure 2-1, Sheet 7)

Segment CR begins at the junction of Segment CM and Segment CO, located approximately 0.7 miles north of the intersection of County Road M and County Road 240 in Collingsworth County. The segment extends northeast for approximately 200 feet, to where it terminates at the junction of Segment CU and Segment DG, located in Collingsworth County. The total length of this segment is approximately 200 feet.

Alternative Route Segment CT (Figure 2-1, Sheet 7)

Segment CT begins at the north terminus of Segment CN, located south of County Road M approximately 4.5 miles west of the Texas/Oklahoma State Line in Collingsworth County. Segment CT extends north for approximately 2.4 miles, crossing County Road M, two existing pipelines and Ranch Road 1439. Segment CT terminates at the junction of Segment CU and Segment CX, located approximately 1.1 miles northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The total length of this segment is approximately 2.4 miles.

Alternative Route Segment CU (Figure 2-1, Sheet 7)

Segment CU begins at the junction of Segment CR and Segment DG, located approximately 0.7 miles north of the intersection of County Road M and County Road 240 in Collingsworth County. The segment extends northeast for approximately 2.6 miles, crossing two existing pipelines, County Road 250, and Ranch Road 1439. Segment CU terminates at the junction of Segment CX and Segment CT, located approximately 1.1 miles northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The total length of this segment is approximately 2.6 miles.

Alternative Route Segment CX (Figure 2-1, Sheet 7)

Segment CX begins at the junction of Segment CU and Segment CT, located approximately 1.1 miles northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The segment extends northeast for approximately 0.4 miles to where it terminates at the junction of Segment DJ and Segment DH, located approximately 1 mile northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The total length of this segment is approximately 0.4 miles.

Alternative Route Segment DA (Figure 2-1, Sheet 1, 2)

Segment DA begins at the north terminus of Segment OO, located slightly northeast of the intersection of Ranch Road 2286 and County Road 139, and just south of an abandoned railroad right-of-way in Floyd County. The segment extends east for approximately 1.8 miles, parallel to and on the north side of Ranch Road 2286, crossing County Road 149. The segment then turns north for approximately 0.3 miles, crosses the abandoned railroad right-of-way, and continues north approximately 1.1 miles, crossing County Road 80. The segment then turns east for approximately 0.3 miles, crosses County Road 159, and then extends north for approximately 0.4 miles. The segment then extends slightly north-northwest for approximately 0.2 miles, crossing County Road 159, Quitaque Creek, County Road 72, and an existing 69 kV

transmission line. From this point to its terminus, Segment DA will overbuild an existing 69 kV transmission line. The segment extends north for approximately 1.1 miles, crosses an existing pipeline, then continues north for approximately 1.7 miles, adjusts north-northwest for approximately 0.3 miles, and then continues north for approximately 0.5 miles. The segment then extends north approximately 0.5 miles, crosses County Road 30, then continues north approximately 0.5 miles. The segment then extends north approximately 0.1 miles, crosses the Floyd/Briscoe county line into Briscoe County, and then continues north approximately 3.4 miles, crossing County Road A, County Road C, an abandoned railroad right-of-way and County Road D. The segment then extends north approximately 1.1 miles, parallel to and on the east side of County Road 11, crossing an existing pipeline to where it terminates at the south terminus of Segment DF, located at the southeast corner of the intersection of County Road 11 and County Road E in Briscoe County. The total length of this segment is approximately 13.2 miles.

Alternative Route Segment DB (Figure 2-1, Sheet 7)

Segment DB begins at the junction of Segment DI and Segment DM, located approximately 0.3 miles south of County Road J4 and approximately 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends north for approximately 2.3 miles, crossing County Road J4 and Elm Creek, and terminates at the junction of Segment DR and Segment DH, located approximately 1.4 miles west of the Texas/Oklahoma State Line on the north bank of Elm Creek in Collingsworth County. The total length of this segment is approximately 2.3 miles.

Alternative Route Segment DD (Figure 2-1, Sheet 1)

Segment DD begins at the junction of Segment AA and Segment BB, located approximately 1.1 miles southeast of the intersection of State Highway 70 and Ranch Road 786, approximately 4.5 miles southeast of Lockney in Floyd County. The segment extends north for approximately 4.5 miles, parallel to and on the west side of County Road 131, crossing Ranch Road 786, County Road 180, and County Road 162, to a point approximately 0.2 miles south of Ranch Road 97. The segment turns northwest for approximately 0.3 miles, crossing Ranch Road 97, to a point on the west side of County Road 129. The segment then continues north approximately 1 mile, parallel to and on the west side of County Road 129, crossing County Road 140 to where it terminates at the south terminus of Segment OO, located in the northwest corner of the intersection of County Road 140 and County Road 129, approximately 3.7 miles northeast of Lockney in Floyd County. The total length of this segment is approximately 5.8 miles.

Alternative Route Segment DF (Figure 2-1, Sheet 2)

Segment DF begins at the north terminus of Segment DA, located at the southeast corner of the intersection of County Road 11 and County Road E in Briscoe County. The segment extends to the north approximately 1.3 miles, overbuilding an existing 69 kV transmission line and crossing County Road E and County Road F to where it terminates at the south terminus of Segment AI, located approximately 0.3 miles north of County Road F, and approximately 1 mile west of Texas Highway 207 in Briscoe County. The total length of this segment is approximately 1.3 miles.

Alternative Route Segment DG (Figure 2-1, Sheet 7)

Segment DG begins at the junction of Segment CR and Segment CU, located approximately 0.7 miles north of the intersection of County Road M and County Road 240 in Collingsworth County. The segment extends north for approximately 5.2 miles, crossing two existing pipelines, Ranch Road 1439, and Wolf Creek, to where it terminates at the south terminus of Segment DO, located approximately 325 feet south of County Road G and approximately 6.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 5.2 miles.

Alternative Route Segment DH (Figure 2-1, Sheet 7)

Segment DH begins at the junction of Segment CX and Segment DJ, located approximately 1 mile northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The segment extends northeast for approximately 3.6 miles, crossing County Road 270 and Elm Creek, to where it terminates at the junction of Segment DR and Segment DB, located approximately 1.4 miles west of the Texas/Oklahoma State Line and just north of Elm Creek in Collingsworth County. The total length of this segment is approximately 3.6 miles.

Alternative Route Segment DI (Figure 2-1, Sheet 7)

Segment DI begins at the north terminus of Segment CI, located approximately 1.4 miles west of the Texas/Oklahoma State Line, and approximately 2 miles north of County Road O in Collingsworth County. The segment extends north for approximately 2.7 miles, crossing County Road L, to where it terminates at the junction of Segment DB and Segment DM, located approximately 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 2.7 miles.

Alternative Route Segment DJ (Figure 2-1, Sheet 7)

Segment DJ begins at the junction of Segment CX and Segment DH, located approximately 1 mile northwest of the intersection of Ranch Road 1439 and County Road 270 in Collingsworth County. The segment extends north for approximately 4.3 miles, crossing Little Wolf Creek, Wolf Creek and Elm Creek, and terminates at the junction of Segments DO, DQ, and DX, located approximately 1 mile north of Elm Creek in Collingsworth County. The total length of this segment is approximately 4.3 miles.

Alternative Route Segment DL (Figure 2-1, Sheet 7)

Segment DL begins at the north terminus of Segment CP, located northeast of the intersection U.S. Highway 83 and County Road J in Collingsworth County. The segment extends north-northwest for approximately 1.9 miles, crossing County Road I, angles north for approximately 0.1 miles, and then continues north-northwest for approximately 1.5 miles, crossing County Road H, two existing pipelines, and U.S. Highway 83. The segment extends north approximately 0.2 miles, parallel to and on the west side of U.S. Highway 83, turns northwest for approximately 0.1 miles, and then extends north-northwest approximately 0.2 miles to where it terminates at the west terminus of Segment DQ, located on the west side of U.S. Highway 83, approximately 6 miles south of the Collingsworth/Wheeler county line in Collingsworth County.

The entire length of Segment DL is parallel to and on the west side of an existing 115 kV transmission line. The total length of this segment is approximately 4.0 miles.

Alternative Route Segment DM (Figure 2-1, Sheet 7)

Segment DM begins at the junction of Segment DI and Segment DB, located approximately 1.2 miles northeast of the intersection of County Road 295 and County Road J4, and 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends to the northeast for approximately 2.3 miles, crossing County Road J4, Wagon Creek, Elm Creek and the Texas/Oklahoma State Line. Segment DM turns to the east for approximately 0.7 miles, crossing D1673 Road, and then angles northeast for approximately 4 miles, crossing D1673 Road again, North Elm Creek, and D1690 Road. Segment DM turns north, crosses D1690 Road, and continues north for approximately 1.5 miles, parallel to and on the west side of N1700 Road. Segment DM terminates at the south terminus of Segment DZ, located approximately 0.5 miles south of the intersection of E1300 Road and N1700 Road in Beckham County, Oklahoma. The total length of this segment is approximately 8.5 miles.

Alternative Route Segment DO (Figure 2-1, Sheet 7)

Segment DO begins at the north terminus of Segment DG, located approximately 325 feet south of County Road G, and approximately 6.4 miles west of the Texas/Oklahoma State Line in Collingsworth County, Texas. The segment extends northeast for approximately 2.4 miles, crossing Elm Creek, and terminates at the junction of Segments DQ, DX, and DJ, located approximately 6 miles south of the Collingsworth/Wheeler county line and 4.2 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 2.4 miles.

Alternative Route Segment DQ (Figure 2-1, Sheet 7)

Segment DQ begins at the north terminus of Segment DL, located approximately 0.1 miles west of U.S. Highway 83, and approximately 6 miles south of the Collingsworth/Wheeler county line in Collingsworth County. The segment extends to the east for approximately 1.1 miles, crossing an existing 115kV transmission line, U.S. Highway 83, and County Road 180. The segment continues east for approximately 0.7 miles, parallel to and on the north side of County Road F, turns southeast for approximately 0.2 miles crossing to the south side of County Road F, and then continues east for approximately 0.1 miles, parallel to and on the south side of County Road F, where it crosses County Road 190. The segment continues east approximately 7.2 miles, crossing Corral Creek, County Road 210, and Elm Creek. Segment DQ terminates at the junction of Segments DO, DJ, and DX, located approximately 6 miles south of the Collingsworth/Wheeler county line and 4.2 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 9.3 miles.

Alternative Route Segment DR (Figure 2-1, Sheet 7)

Segment DR begins at the junction of Segment DB and Segment DH, located approximately 0.3 miles north of Elm Creek, and approximately 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends north for approximately 4.4 miles, parallel to and on the west side of the Texas/Oklahoma State Line, crossing Lost Creek to where it

terminates at south terminus of Segment EA located approximately 3.5 miles south of the Collingsworth/Wheeler county line and 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 4.4 miles.

Alternative Route Segment DX (Figure 2-1, Sheet 7)

Segment DX begins at the junction of Segments DQ, DO, and DJ, located approximately 6 miles south of the Collingsworth/Wheeler county line and 4.2 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends north for approximately 5.5 miles to where it terminates at the junction of Segment ER and Segment EH, located approximately 0.5 miles south of the Collingsworth/Wheeler county line in Collingsworth County. The total length of this segment is approximately 5.5 miles.

Alternative Route Segment DY (Figure 2-1, Sheet 6)

Segment DY begins the junction with Segments AD, AJ, and AL, located on the south side of U.S. Highway 287 in Childress County. The segment extends east for approximately 0.8 miles, crossing U.S. Highway 287 to where it terminates at the southwest terminus of Segment AR, located approximately 0.5 miles north of U.S. Highway 287 and 0.4 miles west of the BNSF Railroad in Childress County. The total length of this segment is approximately 0.8 miles.

Alternative Route Segment DZ (Figure 2-1, Sheet 7)

Segment DZ begins at the north terminus of Segment DM, located approximately 0.5 miles south of the intersection of E1300 Road and N1700 Road in Beckham County, Oklahoma. The segment extends north for approximately 3.5 miles, parallel to and on the west side of N1700 Road, crossing E1300 Road. Segment DZ terminates at the south terminus of Segment EL, located approximately 150 feet southwest of the intersection of N1700 Road and Bk X Road in Beckham County, Oklahoma. The total length of this segment is approximately 3.5 miles.

Alternative Route Segment E (Figure 2-1, Sheet 1)

Segment E begins at the junction of Segment G and Segment K, located approximately 500 feet west of County Road P/Hi-Line Road in Hale County. The segment extends east for approximately 0.1 miles, parallel to and on the south side of one existing 345 kV transmission line and two existing 230 kV transmission lines, until it crosses one of the 230 kV transmission lines, and then continues on to cross County Road P/Hi-Line Road and three pipelines. The segment terminates at the west terminus of Segment F, located just east of County Road P/Hi-Line Road in Hale County. The total length of this segment is approximately 0.1 miles.

Alternative Route Segment EA (Figure 2-1, Sheet 7)

Segment EA begins at the north terminus of Segment DR, located approximately 3.5 miles south of the Collingsworth/Wheeler county line and 1.4 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends northeast for approximately 1.7 miles and then angles north for approximately 1.7 miles, crossing North Elm Creek. Segment EA terminates at the junction of Segment ED and Segment EG, located approximately 0.5 miles south of the Collingsworth/Wheeler county line and approximately 0.3 miles west of the

Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 3.4 miles.

Alternative Route Segment ED (Figure 2-1, Sheet 7)

Segment ED begins at the junction of Segment EQ and Segment EH, located approximately 0.2 miles west of County Road 270 in Collingsworth County. The segment extends east for approximately 1 mile, crossing County Road 270. Segment ED terminates at the junction of Segment EA and Segment EG, located approximately 0.5 miles south of the Collingsworth/Wheeler county line and approximate 0.3 miles west of the Texas/Oklahoma State Line in Collingsworth County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment EE (Figure 2-1, Sheet 3)

Segment EE begins at the junction of Segment CC and Segment W, located approximately 0.5 miles west of the Floyd/Motley county line on the north side of County Road 303 in Floyd County. The segment extends northeast for approximately 0.7 miles, crossing an existing 69 kV transmission line, County Road 303, and the Floyd/Motley county line. The segment continues northeast approximately 1.4 miles. The segment then turns north for approximately 2 miles, crossing County Road 112, and Miller Springs. The segment then turns northeast for approximately 2.5 miles, then adjusts slightly more east for approximately 0.2 miles to where it terminates at the junction of Segment II and Segment GG, located approximately 1.2 miles east of the North Pease River in Motley County. The total length of this segment is approximately 6.8 miles.

Alternative Route Segment EG (Figure 2-1, Sheet 7)

Segment EG begins at the junction of Segment EA and Segment ED, located approximately 0.5 miles south of the Collingsworth/Wheeler county line and approximately 0.3 miles west of the Texas/Oklahoma State Line in Collingsworth County. The segment extends east for approximately 0.2 miles, then angles slightly more north approximately 0.2 miles, crossing a tributary of North Elm Creek and the Texas/Oklahoma State Line, and continues east approximately 1.3 miles to where it terminates at the south terminus of Segment EN, located approximately 1.3 miles east of the Texas/Oklahoma State Line in Beckham County, Oklahoma. The total length of this segment is approximately 1.6 miles.

Alternative Route Segment EH (Figure 2-1, Sheet 7)

Segment EH begins at the junction of Segment ER and Segment DX, located approximately 0.5 miles south of the Collingsworth/Wheeler county line and approximately 10 miles east-southeast of Shamrock, Texas in Collingsworth County. The segment extends east for approximately 3 miles, crossing North Elm Creek and County Road 270, to where it terminates at the junction of Segment EQ and Segment ED, located in Collingsworth County. The total length of this segment is approximately 3.0 miles.

Alternative Route Segment EL (Figure 2-1, Sheet 7)

Segment EL begins at the north terminus of Segment DZ, located approximately 150 feet southwest of the intersection of N1700 Road and Bk X Road in Beckham County, Oklahoma.

The segment extends north, parallel to and on the west side of N1700 Road for approximately 2 miles, crossing Bk X Road and E1260 Road, to a point southwest of the intersection of N1700 Road and E1250 Road. Segment EL then turns west for approximately 0.1 miles, parallel to and on the south side of E1250 Road, and terminates at the point designated for the Oklahoma Interconnection, located approximately 3 miles east of the Texas/Oklahoma state line and approximately 3 miles southeast of Texola, Oklahoma. Specifically, this site is located approximately 600 feet west of the eastern intersection of E1250 Road and N1700 Road in

Beckham County, Oklahoma (35°12'15.202" N, -99°56'36.075" W). The total length of this segment is approximately 2.1 miles.

Alternative Route Segment EM (Figure 2-1, Sheet 3)

Segment EM begins at the north terminus of Segment II, located approximately 0.4 miles north of the North Pease River in Motley County. The segment extends northwest for approximately 1.6 miles to where it terminates at the south terminus of Segment LL, located approximately 0.4 miles south of County Road 121, approximately 1.5 miles southwest of Flomot in Motley County. The total length of this segment is approximately 1.6 miles.

Alternative Route Segment EN (Figure 2-1, Sheet 7)

Segment EN begins at the east terminus of Segment EG, located approximately 1.3 miles east of the Texas/Oklahoma State Line in Beckham County, Oklahoma. The segment extends north for approximately 1 mile, and then continues north for approximately 1 mile, parallel to and on the west side of N1680 Road, where it terminates at the junction of Segment EW and Segment EV, located approximately 1.3 miles east of the Texas/Oklahoma State Line and approximately 100 feet southwest of the intersection of E1250 Road and N1680 Road in Beckham County, Oklahoma. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment EP (Figure 2-1, Sheet 7)

Segment EP begins at the north terminus of Segment CH, located approximately 0.7 miles southeast of the intersection of Ranch Road 1981 and U.S. Highway 83 in Collingsworth County. The segment extends to the northeast for approximately 0.7 miles, crossing an existing 115 kV transmission line. Segment EP then angles to the north for approximately 1.2 miles, crossing the Salt Fork of the Red River, and terminates at the junction of Segment CM and Segment CP, located approximately 1 mile east of U.S. Highway 83, and approximately 1 mile north of the Salt Fork of the Red River in Collingsworth County. The total length of this segment is approximately 1.9 miles.

Alternative Route Segment EQ (Figure 2-1, Sheet 7)

Segment EQ begins at the junction of Segment EH and Segment ED, located approximately 1.3 miles west of the Texas/Oklahoma State Line and approximately 0.5 mile south of the Collingsworth/Wheeler county line in Collingsworth County. The segment extends north for approximately 0.6 miles, crossing the Collingsworth/Wheeler county line and County Road 29, and continues north for approximately 1.4 miles, parallel to and on the east side of County Road 29. Segment EQ terminates at the junction of Segment EU and Segment EW, located

approximately 1.3 miles west of the Texas/Oklahoma State Line and approximately 0.5 miles south of the intersection of County Road SB and County Road 29 in Wheeler County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment ER (Figure 2-1, Sheet 7)

Segment ER begins at the junction of Segment DX and Segment EH, located approximately 0.5 miles south of the Collingsworth/Wheeler county line and approximately 10 miles east-southeast of Shamrock, Texas in Collingsworth County. The segment extends north for approximately 0.5 miles, crosses the Collingsworth/Wheeler county line, and continues north approximately 0.7 miles, crossing a tributary of North Elm Creek, then extends north approximately 0.8 miles to where it terminates at the west terminus of Segment EU, located approximately 1 mile west of the intersection of County Road SB and County Road 27 and 4.4 miles west of the Texas/Oklahoma State Line in Wheeler County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment EU (Figure 2-1, Sheet 7)

Segment EU begins at the north terminus of Segment ER, located approximately 1 mile west of the intersection of County Road SB and County Road 27 and 4.4 miles west of the Texas/Oklahoma State Line in Wheeler County. Segment EU extends east for approximately 0.8 miles, parallel to and on the south side of County Road SB, crossing North Elm Creek. The segment proceeds east for approximately 0.2 miles, crosses County Road 27, and then continues east for approximately 2 miles, crossing County Road 29 to where it terminates at the junction of Segment EW and Segment EQ, located approximately 1.3 miles west of the Texas/Oklahoma State Line and 0.5 miles south of the intersection of County Road SB and County Road 29 in Wheeler County. The total length of this segment is approximately 3.0 miles.

Alternative Route Segment EV (Figure 2-1, Sheet 7)

Segment EV begins at the junction of Segment EW and Segment EN, located approximately 100 feet southwest of the intersection of E1250 Road and N1680 Road, and approximately 1.3 miles east of the Texas/Oklahoma State Line. The segment extends east for approximately 110 feet, crosses N1680 Road, then continues east for approximately 1 mile, parallel to and on the south side of E1250 Road, crossing N1690 Road. The segment then extends east approximately 0.9 miles to where it terminates at the point designated for the Oklahoma Interconnection, located approximately 3 miles east of the Texas/Oklahoma state line and approximately 3 miles southeast of Texola, Oklahoma. Specifically, this site is located approximately 600 feet west of the eastern intersection of E1250 Road and N1700 Road in Beckham County, Oklahoma (35°12'15.202" N, -99°56'36.075" W). The total length of this segment is approximately 1.9 miles.

Alternative Route Segment EW (Figure 2-1, Sheet 7)

Segment EW begins at the junction of Segment EQ and Segment EU, located approximately 1.3 miles west of the Texas/Oklahoma State Line and approximately 0.5 miles south of the intersection of County Road SB and County Road 29 in Wheeler County. The segment extends

approximately 1.3 miles east, crosses the Texas/Oklahoma State Line, then continues east for approximately 1.3 miles, parallel to and on the south side of E1250 Road to where it terminates at the junction of Segment EN and Segment EV, located approximately 1.3 miles east of the Texas/Oklahoma State Line and approximately 100 feet southwest of the intersection of E1250 Road and N1680 Road in Beckham County, Oklahoma. The total length of this segment is approximately 2.6 miles.

Alternative Route Segment F (Figure 2-1, Sheet 1)

Segment F begins at the east terminus of Segment E, located just east of County Road P/Hi-Line Road in Hale County. The segment extends east for approximately 1 mile, parallel to and on the south side of one existing 345 kV transmission line and one existing 230kV transmission line, crossing one existing 115 kV transmission line and one pipeline to where it terminates at the south terminus of Segment I located in Hale County. The total length of this segment is approximately 1.0 mile.

Alternative Route Segment G (Figure 2-1, Sheet 1)

Segment G exits the east side of the TUCO Substation, located approximately 2 miles north of Abernathy in Hale County. The segment extends east for approximately 0.2 miles, parallel to and on the south side of two existing 230 kV transmission lines and one existing 345 kV transmission line. The segment terminates at the junction of Segment K and Segment E, located approximately 500 feet west of County Road P/Hi-Line Road in Hale County. The total length of this segment is approximately 0.2 miles.

Alternative Route Segment GG (Figure 2-1, Sheet 3)

Segment GG begins at the junction of Segment EE and Segment II, located approximately 1.2 miles east of the North Pease River in Motley County. The segment extends east for approximately 3.4 miles, crossing County Road 119, and then turns northeast for approximately 1.1 miles to where it terminates at the west terminus of Segment HH, located approximately 150 feet west of Ranch Road 2009 in Floyd County. The total length of this segment is approximately 4.5 miles.

Alternative Route Segment H (Figure 2-1, Sheet 1)

Segment H begins at the east terminus of Segment B, located just southwest of the intersection of County Road X and County Road 330, approximately 0.6 miles west of Farm to Market Road 400 in Hale County. The segment extends east approximately 200 feet, crosses County Road X, and then continues east parallel to and on the south side of County Road 330 for approximately 1.3 miles, crossing Farm to Market Road 400, and then turns northeast for approximately 0.2 miles, crossing to the north side of County Road 330. The segment then continues east for approximately 1.6 miles, parallel to and on the north side of County Road 330, crossing an existing 69 kV transmission line, County Road Z, and County Road AA. The segment turns east-northeast for approximately 0.4 miles, then turns north-northeast for approximately 0.4 miles, then east approximately 0.9 miles. The segment then turns northeast for approximately 0.2 miles, parallel to and on the west side of an abandoned railroad right-of-way, crosses an existing pipeline, and continues northeast parallel to the abandoned railroad

right-of-way for approximately 0.3 miles, then turns east for approximately 3.6 miles, crossing the abandoned railroad right-of-way, Farm to Market Road 789, County Road DD, County Road EE, and the Hale/Floyd county line. At this point, approximately 1 mile east of the Hale/Floyd county line, the segment turns northeast for approximately 0.1 miles, crossing County Road 334, then extends east approximately 0.5 miles, parallel to and on the north side of County Road 334, crossing two existing pipelines, then turns north for approximately 0.9 miles, crossing the two existing pipelines again. The segment then extends east approximately 0.9 miles, turns southeast approximately 0.5 miles crossing the two existing pipelines for the third time as well as Ranch Road 378, then heads east approximately 1 mile, parallel to and on the north side of County Road 328. At this point, the segment crosses County Road 61, continues east approximately 1.9 miles, crossing Crawfish Creek, an existing 115 kV transmission line, and County Road 71. It turns northeast for approximately 0.2 miles, and then extends north for approximately 0.9 miles, parallel to and on the west side of County Road 81. The segment then extends north-northeast approximately 0.2 miles, crossing an existing 69 kV transmission line, County Road 318, and County Road 81, and then continues north for approximately 0.4 miles, parallel to and on the east side of County Road 81, crossing the two existing pipelines for the fourth time. The segment extends east for approximately 0.9 miles, crossing the two existing pipelines for the fifth time and another existing pipeline, and then aligns parallel to and on the south side of County Road 310, which it follows for approximately 1.2 miles, crossing County Road 99, Ranch Road 3111, and County Road 103. The segment continues east for approximately 1.7 miles, crossing an existing pipeline, then turns northeast approximately 0.1 miles, crossing County Road 121. From this point, the segment extends east approximately 0.6 miles, crosses the White River, continues east approximately 1.1 miles, crossing the White River a second time, and then continues east approximately 0.7 miles, crossing U.S. Highway 62 to where it terminates at the southwest terminus of Segment J, located south and west of the White River, and approximately 0.7 miles northwest of Plains Assembly in Floyd County. The total length of this segment is approximately 22.7 miles.

Alternative Route Segment HH (Figure 2-1, Sheet 3)

Segment HH begins at the east terminus of Segment GG, located approximately 150 feet west of Ranch Road 2009 in Motley County. The segment extends east-southeast for approximately 0.9 miles, crossing Ranch Road 2009 and Tom Ball Creek, and continues east-southeast for approximately 0.8 miles. The segment then turns east for approximately 0.2 miles, crosses State Highway 70, and continues east approximately 1.1 miles crossing an existing 69 kV transmission line. The segment then continues east-northeast approximately 1.5 miles, crosses County Road 205, then extends east approximately 1 mile, and then turns southeast for approximately 0.7 miles. The segment then extends east for approximately 3.2 miles, crossing Hornica Creek, then turns northeast for approximately 1.1 miles, generally following two existing pipelines on their north side. At this point, Segment HH crosses the two existing pipelines, and continues northeast for approximately 2.8 miles, generally following the two existing pipelines on their south side, crossing Cottonwood Creek. The segment terminates at the junction of Segment JJ and Segment NN, located approximately 250 feet west of County Road 239 approximately 2.2 miles northwest of Ranch Road 94 in Motley County. The total length of this segment is approximately 13.3 miles.

Alternative Route Segment I (Figure 2-1, Sheet 1)

Segment I begins at the east terminus of Segment F, located on the south side of an existing 345 kV transmission line, approximately 1.5 miles east of the TUCO Substation in Hale County. The segment extends north for approximately 1.5 miles, parallel to and on the east side of an existing 230 kV transmission line, crossing an existing 345 kV transmission line, two natural gas pipelines, an existing 115/69 kV double circuit transmission line, and Farm to Market Road 54. The segment terminates at the junction of Segments K, P, and L, located approximately 2 miles east of Interstate Highway 27 and 1 mile north of Farm to Market Road 54 in Hale County. The total length of this segment is approximately 1.5 miles.

Alternative Route Segment II (Figure 2-1, Sheet 3)

Segment II begins at the junction of Segment EE and Segment GG, located approximately 1.2 miles east of the North Pease River in Motley County. The segment extends northeast approximately 0.3 miles, and then turns north for approximately 2.6 miles, crossing the North Pease River, to where it terminates at the south terminus of Segment EM, located approximately 0.4 miles north of the North Pease River in Motley County. The total length of this segment is approximately 2.9 miles.

Alternative Route Segment J (Figure 2-1, Sheet 1)

Segment J begins at the east terminus of Segment H, located south and west of the White River, approximately 0.7 miles northwest of Plains Assembly in Floyd County. The segment extends southeast approximately 0.6 miles, parallel to and on the south side of the White River, and then turns east approximately 4 miles, crossing the White River, an existing 69 kV transmission line, County Road 171, and County Road 181. The segment then extends north for approximately 0.5 miles, turns north-northeast for approximately 0.6 miles, crossing Farm to Market Road 1958, and then continues north for approximately 2.5 miles, parallel to and on the west side of County Road 191, crossing an existing pipeline, County Road 290, and an existing 345 kV transmission line. The segment terminates at the south terminus of Segment T, located southwest of the intersection of County Road 280 and County Road 191, approximately 5 miles southeast of Floydada in Floyd County. The total length of this segment is approximately 8.2 miles.

Alternative Route Segment JJ (Figure 2-1, Sheet 3)

Segment JJ begins at the junction of Segment HH and Segment NN, located just west of County Road 239, approximately 2.2 miles northwest of Ranch Road 94 in Motley County. The segment extends northwest for approximately 1 mile, crossing two existing pipelines, and then angles slightly more north-northwest for approximately 1.9 miles, crossing the North Pease River to where it terminates at the south terminus of Segment MM, located just north of the North Pease River in Motley County. The total length of this segment is approximately 2.9 miles.

Alternative Route Segment K (Figure 2-1, Sheet 1)

Segment K begins at the junction of Segment G and Segment E, located approximately 0.9 miles east of Interstate Highway 27 and 500 feet west of County Road P/Hi-Line Road in Hale County. The segment extends north approximately 0.5 miles, crossing one existing 345 kV transmission line, two existing 230 kV transmission lines, one existing 115 kV transmission line, and one existing 115/69 kV double circuit transmission line, and one existing 69 kV transmission line, and aligns parallel to and on the west side of the existing 115/69 kV double circuit transmission line shortly after crossing it. Segment K then turns northeast for approximately 0.1 miles, crossing Farm to Market Road 54, then turns north for approximately 0.8 miles, parallel to and on the west side of an existing 69 kV transmission line and County Road P/Hi-Line Road. The segment then extends northeast for approximately 0.3 miles, crossing an existing 69 kV transmission line, County Road P/Hi-Line Road, and four existing pipelines. The segment then turns east for approximately 0.8 miles, crossing an existing 230 kV transmission line, and terminating at the junction of Segments P, L, and I, located approximately 2 miles east of Interstate Highway 27 and 1 mile north of Farm to Market Road 54 in Hale County. The total length of this segment is approximately 2.5 miles.

Alternative Route Segment L (Figure 2-1, Sheet 1)

Segment L begins at the junction of Segments I, K, and P, located approximately 2 miles east of Interstate Highway 27 and 1 mile north of Farm to Market Road 54 in Hale County. The segment extends east for approximately 0.9 miles, crosses County Road R, then turns southeast for approximately 0.1 miles, crossing to the south side of County Road 295, then extends northeast for approximately 0.1 miles crossing back to the north side of County Road 295. The segment then extends east for approximately 0.3 miles, parallel to and on the north side of County Road 295, then turns southeast for approximately 0.2 miles, crossing to the south side of County Road 295. The segment then extends approximately 0.2 miles east, parallel to and on the south side of County Road 295, and then turns northeast for approximately 0.2 miles, crossing County Road S/Sun Road and County Road 295 to the north side of County Road 295. The segment then extends east for approximately 1.9 miles, parallel to and on the north side of County Road 295, crossing County Road T, and terminates at the junction of Segment B and Segment M, located on the north side of County Road 295 approximately 1 mile east of County Road T in Hale County. The total length of this segment is approximately 4.0 miles.

Alternative Route Segment LL (Figure 2-1, Sheet 3)

Segment LL begins at the north terminus of Segment EM, located approximately 0.4 miles south of County Road 121, approximately 1.5 miles southwest of Flomot in Motley County. The segment extends north-northwest for approximately 0.4 miles, crosses County Road 121, then continues north approximately 0.7 miles, parallel to and on the east side of County Road 121, and crosses Ranch Road 97. The segment continues north approximately 1.3 miles, crossing Alamosa Creek and County Road 144, to where it terminates at the south terminus of Segment QQ, located approximately 75 feet north of County Road 144 approximately 1.9 miles east of the Floyd/Motley county line in Motley County. The total length of this segment is approximately 2.4 miles.

Alternative Route Segment M (Figure 2-1, Sheet 1)

Segment M begins at the junction of Segment L and Segment B, located on the north side of County Road 295 approximately 1 mile east of County Road T in Hale County. The segment extends east for approximately 0.5 miles, turns north for approximately 1 mile, then extends east for approximately 0.5 miles, crossing County Road V to where it terminates at the junction of Segment Q and Segment O, located northeast of the intersection of County Road V and County Road 285 in Hale County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment MM (Figure 2-1, Sheet 3)

Segment MM begins at the north terminus of Segment JJ, located just north of the North Pease River in Motley County. The segment extends north approximately 4.7 miles to where it terminates at the junction of Segment QQ and Segment PP, located approximately 1 mile south of Turkey Creek in Motley County. The total length of this segment is approximately 4.7 miles.

Alternative Route Segment NN (Figure 2-1, Sheet 3, 6)

Segment NN begins at the junction of Segment JJ and Segment HH, located approximately 250 feet west of County Road 239 and approximately 2.2 miles northwest of Ranch Road 94 in Motley County. The segment extends northeast approximately 1.1 miles, crosses two existing pipelines, and then continues northeast approximately 1.6 miles, crossing the two existing pipelines a second time. The segment continues northeast approximately 8.3 miles, generally parallel to and on the south side of the two existing pipelines, crossing Ranch Road 94, County Road 240, and Bitter Lake Creek. The segment then angles slightly more east-northeast for approximately 2.2 miles, crossing the Motley/Cottle county line. The segment then extends northeast approximately 0.1 miles, crosses the two existing pipelines a fourth time, continues approximately 1 mile, crossing Joe Lake Creek and the two existing pipelines again, and then continues northeast approximately 1.9 miles, generally parallel to and on the south side of the two existing pipelines, crossing Ranch Road 1440, the North Pease River, and County Road 197. The segment then angles slightly more east-northeast for approximately 1.8 miles, generally following parallel to and on the south side of the two existing pipelines, crossing the Cottle/Hall county line, County Road DD, and Running Water Creek, to where it terminates at the south terminus of Segment TT, located approximately 2 miles east of Ranch Road 94 in the southeast corner of Hall County. The total length of this segment is approximately 18.0 miles.

Alternative Route Segment O (Figure 2-1, Sheet 1)

Segment O begins at the junction of Segment M and Segment Q, located in the northeast corner of the intersection of County Road V and County Road 285 in Hale County. The segment extends east approximately 0.6 miles, parallel to and on the north side of County Road 285, turns southeast approximately 0.1 miles, crossing to the south side of County Road 285, which it parallels for 0.2 miles. At this point, the segment turns southeast again for approximately 0.2 miles, crossing County Road W/Way Road, then turns northeast for approximately 0.2 miles, crossing to the north side of County Road 285. The segment then extends east for approximately 0.8 miles, parallel to and on the north side of County Road 285, crossing Farm to Market Road 400. The segment then extends east-southeast for approximately 1.1 miles and then continues east approximately 1 mile, crossing County Road Z.

The segment turns north for approximately 0.3 miles, parallel to and on the east side of County Road Z, and then extends east for approximately 4 miles, crossing County Road AA, County Road BB, County Road CC/County Road O , and Ranch Road 789. The segment continues east approximately 0.4 miles, parallel to and on the north side of County Road 280 and then turns north for approximately 2.1 miles, crossing Farm to Market Road 37, and terminates at the junction of Segment R and Segment S, located approximately 0.4 miles east of Ranch Road 789 and 0.1 miles north of Farm to Market Road 37 in Hale County. The total length of this segment is approximately 11.0 miles.

Alternative Route Segment OO (Figure 2-1, Sheet 1)

Segment OO begins at the north terminus of Segment DD, located just northwest of the intersection of County Road 140 and County Road 129, approximately 3.7 miles northeast of Lockney in Floyd County. The segment extends north for approximately 4.4 miles, parallel to and on the west side of County Road 129, crossing County Road 130, County Road 120, an existing 69 kV transmission line, and County Road 110. At this point County Road 129 bends to the west, and Segment OO crosses County Road 129 continuing north approximately 0.4 miles, where it crosses County Road 92. The segment then turns east-northeast for approximately 0.5 miles, parallel to and located in-between County Road 92 and an abandoned railroad right-of-way, and crosses Ranch Road 2286. The segment then continues east-northeast for approximately 0.6 miles, parallel to and on the south side of the abandoned railroad right-of-way, to where it terminates at the south terminus of Segment DA, located slightly northeast of the intersection of Ranch Road 2286 and County Road 139, approximately 3.1 miles southwest of South Plains in Floyd County. The total length of this segment is approximately 5.9 miles.

Alternative Route Segment P (Figure 2-1, Sheet 1)

Segment P begins at the junction of Segments K, L, and I, located approximately 2 miles east of Interstate Highway 27 and 1 mile north of Farm to Market Road 54 in Hale County. The segment extends north for approximately 1 mile parallel to and on the east side of an existing 230 kV transmission line and then turns east for approximately 2.5 miles, crossing County Road R and County Road S/Sun Road. Segment P turns north-northeast for approximately 1 mile then extends north-northwest for approximately 1 mile crossing County Road 275 and County Road 265. The segment then turns east for approximately 2.5 miles, parallel to and on the north side of County Road 265, crossing County Road T and County Road V, to where it terminates at the junction of Segments Q, R, and X, located northeast of the intersection of County Road V and County Road 265. The total length of this segment is approximately 8.0 miles.

Alternative Route Segment PP (Figure 2-1, Sheet 3)

Segment PP begins at the junction of Segment QQ and Segment MM, located approximately 1 mile south of Turkey Creek in Motley County. The segment extends to the north approximately 0.2 miles, at which point the segment turns slightly west to a north-northwest direction, and continues in this direction for approximately 0.7 miles to where it terminates at the junction of Segment WW and Segment UU, located approximately 0.2 miles south of Turkey Creek and

approximately 1 mile south of the Motley/Hall county line in Motley County. The total length of this segment is approximately 0.9 miles.

Alternative Route Segment Q (Figure 2-1, Sheet 1)

Segment Q begins at the junction of Segment M and Segment O, located just northeast of the intersection of County Road V and County Road 285 in Hale County. The segment extends north for approximately 0.7 miles, parallel to and on the east side of County Road V, then turns north-northeast for approximately 0.3 miles, crossing County Road 275. The segment then continues north for approximately 1 mile, parallel to and on the east side of County Road V, to where it terminates at the junction of Segments P, X, and R, located slightly northeast of the intersection of County Road 265 and County Road V in Hale County. The total length of this segment is approximately 2.0 miles.

Alternative Route Segment QQ (Figure 2-1, Sheet 3)

Segment QQ begins at its junction with Segment LL, located approximately 75 feet north of County Road 144 and approximately 1.7 miles northwest of Flomot in Motley County. The segment extends northeast for approximately 1.8 miles, crossing Ranch Road 599 and an existing 69 kV transmission line, then turns east-northeast for approximately 2 miles, and then turns northeast again for approximately 1 mile, crossing Quitaque Creek. The segment then extends east approximately 1.4 miles, turns north approximately 0.5 miles, and then turns northeast again for approximately 1.1 miles, crossing County Road 152. The segment then turns east approximately 0.5 miles, crosses State Highway 70, and then continues east approximately 0.6 miles. The segment then extends east-southeast for approximately 2.5 miles, crossing an existing 69 kV transmission line, and then extends east for approximately 2.4 miles. The segment then extends southeast approximately 1.7 miles, and then extends east for approximately 1.6 miles to where it terminates at the junction of Segment PP and Segment MM, located approximately 1 mile south of Turkey Creek in Motley County. The total length of this segment is approximately 17.1 miles.

Alternative Route Segment R (Figure 2-1, Sheet 1)

Segment R begins at the junction of Segments P, Q, and X, located slightly northeast of the intersection of County Road 265 and County Road V in Hale County. The segment extends east for approximately 7.5 miles, the last 1.8 miles of which is parallel to and on the north side of County Road 265, crossing Farm to Market Road 400, County Road Z, County Road AA, County Road BB, and County Road CC/County Road O. The segment then turns north for approximately 0.4 miles, and then turns east for 1 mile, crossing Ranch Road 789 to where it terminates at the junction of Segment O and Segment S, located approximately 0.5 miles east of Ranch Road 789 and 0.1 miles north of Farm to Market Road 37 in Hale County. The total length of this segment is approximately 8.9 miles.

Alternative Route Segment S (Figure 2-1, Sheet 1)

Segment S begins at the junction of Segment R and Segment O, located approximately 0.5 miles east of Ranch Road 789 and 0.1 miles north of Farm to Market Road 37 in Hale County. The segment extends north approximately 0.4 miles, and then turns east for approximately 1.6

miles, crossing County Road EE and the Hale/Floyd county line into Floyd County. The segment then extends northeast for 0.5 miles, parallel to and on the west side of an abandoned railroad right-of-way, and then turns northeast for approximately 0.1 miles, crossing the abandoned railroad right-of-way and County Road 268. The segment continues east-northeast approximately 0.1 miles, then turns north for approximately 0.3 miles, parallel to and on the east side of County Road 31, and then extends northeast approximately 0.7 miles, along an abandoned railroad right-of-way, crossing an existing pipeline to where it terminates at the southwest terminus of Segment U, located near an abandoned railroad right-of-way, approximately 0.5 miles east of the intersection of County Road 27 and County Road 258 and 1.2 miles east of the Hale/Floyd county line in Floyd County. The total length of this segment is approximately 3.7 miles.

Alternative Route Segment T (Figure 2-1, Sheet 1)

Segment T begins at the north terminus of Segment J, located southwest of the intersection of County Road 280 and County Road 191 in Floyd County. The segment extends north for approximately 1 mile, parallel to and on the west side of County Road 191, crossing County Road 280, County Road 270, and an existing 69 kV transmission line. The segment then extends east for approximately 1 mile, parallel to and on the north side of County Road 270 and the 69 kV transmission line, crossing County Road 191. The segment then turns north for approximately 1.8 miles, parallel to and on the west side of Farm to Market Road 651 and the existing 69 kV transmission line, crossing two existing pipelines. The segment then continues north, parallel to and on the west side of Farm to Market Road 651 for approximately 1.2 miles, crossing U.S. Highway 62, to where it terminates at the southwest terminus Segment W, located in the southwest corner of the intersection of County Road 242 and Farm to Market Road 651, approximately 1 mile north of U.S. Highway 62 in Floyd County. The total length of this segment is approximately 5.0 miles.

Alternative Route Segment TT (Figure 2-1, Sheet 6)

Segment TT begins at the northeast terminus of Segment NN, located approximately 2 miles east of Ranch Road 94 in the southeast corner of Hall County. The segment extends north for approximately 1.1 miles, crossing two existing pipelines, turns northeast for 1.2 miles, and then continues north for approximately 0.7 miles, to where it crosses County Road AA. The segment extends north approximately 1 mile, parallel to and on the east side of County Road 30, crosses Ranch Road 94, and then continues north approximately 4.2 miles, parallel to and on the east side of Ranch Road 658, crossing Ranch Road 1282, to where it terminates at the junction of Segment XX and Segment AB, located approximately 0.7 miles west of the Hall/Childress county line in Hall County. The total length of this segment is approximately 8.2 miles.

Alternative Route Segment U (Figure 2-1, Sheet 1)

Segment U begins at the north terminus of Segment S, located near an abandoned railroad right-of-way, approximately 0.5 miles east of the intersection of County Road 27 and County Road 258 and 1.2 miles east of the Hale/Floyd county line in Floyd County. The segment extends east for approximately 0.9 miles, parallel to and on the north side of an existing pipeline, crossing County Road 41 and a tributary of the White River. The segment then

extends east-northeast for approximately 0.2 miles, and then continues east approximately 0.8 miles, crossing County Road 49 and an existing 115/69 kV double circuit transmission line. The segment then proceeds north for approximately 0.7 miles, located on the east side of the 115/69 kV double circuit transmission line, crosses the transmission line, and continues north approximately 0.3 miles on the west side of the 115/69 kV double circuit transmission line, crossing County Road 248. The segment then extends east-northeast 0.2 miles, crossing the 115/69 kV double circuit transmission line a second time, as well as County Road 55. The segment then continues north approximately 1.9 miles, parallel to and on the east side of County Road 55 and the 115/69 kV double circuit transmission line, crossing Ranch Road 784. The segment then extends slightly north-northwest for approximately 0.2 miles, crossing County Road 55 and the 115/69 kV double circuit transmission line, then continues north approximately 0.5 miles, parallel to and on the west side of County Road 55 and the 115/69 kV double circuit transmission line, crossing County Road 220. The segment terminates at the south terminus of Segment Z, located northwest of the intersection of County Road 220 and County Road 55 in Floyd County. The total length of this segment is approximately 5.7 miles.

Alternative Route Segment UU (Figure 2-1, Sheet 3, 4)

Segment UU begins at the junction of Segment PP and Segment WW, located approximately 0.2 miles south of Turkey Creek and approximately 1 mile south of the Motley/Hall county line in Motley County. The segment extends northeast approximately 1.6 miles, crossing Turkey Creek, the Motley/Hall county line, and Ranch Road 656. The segment then turns northeast for approximately 10 miles, crossing Wind River, Cottonwood Creek, County Road 15, and County Road W, turns north for approximately 2 miles, and then turns east-northeast for approximately 1.7 miles, parallel to and on the south side of an existing 69 kV transmission line. The segment then turns east for approximately 0.5 miles, turns north for approximately 0.2 miles, parallel to and on the west side of County Road 20, then turns northeast approximately 220 feet to where it terminates at the south terminus of Segment AM, located approximately 15 feet west of County Road 20 in Hall County. The total length of this segment is approximately 16.0 miles.

Alternative Route Segment W (Figure 2-1, Sheet 1, 3)

Segment W begins at the north terminus of Segment T, located approximately 110 feet southwest of the intersection of County Road 242 and Farm to Market Road 651 and approximately 1 mile north of U.S. Highway 62 in Floyd County. Segment W travels east approximately 1.5 miles, parallel to and on the south side of County Road 242, crossing Farm to Market Road 651 and County Road 211, turns north for approximately 0.5 miles, crossing County Road 242, and then continues east for approximately 1.5 miles, crossing Ranch Road 602 and County Road 231. The segment continues east for approximately 0.3 miles, parallel to and on the south side of County Road 231, then turns east-northeast for approximately 0.1 miles, crossing to the north side of County Road 231. The segment then continues east for approximately 1.6 miles, crossing County Road 241, turns north approximately 0.5 miles, crossing County Road 232, and then continues east approximately 5 miles, parallel to and on the north side of County Road 232, crossing two existing pipelines, County Road 283, and Ranch Road 28. The segment then continues east approximately 1 mile past Ranch Road 28, turns north for approximately 0.7 miles, and then turns east for approximately 0.8 miles. The segment turns north for approximately 3.2 miles, crossing Chimney Creek, two existing

pipelines, an unnamed tributary of Boggy Creek, and Boggy Creek, and then adjusts slightly north-northwest for approximately 0.1 miles, crossing County Road 303, to where it terminates at the junction of Segment CC and Segment EE, located approximately 0.5 miles west of the Floyd/Motley county line on the north side of County Road 303 in Floyd County. The total length of this segment is approximately 16.8 miles.

Alternative Route Segment WW (Figure 2-1, Sheet 3, 4)

Segment WW begins at the junction of Segment PP and Segment UU, located approximately 0.2 miles south of Turkey Creek and approximately 1 mile south of the Motley/Hall county line in Motley County. The segment extends north-northwest approximately 12.3 miles, crossing Turkey Creek, the Motley/Hall county line, Ranch Road 656, Wind River, Cottonwood Creek, an existing 69 kV transmission line, Buffalo Creek, and State Highway 86. The segment then extends north-northeast for approximately 0.5 miles, crosses the Caprock Canyons Trailway, and then continues north-northeast approximately 1.9 miles. The segment then angles slightly more to the east, but still north-northeast, for approximately 1.4 miles to where it terminates at the junction of Segment AO and Segment AP, located approximately 0.7 miles northwest of the intersection of County Road P and Ranch Road 657 and 0.9 miles south of the Little Red River in Hall County. The total length of this segment is approximately 16.1 miles.

Alternative Route Segment X (Figure 2-1, Sheet 1)

Segment X begins at the junction of Segments P, Q, and R, located slightly northeast of the intersection of County Road 265 and County Road V in Hale County. The segment extends north for approximately 1 mile, parallel to and on the east side of County Road V, turns north-northwest for approximately 0.2 miles, crossing County Road 255 and County Road V, and then continues north approximately 0.8 miles, parallel to and on the west side of County Road V, crossing an existing pipeline and a bend in County Road V. The segment continues north for approximately 2.8 miles, parallel to and on the east side of County Road V, crossing County Road 245, Farm to Market Road 37 and County Road 225, turns north-northwest for approximately 0.2 miles crossing County Road V and County Road 215, and extends north approximately 1 mile, parallel to and on the west side of County Road V, crossing County Road 205. Segment X extends east from this point for approximately 1 mile, parallel to and on the north side of County Road 205, turns north for approximately 0.5 miles, parallel to and on the west side of County Road W/Way Road, and then turns east for approximately 4 miles, crossing County Road W/Way Road, Farm to Market Road 400, and County Road Y. Segment X then extends north for approximately 0.5 miles, parallel to and on the west side of County Road AA, crossing County Road 195, and then turns northeast for approximately 1.2 miles, crossing County Road AA and County Road BB, and then extends east-northeast for approximately 1.5 miles, crossing Ranch Road 789. After crossing Ranch Road 789, the route extends east approximately 2 miles, parallel to and on the south side of County Road 190, crossing County Road EE to where it crosses the Hale/Floyd county line. The segment then continues east into Floyd County for approximately 1.7 miles, parallel to and on the south side of County Road 206, crossing County Road 27. At this point, the segment turns northeast approximately 0.2 miles, crossing to the north side of County Road 206, and continues east approximately 1.3 miles, parallel to and on the north side of County Road 206, crossing County Road 43 to where it terminates at the junction of Segment Z and Segment AA, located approximately 200 feet

northwest of the intersection of County Road 206 and County Road 55 in Floyd County. The total length of this segment is approximately 19.9 miles.

Alternative Route Segment XX (Figure 2-1, Sheet 6)

Segment XX begins at the junction of Segment AB and Segment TT, located on the east side of Ranch Road 658, approximately 0.7 miles west of the Hall/Childress county line. The segment extends east for approximately 2 miles, crossing the Hall/Childress county line and Cox Creek, extends east-southeast approximately 0.2 miles crossing County Road W, and then continues east for approximately 0.9 miles, parallel to and on the south side of County Road W, crossing County Road 3 to where it terminates at the southwest terminus of Segment YY, located just southeast of the intersection of County Road W and County Road 3 in Childress County. The total length of this segment is approximately 3.1 miles.

Alternative Route Segment YY (Figure 2-1, Sheet 6)

Segment YY begins at the east terminus of Segment XX, located just southeast of the intersection of County Road W and County Road 3 in Childress County. The segment extends east for approximately 0.6 miles, parallel to and on the south side of County Road W, where it crosses County Road W as the road takes a sharp turn south. The segment then turns north for approximately 1 mile, crossing County Road V1 to where it terminates at the south terminus of Segment AD, located just northeast of the intersection of County Road 3A and County Road V1 in Childress County. The total length of this segment is approximately 1.6 miles.

Alternative Route Segment Z (Figure 2-1, Sheet 1)

Segment Z begins at the north terminus of Segment U, located northwest of the intersection of County Road 220 and County Road 55 in Floyd County. The segment extends north for approximately 1.7 miles, parallel to and on the west side of an existing 115/69 kV double circuit transmission line and County Road 55, crossing an abandoned railroad right-of-way and County Road 206 to where it terminates at the junction of Segment X and Segment AA, located northwest of the intersection of County Road 206 and County Road 55 in Floyd County. The total length of this segment is approximately 1.7 miles.