

**Entergy Texas, Inc.**  
**Proposed Castle 230 kV Transmission Line and Substation Project**  
**Grimes and Montgomery Counties, Texas**

Entergy Texas, Inc. (ETI) has filed an application with the Public Utility Commission of Texas (PUCT) to amend its Certificate of Convenience and Necessity (CCN) to construct the proposed Castle 230 kV Transmission Line and Substation Project. In its CCN application for this project, ETI presented 75 potential route segments, routing between six alternative cut-in options and two alternative substation sites for the PUCT to use in selecting a transmission line route for this project. ETI has presented 22 different alternative route combinations of the 75 segments for consideration by the PUCT. The following table lists the segment combinations that make up Entergy’s 22 alternative routes. **All routes and route segments are available for selection and approval by the PUCT. Only one multi-segment transmission line route will ultimately be constructed.**

<b>ROUTE</b>	<b>ROUTE COMPOSITION</b>	<b>LENGTH (MILES)</b>
Route 1	A-S1-S2-S4-AU-AV-BD-BC1-SUB A	6.68
Route 2	A-S1-S3-V1-V2-V5-AO-AU-AW-BA-BC1-SUB A	7.05
Route 3	B-R2-R1-U-V1-V2-V4-S4-AU-AW-BA-BC1-SUB A	6.76
Route 4	B-R2-R1-U-V1-V3-AL-AM-AO-AU-AW-BA-BC1-SUB A	6.56
Route 5	C1-BE-R1-U-V1-V3-AL-AM-AO-AU-AW-BA-BC1-SUB A	6.56
Route 6	C1-C2-T-U-V1-V3-AL-AN-AQ-AX-AY1-AY2-BA-BC1-SUB A	6.39
Route 7	C1-C2-P-W-AA-AD-AI-AL-AM-AO-AU-AW-BA-BC1-SUB A	6.23
Route 8	D-O-W-AB-AC-AD-AI-AL-AM-AP-AX-AY1-AY2-BA-BC1-SUB A	6.57
Route 9	E-N-O-W-AA-AD-AI-AL-AM-AP-AX-AZ1-AZ2-BC2-SUB A	7.03
Route 10	F1-F3-M2-Y-AC-AD-AI-AL-AM-AO-AU-AW-BA-BC1-SUB A	7.39
Route 11	B-R2-R1-U-V1-V2-V4-S4-AU-AW-AY2-BF-AZ2-BB-AS4-AS3-AR3-SUB C	7.43
Route 12	A-Q-R2-R1-U-V1-V3-AL-AN-AQ-AX-AZ1-BG-AS3-AR3-SUB C	7.38
Route 13	C1-C2-P-W-AA-AD-AJ1-AJ2-AR2-SUB C	6.50
Route 14	D-O-W-AA-AD-AJ1-AJ3-AS1-SUB C	6.86
Route 15	D-O-W-AB-AC-AD-AI-AL-AN-AR1-AR2-SUB C	6.96
Route 16	E-N-O-W-AA-AD-AI-AL-AM-AP-AX-AY1-BF-BG-AS3-AR3-SUB C	7.36
Route 17	E-M1-M2-X-Z-AE-AF1-AF2-AI-AL-AN-AQ-AX-AY1-BF-BG-AS3-AR3-SUB C	7.88
Route 18	F1-F3-M2-Y-AC-AD-AI-AL-AN-AR1-AR2-SUB C	7.82
Route 19	F1-F3-M2-X-Z-AE-AF1-AF3-AH2-AK-AS1-SUB C	8.07
Route 20	F1-F3-M2-X-Z-AE-AG-AH1-AH2-AK-AS1-SUB C	8.23
Route 21	C1-BE-R1-U-V1-V2-V5-AO-AU-AW-BA-BC1-SUB A	6.65
Route 22	C1-BE-R1-U-V1-V2-V5-AP-AX-AY1-AY2-BA-BC1-SUB A	6.69

The following narrative along with the enclosed map provides a general description of the segments that form the 22 Primary Alternative Routes in relation to area landmarks and readily identifiable points of reference such as administrative boundaries, streets, roads, highways, railroad tracks, etc. *Some segments may be utilized in forward progressing routes as currently described, or in the opposite direction. All distances listed below are approximate and rounded to the nearest hundredth of a mile. The distances of individual segments below may not sum to the total length of route presented due to rounding.*

**SEGMENT A: 0.70 Mile**

Segment A begins at its intersection with Entergy’s L-136 230 kV Transmission Line, Cut-In Option 1, located near the community of Dobbin in Montgomery County approximately 0.45-mile southwest of the intersection of Farm-to-Market (FM) Road 1486 and State Highway (SH) 105. The segment proceeds southwest for approximately 0.09-mile crossing a pipeline, CenterPoint’s 345 kV Transmission Line, and another pipeline. The segment then turns west for approximately 0.32-mile, then turns south for approximately 0.22-mile. The segment then turns west for approximately 0.07-mile, paralleling the north side of SH 105 and crossing Mount Mariah Road (Rd) before reaching the segment’s intersection with Segments S1 and Q, located approximately 0.08-mile northwest of the intersection of Mount Mariah Rd and SH 105.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT B: 0.54 Mile**

Segment B begins at its intersection with Entergy's L-136 230 kV Transmission Line, Cut-In Option 2, located near the community of Dobbin in Montgomery County approximately 0.53-mile southwest of the intersection of FM Road 1486 and SH 105. The segment heads west-southwest for approximately 0.09-mile, crossing a pipeline, CenterPoint's 345 kV Transmission Line, and another pipeline, then turns southwest for approximately 0.24-mile, paralleling the south side of SH 105. The segment then turns southwest 0.09-mile crossing Mount Mariah Rd. The segment then turns northwest for approximately 0.12-mile, before reaching the segment's intersection with Segments Q and R2, located approximately 0.08-mile southwest of the intersection of SH 105 and Mount Mariah Rd.

### **SEGMENT C1: 0.28 Mile**

Segment C1 begins at its intersection with Entergy's L-136 230 kV Transmission Line, Cut-In Option 3, located near the community of Dobbin in Montgomery County approximately 0.23-mile south-southwest of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads southwest for approximately 0.22-mile crossing an existing pipeline, CenterPoint's 345 kV Transmission Line, and Entergy's L-96 138 kV Transmission Line. The segment then turns northwest for approximately 0.06-mile, crossing Bobville Rd and a railroad, before reaching the segment's intersection with Segments BE and C2, located approximately 0.38-mile southwest from the intersection of Old Hwy 105 and Mount Mariah Rd.

### **SEGMENT C2: 0.37 Mile**

Segment C2 begins at its intersection with Segments BE and C1, located approximately 0.38-mile southwest from the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads southwest for approximately 0.37-mile, paralleling the west side of a railroad, before reaching the segment's intersection with Segments P and T, located approximately 0.75-mile southwest of the intersection of Old Hwy 105 and Mount Mariah Rd.

### **SEGMENT D: 0.68 Mile**

Segment D begins at its intersection with Entergy's L-136 230 kV Transmission Line, Cut-In Option 4, located near the community of Dobbin in Montgomery County approximately 0.35-mile southeast of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads southwest for approximately 0.05-mile, crossing Entergy's L-96 138 kV Transmission Line and an existing pipeline. The segment then turns southwest for approximately 0.08-mile, crossing an existing pipeline and CenterPoint's 345 kV Transmission Line. The segment then turns south for approximately 0.55-mile, crossing Caney Creek, before reaching the segment's intersection with Segments N and O, located approximately 0.96-mile south-southeast of the intersection of Old Hwy 105 and Mount Mariah Rd.

### **SEGMENT E: 0.57 Mile**

Segment E begins at its intersection with Entergy's L-136 230 kV Transmission Line, Cut-In Option 5, located near the community of Dobbin in Montgomery County approximately 0.67-mile southeast of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads south for approximately 0.30-mile, crossing Entergy's L-96 138 kV Transmission Line and paralleling the west side of FM 1486. The segment then turns southwest for approximately 0.05-mile, crossing two existing pipelines and CenterPoint's 345 kV Transmission Line, then turns southeast for approximately 0.08-mile. The segment then turns south for approximately 0.14-mile, crossing Caney Creek, before reaching the segment's intersection with Segments M1 and N, located approximately 0.10-mile west of the intersection of FM 1486 and Tisdel.

### **SEGMENT F1: 0.35 Mile**

Segment F1 begins at its intersection with Entergy's L-136 230 kV Transmission Line, Cut-In Option 6, located near the community of Dobbin in Montgomery County approximately 0.57-mile northeast of the intersection of FM 1486 and Tisdel. The segment heads southeast for approximately 0.35-mile, crossing Entergy's L-96 138 kV Transmission Line and paralleling the west side of a railroad, before reaching the segment's intersection with Segment F3, located approximately 0.53-mile northeast of the intersection of FM 1486 and Tisdel.

### **SEGMENT F3: 0.65 Mile**

Segment F3 begins at its intersection with Segment F1, located approximately 0.53-mile northeast of the intersection of FM 1486 and Tisdel. The segment heads southwest for approximately 0.31-mile, crossing Caney Creek and three existing pipelines. The segment then turns south-southwest for approximately 0.05-mile, crossing an existing pipeline

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

and CenterPoint's 345 kV Transmission Line. The segment then turns west for approximately 0.09-mile, crossing Tisdell. The segment then turns south 0.20-mile, paralleling the west side of Tisdell, before reaching the segment's intersection with Segments M1 and M2, located approximately 0.15-mile north-northwest of the intersection of FM 1486 and Ben Smith Rd.

### **SEGMENT M1: 0.37 Mile**

Segment M1 begins at its intersection with Segments E and N, located approximately 0.10-mile west-northwest of the intersection of FM 1486 and Tisdell. The segment heads south for approximately 0.02-mile, then turns east for approximately 0.12-mile, crossing FM 1486. The segment then turns southeast for approximately 0.23-mile, paralleling the east side of FM 1486, before reaching the segment's intersection with Segments F3 and M2, located approximately 0.15-mile north-northwest of the intersection of FM 1486 and Ben Smith Rd.

### **SEGMENT M2: 0.40 Mile**

Segment M2 begins at its intersection with Segments F3 and M1, located approximately 0.15-mile north-northwest of the intersection of FM 1486 and Ben Smith Rd. The segment heads southwest for approximately 0.03-mile, crossing FM 1486, then turns southeast for approximately 0.14-mile. The segment then turns south for approximately 0.23-mile, paralleling the west side of FM 1486, before reaching the segment's intersection with Segments X and Y, located approximately 0.22-mile south-southwest of the intersection of FM 1486 and Ben Smith Rd.

### **SEGMENT N: 0.48 Mile**

Segment N begins at its intersection with Segments E and M1, located approximately 0.10-mile west-northwest of the intersection of FM 1486 and Tisdell. The segment heads west for approximately 0.11-mile then turns southwest for approximately 0.14-mile. The segment then turns west for approximately 0.23-mile, before reaching the segment's intersection with Segments D and O, located approximately 0.96-mile south-southeast of the intersection of Old Hwy 105 and Mount Mariah Rd.

### **SEGMENT O: 0.57 Mile**

Segment O begins at its intersection with Segments D and N, located approximately 0.96-mile south-southeast of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads west for approximately 0.57-mile, before reaching the segment's intersection with Segments P and W, located approximately 0.44-mile south-southwest of Bobville Rd.

### **SEGMENT P: 0.41 Mile**

Segment P begins at its intersection with Segments C2 and T, located approximately 0.75-mile southwest of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads southeast for approximately 0.05-mile, crossing a railroad. The segment then turns south for approximately 0.36-mile, crossing Caney Creek, before reaching the segment's intersection with Segments O and W, located approximately 0.44-mile south-southwest of Bobville Rd.

### **SEGMENT Q: 0.05 Mile**

Segment Q begins at its intersection with Segments A and S1, located approximately 0.08-mile northwest of the intersection of Mount Mariah Rd and SH 105. The segment heads south-southeast for approximately 0.05-mile, crossing SH 105, before reaching the segment's intersection with Segments B and R2, located approximately 0.08-mile southwest of the intersection of SH 105 and Mount Mariah Rd.

### **SEGMENT R1: 0.71 Mile**

Segment R1 begins at its intersection with Segments BE and R2, located approximately 0.59-mile southwest of the intersection of SH 105 and Mount Mariah Rd. The segment heads southwest for approximately 0.13-mile, crossing the existing L-96 138 kV Transmission Line. The segment then turns southwest 0.42-mile, crossing Caney Creek. The segment then turns southwest for approximately 0.16-mile, before reaching the segment's intersection with Segments T and U, located approximately 0.36-mile north-northeast of where Old Hwy 105 crosses the Grimes/Montgomery line.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT R2: 0.59 Mile**

Segment R2 begins at its intersection with Segments B and Q, located approximately 0.08-mile southwest of the intersection of SH 105 and Mount Mariah Rd. The segment heads west-southwest for approximately 0.24-mile, paralleling the south side of SH 105. The segment then turns southwest for approximately 0.35-mile before reaching the segment's intersection with Segments BE and R1, located approximately 0.59-mile southwest of the intersection of SH 105 and Mount Mariah Rd.

### **SEGMENT S1: 0.96 Mile**

Segment S1 begins at intersection with Segments A and Q, located approximately 0.08-mile northwest of the intersection of Mount Mariah Rd and SH 105. The segment heads southwest for approximately 0.89-mile, paralleling the north side of SH 105. The segment then turns south for approximately 0.07-mile, crossing SH 105, before reaching the segment's intersection with Segments S2 and S3, located adjacent to the south side of Hwy 105 and adjacent to the east side of the Grimes/Montgomery County line.

### **SEGMENT S2: 2.53 Miles**

Segment S2 begins at its intersection with Segments S1 and S3, located adjacent to the south side of Hwy 105 and adjacent to the east side of the Grimes/Montgomery County line. The segment heads southwest for approximately 0.57-mile, crossing into Grimes County, Entergy's L-96 138 kV Transmission Line, and Caney Creek, while paralleling the south side of SH 105. The segment then turns south for approximately 0.02-mile, then turns west for approximately 0.12-mile. The segment then turns southwest for approximately 0.29-mile, paralleling the south side of SH 105. The segment then turns southwest for approximately 0.41-mile, then turns west for approximately 0.57-mile, crossing County Road 204. The segments then turns south for approximately 0.39-mile, then turns west for approximately 0.12-mile, paralleling the north side of a railroad. The segment then turns south for approximately 0.04-mile, crossing a railroad, before reaching the segment's intersection with Segments S4 and V4, located approximately 0.65-mile southwest of the intersection of SH 105 and County Road 204.

### **SEGMENT S3: 0.70 Mile**

Segment S3 begins at its intersection with Segments S1 and S2, located adjacent to the south side of Hwy 105 and adjacent to the east side of the Grimes/Montgomery County line. The segment heads south for approximately 0.70-mile, crossing the existing L-96 138 kV Transmission Line, crossing into Grimes County, and crossing Caney Creek three times, before reaching the segment's intersection with Segments U and V1, located adjacent to the west side of the Grimes/Montgomery county line and approximately 0.35-mile north of Old Hwy 105.

### **SEGMENT S4: 1.68 Miles**

Segment S4 begins at its intersection with Segments S2 and V4, located approximately 0.65-mile southwest of the intersection of SH 105 and County Road 204. The segment heads south for approximately 1.68 miles, crossing County Road 203, before reaching the segment's intersection with Segments AO and AU, located approximately 0.57-mile northwest of the intersection of Kowis Lane (Ln) and Country Road 351.

### **SEGMENT T: 0.94 Mile**

Segment T begins at its intersection with Segments C2 and P, located approximately 0.75-mile southwest of the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads southwest for approximately 0.23-mile crossing Caney Creek and paralleling the north side of a railroad. The segment then turns west for approximately 0.71-mile, crossing Caney Creek two times and Old Hwy 105, before reaching the segment's intersection with Segments R1 and U, located approximately 0.36-mile north-northeast of where Old Hwy 105 crosses the Grimes/Montgomery line.

### **SEGMENT U: 0.12 Mile**

Segment U begins at its intersection with Segments R1 and T, located approximately 0.36-mile north-northeast of where Old Hwy 105 crosses the Grimes/Montgomery line. The segment heads west for approximately 0.12-mile, crossing into Grimes County, before reaching the segment's intersection with Segments S3 and V1, located adjacent to the west side of the Grimes/Montgomery county line and approximately 0.35-mile north of Old Hwy 105.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT V1: 0.77 Mile**

Segment V1 begins at its intersection with Segments S3 and U, located adjacent to the west side of the Grimes/Montgomery county line and approximately 0.35-mile north of Old Hwy 105. The segment heads west for approximately 0.33-mile. The segment then turns south for approximately 0.18-mile, then turns southeast for approximately 0.16-mile. The segment then turns south for approximately 0.10-mile, crossing Old Hwy 105 and a railroad, before reaching the segment's intersection with Segments V2 and V3, located adjacent to the south side of a railroad and approximately 0.36-mile west of the Grimes/Montgomery county line.

### **SEGMENT V2: 1.13 Miles**

Segment V2 begins at its intersection with Segments V1 and V3, located adjacent to the south side of a railroad and approximately 0.36-mile west of the Grimes/Montgomery county line. The segment heads west for approximately 0.40-mile, paralleling the south side of a railroad. The segment then turns northwest for approximately 0.73-mile, paralleling the south side of a railroad, before reaching the segment's intersection with Segments V4 and V5, located approximately 0.69-mile southeast of the intersection of SH 105 and County Road 204.

### **SEGMENT V3: 1.73 Miles**

Segment V3 begins at its intersection with Segments V1 and V2, located adjacent to the south side of a railroad and approximately 0.36-mile west of the Grimes/Montgomery county line. The segment heads south for approximately 1.00-mile, then turns west for approximately 0.23-mile. The segment then turns south for approximately 0.50-mile, before reaching the segment's intersection with Segments AI and AL, located approximately 0.75-mile southeast of the east end of County Road 203.

### **SEGMENT V4: 0.44 Mile**

Segment V4 begins at its intersection with Segments V2 and V5, located approximately 0.69-mile southeast of the intersection of SH 105 and County Road 204. The segment heads west for approximately 0.44-mile, paralleling the south side of a railroad, before reaching the segment's intersection with Segments S2 and S4, located approximately 0.65-mile southwest of the intersection of SH 105 and County Road 204.

### **SEGMENT V5: 1.68 Miles**

Segment V5 begins at its intersection with Segments V2 and V4, located approximately 0.69-mile southeast of the intersection of SH 105 and County Road 204. The segment heads south for approximately 1.33 miles, crossing County Road 203. The segment then turns southwest for approximately 0.35-mile, before reaching the segment's intersection with Segments AM, AO, and AP, located 0.59-mile northeast of the intersection of Kowis Ln and County Road 351.

### **SEGMENT W: 0.53 Mile**

Segment W begins at its intersection with Segments O and P, located approximately 0.63-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line. The segment heads west for approximately 0.20-mile, then turns south for approximately 0.33-mile, before reaching the segment's intersection of Segments AA and AB, located approximately 0.44-mile south-southwest of Bobville Rd.

### **SEGMENT X: 0.03 Mile**

Segment X begins at its intersection with Segments M2 and Y, located approximately 0.22-mile south-southwest of the intersection of FM 1486 and Ben Smith Rd. The segment heads east for approximately 0.03-mile, crossing FM 1486, before reaching the segment's intersection with Segment Z, located approximately 0.23-mile south-southeast of the intersection of FM 1486 and Ben Smith Rd.

### **SEGMENT Y: 1.50 Miles**

Segment Y begins at its intersection with Segments M2 and X, located approximately 0.22-mile south-southwest of the intersection of FM 1486 and Ben Smith Rd. The segment heads west for approximately 0.80-mile then turns northwest for approximately 0.24-mile. The segment then turns west for approximately 0.46-mile, before reaching the segment's intersection with Segments AB and AC, located approximately 0.9-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT Z: 0.37 Mile**

Segment Z begins at its intersection with Segment X, located approximately 0.23-mile south-southeast of the intersection of FM 1486 and Ben Smith Rd. The segment heads south for approximately 0.37-mile, paralleling the east side of FM 1486, before reaching the segment's intersection with Segment AE, located approximately 0.02-mile northeast of the intersection of Jackson Rd and FM 1486.

### **SEGMENT AA 0.68 Mile**

Segment AA begins at its intersection of Segments W and AB, located approximately 0.63-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line. The segment heads west for approximately 0.29-mile, then turns southwest for approximately 0.28-mile. The segment then continues south-southwest for approximately 0.11-mile, before reaching the segment's intersection with AC and AD, located approximately 0.6-mile south-southeast of where Old Hwy 105 crosses the Grimes/Montgomery county line.

### **SEGMENT AB: 0.25 Mile**

Segment AB begins at its intersection of Segments W and AA, located approximately 0.63-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line. The segment proceeds south for approximately 0.25-mile, before reaching the segment's intersection with Segments Y and AC, located approximately 0.9-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line.

### **SEGMENT AC: 0.54 Mile**

Segment AC begins at its intersection with Segments Y and AB, located approximately 0.9-mile south of a railroad and 0.8-mile east of the Grimes/Montgomery county line. The segment heads west for approximately 0.54-mile, before reaching the segment's intersection with AA and AD, located approximately 0.6-mile south-southeast of where Old Hwy 105 crosses the Grimes/Montgomery county line.

### **SEGMENT AD: 1.22 Miles**

Segment AD begins at its intersection with AA and AC located approximately 0.6-mile south-southeast of where Old Hwy 105 crosses the Grimes/Montgomery county line. The segment heads south for approximately 0.49-mile then turns west for approximately 0.21-mile. The segment then turns south for approximately 0.52-mile, before reaching the segment's intersection with Segment AF2, AI, and AJ1, located approximately 0.4-mile northwest of the northwest end of Jacks Barn Rd.

### **SEGMENT AE: 0.14 Mile**

Segment AE begins at its intersection with Segment Z, located approximately 0.02-mile northeast of the intersection of Jackson Rd and FM 1486. The segment heads south paralleling the east side of FM 1486 for approximately 0.14-mile, before reaching the segment's intersection with Segments AF1 and AG, located approximately 0.03-mile southeast of the intersection of Moon Camp Rd and FM 1486.

### **SEGMENT AF1: 0.03 Mile**

Segment AF1 begins at intersection with Segments AE and AG, located approximately 0.03-mile southeast of the intersection of Moon Camp Rd and FM 1486. The segment heads west for approximately 0.03-mile, crossing FM 1486, before reaching the segment's intersection with Segments AF2 and AF3, located approximately 0.03-mile southwest of the intersection of Moon Camp Rd and FM 1486.

### **SEGMENT AF2: 2.64 Miles**

Segment AF2 begins at its intersection with Segments AF1 and AF3, located approximately 0.03-mile southwest of the intersection of Moon Camp Rd and FM 1486. The segment heads southwest for approximately 0.19-mile then turns northwest for approximately 0.09-mile. The segment then turns south for approximately 0.27-mile, then turns west for approximately 0.85-mile, then turns northwest for approximately 0.45-mile. The segment then turns southwest for approximately 0.79-mile, before reaching the segment's intersection with Segment AD, AI, and AJ1, located approximately 0.4-mile northwest of the northwest end of Jacks Barn Rd.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT AF3: 1.30 Miles**

Segment AF3 begins at its intersection with Segments AF1 and AF2, located approximately 0.03-mile southwest of the intersection of Moon Camp Rd and FM 1486. The segment heads south, southwest, then south again for approximately 1.26 miles, paralleling the west side of FM 1486 the entire time and crossing Bluejack National Construction Entrance. The segment then turns east, crossing FM 1486, for approximately 0.04-mile, before reaching the segment's intersection with Segments AH1 and AH2, located approximately 0.08-mile northeast of the intersection of the Bluejack National Main Entrance and FM 1486.

### **SEGMENT AG: 1.14 Miles**

Segment AG begins at its intersection with Segments AE and AF1, located approximately 0.03-mile southeast of the intersection of Moon Camp Rd and FM 1486. The segment heads south for approximately 1.14 miles, paralleling the east side of FM 1486 for approximately 0.30-mile, before reaching the segment's intersection with Segment AH1, located approximately 0.37-mile northeast of the intersection of the Bluejack National Main Entrance and FM 1486.

### **SEGMENT AH1: 0.35 Mile**

Segment AH1 begins at its intersection with Segment AG, located approximately 0.37-mile northeast of the intersection of the Bluejack National Main Entrance and FM 1486. The segment heads west for approximately 0.33-mile. The segment then turns south paralleling the east side of FM 1486 for approximately 0.02-mile, before reaching the segment's intersection with Segments AF3 and AH2, located approximately 0.08-mile northeast of the intersection of the Bluejack National Main Entrance and FM 1486.

### **SEGMENT AH2: 0.98 Mile**

Segment AH2 begins at its intersection with Segments AF3 and AH1, located approximately 0.08-mile northeast of the intersection of the Bluejack National Main Entrance and FM 1486. The segment heads south, paralleling the east side of FM 1486 for approximately 0.98-mile, until reaching the segment's intersection with Segment AK, located approximately 0.15-mile southeast of the intersection of Crown Ranch Boulevard (Blvd) and FM 1486.

### **SEGMENT AI: 0.62 Mile**

Segment AI begins at its intersection with Segment AD, AF2 and AJ1, located approximately 0.4-mile northwest of the northwest end of Jacks Barn Rd. The segment heads southwest for approximately 0.15-mile crossing into Grimes County. The segment then turns west for approximately 0.47-mile, before reaching the segment's intersection with Segments AL and V3, located approximately 0.75-mile southeast of the east end of County Road 203.

### **SEGMENT AJ1: 1.95 Miles**

Segment AJ1 begins at its intersection with Segment AD, AF2 and AI, located approximately 0.4-mile northwest of the northwest end of Jacks Barn Rd. The segment heads south for approximately 0.62-mile then turns west for approximately 0.12-mile crossing into Grimes County. The segment then turns south for approximately 0.30-mile, turns southwest for approximately 0.55-mile, crossing Crown Ranch Blvd, then turns west-southwest for approximately 0.29-mile. The segment then turns south for approximately 0.07-mile, before reaching the segment's intersection with Segments AJ2 and AJ3, located approximately 0.44-mile northwest from the intersection of Crown Ranch Blvd and Royal Hill Court (Ct).

### **SEGMENT AJ2: 0.67 Mile**

Segment AJ2 begins at its intersection with Segments AJ1 and AJ3, located approximately 0.44-mile northwest from the intersection of Crown Ranch Blvd and Royal Hill Ct. The segment heads west for approximately 0.67-mile, crossing an existing pipeline, before reaching the segment's intersection with Segments AR1 and AR2, located 0.35-mile southeast of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AJ3: 0.67 Mile**

Segment AJ3 begins at its intersection with Segments AJ1 and AJ2, located approximately 0.44-mile northwest from the intersection of Crown Ranch Blvd and Royal Hill Ct. The segment heads south for approximately 0.29-mile, crossing an existing pipeline. The segment then turns west for approximately 0.38-mile, before reaching the segment's intersection with Segments AK and AS1, located 0.84-mile southwest of the intersection of Crown Ranch Blvd and Royal Hill Ct.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT AK: 3.28 Miles**

Segment AK begins at its intersection with Segment AH2, located approximately 0.15-mile southeast of the intersection of Crown Ranch Blvd and FM 1486. The segment heads west for approximately 2.82 miles, crossing FM 1486, crossing into Grimes County, then crossing a pipeline. The segment turns northwest for approximately 0.46-mile, paralleling SH 249 corridor, before reaching the segment's intersection with Segments AJ3 and AS1, located 0.84-mile southwest of the intersection of Crown Ranch Blvd and Royal Hill Ct.

### **SEGMENT AL: 0.41 Mile**

Segment AL begins at its intersection with Segments AI and V3, located approximately 0.75-mile southeast of the east end of County Road 203. The segment heads west for approximately 0.41-mile, before reaching the segment's intersection with Segments AM and AN, located 0.94-mile northeast of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AM: 0.57 Mile**

Segment AM begins at its intersection with Segments AL and AN, located 0.94-mile northeast of the intersection of Kowis Ln and County Road 351. The segment heads west for approximately 0.57-mile, before reaching the segment's intersection with Segments AO, AP, and V5, located 0.59-mile northeast of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AN: 0.57 Mile**

Segment AN begins at its intersection with Segments AL and AM, located 0.94-mile northeast of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.57-mile, before reaching the segment's intersection with Segments AQ and AR1, located approximately 0.74-mile east of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AO: 0.32 Mile**

Segment AO begins at its intersection with Segments AM, AP, and V5, located 0.59-mile northeast of the intersection of Kowis Ln and County Road 351. The segment heads west for approximately 0.23-mile. The segment then turns southwest for approximately 0.09-mile, before reaching the segment's intersection with Segments AU and S4, located approximately 0.57-mile northwest of the intersection of Kowis Ln and Country Road 351.

### **SEGMENT AP: 0.56 Mile**

Segment AP begins at its intersection with Segments AM, AO, and V5, located 0.59-mile northeast of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.56-mile, before reaching the segment's intersection with Segments AQ and AX, located approximately 0.15-mile northeast of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AQ: 0.59 Mile**

Segment AQ begins at its intersection with Segments AN and AR1, located approximately 0.74-mile east of the intersection of Kowis Ln and County Road 351. The segment heads west for approximately 0.59-mile, before reaching the segment's intersection with Segments AP and AX, located approximately 0.15-mile northeast of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AR1: 1.18 Miles**

Segment AR1 begins at its intersection with Segments AN and AQ, located approximately 0.74-mile east of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.33-mile then turns west for approximately 0.60-mile, crossing an existing pipeline. The segment then turns south for approximately 0.25-mile, before reaching the segment's intersection with Segments AJ2 and AR2, located 0.35-mile southeast of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AR2: 0.38 Mile**

Segment AR2 begins at its intersection with Segments AJ2 and AR1, located 0.35-mile southeast of the intersection of FM 1774 and Foxfire Rd. The segment heads south for approximately 0.13-mile. The segment then turns west for approximately 0.25-mile crossing Mill Creek, before reaching the segment's intersection with Segment AR3 and the



## **Castle 230 kV Transmission Line Description of the Alternative Routes**

north side of the proposed Castle Substation Option C in Grimes County, located approximately 0.31-mile southeast of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AR3: 0.09 Mile**

Segment AR3 begins at its intersection with Segment AS3, located approximately 0.31-mile southwest from the intersection of FM 1774 and Foxfire Rd. The segment heads east for approximately 0.09-mile, before reaching the segment's intersection with Segment AR2 and the north side of the proposed Castle Substation Option C in Grimes County, located approximately 0.31-mile southeast of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AS1: 0.55 Mile**

Segment AS1 begins at its intersection with Segments AJ3 and AK, located 0.84-mile southwest of the intersection of Crown Ranch Blvd and Royal Hill Ct. The segment heads northwest for approximately 0.55-mile, crossing Mill Creek and paralleling the SH 249 corridor, before reaching the segment's intersection with the southside of the proposed Castle Substation Option C, located approximately 0.38-mile southeast of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AS3: 0.32 Mile**

Segment AS3 begins at its intersection with Segments AS4 and BG, located approximately 0.07-mile northwest from the intersection of FM 1774 and Foxfire Rd. The segment heads south-southeast for approximately 0.32-mile, crossing Mill Creek, before reaching the segment's intersection with Segment AR3, located approximately 0.31-mile southwest from the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AS4: 0.10 Mile**

Segment AS4 begins at its intersection with Segment BB, located approximately 0.14-mile northwest from the intersection of FM 1774 and Foxfire Rd. The segment heads southeast for approximately 0.10-mile, before reaching the segment's intersection with Segments AS3 and BG, located approximately 0.07-mile northwest from the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AU: 0.35 Mile**

Segment AU begins at its intersection with Segments AO and S4, located approximately 0.57-mile northwest of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.35-mile, before reaching the segment's intersection with Segments AV and AW, located approximately 0.26-mile northwest of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AV: 0.27 Mile**

Segment AV begins at its intersection with Segments AU and AW, located approximately 0.26-mile northwest of the intersection of Kowis Ln and County Road 351. The segment heads southwest for approximately 0.24-mile, crossing an existing pipeline. The segment proceeds southwest for approximately 0.03-mile crossing FM 1774, before reaching the segment's intersection with Segment BD, located approximately 0.17-mile northwest of the intersection of FM 1774 and County Road 351.

### **SEGMENT AW: 0.19 Mile**

Segment AW begins at its intersection with Segments AU and AV, located approximately 0.26-mile northwest of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.19-mile, crossing an existing pipeline, before reaching the segment's intersection with Segments AY2 and BA, located approximately 0.18-mile east-northeast of the intersection of FM 1774 and County Road 351.

### **SEGMENT AX: 0.04 Mile**

Segment AX begins at its intersection with Segments AP and AQ, located approximately 0.15-mile northeast of the intersection of Kowis Ln and County Road 351. The segment heads southwest for approximately 0.04-mile, crossing County Road 351, before reaching the segment's intersection with Segments AY1 and AZ1, located approximately 0.13-mile south-southeast of the intersection of Kowis Ln and County Road 351.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT AY1: 0.28 Mile**

Segment AY1 begins at its intersection with Segments AX and AZ1, located approximately 0.13-mile south-southeast of the intersection of Kowis Ln and County Road 351. The segment heads west for approximately 0.28-mile, crossing an existing pipeline, before reaching the segment's intersection with Segments AY2 and BF, located approximately 0.15-mile south-southwest of the intersection of Kowis Ln and County Road 351.

### **SEGMENT AY2: 0.03 Mile**

Segment AY2 begins at its intersection with Segments AY1 and BF, located approximately 0.15-mile south-southwest of the intersection of Kowis Ln and County Road 351. The segment heads northwest for approximately 0.03-mile, crossing County Road 351, before reaching the segment's intersection with Segments AW and BA, located approximately 0.18-mile east-northeast of the intersection of FM 1774 and County Road 351.

### **SEGMENT AZ1: 0.47 Mile**

Segment AZ1 begins at its intersection with Segments AX and AY1, located approximately 0.13-mile south-southeast of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.19-mile, crossing an existing pipeline. The segment then turns west for approximately 0.28-mile, before reaching the segment's intersection with Segments AZ2, BF, and BG, located approximately 0.18-mile north of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT AZ2: 0.11 Mile**

Segment AZ2 begins at its intersection with Segments AZ1, BF, and BG, located approximately 0.18-mile north of the intersection of FM 1774 and Foxfire Rd. The segment heads west for approximately 0.11-mile, crossing FM 1774, before reaching the segment's intersection with Segments BB and BC2, located approximately 0.21-mile northwest of the intersection of FM 1774 and Firefox Rd.

### **SEGMENT BA: 0.20 Mile**

Segment BA begins at its intersection with Segments AW and AY2, located approximately 0.18-mile east-northeast of the intersection of FM 1774 and County Road 351. The segment heads west for approximately 0.17-mile, paralleling the north side of County Road 351. The segment then turns west-southwest for approximately 0.03-mile, crossing FM 1774, before reaching the segment's intersection with Segments BC1 and BD, located approximately 0.03-mile northwest of the intersection of FM 1774 and County Road 351.

### **SEGMENT BB: 0.07 Mile**

Segment BB begins at its intersection with Segments AZ2 and BC2, located approximately 0.21-mile northwest of the intersection of FM 1774 and Firefox Rd. The segment heads southeast for approximately 0.07-mile before reaching the segment's intersection with Segment AS4, located approximately 0.14-mile northwest from the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT BC1: 0.06 Mile**

Segment BC1 begins at its intersection with Segments BA and BD, located approximately 0.03-mile northwest of the intersection of FM 1774 and County Road 351. The segment heads southeast for approximately 0.06-mile, paralleling FM 1774, before reaching the segment's intersection with Segment BC2 and the east side of the proposed Castle Substation Option A in Grimes County, located approximately 0.04-mile south of the intersection of FM 1774 and County Road 351.

### **SEGMENT BC2: 0.18 Mile**

Segment BC2 begins at its intersection with Segments AZ2 and BB, located approximately 0.21-mile northwest of the intersection of FM 1774 and Firefox Rd. The segment heads northwest for approximately 0.18-mile, paralleling FM 1774, before reaching the segment's intersection with Segment BC1 and the east side of the proposed Castle Substation Option A in Grimes County, located approximately 0.04-mile south of the intersection of FM 1774 and County Road 351.

## **Castle 230 kV Transmission Line Description of the Alternative Routes**

### **SEGMENT BD: 0.14 Mile**

Segment BD begins at its intersection with Segment AV, located approximately 0.17-mile northwest of the intersection of FM 1774 and County Road 351. The segment heads southeast for approximately 0.14-mile, paralleling FM 1774, before reaching the segment's intersection with Segments BA and BC1, located approximately 0.03-mile northwest of the intersection of FM 1774 and County Road 351.

### **SEGMENT BE: 0.84 Mile**

Segment BE begins at its intersection with Segments C1 and C2, located approximately 0.38-mile southwest from the intersection of Old Hwy 105 and Mount Mariah Rd. The segment heads northwest for approximately 0.11-mile, crossing Entergy's L-96 138 kV transmission line. The segment then turns northwest for approximately 0.73-mile, crossing Old Hwy 105, paralleling the north side of Entergy's L-96 138 kV Transmission Line, before reaching the segment's intersection with Segments R1 and R2, located approximately 0.59-mile southwest of the intersection of SH 105 and Mount Mariah Rd.

### **SEGMENT BF: 0.19 Mile**

Segment BF begins at its intersection with Segments AY1 and AY2, located approximately 0.15-mile south-southwest of the intersection of Kowis Ln and County Road 351. The segment heads south for approximately 0.19-mile, before reaching the segment's intersection with Segments AZ1, AZ2, and BG, located approximately 0.18-mile north of the intersection of FM 1774 and Foxfire Rd.

### **SEGMENT BG: 0.22 Mile**

Segment BG begins at its intersection with Segments AZ1, AZ2, and BF, located approximately 0.18-mile north of the intersection of FM 1774 and Foxfire Rd. The segment heads south for approximately 0.15-mile. The segment then turns southwest for approximately 0.07-mile, crossing FM 1774, before reaching the segment's intersection with Segments AS3 and AS4, located approximately 0.07-mile northwest from the intersection of FM 1774 and Foxfire Rd.