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May 28, 2020

Honorable Hoppy Haden
110 S. Main Street, Room 201
Lockhart, Texas 78644

Application of Guadalupe Valley Electric Cooperative to Amend Its Certificate of Convenience and Necessity for a Proposed 138-kV Transmission Line in Caldwell and Gonzales Counties (Delhi-to-Bluestem 138-kV Transmission Line)

PUBLIC UTILITY COMMISSION OF TEXAS DOCKET NO. 50830

Dear Sir/Madam:

Guadalupe Valley Electric Cooperative, Inc. (GVEC), of Gonzales, Texas, plans to construct a 138 kilovolt (kV) transmission line in Caldwell County and Gonzales County, Texas. On May 28, 2020, GVEC filed an application for an Amendment to Its Certificate of Convenience and Necessity (CCN) with the Public Utility Commission of Texas (Commission or PUC) requesting approval of this project. The total estimated cost of this transmission project is between **\$8,030,596** and **\$12,143,340**, dependent upon which route the Commission selects. Additional costs associated with the proposed project include the construction of the proposed "Delhi" Substation at a cost of \$4,250,000. Accordingly, the total estimated cost of the proposed project is between **\$12,280,596** and **\$16,393,340**. The project, if approved by the Commission, may be constructed on any of the 24 routes submitted in the application and described below. These routes range in length from 9.06 to 13.69 miles. The following notice complies with Commission requirements.

Your land may be directly affected in this docket. If one of the applicant's routes is approved by the Commission, the applicant will have the right to build a facility which may directly affect your land. This docket will not determine the value of your land or the value of an easement if one is needed by the applicant to build the facility. If you have questions about the transmission line or wish to review a detailed routing map, please contact Sandra Young with GVEC at (830) 401-8326. A detailed routing map may be reviewed at GVEC's Seguin office located at 6400 IH-10 West, Seguin, Texas 78155 or GVEC's Gonzales office located at 825 E. Sarah DeWitt Dr., Gonzales, TX 78629. Due to COVID-19, office hours may be limited. Please call in advance to ensure availability.

All routes and route segments included in this notice are available for selection and approval by the Public Utility Commission of Texas.

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

In addition to the contacts listed in the brochure, you may call the PUC's Customer Assistance Hotline at (888) 782-8477. Hearing- and speech-impaired individuals with text telephones (TTY) may contact the PUC's Customer Assistance Hotline at (512) 936-7136 or toll free at (800) 735-2989. If you wish to

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participate in this proceeding by becoming an intervenor, the deadline for intervention in the proceeding is **July 13, 2020**, and the PUC should receive a letter from you requesting intervention by that date. Mail the request for intervention and 10 copies of the request to:

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

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

NEED FOR THE PROJECT

The purpose of the Project is to improve the reliability of GVEC's electric transmission system while meeting the region's growing demand for electric power. The GVEC load requirements in the Caldwell County area are served from GVEC feeders from the LCRA TSC Waelder substation. Additionally, GVEC is supporting the Mid-Basin Water Supply Project, a State water supply project through the Alliance Regional Water Authority and Guadalupe Blanco River Authority to bring needed water resources to the rapidly growing populations in the municipalities along Interstate Highway 35 between Austin and San Antonio. Loads for the proposed new water treatment plant and water wells field could not be served from the Waelder substation and therefore will be served from the proposed Delhi Substation. This substation will also supply the needed 25 kV distribution circuits that are now served from 12.5 kV lines in the area. Based on the present and projected growth and developments, loads are projected to be approximately 10 megavolt amperes (MVA) by 2022 and an additional 3.2 MVA by 2030.

PROJECT DESCRIPTION

Provided below is the description of the approximate location of the alternative routes for this project.

Guadalupe Valley Electric Cooperative, Inc. (GVEC) has filed an application with the Public Utility Commission of Texas (PUC) to amend its Certificate of Convenience and Necessity (CCN) to construct the proposed single-circuit 138 kilovolt (kV) transmission line (initially operated at 69 kV) in Gonzales and Caldwell Counties, Texas known as the Delhi to Bluestem 138 kV Transmission Line Project. In its CCN application for this project, GVEC has presented 24 different combinations for the 45 segments to develop possible routes for consideration by the PUC for this project. The following table lists the segment combinations that make up GVEC's 24 alternative routes. Alternative routes are not listed in any order of

preference or priority. All routes and route segments are available for selection and approval by the PUC. Only one multi-segment transmission line route will ultimately be constructed.

ALTERNATIVE ROUTE	ROUTE COMPOSITION	LCRA BLUESTEM SUBSTATION OPTION	LENGTH (MILES)
Route 1	B-D-G-K-W-Z-AO-AR	Bluestem Option B	11.47
Route 2	B-D-G-L-M-Q-X-Z-AO-AR	Bluestem Option B	12.36
Route 3	B-E-M-Q-AA-AK-AL	Bluestem Option B	10.66
Route 4	B-E-M-Q-X-Z-AO-AR	Bluestem Option B	11.92
Route 5	B-E-M-R-AB-AI-AK-AL	Bluestem Option B	10.19
Route 6	B-D-G-L-M-Q-AA-AK-AM-AS-AU	Bluestem Option D	12.07
Route 7	B-D-G-L-M-R-AB-AI-AK-AM-AS-AU	Bluestem Option D	10.96
Route 8	B-D-G-L-M-R-AB-AJ-AU	Bluestem Option D	10.50
Route 9	B-E-M-Q-AA-AK-AM-AS-AU	Bluestem Option D	9.50
Route 10	B-E-M-R-AB-AI-AK-AM-AS-AU	Bluestem Option D	10.53
Route 11	B-E-M-R-AB-AJ-AU	Bluestem Option D	10.06
Route 12	B-D-G-L-M-Q-AA-AK-AM-AS-AU	Bluestem Option D	9.06
Route 13	B-E-M-R-AC-AH-AX	Bluestem Option E	10.49
Route 14	B-E-N-S-AF-AV-AW-AX	Bluestem Option E	10.23
Route 15	B-E-N-S-AG-AH-AX	Bluestem Option E	10.69
Route 16	C-O-U-AD-AE-AV-AW-AX	Bluestem Option E	10.07
Route 17	C-P-AY-AD-AE-AV-AW-AX	Bluestem Option E	11.76
Route 18	B-E-N-S-AF-AV-BC-BD	Bluestem Option F	13.69
Route 19	B-E-N-T-U-AD-BA-BB-BD	Bluestem Option F	13.42
Route 20	B-E-N-T-U-AY-AZ-BB-BD	Bluestem Option F	12.62
Route 21	C-O-U-AD-AE-AV-BC-BD	Bluestem Option F	13.53
Route 22	C-O-U-AD-BA-BB-BD	Bluestem Option F	12.97
Route 23	C-O-U-AY-AZ-BB-BD	Bluestem Option F	12.17
Route 24	C-P-AZ-BB-BD	Bluestem Option F	13.13

The following narrative along with the enclosed map provides a general description of the segments that form the 24 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 hundredths of a mile. The distances of individual segments below may not sum to the total length of route presented above due to rounding.*

SEGMENT B: 0.67 Mile

Segment B begins at its intersection with the proposed GVEC Delhi Substation, located on the south side of Wolf Run Road/County Road (CR) 156 approximately 0.63 mile southeast of the intersection of Wolf Run Road and State Highway (SH) 304. The segment exits the northwest corner of the proposed GVEC

Delhi Substation and proceeds northwest, paralleling the south side of Wolf Run Road/CR 156 for approximately 0.61 mile. The segment then angles south-southwest, paralleling the east side of SH 304 for approximately 0.06 mile. The segment terminates at its intersection with Segments D and E, located on the east side of SH 304 approximately 0.08 mile south of Wolf Run Road/CR 156.

SEGMENT C: 4.06 Miles

Segment C begins at its intersection with the proposed GVEC Delhi Substation, located on the south side of Wolf Run Road/County Road (CR) 156 approximately 0.63 mile southeast of the intersection of Wolf Run Road/CR 156 and State Highway (SH) 304. The segment exits the northeast corner of the proposed GVEC Delhi Substation and proceeds southeast paralleling the south side of Wolf Run Road/CR 156 for approximately 0.21 mile crossing a pipeline, and then angles east for approximately 0.08-mile crossing Wolf Run Road/CR 156. The segment then angles southeast paralleling the north side of Wolf Run Road/CR 156 for approximately 0.70-mile crossing two pipelines, and then continues southeast for approximately 0.31 mile. The segment then angles south-southwest for approximately 1.21 mile, and then angles east-southeast for approximately 0.89 mile. The segment then angles south for approximately 0.15-mile crossing CR 444 from Caldwell County to Gonzales County. The segment continues south paralleling CR 444 for approximately 0.51 mile and terminates at its intersection with Segments O and P, located on the east side of CR 444.

SEGMENT D: 0.04 Miles

Segment D begins at its intersection with Segments B and E, located on the east side of SH 304 approximately 0.08 mile south of Wolf Run Road/CR 156. The segment proceeds northwest for approximately 0.04-mile crossing SH 304. The segment terminates at its intersection with Segment G, located on the west side of SH 304.

SEGMENT E: 2.24 Miles

Segment E begins at its intersection with Segments B and D, located on the east side of SH 304 approximately 0.08 mile south of Wolf Run Road/CR 156. The segment proceeds southwest, paralleling the east side of SH 304 for approximately 0.30 mile. The segment then angles south and continues paralleling the east side of SH 304 for approximately 1.94 miles crossing two pipelines. The segment terminates at its intersection with Segments L, M, and N, located on the northeast side of the intersection of SH 304 and Buck Branch Road/CR 151.

SEGMENT G: 1.78 Miles

Segment G begins at its intersection with Segment D, located on the west side of SH 304. The segment proceeds southwest, paralleling the northwest side of SH 304 for approximately 0.35 mile, and continues southwest paralleling the northwest side of Blue Jay Road/CR 155A for approximately 1.43 miles. The segment terminates at its intersection with Segments L and K, located on the northwest side of the intersection of Blue Jay Road/CR 155A and Sandy Fork Road/CR 151.

SEGMENT K: 4.01 Miles

Segment K begins at its intersection with Segments G and L, located on the northwest side of the intersection of Blue Jay/CR 155A and Sandy Fork/CR 151. The segment proceeds west-southwest, immediately crossing Sandy Fork/CR 151, for approximately 0.17 mile, and then angles south paralleling the east side of CR 152 for approximately 0.45 mile. The segment then angles west paralleling the south side of CR 152 for approximately 1.05 miles crossing CR 152. The segment then angles south paralleling the west side of CR 152 for approximately 2.34 miles, crossing two pipelines, and Kirk Corner Rd/CR 150. The segment terminates at its intersection with Segment W, located on the southwest side of the intersection of CR 152 and Kirk Corner Rd/CR 150.

SEGMENT L: 0.86 Miles

Segment L begins at its intersection with Segments G and K, located on the northwest side of the intersection of Blue Jay/CR 155A and Sandy Fork/CR 151. The segment proceeds southeast immediately crossing Blue Jay/CR 155A and paralleling the northeast side of Sandy Fork /CR 151 for approximately 0.86 mile, crossing a pipeline and SH 304. The segment terminates at its intersection with Segments E, M, and N, located on the northeast side of the intersection of SH 304 and Buck Branch Road/CR 151.

SEGMENT M: 1.47 Miles

Segment M begins at its intersection with Segments E, L, and N, located on the northeast side of the intersection of SH 304 and Buck Branch/CR 151. The segment proceeds south immediately crossing Buck Branch/CR 151 and paralleling the east side of SH 304 for approximately 1.47 miles. The segment terminates at its intersection with Segments Q and R, located on the northeast side of the intersection of SH 304 and Reed Creek Rd/CR 305.

SEGMENT N: 2.47 Miles

Segment N begins at its intersection with Segments E, L and M, located on the northeast side of the intersection of SH 304 and Buck Branch/CR 151A. The segment proceeds southeast paralleling the north side of Buck Branch/CR 151A and CR 459 for approximately 2.47 miles, crossing Buck Branch, crossing from Caldwell County to Gonzales County, a pipeline, and CR 444. The segment terminates at its intersection with Segments T and S, located on the northwest side of the intersection of CR 459 and CR 443.

SEGMENT O: 1.36 Miles

Segment O begins at its intersection with Segments C and P, located on the east side of CR 444. The segment proceeds south paralleling the east side of CR 444 for approximately 0.42 mile, then continues south for approximately 0.60 mile, and then angles south-southwest for approximately 0.34 mile. The segment terminates at its intersection with Segments T and U, located on the north side of CR 459.

SEGMENT P: 4.32 Miles

Segment P begins at its intersection with Segments C and O, located on the east side of CR 444. The segment proceeds east-southeast for approximately 1.78 miles crossing Bee Branch, and then angles northeast for approximately 0.14 mile. The segment then angles southeast paralleling the southwest side of CR 444 for approximately 0.46 mile and then angles southwest for approximately 1.33 miles. The segment continues southwest paralleling the northwest side of CR 460 for approximately 0.61 mile. The segment terminates at its intersection with Segments AY and AZ, located on the northwest side of CR 460.

SEGMENT Q: 1.66 Miles

Segment Q begins at its intersection with Segments M and R, located on the northeast side of the intersection of SH 304 and Reed Creek Rd/CR 305. The segment proceeds west for approximately 0.04 mile, crossing SH 304, then angles south paralleling the west side of SH 304 for approximately 0.04 mile. The segment then angles west paralleling the north side of Reed Creek Rd/CR 305 for approximately 0.74 mile. The segment then angles south, immediately crossing Reed Creek Rd/CR 305, for approximately 0.84 mile, crossing from Caldwell County into Gonzales County. The segment terminates at its intersection with Segments X and AA, located on the northwest side of the intersection of Kirk Corner Rd/CR 150, CR 441, and CR 442.

SEGMENT R: 1.22 Miles

Segment R begins at its intersection with Segments M and Q, located on the northeast side of the intersection of SH 304 and Reed Creek Rd/CR 305. The segment proceeds south paralleling the east side

of SH 304 for approximately 1.22 miles crossing from Caldwell County to Gonzales County and crossing a pipeline. The segment terminates at its intersection with Segments AB and AC, located on the northeast side of the intersection of SH 304 and CR 443.

SEGMENT S: 2.77 Miles

Segment S begins at its intersection with Segments N and T, located on the northwest side of the intersection of CR 459 and CR 443. The segment proceeds south, immediately crossing CR 459, paralleling the west side of CR 443 for approximately 0.54 mile. The segment then continues south for approximately 0.18-mile crossing CR 443 twice. The segment then continues south paralleling the west side of CR 443 for approximately 0.56 mile. The segment then angles east immediately crossing CR 443 and paralleling the north side of CR 443 for approximately 0.15 mile, and then angles south immediately crossing CR 443 and paralleling the west side of CR 443 for approximately 0.43 mile crossing a pipeline. The segment then angles south-southeast for approximately 0.72 mile, and then angles south for approximately 0.19 mile. The segment terminates at its intersection with Segments AF and AG, located on the north side of United States Highway (US Hwy) 90.

SEGMENT T: 0.49 Mile

Segment T begins at its intersection with Segments N and S, located on the northwest side of the intersection of CR 459 and CR 443. The segment proceeds southeast paralleling the northeast side of CR 459 for approximately 0.49 mile. The segment terminates at its intersection with Segments O and U, located on the north side of CR 459.

SEGMENT U: 1.64 Miles

Segment U begins at its intersection with Segments O and T, located on the northeast side of CR 459. The segment proceeds southeast paralleling the northeast side of CR 459 for approximately 1.47 miles crossing CR 496. The segment crosses CR 459 and continues southeast for approximately 0.17 mile. The segment terminates at its intersection with Segments AD and AY, located on the northwest side of CR 460 approximately 0.12 mile southwest of the intersection of CR 459 and CR 460.

SEGMENT W: 0.08 Mile

Segment W begins at its intersection with Segment K, located on the southwest side of the intersection of CR 152 and Kirk Corner Road/CR 150. The segment proceeds south paralleling the west side of Kirk Corner Rd/CR 150 for approximately 0.08 mile. The segment terminates at its intersection with Segments X and Z, located on the west side of Kirk Corner Rd/CR 150.

SEGMENT X: 1.00 Mile

Segment X begins at its intersection with Segments Q and AA, located on the northwest side of the intersection of Kirk Corner Road/CR 150, CR 441, and CR 442. The segment proceeds west paralleling the north side of Kirk Corner Road/CR 150 for approximately 1.00-mile crossing from Gonzales County to Caldwell County, crossing Reed Creek, and Kirk Corner Road/CR 150. The segment terminates at its intersection with Segments W and Z, located on the west side of Kirk Corner Road/CR 150.

SEGMENT Z: 2.65 Miles

Segment Z begins at its intersection with Segments W and X, located on the west side of Kirk Corner Rd/CR 150. The segment proceeds south for approximately 1.06 miles crossing Reed Creek and crossing from Caldwell County to Gonzales County, and then angles west for approximately 0.33-mile crossing Reed Creek. The segment then angles south for approximately 0.25 mile, and then continues south paralleling the east side of CR 462 for approximately 1.01 miles. The segment terminates at its intersection with Segment AO, located on the southeast side of a bend in CR 462.

SEGMENT AA: 2.51 Miles

Segment AA begins at its intersection with Segments Q and X, located on the northwest side of the intersection of Kirk Corner Road/CR 150, CR 441, and CR 442. The segment proceeds south, immediately crossing Kirk Corner Road/CR 150, paralleling the west side of CR 441 for approximately 0.95 mile, the segment then angles east for approximately 0.01-mile crossing CR 441, and then angles south paralleling the east side of CR 441 for approximately 0.29 mile. The segment then angles west for approximately 0.01-mile crossing CR 441, and then angles south paralleling the west side of CR 441 for approximately 1.25 miles and crossing CR 438. The segment terminates at its intersection with Segments AI and AK, located on the southwest side of the intersection of CR 441 and CR 438.

SEGMENT AB: 2.10 Miles

Segment AB at its intersection with Segments R and AC, located on the northeast side of the intersection of SH 304 and CR 443. The segment proceeds south, immediately crossing CR 443, paralleling the east side of SH 304 for approximately 0.15-mile, and then angles west for approximately 0.03-mile crossing SH 304. The segment then angles south-southwest, paralleling the west side of SH 304 for approximately 1.34 miles, and then angles southeast for approximately 0.03-mile crossing SH 304. The segment then angles south-southeast paralleling the east side of SH 304 for approximately 0.55 mile. The segment terminates at its intersection with Segments AI and AJ, located on the southeast side of the intersection of SH 304 and CR 438.

SEGMENT AC: 2.68 Miles

Segment AC begins at its intersection with Segments R and AB, located on the northeast side of the intersection of SH 304 and CR 443. The segment proceeds southeast paralleling the north side of CR 443 for approximately 2.08-mile crossing Buck Branch, and a pipeline. The segment then angles south for approximately 0.14 mile, and then angles southeast for approximately 0.28 mile. The segment then angles south-southeast paralleling the west side of CR 423 for approximately 0.16 mile, and then angles east-northeast paralleling the north side of US HWY 90 for approximately 0.02-mile crossing CR 423. The segment terminates at its intersection with Segments AG and AH, located on the northeast side of the intersection of US HWY 90 and CR 423.

SEGMENT AD: 0.84 Mile

Segment AD begins at its intersection with Segments U and AY, located on the northwest side of CR 460 approximately 0.12 mile southwest of the intersection of CR 459 and CR 460. The segment proceeds southwest paralleling the northwest side of CR 460 for approximately 0.84 mile, crossing Bee Branch and a pipeline. The segment terminates at its intersection with Segments AE and BA, located approximately 0.17-mile northeast of the intersection of US HWY 90 and CR 460.

SEGMENT AE: 0.46 Mile

Segment AE begins at its intersection with Segments AD and BA, located approximately 0.17-mile northeast of the intersection of US HWY 90 and CR 460. The segment proceeds southwest paralleling the northwest side of CR 460 for approximately 0.18-mile crossing Bee Branch, and then angles west-southwest paralleling the north side of US HWY 90 for approximately 0.28-mile crossing Bee Branch. The segment terminates at its intersection with Segments AF and AV, located on the north side of US HWY 90.

SEGMENT AF: 0.37 Mile

Segment AF begins at its intersection with Segments AE and AV, located on the north side of US HWY 90. The segment proceeds west-southwest paralleling the north side of US HWY 90 for approximately 0.37 mile. The segment terminates at its intersection with Segments S and AG located on the north side of US HWY 90.

SEGMENT AG: 0.32 Mile

Segment AG begins at its intersection with Segments S and AF, located on the north side of US HWY 90. The segment proceeds west-southwest paralleling the north side of US HWY 90 for approximately 0.32 mile. The segment terminates at its intersection with Segments AC and AH, located on the northeast side of the intersection of US HWY 90 and CR 423.

SEGMENT AH: 1.87 Mile

Segment AH begins at its intersection with Segments AC and AG, located on the northeast side of the intersection of US HWY 90 and CR 423. The segment proceeds south, immediately crossing US HWY 90 and a railroad, paralleling the east side of CR 423 for approximately 0.46 mile and CR 423. The segment then continues south paralleling the west side of CR 423 for approximately 0.74 mile. The segment then angles east paralleling the south side of CR 423 for approximately 0.67 mile. The segment terminates at its intersection with Segments AW and AX, located in the southwest corner of a bend in CR 423.

SEGMENT AI: 0.38 Mile

Segment AI begins at its intersection with Segments AB and AJ, located on the southeast side of the intersection of SH 304 and CR 438. The segment proceeds west-southwest, immediately crossing SH 304, paralleling the south side of CR 438 for approximately 0.38 mile. The segment terminates at its intersection with Segments AA and AK, located on the southwest side of the intersection of CR 441 and CR 438.

SEGMENT AJ: 1.29 Mile

Segment AJ begins at its intersection with Segments AB and AI, located on the southeast side of the intersection of SH 304 and CR 438. The segment proceeds south paralleling the east side of SH 304 for approximately 0.27 mile and then angles southeast for approximately 0.10 mile. The segment then angles south for approximately 0.27 mile, immediately crossing US HWY 90 and a railroad. The segment then continues south paralleling the east side of SH 304 for approximately 0.65 mile, crossing a pipeline, Sandy Fork, and another pipeline. The segment terminates at its intersection with Segments AS and AU, located on the east side of SH 304.

SEGMENT AK: 0.54 Mile

Segment AK begins at its intersection with Segments AA and AI, located on the southwest side of the intersection of CR 441 and CR 438. The segment proceeds west-southwest paralleling the south side of CR 438 for approximately 0.19 mile, crossing CR 438. The segment then angles south paralleling the west side of CR 438 for approximately 0.35 mile. The segment terminates at its intersection with Segments AL and AM, located on the northwest side of the intersection of US HWY 90 and CR 438.

SEGMENT AL: 1.55 Mile

Segment AL begins at its intersection with Segments AK and AM, located on the northwest side of the intersection of US HWY 90 and CR 438. The segment proceeds west-southwest paralleling the north side of US HWY 90 for approximately 0.57 mile, and then angles south-southeast for approximately 0.15-mile crossing US HWY 90, two pipelines, and a railroad. The segment then angles west-southwest paralleling the south side of a railroad for approximately 0.21 mile. The segment then angles south paralleling the east side of CR 437 for approximately 0.62-mile crossing Sandy Fork. The segment terminates at its intersection with the proposed Lower Colorado River Authority Transmission Service Corporation (LCRA TSC) Bluestem Substation Option B, located on the east side of CR 437 approximately 0.67 mile north of Interstate Highway (IH) 10 just north of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AM: 0.78 Mile

Segment AM begins at its intersection with Segments AK and AL, located on the northwest side of the intersection of US HWY 90 and CR 438. The segment proceeds south, immediately crossing US HWY 90 and a railroad, paralleling the west side of CR 438 for approximately 0.40 mile crossing a pipeline, Sandy Fork, and a pipeline and then angles east for approximately 0.02-mile crossing CR 438. The segment then angles south paralleling the east side of CR 438 for approximately 0.36 mile. The segment terminates at its intersection with Segment AS, located on the east side of CR 438 and on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AO: 1.75 Miles

Segment AO begins at its intersection with Segment Z, located on the southeast side of a bend in CR 462. The segment proceeds south for approximately 1.02 miles crossing Sandy Fork and two pipelines. The segment then angles slightly south-southeast for approximately 0.12 mile, crossing US HWY 90 and a railroad. The segment then angles south for approximately 0.61 mile. The segment terminates at its intersection with Segment AR, located on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AR: 0.46 Mile

Segment AR begins at its intersection with Segments AO, located on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line. The segment proceeds east paralleling the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line for approximately 0.46 mile, crossing CR 437. The segment terminates at its intersection with the proposed LCRA TSC Bluestem Substation Option B, located on the east side of CR 437 approximately 0.67 mile north of IH 10 north of and overlapping the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AS: 0.58 Mile

Segment AS begins at its intersection with Segment AM, located on the east side of CR 438 and on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line. The segment proceeds east for approximately 0.58 mile, crossing SH 304. The segment terminates at its intersection with Segments AJ and AU, located on the east side of SH 304.

SEGMENT AU: 0.05 Mile

Segment AU begins at its intersection with Segments AJ and AS, located on the east side of SH 304. The segment proceeds south for approximately 0.05 mile. The segment terminates at its intersection with the proposed LCRA TSC Bluestem Substation Option D, located on the east side of SH 304 approximately 0.79 mile north of the intersection of SH 304 and IH 10, just north of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AV: 0.42 Mile

Segment AV begins at its intersection with Segments AE and AF, located on the north side of US HWY 90. The segment proceeds south, immediately crossing US HWY 90 and a railroad, for approximately 0.42 mile. The segment terminates at its intersection with Segments AW and BC.

SEGMENT AW: 0.95 Mile

Segment AW begins at its intersection with Segments AV and BC. The segment proceeds south for approximately 0.95-mile crossing Bee Branch, a pipeline, and CR 423. The segment terminates at its intersection with Segments AH and AX, located in the southwest corner of a bend in CR 423.

SEGMENT AX: 0.32 Mile

Segment AX begins at its intersection with Segments AH and AX, located in the southwest corner of a bend in CR 423. The segment proceeds south, paralleling the west side of CR 423 for approximately 0.32 mile. The segment terminates at its intersection with the proposed LCRA TSC Bluestem Substation Option E, located on the northwest side of the intersection of CR 423, CR 422 and CR 424, north of and overlapping the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line.

SEGMENT AY: 0.36 Mile

Segment AY begins at its intersection with Segments P and AZ, located on the southwest side of the intersection of CR 460 and CR 458. The segment proceeds southwest paralleling the northwest side of CR 460 for approximately 0.36-mile crossing CR 459. The segment terminates at its intersection with Segments U and AD, located on the northwest side of CR 460 approximately 0.12 mile southwest of the intersection of CR 459 and CR 460.

SEGMENT AZ: 2.92 Miles

Segment AZ begins at its intersection with Segments P and AY, located on the southwest side of the intersection of CR 460 and CR 458. The segment proceeds southeast, immediately crossing CR 460, paralleling the south side of CR 458 for approximately 1.71 miles. The segment then angles east-southeast for approximately 0.10-mile crossing CR 458, then angles southeast paralleling the north side of CR 458 for approximately 0.34 mile, and then continues southeast for approximately 0.68 mile. The segment then angles south-southwest for approximately 0.09-mile crossing US HWY 90 and a railroad. The segment terminates at its intersection with Segments BA and BB, located on the southwest side of the railroad approximately 0.72-mile northwest of the intersection of US HWY 90 and SH 97.

SEGMENT BA: 3.24 Miles

Segment BA begins at its intersection with Segments AD and AE, located approximately 0.17-mile northwest of the intersection of US HWY 90 and CR 460. The segment proceeds southeast for approximately 0.12-mile immediately crossing CR 460 and Bee Branch. The segment then angles south-southeast for approximately 0.07-mile crossing US HWY 90 and a railroad. The segment then angles east paralleling the south side of the railroad for approximately 3.05 miles. crossing a pipeline and Elm Creek. The segment terminates at its intersection with Segments AZ and BB, located on the southwest side of the railroad approximately 0.72-mile northwest of the intersection of US HWY 90 and SH 97.

SEGMENT BB: 1.70 Miles

Segment BB begins at its intersection with Segments AZ and BA, located on the southwest side of a railroad approximately 0.72-mile northwest of the intersection of US HWY 90 and SH 97. The segment proceeds east-southeast paralleling the south side of a railroad for approximately 0.30-mile crossing Baldrige Creek. The segment then angles south-southwest for approximately 0.18 mile and then continues south-southwest paralleling Waelder City limits for approximately 0.42 mile. The segment then angles southeast for approximately 0.49-mile crossing CR 431, and then angles south for approximately 0.31 mile. The segment terminates at its intersection with Segments BC and BD, located on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line, just west of the existing Waelder Substation.

SEGMENT BC: 4.63 Miles

Segment BC begins at its intersection with Segments AV and AW. The segment proceeds east for approximately 0.71-mile crossing Bee Branch, then angles south for approximately 0.75 mile, and then angles east for approximately 1.80 miles crossing Elm Creek and Pecan Creek. The segment then angles southeast for approximately 0.67-mile crossing CR 431, and then angles east-northeast paralleling the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line for approximately 0.70 mile

while crossing a pipeline, and Reed Branch. The segment terminates at its intersection with Segments BB and BD, located on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line, just west of the existing Waelder Substation.

SEGMENT BD: 0.10 Mile

Segment BD begins at its intersection with Segments BB and BC, located on the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line, just west of the existing Waelder Substation. The segment proceeds east paralleling the north side of the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line for approximately 0.10 mile. The segment terminates at its intersection with the proposed LCRA TSC Bluestem Substation Option F, located on the west side SH 97 approximately 0.58 mile north of the intersection of SH 97 and IH 10, south of and overlapping the LCRA TSC Harwood to Waelder (T145) 69 kV transmission line. LCRA TSC Bluestem Substation Option F is proposed as an expansion of the existing Waelder Substation.

If you have questions about this project, please contact Sandra Young with GVEC at (830) 401-8326.

Sincerely,

GUADALUPE VALLEY ELECTRIC COOPERATIVE, INC.

Darren Schauer
General Manager/CEO

Enclosures - Vicinity Map
Landowners and Transmission Line Cases at the PUC brochure
Request to Intervene in PUC Docket No. 50830
Comments in Docket No. 50830

