



### **Forest to War Eagle to Porter 138 kV Transmission Line Project**

Entergy Texas is planning to construct a new 138 kV single-circuit transmission line approximately eight to 12 miles in length (depending on the route ultimately approved by the Public Utility Commission of Texas (PUCT) in Montgomery County (Project). The new transmission line would be routed from existing Forest Substation to the proposed War Eagle Substation to the existing Porter Substation. The existing Forest Substation is located approximately 0.5-mile east of the intersection of Interstate (IH) 45 and Texas State Highway (SH) 242. The proposed War Eagle substation will be located approximately 2.5 miles southeast of the intersection of IH 45 and SH 242. The existing Porter Substation is located approximately two miles southeast of the intersection of SH 242 and Farm-to-Market 1314. The study area and approximate locations of the substations and existing transmission facilities are shown on the map on the website

**<http://www.entergy-texas.com/transmission/wareagle>.**

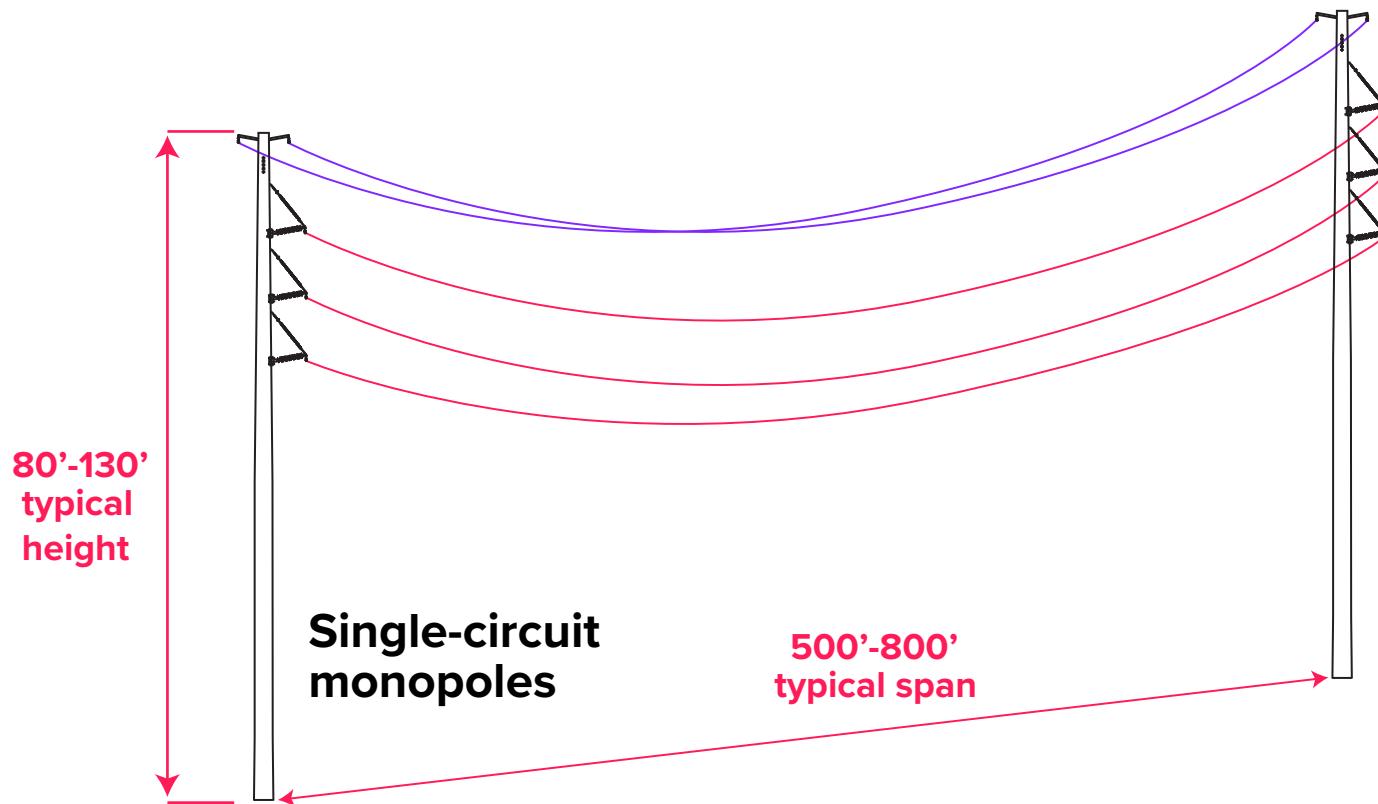
The proposed single-circuit transmission line would be erected utilizing steel structures within a right-of-way that would be up to 100 feet wide.



## What is the purpose and need of the project?

The primary purpose of the Project is to address potential contingent low voltage and thermal overloads as well as benefit load serving capability in Montgomery County driven by commercial and residential growth in the area. The new transmission line, to be called "Forest to War Eagle to Porter", will provide greater reliability to the area by adding a new transmission source into the growing area. The existing Forest Substation is located approximately 0.5-mile east of the intersection of Interstate (IH) 45 and Texas State Highway (SH) 242. The proposed War Eagle substation will be located approximately 2.5 miles southeast of the intersection of IH 45 and SH 242. The existing Porter Substation is located approximately two miles southeast of the intersection of SH 242 and Farm-to-Market 1314.

## Typical Structures

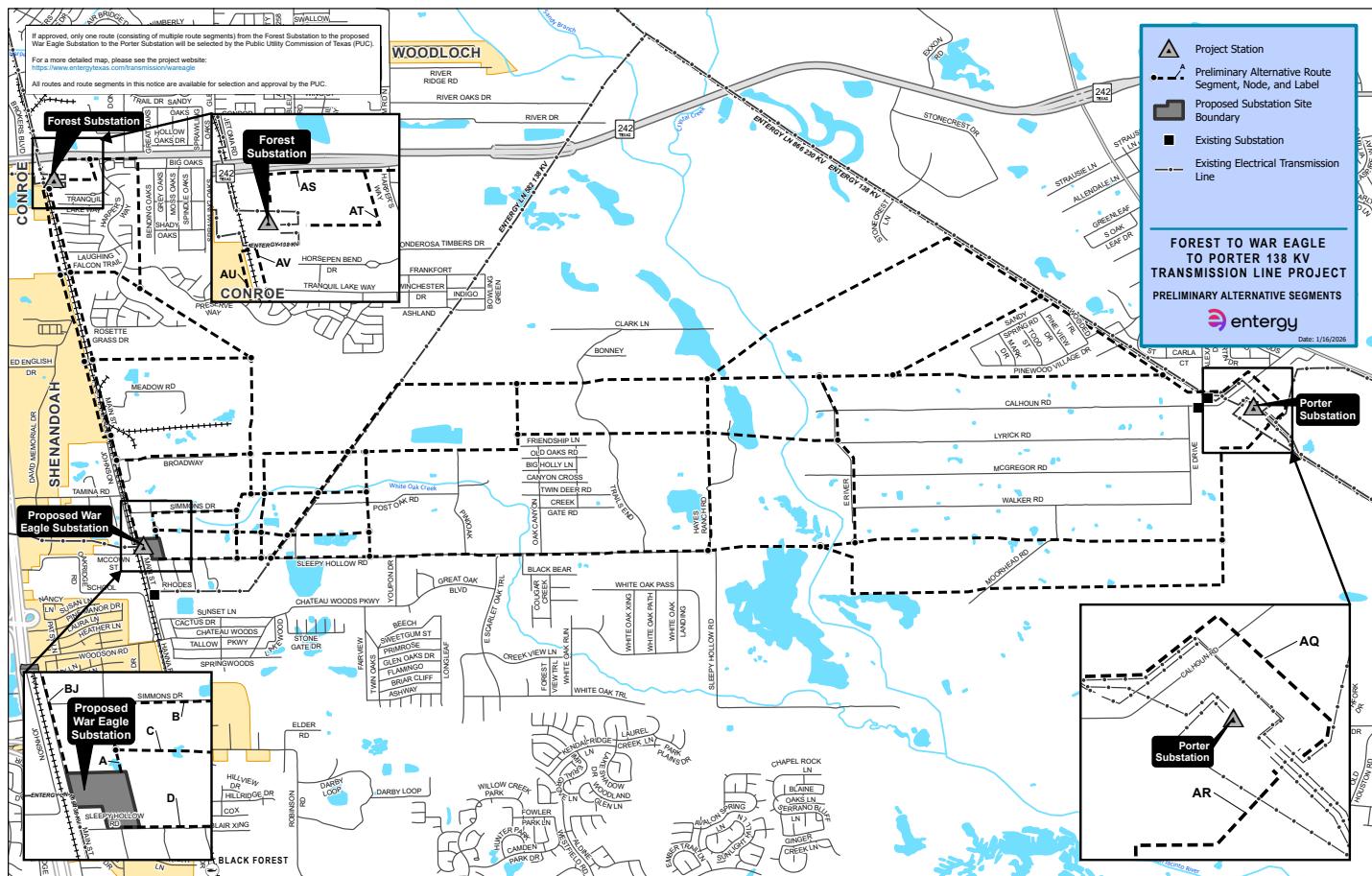


Dimensions may vary depending on location and spatial constraints

# The proposed project will require the following scopes of work

## 1) Design and build the new Forest to War Eagle to Porter 138 kV Transmission:

The connecting transmission line will be a new single pole, single-circuit 138 kV transmission line that would connect from the existing Forest Substation to the proposed War Eagle Substation to the existing Porter Substation.



# Forest to War Eagle to Porter Project evaluation criteria

## Land use

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- 01 Length of alternative route
- 02 Number of habitable structures<sup>1</sup> within 300 feet of the route centerline
- 03 Length of route utilizing existing electric facility right-of-way<sup>2</sup> (ROW) (distribution)
- 04 Length of route parallel to existing electric facility ROW (distribution)
- 05 Length of route utilizing existing electric facility ROW (transmission)
- 06 Length of route parallel to existing electric facility ROW (transmission)
- 07 Length of route parallel to other existing compatible ROW (roads, highways, railway, or telephone utility ROW, etc.)
- 08 Length of route parallel to apparent property lines<sup>3</sup> (or other natural or cultural features)
- 09 Sum of evaluation criteria 3, 4, 5, 6, 7 and 8
- 10 Percent of evaluation criteria 3, 4, 5, 6, 7 and 8
- 11 Length of route parallel to pipeline ROW
- 12 Length of route across parks/recreational areas<sup>4</sup>
- 13 Number of additional parks/recreational areas<sup>4</sup> within 1,000 feet of the route centerline
- 14 Length of route across cropland
- 15 Length of route across pasture/rangeland (includes open fields)
- 16 Length of route across land irrigated by traveling systems (rolling or pivot type)
- 17 Length of route across gravel pits, mines, or quarries
- 18 Number of pipeline crossings
- 19 Number of electric transmission line crossings
- 20 Number of Interstate (IH), US Highway (US Hwy), and State highway (SH) crossings
- 21 Number of Farm-to-Market (FM) or Ranch-to-Market (RM) road crossings
- 22 Number of private use airstrips within 10,000 feet of the route centerline
- 23 Number of heliports within 5,000 feet of the route centerline
- 24 Number of FAA registered airports<sup>5</sup> (runways >3,200 feet) within 20,000 feet of the route centerline
- 25 Number of FAA registered airports<sup>5</sup> (runways <3,200 feet) within 10,000 feet of the route centerline
- 26 Number of commercial Amplitude Modulation (AM) radio transmitters within 10,000 feet of the route centerline
- 27 Number of FM radio transmitters, microwave towers, etc. within 2,000 feet of the route centerline
- 28 Number of existing water wells within 200 feet of the route centerline
- 29 Number of oil and gas wells within 200 feet of the route centerline

## Aesthetics

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- 30 Estimated length of route within foreground visual zone<sup>6</sup> of US, Interstate, and State highways
- 31 Estimated length of route within foreground visual zone<sup>6</sup> of FM/RM roads
- 32 Estimated length of route within foreground visual zone<sup>7</sup> of parks/recreational areas<sup>4</sup>

## Ecology

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- 33 Length of route across bottomland/riparian woodlands
- 34 Length of route across upland forest (including pine silviculture)
- 35 Acreage of route across National Wetland Inventory (NWI) mapped forested or scrub/shrub wetlands
- 36 Acreage of route across NWI mapped emergent wetlands
- 37 Length of route across USFWS designated critical habitat (proposed) for federally-listed threatened or endangered species
- 38 Length of route across open water (lakes, ponds, etc.)
- 39 Number of stream/river/canal crossings
- 40 Number of navigable waterway crossings
- 41 Length of route parallel (within 100 feet) to natural streams or rivers
- 42 Length of route across FEMA mapped 100-year floodplains

## Cultural resources

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- 43 Number of cemeteries within 1,000 feet of the route centerline
- 44 Number of recorded historic or archaeological resources crossed by route
- 45 Number of additional recorded historic or archaeological resources within 1,000 feet of route centerline
- 46 Number of resources determined eligible for or listed on the National Register of Historic Places crossed by route
- 47 Number of additional resources determined eligible for or listed on the National Register of Historic Places within 1,000 feet of route centerline
- 48 Length of route across high archaeological/historical site potential

<sup>1</sup> Single-family and multi-family dwellings, and related structures, etc., mobile homes, apartment buildings, commercial structures, industrial structures, business structures, churches, hospitals, nursing homes, schools or other structures normally inhabited by humans or intended to be inhabited by humans on a daily or regular basis within 300 feet of the centerline of a transmission project of 230 KV or less.

<sup>2</sup> Includes instances of proposed under/overbuilding existing distribution lines and may require the expansion of the existing distribution ROW utilized.

<sup>3</sup> Apparent Property lines created by existing roads, highway, or railroad ROW are not "double-counted" in the length of route parallel to apparent property lines criteria.

<sup>4</sup> Defined as parks and recreational areas owned by a governmental body or an organized group, club, or church within 1,000 feet of the centerline of the project.

<sup>5</sup> As listed in the Chart Supplement South Central U.S. (FAA 2025a formerly known as the Airport/Facility Directory South Central U.S.), FAA 2025a.

<sup>6</sup> One-half mile, unobstructed. Lengths of ROW within the foreground visual zone of Interstates, US and state highway criteria are not "double-counted" in the length of ROW within the foreground visual zone of FM roads criteria.

<sup>7</sup> One-half mile, unobstructed. Lengths of ROW within the foreground visual zone of parks/recreational areas may overlap with the total length of ROW within the foreground visual zone of interstates, US and state highway criteria and/or with the total length of ROW within the foreground visual zone of FM roads criteria.