

LG&E Energy LLC
220 West Main Street (40202)
P.O. Box 32030
Louisville, Kentucky 40232

FEB 1 7 2008

PUBLIC SERVICE COMMISSION

February 17, 2006

Elizabeth O'Donnell Executive Director Kentucky Public Service Commission 211 Sower Boulevard Frankfort, Kentucky 40602-0615

RE: Joint Application of Louisville Gas and Electric Company and Kentucky Utilities

Company for the Construction of Transmission Facilities In Jefferson, Bullitt, Meade,
and Hardin Counties

Case No. 2005-00467

Joint Application of Louisville Gas and Electric Company and Kentucky Utilities

Company for the Construction of Alternative Transmission Facilities in Jefferson,

Bullitt, Meade, and Hardin Counties, Kentucky

Case No. 2005-00472

Dear Ms. O'Donnell:

Enclosed please find an original and ten (10) copies of Louisville Gas and Electric Company's ("LG&E") and Kentucky Utilities Company's ("KU") Notice of two errors in certain testimony and exhibits in the aforementioned dockets. Please confirm your receipt of this filing by placing the stamp of your Office with the date received on the enclosed additional copy and return it to me in the enclosed self-addressed stamped envelope.

LG&E and KU staff identified these errors during a detailed review of data for Route 1, triggered by the review of testimony and exhibits by the Liberty Consulting Group. Please note that as described in the Notice attached, the correction of the data herein does not change the route selection conclusions of the witnesses in these proceedings.

Should you have any questions concerning the enclosed, please do not hesitate to contact me at (502) 627-4110.

Sincerely,

John Wolfram

Manager, Regulatory Affairs

cc: Parties of Record

FEB 1 7 2008 PUBLIC SERVICE COMMISSIONE

COMMONWEALTH OF KENTUCKY

BEFORE THE PUBLIC SERVICE COMMISSION

In the Matter of:

APPLICATION OF LOUISVILLE)	
GAS AND ELECTRIC COMPANY AND)	
KENTUCKY UTILITIES COMPANY FOR)	
A CERTIFICATE OF PUBLIC CONVENIENCE)	CASE NO.
AND NECESSITY FOR THE CONSTRUCTION)	2005-00467
OF TRANSMISSION FACILITIES IN)	
JEFFERSON, BULLITT, MEADE AND)	
HARDIN COUNTIES, KENTUCKY)	
In the Matter of:		
APPLICATION OF LOUISVILLE)	
GAS AND ELECTRIC COMPANY AND)	
KENTUCKY UTILITIES COMPANY FOR)	
A CERTIFICATE OF PUBLIC CONVENIENCE)	CASE NO.
AND NECESSITY FOR THE CONSTRUCTION)	2005-00472
OF ALTERNATIVE TRANSMISSION FACILITIES)	
IN JEFFERSON, BULLITT, MEADE AND)	
HARDIN COUNTIES KENTUCKY)	

NOTICE

Louisville Gas and Electric Company ("LG&E") and Kentucky Utilities Company ("KU") (collectively the "Companies") hereby notify the Kentucky Public Service Commission ("Commission") of two errors in certain of the testimony and exhibits in these proceedings. The estimated cost of Route No. 1, also known as the preferred route and Route AJU, should be \$57,744,737.34, rather than \$56,742,835.56 as reflected in the currently filed testimony and exhibits, and the length of Route No. 1 was understated in the filed testimony and exhibits in Case No. 2005-00467 by 0.15 miles. These errors resulted from a failure to update the cost estimate and length for Segment

28,¹ the segment of the route that was re-routed at the suggestion of the United States Fish and Wildlife Service and the Kentucky Department of Fish & Wildlife Resources to avoid a pond on the property of Dennis and Cathy Cunningham. After correction of the error, the estimated cost increase for Segment 28 is \$1,001,901.78, and the length for Route No. 1 is approximately 42.03 miles. Since Segment 28 is part of a total of 54 routes, including Route No. 1, the estimated cost of each of those routes will increase by \$1,001,901.78, and the length for each route will increase by approximately 0.15 miles.

The correction of these errors affects the Application² and the direct testimony of Mark S. Johnson³ and John Wolfram.⁴ It also affects Exhibits MSJ-1, MSJ-2 and CMD-1.⁵ Revised versions of Exhibits MSJ-1 and MSJ-2 are attached hereto. Exhibit CMD-1 is the Report of Clayton M. Doherty. The correction of the error affects Tables 5.3, 5.4, 6.1, 6.2, 6.3, 6.4 and 6.5.3 and Figure 4.3 within the Report, as well as Tables 2.0, 3.1(a), 4.3 and 4.5 within the digital appendix to the Report. Copies of the corrected tables and Figure 4.3 are attached. The correction of the error also affects the text portions of pages 1, 17, 21, 39, 41, 42, 43, 44, 47 and 48 of the Report. A document setting forth those text changes is also attached.

Messrs. Johnson, Wolfram and Doherty will address the correction of this error at the cross-examination hearing in this proceeding in the manner customarily followed by this Commission. The correction of this error does not change the route selection conclusions of the Companies or Mr. Doherty.

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¹ Identified on Application Exhibit 4 in both cases.

² In Case No. 2005-00467, page 2.

³ In Case No. 2005-00467, pages 3, 14 and 18. In Case No. 2005-00472, page 13.

⁴ In Case No. 2005-00467, page 8. In Case No. 2005-00472, page 8.

⁵ Exhibits MSJ-1, MSJ-2 and CMD-1 are the same in both cases.

Dated: February 16, 2006 Respectfully submitted,

Robert M. Watt III

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Elizabeth L. Cocanougher Senior Regulatory Counsel E.On U.S. LLC 220 West Main Street Post Office Box 32010 Louisville, Kentucky 40232 Telephone: (502) 627-4850

Counsel for Louisville Gas and Electric Company and Kentucky Utilities Company

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a true and correct copy of the foregoing was mailed via fist-class mail, postage prepaid, this 16th day of February 2006.

Doris Addington 880 Harris School Road Rineyville, KY 40162

Geraldine Thompson 394 Bethlehem Academy Road Cecilia, KY 42724

Mary S. Estes 538 Yates Chapel Road Cecilia, KY 42724

Todd Estes 2684 Bethlehem Academy Road Cecilia, KY 42724

Marion French 933 Blueball Church Road Elizabethtown, KY 42701

George Graas 7363 Long Grove Road Elizabethtown, KY 42701

Carol Huffer 8998 Rineyville-Big Springs Road Rineyville, KY 40162

Mary Jent 9796 Rineyville-Big Springs Road Rineyville, KY 40162

Diane Owsley 37 Pleasant Colony Elizabethtown, KY 42701

Ron Seagraves 10035 St. John Road Cecilia, KY 42724 W.D. and Betty Cowherd 31 Spring Drive Elizabethtown, KY 42701

Floyd and Irene Dodson 1788 Bethlehem Academy Road Cecilia, KY 42724

Bobby N. Estes 538 Yates Chapel Road Cecilia, KY 42724

James K. and Sandy Thompson 2162 Bethlehem Academy Road Cecilia, KY 42724

Milissa French 933 Blueball Church Road Elizabeth, KY 42701

Willie Graas 7363 Long Grove Road Elizabethtown, KY 42701

Curtis Huffer 8998 Rineyville-Big Springs Road Rineyville, KY 40162

Violet Monroe 1708 Bethlehem Academy Road Cecilia, KY 42724

August L. Rosenberger 11851 Rineyville-Big Springs Road Rineyville, KY 40162

Charles Thompson 394 Bethlehem Academy Road Cecilia, KY 42724 Hansell Pile, Jr. 12045 St. John Road Cecilia, KY 42724

Samuel and Ewona Coyle 1481 Blueball Ch. Road Elizabethtown, KY 42701

Harold and Lana Sampson 493 Gray Lane Cecilia, KY 42724

Elizabeth S. Hughes Huston B. Combs Gess Mattingly & Atchison, PSC 201 W. Short St. Lexington, KY 40507-1269 Mrs. Elwood (Betty) Coyle 1171 Blueball Ch. Road Elizabethtown, KY 42701

Rev. John Brewer 9903 Ponder Lane Louisville, KY 40272

W. Henry Graddy, IV W.H. Graddy & Associates 103 Railroad St. PO Box 4307 Midway, KY 40347

Counsel for Louisville Gas and Electric Company and Kentucky Utilities

Company

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Rank	Total Project Cost	Project Cost Amount	Total Collocation	Amount Collocation		Simple Composite	Natural Environment Perspective	Engineering Considerations	Built Environment Perspective
1_1_	ROUTE AQV	\$54,764,303	ROUTE ACO	97.99%		ROUTE AJW	ROUTE KY	ROUTE KY	ROUTE AJW
2	ROUTE ZJ	\$54,841,292	ROUTE ACQ	97.79%		ROUTE KY	ROUTE HW	ROUTE AJW	ROUTE AIK
3	ROUTE AQP	\$55,834,634	ROUTE A	97.15%		ROUTE KW	ROUTE KU	ROUTE KW	ROUTE AGU
4	ROUTE ZD	\$55,862,858	ROUTE E	96.97%		ROUTE AIK	ROUTE AJW	ROUTE KU	ROUTE ADK
5	ROUTE AQS	\$55,987,776	ROUTE C	96.32%		ROUTE KU	ROUTE IA	ROUTE AIK	ROUTE AHA
6	ROUTE ZG	\$56,020,712	ROUTE G	96.17%		ROUTE AGU	ROUTE KW	ROUTE KS	ROUTE AGY
7	ROUTE YX	\$56,150,301	ROUTE AUL	93.39%		ROUTE AHA	ROUTE HO	ROUTE HO	ROUTE AJU
8	ROUTE AQX	\$56,602,757	ROUTE ACR	91.37%		ROUTE AGY	ROUTE KZ	ROUTE AGU	ROUTE AJX
9	ROUTE ZL	\$56,644,737	ROUTE ACP	91.35%		ROUTE HO	ROUTE AU	ROUTE HW	ROUTE KY
10	ROUTE ZA	\$57,040,237	ROUTE AVF	91.13%		ROUTE ADK	ROUTE AGY	ROUTE IA	ROUTE All
11	ROUTE AQM	\$57,055,665	ROUTE F	90.36%		ROUTE IA	ROUTE AIK	ROUTE AU	ROUTE AGQ
12	ROUTE YR	\$57,190,680	ROUTE B	90.31%	_	ROUTE HW	ROUTE AHA	ROUTE AGY	ROUTE AIL
13	ROUTE YU	\$57,345,988	ROUTE H	89.54%		ROUTE KS	ROUTE KS	ROUTE AHA	ROUTE AGV
14	ROUTE AJV	\$57,535,067	ROUTE D	89.46%		ROUTE AU	ROUTE HY	ROUTE ADK	ROUTE KU
15	ROUTE LD	\$57,620,624	ROUTE AUW	88.71%		ROUTE HM	ROUTE AGU	ROUTE HM	ROUTE KW
16	ROUTE ZF	\$57,669,108	ROUTE ACU	87.00%	_	ROUTE HY	ROUTE HX	ROUTE HY	ROUTE HO
17	ROUTE AQR	\$57,676,447	ROUTE ACS	86.83%		ROUTE AJX	ROUTE KV	ROUTE KZ	ROUTE KS
18	ROUTE AQW	\$57,705,146	ROUTE AUH	86.39%	$\overline{}$	ROUTE KZ	ROUTE LC	ROUTE AJX	ROUTE HM
19	ROUTE AJU	\$57,744,738	ROUTE AUJ	86.36%		ROUTE AIL	ROUTE AJX	ROUTE HK	ROUTE ADO
20	ROUTE ZK	\$57,762,091	ROUTE AUK	86.20%		ROUTE AJU	ROUTE IB	ROUTE AGS	ROUTE ADL
21	ROUTE ZI	\$57,826,001	ROUTE M	85.83%		ROUTE KX	ROUTE HM	ROUTE KX	ROUTE AQL
22	ROUTE AQU	\$57,828,454	ROUTE I	85.61%		ROUTE AGV	ROUTE ADK	ROUTE AI	ROUTE AGS
23	ROUTE LC	\$57,887,329	ROUTE AUU	85.55%		ROUTE KV	ROUTE KX	ROUTE ADE	ROUTE AKY
24	ROUTE YZ	\$57,970,593	ROUTE AUV	85.39%	_	ROUTE AGS	ROUTE HP	ROUTE AQ	ROUTE AHC
25	ROUTE AKZ	\$58,349,345	ROUTE O	84.96%		ROUTE LC	ROUTE CB	ROUTE ADI	ROUTE AU
26	ROUTE YO	\$58,384,139	ROUTE K	84.71%	-	ROUTE AHB	ROUTE YB	ROUTE HI	ROUTE AMY
27	ROUTE PX	\$58,398,596	ROUTE AUD	83.55%		ROUTE AGZ	ROUTE AV	ROUTE BO	ROUTE ALE
28	ROUTE AKY	\$58,587,909	ROUTE AUD	83.50%	-	ROUTE ADL	ROUTE AGZ	ROUTE ADU	ROUTE AND
29	ROUTE PW	\$58,690,061	ROUTE ACY	82.85%	-	ROUTE HP	ROUTE RO	ROUTE DW	ROUTE ALY
30	ROUTE ALV	\$58,724,171	ROUTE ACW	82.57%		ROUTE ARI	ROUTE BO	ROUTE ADV	ROUTE AEB
31	ROUTE AQQ	\$58,769,412	ROUTE ADA	82.53%		ROUTE ADE		ROUTE AU	ROUTE ACZ
32	ROUTE RP ROUTE ZE	\$58,776,114 \$58,778,591	ROUTE AVC	82.24%		ROUTE AER	ROUTE A W	ROUTE AIL	ROUTE HW
33			ROUTE II	81.67%		ROUTE ALL	ROUTE AJU	ROUTE RU	ROUTE HV
34	ROUTE AIT ROUTE AQJ	\$58,798,558 \$58,806,183	ROUTE U ROUTE AC	81.50% 81.22%		ROUTE IB	ROUTE IE ROUTE AHB	ROUTE BU ROUTE AGV	ROUTE HY ROUTE ADI
l	ROUTE XX	\$58,833,359	ROUTE Q	81.12%			ROUTE BW	ROUTE HP	ROUTE AU
36	ROUTE ZC	\$58,848,281	ROUTE Y	80.83%		ROUTE HX	ROUTE HV	ROUTE ADL	ROUTE ALE
38	ROUTE LL	\$58,886,506	ROUTE W	80.58%		ROUTE ADU	ROUTE AI	ROUTE AGZ	ROUTE ANE
39	ROUTE LB	\$58,898,745	ROUTE ACV	80.55%		ROUTE AV	ROUTE KT	ROUTE AV	ROUTE LC
40	ROUTE AQO	\$58,899,643	ROUTE AE	80.31%		ROUTE KT	ROUTE LA	ROUTE HX	ROUTE KZ
41	ROUTE AQU	\$58,922,850	ROUTE ACT	80.17%		ROUTE AQ	ROUTE AQ	ROUTE KT	ROUTE AME
42	ROUTE ZH	\$58,936,708	ROUTE S	80.17%		ROUTE AL	ROUTE HZ	ROUTE AHB	ROUTE AIJ
43	ROUTE YT	\$59,014,027	ROUTE AA	79.89%		ROUTE AGQ	ROUTE HG	ROUTE IB	ROUTE AGR
44	ROUTE AQL	\$59,063,247	ROUTE AUF	79.48%		ROUTE LA	ROUTE QI	ROUTE AJU	ROUTE ADY
45	ROUTE YY	\$59,074,881	ROUTE N	79.19%	$\overline{}$	ROUTE CB	ROUTE AGV	ROUTE HN	ROUTE ADE
46	ROUTE YB	\$59,138,791	ROUTE AUG	79.15%		ROUTE BW	ROUTE CI	ROUTE LC	ROUTE KQ
47	ROUTE YW	\$59,168,270	ROUTE J	78.74%		ROUTE KQ	ROUTE AEB	ROUTE AEB	ROUTE HG
48	ROUTE LA	\$59,170,958	ROUTE ADS	78.72%	_	ROUTE BO	ROUTE AQL	ROUTE CB	ROUTE KV
1	ROUTE AMZ	\$59,391,449	ROUTE P	78.31%	-		ROUTE QE	ROUTE HV	ROUTE LA
50	ROUTE TX	\$59,466,466	ROUTE ADQ	78.25%	$\overline{}$	ROUTE HI	ROUTE BC	ROUTE HZ	ROUTE HP
					\Box				

ļ			AJU-633	55.86%					
	AJW-88	\$60,973,719		66.29%	\dashv				
L		+30,0.0,710		/0					

Alternate Routes Metrics for Cross Over Basket (Statistics and Statistics Nomralized)

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0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 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0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 | 0.034 0.05 0.0777 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0. 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0. 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 | 6.2.3 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0. 222 23 0.034 0.037 0.038 0. ROUTE AGE
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	0.13	0.25	0.36	0.20	0.32	0.27	0.25	0.37	0.24	0.32	0.28	0.25	0.37	0.32	0.20	0.32	0.27	0.46	0.44	0.47	0.44	0.32	0.30	0,38	0.49	0.45	0.33	0,40	2000	0.35	200	5 6	0.76	0.30	0.50	0.34	0.26	0.14	0.26	0.21	0.01	0.00	0.14	0.13	0.05	0.04	0.24	0.22	0.38	0.43	0.37	0.40	0.0	0.18	0.23	0.12	0.26	0.37	0.20	0.50	0,63	20.0	0.00	090	0,38	0.43	0.32	0.47	0.52	0,40	0.62	0.50	0.75	0.63	0.69	0.58	0.00
	517565	64480023	295743	63303411	210573	117574	644397	67352000 66453571	469051	66380793	276671	525662	432680	339659	63346999	258278	159399	785496	287847	394915	09328124	190017	201187	10/1/0/	204533	224004	370360	68334300	75333	77777	65000005	85050	000000	91030	63039025	65944534	70814	47571	57851	77591	87909	58349345	47235	04090	02210	91449	35586	881641	34091	53253	20192	00000	76668	50766	64069928	36867	07243	26405	3293343	24135	43298	10230 180612	99774	66712	840811	59973	26912	97287	16449	83388	36685	53623	14199	11137	17871	14809	99477
	2.75 61	54 64	7.54 66	999	9.64 66	9.55 651	7,59 64	70 66,	0.70	99 69.	3.60 65	3.40 64	3.40 67	337 66	7.51 63.	.51 66	7.41 65	.55 69	7.56 69.	3,45 69	7.46 09.	00 00'	00 007	70 67	00 800	000	30 60	20 68	040 6407		20 650	50 62	50 65	60 76.	53 630	53 650	.43 64E	65 618	.64 647	54 636	.97 585	.97 583	.97 6174	97 615	93 596	.93 593	.95 642	95 638	59 677	69 689	60 607	69 710	70 681	76 628	86 640	87 612	77 649	87 661	9	0.67 (27	70 / 35	747	70 750	77 731	78 678	0,87 690	88 662	869 84	711	8B 682	50 736	50 708	50 768	50 740	7 755	777	96 8029947
	0.25	0.46	0.56	0.35	9.36	0.45	0.41	0.47	0.30	0.31	0.40	0.60	0.60	0.69	0.49	0.49	0.59	0.45	0.44	0.55	0.04	0.30	0.34	0.07	0.01	26.0	0.70	080	090	0.50	0.00	2 8	0,40	0,40	0.47	0.47	0.57	0.35	0,36 0	0.46	0.03	0.03	0.03	0.03	0.07	0.07	0.05 0	0.05	0.41	0.31	0 40	0.31	0.30	0.24	0.14 0	0.13	0.23 0.	0.13	0.12 0.	0.39	0.30	0 30	030	0.29	0.22 0,	0.13 0.	0.12 0.	0.22 0.	0.13 0.	0.12 0.	0.50 0.	0.50 0.	0,50	0.50	0.03	0.02	0.04
	0.117	0.215	0.261	0.164	0.166	0.21	0.191	0.135	0.141	0.144	0.187	0.278	0.278	0.325	0.227	0.229	0.274	0.208	0.206	0.258	0.454	10.00	200	0.30	1,57,0 0,47,8	0 227	0 325	0.375	0 279	0.278	0 327	0 225	0 227	0.274	0 2 19	0.221	0.268	0.166	0.168	0.215	0.015	0.015	0.015	0.015	0.033	0.032	0.023	0.023	191	147	188	0.145	0.142	0.11	0.064	0.058	0.109	0.063	0.058	9 6	137	179	138	135	104	90.0	.055	.103	90.0	.054	.236	.235	.234	.233	013	000	0.019
	0.55	0.59	0,65	0.54	0.54	09.0	0,61	79.0	0.56	0.56	0.63	0.70	0,71	0.77	0.65	99'0	0.72	0.86	0.87	0.85	00.00	00.0	0.00	3 2	2 6	00.0	89	0.75	29.0	0.68	27.0	0.62	2000	1 8	95.0	0.58	0.64	0,52	0.53	0.59	0.81	0.82	0.87	0.82	0.82	0.83	0.79	0.80	0.87	0.80	0.73	29.0	0.67	0.76	0.69	0.69	0.67	0.55	0.54	0.35	9,00	0.23	187	0.17	0.20	0.74	0.13	0.07 0.	0.02	0.00	0.44	0,44	0,58	0.57	0.03	0.07	0.36
	0.45	0.41	6,35	9 0,46	6 0.46	3 0.40	9 0,30	2 6	9,44	4 0.44	2 0.37	7 0.30	7 0,29	0.23	5 0.35	3 0.34	8 0.28	0.14	0.13	0.15	7 0.74	0.00	1 0.27	3 0 27	0.00	0 00	0.32	0 25	1 0.33	3 0.32	7 0 26	0.38	0 28	0.31	0.42	0.42	0.36	0,48	0.47	0.41	0.19	0.18	0.19	0.18	0.18	0.17	0.21	0.20	0.13	0.20	0.27	0.33	0.33	0.24	0.31	0.31	0.39	0.45	0.46	8 8	0.7	0.77	0.82	0.83	0.80	98'0	0.87	66'0	0.98	1.00	0.56	0.56	0.42	0,43	26.0	0.93	0,64
sket	0.56	0.54	0.50	3 0.56	0.56	0.53	0.52	0 40	9 0.55	5 0.55	0.5	3 0.47	0.47	0.44	0.50	0.50	0.46	0.39	9 0.38	0.39	0 0	2 0	0 46	0 46	0.42	070	0.49	0.45	0.49	0.49	0.45	0.52	0.52	0.48	0.54	0.54	0.5	0.57	0.57	0.538	0.4	0.415	0.419	0.414	0.417	0.40	0.426	0.42	0.386	0.42	0.461	0.496	0.497	0.448	0.486	0.488	0.528	0.564	0.057	0.00	0.033	0.735	0.763	0.77	0.753	0.783	0.791	0.824	0.852	0.862	0.62	0.623	0.546	0.548	0.845	0.65	0.664
Cross Over Baskel	26 0,7,	22 0.7	26 0.7.	22 0.71	25 0.7.	26 0,7,	22 0,7	26 07.	22 0.7	25 0.7	26 0.7,	22 0,71	26 0,7	26 0.7	22 0.7	26 0.7,	20 0.7,	50 0.50	22 0.71	54.0.4	2 0	000	0 0	3 6	0.7	100	77 0 75	28 0.7	23 0.77	27 0.73	70 75	23 077	270	0 7	3 0.77	77 0.73	7 0,73	3 0.77	7 0.73	7 0.73	9 0.51	0.80	8 0.52	0.80	0.60	2 0.88	8 0.62	1 0.89	96.0	4 0.30	4 0.96	4 0.96	1.00	4 0.96	4 0.95	1.00	0.96	0.96	0,10	0,30	1 0	0.00	0.00	1.00	96'0	0,96	1.00	0.96	0.00	1.00	0.96	1.00	0.96	1.00	0.36	0.00	1.00
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Alternate Routes Metrics for	42.8	42.3	42.4	42.1	43.1	42.2	47.6	42.8	42.5	43.5	42.6	42.1	43.1	42.3	42	43	42.1	U. 1	47	4 4 7	41.5	42	39.8	40 8	40	30 7	40.7	39.8	40.4	41.4	40.6	40.3	413	40.4	40.4	41.3	40.5	40.2	41.2 c	40.3 €	39.5	40 ,	40.1	40.5	39.6	40.1	41.6	12 2 4	44.2	42	42.7	43.6	42.6	38.3	39.1 6	38.1	38.9	39.7 6	14 5	15.3	44.3	45 0.	45.9 0.	44.9	10.6 o.	41.4 0.	40.4	41.2 0	42 0	410	46.2 0	5.0	46.6	2.0	J. S. S.	18.3	47.3 0.
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dternate (St	68 0.04	92 0.1	61 0.0	92 0.1	0.0	61 0.0	25 0,7	88	18 0.1	35 0.0	88 0,0	2.5 0,7	66 0.0	0.0	2.5 0.7	99	2.2	0.0	34 0,0	2 0	70	00 20	74	0 0	44	74 01	9.9 0.0	44	81 0.1	97 0.0	51 0.0	81 0.1	97 0.0	51 0.0	81 0.1	97 0.0.	51 0.0	31 0,7	97 0.0;	51 0.04	98 0.03	16 0.0	38 0.03	0,0	0.0	0.0	0.0	12 0.0	2 0.0	0 0	6 0.56	77 0.57	0.65	4 0.87	21 0.80	05 0.88	0.58	2 0.57	2 6	9	1.00	2 0.70	8 0.69	2 0.77	96 0,93	2 0.92	1.00	4 0.70	1 0.69	0.70	0.30	0,38	0.20	1 0.30	B 0.37	5 0.22	9 0.29
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	0.35	0.35	0.33	0,35	0.35	0.33	9,36	75.0	0.37	0.37	0.35	0,34 0	0,34	0.32	0.35	0.35	0.33	1,31	45,0	0,30	150	72.0	0.29	0.29	0.27	0.30	0.30	0.28	0.31	0.31	0,29	2,32	2.32	55.	04.0	0,40	7.38	7,47	7,47	33	131	1.34	5	<u> </u>	3 3	9 5	3 5	2 6	1 2	17	12.	1.79	62.	65'	5	5 3	3 3	00. 99	1	192	92	.79	181	.81	19	29	63	29	88	8 8	2 8	20 0	00 80	ag E	69	38	85
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	0.00	0,34	0.36	0.32	0.32	0.34	0.30	16.0	0.28	0.28	0.29	0.37	0,31	0.32	0.29	0.29	0.30	1	0.40	154	0.25	9.26	0.56	9.56	0.58	7.54	9.54	0.56	3.32	9.32	7,33	2.30	3.30	0.31	1.26	1.28	7.28	0.25	7,25	7.26	0.05	00.0	1.04	0,05	3 6	1,1		0.09	80	0.08	0.09	90:	0.08	0.47	0.46	9 6	270	0.46	18	11	0.17	10	17	1	26	3 3	3 3	90	3 3	1 8	3 5	3 6		8	00	60	89
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temate Routes Metrics for Cross Over Basket (Natural Environment Emphasis Matrix)

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Alternate Routes Metrics for Cross Over Basket (Simple Average Matrix)

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	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE A	256	790.5
ROUTE B	313	879.5
ROUTE C	234	785.0
ROUTE D ROUTE E	291 160	873.9 771.4
ROUTE F	217	860.4
ROUTE G	138	765.8
ROUTE H	195	854.8
ROUTE I	266	850.9
ROUTE J	323	939.9
ROUTE K	244	845.3
ROUTE L ROUTE M	301 170	934.3 831.8
ROUTE N	227	920.7
ROUTE O	148	826.2
ROUTE P	205	915.2
ROUTE Q	290	965.8
ROUTE R	347	1054.8
ROUTE S	268	960.2
ROUTE T ROUTE U	325 194	1049.2 946.7
ROUTEV	251	1035.6
ROUTE W	172	941.1
ROUTE X	229	1030.1
ROUTE Y	257	815.0
ROUTE Z	314 234	904.0
ROUTE AA ROUTE AB	291	809.5 898.4
ROUTE AC	161	795.9
ROUTE AD	218	884.8
ROUTE AE	138	790.3
ROUTE AF	195	879.3
ROUTE AG ROUTE AH	281 338	929.9 1018.9
ROUTE AI	259	924.4
ROUTE AJ	316	1013.3
ROUTE AK	185	910.8
ROUTE AL	242	999.8
ROUTE AM ROUTE AN	163 220	905.2 994.2
ROUTE AN	280	994.2
ROUTE AP	337	990.8
ROUTE AQ	258	896.2
ROUTE AR	315	985.2
ROUTE AS	184	882.7
ROUTE AT ROUTE AU	241 162	971.6 877.1
ROUTE AV	219	966.1
ROUTE AW	288	994.3
ROUTE AX	345	1083.2
ROUTE AY	266	988.7
ROUTE AZ	322	1077.7
ROUTE BA ROUTE BB	192 249	975.1 1064.1
ROUTE BC	170	969.5
ROUTE BD	226	1058.5
ROUTE BE	261	817.0
ROUTE BF	318	905.9
ROUTE BG	239	811.4
ROUTE BH ROUTE BI	296 165	900.4
ROUTE BJ	222	797.8 886.8
ROUTE BK	143	792.2
ROUTE BL	200	881.2
ROUTE BM	285	931.9
ROUTE BN	342	1020.8

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE BO	263	926.3
ROUTE BP	320	1015.3
ROUTE BQ	189	912.7
ROUTE BR	246	1001.7
ROUTE BS	167	907.2
ROUTE BT	224	996.1
ROUTE BU	285 342	903.8 992.7
ROUTE BV ROUTE BW	263	992.7 898.2
ROUTE BX	320	987.2
ROUTE BY	189	884.6
ROUTE BZ	246	973.6
ROUTE CA	169	883.0
ROUTE CB	225	971.0
ROUTE CC	292	996.2
ROUTE CD	349	1085.2
ROUTE CE	270	990.6
ROUTE CF	327 196	1079.6 977.1
ROUTE CG ROUTE CH	253	
ROUTE CH	253 174	1066.0 971.5
ROUTE CJ	231	1060.5
ROUTE CK	375	1099.9
ROUTE CL	353	1094.3
ROUTE CM	279	1080.7
ROUTE CN	256	1075.2
ROUTE CO	394	1112.2
ROUTE CP	372	1106.7
ROUTE CQ	298	1093.1
ROUTE CR	276	1087.5
ROUTE CS ROUTE CT	405 382	1091.6 1086.1
ROUTE CU	382	1072.5
ROUTE CV	286	1066.9
ROUTE CW	334	1096,2
ROUTE CX	312	1090.7
ROUTE CY	238	1077.1
ROUTE CZ	216	1071.5
ROUTE DA	353	1108.6
ROUTE DB	331	1103.0
ROUTE DC ROUTE DD	257 235	1089.5 1083.9
ROUTE DE	364	1083.9
ROUTE DF	341	1082.4
ROUTE DG	268	1068.8
ROUTE DH	245	1063.3
ROUTE DI	419	1101.6
ROUTE DJ	397	1096.0
ROUTE DK	323	1082.4
ROUTE DL	301	1076.8
ROUTE DM	438	1113.9
ROUTE DO	416	1108.4 1094.8
ROUTE DO ROUTE DP	342 320	
ROUTE DQ	320 449	1089.2 1093.3
ROUTE DR	427	1095.5
ROUTE DS	353	1074.2
ROUTE DT	331	1068.6
ROUTE DU	378	1097.9
ROUTE DV	356	1092.4
ROUTE DW	282	1078.8
ROUTE DX	260	1073.2
ROUTE DY	397	1110.3
ROUTE DZ	375	1104.7
ROUTE EA	301	1091.2
ROUTE EB	279	1085.6

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE EC	408	1089.7
ROUTE ED	386	1084.1
ROUTE EE	312	1070.5
ROUTE EF	290	1065.0
ROUTE EG	545	1087.5
ROUTE EH	523 449	1081.9 1068.4
ROUTE EI ROUTE EJ	449	1062.8
ROUTE EK	564	1099.9
ROUTE EL	542	1094.3
ROUTE EM	468	1080.7
ROUTE EN	446	1075.2
ROUTE EO	575	1079.3
ROUTE EP	553	1073.7
ROUTE EQ	479 457	1060.1 1054.5
ROUTE ER ROUTE ES	504	1083.9
ROUTE ET	482	1078.3
ROUTE EU	408	1064.7
ROUTE EV	386	1059.2
ROUTE EW	523	1096.2
ROUTE EX	501	1090.7
ROUTE EY	427 405	1077.1 1071.5
ROUTE EZ ROUTE FA	534	1071.5
ROUTE FB	512	1070.1
ROUTE FC	438	1056.5
ROUTE FD	416	1050.9
ROUTE FE	492	1097.0
ROUTE FF	470	1091.4
ROUTE FU	396 374	1077.8 1072.2
ROUTE FI	511	1109.3
ROUTE FJ	489	1103.8
ROUTE FK	415	1090.2
ROUTE FL	393	1084.6
ROUTE FM	522	1088.7
ROUTE FN	500	1083.2 1069.6
ROUTE FO	426 404	1069.6
ROUTE FQ	451	1093.3
ROUTE FR	429	1087.8
ROUTE FS	355	1074.2
ROUTE FT	333	1068.6
ROUTE FU	470	1105.7
ROUTE FV ROUTE FW	448 374	1100.1 1086.5
ROUTE FX	374	1081.0
ROUTE FY	481	1085.1
ROUTE FZ	459	1079.5
ROUTE GA	385	1065.9
ROUTE GB	363	1060.4
ROUTE CD	505	1084.6 1079.0
ROUTE GD ROUTE GE	483 409	1079.0
ROUTE GE	387	1059.9
ROUTE GG	524	1097.0
ROUTE GH	502	1091.4
ROUTE GI	428	1077.8
ROUTE GJ	406	1072.2
ROUTE GK	535	1076.4
ROUTE GL	513	1070.8
ROUTE GM ROUTE GN	439 417	1057.2 1051.6
ROUTE GO	417	1051.0
ROUTE GP	442	1001.0
	772	1070.7

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE GQ	368	1061.8 1056.2
ROUTE GR	346 483	1093.3
ROUTE GS	463	1087.8
ROUTE GT	387	1074.2
ROUTE GU	365	1068.6
ROUTE GV	494	1072.7
ROUTE GX	472	1067.2
ROUTE GY	398	1053.6
ROUTE GZ	376	1048.0
ROUTE HA	275	972.2
ROUTE HB	332	1061.2
ROUTE HC	253	966.6
ROUTE HD	310	1055.6
ROUTE HE	179	953.1
ROUTE HF	236	1042.0
ROUTE HG	157	947.5
ROUTE HH	214	1036.5
ROUTE HI	268	879.8
ROUTE HJ	325	968.7
ROUTE HK	246	874.2
ROUTE HL	303	963.2
ROUTE HM	172	860.6
ROUTE HN	229	949.6
ROUTE HO	150	855.0
ROUTE HP	207	944.0
ROUTE HQ	153	735.3
ROUTE HR	210	824.2
ROUTE HS	131	729.7
ROUTE HT	187	818.7
ROUTE HU	177	850.2
ROUTE HV	234	939.2
ROUTE HW	155	844.6
ROUTE HX	212	933.6
ROUTE HY	176	822.1
ROUTE HZ	233	911.0
ROUTE IA	154	816.5
ROUTE IB	211	905.5
ROUTE IC	184	914.5
ROUTE ID	241	1003.5
ROUTE IE	162	908.9
ROUTE IF	219	997.9
ROUTE IG	266	1018.2 1012.6
ROUTE IH	244 285	1012.6
ROUTE II		
ROUTE IV	263 296	1025.0 1009.9
ROUTE II	296	1009.9
ROUTE IL ROUTE IM	274	1004.4
ROUTE IN	203	1009.0
ROUTE IO	203	1026.9
ROUTE IP	222	1021.3
ROUTE IQ	255	1006.3
ROUTE IR	233	1000.7
ROUTEIS	310	1019.9
ROUTE IT	288	1014.3
ROUTE IU	330	1032.2
ROUTE IV	307	1026.7
ROUTE IW	340	1011.6
ROUTE IX	318	1006.1
ROUTE IY	269	1016.2
ROUTE IZ	247	1010.7
ROUTE JA	289	1028.6
ROUTE JA	289 266	1028.6 1023.0
ROUTE JB ROUTE JC	289 266 299	1028.6 1023.0 1008.0

	Estimated	Approximate Acres
ROUTES ROUTE JE	Number of Parcels	of New Easement
ROUTEJE	436 414	1005.8 1000.2
ROUTE JG	455	1000.2
ROUTEJH	433	1012.6
ROUTE JI	466	997.6
ROUTE JJ	444	992.0
ROUTEJK	395	1002.2
ROUTE JL	373	996.6
ROUTE JM ROUTE JN	414 392	1014.5 1009.0
ROUTE JO	425	993.9
ROUTE JP	403	988.4
ROUTE JQ	383	1015.3
ROUTE JR	361	1009.7
ROUTE JS	403	1027.6
ROUTE JT ROUTE JU	380	1022.1
ROUTE JU ROUTE JV	413 391	1007.0 1001.5
ROUTE JW	342	1001.5
ROUTE JX	320	1006.1
ROUTE JY	362	1024.0
ROUTE JZ	339	1018.4
ROUTE KA	372	1003.4
ROUTE KB	350 396	997.8 1002.9
ROUTE KD	374	997.3
ROUTE KE	416	1015.3
ROUTE KF	393	1009.7
ROUTE KG	426	994.7
ROUTE KH	404	989.1
ROUTE KJ	355 333	999.3 993.7
ROUTE KK	375	1011.6
ROUTE KL	352	1006.1
ROUTE KM	385	991.0
ROUTE KN	363	985.5
ROUTE KO ROUTE KP	167 224	890.5 979.5
ROUTE KQ	144	884.9
ROUTE KR	201	973.9
ROUTE KS	159	798.1
ROUTE KT	216	887.0
ROUTE KU ROUTE KV	137 194	792.5
ROUTE KW	148	881.5 711.3
ROUTE KX	205	800.2
ROUTE KY	126	705.7
ROUTE KZ	183	794.7
ROUTE LA	156	803.7
ROUTE LB ROUTE LC	213 133	892.7 798.2
ROUTE LD	190	887.1
ROUTE LE	255	931.4
ROUTE LF	233	925.8
ROUTE LG	274	943.8
ROUTE LH	252	938.2
ROUTE LJ	285 263	923.2
ROUTELK	263	917.6 927.8
ROUTE LL	192	927.0
ROUTE LM	233	940.1
ROUTE LN	. 211	934.5
ROUTE LO	244	919.5
ROUTELP	222	913.9
ROUTE LQ ROUTE LR	299	933.1
NUUIE LR	277	927.5

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTELS	318	945.5
ROUTE LT	296	939.9
ROUTE LU	329	924.8 919.3
ROUTE LV ROUTE LW	307 258	929.5
ROUTELX	236	923.9
ROUTE LY	278	941.8
ROUTE LZ	255	936.2
ROUTE MA	288	921.2
ROUTE MB	266	915.6
ROUTE MC	425	919.0
ROUTE MD ROUTE ME	403 444	913.5 931.4
ROUTE ME ROUTE MF	422	925.8
ROUTE MG	455	910.8
ROUTE MH	433	905.2
ROUTE MI	384	915.4
ROUTE MJ	362	909.8
ROUTE MK	403	927.8 922.2
ROUTE ML.	381 414	922.2
ROUTE MN	392	901.6
ROUTE MO	372	928.5
ROUTE MP	350	922.9
ROUTE MQ	392	940.8
ROUTE MR	369	935.3 920.2
ROUTE MS ROUTE MT	402 380	920.2 914.7
ROUTE MU	331	924.8
ROUTE MV	309	919.3
ROUTE MW	351	937.2
ROUTE MX	328	931.6
ROUTE MY	361 339	916.6 911.0
ROUTE MZ ROUTE NA	385	916.1
ROUTE NB	363	910.5
ROUTE NC:	404	928.5
ROUTE ND	382	922.9
ROUTE NE	415	907.9
ROUTE NF ROUTE NG	393 344	902.3 912.5
ROUTE NH	322	906.9
ROUTE NI	364	924.8
ROUTE NJ	341	919.3
ROUTE NK	374	904.2
ROUTE NL	352 283	898.7 773.3
ROUTE NV	340	862.3
ROUTE NW	261	767.8
ROUTE NX	318	856.7
ROUTE NY	394	823.8
ROUTE NZ	451	912.7
ROUTE OA	372	818.2
ROUTE OF	429 461	907.2 810.2
ROUTE OD	518	899.2
ROUTE OE	439	804.6
ROUTE OF	496	893.6
ROUTE OG	335	824.2
ROUTE OH	392	913.2
ROUTE OI	313 370	818.7 907.6
ROUTE OJ ROUTE OK	551	907.6 860.6
ROUTE OL	529	855.0
ROUTE OM	570	873.0
ROUTE ON	548	867.4

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE OO	581	852.4
ROUTE OP	559	846.8
ROUTE OQ	510	857.0
ROUTE OR	488	851.4
ROUTE OS	530	869.3
ROUTE OT	507	863.8 848.7
ROUTE OU	540 518	843.2
ROUTE OV ROUTE OW	425	874.7
ROUTE OX	403	869.1
ROUTE OX	445	887.0
ROUTE OZ	422	881.5
ROUTE PA	455	866.4
ROUTE PB	433	860.8
ROUTE PC	384	871.0
ROUTE PD	362	865.5
ROUTE PE	404	883.4
ROUTE PF	381	877.8
ROUTE PG	414	862.8
ROUTE PH	392	857.2
ROUTE PI	381	873.0 867.4
ROUTE PJ	359	
ROUTE PK	400 378	885.3 879.8
ROUTE PL	376 411	864.7
ROUTE PM ROUTE PN	389	859.2
ROUTE PO	340	869.3
ROUTE PP	318	863.8
ROUTE PQ	359	881.7
ROUTE PR	337	876.1
ROUTE PS	370	861.1
ROUTE PT	348	855.5
ROUTE PU	190	785.2
ROUTE PV	247	874.2
ROUTE PW	168	779.6 868.6
ROUTE PX	225 301	835.6
ROUTE PY	358	924.6
ROUTE PZ ROUTE QA	279	830.1
ROUTE QB	335	919.0
ROUTE QC	368	822.1
ROUTE QD	425	911.0
ROUTE QE	346	816.5
ROUTE QF	403	905.5
ROUTE QG	242	836.1
ROUTE QH	299	
ROUTE QI	220	
ROUTE QJ	277	919.5
ROUTE QK	458 436	872.5 866.9
ROUTE QL	436 477	884.8
ROUTE ON	477	879.3
ROUTE QN ROUTE QO	488	864.2
ROUTE QP	466	L
ROUTE QQ	417	868.8
ROUTE QR	395	863.3
ROUTE QS	436	881.2
ROUTE QT	414	875.6
ROUTE QU	447	860.6
ROUTE QV	425	855.0
ROUTE QW	332	886.5
ROUTE QX	310	
ROUTE QY	351	898.9
ROUTE QZ	329	
ROUTE RA	362	878.3
ROUTE RB	340	872.7

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE RC	291	882.9
ROUTE RD	269	877.3
ROUTE RE	310	895.3
ROUTE RF	288	889.7 874.7
ROUTE RG	321 299	869.1
ROUTE RI	288	884.8
ROUTE RJ	266	879.3
ROUTE RK	307	897.2
ROUTE RL	285	891.6
ROUTE RM	318 296	876.6 871.0
ROUTE RN ROUTE RO	296	881.2
ROUTE RP	225	875.6
ROUTE RQ	266	893.6
ROUTE RR	244	888.0
ROUTE RS	277	873.0
ROUTE RT	255	867.4
ROUTE RU	192 249	798.1 887.0
ROUTE RV ROUTE RW	170	792.5
ROUTE RX	227	881.5
ROUTE RY	303	848.5
ROUTE RZ	360	937.5
ROUTE SA	280	842.9
ROUTE SB	337	931.9 834.9
ROUTE SC ROUTE SD	370 427	923.9
ROUTE SE	348	829.3
ROUTE SF	404	918.3
ROUTE SG	244	849.0
ROUTE SH	301	937.9
ROUTE SI	222 279	843.4 932.4
ROUTE SJ ROUTE SK	460	885.3
ROUTE SL	438	879.8
ROUTE SM	479	897.7
ROUTE SN	457	892.1
ROUTE SO	490	877.1 871.5
ROUTE SP	468 419	881.7
ROUTE SR	397	876.1
ROUTE SS	438	894.1
ROUTE ST	416	888.5
ROUTE SU	449	873.5
ROUTE SV	427	867.9
ROUTE SW ROUTE SX	334 312	899.4 893.8
ROUTE SY	353	911.8
ROUTE SZ	331	906.2
ROUTE TA	364	891.2
ROUTE TB	342	885.6
ROUTE TC	293	895.8
ROUTE TD	271 312	890.2 908.1
ROUTE TE	290	908.1
ROUTE TF ROUTE TG	323	887.5
ROUTE TH	301	881.9
ROUTE TI	290	897.7
ROUTE TJ	268	892.1
ROUTE TK	309	910.1
ROUTE TL	287	904.5
ROUTE TN	320 297	889.5 883.9
ROUTE TO	249	894.1
ROUTE TP	227	888.5
IIVVI bull-year and and an arrangement of the second of th	1	300.0

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE TQ	268	906.4 900.8
ROUTE TR ROUTE TS	246 279	885.8
ROUTE TT	279	880.2
ROUTE TU	172	809.9
ROUTE TV	229	898.9
ROUTE TW	150	804.4
ROUTE TX	207	893.3
ROUTE TY	283	860.4
ROUTE TZ	340	949.3 854.8
ROUTE UA ROUTE UB	261 318	943.8
ROUTE UC	350	846.8
ROUTE UD	407	935.8
ROUTE UE	328	841.2
ROUTE UF	385	930.2
ROUTE UG	224	860.8
ROUTE UH	281	949.8
ROUTE UI	202 259	855.3 944.2
ROUTE UJ ROUTE UK	259 440	944.2 897.2
ROUTE UL	418	891.6
ROUTE UM	459	909.6
ROUTE UN	437	904.0
ROUTE UO	470	889.0
ROUTE UP	448	883.4
ROUTE UQ	399	893.6
ROUTE UR ROUTE US	377 418	888.0 905.9
ROUTE UT	396	900.4
ROUTE UU	429	885.3
ROUTE UV	407	879.8
ROUTE UW -	314	911.3
ROUTE UX	292	905.7
ROUTE UY	333	923.6 918.1
ROUTE UZ ROUTE VA	311 344	903.0
ROUTE VB	322	897.5
ROUTE VC	273	907.6
ROUTE VD	251	902.1
ROUTE VE	293	920.0
ROUTE VF	270	914.4
ROUTE VG ROUTE VH	303 281	899.4 893.8
ROUTE VI	270	909.6
ROUTE VJ	248	904.0
ROUTE VK	289	921.9
ROUTE VL	267	916.4
ROUTE VM	300	901.3
ROUTE VN	278	895.8
ROUTE VO ROUTE VP	229 207	905.9 900.4
ROUTE VQ	248	918.3
ROUTE VR	226	912.7
ROUTE VS	259	897.7
ROUTE VT	237	892.1
ROUTE VU	267	857.5
ROUTE VV	324	946.4
ROUTE VW	245 302	851.9 940.8
ROUTE VX ROUTE VY	302	940.8
ROUTE VI	434	996.8
ROUTE WA	355	902.3
ROUTE WB	412	991.3
ROUTE WC	445	894.3
ROUTE WD	501	983.3

_	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE WE	422	888.7
ROUTE WF	479	977.7
ROUTE WG	319	908.4 997.3
ROUTE WH	376 296	902.8
ROUTE WI	353	991.8
ROUTE WJ ROUTE WK	535	944.7
ROUTE WL	513	939.2
ROUTE WM	554	957.1
ROUTE WN	532	951.5
ROUTE WO	565	936.5
ROUTE WP	542	930.9
ROUTE WQ	494	941.1
ROUTE WR	472	935.5
ROUTE WS	513	953.5
ROUTE WT	491	947.9
ROUTE WU	524	932.8
ROUTE WV	501	927.3
ROUTE WW	409	958.8
ROUTE WX	387	953.2
ROUTE WY	428 406	971.2 965.6
ROUTE WZ		950.5
ROUTE XA	439 417	950.5
ROUTE XB	368	955.2
ROUTE XD	346	949.6
ROUTE XE	387	967.5
ROUTE XF	365	961.9
ROUTE XG	398	946.9
ROUTE XH	376	941.3
ROUTE XI	365	957.1
ROUTE XJ	342	951.5
ROUTE XK	384	969.5
ROUTE XL	362	963.9
ROUTE XM	394 372	948.8 943.3
ROUTE XN	372	943.3
ROUTE XO	324	947.9
ROUTE XQ	343	965.8
ROUTE XR	321	960.2
ROUTE XS	354	945.2
ROUTE XT	331	939.6
ROUTE XU	371	950.8
ROUTE XV	349	945.2
ROUTE XW	277	903.3
ROUTE XX	254	
ROUTE XY	314	861.8
ROUTE XZ	292	856.2
ROUTE YA	220 197	814.3 808.7
ROUTE YB ROUTE YC	404	912.2
ROUTE YD	423	924.6
ROUTE YE	434	
ROUTE YF	363	908.6
ROUTE YG	383	921.0
ROUTE YH	393	
ROUTE YI	360	910.5
ROUTE YJ	379	
ROUTE YK	390	
ROUTE YL	319	906.9
ROUTE YM	338	919.3
ROUTE YN	349	898.7
ROUTE YO	310	
ROUTE YP	329	877.1
ROUTE YQ	340	
ROUTE YR	269	861.1

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTEYS	288	873.5
ROUTE YT	299	852.8
ROUTE YU	265	863.0
ROUTE YV	285	875.4
ROUTE YW	295	854.8
ROUTE YX	225	859.4
ROUTEYY	244	871.8
ROUTE YZ	254	851.2
ROUTE ZA	288	859.2
ROUTE ZB	307	871.5
ROUTE ZC	317	850.9
ROUTE ZD	247	855.5
ROUTE ZE	266	867.9
ROUTE ZF	277	847.3
ROUTE ZG	243	857.5
ROUTE ZH	262	869.8
ROUTE ZI	273	849.2
ROUTE ZJ	202	853.8
ROUTE ZK	222	866.2
ROUTE ZL	232	845.6
ROUTE ZM	302	828.6
ROUTE ZN	322	841.0
ROUTE ZO	332	820.4
ROUTE ZP	262	825.0
ROUTE ZQ	281	837.3
ROUTE ZR	291	816.7
ROUTE ZS	258	826.9
ROUTE ZT	277	839.3
ROUTE ZU	288	818.7
ROUTE ZV	217	823.3
ROUTE ZW	236	835.6
ROUTE ZX	247	815.0
ROUTE ZY	280 299	823.0 835.4
ROUTE ZZ	310	814.8
ROUTE AA ROUTE AAB	239	819.4
ROUTE AAC	258	831.8
ROUTE AAC	269	811.2
ROUTE AAE	236	821.3
ROUTE AAF	255	833.7
ROUTE AAG	266	813.1
ROUTE AAH	195	817.7
ROUTE AAI	214	830.1
ROUTE AAJ	225	809.5
ROUTE AAK	160	775.3
ROUTE AAL	217	864.2
ROUTE AAM	182	780.8
ROUTE AAN	239	869.8
ROUTE AAO	338	812.1
ROUTE AAP	395	901.1
ROUTE AAQ	360	817.7
ROUTE AAR	417	906.7
ROUTE AAS	190	772.6
ROUTE AAT	247	861.6
ROUTE AAU	212	778.2
ROUTE AAV	269	867.2
ROUTE AA	315	787.2
ROUTE AAX	335	799.5
ROUTE AAY	345	778.9
ROUTE AAZ	275	783.5
ROUTE ABA	294	795.9
ROUTE ABB	304	775.3
ROUTE ABC	247	794.2
ROUTE ABD	267	806.5
ROUTE ABE	277	785.9
ROUTE ABF	206	790.5

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE ABG	226	802.9
ROUTE ABH	236	782.3 791.0
ROUTE ABI ROUTE ABJ	343 362	803.4
ROUTE ABK	373	782.8
ROUTE ABL	275	798.1
ROUTE ABM	294	810.4
ROUTE ABN	305	789.8
ROUTE ABO	338	792.7
ROUTE ABP	357	805.1 784.5
ROUTE ABQ	368 297	764.5 789.1
ROUTE ABR ROUTE ABS	316	801.5
ROUTE ABT	327	780.8
ROUTE ABU	270	799.8
ROUTE ABV	289	812.1
ROUTE ABW	299	791.5
ROUTE ABX	229	796.1
ROUTE ABY	248 258	808.5 787.9
ROUTE ABZ ROUTE ACA	365	767.9
ROUTE ACA	384	809.0
ROUTE ACC	395	788.4
ROUTE ACD	297	803.6
ROUTE ACE	316	816.0
ROUTE ACF	327	795.4
ROUTE ACC	411 479	814.3 807.3
ROUTE ACH	389	808.7
ROUTE ACK	392	801.9
ROUTE ACL	460	794.9
ROUTE ACM	370	796.4
ROUTE ACN	438	789.3
ROUTE ACO	212 269	831.8 920.7
ROUTE ACP ROUTE ACQ	116	812.6
ROUTE ACR	173	901.6
ROUTE ACS	222	892.1
ROUTE ACT	279	981.1
ROUTE ACU	126	873.0
ROUTE ACV	183 246	961.9 1007.0
ROUTE ACX	303	1007.5
ROUTE ACY	150	987.9
ROUTE ACZ	207	1076.8
ROUTE ADA	212	856.2
ROUTE ADB	269	945.2
ROUTE ADC	116	837.1
ROUTE ADD ROUTE ADE	173 237	926.1 971.2
ROUTE ADE	293	1060.1
ROUTE ADG	141	952.0
ROUTE ADH	197	1041.0
ROUTE ADI	236	943.0
ROUTE ADJ	293	1032.0
ROUTE ADK	140 197	923.9 1012.8
ROUTE ADL ROUTE ADM	243	1012.8
ROUTE ADM	201	1124.5
ROUTE ADO	147	1017.3
ROUTE ADP	204	1105.3
ROUTE ADQ	217	858.2
ROUTE ADR	274	947.2
ROUTE ADS	121	839.0
ROUTE ADU	178 241	928.0 973.1
ROUTE ADU	241)	9/3.1]

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE ADV	298 145	1062.1 953.9
ROUTE ADV	202	1042.9
ROUTE ADX ROUTE ADY	202	945.0
ROUTE ADZ	298	1033.9
ROUTE AEA	145	925.8
ROUTE AEB	202	1014.8
ROUTE AEC	248	1037.4
ROUTE AED	305	1126.4
ROUTE AEE	152	1018.3
ROUTE AEF	209	1107.2
ROUTE AEG	330	1141.1
ROUTE AEH	234	1121.9
ROUTE AEI	350	1153.5
ROUTE AEJ	254	1134.3
ROUTE AEK	360	1132.8
ROUTE AEL	264	1113.7
ROUTE AEM	290	1137.5
ROUTE AEN	194	1118.3
ROUTE AEO	309	1149.8
ROUTE AEP	213	1130.7
ROUTE AEQ	319	1129.2
ROUTE AER	223	1110.1
ROUTE AES	375	1142.8
ROUTE AET	279	1123.6
ROUTE AEU	394	1155.2
ROUTE AEV	298	1136.0
ROUTE AEW	405	1134.5
ROUTE AEX	309 334	1115.4 1139.2
ROUTE AEY	238	1120.0
ROUTE AEZ	353	1151.5
ROUTE AFA ROUTE AFB	257	1132.4
ROUTE AFC	364	1130.9
ROUTE AFD	268	1111.8
ROUTE AFE	501	1128.7
ROUTE AFF	405	1109.6
ROUTE AFG	520	1141.1
ROUTE AFH	424	1121.9
ROUTE AFI	530	1120.5
ROUTE AFJ	434	1101.3
ROUTE AFK	460	1125.1
ROUTE AFL	364	1105.9
ROUTE AFM	479	1137.5
ROUTE AFN	383	1118.3
ROUTE AFO	490	
ROUTE AFP	394	1097.7
ROUTE AFQ	448	
ROUTE AFR	352 467	1119.0 1150.5
ROUTE AFT	371	1131.4
ROUTE AFIL	478	1129.9
ROUTE AFU ROUTE AFV	382	1110.8
ROUTE AFW	407	1134.5
ROUTE AFX	311	1115.4
ROUTE AFY	426	1146.9
ROUTE AFZ	330	
ROUTE AGA	437	1126.3
ROUTE AGB	341	1107.2
ROUTE AGC	461	1125.8
ROUTE AGD	365	1106.7
ROUTE AGE	480	1138.2
ROUTE AGF	384	1119.0
ROUTE AGG	491	1117.6
ROUTE AGH	395	1098.4
ROUTE AGI	420	1122.2

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DOUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTES		1103.0
ROUTE AGJ	324 439	1134.5
ROUTE AGK ROUTE AGL	343	1115.4
ROUTE AGE	450	1113.9
ROUTE AGN	354	1094.8
ROUTE AGO	231	1013.4
ROUTE AGD	288	1102.4
ROUTE AGP	135	994.3
ROUTE AGG	192	1083.2
ROUTE AGS	224	921.0
ROUTE AGT	281	1009.9
ROUTE AGU	128	901.8
ROUTE AGV	185	990.8
ROUTE AGW	108	776.5
ROUTE AGX	165	865.5
ROUTE AGY	133	891.4
ROUTE AGZ	190	980.4
ROUTE AHA	132	863.3
ROUTE AHB	189	952.2
ROUTE AHC	140	955.7
ROUTE AHD	197	1044.7
ROUTE AHE	222	1059.4
ROUTE AHF	241	1071.8
ROUTE AHG	252	1051.2
ROUTE AHH	181	1055.8
ROUTE AHI	200	1068.1
ROUTE AHJ	211	1047.5
ROUTE AHK	266	1061.1
ROUTE AHL	285	1073.5
ROUTE AHM	296	1052.8
ROUTE AHN	225	1057.5
ROUTE AHO	244	1069.8
ROUTE AHP	255	1049.2
ROUTE AHQ	392	1047.0
ROUTE AHR	411	1059.4
ROUTE AHS	422	1038.8
ROUTE AHT	351	1043.4
ROUTE AHU	370	1055.8
ROUTE AHV	381	1035.2
ROUTE AHW	339	1056.5
ROUTE ANX	358	1068.8
ROUTE AHY	369	1048.2
ROUTE ALL	298 317	1052.8
ROUTE AIA ROUTE AIB	328	
ROUTE AIC		1044.1
ROUTE AID	352 371	1056.5
ROUTE AID	382	1035.9
ROUTE AIF	302	1040.5
ROUTE AIG	330	1052.8
ROUTE AIH	341	1032.2
ROUTE All	122	931.7
ROUTE AIJ	179	1020.7
ROUTE AIK	115	839.3
ROUTE AIL	172	928.2
ROUTE AIQ	211	972.6
ROUTE AIR	230	985.0
ROUTE AIS	241	964.4
ROUTE AIT	170	969.0
ROUTE AIU	189	981.3
ROUTE AIV	200	960.7
ROUTE AIW	255	974.3
ROUTE AIX	274	986.7
ROUTE AIY	285	966.1
ROUTE AIZ	214	970.7
ROUTE AJA	233	983.0
	2001	500,0

•	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE AJB	244	962.4
ROUTE AJC	381	960.2 972.6
ROUTE AJD ROUTE AJE	400 411	952.0
ROUTE AJE	340	956.6
ROUTE AJG	359	969.0
ROUTE AJH	370	948.4
ROUTE AJI	328	969.7
ROUTE AJJ	347	982.1
ROUTE AJK	358	961.5
ROUTE AJL ROUTE AJM	287 306	966.1 978.4
ROUTE AJN	300	957.8
ROUTE AJO	341	957.3
ROUTE AJP	360	969.7
ROUTE AJQ	371	949.1
ROUTE AJR	300	953.7
ROUTE AJS	319	966.1 945.5
ROUTE AJT ROUTE AJU	330 111	945.5 844.9
ROUTE AJV	168	933.9
ROUTE AJW	104	752.5
ROUTE AJX	161	841.5
ROUTE AJY	239	814.5
ROUTE AJZ	296	903.5
ROUTE AKA	350 407	865.0 953.9
ROUTE AKC	417	851.4
ROUTE AKD	474	940.4
ROUTE AKE	291	865.5
ROUTE AKF	348	954.4
ROUTE AKG	507	901.8 914.2
ROUTE AKH ROUTE AKI	526 537	893.6
ROUTE AKJ	466	898.2
ROUTE AKK	485	910.5
ROUTE AKL	496	889.9
ROUTE AKM	381	915.9 928.2
ROUTE AKN ROUTE AKO	400 411	928.2
ROUTE AKP	340	912.2
ROUTE AKQ	359	924.6
ROUTE AKR	370	904.0
ROUTE AKS	337	914.2
ROUTE AKT	356	926.5
ROUTE AKU ROUTE AKV	367 296	905.9 910.5
ROUTE AKW	315	922.9
ROUTE AKX	326	902.3
ROUTE AKY	146	826.4
ROUTE AKZ	203	915.4
ROUTE ALA	256	876.8 965.8
ROUTE ALB ROUTE ALC	313 324	863.3
ROUTE ALD	381	952.2
ROUTE ALE	198	877.3
ROUTE ALF	255	966.3
ROUTE ALG	414	913.7
ROUTE ALH	433	926.1
ROUTE ALL	444 373	905.5 910.1
ROUTE ALJ ROUTE ALK	373	922.4
ROUTE ALL	403	901.8
ROUTE ALM	288	927.8
ROUTE ALN	307	940.1
ROUTE ALO	318	919.5

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE ALP	247	924.1
ROUTE ALQ	266 277	936.5 915.9
ROUTE ALR	244	915.9
ROUTE ALS	244	938.4
ROUTE ALL	203	917.8
ROUTE ALU	203	922.4
ROUTE ALV	203	934.8
ROUTE ALW ROUTE ALX	233	914.2
ROUTE ALX	148	839.3
ROUTE ALZ	205	928.2
ROUTE AMA	258	889.7
ROUTE AMB	315	978.7
ROUTE AMC	362	927.0
ROUTE AMD	382	965.1
ROUTE AME	200	890.2
ROUTE AMF	257	979.2
ROUTE AMG	416	926.5
ROUTE AMH	435	938.9
ROUTE AMI	446	918.3
ROUTE AMJ	375	922.9
ROUTE AMK	394	935.3
ROUTE AML	405	914.7
ROUTE AMM	290	940.6
ROUTE AMN	309	953.0
ROUTE AMO	320	932.4
ROUTE AMP	249	937.0
ROUTE AMQ	268	949.3
ROUTE AMR	279	928.7
ROUTE AMS	246	938.9
ROUTE AMT	265	951.3 930.7
ROUTE AMU	275	935.3
ROUTE AMV	205 224	935.3
ROUTE AMW	235	927.0
ROUTE AMX ROUTE AMY	128	851.2
ROUTE AMZ	185	940.1
ROUTE ANA	239	901.6
ROUTE AND	296	990.5
ROUTE ANC	306	888.0
ROUTE AND	363	977.0
ROUTE ANE	180	902.1
ROUTE ANF	237	991.0
ROUTE ANG	396	938.4
ROUTE ANI	415	950.8
ROUTE ANK	426	930.2
ROUTE ANM	355	934.8
ROUTE ANO	374	947.2
ROUTE ANQ	385	926.5
ROUTE ANS	270	
ROUTE ANU	289	
ROUTE ANW	300	944.2
ROUTE ANY	229	948.8
ROUTE AGA	248 259	961.2 940.6
ROUTE ACC	1	940.6
ROUTE AGE	226 245	
ROUTE AOG	245	
ROUTE AOK	185	947.2
ROUTE AOK	204	959.5
ROUTE AOM	204	
	213	898.7
ROUTE AOR	223	
ROUTE AOS	333	
ROUTE AOT	390	
ROUTE AOU	400	
KUU1E AUU	1 400	900.0

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE AOV	457	1024.5
ROUTE AOW	274	949.6 1038.5
ROUTE AOX	331 490	985.9
ROUTE ADA	510	998.3
ROUTE APA ROUTE APC	520	977.7
ROUTE APE	450	982.3
ROUTE APG	469	994.7
ROUTE API	479	974.1
ROUTE APK	365	1000.0
ROUTE APM	384	1012.4
ROUTE APO	394	991.8
ROUTE APQ	324	996.4
ROUTE APS	343	1008.7
ROUTE APU	354	988.1
ROUTE APW	320	998.3 1010.7
ROUTE APY	339 350	990.1
ROUTE AQA	279	994.7
ROUTE AQC ROUTE AQE	279	1007.0
ROUTE AQG	309	986.4
ROUTE AQU	327	992.0
ROUTE AQJ	232	944.5
ROUTE AQK	270	903.0
ROUTE AQL	175	855.5
ROUTE AQM	266	905.9
ROUTE AQN	285	918.3
ROUTE AQO	295	897.7 902.3
ROUTE AQP	225 244	902.3
ROUTE AQQ	244 254	894.1
ROUTE AQR ROUTE AQS	204	904.2
ROUTE AQT	240	916.6
ROUTE AQU	251	896.0
ROUTE AQV	180	900.6
ROUTE AQW	200	913.0
ROUTE AQX	210	892.4
ROUTE AQY	258	869.8
ROUTE AQZ	277	882.2
ROUTE ARA	288	861.6 866.2
ROUTE ARB	217 236	878.5
ROUTE ARC	230	857.9
ROUTE ARD ROUTE ARE	214	868.1
ROUTE ARE	233	880.5
ROUTE ARG	244	859.9
ROUTE ARH	173	864.5
ROUTE ARI	192	876.8
ROUTE ARJ	203	
ROUTE ARK	138	
ROUTE ARL	195	
ROUTE ARM	316	
ROUTE ARN	373	
ROUTE ARO	168 225	908.4
ROUTE ARP	223	
ROUTE ARQ ROUTE ARR	313	
ROUTE ARK	323	
ROUTE ART	253	
ROUTE ARU	272	842.7
ROUTE ARV	282	822.1
ROUTE ARW	225	841.0
ROUTE ARX	244	
ROUTE ARY	255	832.7
ROUTE ARZ	184	837.3
ROUTE ASA	204	

	Estimated	Approximate Acres
ROUTES	Number of Parcels	of New Easement
ROUTE ASB	214	829.1
ROUTE ASC	321	837.8
ROUTE ASD	340	850.2
ROUTE ASE	351	829.6
ROUTE ASF	253	844.8
ROUTE ASG	272	857.2
ROUTE ASH	283	836.6
ROUTE ASI	367	855.5 843.2
ROUTE ASK	348	769.5
ROUTE ASM	434 412	816.2
ROUTE ASN	423	790.1
ROUTE ASO	401	836.8
ROUTE ASP ROUTE ASQ	404	777.7
ROUTE ASR	382	824.5
ROUTE ASS	480	763.9
ROUTE AST	458	810.7
ROUTE ASU	470	784.5
ROUTE ASV	448	831.3
ROUTE ASW	451	772.1
ROUTE ASX	428	818.9
ROUTE ASY	634	767.0
ROUTE ASZ	612	813.8
ROUTE ATA	623	787.6
ROUTE ATB	601	834.4
ROUTE ATC	604	775.3
ROUTE ATD	582	822.1
ROUTE ATE	785	768.0
ROUTE ATF	763	814.8
ROUTE ATG	524	1010.2
ROUTE ATH	513	1030.8 1018.4
ROUTE ATI	494	1016.4
ROUTE ATJ	675 537	1071.2
ROUTE ATK ROUTE ATL	526	1045.1
ROUTE ATL	507	1032.7
ROUTE ATN	687	1025.5
ROUTE ATO	454	916.1
ROUTE ATP	443	936.7
ROUTE ATQ	424	924.4
ROUTE ATR	605	917.1
ROUTE ATS	467	930.4
ROUTE ATT	456	951.0
ROUTE ATU	437	938.7
ROUTE ATV	617	931.4
ROUTE ATW	588	1065.9
ROUTE ATX	577	1086.5
ROUTE ATY	558 720	1074.2
ROUTE ATZ	739	1066.9 1080.2
ROUTE AUA	601 500	1080.2
ROUTE AUB	590 571	100.8
ROUTE AUD	751	1086.5
ROUTE AUG	518	
ROUTE AUE	508	992.5
ROUTE AUF ROUTE AUG	488	980.1
ROUTE AUH	669	972.8
ROUTE AUI	531	986.2
ROUTE AUJ	520	1006.8
ROUTE AUK	501	994.4
ROUTE AUL	681	987.2
ROUTE AUM	586	1109.3
ROUTE AUN	567	1097.0
ROUTE AUO	604	1092.4
ROUTE AUP	398	1107.9
ROUTE AUQ	594	1118.3

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE AUR	575	1105.9
ROUTE AUS	612	1101.3
ROUTE AUT	406	1116.8
ROUTE AUU	698	1135.5
ROUTE AUV	679	1123.2
ROUTE AUW	716	1118.5
ROUTE AUX	510	1134.1
ROUTE AUY	690	1158.8
ROUTE AUZ	671	1146.4
ROUTE AVA	708	1141.8
ROUTE AVB	502	1157.3
ROUTE AVC	398	1129.2
ROUTE AVD	368	1165.1
ROUTE AVE	397	1318.5
ROUTE AVE	405	1295.3

AND CONTRACTOR OF THE CONTRACT	87	0.67	0.64	0.59	0,29	0.24	0.06	0.02	1.00	0.92	0.75	9.68	0.0	0.00	0.67	0,58	0.77	0.70
besilamok	9 0.87			0,			9				╛							_
Total Project Costs	62443199	62177675	61124054	60870262	59170958	58898745	57887329	57620624	63174947	7260		61357262	57744737	57535067	60973719	60786966	6188407	61484297
behevni	1.00 €	1.00 €	0.89 €	0.89	0.99	66.0	98.0	0.88	0.12			0.01	0.99	1.00	1.00 6	1.00	0.16	0.17
besilemtoN	0.00	0.00	0.11	0.11	0.01	0.01	0.52	0.12	0.88	0.87	1.00	0.99	0.01	0.00	0.00	0.00	0.84	0.83
Percent of Route Co-located with Roads*	0.014	0.014	0.03	0.03	0.015	0.015	0.032	0.031	0.146		0,164	0.162	0.014	0.014	0.014	0.014	0.14	0.138
bahavni	0.78	0.83	96'0	1.00	0.58	0.63	0.75	0.81	0.45	0.51	9.64	0.69	0.13	0.19	0.35	0.40	0.00	0.06
besilamtoh	0.22	0.17	0.04	0.00	0.42	0.37	0.24	0.19	0.55	_	0.36	0,31	0.87	0.87	0.65	0.60	1.00	0.94
Percent of Route of Co-localed with Existing Utilities"	0.335	0.332	0.321	0.318	0.352	0.348	0.338	0.334	0.362	0.358	0.347	0.343	0.388	0.384	0.37	0.366	0.399	0.394
ремели	0.01	0.38	00'0	0.37	09.0	96'0	0.60	96.0	0.58	0.97	0.57	0.97	0.64	1.00	90'0	0.42	0.61	0.99
basilsenvoN	0.99	0.62	1.00	0.63	0.40	0.02	0.40	0.02	0.42	0.03	0.43	0.03	0.36	0.00	0.94	0.58	0.39	0.01
Percent of Route Rebuilt with Existing T/L*	0.3	0.23	0.31	0.23	0.18	0.1	0.18	9.	0.18	0.1	0.18	1.0	0.17	60'0	0.29	0.22	0.18	0.1
besilsmon	0.61	0.69	0.57	0.65	0.27	96.0	0.23	0,32	0.04	0.13	0.00	0.08	0.58	0.67	26'0	1.00	0.35	0.43
(səliM) Tübuəl	42.18	42.65	41.95	42.42	40.33	40.80	40.10	40.57	39.04	39.51	38.81	39.28	42.03	42.50	43.88	44.35	40.74	41.21
gnineering	2	// S	2	8	2	\$100 g	2	9	9	٥	6 7/66	0	- L	100	0	,	1	- 2
pezijemoŅ	22 0.85	4 0.89	.47 0.75	65 0.79	.34 0.92	52 0.96	59 0.82	77 0.86	59 0.96	77 1.00	84 0.88	32 0.80	73 0.07	31 0.11	61 0.00	79 0.04	98 0.11	16 0.15
Floodplain Areas (Acres)	153.	155	147.4	149	157	159	151.5	153.7	159.	161.	153.6	156.0	108	110.91	104	106.	110.9	113.
besilamsok	_	0,33	0.08	0.08	0.59	0.59	0.34	0.34	1.00	1.00	0.75	0.75	0.26	0.26	0.00	0.00	0.67	0.67
Welland Areas (Acres)	14.74	14.74	12.62	12.62	16.96	16,96	14.84	14.84	20.5	20.5	18.37	18.37	14.15	14.15	11.93	11.93	17.69	17.69
pozijemich	Ľ	0.21	0.00	0.17	0.14	0.31	0.10	0.28	0.41	0.59	0.38	0.55	0.55	0.77	0.45	0.62	0.83	1.08
Stream/River Crossings	28	33	27	32	31	36	8	35	33	44	38	43	43	48	4	45	51	56
besilemioV	0.33	0.39	0.31	0.36	0.48	0.54	0.46	0.51	0.02	0.08	0.00	90.0	0.94	1.00	0.79	0.85	0.49	0.54
Valutal Fotests (Actes)	321.64	331.39	317.36	327.11	348.58	358.33	344.3	354,05	267.6	277.35	263.33	273.07	429.82	439.57	402.88	412.63	348.85	358.6
leauteV	+-	2		2	2	0	2		8	靈	羽前	100					Ĺ	100
besitemol	190	1 0.82	9.0	1 0.82	1 0.82	3 1.00	1 0.82	3 1.00	0 0.73	2 0.91	0.73	2 0.31	4 0.18	6 0.36	2 0.00	4 0.18	3 0.09	5 0 27
URHP Listed Structures and Districts (3000' from edge of RW)		_		ľ		-			ľ	ľ	Γ	Γ						
besilemiol	10	0.00	0.00	0.00	00.0	00.0	0.00	0.00	0.00	00.00	0.00	0.00	0.00	0.00	0.00	0,00	0.00	000
School, Church, Cemetery, and Park Parcels Crossed		0	0	0	٥	٥	8	P	0	0	ठ	þ	0	3	٥	6	b	c
pezijeusoj	0	000	0.05	0.05	8	80,0	0.05	0.05	99.0	0.86	0.90	0.90	0.14	0.74	0.14	0.74	1.00	8
ovinity Industrial Bulldings(wilhin 300°)		٣	4	4	6	٣	4	4	21	21	77	22	9	9	6	9	24	24
pazijewio	15	0.05	0.05	500	0.05	0.05	0.05	500	1.00	1.00	1.00	1.00	000	800	0.00	0.00	0.95	0.05
Proximity Commercial Buildings(within 300')	r	F	F	r	F	٢	T	T	5	21	21	21	٥	0	r	٥	20	S,
pazijamoj	10	0.00	000	0.00	000	000	000	000	800	0.00	0.00	0.00	0.00	00.00	800	800	0.00	000
peselopments Developments	-	F	F	t	r	F	-	r	F	F	F	-	-	F	F	F	٢	F
besilemol	0.17	0.38	0.15	0.35					0.80	1.00	0.77	0.97	0.00	0.20	0.01	0.21	0.63	0.87
toximity to Residences (within 300°)	3	18	8	76	43	80	188	75	158	195	153	190	12	67	13	50	127	16.4
pezijemoj oj Alimikosj	+	0.13	0.05	0 10	80.0	11.0	0.05	0.0	0.95	1.00	0.93	86.0	0.00	500	0.00	0.05	0.88	150
tesidences Vithin ROW	10	u.		1 0	F	4		1 4	38		37	-	_	2	a	~	32	
illu	ě	ROITEKX	ROITERY	N THE	OUTE 1.A	A THIC	O HING	013110	ROUTENU	COUTE NV	OUTE NW	ROUTE NX	OUTE AJU	OUTE A.IV	POLITE AJW	OUTEAUX	OUTE AJY	DOLLITE A 17

SUATOT WEIGHTED TOTALS	SORT	0.06902	0.15293	0.16627	0.16829	0.19377	0.25289	0.25325	0.26686	0.27990	0.29477	0.35463	0.36145	0.54249	0.04102	0.64338	0.00003	0.74430	0.77.0
JATOT 03TH9I3W	0.000	0.03	0.07	0.04	0.07	0.04	0.00	0.11	0.08	0.08	0.00	0.12	0.12	0.07	90.0	0.10	900	5	- -
JATOT	100.0%	0.23	0.52	0.30	0.47	0.30	0.61	0.77	0.55	0.60	t, 0	0.87	0.35	0.47	0.0	0.72	0.55	20.0	~ 0.0
ројцбјум	-	0.05	0.00	90.0	0.04	0.06	0.00	0.00	60.04	0.02	0.00	0.00	0.02	90.0	0.00	0.0	20.0	00.0	0.07
elso Tosjord Isto	7.4%	0.61	0.04	0.64	0.58	0.87	Н	-	-+	-+	+	0.02	0.24	0.77	0./3	0.70	00.1	0000	75.0
рециви		90.0	80'0	0.07	90.0	90.0	0.07	90.0	0.07	0.08	0.08	0.07	0.08	0.0	0.0	0.01	10.0	20.00	0.07
ercent of Route Co-located with Roads.	7.8%	1.00	66.0	0.89	1.00	1.00	0.88	1.00	0.89	0.99	1.00	0.88	0.99	0.16	0.00	0.17	0.12	0.0	21.0
bolitgieV		0.07	0.03	0.18	0.08	0.15	0.15	0.04	0.19	0.11	0.16	0.15	0.12	89	0.12	0.03	0.09	2 0	0.10
Percent of Roule of Co-located with Existing Utilities	19.2%	0.35	0.13	96.0	0.40	0.78	0.76	0.19	1.00	0.58	0.83	0.81	0.63	0.0	0.0	90.0	0.45	0.09	0.51
рецибру.		0.04	0.42	0.00	0.27	0.01	0.39	99'0	0.24	0.40	0.25	0.64	0.64	0.40	0.38	9.65	0.38	0.63	0.64
Percent of Route Rebuilt with Existing TVL.	65.6%	90.0	0.64	00'0	0.42	0.01	09'0	1.00	0.37	0.60	0.38	0.98	0.98	0.61	0.57	0.99	0.58	/5.0	0.97
Baltaenign	14%	Aphiez (C					STORY OF	100000		SSHADA	40%th	100			THE STATE OF				
VEIGHTED TOTAL	L	0.03	0.06	0.02	0.04	0.04	0.04	0.07	0.03	0.06	0.05	90'0	0.07	0.09	0.08	0.10	0.10	0.00	0.11
JATO'	100.0%	0.24	0.41	0.15	0.32	0.28	0.32	0.49	0.23	0.45	0.36	0.40	0.52	0.64	0.55	0.72	0.68	0.63	0.76
balfigies	1	9	0.0	60.0	000	0.11	0.10	0.01	0.10	0.11	0.11	0.11	0.12	0.01	0.11	0.02	0.12	0.11	0.12
(Acres (Acres)	12.4%	500	200	0.75	0.04	0.85	0.82	11.0	0.79	0.92	0.89	0.86	0.96	0.11	0.86	0.15	96.0	0.90	1.00
beldg/e/	4	000	010	0.03	000	0.13	0.14	0.10	0.03	0.24	0.13	0.14	0.24	0.27	0.30	0.27	0.40	0.30	0.40
(eenaA) esanA breilav	40.3%	000	0.26	800	000	0.33	0.34	0.26	80.0	0.59	0.33	0.34	0.59	0.67	0.75	0.67	1.00	0.75	1.00
bəlifgiə	и	0 17	0.21	900	0.24	0.01	0.04	0.28	20.0	0.05	0.08	0.10	0.12	0.31	0.14	0.38	0.16	0.21	0.22
tean/River Crossings	38.0%	34.6	7 2	000	0.67	0 03	0,10	0.72	0.17	0.14	0.21	0.28	0.31	0.83	0.38	1.00	0.41	0.55	0.59
patyōja,	u	100	000	200	B 0	003	0.04	60.0	0.03	0.04	0.04	0.05	0.05	90.0	00.0	0.05	0.00	0.01	0.01
alural Forests (Acres)	7%50	+	+	+	+	+	0.46	90	0.36	0.48	0.39	0.51	0.54	0.49	0.00	0.54	0.02	90.0	0.08
lerufa	N	÷		STORY STORY	00000	Supplied Sup		0000000		Services	ELECTRIC		9955m6	1500000	666666		586086	1000	
JATOT GENTED TOTAL	۷N		00.0	10.02	2 9	0.00	0.12	0.08	0.16	0.13	0.17	0.18	0.19	0.39	0.49	0.44	0.50	0.54	0.55
JATC	1 %		0.00	+	+	+	+	+		۰	0.23	-	0.26	0.54	⊢	0.61	69.0	-	0.77
pojųti	+	+	0.00	4	4	4	+	1	+	+	0.13	-	0,16	1	0.11	0.04	0.11	4	0.14
2000, from edge of PVW)) /0	١,	+	0 0	+	+	+	┿	+-	┿	┿	┿	-	╀	0.73	0.27 0	0.73 0	0.91 0.	0.91
ighted HP Listed Structures and Districts	1	+	+	000	+	0.00	+	+	+	┿	╀	╀	╀	┿	0.00	┿	0.00	0.00	0.00
ark Parcels Crossed	d 8	-	+	0.00	+	0.00	┿	+	+	┿	┿	┿	┿	┿	╀	┿	╄	0.00	0.00
inglied. Church, Cemetery, and	+	+	+	+	+	0.00	+	+	+	+	+	+-	+	┿	╀	+-	+	0.02	₩.
('00c nidživ)senibliud Ishtsubni ylimixo	-	0,0	+	+	+	0.14	+	+	+	+-	+	+	+-	+	┿	+-	┿	┿	+
batteli (700): Advista Building aiding 300'')	+	4	+	+	+	0.00	+	┿	┿	+	+-	+	+	+-	┿	┿	┿	╀	+-
oximity Commercial Buildings(within 300')	4	ᆛ	+	-	+	-	0.05	+	+	+	+	+	+	+	+	┿	+	╄	H
ighted Selfing (Commercial Buildings(wilhin 300'))	+	-	-	+	-1	+	+	00.0	+	+	+	+	+	+	┿	+	╁	╀	+-1
oposed Developments	_		-+	+	-+	+	+	+	200	+	+	+	+	+	┿	+	┿	┿	+
beithi 2 idemnolayad basoor		-	-	-	4	-	+	0.02	+	+	+	+	+-	+	+	┿	+	+	↤
oximity to Residences (within 300°)	+	,	-		-	-+	+	+	+	0.33	+	+	+	+	+	+	┿	+	++
ghled (wilthin 300')	+		Н	-4	-	-	+	+	+	0.04	+	+	+	+	+	+	+	┿	11
	4	3%	Н	-	-	-	-	+	+	0.30	+	0.00	+	+	+	+	+	+	+-
WOR thiw esonable	~성	72% 44.3%	00'0	0.00	0.0	0.0	0.0	70	5 c	ခ ်	1	غ اد ا	ا د	3 6	3 6		i jā	je	; [-]
। ।	18	7	ROUTE AJW	ROUTEAJU	ROUTE KY	ROUTE AJX	ROUTE KW	ROUTE LC	ROUTE AJV	ROUTE KZ	2000	KOUTEKA	מים בים	KOO IE LB		ROUGE NET	NOUTE NIT	NOTITE NY	ROUTENV

Table 4.3 Metrics for West-Central Routes (Built Environment Emphasis Matrix)

				 			١	I	۱	١	1	١	1	1	ı			1	1
SUM OF WEIGHTED TOTALS	1	0.20171	0.25756	0.27576	0.39486	0.43858	0.45744	0.47471	0.50540	0.50835	0.52405	0.57089	0.58761	0.63708	0.70788	0.71415	0.72893	0,78151	0.79707
	SORT	17.	22	21.	0.34	38	0.39	0.39	0.34	0.44	0.44	0.40	0.40	0.55	0.52	0.62	0.62	0.59	
WEIGHTED TOTAL	%0.	-	-	-	-	Н	-	+	+	+	+	+	+	-	-	4	+	-	
JATOT	100	Н	_	-4		Н	4	4	4	4	4	4	4	-	4	-	4	4	0.81
beitigleW	%t	-	Н	-	8 0.04	Н	-	-	-	-	4	-	-	-	-	-	-		32 0.07
Tolal Project Costs	7.4	0.08 0.61	-	Н	0.08 0.58	Н	\dashv	-	-	-	-	-	-	┥	-	-	-	-	0.01 0.92
Weignled Weignled	.8%	-	Н	щ	1.00 0.0	Н	-	8	و	-	┥	-	-	-	-	-	-	-	0.13 0,
Postel di Boute Ce lessad milit Bester.	_	0.07	-	Ц	0.08	33	6	-	9	-+		-		-	-	-	12	-	0.10
Percent of Roule of Co-located with Existing Utilities*	.2%	0.35 0.	96	Н	0.40 0.	Н	1.00 0.	-	-	-	-	-	_	-	-	-	-	-	0.51
роциђем	19.	0.04	0.00	Н	0.27 0	Н	_	-	-4	-	-	-	_	Н	-	-		-	0.64 0
Percent of Route Rebuilt with Existing T/L*	92%	0.06	0.00	Н	0.42 0	Н	-	-	-	-	8	-	-	Н	-	-	-	-	0.97
Bnheenigna	72% 65.	0	0 255	0	0 2533	0	9	9 2555	9	3	3	0	9	1000	J	٥) Interest	9)
NEIGHTED TOTAL	1000	0.03	0.02	0.04	0.04	90.0	0.03	0.05	0.09	0.04	90'0	0.08	0.10	0.07	0.10	90.0	0.07	0.09	0.11
JATOT	%0.00	0.24	0.15	-	0.32				70	-	0.45	0.55	0.68	0.49	0.72	0.40	0.52	0.63	92.0
baitgievi	F	0.00	60.0	0.11	00.0	0.01	0.10	-	_	9	_	0.11	0.12	Н	0.02		0.12		0.12
oodplain Areas (Acres)	%	0.00	0.75 0	0.85 0	0.04	0.07	0.79 0	0.89 0	0,11 0	-	0.92 0	0.86 0	0 96'0	0,11 0	0.15 0		0.96 0	Н	1.00
poi(8) ₍₆₎ ,	Ė	0.00	0.03	0.13	0.00	0.10	0.03	Η-	0.27	-	-	0.30	0.40	Н	0.27		0.24	-	0.40
Welland Areas (Acres)	40.3%	0.00	0.08	0.33	0.00	┝	0.08	-	0.67	Н	0.59	0.75	1.00	0.26	0.67	-	0.59	Н	1.00
рецібіву	+	15.	0.00	0.01	0.24	⊢	0.07	Н	0.31	_	0.05	0.14	0.16	⊢	0.38	0.10	-	-	0.22
Stream/River Crossings	38.0%	0.45	0.00	0.03 0	0.62 0	┿	0.17 0	0.21 0	0.83	_	_	0.38	0,41	0.72 0	-	-	-	Н	0.59
розибјед	1	0.07	0.03	0.03	0.08	١-	0.03	0.04 0	0.05 0	Н	0.04 0	0.00	0.00	0.09	0.05	0.05 0	0.05	0.01	0.01
Jaiural Forests (Acres)	9.3%	0.79	┿	0.33	-	┿	0.36	0.39	0.49	0.46 0	0.48	0.00	0.02	1.00	0.54	0.51	0.54	0.06	0.08
Enuls	120	0	O ASSISS		100		988		100000	3200	3888) massing) HEALTH					Allegade (
VEIGHTED TOTAL	١	0.00	0.02	0.02	0.01	0.00	0.03	0.03	0.08	0.02	0.03	60.0	0.10	0.02	60.0	0.03	0.04	0.11	0.11
JATO	100.0%	H	+	+	┝	+	0.22 0	0.23 0	0.54	-	0.18	0.68	69.0		0.61	0.25	0.26	0.75	0.77
ρειψθρη	۲	00	+	╀	╀	+	0.13	0.13 0.	0.01	0.13	0.13 0.	0.11	0	0.06 0.	0.04	0.16 0	0.16 0	14	14
(2000, trom edge of RVW)	1	10	10	o	0	10	0.82 0.	82 0.	0.09	.82 0.	0.82 0.	0.73 0.	0.73 0.	0.36 0.0	0.27 0.0	.00	1.00	0	0.91 0.
PHP Listed Structures and Districts	t	0.00 0.00	┿	┿	0	0	┿	0.00	⊢	0.00	0.00	0.00	0.00	╄	0.00	0.00	0.00	0.00	0.00
ioignica Sarcels Crossed	Ļ	+	┿	┿	╀	┿	0.00	0.00	┿	0.00	0.00	0.00	0.00	╁	0.00	┝	0.00	0.00	0.00
eighted chool, Church, Cemelery and	+	0 00	+	╀	╀	+	┿	0.00	+	0.00	0.00	0.02 0.	0.02	╄-	╀	0.00	0.00	0.02 0.	₩
(־00E nirthiw)agnibiling lantaubul ylimixin	1%	3	. 45	╄	╀	4	22	+	┿	0.05 0.0	0.00	0.90	0.86	+-	8	0.05 0.	8	┿	Н
bothgis)	Ŧ	000	┿	+	┿	┿	╁	╀	╀	0.00	0.00	0.04	┿-	┿	+	╀	0.00	┿	₩
roximity Commercial Buildings(within 300')	8	+	+	+-	+	┿	┿	┿	┿	0.05 0.	0.05 0	1.00	┿	┿	╄	╄	╀	┿	Н
beifigie	+	000	╁	+	╁	+	╁	╫	╀	⊢	0.00	╀	╀	+-	╁	╀	╀	┿	Н
горозеа Developments	L		+	+-	+	+	+	+	┿	┾	0.00	┿	┿	┿	┿	+	╁	╀	↤
beitigie.	+	, 0	+	┿	+	+	+	+-	+-	╄	⊢	╀	+	4-	┿-	┿	+	+	↤
roximity to Residences (within 300')	10/	? .	+	,	+	+	+	+	┿	┿	┿	┿	┿	┿	┿	┿	12	+	₩
boldgie	+	2 0	+	+	+	+	┿	┿	+	┼	+	┿	+	+	+	┿	6	+-	┿┥
WOR ruliw zeonebize	20,	2 5	+	+	+	+	┿	+	┿	┿	┿	┿	┿	+	+	╁	-	+-	₩
MOD dim zazgabise	0 77	1	<i>i</i> c	c	0	o c	c	o	c	0	c	c	c		0	c	-	C	Ė
110		WI A STITLE	ROUTE AUT	BOLITEKW	NO OFFICE A IV	POUTE A III	BOILTEKY	ROUTEKX	POLITE A.IV	ROUTELC	ROUTELA	BOITENW	IIN at IOG	VI A TITLE A.IV	BOITE A 17	ROUTE LD	BUITEIB	ROUTENX	ROUTE NV

Table 4.3
Metrics for West-Central Routes
(Engineering Considerations Emphasis Matrix)

SUALOF WEIGHTED TOTALS	SORT	0.15818	0.19685	0.24280	0.28717	0.31843	0.32893	0.36348	0.37444	0.40828	0.44987	0.49827	0.54265	0.54550	0.58859	0,63386	0.67877	0.72558	0.77032
JATOT D∃THƏI∃W	4666655	0.08	0.10	0.10	0.16	0.17	0.18	0.20	0.18	0.20	0.25	0.29	0.28	0.16	0.18	0.18	0.24	0.27	0.27
JATOT	00.0%	0.23	0.30	0.30	0.47	0.52	0.55	0.61	0.54	0.60	0.77	0.87	98.0	0.47	0.55	0.55	0.72	0.82	0.81
ρυμβιολί		0.05	0.05	90'0	0.04	0.00	0.04	0.00	90.0	0.02	0.00	0.00	0.05	90'0	90.0	0.07	0.05	0.05	0.07
Tolal Project Costs	7.4%	19'0	0.64	0.87	0.58	0.04	0.59	90'0	0.82	0.29	0.00	0.02	0.24	0.77	0.75	8	0.70	0.68	0.92
besigleW		80.0	0.07	90.0	90.0	90.0	0.07	0.07	0.08	90.0	0.08	0.07	0.08	0.01	0.00	0.01	0.01	0.00	0.01
Percent of Route Co-located with Roads*	7.8%	1.00	0.89	1.00	1.00	66.0	0.89	0.88	1.00	0.99	1.00	0.88	0.99	0.16	0.00	0.12	0.17	10.0	0.13
роцибјем		70.0	0.18	0.15	90.0	0.03	0.19	0.15	0.16	0.11	0.04	0.15	0.12	0.00	0.12	0.09	0.01	0.13	0.10
Percent of Roule of Co-located with Existing Utilities*	19.2%	0.35	96.0	0.78	0.40	0.13	1.00	0.76	0.83	0.58	0.19	0.81	0.63	0.00	0.64	0.45	90.0	69.0	0.51
ројцбјом		0.04	0.00	0.01	0.27	0.42	0.24	0.39	0.25	0.40	99.0	0.64	0.64	0.40	0.38	0.38	0.65	0.63	0.64
Percent of Route Rebuilt with Existing T/L.	%9.59	90.0	00.0	0.01	0.42	0.64	0.37	09.0	0.38	0.60	1.00	0.98	0.98	0.61	0.57	0.58	0.99	0.97	0.97
Englneering	18	2000	80,000		William A		1988	SERVICE	1000 E	22,052	0.000	355500	Sept. 1	354E0EE	0.000	SHEE	Section 2	10000	
NEIGHTED TOTAL	Townson a	0.08	0.05	60.0	0.11	0.14	0.08	0.11	0.12	0.15	0.16	0.13	0.17	0.21	0.18	0.22	0.24	0.21	0.25
JATOī	%0.001	0.24	0.15	0.28	0.32	0.41	0.23	0.32	0.36	0.45	0.49	0.40	0.52	0.64	0.55	0.68	0.72	0.63	0.76
Delifyle ^k		00.0	60.0	0.11	00.0	0.01	0.10	0.10	0.11	0.11	0.01	0.11	0.12	0.01	0.11	0.12	0.02	0.11	0.12
-loodplain Areas (Acres)	2.4%	00.0	0.75	0.85	0.04	20.0	0.79	0.82	Н	0.92	0.11		96.0	-	_	96.0	-	Н	1.00
рацій (од		0.00	╁	0.13	00.0	0.10	0.03	0.14	Н	Н	0.10	0.14	Н	0.27	0.30	0.40	0.27	Н	0.40
Welland Areas (Acres)	40.3%	0	╁	0.33	000	⊢	0.08	0.34	0.33	0.59	0.26	0.34	0.59	0.67	0.75	Н	0.67	Н	1.00
postigie?	4	1	8	0.01	0.24	┼-	0.07	0.04	0.08	Н	0.28	0.10	0.12	Н	0.14 C	Щ	0.38	Н	0.22
Stream/River Crossings	%0.8	0.45 0.	┾	0.03 0	0.62 0	┿	0.17 0	0.10	0.21 0	14	0.72 0	0.28 0	0.31	83	0.38 0	Н	1.00	Н	0.59 0
pejųlijo,	F	0.07	╀	╄	+	╄	0.03	0.04 0.	0.04 0.	0.04 0.	0.09	0.05 0.	0.05 0.	0.05 0.	_	0.00	0.05	H	0.01
	1%	0 79	┿	╁	╄	╀	0.36 0.	╄-	0.39 0.	0.48 0.	1.00	┝	0.54 0.	0.49 0.	0.00	0.02 0.	0.54 0.	0.06 0.	08 0
datural Forests (Acres)	18		0.31	0	0 0	0.0	0	ò	0	0	1.0	0.51	0	0.	0.0	0.0	0	0.0	0
क्रियक		al a	5	5	3	1	7	9	8	9	4	8	- 6	8	2 2000	3	0	2	2
VEIGHTED TOTAL		000	۰	۲	۰	+	+	۲	+	-	9	0.08	0.09	0.18	-	0.23	0.20	0.25	0.25
JATO	100.0	000	0.14	0.16	0 0	0.03	0.22	0.17	0.23	0.18	0.11	0.25	0.26	0.54	0.68	0.69	0.61	0.75	0.77
ројцбод	1	000	0 10	0.10	Ē	0	0.13	0	0,13	0.13	90.0	0.16	0.16	0.01	0.11	0.11	0.04	0.14	0.14
3000, trom edge of RW) IRHP Listed Structures and Districts		000	9	0.64	0 18	0.18	0.82	0.82	0.82	0.82	0.36	1.00	1.00	0.09	0.73	0.73	0.27	0.91	0.91
boirigia	1	000	000	000	000	000	0.00	0.00	00.0	0.00	0.00	0.00	0.00	0.00	000	0.00	0.00	0.00	0.00
ichool, Church, Cemelery, and Park Parcels Crossed		900	000	000	000	000	0.00	000	0.00	0.00	000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
polityle	4	000	800	000	000	000	000	000	0.00	0.00	0.00	0.00	00.0	0.02	0.02	0.02	0.05	0.02	0.05
(006 nirhim)zənibilu Bulidings (within 300)	1 8%	2	900	000	0.14	0.14	0.05	0.05	000	0.00	0.14	0.05	000	1.08	0.90	98.0	1.00	0.90	0.86
ρομιδίο	и	000	900	000	000	000	00.0	000	00.0	00'0	00'0	0.00	0.00	0.03	0.04	0.04	0.03	0.04	0.04
roximity Commercial Buildings(within 300°)	3.6%	000	0.05	900	000	000	0.05	0.05	0.05	0.05	000	0.05	0.05	0.95	1.00	1.00	0.95	1.00	1.00
possājo	ч	000	000	000	800	000	0.00	000	000	0.00	000	0.00	0.00	0.00	0.00	00'0	000	00.0	0.00
sinements	d 2	000	00.0	000	3 2	000	000	000	0.00	00.0	00.0	0.00	00.0	00.0	000	0.00	0.00	0.00	0.00
рецийя	ч	000	200	000	200	8 6	0.05	000	0.05	0.02	0.03	0.05	0.05	0.08	0.10	0.10	0.11	0.13	0.13
roximity to Residences (within 300°)	42 te/	2 2	1,00	110	0.74	000	0.35	0 14	0.38	0.17	0.20	0.34	0.37	0.63	0.77	0.80	0.83	0.97	1.00
pejųūje,	*	8	200	200	2000	0.02	200	000	90.0	0.03	0.02	900	90 0	0.39	0.41	0.42	0.41	0.43	0.44
esidences with ROW	٦ ا	000	0.00	200	200	000	0.10	005	0.13	0.08	0.05	0.10	0 13	0.88	0.93	0.95	0 93	0.98	1.00
a jun	7000	1	3000	t	t		2000		l	100			-100		Ti Silvery	2010000	L		

Table 4.3
Metrics for West-Central Routes
(Simple Average Matrix)

Percent of Route Co-located with Roads*	00	0.52	00		00	00	2.88	0		0.86	00	00	00	00		0 0	0.0	0.28	0 82 6	0.20	00	00	00	0.69		0.6	0.98	00	00	2.69	1.77	00	00	1.19		0	0	2.41	11.01	177	0	0	00	4.16	0	1.58	0.29	1,72	0	0.88	00	0 9	0.6	0.5	00		200
Percent of Route of Co-located with Existing Utilities"	0.00 5.53	2.36	3.48	3.68	0.00	2.02	0.00	4 6	0.0	0.0	0.00	1.49	0.0	0.0	0.0	000	4.76	2.30	2.45	0.0	0.37	000	000	0.00	2 2 2	0.0	0.00	0.00	0.00	0.00	3.67	2.06	3.66	0.00	0.00	0.78	1.56	0.00	0.00	5.77	3.02	9.0	5.06	0.00	2.52	0.00	1.07	2.46	0.20	0.00	4.00 0.00	4.60	0.00	0.00	0.53	17.85	0.54
Percent of Route Rebuilt with Existing T/L*	0	00	3.48	000	6.68	0	00	000			00	0	00	00	0 0	1.69	0	5.7	00		0.59	00	0.36	0		0	00	00	00	00	00	00	00	00	1.3	00	00	00	00	00	000	2.72	00	00	0	0	00	00	0	00	0.48	0		00	00		500
Length (Ailes)	0.00 5.53	3.21	6.96	3.23	6.68	2.02	3.18	4.00	2.70	4.56	5.15	1.49	2.15	3.92	7.20	1.69	4.76	3.48	2.45 3.58	1.99	0.55	4.53	0.79	1.83	3.85	0.82	0.98	2.08	1.64	2.69	3.67	1.41	6.01	1.19	1.30	0.78	3.60	5.93	11.01	3.31	3.02	2.72	3.67	4.16	2.52	1.58	2.03	2.46	0.88	0.88	0.48	5.76	0.60	0.50	0.53	17.85	0.54
Endineening 5				d										9 8			4 2	9									à A				2 2		48								Ħ				Ħ	d	7 2			1		Ħ		5 6			##
Floodplain Areas (Acres)	0.00	36.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	5.59	0.00	6.60	0.00	0.00	0.0	0.00	0.00	0.00	0.0	1.98	0.00	1.24	6.99	2.69	5.15	0 0	21.30	1.95	1.34	0.00	17.95	0.00	0.00	41.33 16.86	47.15	3.58	0.00	0.00	0.00	0.0	0.00	000	13.34	0.07	0.00	0.00	2.47	0.00	0.00	2.79	16.38	0.09
Veitsnd Areas (Acres)	0.00	0.00	900	0.00	00.0	0.00	0.00	0 0	888	800	00.0	88	0.09	0 0 0 0 0 0	2750	0.0	4.80	0 0 0 0 0 0	0.14	88	0.0	0.00	90.0	0.0	888	38	8 8	0.00	0.50	0.00	0.00	1.69	88	00.0	0.00	0.32	000	0.00	1.68	3.45	0.00	0.00	8 8	0.00	4.39	800	8 8	2.96	0.0	88	0.00	000	800	0.00	0.00	2.92	38.5
Stream/River Crossings	13 0	12 2	5 m	- 0	40	0 2	8 2	- 0		00	n - 1	0	9 -	- 9	80 0	00	9 60	00	၈		00	0 -	00	00	7-10	70	0 -	- 3	9	7 2	2 5	m 0	- 9	N 0	0 4	72	7	4 -	12	13	0 ~ 0	00	50	2 9	9 +	- 2	4 -	9 4	2	- 0	0 0	9 4	0-0	7 -	2	23	, 0
Natural Forests (Acres)	0.00 52.87	38.45	41.82	71.38	0.00	30.37	27.34	41.59	32.48	10.38	21.76	3.15	11.31	15.91	51.85	0.00	82.20	23.82	11.36	0.16	0.00	0.00	0.17	5.82	8.03	0.28	3.00	1.87	9.52 8.16	33.12	2.90 51.27	37.89	1.25	1.52	0.00	16.66	36.94	9.16 16.91	102.13	105.77	17.80	0.00	16.90	10.46	19.18	0.18	3.52	23.16	3.45	0.00	0.00	88.29	0.00	0.06	1.25	111.77	0.00
istuta/		H		11						$\forall i$			Ħ				H			H				H		6 6			A S						H	14			\$ P	3 4																	
NRHP Listed Structures and Districts (3000' from edge of RW)	0 0	00	000		0	0 0	0	00	00	0	- 0	0	0	00	0 2	00	0	00	00	00	00	0	00	00	000	000	00	00			00	00	00	-0	00	0	0	0	1	10	0 0	000	N F	10	00		00	00	00	0	00	0		0	9	4	000
School, Church, Cemetery, and Park Parcels Crossed	0 -	00			0	00	0 -	00		- 0	000	50	0	00	00	00		00	00		00	00	00	00			50	00	00	00	00	00	00	0 0	00	000		00	- 0	00	00		0	0 0	00	10	0	00	0	- 0	00	0	100	0 0	00	0	1-0
Battaubril ylimixor9 (006 nirtiiw)egnibilu8	0-	7 6	900	000	90	00	00	00	0				NO!	00	00	000	10	00	00		-0	00	00	-6			90	00	00	-0	0 0	0-	00	3 16	0-	0	9	- 0	59	4 m		900	24	စ္က ဝ	00	1-1	90	0 8	6	1	00	- 8	300	90	00	0	12-
Proximity Commercial Buildings(within 300")	0 -	90	500		50	00	00	00					00	00	00	0 5	0	00	00	0	00	00	00	00		000	50	00	00	-0	0 0	00	00	<u>ಹ</u> ೦	00	0	0	-0	क्ष	0 4	-	- 00	2 0	<u>\$</u> 0	00		0	0 0	0	200	00	0 3	, 0	90	00	00	, 0 -
Poposed Developments	00						00	00	P				- 0	0	00		0	0	00		90	0	-0	- °	100		70	00	00	00	00	00	00	00	00	0	700	90	00	00	00	200	0	00	00	0	0	-0	00	0	00	00	100	20	0 -	0	00
Proximity to Residences (within 300')	139	200	120	1-0	70	-0	F	90	9 0	V (C)	27.	- 0	- 60	2 0	∞ ←	0 6	242	0 0	22 3	4	20	10	00	φο	900		7	50	2 3	12	0 22	00	19	19	0 40	0 4	28	19 %	0 59	9	27 25	30	307	157	6 -	- 8	2 /	34	0 4	1=	စ္ကဝ	12	100	5 -	N 60	38	0 8
Residences Within ROW	o &		900	100	90	00	0 6	00	N	1-1	900			0	00	0 8		40	0 6	-	70	아	00	00	1		╗	- 0	- 2	17	60	00	00	22 22	0-	0	1-1	<u> </u>	No	ᅙ	8	100	116	22	-	6	3-	6 2	0	┪	40	0 4	0	9	0	∞ c	700
Hind	Segment 1 Segment 2	Segment 4	Segment 6	Segment 8	Segment 10	Segment 11 Segment 12	Segment 13 Segment 14	Segment 15 Segment 16	Segment 17	Segment 19	Segment 21	Segment 23	Segment 25	Segment 26 Segment 27	Segment 28 Segment 29	Segment 30	Segment 32	Segment 33 Segment 34	Segment 35	Segment 37	Segment 38	Segment 40 Segment 41	Segment 42 Segment 43	Segment 44 Segment 45	Segment 46	Segment 48	Segment 50	Segment 51 Segment 52	Segment 53 Segment 54	Segment 55 Segment 56	Segment 57 Segment 58	Segment 59 Segment 60	Segment 61 Segment 62	Segment 63 Segment 64	Segment 65 Segment 66	Segment 67	Segment 69	Segment 71	Segment 72 Segment 73	Segment 74 Segment 75	Segment 76	Segment 78	Segment 80	Segment 61 Segment 62	Segment 83	Segment 85	Segment 87	Segment 88 Segment 89	Segment 90	Segment 92	Segment 93 Segment 94	Segment 95 Segment 96	segment 97	Segment 99	segment 100 segment 101	Segment 102	Segment 104 Segment 105

Table 2.0

Segment 106	0	0	0	0	0	0	0	0.13	0	0.99	0.72	1	06:0	0	0.90	
Segment 107	က	26	0	0	-	0	0	122.47	ĵ Ĉ	1.79	15.00		8.13	0	8.13	
Segment 108	0	2	0	6	0	-	0	1.73	F	0.00	0.95		0.67	0	800	0.67
Segment 109	0	16	6	4	4	0	0	7.23	6	8	0.84		0.95	10	0.34	
Segment 110	0	=	0	0	0	0	0	29.54	1	0.23	11.10		17.1	10	100	
Segment 111	5	79	0	78	35	2	0	5.09	3	0.46	15.43		3.14	0	3.14	
Segment 112	3	21	0	0	0	0	0	2.17	2	9.0	0.84		0.36	0	000	0.36
Segment 113	89	265	0	0	0	0	0	0.03	F	0.00	00.0		1.22	0	1.22	
Segment 114	-	2	6	4	4	0	0	0.0	0	0.00	0.0		0.13	1	0.0	0.13
Segment 115	62	222	0	٣	F	0	0	56.43	2	0.34	2.10		909	6	5 30	033
Segment 116	55	181	0	52	25	6	3	14.15	4	000	0.46	1	3.48	6	304	
Segment 117	2	9	0	0	0	0	0	165.16	28	1.05	83.95		10.46	6	000	,
Segment 118	12	29	6	6	17	0	9	61.34	4	0	0.05		5.17	10	200	5 17
Segment 119	F	57	6	0	4	0	0	12.78	9	00.0	000	t	235	c	117	
Segment 120	9	26	0	0	-	-	-	133.74	23	0.25	96 63		10.27	1	200	10.27
Seament 121	3	9	-	0	6	-	6	8 95	6	000	000		į	t	2 5	
Segment 122	6	9	┢	6	-	6		2 52	†	8	86		2 5	1	5 6	
acmont 123	4	100	6	1	, c	1	,	20 A3	1	3 4	20.00	1	2 50	7	3	
San Product 424	-	1	,	1	1	,	5 0	200	1	2 8	30.70		0.03	7	0	7
	3	3	1	7	5	5	5 0	9.79	7	3	9.0		0.59	9	0.59	٥
CZLIUBUIROC		2	-	5	5	5	0	17.57	e	8	0.0		- 8	0	<u>-</u> 8:	٥
	5	7	5	9	5	9	0	21.27	2	8 9 8	0.0		2.24	0	0.00	0
egment 127	0	4	9	0	0	0	0	12.48	-	0.0	0.00		0.76	0	0.00	
Segmentaze	9	0	0	0	0	0	0	5.41	-	0.00	0.00		0.32	0	0.32	
Segment 129	8	7	0	0	0	0	0	3.76	0	0.00	0.00	(1000) (1000)	0.39	0	0.39	
Segment 130	12	43	0	4	4	0	0	74.69	15	0.39	102.99	18 M	6.92	0	6.92	
Segment 131	0	0	0	0	0	0	0	47.22	5	0.00	1.17		2.59	0	2.59	
Segment 132	-	17	-	0	-	0	0	46.10	9	0.00	0.00		3.66	0	2.61	
Segment 133	0	0	0	9	0	0	0	37.93	11	0.15	70.66		3.04	0	0.00	
egment 134	0		0	9	0	0	0	54.34	7	0.00	27.15		3.63	0	3.36	0
egment 135	0	2	9	9	0	•	0	31.82	က	0.00	0.00		1.51	0	0.00	
Segment 136	6	21	-	9	0	0	0	11.21	3	0.00	0.00	181	1.37	0	1.37	
Segment 137	9	-	9	9	0	0	0	8.72	0	0.00	0.00		0.38	0	0.38	
Segment 138	=	-	0	9	0	0	0	0.11	-	0.00	0.00	16.00	0.21	0	0.21	
Segment 139	0	-	0	9	0	•	0	0.08	-	0.00	0.00	\$ 100 m	0.26	0	0.00	
Segment 140	-	4	-	9	0	0	0	13.59	3	0.0	32.45	***	1.51	0	1.51	
Segment 141	0	9	0	9	0	0	0	54.35	3	0.00	29.79		4.03	0	2.88	0
Segment 142	2	6	0	9	0	0	0	15.75	2	0.00	0.00		1.85	0	1.85	0
Segment 143	0	6	0	9	6	•	0	35.63	9	0.01	2.37		2.90	0	2.90	
Segment 144	E	13	0	ᅱ	4	•	0	4.02	0	0.00	0.00	900	1.09	0	0.00	ľ
Segment 145	0	7	9	9	0	0	0	8.91	2	0.00	3.57	Selection of the select	1.16	0	0.61	
Segment 146	5	9	+	9	0	0	0	10.94	-	0.15	0.00		1.08	0	1.08	0
Segment 147	3	1	9	9	0	-	0	23.30	F	0.05	0.00		1.21	0	0.87	0
Segment 148	7	6	0	9	-	0	0	12.06	0	0.00	0.00		1.24	0	0.00	°
Segment 149	2	8	9	=	-	0	0	2.64	0	0.0	0.00		1.01	0	1.01	0
Oct manifes	+	5	9	5	-	-	0	29.57	4	0.78	8.29		3.33	0	3.33	0
Segment 151	-	-	0	ᅴ	0	•	0	1.50	2	0.00	6.47	188	1.03	0	0.67	0
Segment 152	-	0	0	9	0	0	0	2.02	2	0.00	2.92		1.06	0	0.00	°
Segment 153	-	-	-	9	0	0	0	39.76	11	0.00	25.34	1000	2.78	0	0.00	°
Segment 154	0	•	=	9	0	0	0	0.20	-	0.00	0.00	1000	0.98	0	0.00	0
CCL TOBULDES	5	-	9	0	0	9	0	14.39	4	0.53	51.24		2.35	0	2.35	P
Segment 156	5	=	키	힉	-	•	0	29.94	3	0.00	0.92		2.12	0	2.12	0

	1	Гable 5.3 / Ег	gineering Co	nsideratio	ns Screening			
Engineering Cosiderations Perspective	Length (Miles)	Percent of Route Rebuilt with Existing T/L	Percent of Route Collocated with Existing Utilities	Percent Rebuild or Parallel Utilities	Total Project Costs	Percent Over Least Cost Route (AJW)	Estimated No. of Parcels	Approx. Acres of New Easement
ROUTE ACQ	56.52	40.69%	<u>ккошэ</u> 57.09%	97.79%	<u>⊢ 0</u> \$74,588,719	36.2%	<u>шо</u> 116	812.61
ROUTE ACU	55.53	35.15%	51.85%	87.00%	\$73,144,888	33.6%	126	872.97
ROUTE ADC	54.05	36.11%	46.46%	82.57%	\$71,488,948	30.5%	116	837.09
ROUTE ADS	54.13	36.06%	42.66%	78.72%	\$72,272,345	32.0%	121	839.03
ROUTE AGW	51.55	37.87%	34.14%	72.01%	\$69,836,908	27.5%	108	776.48
ROUTE AJU	42.03	17.05%	38.81%	55.86%	\$57,744,737	5.4%	110	841.94
ROUTE A IX	43.88	29.26%	37.03%	66.29%	\$60,973,719	11.3%	104	752.48
ROUTE AJX ROUTE ALE	44.35 40.34	21.74% 10.29%	36.64% 44.92%	58.38% 55.21%	\$60,786,966 \$63,018,945	11.0% 15.1%	161 198	841.45 877.33
ROUTE AME	40.87	10.25%	44.73%	54.88%	\$66,172,832	20.8%	200	890.18
ROUTE ANE	40.41	7.92%	44.32%	52.24%	\$64,056,129	17.0%	180	902.06
ROUTE AQL	38.49	8.31%	55.11%	63.42%	\$59,063,247	7.8%	175	855.52
ROUTE ATZ	44.01	0.00%	76.98%	76.98%	\$78,488,555	43.3%	739	1066.91
ROUTE AUD	44.60	0.00%	83.50%	83.50%	\$80,545,031	47.1%	751	1081.21
ROUTE AUL	40.72	0.00%	93.39%	93.39%	\$75,661,706	38.2%	681	987.15
ROUTE AUT	45.70	0.00%	50.11%	50.11% 42.74%	\$65,275,814	19.2%	398 406	1107.88
ROUTE AUX	46.07 46.78	0.00% 0.00%	42.74% 73.22%	73.22%	\$68,433,328 \$67,137,000	24.96% 22.6%	510	1116.85 1134.06
ROUTE AVC	46.58	0.00%	81.67%	81.67%	\$60,685,362	10.8%	398	1129.21
ROUTE AVD	48.06	0.00%	56.26%	56.26%	\$69,636,782	27.2%	368	1165.09
ROUTE AVE	54.39	0.00%	74.54%	74.54%	\$73,856,378	34.9%	397	1318.55
ROUTE AVF	53.43	0.00%	91.13%	91.13%	\$66,271,710	21.0%	405	1295.27
ROUTE BK	52.20	37.39%	38.93%	76.32%	\$72,402,291	32.2%	143	792.24
ROUTE E	54.82	41.96%	55.02%	96.97%	\$76,022,034	38.8%	160	771.39
ROUTE G	54.59	42.13%	54.04%	96.17%	\$74,724,438	36.4%	138	765.82
ROUTE HS ROUTE KW	49.62 42.18	39.34% 30.44%	29.89% 33.52%	69.23% 63.96%	\$69,981,206 \$62,443,199	27.8% 14.0%	131 148	729.70 711.27
ROUTE KY	41.95	30.44%	32.13%	62.74%	\$61,124,054	11.6%	126	705.70
ROUTE KZ	42.42	22.73%	31.78%	54.50%	\$60,870,262	11.1%	183	794.67
ROUTE QA	38.39	10.81%	36.08%	46.89%	\$66,522,120	21.5%	279	830.06
ROUTE QE	37.83	10.97%	36.61%	47.58%	\$66,515,994	21.5%	346	816.48
ROUTE QG	38.64	10.74%	41.43%	52.17%	\$64,376,228	17.6%	242	836.12
ROUTE QI	38.41	10.80%	39.96%	50.77%	\$63,067,687	15.2%	220	830.55
ROUTE SE	38.36	10.82%	36.52%	47.34%	\$69,649,272	27.2%	348	829.33
ROUTE VP	38.94	10.66%	39.83% 50.44%	50.49%	\$66,219,303 \$59,138,791	20.9% 8.0%	222 197	843.39 808.73
ROUTE YB ROUTE ADG	36.56 52.11	8.75% 24.64%	53.50%	59.19% 78.14%	\$68,983,012	26.0%	141	952.00
ROUTE ADK	50.95			74.48%	\$67,838,885		140	923.88
ROUTE AGU	50.04			71.80%	\$66,872,241	22.1%	128	901.82
ROUTE AGY	49.61	25.88%		66.94%	\$67,325,163	22.9%	133	891.39
ROUTE AHA	48.45			62.83%	\$66,185,518		132	863.27
ROUTE AIK	47.46			64.14%	\$64,431,826		115	839.27
ROUTE AM	50.18			75.63%	\$69,096,945		163	905.21
ROUTE BS ROUTE HO	50.26 48.11			71.49% 68.93%	\$69,870,924 \$66,997,119		167 150	907.15 855.03
ROUTE HW	47.68			63.84%	\$67,444,235		155	844.61
ROUTE IA	46.52	27.60%		59.48%	\$66,303,710		154	816.48
ROUTE KS	45.76			61.91%	\$65,855,714		159	798.06
ROUTE KU	45.53	28.20%	32.57%	60.77%	\$64,568,932	17.9%	137	792.48
AVERAGE	46	19.44%		67.40%	\$67,427,983		235	895
MINIMUM	37	0.00%		42.74%	\$57,744,737		104	706
MAXIMUM	57	42.13%		97.79%	\$80,545,031		751	1319
STD DEV	5.6			14.20%	\$5,106,674		160.5 264.5	140.6 846.3
Threshhold	42.12	28.49%	77.53%	83.59%	\$62,851,412	25%	∠04.5	840. 3

	Table 5.4 Scr	eening Against A	All Three Criteria	
	Built	Natural	Engineering	Composite
ROUTE ACQ	***************************************		X	1
ROUTE ACU		X	X	2
ROUTE ADC			X	1
ROUTE ADS			X	1
ROUTE AGW			X	1
ROUTE AJU				0
ROUTE AJW				0
ROUTE AJX		X		1
ROUTE ALE		 	X	1
ROUTE AME			X	1
ROUTE ANE		X	$+$ \hat{x}	2
ROUTE AQL				0
ROUTE ACE	X	X	X	3
	×	 	+ ^	3
ROUTE AUD				3
ROUTE AUD	X	X	X	
ROUTE AUP	X	X	X	3
ROUTE AUT	X	X	X	3
ROUTE AUX	X	X	X	3
ROUTE AVC	X	X	X	3
ROUTE AVD	X	X	X	3
ROUTE AVE		X	X	2
ROUTE AVF	Х	X	X	3
ROUTE BK		X	X	2
ROUTE E		X	X	2
ROUTE G		X	X	2
ROUTE HS			X	1
ROUTE KW				0
ROUTE KY				0
ROUTE KZ				0
ROUTE QA	Х		X	2
ROUTE QE	Х		X	2
ROUTE QG		X		1
ROUTE QI		X		1
ROUTE SE	Х		X	2
ROUTE SI		X		1
ROUTE YB				0
ROUTE ADG	·	X	X	2
ROUTE ADK		X	X	2
ROUTE AGU		1 x	X	2
ROUTE AGY		1	 X	1 1
ROUTE AHA		X	1 X	2
ROUTE AIK		1	$+\hat{x}$	1
ROUTE AM	X	 	$+\frac{\hat{x}}{\hat{x}}$	3
ROUTE BS	×	 	$\frac{\lambda}{x}$	3
ROUTE HO		X	+ ×	2
		+^-	X	$\frac{2}{2}$
ROUTE IA	X			
ROUTE KG	X		X	1 1
ROUTE KS			X	
ROUTE KU			X	1

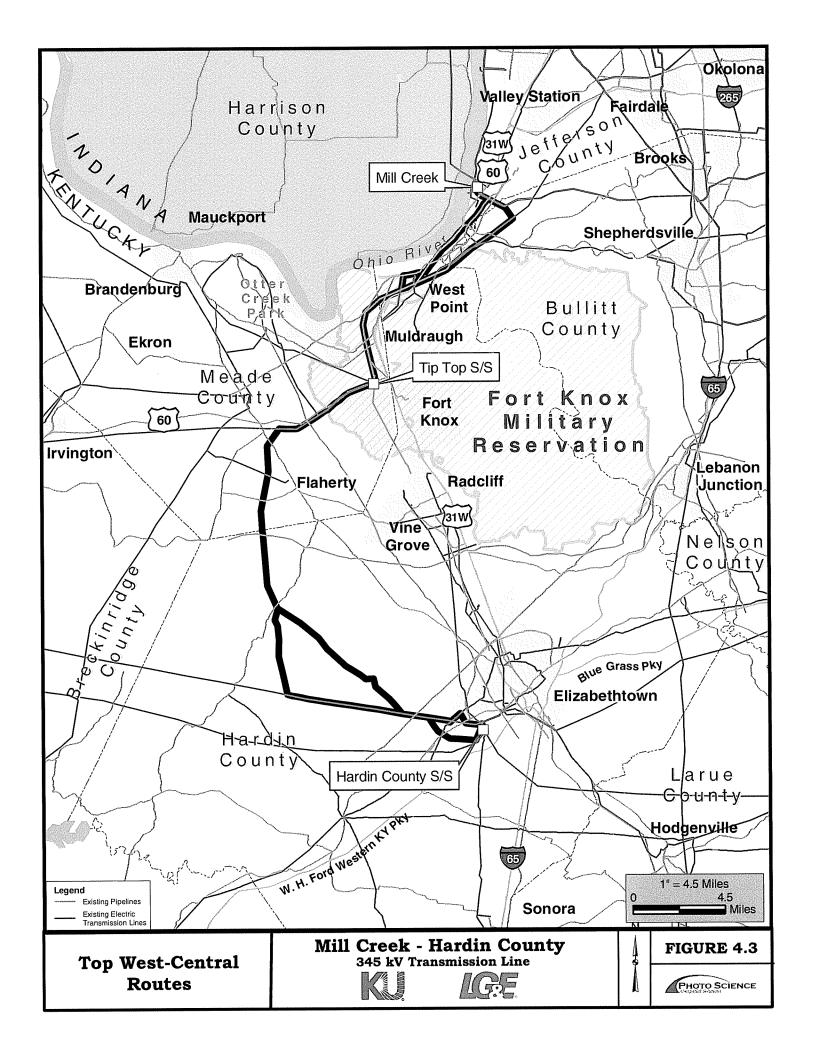
	Table 6.1 / B	uilt Environmeı	nt Screening	
Built Environment Perspective	Residences within ROW	Proximity to Residences (within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
ROUTE AJU	0	12	0	4
ROUTE AJW	0	13	0	2
ROUTE AQL	5	75	0	2
ROUTE KW	3	44	0	9
ROUTE KY	2	39	0	9
ROUTE KZ	4	76	0	11
ROUTE YB	7	101	0	9
Average	3	51	0	7
Minimum	0	12	0	2
Maximum	7	101	0	11
STD DEV	2.4	31.3	0.0	3.5
Threshold	2.4	43.3	0.0	5.5

	Table 6.2 / Nat	ural Environme	ent Screening	
Natural Environment Perspective	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
ROUTE AJU	429.82	43	14.15	108.73
ROUTE AJW	402.88	40	11.93	104.61
ROUTE AQL	326.55	53	12.05	107.07
ROUTE KW	321.64	28	14.74	153.22
ROUTE KY	317.36	27	12.62	147.47
ROUTE KZ	327.11	32	12.62	149.65
ROUTE YB	241.03	40	12.74	149.93
Average	338.05	37.6	12.98	131.53
Minimum	241.03	27	11.93	104.61
Maximum	429.82	53	14.74	153.22
STD DEV	57.31	8.6	0.98	21.50
Threshold	298.33	35.6	12.92	126.11

		Table 6.3	/ Engineeri	ng Conside	rations Scr	eening		
Engineering Considerations Perspective	Length (Miles)	Percent of Route Rebuilt with Existing T/L	Percent of Route Collocated with Existing Utilities	Percent Rebuild or Collocate with utilities	Percent of Route Collocated with Roads	Total Project Costs	Estimated No. of Parcels	Approx. Acres of New Easement
ROUTE AJU	42.03	17.05%	38.81%	55.86%	1.43%	\$57,744,737	110	841.94
ROUTE AJW	43.88	29.26%	37.03%	66.29%	1.37%	\$60,973,719	104	752.48
ROUTE AQL	38.49	8.31%	55.11%	63.42%	3.35%	\$59,063,247	175	855.52
ROUTE KW	42.18	30.44%	33.52%	63.96%	1.42%	\$62,443,199	148	711.27
ROUTE KY	41.95	30.61%	32.13%	62.74%	3.00%	\$61,124,054	126	705.70
ROUTE KZ	42.42	22.73%	31.78%	54.50%	2.97%	\$60,870,262	183	794.67
ROUTE YB	36.56	8.75%	50.44%	59.19%	5.33%	\$59,138,791	197	808.73
Average	41.07	21.02%	39.83%	60.85%	2.70%	\$60,194,001	149.0	781.47
Minimum	36.56	8.31%	31.78%	54.50%	1.37%	\$57,744,737	104.0	705.70
Maximum	43.88	30.61%	55.11%	66.29%	5.33%	\$62,443,199	197.0	855.52
STD DEV	2.38	9.10%	8.61%	4.10%	1.34%	\$1,482,283	34.3	55.51
Threshold	38.94	21.51%	46.50%	62.20%	4.00%	\$59,227,020	138.3	761.20

	Table 6.4 / Screen	ing Against All T	hree Perspective	S
	Built	Natural	Engineering	Composite
ROUTE AJU		X		1
ROUTE AJW				0
ROUTE AQL	Х		Х	2
ROUTE KW	X	X	X	3
ROUTE KY				0
ROUTE KZ	X		X	2
ROUTE YB	X		X	2

	Tab	le 6.5.3 Fina	ılist Engine	ering Cons	iderations	Screening		
Engineering Considerations Perspective	Length (Miles)	Percent of Route Rebuilt with Existing T/L	Percent of Route Collocated with Existing Utilities	Percent Rebuild/Collocate with utilities	Percent of Route Co-located with Roads	Total Project Costs	Estimated No. of Parcels	Approx. Acres of New Easement
ROUTE AJU	42.03	17.05%	38.81%	55.86%	1.43%	\$57,744,737	110	841.94
ROUTE AJW	43.88	29.26%	37.03%	66.29%	1.37%	\$60,973,719	104	752.48
ROUTE KY	41.95	30.61%	32.13%	62.74%	3.00%	\$61,124,054	126	705.70
Average	42.62	25.64%	35.99%	61.63%	1.93%	\$59,947,504	113.3	766.71
Minimum	41.95	17.05%	32.13%	55.86%	1.37%	\$57,744,737	104.0	705.70
Maximum	43.88	30.61%	38.81%	66.29%	3.00%	\$61,124,054	126.0	841.94
SD	0.89	6.10%	2.82%	4.33%	0.76%	\$1,558,800	9.3	56.52
Threshold	42.84	24.51%	35.99%	61.96%	2.25%	\$59,303,537	113.3	762.22



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SOW 300' RES 100% 300 ROUTE ALS ROUTE ROUTE AR ROUTE ROUTE B ROUTE ROUTE W ROUTE ROUTE AM ROUTE ROUTE ALO	ROUTE AL ROUTE ROUTE ROUTE ROUTE ALL ROUTE ALL ROUTE ROUTE ALN ROUTE ROUTE UN ROUTE ROUTE UN ROUTE UN ROUTE IN ROUTE ROU	ROUTE TAY ROUTE TAY ROUTE AS ROUTE ROUTE CY ROUTE ROUTE AN ROUTE ROUTE AN ROUTE ROUTE AN ROUTE ROUTE TAY ROUTE AND ROUTE ROUTE TAY ROUTE TAY ROUTE TAY ROUTE TAY ROUTE TAY ROUTE TAY ROUTE TAY ROUTE AND ROUTE	ROUTE NO ROUTE NOUTE NOUTE NOUTE NOUTE NOUTE ANN ROUTE ROUTE NU ROUTE NOUTE NOUTE POUTE POUTE NOUTE NO	ROUTE AND ROUTE ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE DW ROUTE DW ROUTE WOUTE WOUTE WOUTE WOUTE WOUTE WOUTE ROUTE WOUTE WOUTE WOUTE WOUTE WOUTE WOUTE WOUTE WOUTE ROUTE WOUTE WOUTE ROUTE WOUTE WOUT
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Floodplain	THE CONTROLLE AND THE	TIERP ROUTE (TIERN ROUTE TIELW ROUTE A TIERH ROUTE TIERH ROUTE TIERH ROUTE TIERH ROUTE TIERH ROUTE TIERE COUTE	TIE ALI ROUTE ONTE ONTE ONTE ONTE ONTE ONTE ONTE ON	TIE XW ROUTE IN THE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE IN THE ROUTE IN	TIE RO ROUTE A THE RO ROUTE A THE ALL ROUTE A THE ALL ROUTE A THE D'S ROUTE A THE D'S ROUTE A THE D'S ROUTE A THE AND ROUTE A THE AND ROUTE A THE AND ROUTE I
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ROUTE NO ROUTE RO ROUTE OZ ROUTE AJ ROUTE AJ ROUTE BW ROUTE BW ROUTE BW ROUTE BW ROUTE BW ROUTE BW ROUTE RW ROUTE RW ROU	A ROUTE DE LE ROUTE LY ROUTE L	O ROUTE PN ROUTE AIP ROUTE AIP ROUTE AIP ROUTE VS	ROUTE AJC ROUTE AJJ ROUTE BAJ	M ROUTE RC M ROUTE ALZ N ROUTE ALZ N ROUTE PL C ROUTE PL C ROUTE PX C ROUTE WA C ROUTE PO C ROUTE P	ROUTE PH ROUTE AHT ROUTE AHT ROUTE AHT ROUTE AHT ROUTE AHV ROUTE AHV ROUTE RE
Stream 50% Wetland JIE AHJ ROUTE YP UTE XT ROUTE RG UTE YE ROUTE AK UTE AIG ROUTE AK UTE TI ROUTE AK UTE TI ROUTE AK UTE TI ROUTE RI UTE AKA THE AKA THE AKA THE AKA ROUTE YP THE AKA	UTE PT ROUTE IN THE VIEW ROUTE IN THE ALW ROUTE ALW ROUTE ALW ROUTE STILL ALW ROUTE STILL SHE ROUTE STILL SHE ROUTE BY R	TIE XH ROUTE AN TIE ANIV ROUTE AN TIE SW ROUTE TO TIE SW ROUTE RO TIE DW ROUTE N TIE AND ROUTE N TIE AND ROUTE N TIE ALT ROUTE R TIE ALT ROUTE AN	TIE XS ROUTE VITE XR ROUTE XR R ROUTE XR R R R R R R R R R R R R R R R R R R	TIE AGC ROUTE IN THE AEP ROUTE AND THE AEP ROUTE AND THE AND T	TIE AHO ROUTE A) JIE WIN ROUTE SI JIE MI ROUTE SI JIE PM ROUTE PA JIE DE ROUTE A- JIE DE ROUTE A- JIE PE ROUTE A- JIE PE ROUTE A- JIE PE ROUTE A- JIE PE ROUTE A- JIE ANW ROUTE A- JIE DR ROUTE SI
50% Stream 100% ROUTE TO ROUTE TO ROUTE SU ROUTE SU ROUTE ANC ROUTE ANC ROUTE ANC ROUTE ANC ROUTE ANC ROUTE WE	ROUTE RA ROUTE SZ ROUTE SZ ROUTE TE ROUTE TO ROUTE TO ROUTE UE ROUTE WE ROUTE WE ROUTE RE ROUTE RE ROUTE BY ROUTE SX ROUTE SX ROU	ROUTE VD ROL ROUTE DW ROL ROUTE ANS ROL ROUTE AND ROL ROUTE WO ROL ROUTE WO ROL ROUTE OH ROL ROUTE OH ROL ROUTE IS ROL ROUTE IS ROL ROUTE IS ROL ROUTE OH ROL ROUTE OH ROL ROUTE OH ROL ROUTE OH ROL ROUTE OH ROL ROUTE OH ROL ROUTE AS ROL ROUTE AS ROL	ROUTE VG ROUTE AKW ROUTE OV ROUTE QY ROUTE QY ROUTE AKW ROUTE TE ROUTE AKW ROUTE DK ROUTE DK ROUTE DK ROUTE DK ROUTE DK ROUTE TC ROUTE CK	ROUTE PP ROU ROUTE BH ROU ROUTE BH ROU ROUTE WA ROU ROUTE WY ROU ROUTE SY ROU ROUTE NW ROU ROUTE WW ROU ROUTE WW ROU ROUTE WW ROU ROUTE WE ROU ROUTE SW ROU	ROUTE PL ROUTE AND ROUTE AND ROU ROUTE AND ROUTE OF ROUTE PB ROU ROUTE PR ROU ROUTE PH ROU ROUTE WR ROU ROUTE WR ROU ROUTE WR ROU ROUTE WR ROU ROUTE WR ROU ROUTE WR ROU
Ocests 100% Forests 100% FOUTE ADD IF UZ ROUTE AND EAND ROUTE AMBERT ROUTE OF EAPD ROUTE OF EAPD ROUTE OF EAPD ROUTE AND POINTE AND	EVEN ROUTE ADE EVEN ROUTE ADE EVEN ROUTE ADE EST ROUTE AND EST ROUTE AND AND ROUTE AND ROUTE AND ROUTE AND EVEN	AMEZ ROUTE IF ANY ROUTE AND ANG ROUTE AND AND ROUTE AND EHA ROUTE AND AND ROUTE AND AND ROUTE AND AGO ROUTE AND AGO ROUTE AND AGO ROUTE AND ECJ ROUTE END ECJ ROUTE AND ECJ ROUTE AND ECJ ROUTE AND	UN ROUTE ADE UN ROUTE ADE COM ROUTE ADE FOR ROUTE AT FOR ROUTE VI ENS ROUTE VI ANY ROUTE KI E PF ROUTE KI	AND ROUTE MY ANR ROUTE MY EDL ROUTE AND ANW ROUTE NY AND ROUTE NY AND ROUTE NY EOJ ROUTE NY AND ROUTE NY EOJ ROUTE NY EOJ ROUTE NY EOJ ROUTE NY ENY EOJ ROUTE NY ENY ENY ROUTE NY ENY ENY ROUTE NY ENY ENY ROUTE NY ENY ENY ENY ENY ENY ENY ENY ENY ENY E	AMER ROUTE ARA ROUTE ANA ROUTE WIN ROUTE WIN ROUTE KI ROU
ROUTE RY ROUT ROUTE RY ROUTE OF ROUTE OF ROUTE OF ROUTE OF ROUTE RY	ROUTE UI ROUTE ROUTE OF ROU	ROUTE YN ROUTE ROUTE NE ROUTE ROUTE TL ROUTE ROUTE TL ROUTE ROUTE TR ROUTE ROUTE SC ROUTE ROUTE TR ROUTE ROUTE TR ROUTE ROUTE TR ROUTE ROUTE AN ROUTE	ROUTE M. ROUT ROUTE M. ROUTE ROUTE N. ROUTE ROUTE SV. ROUTE ROUTE SV. ROUTE ROUTE CV. ROUTE ROUTE CV. ROUTE	ROUTE PS ROUTE ROUTE RS ROUTE ROUTE RY ROUTE RY ROUTE ROUTE RY ROUTE RY ROUTE ROUTE RY	ROUTE MX ROUTE ROUTE RAUTE ROUTE ROUTE UT ROUTE ROUTE US ROUTE US ROUTE US ROUTE WAS R
DOL. 50% NRHP C. ROUTE ALD M. ROUTE AKJ M. ROUTE IN M. ROUTE BD DO ROUTE BD DO ROUTE BD M. ROUTE APS M. ROUTE	MOUTE AGE NOTE THE ROUTE AGE OF ROUTE AFE H ROUTE RE H ROUTE RE EN ROUTE AGE ROUTE AFE ROUTE AFE ROUTE AGE TO ROUTE PY TO ROUTE PY TO ROUTE AGE TO ROUTE BR TO ROUTE CJ	10 ROUTE RH NY ROUTE NH NY ROUTE HH NY ROUTE HH NY ROUTE JD NY ROUTE NH NY ROUTE JD NY ROUTE NH NY ROU	NOTE AEGO O ROUTE AEGO O ROUTE AEGO TO ROUTE PLO TO ROUTE PLO TO ROUTE LU TO ROUTE LU TO ROUTE PLO TO ROUTE P	H ROUTE EF N ROUTE RK N ROUTE RALD NC ROUTE RE X ROUTE RE X ROUTE BB A ROUTE BB A ROUTE BB NOUTE TF DIA ROUTE PH D ROUTE PH ROUTE PH	N ROUTE VP ROUTE XX R ROUTE XX R ROUTE AFA Q ROUTE TO G ROUTE IO G ROUTE IO G ROUTE IO G ROUTE IO G ROUTE IX C
SCHOOL 100% SCHOOL INE AND INE RC ROUTE AEZ UTE PW ROUTE AEZ UTE PW ROUTE AND UTE PW ROUTE AND UTE BY ROUTE ADD UTE BY ROUTE COUNTE BY ROUTE CY ROU	TE ANS ROUTE AND TE AND	TIE UA ROUTE Y TIE PY ROUTE AN TIE PY ROUTE AN TIE VIG ROUTE AN TIE VIG ROUTE AN TIE VIG ROUTE AN TIE DK ROUTE AN TIE UE ROUTE AN TIE TO ROUTE	MILETR ROUTE A MILETC ROUTE O MILETC ROUTE O MILET ROUTE A MILET ROUTE A	TIEPI ROUTEX TEANO ROUTE LI TET ROUTE LI TET ROUTE LI TET ROUTE AN TIEPR ROUTE AN TIEPR ROUTE AN TIEPR ROUTE AN TIEPR ROUTE AN TIEVI ROUTE AN TIEVI ROUTE CE	TIERO ROUTED TIESZ ROUTED TIEVE ROUTEZ TIEVE ROUTEZ TIEON ROUTED TIEON ROUTED TIEVE ROUTED TIEVE ROUTED TIEVE ROUTED TIECH ROUTED TIECH ROUTED TIECH ROUTED TIECH ROUTED TIECH ROUTED TIECH ROUTED
100% I BLDG 50% S ROUTE ALX ROUTE ALX ROUTE ALY ROUTE AND ROUTE AN	ROUTE ALT ROUTE ALD ROUTE AND ROUTE	ROUTE AND ROUTE ROUTE AND ROUTE ROUTE AND ROUT	ROUTE VF ROU ROUTE AD ROU ROUTE AND ROU ROUTE ANS ROU ROUTE AN ROU ROUTE NF ROU ROUTE SK ROU	ROUTE UZ ROI ROUTE AER ROU ROUTE XL ROU ROUTE YL ROU ROUTE YL ROU ROUTE YC ROU ROUTE YC ROU ROUTE YC ROU ROUTE YC ROU ROUTE ALD ROUTE ALD	ROUTE SL. ROUTE AMO ROUTE TO ROU ROUTE WAN ROUTE MAN ROU
ALM ROUTE SZ ALM ROUTE SZ TS ROUTE RA MG ROUTE CH ANN ROUTE CH YOUNG CH NOTE CH TO ROUTE	TOTALE AND TE AN	AND ROUTE TO AJP ROUTE AJZ AND ROUTE HO AGA ROUTE VS AGA ROUTE TO AGA ROUTE TO AGA ROUTE TA AGA ROUTE ANS AMA ROUTE ANS AMA ROUTE ANS ALZ ROUTE ANS AND ROUTE ANS AND ROUTE ANS AND ROUTE AND AND ROUT	YE ROUTE AGG AMM ROUTE TK AMM ROUTE TK WH ROUTE TK WH ROUTE TH WK ROUTE FW AME ROUTE FU UY	VE ROUTE VG VK ROUTE PD DW ROUTE PD DW ROUTE ME NO ROUTE NH VO ROUTE NH VO ROUTE NH ALC ROUTE NH ALC ROUTE PB AND ROUTE AD AND ROUTE AED CY ROUTE OF CY ROUT	MANY ROUTE XV TO ROUTE NH NE ROUTE NH NE ROUTE NH NE ROUTE NH AOC ROUTE ALH XV ROUT
"C BLDG 100% C1 COUTE VP ROUTE COUTE VP ROUTE COUTE VB ROUTE COUTE TM ROUTE COUTE TM ROUTE COUTE CY ROUTE COUTE CO	COUTE N. ROUTE COUTE CM. ROUTE COUTE CM. ROUTE COUTE N. ROUTE COUTE TE. ROUTE COUTE TE. ROUTE COUTE TO ROUTE CO	OUTE GW ROUTE OUTE GW ROUTE COUTE SY ROUTE OUTE ANF ROUTE OUTE ANF ROUTE COUTE IN ROUTE OUTE W ROUTE OUTE W ROUTE OUTE W ROUTE COUTE W ROUTE OUTE W ROUTE	OUTE AKX ROUTE OUTE ALI OUTE ALI OUTE ALI OUTE ALI OUTE PR OUTE PR OUTE PR OUTE PR OUTE PR OUTE NO OUTE PR OUTE NO OUT	OUTE AKU ROUTE OUTE ALG ROUTE OUTE WA ROUTE	OUTE NX ROUTE, JUTE ALM ROUTE OUTE ND ROUTE OUTE MF ROUTE OUTE SH ROUTE OUTE SH ROUTE OUTE SH ROUTE OUTE ALM ROUTE
ROUTE ALF ROUTE GH ROUTE GH ROUTE CH ROUTE ALM ROUTE AN ROUTE AN ROUTE AN ROUTE AN ROUTE AN ROUTE PO R	ROUTE MAY ROUTE HD ROUTE HD ROUTE LU ROUTE MA ROUTE MA ROUTE DY ROUTE AKG ROUTE AKG ROUTE PE ROUTE PE ROUTE PE ROUTE AKG ROUTE	ROUTE LF RR ROUTE LS RR ROUTE LL RR ROUTE LL RR ROUTE LL RR ROUTE PM R ROUTE AKN R	ROUTE ANE ROUTE ANE ROUTE PK ROUTE ATU ROUTE ATU ROUTE ATU ROUTE AK ROUTE EH ROUTE EH ROUTE EH ROUTE EN ROUTE EG ROUTE EN ROUTE EG ROUTE EN ROUTE EG ROUTE AK ROUTE EG ROUTE EG ROUTE AK ROUTE A	ROUTE ET RE ROUTE AKT RE ROUTE AKT RE ROUTE AJO RE ROUTE AJO RE ROUTE AJO RE ROUTE JUN RE ROUTE DN RE ROUTE JN RE ROUTE ALI RE REOUTE ALI RE ROUTE ALI RE	ROUTE DZ ROUTE WO ROUTE WO ROUTE ADO ROUTE ADO ROUTE ATO ROUTE ATO ROUTE TH ROUTE ADO ROUTE AD
ROUTE NY ROUTE TO ROUTE AND	ROUTE ALIN	ROUTE NU ROUTE TJ ROUTE AMS ROUTE AMS ROUTE AMS ROUTE AMS ROUTE AMS ROUTE TS ROUTE TS ROUTE TD	ROUTE AMP ROUTE AMP ROUTE AMP ROUTE AMS ROUTE BAS ROUTE BAS ROUTE BAS ROUTE BAS ROUTE BAS ROUTE AND ROUTE	P ROUTE TX ROUTE ALH ROUTE ALH ROUTE ALH ROUTE ALH ROUTE AKN ROUTE AKN ROUTE AKN ROUTE ANA	X ROUTE AHZ ROUTE ADN ROUTE ADN ROUTE ANA ROUT
100' RES 100% 300' R 100' R ROUTE ALI 11E VP ROUTE VI 11E DX ROUTE IV	TE TG ROUTE RY TE TG ROUTE RY TE VO ROUTE RY ROUTE RY TE SJ ROUTE AN TE SJ ROUTE AN TE SJ ROUTE AN TE TG ROUTE AN TE TE	TE SAL ROUTE CA TE SAS ROUTE IV E AGP ROUTE VY TE UZ ROUTE VY TE MZ ROUTE WY TE WO ROUTE WA TE PT ROUTE WA	TEUN ROUTE AN TIET DK ROUTE AN TIET DK ROUTE AN TIET DK ROUTE AN TIET DK ROUTE WITH A ROUTE WE ROUTE AN TIET DK ROUTE D	TENX ROUTE AIGHTENI ROUTE MITE NA ROUTE NI TE NA ROUTE NI TE NA ROUTE NI TE CH ROUTE NI TE CH ROUTE THE CH ROUTE OF THE CH ROUTE	TE HP ROUTE AK TE NH ROUTE WI TE OW ROUTE WI TE PH ROUTE WI TE SH ROUTE WI TE AKT ROUTE MI TE AKT ROUTE WI TE
ROUTE AGO ROUTE AGO ROUTE WE ROUTE ROUTE WE ROUTE ROUTE WE ROUTE ROUTE WE ROUTE ROUTE AND ROUTE ROUTE AND ROUTE ROUTE AND ROUTE	ROUTE AND ROUTE	ROUTE ANM ROUTE A ROUTE A ROUTE TO ROUTE A ROUTE A ROUTE A ROUTE B ROUTE UN ROUTE B ROUTE TA ROUTE A R	ROUTE OW ROUTE ROUTE ALA ROUTE ROUTE ALA ROUTE ROUTE SW ROUTE ROUTE GE ROUTE ROUTE ADN ROUTE ROUTE ADN ROUTE ROUTE AND ROUTE	ROUTE AED ROUTE A ROUTE AK ROUTE I ROUTE MX ROUTE I ROUTE B ROUTE A ROUTE PL ROUTE A ROUTE AKW ROUTE A ROUTE AR	
9% RES ROW ROUTE RK ROUTE RK ROUTE NS ROUTE NS ROUTE AN ROUTE AN ROUTE TO ROUTE IT ROUTE AN ROUTE AN	ROUTE UN ROUTE UN ROUTE ALZ ROUTE SA ROUTE SA ROUTE TO ROUTE DW ROUTE DW ROUTE RA ROUTE RE ROUTE RE RO	ROUTE TK ROUTE VG ROUTE NG ROUTE AGP ROUTE RC ROUTE RC ROUTE BC ROUTE ARR ROUTE UE	ROUTE DK ROUTE AK ROUTE AK ROUTE GY ROUTE GY ROUTE GAN ROUTE AKS ROUTE FAKS ROUTE FAKS ROUTE PK ROUTE PK ROUTE PK ROUTE PK ROUTE FAKS ROUTE FAKS ROUTE FAKS ROUTE FAKS ROUTE CAN ROUTE CAN ROUTE GAN	ROUTE SH ROUTE VI ROUTE HO ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE SH	ROUTE SW ROUTE VC ROUTE VI ROUTE VI ROUTE AZ ROUTE BA
Rank Baseline 356 ROUTE SJ. 357 ROUTE TM 358 ROUTE W. 369 ROUTE UA 362 ROUTE ALW 364 ROUTE ALW 365 ROUTE ALW 365 ROUTE ALW 365 ROUTE ALW 366 ROUTE ALW 365 ROUTE A	368 ROUTE RI 369 ROUTE RO 370 ROUTE VB 372 ROUTE PY 373 ROUTE VF 375 ROUTE VF 376 ROUTE AKR 377 ROUTE AKR 377 ROUTE AKR 378 ROUTE AKR 379 ROUTE RA 380 ROUTE TO 381 ROUTE RA 383 ROUTE TO 381 ROUTE RA 383 ROUTE TO 381 ROUTE TO 381 ROUTE TO 381 ROUTE TO 381 ROUTE TO 381 ROUTE TO 383 ROUTE TO 383 ROUTE TO	384 ROUTE IN 386 ROUTE IN 386 ROUTE IN 389 ROUTE AND 389 ROUTE AND 390 ROUTE IN 391 ROUTE IN 393 ROUTE UE 393 ROUTE UE 393 ROUTE UE 393 ROUTE OH 396 ROUTE IN 395 ROUTE OH 395 ROUTE OH 395 ROUTE IN 395	399 ROUTE VIC 400 ROUTE AKI 401 ROUTE AKI 403 ROUTE ATA 404 ROUTE PA 406 ROUTE PA 406 ROUTE PA 406 ROUTE DK 409 ROUTE DK 409 ROUTE DK 409 ROUTE DK 409 ROUTE DK 409 ROUTE DK 411 ROUTE AKI 411 ROUTE AKI 411 ROUTE AKI 413 ROUTE AKI	414 ROUTE AJT 415 ROUTE GW 416 ROUTE TC 417 ROUTE PH 418 ROUTE AJN 420 ROUTE AJN 421 ROUTE ASH 422 ROUTE SH 424 ROUTE PH 425 ROUTE PH 426 ROUTE PH 427 ROUTE PH 428 ROUTE PH	429 ROUTE PS 430 ROUTE AKN 431 ROUTE SY 432 ROUTE ALO 433 ROUTE AQI 434 ROUTE AJH 435 ROUTE AJH 436 ROUTE AJH 437 ROUTE AJH 440 ROUTE AJK 441 ROUTE AJK 442 ROUTE AJK 443 ROUTE AJK 444 ROUTE AJK 444 ROUTE AJK

sit 100% Cost WW ROUTE IO JUN ROUTE AFF XX ROUTE BU XX R	ROUTE AND ROUTE ALB ROUTE BANK ROUTE ALB	EK ROUTE VV SOUTE ALL PL ROUTE ALL WZ ROUTE DI WZ ROUTE DI PW ROUTE DE PW ROUTE NE PW ROUT	TYT ROUTE AND THE AND	DOV ROUTE DW WF ROUTE ADA WF ROUTE ADA NOTE ADA NOTE ADA NOTE BW CT ROUTE BW	NOUTE PE ROUTE PL NOUTE ATE BE ROUTE AVE BE ROUTE AVE NOUTE AVE NOUTE ATE NOUTE ATE NO
100 100	IE HB ROUTE NEEDS	E AKL ROUTE A IE TO ROUTE A IE TE ROUTE I IE TE ROUTE A IE DE ROUTE A IE PA ROUTE A IE VO ROUTE A	E AMG E AMG E TA ROUTE E DA ROUTE E DA ROUTE REPA ROUTE ROUTE REPA REPA REPA REPA ROUTE	TEVE ROUTE I TEVD ROUTE A EAFW ROUTE A TE SX ROUTE A TE SY ROUTE A	TE OF ROUTE IN THE OF ROUTE IN
Floodplain 100% Fi	No.	DUTE TO ROUT OUTE NY ROU DUTE NY ROU DUTE UN ROU DUTE GW ROU DUTE GW ROU DUTE SY ROU DUTE WAS RO	March Marc	DUTE PO ROU DUTE AX ROU DUTE AX ROU DUTE CT ROUT DUTE ALL ROU DUTE ALL ROU DUTE ME ROU DUTE ME ROU DUTE PK ROU DUTE AX ROU DUTE YK ROU DUT	DUTE CW ROU DUTE CW ROU DUTE CO ROU DUTE CO ROU DUTE ED ROU DUTE PI ROU DUTE PI ROU DUTE AND ROU DUTE CP ROU DUTE CP ROU DUTE CP ROU DUTE CP ROU DUTE CP ROU DUTE CP ROU
100% Wetland 50%	ROUTE AHO ROUTE ALL ROUTE ALL ROUTE ALL ROUTE AEC ROUTE AEC ROUTE AEC ROUTE MA ROUTE WG ROUTE VG ROUTE VG ROUTE VG ROUTE VG ROUTE VG ROUTE AD ROUTE	ROUTE UH RI ROUTE AQI RI ROUTE AQI RI ROUTE AQI RI ROUTE BI RI ROUTE PI RI ROUTE PI RI ROUTE PI RI ROUTE PO RI ROUTE PO RI ROUTE PO RI ROUTE ALK	ROUTE ALL ROUTE AM ROUTE AM ROUTE AM ROUTE AM ROUTE MP ROUTE MP ROUTE WE ROUTE WE ROUTE WR	ROUTE SY RE ROUTE SY RE ROUTE ANY RE ROUTE ANM RE ROUTE AND ROUTE AND ROUTE ALLH RE ROUTE KLILL RE ROUTE ANG RE REOUTE ANG REOUTE AN	ROUTE AD RECOUTE AD RECOUTE AD RECOUTE AND RECOUTE MH RECOUTE MH RECOUTE MH RECOUTE MH RECOUTE AND REC
Beam 50% Wetland WHH ROUTE AQI WINN ROUTE SY WINN ROUTE VE XP ROUTE VE WHL ROUTE AEO WHL ROUTE AEO WHL ROUTE AEO WHL ROUTE AEO WHR ROUTE AEO W	PP ROUTE HD NOA ROUTE DA NOA ROUTE DA NOA ROUTE DA CP ROUTE PM NOA ROUTE PO NOA ROUTE PM NOA ROUTE DA NOA ROUTE AG NOA ROU	NE ROUTE AEO NE ROUTE MH NE ROUTE MH NEX ROUTE MH NEZ ROUTE MH NEX ROUTE AID NEX ROUTE AID NOX ROUTE APO NOX ROUTE	PE ROUTE PI MG ROUTE CF DN ROUTE AFC DN ROUTE AFC MM ROUTE AGG WW ROUTE AGG MM ROUTE AGG MW ROUT	NH ROUTE AIC CL ROUTE NA DY ROUTE AHW OY ROUTE AHW OY ROUTE AHW OX ROUTE KIN NW ROUTE KIN MW ROUTE AIX MW ROU	MAY ROUTE PE NAVA ROUTE YL KN ROUTE YN CW ROUTE NW CW ROUTE APW NB ROUTE APW NB ROUTE APA OP ROUTE OH OP ROUTE OH OP ROUTE MY NB ROUTE OH OP ROUTE MY
Stream 100% Str UTE AX	UTE OJ ROUTE UTE OJ ROUTE UTE AS ROUTE UTE AND ROUTE UTE AND ROUTE UTE AND ROUTE UTE AND ROUTE OTE AND ROUTE OTE AND ROUTE OTE AND ROUTE	UTE NJ ROUTE / UTE DJE ROUTE UTE AJE ROUTE UTE AJE ROUTE UTE NH ROUTE /	JIE AJG KOUTE, JIE AJG ROUTE JUTE AJ	UTE NO ROUTE OUTE NO ROUTE NO READ ROUTE NO ROUT	JIE AJD ROUTE, UTE CX ROUTE A UTE CX ROUTE A UTE TX ROUTE, UTE TX ROUTE UTE XX ROUTE UTE XX ROUTE UTE AX ROUTE UTE AX ROUTE THE AX ROUTE
100% Forests 50%	ROUTE AH RO ROUTE BX RO ROUTE JW RO ROUTE JW RO ROUTE JW RO ROUTE JW RO ROUTE SKM RO ROUTE SKM RO ROUTE SW RO ROUTE SW RO ROUTE XN RO ROUTE MR RO	ROUTE MR RO ROUTE QU RO ROUTE QU RO ROUTE ANC RO ROUTE ANC RO ROUTE ANC RO ROUTE ANC RO ROUTE SO RO	NOUTE MC ROUTE WC ROUTE WC ROUTE WC ROUTE W ROUTE WW ROUTE WW ROUTE WE ROUTE AER ROUTE AER ROUTE AEW ROUTE AEW ROUTE AEW ROUTE AEW ROUTE WW ROUTE W ROUTE W ROUTE WW	ROUTE AEN ROU ROUTE HC RO ROUTE AET ROI ROUTE HH RO ROUTE SO ROI ROUTE SO ROI ROUTE SO ROI ROUTE SO ROI ROUTE SO ROI ROUTE SO ROI ROUTE AER RO	ROUTE AKT ROUTE GS ROUTE GN ROUTE GN ROUTE AKH RO ROUTE AKH RO ROUTE HR ROUTE HR ROUTE HR ROUTE HR ROUTE HR ROUTE UU ROU
NA ROUTE AKM MD ROUTE AKM MD ROUTE AKM MD ROUTE WY CLG ROUTE AKM MD RO	UP ROUTE MI IR ROUTE THE IN ROUTE THE IN ROUTE AKN MAS ROUTE AKN ILT ROUTE KN ILT ROUTE KN ILT ROUTE KN ILT ROUTE KN ILT ROUTE KN ILT ROUTE KN ILT ROUTE NA IN ROUTE NA IN ROUTE NA IN ROUTE MA IN ROUTE MA	IP ROUTE MP THE ROUTE VIOLENCY THE ROUTE VIOLENCY THE ROUTE VIOLENCY SER ROUTE VIOLENCY THE ROUTE ARE ROUTE ARE ROUTE ARE ROUTE ARE ROUTE ARE THE ROUTE ARE	DW ROUTE AH RR ROUTE ALH RR ROUTE AN RR R R R R R R R R R R R R R R R R R R	RA ROUTE AJO LIK ROUTE AJO LIK ROUTE NA ROUTE NA ROUTE NA ROUTE MA ROUTE AM ROUTE AN ROUTE AGO RECHE AJF R	LX ROUTE MS VIA ROUTE JR TO ROUTE JR VIA ROUTE DA VIA ROUTE MS VIA ROUTE MS LIU ROUTE MS LIU ROUTE GB VIA ROUTE SIV
" NRHP 100% NI DUTE PB ROUTE DUTE ID ROUTE DUTE VI ROUTE UTE AGN ROUTE UTE ABL ROUTE DUTE VI ROUTE DUTE TO ROUTE DUTE TO ROUTE DUTE TO ROUTE DUTE TO ROUTE DUTE TO ROUTE DUTE TO ROUTE UTE ABL ROUTE DUTE TO ROUTE UTE ABL ROUTE DUTE TO ROUTE DUTE TO ROUTE DUTE TO ROUTE	ULTE PM ROUTE DUTE PP ROUTE DUTE IN ROUTE DUTE TO ROUTE DUTE WE ROUTE DUTE RES ROUTE DUTE RES ROUTE	NUTE HF ROUTE NUTE IG ROUTE NUTE OZ ROUTE NUTE CY ROUTE NUTE CY ROUTE NUTE CY ROUTE NUTE TO ROUTE NUTE TO ROUTE NUTE AND ROUTE NUTE AND ROUTE NUTE AND ROUTE NUTE OL ROUTE	UTE DY ROUTE UTE NO ROUTE UTE CM ROUTE	UTE JA ROUTE UTE TE ROUTE UTE YM ROUTE UTE XW ROUTE UTE XW ROUTE UTE ADX ROUTE	NUTE MX ROUTE NUTE SY ROUTE NUTE NI ROUTE NUTE MI ROUTE NUTE NI ROUTE NUTE RIN ROUTE
100% SCHOOL 50	ROUTE PK RG ROUTE N RG ROUTE PO RG ROUTE APW RG ROUTE ABW RG ROUTE AB RG ROUTE LG RG ROUTE LG RG ROUTE ARW RG R	ROUTE YP RG ROUTE SAN ROUTE SAN ROUTE SAN ROUTE BAN ROUTE AKS	NOUTE IL RECOUTE AND SELECTION RECOUTE AND RECOUTE AND RECOUTE AND RECOUTE AND RECOUTE AND RECOUTE ALL REC	ROUTE AHL RE ROUTE AHL RE ROUTE ALD RE ROUTE ALD RE ROUTE ALD RE ROUTE ALD RE ROUTE BE ROUTE BE ROUTE BE ROUTE VE ROUTE ANN ROUTE AN	ROUTE AHI RC ROUTE TW RC ROUTE TO RC ROUTE TO RC ROUTE AMI RC ROUTE AND RC ROUTE OD RC ROUTE AD RC
DG 50% SCHOOL IN ROUTE AKO HI ROUTE BK HK ROUTE UW HK ROUTE BW HK ROUTE BW HK ROUTE W	NOTE TO THE TO T	ROUTE OF COLOR OF COL	NEW ROUTE AEW NEW ROUTE AEW NEW ROUTE AEW NEW ROUTE AFW NEW ROUTE APW NEW ROUTE APW NEW ROUTE APW NEW ROUTE AFW NE	MI ROUTE AEY OF ROUTE AY OF ROUTE BY OF ROUTE BY OF ROUTE BY OF ROUTE AFF	M ROUTE DU ROUTE DU ROUTE CS M ROUTE AJO I ROUTE EAG M ROUTE EAG M ROUTE EAK M ROUTE EAK M ROUTE EAK M ROUTE EAK M ROUTE EAK M ROUTE AJO M
IBLDG 100% IBL THE AJN ROUTE A THE AJN ROUTE A THE AJN ROUTE A THE MD ROUTE A THE MD ROUTE A THE MD ROUTE A THE AJN ROUTE A THE AK ROUTE A	JIE ML ROUTE AND THE MP ROUTE A ROUTE	JIE YK ROUTE O JIE ND ROUTE A JIE NP ROUTE A JIE AJI ROUTE A JIE NH ROUTE A	UTE MAN ROUTE AN ROUTE AN ROUTE AN ROUTE AN ROUTE AN THE JP ROUTE AN THE JP ROUTE AN THE MAN ROUTE AND THE MAN R	UTE AL ROUTE A TITLE PA ROUTE A TITLE TE ROUTE A TITLE ON ROUTE A TITLE ON ROUTE A TITLE ON ROUTE A TITLE NE ROUTE O TITLE NE ROUTE O TITLE NE ROUTE O TITLE NE ROUTE O TITLE NE ROUTE O	THE OW ROUTE AND THE PK
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ROUTE AND ROUTE	ROUTE ADI ROUTE ADI ROUTE AL ROUTE AL ROUTE CAL ROUTE CAL ROUTE CAL ROUTE CAL ROUTE CAL ROUTE AND	ROUTE MP ROUTE AKP ROUTE AKP ROUTE PS ROUTE PS ROUTE NG R	ROUTE AKM ROUTE PM ROUTE PM ROUTE PM ROUTE AHV ROUTE ANF ROUTE NE ROUTE NE ROUTE MK ROUTE ALV ROUT	ROUTE AKE ROUTE AKE ROUTE HE ROUTE PG ROUTE PK ROUTE MA ROUTE MA ROUTE NA ROUTE AKE RO	ROUTE AEO ROUTE DE ROUTE DE ROUTE AUP ROUTE AN ROUTE AN ROUTE AN ROUTE PA R
Per 100% PROP	ME ROUTE AM HO ROUTE AM HO ROUTE AD HO ROUTE AD HO ROUTE TIN HO ROUTE TIN HO ROUTE AD HO ROUTE AD HO ROUTE FIF HO ROUTE FI	MD ROUTE LW IS ROUTE LW IS ROUTE AND IN ROUTE CD IN ROUTE CD IN ROUTE CD IN ROUTE AND IN ROUTE A	NO ROUTE AEI NO ROUTE AEI NO ROUTE FO NO ROUTE AN NO ROUTE AR NO ROUTE AN ROUTE WA RO	MA ROUTE LOUR MA ROUTE LOUR MA ROUTE AFF MA	NOTE SX NOTE AND NY ROUTE AND NY ROUTE AD NY ROUTE AD NY ROUTE AD NY ROUTE AD NY ROUTE TO NY ROUTE TO NY ROUTE AD
100 RES 50% PROPERIOR ROUTE LE RA ROUTE A ROUT	EAKP ROUTE A ELEVA ROUTE A ELAN ROUTE A	ESH ROUTEN FENN ROUTEN EMO ROUTEN EMO ROUTEN EMU ROUTEN EMI ROUTEN EMI ROUTEN EMI ROUTEN EMI ROUTEN EMI ROUTEN	EAKT ROUTE EAKT ROUTE EAKT ROUTE EAKT ROUTE EAKT ROUTE EAKD ROUTE	E ALB ROUTEV E ALB ROUTEV E ALW ROUTEV E AEM ROUTE E AFC ROUTE E AFC ROUTE E DF ROUTE A E AKO ROUTE A ROUTE A E AKO ROUTE A ROUTE A E AKO ROUTE A ROUTE	E AGE ROUTE OF E AEU L. ROUTE A RE COUTE A ROUTE A ROUTE OF E AEU L. ROUTE A ROUTE E AKM ROUTE E AKM ROUTE E AKM ROUTE E AF ROUTE C RO
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ROUTE PJ ROUTE PJ ROUTE MT ROUTE ME ROUTE ME ROUTE ME ROUTE ME ROUTE CT ROUTE CT ROUTE CT ROUTE CT ROUTE CT ROUTE CT ROUTE CT ROUTE CT ROUTE NO	ROUTE MY ROUTE MY ROUTE MY ROUTE AT ROUTE AT ROUTE TA ROU	ROUTE ALL ROUTE ALL ROUTE PO ROUTE MF ROUTE MF ROUTE MF ROUTE MF ROUTE DE ROUTE DE ROUTE DE ROUTE AND	ROUTE AM ROUTE AM ROUTE AM ROUTE AM ROUTE AM ROUTE BM ROUTE BM ROUTE BM ROUTE BM ROUTE BM ROUTE BM ROUTE BM ROUTE AM ROUTE AM ROUTE AM ROUTE CO ROUTE CO ROU	ROUTE ALO ROUTE ALO ROUTE ALI ROUTE ALH ROUTE ALH ROUTE ARE ROUTE ARE ROUTE ARE ROUTE ARE ROUTE ARE ROUTE ALI	ROUTE MS ROUTE JX ROUTE JX ROUTE PE ROUTE PE ROUTE AKF
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	S0% Floodplain ROUTE AUP ROUTE AUP ROUTE AND ROUTE AND ROUTE AND ROUTE BA	ROUTE AUT ROUTE NY ROUTE YH ROUTE YH ROUTE NH ROUTE NH ROUTE PC ROUTE ANM ROUTE ARM ROUTE ARM ROUTE DR ROUTE ARM	ROUTE NA ROUTE NA ROUTE XN ROUTE ND ROUTE NH ROUTE MH ROUTE MH ROUTE MH ROUTE MH ROUTE MH ROUTE MH ROUTE MH ROUTE ND ROUTE XN ROUTE XN ROUTE XN ROUTE XN	ROUTE DY ROUTE AK ROUTE AK ROUTE EC ROUTE EC ROUTE EC ROUTE ANG ROUTE ANG RO	ROUTE MP ROUTE XH ROUTE NE ROUTE NE ROUTE NE ROUTE NE ROUTE NE ROUTE MA	ROUTE NO ROUTE OX ROUTE NO ROUTE NO ROUTE WO ROUTE DO ROUTE DO ROUTE DO ROUTE DO ROUTE AN	ROUTE XM ROUTE XM ROUTE XC ROUTE MC ROUTE MC ROUTE RD ROUTE ACD ROUTE ACD ROUTE ACD ROUTE ACD ROUTE ACD ROUTE ACD
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	ROUTE AM. ROUTE AL. ROUTE AL. ROUTE CT. ROUTE CT. ROUTE ATS. ROUTE ALK. ROUTE ALK. ROUTE ALK. ROUTE ALK. ROUTE DB. ROUTE DB. ROUTE DB. ROUTE DB. ROUTE DB.	ROUTE AUK ROUTE OW ROUTE AX ROUTE AF ROUTE APO ROUTE JY ROUTE JY ROUTE JY ROUTE JY ROUTE LY ROUTE LY	ROUTE ACO ROUTE APS ROUTE ARD ROUTE MN ROUTE MN ROUTE ED ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND	ROUTE XIN ROUTE ALH ROUTE ALH ROUTE ATO ROUTE ATO ROUTE ATO ROUTE GV ROUTE GV ROUTE GV ROUTE YE ROUTE YE ROUTE YE ROUTE YE ROUTE YE	ROUTE AVE ROUTE YE ROUTE JE ROUTE JE ROUTE JE ROUTE JR ROUTE BA ROUTE NA ROUTE NA ROUTE NA ROUTE MA ROUTE MA ROUTE MA ROUTE MA ROUTE MA	ROUTE MO ROUTE DV ROUTE AN ROUTE ANK ROUTE ANK ROUTE ANK ROUTE ANK ROUTE ANK ROUTE ANK ROUTE ANK	ROUTE GAP ROUTE AND ROUTE SV ROUTE GA ROUTE AND ROUTE AND ROUTE OF ROUTE CAP
	ROUTE JP ROUTE SP ROUTE WO ROUTE WO ROUTE WO ROUTE WO ROUTE MO ROUTE MO ROUTE GH ROUTE GH ROUTE GH ROUTE GH ROUTE GH ROUTE GH	ROUTE DU ROUTE AKR ROUTE AKR ROUTE AKR ROUTE AN ROUTE APY	ROUTE AND ROUTE AND	ROUTE AKT ROUTE ALM ROUTE KA ROUTE KA ROUTE KA	K ROUTE APW N ROUTE APS ROUTE APS ROUTE BP ROUTE UT ROUTE UT ROUTE AJG	ROUTE ALM	ROUTE AND TENDER SILE AND TENDER SILE AND TENDER AND TE
	State and a state	ROUTE AFF TO ROUTE OW TO ROUTE OW ROUTE OW ROUTE AFF	NOTE ALL ROUTE ALL NOTE ALL NOTE ALL ROUTE ALL	NOTE AND THE A	H ROUTE ALL HV ROUTE DAW W ROUTE DAW W ROUTE DAW OF ROUTE ALL ROUTE CAR OF ROUTE ALL R	N ROUTE EXCUPLE AND REAL EXCHANGE AND REAL EXCHA	NOTE AND TENDER AND TE
	100% Fore 100%	WAY ROUTE A ROUTE D A ROUTE A	XM ROUTE A SOUTE A SOU	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	NAME ROUTE A CL ROUTE A CL ROUTE A CL ROUTE CA ALI ROUTE CA ALI ROUTE CA ALI ROUTE A DZ ROUTE A COUTE A CA ROUTE A CA ROUTE A CA ROUTE A CA ROUTE A	SEC ROUTE A APY ROUTE A APY ROUTE A APY ROUTE A APY ROUTE A A APY ROUTE A A A A A A A A A A A A A A A A A A A	GS ROUTE AI CON ROUTE AI CS ROUTE AI CS ROUTE AI AM ROUTE AI AND ROUTE AI ALD ROUTE AI ALD ROUTE AI ALD ROUTE AI ALD ROUTE AI ALD ROUTE AI ALD ROUTE AI
	NRHP 50% Fon TE MA ROUTE TE WA ROUTE TE UN ROUTE TE SE	E.H. ROUTE E.H. ROUTE E.M. ROUTE E.X. ROUTE E.X. ROUTE E.X. ROUTE E.X. ROUTE SO ROUTE SO ROUTE SO ROUTE	CCZ ROUTE LIFE ROUTE LIFE ROUTE MN ROUTE COW ROUTE LIFE	VO ROUTE UX ROUTE VO ROUTE VA ROUTE VA ROUTE VI ROUTE	SW ROUTE EXP ROUTE SW ROUTE EXP ROUTE TO ROUTE SW ROUTE SW ROUTE SW ROUTE SW ROUTE	COM ROUTE CY ROUTE CY ROUTE CY ROUTE WAY ROUTE COUN	BD ROUTE LUW ROUTE LUW ROUTE EN ROUTE
	SOS, NRHP 100%, N ROUTE GJ ROUTI ROUTE PE ROUTI ROUTE PE ROUTI ROUTE PE ROUTI ROUTE NA ROUTI ROUTE NA ROUTI ROUTE MR ROUTI ROUTE DW ROUTI ROUTE MR ROUTI ROUTI MR ROUTI ROUTI MR ROUTI ROUTI MR ROUTI MR ROUTI ROUTI MR ROUTI MR ROUTI ROUTI MR ROU	TENE ROUT	TESS ROUTE OF ROUTE O	TE AGI ROUTILE INS ROUTILE INS ROUTILE IN RO	TE ON ROUTE IN ROUTE	TEJX ROUTE TE JL ROUTE TE JL ROUTE TE JL ROUTE TE JR ROUTE TE XP ROUTE	TENS ROUTE ROUTE REAL ROUTE REAL ROUTE ROU
	SCHOOL 50% UTE YJ ROU UTE YJ ROU UTE YN ROU UTE YE ROU UTE YE ROU UTE YE ROU UTE AT ROU	TE VO TE VO TE VO TE NO TE NE TE NE	TE OR ROUTE DATE OF ROUTE DATE	TE AJH ROUNTE DB ROUTE DB ROUT	TEMN ROU TEMN ROU TEMN ROU TEMN ROU TENN ROU	TE AEU ROUTE ANG	TE OU ROUT TE ALL ROUT TE ALL ROUT TE ALL ROUT TE ALC ROUT TE NO ROUT
	SCHOOL 100%; JIE ATU ROI JIE ALG ROI JIE CW ROIU JIE CW ROI JIE CW	TEAL ROUTE WOUNTERN ROUTE WOUNTERN ROUTE WOUNTERN ROUTE WOUNTERN ROUTE RAD R	TEAEO ROUTE NE CONTRE NK ROUTE NA CONTRE NK ROUTE NO CONTRE NA CON	TEAPS ROUGHER POLICE FOR THE PER ROUGHER PROUGHER PROUGHE	THE DZ ROU TE ANB ROU TE ANB ROU TE ATO ROU TE ATO ROU TE ATO ROU TE AND ROU TE DA PROU TE DA PROU TE DB ROU TE DB R	THE KL ROUTE OF THE KL ROUTE OF THE ME ROUTE O	TEAN ROUTE NO TE
	JIE MW ROU UTE UL ROU UTE UL ROU UTE ALN ROU UTE ALN ROU UTE ALN ROU UTE ALN ROU UTE ALN ROU UTE ALN ROU UTE AN ROU UTE AN ROU UTE AN ROU UTE AN ROU	UTE VK ROU UTE AN ROU UTE AN ROU UTE AN ROU UTE AK ROU UTE AK ROU UTE OR ROU UTE OR ROU UTE OR ROU UTE OR ROU UTE OR ROU UTE OR ROU	UTE AS ROUTE	UTE AIR ROUL UTE AIR ROUL UTE CE ROUL UTE AIR ROUL UTE ANU ROUL UTE OV ROUL UTE OV ROUL UTE AIR ROUL	TITE AOO ROLL THE AND ROLL THE	UTIE XO ROLUTE WW ROLUTE UB ROLUTE AND ROLUT	THE ALK ROUD UTE UK ROUD UTE UK ROUD UTE WE ROUD UTE WE ROUD UTE ALK ROUD UTE ALK ROUD UTE AND ROUD UTE AND ROUD UTE AND ROUD UTE AND ROUD UTE WE ROUD UTE WE ROUD UTE WE ROUD UTE UU ROUD
	SON, I BLDG 1009 ROUTE AHT RO ROUTE DE RO ROUTE QP RO ROUTE QP RO ROUTE ADG RO ROUTE ADG RO ROUTE AND	OUTE MK RO OUTE CAN RO OUTE CAN RO OUTE CAN RO OUTE ALL ROI OUTE SAY ROI OUTE ALL ROI OUTE CAN ROI OUTE ALL ROI OUTE CAN ROI CAN	OUTE ALD SOUTE ALD S	OUTE SE ROO OUTE APU ROI OUTE AND ROI OUTE WA ROI OUTE DE RO OUTE AND ROI OUTE AND	OUTE W ROL OUTE AFC RO OUTE AOX RO OUTE AOX RO OUTE AOX ROL OUTE AOX ROL OUTE AOX ROL OUTE AOX ROL OUTE AOX ROL OUTE XI ROL O	OUTE JR RO OUTE AEY RO OUTE AEY RO OUTE AEY RO OUTE AEX OUTE	OUTE OF ROLL OUTE ARK ROLL OUT
	100% C BLDG SE SECOUTE AUE RECOUTE ALG RECOUTE CY RECOUTE CY RECOUTE ALG RECOUTE ADDITIONAL RECOUTE AND RECOUTE AN	COUTE ATS R COUTE APY R COUTE AND R COUTE AND R R COUTE XD R R COUTE XD R COUTE AND R COUT	ACOUTE AN ACOUTE AN ACOUTE BY RECOUTE BY REC	COUTE AND RECOUNTE AND RECOUNTE AND RECOUNTE DE RECOUNTE DE RECOUNTE DE RECOUNTE AND RECOUNTE AN	ROUTE PG R R ROUTE AND R R R R R R R R R R R R R R R R R R R	OUTEAN R COUTEAN R COUTEAN R COUTEALD R COUTEALD R COUTEALD R COUTEAU R R COUTEAU R COUTEAU R COUTEAU R COUTEAU R	ACOUTE AT A COUNTY OF A COUNTY
_	SOW, C BLDG 16 ROUTE APY F ROUTE APY F ROUTE ALH F	ROUTE AEK F ROUTE AEK F ROUTE SY ROUTE SY ROUTE SY ROUTE SY ROUTE BY ROUTE MU F ROUTE PI ROUTE PI ROUTE PI ROUTE PI ROUTE PI ROUTE AND F ROUTE SY R	ROUTE NA ROUTE MC ROUTE MC ROUTE ALZ ROUTE ALZ ROUTE ALZ ROUTE APO ROUTE ED ROUTE ED ROUTE ED ROUTE ED ROUTE ED ROUTE CP	ROUTE AUT ROUTE AUT ROUTE AUT ROUTE AUC ROUTE AUC ROUTE AUC ROUTE AUC ROUTE ARC ROUTE ARC ROUTE ARC ROUTE ARC ROUTE ACK ROUTE	ROUTE APW IN COUTE ALW IN COUTE ALW IN COUTE ALG IN COUTE	ROUTE ALB ROUTE CUL ROUTE OF ROUTE AM ROUTE AB ROUTE AB ROUTE AB ROUTE AB ROUTE AN ROUTE AN ROUTE AN ROUTE AN ROUTE AN	ROUTE AND I ROUTE ANG I ROUTE SU ROU
	ROUTE TA ROUTE CX ROUTE CX ROUTE AFA ROUTE AFA ROUTE VL ROUTE SY ROUTE SX ROUTE SX R	ROUTE AMN ROUTE CS ROUTE AMN ROUTE ANN ROUTE ANN ROUTE AND	ROUTE GO ROUTE GO ROUTE DA ROUTE DA ROUTE DA ROUTE AGI ROUTE AGI ROUTE AGI ROUTE AKI	ROUTE AMT ROUTE AMT ROUTE AMT ROUTE AFW ROUTE AFW ROUTE YE	ROUTE YJ ROUTE DI ROUTE W ROUTE W ROUTE BU ROUTE AES ROUTE ARW	ROUTE VG ROUTE TX ROUTE TX ROUTE TX ROUTE UK ROUTE UK ROUTE UN ROUTE UK ROUTE UK ROUTE UK ROUTE UK ROUTE VE ROU	ROUTE SW ROUTE CK ROUTE VP ROUTE V ROUTE AOI ROUTE AOI ROUTE AWP ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND ROUTE AND
	OUTE PC OUTE PC OUTE PC OUTE SW OUTE SW OUTE SW OUTE BB OUTE BB OUTE BB OUTE QQ OUTE QO OUTE VO OUTE VO OUTE YN	OUTE AEO OUTE AEO OUTE ATG COUTE ATG COUTE AM COUTE AM COUTE AM COUTE BH COUTE CP	OUTE ATS	ROUTE AM ROUTE AM ROUTE AM ROUTE AEM ROUTE AEM ROUTE AEM ROUTE AD ROUTE AD ROUTE ATI ROUTE ATI ROUTE ATI ROUTE ATI ROUTE ATI ROUTE AEU ROUTE ATI	ACOUTE CL. ACOUTE NO. OUTE AGG OUTE AGG OUTE ACOUTE NO. OUTE AND COUTE OUT COUTE ATI COUTE ATI	OUTE AND COUTE AND COUTE AND COUTE ALG COUTE ATU	WOUTE OF COUNTE
	100 100	COUTE MG COUTE QV COUTE QV COUTE AND COU	COUTE AEI COUTE AEI COUTE AEI COUTE AT COUTE AT COUTE AT COUTE AT COUTE AT COUTE AEI COUTE	COUTE SHE IN COUNTE SHE IN COUNTE SHE IN COUNTE APEN IN COUNTE APEN IN COUNTE CHARLES TO THE IN COUNTE DE FERONOME	OUTE ATG OUTE AEG OUTE AEH COUTE ALH COUTE ALH COUTE ALH COUTE ACI COUTE COUTE ACI COUTE	OUTE PA COUTE PA COUTE PA COUTE APY FOUTE ATI COUTE ATI COUTE DU COUTE DU COUTE DU COUTE DU COUTE DU COUTE DU	OUTE OW FOUTE OW FOUTE ADA ROUTE AL ROUTE AL ROUTE AL ROUTE AL ROUTE AL ROUTE AL ROUTE AL ROUTE AL ROUTE AL
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6 Stream 50% Wetland UTE JK ROUTE XS	EAJF	UTE SQ ROUTE DA	ROUTE UR ROUTE XI	ES	ROUTE AJO ROUTE AN	TE AML ROUTE JA	AHC AHC	UTE UL ROUTE ATO	JIE ALK ROUTE SF	TE NO ROUTE U	JTE ALH ROUTE EC	TE OK ROUTE U	TE ANK ROUTE XI		TE AHZ ROUTE X	JIE ALD ROUTE OF	TE ANO ROUTE W	TE ALG ROUTE JE	TE AMJ ROUTE SI	TE WR ROUTE U	AIC	UTE OR ROUTE W	AMG R	ROUTE HR ROUTE X	UTE GP ROUTE X	UTE ET ROUTE OF	TE ANM ROUTE AK	UTE FF ROUTE OF	JTE GD ROUTE QI	UTENZ ROUTED	UTE EH ROUTE UN	TE GO ROUTE X	UTE ES ROUTE AK	JIE AKL ROUTE OF	JTE AKJ ROUTE SC	TE AGI ROUTE WI	AFK.	TE AFE ROUTE OF	AVC RO	ATG	UTE AUT ROUTE N	남	ROUTE ATI ROUTE AP	1	TE ATS ROUTE FR	TE ATT ROUTE ET	TE ATO ROUTE EN	TE ATP ROUTE WI	וובטוען ייטטור לי
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SCHOOL 50% NRHP UTE UV ROUTE XJ	MO ROUTE AFE	KJ ROUTE DB	SI ROUTE OR AJI ROUTE XB	SR ROUTE AUX	JR ROUTE UN	WL ROUTE CP	OK ROUTE XF	OO ROUTE XM	ALJ ROUTE OL	NHO ROUTE QO	UL ROUTE UH	NK ROUTE ED	UU ROUTE CL	KI ROUTE UL	AIC ROUTE JW	AIF ROUTE UU	MG ROUTE JK	IW ROUTE OB	HW ROUTE XU	NG ROUTE SO	UK ROUTE DR	NA ROUTE OF UO ROUTE WX	MF ROUTE DZ	ML ROUTE XG	ND ROUTE AX	MR ROUTE DA	MX ROUTE OQ	ET ROUTE VX	SD ROUTE CD	GP ROUTE DV	WK ROUTE HB	OT ROUTE CW	FF ROUTE DJ	G ROUTE CK	FR ROUTE UK	NI ROUTE UB	UP ROUTE PZ	W ROUTE UF	TG ROUTE OD	ES ROUTE DY	IN POUTE WJ	FK ROUTE DU	SO ROUTE DI	3S ROUTE GP	LH ROUTE WR	FW ROUTE FR	UT ROUTE FF	ATI ROUTE EH	יייייייייייייייייייייייייייייייייייייי
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100% BLDG 50% ROUTE AKN RO ROUTE DZ ROU	ROUTE DU R	ROUTE AUE RC	ROUTE OQ RO	ROUTE AUP RC	ROUTE DN RO	ROUTE DI RO	ROUTE APW RC	ROUTE ATS RC	ROUTE AND RC	ROUTE APU RC	ROUTE WR RO	ROUTE ANG RO	ROUTE AGG RC	ROUTE EC RC	ROUTE XO RC	ROUTE AQA RO	ROUTE AND RC	ROUTE DE RO	ROUTE AEY RC	ROUTE CS RO	ROUTE AKJ RO	ROUTE AEM RC	ROUTE ATT RO	ROUTE AKG RO	ROUTE AEG RO	ROUTE AGE RO	ROUTE AFC RO	ROUTE EH ROI	ROUTE DY RO	ROUTE NZ RC	ROUTE AND RO	ROUTE AFW RO	ROUTE AEO RO	ROUTE AEK RO	ROUTE CO RO	ROUTE ATO RO	ROUTE GP RO	ROUTE AFA RO	ROUTE ATO RO	ROUTE AEU RO	ROUTE AEO RO	ROUTE APE ROI	ROUTE AEI ROU	ROUTE ATP RO	ROUTE GO RO	ROUTE AFE RO	ROUTE AFW RO	ROUTE ATM RO	
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S0% C BLDG 100% ROUTE ANK ROUTE DE ROUT	ROUTE ATS ROU	ROUTE AES ROUT	ROUTE WJ ROUT	ROUTE UP ROUT	ROUTE ATT ROU	ROUTE KI ROUT	ROUTE UN ROU	ROUTE W ROU	ROUTE CS ROU	ROUTE JW ROLL	ROUTE ANM ROUT	ROUTE CO ROU	ROUTE QQ ROUT	ROUTE UR ROUT	ROUTE DY ROU	ROUTE ANG ROUT	ROUTE DO ROUT	ROUTE OK ROUT	ROUTE XI ROU	ROUTE UIL ROUT	ROUTE ANB ROU	ROUTE OD ROUT	ROUTE UF ROU	ROUTE UB ROU	ROUTE PZ ROUT	ROUTE AUG ROU	ROUTE UU ROUT	ROUTE WW ROUT	ROUTE OV ROUT	ROUTE AKL ROUT	ROUTE ATO ROU	ROUTE ATP ROUT	ROUTE UQ ROUT	ROUTE UK ROUT	ROUTE AKJ ROUT	ROUTE OL ROU	ROUTE AKG ROU	ROUTE APE ROUT	ROUTE WR ROUT	ROUTE AFK ROUT	ROUTE GP ROU	ROUTE NZ ROU	ROUTE AFW ROUT	ROUTE GD ROUT	ROUTE AFE ROUTE EH ROUT	ROUTE FF ROUT	ROUTE ES ROU	ROUTE ATM ROUT	
ROUTE VK	ROUTE AEM	ROUTE VO	ROUTE ALZ	ROUTE XB	ROUTE UB	ROUTE AMS	ROUTE TO	ROUTE WR	ROUTE XF	ROUTE YE	ROUTE XN	ROUTE XI	ROUTE XR	ROUTE YI	ROUTE YL	ROUTE ANS	ROUTE UW	ROUTE VC	ROUTE AMF	ROUTE SH ROUTE AMZ	ROUTE TV	ROUTE VI	ROUTE AOK	ROUTE WX	ROUTE ANB	ROUTE AQI	ROUTE XU	ROUTE XG	ROUTE APU	ROUTE VX	ROUTE APS	ROUTE XP	ROUTE XM	ROUTE XS	ROUTE AGG	ROUTE APY	ROUTE XQ	ROUTE AGE	ROUTE WJ	ROUTE APK	ROUTE XC	ROUTE W	ROUTE AOR	ROUTE APW	ROUTE XO	ROUTE AOX	ROUTE AUT	ROUTE AVF	
300' RES 50% PROP DEV JTE VV ROUTE DQ JTE CO ROLITE XH	APO ROUTE UN	AMG ROUTE XR	UN ROUTE CO	XG ROUTE AKG	XN ROUTE DY	YD ROUTE CW	CO ROUTE APO	OL ROUTE XI.	APK ROUTE AOR	OF ROUTE APY	ANG ROUTE UR	SL ROUTE APS	XB ROUTE XU	XJ ROUTE AGC	UP ROUTE XP	YE ROUTE UL	CS ROUTE DU	WX ROUTE UU	WJ ROUTE ANB	CK ROUTE UB	UL ROUTE APW	YC ROUTE XU	XU ROUTE UF	AFW ROUTE APQ	AKL ROUTE XS	OV ROUTE OO	AKJ ROUTE XM	FR ROUTE WX	OK ROUTE ATO	OR ROUTE XO	XI ROUTE AOX	WW ROUTE W	UK ROUTE NZ	NZ ROUTE GP	AFK ROUTE XO	OQ ROUTE UK	FF ROUTE ET	OL ROUTE AFK	GO ROUTE AFW	APE ROUTE XI	GD ROUTE EH	AFE ROUTE XC	ES ROUTE AFE	ATT ROUTE AUP	ATS ROUTE GO	AUK ROUTE ES	ATO ROUTE WR	AUE ROUTE APE ATO ROUTE AVC	
RES 100% DJ ROI	OUTE XO ROUTE,	OUTE DY ROUTE /	UTE ANK ROUTE	OUTE ON ROUTE	ROUTE XB ROUTE	OUTE CS ROUTE	OUTE PZ ROUTE	OUTE DU ROUTE	OUTE XO ROUTE,	UTE AND ROUTE	OUTE CO ROUTE	OUTE XG ROUTE	OUTE WJ ROUTE	UTE ANG ROUTE	OUTE CK ROUTE	JUTE QQ ROUTE	ROUTE DO ROUTE	OUTE UP ROUTE	OUTE SL ROUTE	ROUTE VC ROUTE	OUTE UU ROUTE	ROUTE AKL ROUTE	OUTE UF ROUTE	OUTE DI ROUTE A	OUTE XI ROUTE	JUTE QD ROUTE	OUTE UQ ROUTE,	JUTE OV ROUTE	OUTE OK ROUTE	UTE OR ROUTE	UTE AFW ROUTE	UTE AKG ROUTE V	UTE ATS ROUTE	UTE ATT ROUTE	NUTE AUK ROUTE	JUTE FR ROUTE (OUTE OL ROUTE	UTE GP ROUTE	OUTE OO ROUTE	UTE AFK ROUTE A	INTE ATO ROUTE	UTE ATP ROUTE	UTE AUG ROUTE	OUTE FF ROUTE	OUTE ET ROUTE, UTE ATO ROUTE?	OUTE GD ROUTE A	ROUTE GO ROUTE A	OUTE WR ROUTE A	111111111111111111111111111111111111111
100% RES ROW ROUTE XI	ROUTE OP	ROUTE ALL	ROUTE APQ	ROUTE WX	ROUTE ANO ROUTE IE	ROUTE AML	ROUTE JK	ROUTE ALD	ROUTE ALH	ROUTE AHO	ROUTE UR	ROUTE ALJ	ROUTE UP	ROUTE QU	ROUTE ALI	ROUTE AMJ	ROUTE APK	ROUTE XC	ROUTE OD	ROUTE UL	ROUTE QQ	ROUTE ANK	ROUTE UU	ROUTE SQ	ROUTE AMG	ROUTE ANG	ROUTE UQ	ROUTE UK	ROUTE OV	ROUTE GP	ROUTE NZ	ROUTE FF	ROUTE AFW	ROUTE ATT	ROUTE GD	ROUTE ET	ROUTE OL	ROUTE AKJ	ROUTE GO	ROUTE AFK	ROUTE 00	ROUTE AKG	ROUTE ES	ROUTE AFE	ROUTE AUK ROUTE WR	ROUTE ATO	ROUTE APE	ROUTE AUE	1000
MC ROUTE XQ	KM ROUTE ANK	JF ROUTE OF	(Q ROUTE KI	KI ROUTE XO	IW ROUTE ANM	O ROUTE AND	N ROUTE UN	VX ROUTE WX	(G ROUTE SR	ROUTE XG	NOUTE OL	IB ROUTE QU	NG ROUTE DU	U ROUTE XI	OY ROUTE ANG	XI ROUTE UT	IK ROUTE UP	KL ROUTE ATS	ROUTE UR	ROUTE OS	ROUTE DI	ROUTE XC	ROUTE QQ	ROUTE QD	ROUTE UN	ROUTE ATT	ROUTE UL	JL ROUTE WW	KJ ROUTE SQ	W ROUTE OK	N ROUTE AUE	W ROUTE AKU	TO ROUTE UQ	KG ROUTE AUG	IQ ROUTE AKG	IR ROUTE UK	TO ROUTE ATO	IL ROUTE OL	ROUTE NZ	ROUTE AFW	ROUTE AUX	ROUTE AFK	ROUTE GP	R ROUTE AFE	TE ROUTE APE	ET ROUTE FF	ROUTE EH	ROUTE WR	201177
		627 ROUTE C			632 ROUTE JW	634 ROUTE C	635 ROUTE O	637 ROUTE V	639 ROUTE XG	641 ROUTE S	642 ROUTE O		645 ROUTE AN	647 ROUTE L	648 ROUTE D	650 ROUTE	651 ROUTE.	653 ROUTE A	654 ROUTE	656 ROUTE O	657 ROUTE L	659 ROUTE O	660 ROUTE X	662 ROUTE A	663 ROUTE D		666 ROUTE Q	668 ROUTE U	669 ROUTE A	671 ROUTE W			675 ROUTE AT	677 ROUTE A	678 ROUTE U	680 ROUTE O	681 ROUTE A	683 ROUTE O	684 ROUTE N		687 ROUTE AFW		690 ROUTE GP	692 ROUTE F	693 ROUTE AI	695 ROUTE E	697 ROUTE WR	698 ROUTE E	

Corrections to Report of Clayton M. Doherty February 16, 2006

The corrected length and cost for Segment 28 affects the length and cost data for the following six West-Central routes:

ROUTE LA	ROUTE LC	ROUTE AJU
ROUTE LB	ROUTE LD	ROUTE AJV

The corrected length and cost for Segment 28 affects the length and cost data for the following 48 Cross-Over routes:

ROUTE AW	ROUTE CG	ROUTE IC	ROUTE AEC
ROUTE AX	ROUTE CH	ROUTE ID	ROUTE AED
ROUTE AY	ROUTE CI	ROUTE IE	ROUTE AEE
ROUTE AZ	ROUTE CJ	ROUTE IF	ROUTE AEF
ROUTE BA	ROUTE HA	ROUTE KO	ROUTE AGO
ROUTE BB	ROUTE HB	ROUTE KP	ROUTE AGP
ROUTE BC	ROUTE HC	ROUTE KQ	ROUTE AGQ
ROUTE BD	ROUTE HD	ROUTE KR	ROUTE AGR
ROUTE CC	ROUTE HE	ROUTE ADM	ROUTE AHC
ROUTE CD	ROUTE HF	ROUTE ADN	ROUTE AHD
ROUTE CE	ROUTE HG	ROUTE ADO	ROUTE AII
ROUTE CF	ROUTE HH	ROUTE ADP	ROUTE AIJ

No other routes or baskets of routes are affected by Segment 28 corrections.

page 1.

Revise Section 1.0 Introduction to read

"Louisville Gas and Electric Company and Kentucky Utilities Company (LG&E/KU) propose to construct approximately 42.0 miles (Route AJU) or 43.9 miles (Route AJW) of new 345 kV transmission line originating at the existing Mill Creek Generating Station in Jefferson County and terminating at the existing Hardin County Substation (Figure 1.0)."

page 17.

Revise 2.4.2 Route Metrics table for Engineering to reflect change in average length, minimum project cost, and average project cost resulting from higher figures for Segment 28 length and cost. Changes are as follows:

Average Length is <u>41.24</u> Minimum Project Cost is <u>57,535,067</u> Average Project Cost is <u>60,535,711</u>

page 21.

Revise 3.2.2 Range of Metrics for all Practicable Routes table for Engineering to reflect change in average length and average project cost resulting from higher figures for Segment 28 length and cost. Changes are as follows:

Average Length is 43.20 Average Project Cost is 66,706,373

page 38.

Revise Table 5.3 to reflect greater length and higher cost for Route AJU, and to show revised Minimum, Average, Maximum, Standard Deviation, and/or Threshold values for the length and total project cost columns. Revised Table 5.3 is shown in the attached Seg 28 revised siting study tables document.

page 39.

Revise the 2nd paragraph of Section 5.4 to read:

"As can be seen in Table 5.4, once the "Top Five" routes were ranked in competition with this smaller subset of better routes, the evaluation concluded that

- eleven of the "Top Five" routes performed poorly in all three perspectives;
- sixteen "Top Five" routes performed poorly in two of the three perspectives;
- <u>fifteen</u> "Top Five" routes performed poorly in one of the three perspectives; and,

• <u>seven</u> "top Fives" routes performed well enough in each perspective to rank among the better routes in all three perspectives."

Revise the 3rd paragraph of Section 5.4 to read:

"These <u>seven</u> "top Fives" routes which performed well in all three perspectives are considered to be semi-finalist routes which will be evaluated in a manner similar to that in which the original field of forty-nine "Top Fives" routes was winnowed down to these seven semi-finalist routes."

page 40.

Revise Table 5.4 to reflect - for Route KW - no "X" under "Engineering" and a zero value and green color under Composite." Revised Table 5.4 is shown in the attached Seg 28 revised siting study tables document.

pages 41, 42, 43, and 44.

Replace Tables 6.1, 6.2, , and 6.3 with similar tables that include Route KW metrics and replace Table 6.4 with a table that includes Route KW scoring. These revised tables are shown in the attached Seg 28 revised siting study tables document.

page 41.

Revise the first paragraph of Section 6.1 to read:

"Table 6.1 shows the <u>seven</u> semi-finalist routes again ranked against significant built environment criteria."

and revise the second paragraph to read

"For all <u>seven</u> semi-finalist routes, minimum and maximum values are again identified and averaged (statistical mean) and standard deviations are calculated."

page 42.

Revise the last paragraph of Section 6.1 to read

"Four of the <u>seven</u> routes (AQL, <u>KW</u>, KZ, and YB) exceed both significant cautionary thresholds; Route KY exceeds the NRHP-listed resources threshold.

Revise the first paragraph of Section 6.2 to read

"Table 6.2 shows the <u>seven</u> semi-finalist routes again ranked against significant natural environment criteria."

and revise the second paragraph to read

"For all <u>seven</u> semi-finalist routes, minimum and maximum values are again identified and averaged (statistical mean) and standard deviations are calculated."

page 43.

Revise the last paragraph of Section 6.2 to read

"Two of the <u>seven</u> routes (AJU and <u>KW</u>) exceed three of the four natural environment criteria.

Revise the first paragraph of Section 6.3 to read

"Table 6.3 shows the <u>seven</u> semi-finalist routes again ranked against significant engineering criteria."

and revise the second paragraph to read

"For all <u>seven</u> semi-finalist routes, minimum and maximum values are again identified and averaged (statistical mean) and standard deviations are calculated."

Replace the last paragraph of Section 6.3 with the following

"Four of the seven routes exceed the total project costs threshold. One of those four routes, Route KZ, also exceed both the number of parcels affected and the acres of new easement cautionary thresholds. Another, Route KW, also exceeded the number of parcels cautionary threshold. Two routes, Routes AQL and YB, did not violate the cost threshold but did violate both the number of parcels affected and the acres of new easement cautionary thresholds. These four routes are considered to be poorer routes than the other three with respect to engineering considerations."

page 44.

Revise the second paragraph of Section 6.4 to read

"As can be seen in Table 6.4, once the semi-finalist routes are ranked in competition with one another, the evaluation concludes that

- one semi-finalist route, Route \underline{KW} , exceeded the cautionary threshold in all three perspectives;
- <u>three</u> of the semi-finalist routes, Routes AQL, <u>KZ</u>, <u>and YB</u> exceeded the cautionary threshold in two of the three perspectives;
- one semi-finalist route, Route AJU, exceeded the cautionary threshold in only one of the three perspectives; and,
- two semi-finalist routes, Route AJW and Route KY, did not exceed the cautionary threshold in any of the three perspectives."

page 47.

Revise Table 6.5.3 to reflect greater length and higher cost for Route AJU, to show revised Average, Minimum, Maximum, Standard Deviation, and/or Threshold values for the length and total project cost columns. Revised Table 6.5.3 is shown in the attached Seg 28 revised siting study tables document.

Revise second paragraph of Section 6.5.3 to read

"Route AJU rebuilds less of the Hardinsburg – Hardin County 138 kV Transmission Line, resulting in a greater number of acres of new right-of-way required (841.94 acres) and the least percentage of rebuild/paralleling (55.9%) of the three finalist routes. However, at an estimated cost of \$57,744.737, it is about \$3.23 million less expensive than Route AJW and affects fewer property owners than Route KY."

Revise third paragraph of Section 6.5.3 to read

"Route AJW is the route having the greatest percentage of collocation (66.3%) of the three finalist routes. However, it is about 1.85 miles longer and is estimated to cost \$60,973,719, or about \$3,229,000 more than the most cost-effective finalist route, Route AJU."

<u>page 48</u>.

Revise fourth paragraph of Section 6.5.4 to read

"Routes AJU and AJW are reasonable routes which are clearly superior to Route KY in terms of the built environment and engineering considerations. Route AJW is about 1.85 miles (4.5%) longer and \$3,229,000 (5.6%) more expensive. For that extra two miles in length and additional three and a third million dollars, Route AJW buys an additional ten percent of collocation over Route AJU.

page 66.

Revise Figure 4.3, Top West-Central Routes, to reflect reroute around Cunningham's pond per U.S. Fish and Wildlife Service recommendation. NOTE: All other figures which show Segment 28 routes already show the reroute around Cunningham's pond.

Digital Appendix.

Revise Table 2.0, Route Segments, to reflect change in length for segment 28.

Revise Tables 4.3, Metrics for West-Central Routes to reflect greater length and higher cost associated with all West-Central routes utilizing Segment 28.

Revise Tables 4.5, Alternate Route Metrics for Cross Over Basket, to reflect greater length and higher cost associated with all Cross Over routes utilizing Segment 28.