

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

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FEB 17 2006

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

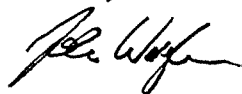
Dear Ms. O'Donnell:

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

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PUBLIC SERVICE
COMMISSION

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.

¹ Identified on Application Exhibit 4 in both cases.

² In Case No. 2005-00467, page 2.

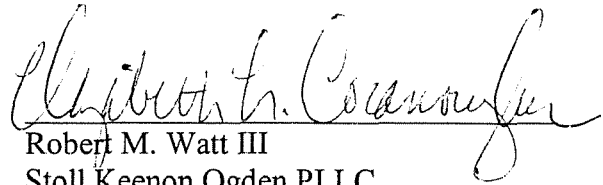
³ In Case No. 2005-00467, pages 3, 14 and 18. In Case No. 2005-00472, page 13.

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,



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Counsel for Louisville Gas and
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Utilities Company

CERTIFICATE OF SERVICE

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

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Counsel for Louisville Gas and Electric
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Table 4.5

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

Table with columns for Route ID, Route Name, and various statistical metrics. The table contains data for routes from ROUTE GX to ROUTE MW, with metrics including values like 0.000, 0.001, 0.002, etc., and route numbers like 154, 155, 156, etc.

Table 4.5
Alternate Routes Metrics for Cross Over Basket
(Build Environment Emphases Matrix)

Table with 30 columns for route metrics (e.g., ROUTE CD, ROUTE CD, ROUTE CD) and 28 rows of data values ranging from 0.00 to 1.00.

Table 4.5
Alternate Routes Metrics for Cross-Over Basket
(Natural Environment Emphasis Matrix)

Table with 61 columns (Route IDs from ROUTE A to ROUTE AUZ) and 15 rows of numerical data. Each cell contains a numerical value representing a metric for a specific route.

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE A	256	790.5
ROUTE B	313	879.5
ROUTE C	234	785.0
ROUTE D	291	873.9
ROUTE E	160	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	301	934.3
ROUTE M	170	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	325	1049.2
ROUTE U	194	946.7
ROUTE V	251	1035.6
ROUTE W	172	941.1
ROUTE X	229	1030.1
ROUTE Y	257	815.0
ROUTE Z	314	904.0
ROUTE AA	234	809.5
ROUTE AB	291	898.4
ROUTE AC	161	795.9
ROUTE AD	218	884.8
ROUTE AE	138	790.3
ROUTE AF	195	879.3
ROUTE AG	281	929.9
ROUTE AH	338	1018.9
ROUTE AI	259	924.4
ROUTE AJ	316	1013.3
ROUTE AK	185	910.8
ROUTE AL	242	999.8
ROUTE AM	163	905.2
ROUTE AN	220	994.2
ROUTE AO	280	901.8
ROUTE AP	337	990.8
ROUTE AQ	258	896.2
ROUTE AR	315	985.2
ROUTE AS	184	882.7
ROUTE AT	241	971.6
ROUTE AU	162	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	192	975.1
ROUTE BB	249	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	296	900.4
ROUTE BI	165	797.8
ROUTE BJ	222	886.8
ROUTE BK	143	792.2
ROUTE BL	200	881.2
ROUTE BM	285	931.9
ROUTE BN	342	1020.8

Table 3.1(a)
Additional Route Metrics

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	903.8
ROUTE BV	342	992.7
ROUTE BW	263	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	1079.6
ROUTE CG	196	977.1
ROUTE CH	253	1066.0
ROUTE CI	174	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	405	1091.6
ROUTE CT	382	1086.1
ROUTE CU	309	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	257	1089.5
ROUTE DD	235	1083.9
ROUTE DE	364	1088.0
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 DN	416	1108.4
ROUTE DO	342	1094.8
ROUTE DP	320	1089.2
ROUTE DQ	449	1093.3
ROUTE DR	427	1087.8
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

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres 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	1081.9
ROUTE EI	449	1068.4
ROUTE EJ	427	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	1060.1
ROUTE ER	457	1054.5
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	1077.1
ROUTE EZ	405	1071.5
ROUTE FA	534	1075.6
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 FG	396	1077.8
ROUTE FH	374	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
ROUTE FO	426	1069.6
ROUTE FP	404	1064.0
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	448	1100.1
ROUTE FW	374	1086.5
ROUTE FX	352	1081.0
ROUTE FY	481	1085.1
ROUTE FZ	459	1079.5
ROUTE GA	385	1065.9
ROUTE GB	363	1060.4
ROUTE GC	505	1084.6
ROUTE GD	483	1079.0
ROUTE GE	409	1065.5
ROUTE GF	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	439	1057.2
ROUTE GN	417	1051.6
ROUTE GO	464	1081.0
ROUTE GP	442	1075.4

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE GQ	368	1061.8
ROUTE GR	346	1056.2
ROUTE GS	483	1093.3
ROUTE GT	461	1087.8
ROUTE GU	387	1074.2
ROUTE GV	365	1068.6
ROUTE GW	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
ROUTE IH	244	1012.6
ROUTE II	285	1030.5
ROUTE IJ	263	1025.0
ROUTE IK	296	1009.9
ROUTE IL	274	1004.4
ROUTE IM	225	1014.5
ROUTE IN	203	1009.0
ROUTE IO	244	1026.9
ROUTE IP	222	1021.3
ROUTE IQ	255	1006.3
ROUTE IR	233	1000.7
ROUTE IS	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 JB	266	1023.0
ROUTE JC	299	1008.0
ROUTE JD	277	1002.4

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE JE	436	1005.8
ROUTE JF	414	1000.2
ROUTE JG	455	1018.2
ROUTE JH	433	1012.6
ROUTE JI	466	997.6
ROUTE JJ	444	992.0
ROUTE JK	395	1002.2
ROUTE JL	373	996.6
ROUTE JM	414	1014.5
ROUTE JN	392	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	380	1022.1
ROUTE JU	413	1007.0
ROUTE JV	391	1001.5
ROUTE JW	342	1011.6
ROUTE JX	320	1006.1
ROUTE JY	362	1024.0
ROUTE JZ	339	1018.4
ROUTE KA	372	1003.4
ROUTE KB	350	997.8
ROUTE KC	396	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 KI	355	999.3
ROUTE KJ	333	993.7
ROUTE KK	375	1011.6
ROUTE KL	352	1006.1
ROUTE KM	385	991.0
ROUTE KN	363	985.5
ROUTE KO	167	890.5
ROUTE KP	224	979.5
ROUTE KQ	144	884.9
ROUTE KR	201	973.9
ROUTE KS	159	798.1
ROUTE KT	216	887.0
ROUTE KU	137	792.5
ROUTE KV	194	881.5
ROUTE KW	148	711.3
ROUTE KX	205	800.2
ROUTE KY	126	705.7
ROUTE KZ	183	794.7
ROUTE LA	156	803.7
ROUTE LB	213	892.7
ROUTE LC	133	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 LI	285	923.2
ROUTE LJ	263	917.6
ROUTE LK	214	927.8
ROUTE LL	192	922.2
ROUTE LM	233	940.1
ROUTE LN	211	934.5
ROUTE LO	244	919.5
ROUTE LP	222	913.9
ROUTE LQ	299	933.1
ROUTE LR	277	927.5

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE LS	318	945.5
ROUTE LT	296	939.9
ROUTE LU	329	924.8
ROUTE LV	307	919.3
ROUTE LW	258	929.5
ROUTE LX	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	403	913.5
ROUTE ME	444	931.4
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
ROUTE ML	381	922.2
ROUTE MM	414	907.2
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
ROUTE MS	402	920.2
ROUTE MT	380	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	916.6
ROUTE MZ	339	911.0
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	393	902.3
ROUTE NG	344	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	898.7
ROUTE NU	283	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 OB	429	907.2
ROUTE OC	461	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	818.7
ROUTE OJ	370	907.6
ROUTE OK	551	860.6
ROUTE OL	529	855.0
ROUTE OM	570	873.0
ROUTE ON	548	867.4

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres 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
ROUTE OU	540	848.7
ROUTE OV	518	843.2
ROUTE OW	425	874.7
ROUTE OX	403	869.1
ROUTE OY	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
ROUTE PJ	359	867.4
ROUTE PK	400	885.3
ROUTE PL	378	879.8
ROUTE PM	411	864.7
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
ROUTE PX	225	868.6
ROUTE PY	301	835.6
ROUTE PZ	358	924.6
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	925.1
ROUTE QI	220	830.5
ROUTE QJ	277	919.5
ROUTE QK	458	872.5
ROUTE QL	436	866.9
ROUTE QM	477	884.8
ROUTE QN	455	879.3
ROUTE QO	488	864.2
ROUTE QP	466	858.7
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	881.0
ROUTE QY	351	898.9
ROUTE QZ	329	893.3
ROUTE RA	362	878.3
ROUTE RB	340	872.7

Table 3.1(a)
Additional Route Metrics

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
ROUTE RG	321	874.7
ROUTE RH	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	876.6
ROUTE RN	296	871.0
ROUTE RO	247	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	798.1
ROUTE RV	249	887.0
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
ROUTE SC	370	834.9
ROUTE SD	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	843.4
ROUTE SJ	279	932.4
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
ROUTE SP	468	871.5
ROUTE SQ	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	334	899.4
ROUTE SX	312	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	890.2
ROUTE TE	312	908.1
ROUTE TF	290	902.5
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 TM	320	889.5
ROUTE TN	297	883.9
ROUTE TO	249	894.1
ROUTE TP	227	888.5

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE TQ	268	906.4
ROUTE TR	246	900.8
ROUTE TS	279	885.8
ROUTE TT	257	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
ROUTE UA	261	854.8
ROUTE UB	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	855.3
ROUTE UJ	259	944.2
ROUTE UK	440	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	377	888.0
ROUTE US	418	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
ROUTE UZ	311	918.1
ROUTE VA	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	303	899.4
ROUTE VH	281	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	229	905.9
ROUTE VP	207	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	851.9
ROUTE VX	302	940.8
ROUTE VY	377	907.9
ROUTE VZ	434	996.8
ROUTE WA	355	902.3
ROUTE WB	412	991.3
ROUTE WC	445	894.3
ROUTE WD	501	983.3

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE WE	422	888.7
ROUTE WF	479	977.7
ROUTE WG	319	908.4
ROUTE WH	376	997.3
ROUTE WI	296	902.8
ROUTE WJ	353	991.8
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	971.2
ROUTE WZ	406	965.6
ROUTE XA	439	950.5
ROUTE XB	417	945.0
ROUTE XC	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	948.8
ROUTE XN	372	943.3
ROUTE XO	324	953.5
ROUTE XP	301	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	897.7
ROUTE XY	314	861.8
ROUTE XZ	292	856.2
ROUTE YA	220	814.3
ROUTE YB	197	808.7
ROUTE YC	404	912.2
ROUTE YD	423	924.6
ROUTE YE	434	904.0
ROUTE YF	363	908.6
ROUTE YG	383	921.0
ROUTE YH	393	900.4
ROUTE YI	360	910.5
ROUTE YJ	379	922.9
ROUTE YK	390	902.3
ROUTE YL	319	906.9
ROUTE YM	338	919.3
ROUTE YN	349	898.7
ROUTE YO	310	864.7
ROUTE YP	329	877.1
ROUTE YQ	340	856.5
ROUTE YR	269	861.1

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE YS	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
ROUTE YY	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	823.0
ROUTE ZZ	299	835.4
ROUTE AA	310	814.8
ROUTE AAB	239	819.4
ROUTE AAC	258	831.8
ROUTE AAD	269	811.2
ROUTE AAE	236	821.3
ROUTE AAF	255	833.7
ROUTE AAG	266	813.1
ROUTE AAH	195	817.7
ROUTE AAJ	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

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE ABG	226	802.9
ROUTE ABH	236	782.3
ROUTE ABI	343	791.0
ROUTE ABJ	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
ROUTE ABQ	368	784.5
ROUTE ABR	297	789.1
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	808.5
ROUTE ABZ	258	787.9
ROUTE ACA	365	796.6
ROUTE ACB	384	809.0
ROUTE ACC	395	788.4
ROUTE ACD	297	803.6
ROUTE ACE	316	816.0
ROUTE ACF	327	795.4
ROUTE ACG	411	814.3
ROUTE ACH	479	807.3
ROUTE ACJ	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	831.8
ROUTE ACP	269	920.7
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	961.9
ROUTE ACW	246	1007.0
ROUTE ACX	303	1096.0
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	173	926.1
ROUTE ADE	237	971.2
ROUTE ADF	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	923.9
ROUTE ADL	197	1012.8
ROUTE ADM	243	1035.5
ROUTE ADN	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 ADT	178	928.0
ROUTE ADU	241	973.1

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE ADV	298	1062.1
ROUTE ADW	145	953.9
ROUTE ADX	202	1042.9
ROUTE ADY	241	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	1115.4
ROUTE AEY	334	1139.2
ROUTE AEZ	238	1120.0
ROUTE AFA	353	1151.5
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	1116.8
ROUTE AFP	394	1097.7
ROUTE AFQ	448	1138.2
ROUTE AFR	352	1119.0
ROUTE AFS	467	1150.5
ROUTE AFT	371	1131.4
ROUTE AFU	478	1129.9
ROUTE AFV	382	1110.8
ROUTE AFW	407	1134.5
ROUTE AFX	311	1115.4
ROUTE AFY	426	1146.9
ROUTE AFZ	330	1127.8
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

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE AGJ	324	1103.0
ROUTE AGK	439	1134.5
ROUTE AGL	343	1115.4
ROUTE AGM	450	1113.9
ROUTE AGN	354	1094.8
ROUTE AGO	231	1013.4
ROUTE AGP	288	1102.4
ROUTE AGQ	135	994.3
ROUTE AGR	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 AHX	358	1068.8
ROUTE AHY	369	1048.2
ROUTE AHZ	298	1052.8
ROUTE AIA	317	1065.2
ROUTE AIB	328	1044.6
ROUTE AIC	352	1044.1
ROUTE AID	371	1056.5
ROUTE AIE	382	1035.9
ROUTE AIF	311	1040.5
ROUTE AIG	330	1052.8
ROUTE AIH	341	1032.2
ROUTE AII	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

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE AJB	244	962.4
ROUTE AJC	381	960.2
ROUTE AJD	400	972.6
ROUTE AJE	411	952.0
ROUTE AJF	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	287	966.1
ROUTE AJM	306	978.4
ROUTE AJN	317	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
ROUTE AJT	330	945.5
ROUTE AJU	111	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	865.0
ROUTE AKB	407	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
ROUTE AKH	526	914.2
ROUTE AKI	537	893.6
ROUTE AKJ	466	898.2
ROUTE AKK	485	910.5
ROUTE AKL	496	889.9
ROUTE AKM	381	915.9
ROUTE AKN	400	928.2
ROUTE AKO	411	907.6
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	367	905.9
ROUTE AKV	296	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
ROUTE ALB	313	965.8
ROUTE ALC	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 ALI	444	905.5
ROUTE ALJ	373	910.1
ROUTE ALK	392	922.4
ROUTE ALL	403	901.8
ROUTE ALM	288	927.8
ROUTE ALN	307	940.1
ROUTE ALO	318	919.5

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE ALP	247	924.1
ROUTE ALQ	266	936.5
ROUTE ALR	277	915.9
ROUTE ALS	244	926.1
ROUTE ALT	263	938.4
ROUTE ALU	274	917.8
ROUTE ALV	203	922.4
ROUTE ALW	222	934.8
ROUTE ALX	233	914.2
ROUTE ALY	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
ROUTE AMU	275	930.7
ROUTE AMV	205	935.3
ROUTE AMW	224	947.6
ROUTE AMX	235	927.0
ROUTE AMY	128	851.2
ROUTE AMZ	185	940.1
ROUTE ANA	239	901.6
ROUTE ANB	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	952.5
ROUTE ANU	289	964.8
ROUTE ANW	300	944.2
ROUTE ANY	229	948.8
ROUTE AOA	248	961.2
ROUTE AOC	259	940.6
ROUTE AOE	226	950.8
ROUTE AOG	245	963.2
ROUTE AOI	256	942.5
ROUTE AOK	185	947.2
ROUTE AOM	204	959.5
ROUTE AOO	215	938.9
ROUTE AOQ	223	898.7
ROUTE AOR	280	987.6
ROUTE AOS	333	949.1
ROUTE AOT	390	1038.1
ROUTE AOU	400	935.5

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres of New Easement
ROUTE AOV	457	1024.5
ROUTE AOW	274	949.6
ROUTE AOX	331	1038.5
ROUTE AOY	490	985.9
ROUTE APA	510	998.3
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
ROUTE APY	339	1010.7
ROUTE AQA	350	990.1
ROUTE AQC	279	994.7
ROUTE AQE	299	1007.0
ROUTE AQG	309	986.4
ROUTE AQI	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
ROUTE AQP	225	902.3
ROUTE AQQ	244	914.7
ROUTE AQR	254	894.1
ROUTE AQS	221	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
ROUTE ARB	217	866.2
ROUTE ARC	236	878.5
ROUTE ARD	247	857.9
ROUTE ARE	214	868.1
ROUTE ARF	233	880.5
ROUTE ARG	244	859.9
ROUTE ARH	173	864.5
ROUTE ARI	192	876.8
ROUTE ARJ	203	856.2
ROUTE ARK	138	822.1
ROUTE ARL	195	911.0
ROUTE ARM	316	858.9
ROUTE ARN	373	947.9
ROUTE ARO	168	819.4
ROUTE ARP	225	908.4
ROUTE ARQ	293	833.9
ROUTE ARR	313	846.3
ROUTE ARS	323	825.7
ROUTE ART	253	830.3
ROUTE ARU	272	842.7
ROUTE ARV	282	822.1
ROUTE ARW	225	841.0
ROUTE ARX	244	853.3
ROUTE ARY	255	832.7
ROUTE ARZ	184	837.3
ROUTE ASA	204	849.7

Table 3.1(a)
Additional Route Metrics

ROUTES	Estimated Number of Parcels	Approximate Acres 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
ROUTE ASK	348	843.2
ROUTE ASM	434	769.5
ROUTE ASN	412	816.2
ROUTE ASO	423	790.1
ROUTE ASP	401	836.8
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
ROUTE ATI	494	1018.4
ROUTE ATJ	675	1011.2
ROUTE ATK	537	1024.5
ROUTE ATL	526	1045.1
ROUTE ATM	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	1074.2
ROUTE ATZ	739	1066.9
ROUTE AUA	601	1080.2
ROUTE AUB	590	1100.8
ROUTE AUC	571	1088.5
ROUTE AUD	751	1081.2
ROUTE AUE	518	971.9
ROUTE AUF	508	992.5
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

Table 3.1(a)
Additional Route Metrics

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 AVF	405	1295.3

Table 4.3
Metrics for West-Central Routes
(Statistics and Normalized Statistics)

Route	Residences Within ROW	Proximity to Residences (Within 300)	Developments	Proximity Commercial (Within 300)	Proximity Industrial (Within 300)	School, Church, Cemetery and Park Parcels Crossed	NHP Listed Structures and Districts	Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland (Acres)	Wetland (Acres)	Topoplain (Acres)	Engineering (Miles)	Length (Miles)	Percent of Route Rebuild With Existing T/L	Percent of Route of Co-located With Existing Utilities	Percent of Route Co-located With Roads	Total Project Costs	
	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	Normalized	
ROUTE RW	3	0.08	1	0.00	1	0.00	0	0.00	371,654	28	14,741	155,222	155,222	42,181	0.3	0.335	0.22	0.00	1,000	624,431,998
ROUTE RX	5	0.13	1	0.00	1	0.00	0	0.00	317,359	33	14,741	155,222	155,222	42,655	0.23	0.262	0.27	0.00	1,000	624,776,725
ROUTE RY	2	0.05	1	0.00	1	0.00	0	0.00	317,359	31	14,741	155,222	155,222	41,955	0.31	0.300	0.04	0.00	1,000	611,240,554
ROUTE RZ	4	0.10	1	0.00	1	0.00	0	0.00	327,111	32	14,741	155,222	155,222	42,432	0.23	0.263	0.27	0.00	1,000	608,702,622
ROUTE SA	3	0.08	1	0.00	1	0.00	0	0.00	345,558	31	14,741	155,222	155,222	40,333	0.27	0.18	0.40	0.00	1,000	591,709,558
ROUTE SB	5	0.13	1	0.00	1	0.00	0	0.00	355,333	36	16,365	159,522	159,522	40,800	0.26	0.1	0.40	0.00	1,000	586,987,445
ROUTE SC	2	0.05	1	0.00	1	0.00	0	0.00	344,344	30	14,741	155,222	155,222	40,100	0.23	0.18	0.40	0.00	1,000	574,887,229
ROUTE SD	4	0.10	1	0.00	1	0.00	0	0.00	354,053	35	16,365	159,522	159,522	40,577	0.22	0.1	0.40	0.00	1,000	576,206,224
ROUTE SE	3	0.08	1	0.00	1	0.00	0	0.00	354,053	35	16,365	159,522	159,522	39,004	0.24	0.16	0.42	0.00	1,000	576,206,224
ROUTE SF	3	0.08	1	0.00	1	0.00	0	0.00	267,618	39	14,741	155,222	155,222	39,004	0.24	0.16	0.42	0.00	1,000	576,206,224
ROUTE SG	4	0.10	1	0.00	1	0.00	0	0.00	277,359	44	16,365	159,522	159,522	39,511	0.23	0.1	0.40	0.00	1,000	576,206,224
ROUTE SH	4	0.10	1	0.00	1	0.00	0	0.00	263,333	38	16,365	159,522	159,522	38,811	0.23	0.1	0.40	0.00	1,000	576,206,224
ROUTE SI	3	0.08	1	0.00	1	0.00	0	0.00	273,077	43	16,365	159,522	159,522	39,298	0.26	0.17	0.26	0.00	1,000	576,206,224
ROUTE SJ	3	0.08	1	0.00	1	0.00	0	0.00	273,077	43	16,365	159,522	159,522	42,033	0.26	0.17	0.26	0.00	1,000	576,206,224
ROUTE SK	0	0.00	1	0.00	1	0.00	0	0.00	429,822	43	16,365	159,522	159,522	42,033	0.26	0.17	0.26	0.00	1,000	576,206,224
ROUTE AL	2	0.05	1	0.00	1	0.00	0	0.00	438,577	40	14,741	155,222	155,222	43,868	0.22	0.29	0.44	0.00	1,000	574,474,737
ROUTE AM	2	0.05	1	0.00	1	0.00	0	0.00	402,868	40	14,741	155,222	155,222	43,868	0.22	0.29	0.44	0.00	1,000	574,474,737
ROUTE AN	0	0.00	1	0.00	1	0.00	0	0.00	412,653	45	16,365	159,522	159,522	44,356	0.20	0.18	0.39	0.00	1,000	609,737,119
ROUTE AO	2	0.05	1	0.00	1	0.00	0	0.00	348,854	49	16,365	159,522	159,522	40,774	0.25	0.18	0.39	0.00	1,000	609,737,119
ROUTE AP	3	0.08	1	0.00	1	0.00	0	0.00	358,615	54	16,365	159,522	159,522	41,211	0.24	0.1	0.40	0.00	1,000	618,840,711
ROUTE AQ	3	0.08	1	0.00	1	0.00	0	0.00	358,615	54	16,365	159,522	159,522	41,211	0.24	0.1	0.40	0.00	1,000	618,840,711
ROUTE AR	3	0.08	1	0.00	1	0.00	0	0.00	358,615	54	16,365	159,522	159,522	41,211	0.24	0.1	0.40	0.00	1,000	618,840,711

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

Route	Residences with ROW	Proximity to Residences (within 300)	Proposed Developments	Proximity Commercial Buildings (within 300)	Proximity Industrial Buildings (within 300)	Proximity Church Cemetery and Park Parcels Crossed	RHP Listed Structures and Districts (3000' from edge of R/W)	Natural Forests (Acres)	Wetland Areas (Acres)	Floodplain Areas (Acres)	TOTAL	WEIGHTED TOTAL	Engineering	Percent of Route Rebuilt with Existing TL*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Project Costs	WEIGHTED TOTAL	WEIGHTED TOTAL	SORT					
	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted	Weighted					
ROUTE KY	0.05	0.02	0.03	0.05	0.05	0.00	0.00	0.31	0.00	0.03	0.75	0.09	0.15	0.00	0.00	0.18	0.07	0.64	0.05	0.30	0.04	0.17269			
ROUTE NW	0.05	0.01	0.05	0.00	0.00	0.00	0.00	0.79	0.07	0.00	0.00	0.00	0.24	0.06	0.04	0.35	0.07	0.08	0.61	0.05	0.23	0.20882			
ROUTE KW	0.08	0.03	0.17	0.02	0.00	0.00	0.00	0.33	0.03	0.13	0.85	0.11	0.28	0.20	0.01	0.78	0.15	0.08	0.87	0.06	0.30	0.04	0.26823		
ROUTE AX	0.10	0.04	0.35	0.05	0.00	0.00	0.00	0.36	0.03	0.03	0.79	0.10	0.23	0.16	0.37	1.00	0.19	0.89	0.07	0.59	0.04	0.05	0.27244		
ROUTE LC	0.05	0.02	0.21	0.03	0.00	0.00	0.00	0.85	0.08	0.00	0.04	0.00	0.32	0.23	0.42	0.27	0.40	0.08	0.58	0.04	0.47	0.07	0.30706		
ROUTE KY	0.13	0.05	0.14	0.02	0.00	0.00	0.00	0.46	0.04	0.14	0.82	0.10	0.32	0.23	0.60	0.39	0.76	0.15	0.86	0.06	0.61	0.09	0.34022		
ROUTE AU	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.04	0.34	0.13	0.89	0.11	0.36	0.38	0.25	0.83	0.16	1.00	0.08	0.64	0.08	0.36580		
ROUTE LA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.09	0.21	0.26	0.10	0.41	0.30	0.64	0.42	0.13	0.03	0.99	0.08	0.04	0.00	0.37344		
ROUTE LA	0.10	0.04	0.34	0.05	0.00	0.00	0.00	0.45	0.04	0.14	0.05	0.59	0.24	0.45	0.32	0.40	0.56	0.11	0.99	0.08	0.29	0.02	0.44112		
ROUTE LV	0.05	0.02	0.20	0.03	0.00	0.00	0.00	0.51	0.09	0.10	0.34	0.14	0.49	0.35	1.00	0.66	0.19	0.04	1.00	0.08	0.00	0.00	0.47292		
ROUTE LB	0.13	0.06	0.37	0.05	0.00	0.00	0.00	1.00	0.09	0.22	0.28	0.10	0.52	0.38	0.98	0.64	0.13	0.12	0.99	0.08	0.24	0.02	0.53400		
ROUTE NW	0.93	0.41	0.77	1.00	0.04	0.00	0.00	0.54	0.05	0.24	0.96	0.12	0.52	0.40	0.57	0.38	0.64	0.20	0.00	0.75	0.06	0.55	0.09	0.57109	
ROUTE AJ	0.88	0.39	0.63	0.08	0.00	0.00	0.00	0.49	0.05	0.83	0.31	0.67	0.11	0.64	0.61	0.40	0.00	0.16	0.01	0.77	0.06	0.47	0.07	0.60514	
ROUTE NU	0.95	0.42	0.80	0.10	0.00	0.00	0.00	0.02	0.00	0.41	0.16	1.00	0.68	0.49	0.59	0.38	0.45	0.09	0.12	0.01	1.00	0.07	0.05	0.08	0.65434
ROUTE NX	0.98	0.43	0.97	0.13	0.00	0.00	0.00	0.06	0.01	0.55	0.21	0.75	0.30	0.90	0.11	0.63	0.45	0.99	0.63	0.06	0.13	0.01	0.00	0.67293	
ROUTE AJZ	0.93	0.41	0.83	0.11	0.00	0.00	0.00	0.54	0.05	1.00	0.38	0.67	0.27	0.52	0.99	0.65	0.06	0.01	0.17	0.01	0.70	0.05	0.11	0.70560	
ROUTE NV	1.00	0.44	1.00	0.13	0.00	0.00	0.00	0.08	0.01	0.59	0.22	1.00	0.40	0.76	0.97	0.64	0.51	0.10	0.13	0.01	0.92	0.07	0.11	0.76386	

Table 5.3 / Engineering Considerations Screening

Engineering Considerations 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%	57.09%	97.79%	\$74,588,719	36.2%	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 AJW	43.88	29.26%	37.03%	66.29%	\$60,973,719	11.3%	104	752.48
ROUTE AJX	44.35	21.74%	36.64%	58.38%	\$60,786,966	11.0%	161	841.45
ROUTE ALE	40.34	10.29%	44.92%	55.21%	\$63,018,945	15.1%	198	877.33
ROUTE AME	40.87	10.15%	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 AUP	45.70	0.00%	50.11%	50.11%	\$65,275,814	19.2%	398	1107.88
ROUTE AUT	46.07	0.00%	42.74%	42.74%	\$68,433,328	24.96%	406	1116.85
ROUTE AUX	46.78	0.00%	73.22%	73.22%	\$67,137,000	22.6%	510	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	49.62	39.34%	29.89%	69.23%	\$69,981,206	27.8%	131	729.70
ROUTE KW	42.18	30.44%	33.52%	63.96%	\$62,443,199	14.0%	148	711.27
ROUTE KY	41.95	30.61%	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 SI	38.94	10.66%	39.83%	50.49%	\$66,219,303	20.9%	222	843.39
ROUTE YB	36.56	8.75%	50.44%	59.19%	\$59,138,791	8.0%	197	808.73
ROUTE ADG	52.11	24.64%	53.50%	78.14%	\$68,983,012	26.0%	141	952.00
ROUTE ADK	50.95	25.20%	49.28%	74.48%	\$67,838,885	23.9%	140	923.88
ROUTE AGU	50.04	25.66%	46.14%	71.80%	\$66,872,241	22.1%	128	901.82
ROUTE AGY	49.61	25.88%	41.06%	66.94%	\$67,325,163	22.9%	133	891.39
ROUTE AHA	48.45	26.50%	36.33%	62.83%	\$66,185,518	20.9%	132	863.27
ROUTE AIK	47.46	27.05%	37.08%	64.14%	\$64,431,826	17.7%	115	839.27
ROUTE AM	50.18	25.59%	50.04%	75.63%	\$69,096,945	26.2%	163	905.21
ROUTE BS	50.26	25.55%	45.94%	71.49%	\$69,870,924	27.6%	167	907.15
ROUTE HO	48.11	26.69%	42.24%	68.93%	\$66,997,119	22.3%	150	855.03
ROUTE HW	47.68	26.93%	36.91%	63.84%	\$67,444,235	23.2%	155	844.61
ROUTE IA	46.52	27.60%	31.88%	59.48%	\$66,303,710	21.1%	154	816.48
ROUTE KS	45.76	28.06%	33.85%	61.91%	\$65,855,714	20.3%	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%	47.97%	67.40%	\$67,427,983		235	895
MINIMUM	37	0.00%	29.89%	42.74%	\$57,744,737		104	706
MAXIMUM	57	42.13%	93.39%	97.79%	\$80,545,031		751	1319
STD DEV	5.6	13.64%	15.87%	14.20%	\$5,106,674		160.5	140.6
Threshold	42.12	28.49%	77.53%	83.59%	\$62,851,412	25%	264.5	846.3

Table 5.4 Screening Against 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	X	2
ROUTE AQL				0
ROUTE ATZ	X	X	X	3
ROUTE AUD	X	X	X	3
ROUTE AUL	X	X	X	3
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	X	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	X		X	2
ROUTE QE	X		X	2
ROUTE QG		X		1
ROUTE QI		X		1
ROUTE SE	X		X	2
ROUTE SI		X		1
ROUTE YB				0
ROUTE ADG		X	X	2
ROUTE ADK		X	X	2
ROUTE AGU		X	X	2
ROUTE AGY			X	1
ROUTE AHA		X	X	2
ROUTE AIK			X	1
ROUTE AM	X	X	X	3
ROUTE BS	X	X	X	3
ROUTE HO		X	X	2
ROUTE HW	X		X	2
ROUTE IA	X		X	2
ROUTE KS			X	1
ROUTE KU			X	1

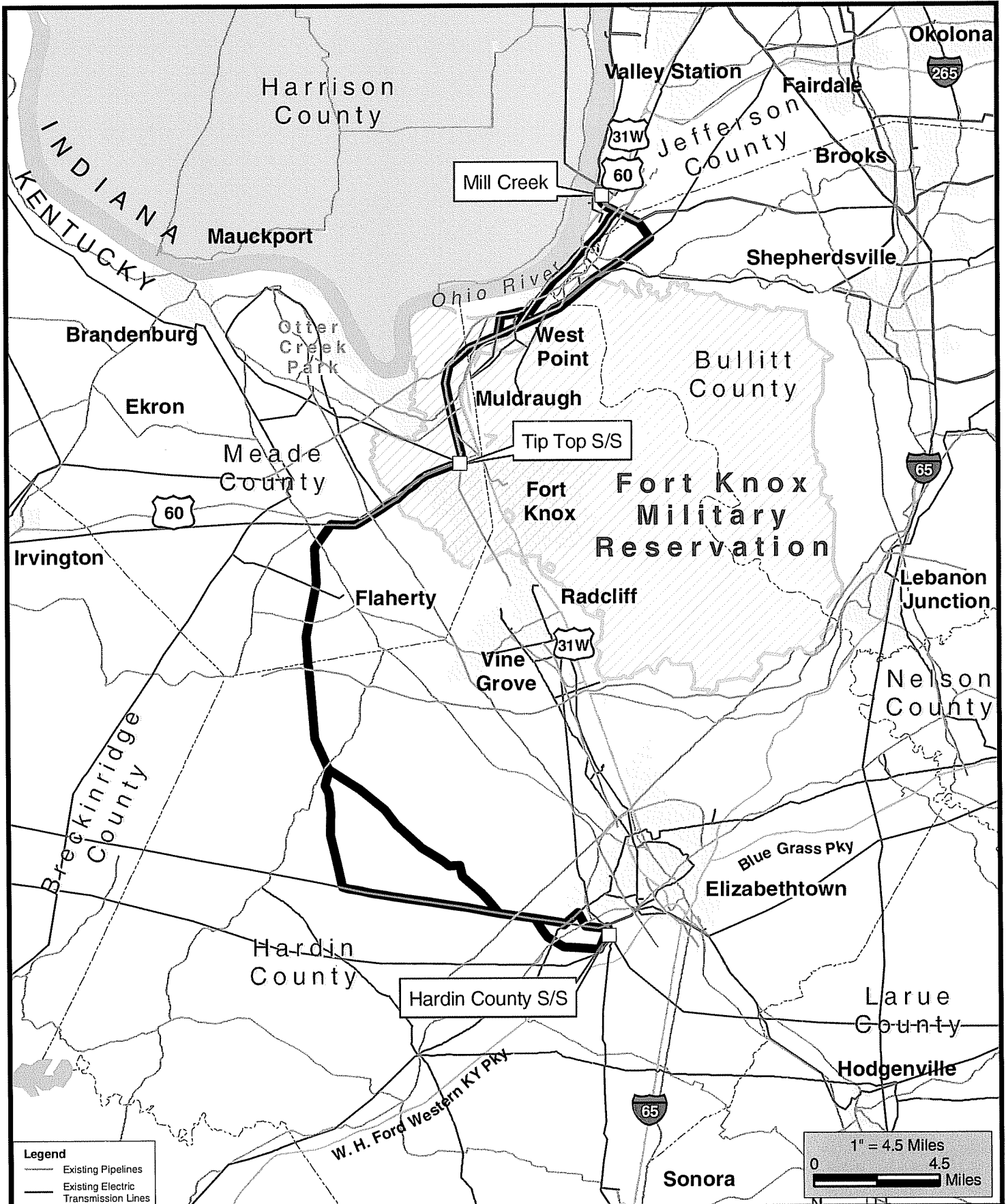
Built Environment Perspective	Residences within ROW	Proximity to Residences (within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
ROUTE AJU	0	12	0	4
ROUTE AJW	0	13	0	2
ROUTE AQL	5	75	0	2
ROUTE KW	3	44	0	9
ROUTE KY	2	39	0	9
ROUTE 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

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

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

	Built	Natural	Engineering	Composite
ROUTE AJU		X		1
ROUTE AJW				0
ROUTE AQL	X		X	2
ROUTE KW	X	X	X	3
ROUTE KY				0
ROUTE KZ	X		X	2
ROUTE YB	X		X	2

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



Legend
 — Existing Pipelines
 — Existing Electric Transmission Lines

1" = 4.5 Miles
 0 4.5 Miles

Top West-Central Routes

Mill Creek - Hardin County
 345 kV Transmission Line

KU **LGE**

FIGURE 4.3

PHOTO SCIENCE
 Corporate Solutions

Table with 14 columns: Rank, Baseline, 50% RES ROW, 100% RES ROW, 50% RES, 100% RES, 300' RES, 50% PROP DEV, 100% PROP DEV, 50% C BLDG, 100% C BLDG, 50% I BLDG, 100% I BLDG, 50% SCHOOL, 100% SCHOOL, 50% NRHP, 100% NRHP, 50% Forests, 100% Forests, 50% Stream, 100% Stream, 50% Wetland, 100% Wetland, 50% Floodplain, 100% Floodplain, 50% Cost, 100% Cost.

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 41.24
Minimum Project Cost is 57,535,067
Average Project Cost is 60,535,711

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;
- fifteen “Top Five” routes performed poorly in one of the three perspectives; and,

- seven “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 seven “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 seven semi-finalist routes again ranked against significant built environment criteria.”

and revise the second paragraph to read

“For all seven 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 seven routes (AQL, KW, 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 seven semi-finalist routes again ranked against significant natural environment criteria.”

and revise the second paragraph to read

“For all seven 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 seven routes (AJU and KW) exceed three of the four natural environment criteria.

Revise the first paragraph of Section 6.3 to read

“Table 6.3 shows the seven semi-finalist routes again ranked against significant engineering criteria.”

and revise the second paragraph to read

“For all seven 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 KW, exceeded the cautionary threshold in all three perspectives;
- three of the semi-finalist routes, Routes AQL, KZ, and YB 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.”

page 48.

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.