Route AJU = Route 1
Route AJW = Route 2

Top 50 Routes by Category

Rank	Total Project Cost	Project Cost Amount	Total Collocation	Amount Collocation		Simple Composite	Natural Environment Perspective	Engineering Considerations	Built Environment Perspective
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 AJV	$56,533,166	ROUTE ACR	91.37%		ROUTE AGY	ROUTE KZ	ROUTE AGU	ROUTE AJX
9	ROUTE AQX	$56,602,757	ROUTE ACP	91.35%		ROUTE HO	ROUTE AU	ROUTE HW	ROUTE KY
10	ROUTE LD	$56,618,722	ROUTE AVF	91.13%		ROUTE ADK	ROUTE AGY	ROUTE IA	ROUTE AII
11	ROUTE ZL	$56,644,737	ROUTE F	90.36%		ROUTE IA	ROUTE AIK	ROUTE AU	ROUTE AGQ
12	***ROUTE AJU***	$56,742,836	ROUTE B	90.31%		ROUTE HW	ROUTE AHA	ROUTE AGY	ROUTE AIL
13	ROUTE LC	$56,885,428	ROUTE H	89.54%		ROUTE KS	ROUTE KS	ROUTE AHA	ROUTE AGV
14	ROUTE ZA	$57,040,237	ROUTE D	89.46%		ROUTE AU	ROUTE HY	ROUTE ADK	ROUTE KU
15	ROUTE AQM	$57,055,665	ROUTE AUW	88.71%		ROUTE HM	ROUTE AGU	ROUTE HM	ROUTE KW
16	ROUTE YR	$57,190,680	ROUTE ACU	87.00%		ROUTE HY	ROUTE HX	ROUTE HY	ROUTE HO
17	ROUTE YU	$57,345,988	ROUTE ACS	86.83%		ROUTE AJX	ROUTE KV	ROUTE KZ	ROUTE KS
18	ROUTE ZF	$57,669,108	ROUTE AUH	86.39%		ROUTE KZ	ROUTE LC	ROUTE AJX	ROUTE ADO
19	ROUTE AQR	$57,676,447	ROUTE AUJ	86.36%		ROUTE AIL	ROUTE AJX	ROUTE HK	ROUTE HM
20	ROUTE AQW	$57,705,146	ROUTE AUK	86.20%		***ROUTE AJU***	ROUTE IB	ROUTE AGS	ROUTE ADL
21	ROUTE ZK	$57,762,091	ROUTE M	85.83%		ROUTE KX	ROUTE HM	ROUTE KX	ROUTE AQL
22	ROUTE ZI	$57,826,001	ROUTE I	85.61%		ROUTE AGV	ROUTE ADK	ROUTE AI	ROUTE AHC
23	ROUTE AQU	$57,828,454	ROUTE AUU	85.55%		ROUTE KV	ROUTE KX	ROUTE ADE	ROUTE AGS
24	ROUTE LB	$57,896,843	ROUTE AUV	85.39%		ROUTE AGS	ROUTE HP	ROUTE AQ	ROUTE AKY
25	ROUTE YZ	$57,970,593	ROUTE O	84.96%		ROUTE LC	ROUTE CB	ROUTE ADI	ROUTE AEE
26	ROUTE LA	$58,169,056	ROUTE K	84.71%		ROUTE AHB	ROUTE YB	ROUTE HI	ROUTE AU
27	ROUTE AKZ	$58,349,345	ROUTE AUI	83.55%		ROUTE AGZ	ROUTE AV	ROUTE BO	ROUTE AMY
28	ROUTE YO	$58,384,139	ROUTE AUD	83.50%		ROUTE ADL	ROUTE KQ	ROUTE ADU	ROUTE AHB
29	ROUTE PX	$58,398,596	ROUTE ACY	82.85%		ROUTE HP	ROUTE AGZ	ROUTE AO	ROUTE ALY
30	ROUTE AKY	$58,587,909	ROUTE ADC	82.57%		ROUTE HK	ROUTE BO	ROUTE BW	ROUTE AEB
31	ROUTE PW	$58,690,061	ROUTE ACW	82.53%		ROUTE ADI	ROUTE AIL	ROUTE ADY	ROUTE IA
32	ROUTE ALV	$58,724,171	ROUTE ADA	82.24%		ROUTE ADE	***ROUTE AJU***	ROUTE AIL	ROUTE AGZ
33	ROUTE AQQ	$58,769,412	ROUTE AVC	81.67%		ROUTE AEB	ROUTE HK	ROUTE KV	ROUTE HW
34	ROUTE RP	$58,776,114	ROUTE U	81.50%		ROUTE AII	ROUTE IE	ROUTE BU	ROUTE HY
35	ROUTE ZE	$58,778,591	ROUTE AC	81.22%		ROUTE IB	ROUTE AHB	ROUTE AGV	ROUTE ADI
36	ROUTE AIT	$58,798,558	ROUTE Q	81.12%		ROUTE ADY	ROUTE BW	ROUTE HP	ROUTE AJV
37	ROUTE AQJ	$58,806,183	ROUTE Y	80.83%		ROUTE HX	ROUTE HV	ROUTE ADL	ROUTE ALE
38	ROUTE XX	$58,833,359	ROUTE W	80.58%		ROUTE ADU	ROUTE AI	ROUTE AGZ	ROUTE ANE
39	ROUTE ZC	$58,848,281	ROUTE ACV	80.55%		ROUTE AV	ROUTE KT	ROUTE AV	ROUTE LC
40	ROUTE LL	$58,886,506	ROUTE AE	80.31%		ROUTE KT	ROUTE LA	ROUTE HX	ROUTE KZ
41	ROUTE AQO	$58,899,643	ROUTE ACT	80.17%		ROUTE AQ	ROUTE AQ	ROUTE KT	ROUTE AME
42	ROUTE AQT	$58,922,850	ROUTE S	80.16%		ROUTE AGQ	ROUTE HZ	***ROUTE AJU***	ROUTE AIJ
43	ROUTE ZH	$58,936,708	ROUTE AA	79.89%		ROUTE AI	ROUTE HG	ROUTE AHB	ROUTE AGR
44	ROUTE YT	$59,014,027	ROUTE AUF	79.48%		ROUTE LA	ROUTE QI	ROUTE IB	ROUTE ADY
45	ROUTE AQL	$59,063,247	ROUTE N	79.19%		ROUTE CB	ROUTE CI	ROUTE LC	ROUTE ADE
46	ROUTE YY	$59,074,881	ROUTE AUG	79.15%		ROUTE KQ	ROUTE AGV	ROUTE HN	ROUTE KQ
47	ROUTE YB	$59,138,791	ROUTE J	78.74%		ROUTE BW	ROUTE AEB	ROUTE AEB	ROUTE HG
48	ROUTE YW	$59,168,270	ROUTE ADS	78.72%		ROUTE BO	ROUTE AQL	ROUTE CB	ROUTE KV
49	ROUTE AMZ	$59,391,449	ROUTE P	78.31%		ROUTE HN	ROUTE BC	ROUTE HV	ROUTE LA
50	ROUTE TX	$59,466,466	ROUTE ADQ	78.25%		ROUTE AHC	ROUTE QE	ROUTE HZ	ROUTE HP
			AJU-633	55.86%					
	AJW-93	$60,973,719	***AJW-240***	66.29%					

Route AJU = Route 1
Route AJW = Route 2

Mill Creek - Hardin County 345 kV Line
Sensitivity Analysis

LEFTPART

Rank	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
1	ROUTE KY	ROUTE AJW	ROUTE AJW	ROUTE KY	ROUTE KY	ROUTE KY	ROUTE KY	ROUTE AJW	ROUTE AJW	ROUTE AJW	ROUTE AJW	ROUTE AJW	ROUTE AJU
2	ROUTE KW	ROUTE AIK	ROUTE AGY	ROUTE KW	ROUTE KW	ROUTE AJW	ROUTE KW	ROUTE KY	ROUTE AIK	ROUTE AIK	ROUTE AIK	ROUTE KY	ROUTE AOV
3	ROUTE AJW	ROUTE AGY	ROUTE AHA	ROUTE AJW	ROUTE KU	ROUTE KW	ROUTE KU	ROUTE AIK	ROUTE ADK	ROUTE AGU	ROUTE AGU	ROUTE AJU	ROUTE ZJ
4	ROUTE KU	ROUTE AHA	ROUTE ADK	ROUTE KU	ROUTE KS	ROUTE KU	ROUTE AJW	ROUTE KW	ROUTE AGU	ROUTE AHA	ROUTE ADK	ROUTE KW	ROUTE LC
5	ROUTE HO	ROUTE ADK	ROUTE AIK	ROUTE KS	ROUTE IA	ROUTE AIK	ROUTE HO	ROUTE AGU	ROUTE AHA	ROUTE ADK	ROUTE AHA	ROUTE LC	ROUTE AJV
6	ROUTE KS	ROUTE AGU	ROUTE AGU	ROUTE AIK	ROUTE HW	ROUTE HO	ROUTE KS	ROUTE KU	ROUTE KY	ROUTE AGY	ROUTE AGY	ROUTE AIK	ROUTE AOX
7	ROUTE AIK	ROUTE KY	ROUTE ADE	ROUTE IA	ROUTE HY	ROUTE AGU	ROUTE HM	ROUTE AHA	ROUTE AGY	ROUTE KY	ROUTE AJX	ROUTE AJX	ROUTE AOS
8	ROUTE HM	ROUTE KW	ROUTE ADU	ROUTE HW	ROUTE AJW	ROUTE KS	ROUTE HW	ROUTE AGY	ROUTE AJX	ROUTE KW	ROUTE AGS	ROUTE KU	ROUTE AOP
9	ROUTE KZ	ROUTE AJX	ROUTE ADI	ROUTE HO	ROUTE PW	ROUTE IA	ROUTE IA	ROUTE ADK	ROUTE KU	ROUTE KU	ROUTE AIL	ROUTE KZ	ROUTE LD
10	ROUTE AGU	ROUTE KU	ROUTE ADY	ROUTE HY	ROUTE RW	ROUTE AHA	ROUTE HY	ROUTE HO	ROUTE AU	ROUTE AJX	ROUTE AGV	ROUTE LA	ROUTE ZL
11	ROUTE KX	ROUTE HW	ROUTE AGS	ROUTE AHA	ROUTE PU	ROUTE HW	ROUTE AU	ROUTE IA	ROUTE KW	ROUTE HO	ROUTE ADI	ROUTE AII	ROUTE ZG
12	ROUTE AJX	ROUTE IA	ROUTE AGZ	ROUTE AGY	ROUTE YB	ROUTE AGY	ROUTE AIK	ROUTE HW	ROUTE HO	ROUTE KS	ROUTE AJU	ROUTE AHA	ROUTE ZD
13	ROUTE HK	ROUTE ADE	ROUTE AJX	ROUTE AU	ROUTE RU	ROUTE AU	ROUTE HK	ROUTE AU	ROUTE IA	ROUTE IA	ROUTE ADE	ROUTE AGU	ROUTE AOL
14	ROUTE KV	ROUTE ADI	ROUTE AHB	ROUTE HM	ROUTE AIK	ROUTE ADK	ROUTE AGU	ROUTE KS	ROUTE HW	ROUTE AU	ROUTE ADL	ROUTE AOL	ROUTE AJW
15	ROUTE LC	ROUTE AGS	ROUTE ADL	ROUTE AGU	ROUTE TW	ROUTE HM	ROUTE HI	ROUTE HM	ROUTE ADL	ROUTE AIL	ROUTE ADY	ROUTE AJV	ROUTE LA
16	ROUTE HP	ROUTE ADU	ROUTE AEB	ROUTE KZ	ROUTE YA	ROUTE HY	ROUTE KZ	ROUTE AJX	ROUTE AIL	ROUTE HW	ROUTE KY	ROUTE AKY	ROUTE YX
17	ROUTE HI	ROUTE ADY	ROUTE AIL	ROUTE ADK	ROUTE KZ	ROUTE AJX	ROUTE AGY	ROUTE HY	ROUTE AGV	ROUTE AJU	ROUTE AGQ	ROUTE IA	ROUTE AOW
18	ROUTE KT	ROUTE AU	ROUTE AQL	ROUTE KX	ROUTE QI	ROUTE KZ	ROUTE AHA	ROUTE KZ	ROUTE AHB	ROUTE AGS	ROUTE AII	ROUTE KQ	ROUTE AQU
19	ROUTE HW	ROUTE HO	ROUTE AUK	ROUTE AJX	ROUTE HO	ROUTE KX	ROUTE BO	ROUTE AIL	ROUTE AEB	ROUTE HM	ROUTE ADU	ROUTE KS	ROUTE AQR
20	ROUTE AGS	ROUTE KS	ROUTE KY	ROUTE KV	ROUTE YU	ROUTE AJU	ROUTE AI	ROUTE AJU	ROUTE AGZ	ROUTE AGV	ROUTE AHB	ROUTE HO	ROUTE AOM
21	ROUTE AIL	ROUTE HY	ROUTE AJU	ROUTE LC	ROUTE KX	ROUTE LC	ROUTE LC	ROUTE AGV	ROUTE KS	ROUTE ADI	ROUTE AEB	ROUTE AGY	ROUTE YB
22	ROUTE IA	ROUTE AGZ	ROUTE AUE	ROUTE PW	ROUTE SI	ROUTE AGS	ROUTE BW	ROUTE KX	ROUTE KZ	ROUTE HY	ROUTE AGZ	ROUTE AQV	ROUTE AKY
23	ROUTE LA	ROUTE AIL	ROUTE AJY	ROUTE KT	ROUTE OG	ROUTE AIL	ROUTE AQ	ROUTE AHB	ROUTE HM	ROUTE ADL	ROUTE ADO	ROUTE KX	ROUTE KY
24	ROUTE HN	ROUTE AHB	ROUTE AGV	ROUTE AIL	ROUTE HM	ROUTE HK	ROUTE KX	ROUTE AGZ	ROUTE HY	ROUTE AHB	ROUTE KW	ROUTE YB	ROUTE AQJ
25	ROUTE AJU	ROUTE AJU	ROUTE AHC	ROUTE IB	ROUTE KV	ROUTE KV	ROUTE ADK	ROUTE ADL	ROUTE AJU	ROUTE ADE	ROUTE AEE	ROUTE LD	ROUTE ZI
26	ROUTE AGV	ROUTE ADL	ROUTE HW	ROUTE YB	ROUTE AHA	ROUTE AGV	ROUTE LA	ROUTE KV	ROUTE AVC	ROUTE AGZ	ROUTE AHC	ROUTE AIL	ROUTE ZA
27	ROUTE AU	ROUTE HM	ROUTE ADO	ROUTE HX	ROUTE AU	ROUTE HP	ROUTE BU	ROUTE AGS	ROUTE AV	ROUTE ADY	ROUTE KU	ROUTE ADK	ROUTE ZF
28	ROUTE NW	ROUTE AGV	ROUTE IA	ROUTE RW	ROUTE SG	ROUTE ADI	ROUTE AO	ROUTE LC	ROUTE KV	ROUTE AII	ROUTE AKY	ROUTE PW	ROUTE ZK
29	ROUTE KO	ROUTE AEB	ROUTE AEE	ROUTE LA	ROUTE AGY	ROUTE AO	ROUTE AGS	ROUTE AEB	ROUTE ADO	ROUTE AEB	ROUTE HO	ROUTE AOX	ROUTE AJX
30	ROUTE HY	ROUTE AHC	ROUTE AQU	ROUTE AJU	ROUTE NW	ROUTE ADE	ROUTE KV	ROUTE HP	ROUTE HP	ROUTE ADU	ROUTE ALY	ROUTE HW	ROUTE AII
31	ROUTE HG	ROUTE AII	ROUTE AQX	ROUTE KQ	ROUTE UI	ROUTE AI	ROUTE KQ	ROUTE ADI	ROUTE ATM	ROUTE AGQ	ROUTE AU	ROUTE AMY	ROUTE LB
32	ROUTE AGY	ROUTE ADO	ROUTE AQT	ROUTE PU	ROUTE KT	ROUTE LA	ROUTE HP	ROUTE AII	ROUTE AQL	ROUTE KZ	ROUTE KS	ROUTE AHC	ROUTE PW
33	ROUTE AHA	ROUTE AQL	ROUTE AQW	ROUTE AKY	ROUTE AKY	ROUTE AHB	ROUTE AJX	ROUTE ADE	ROUTE AGQ	ROUTE ADO	ROUTE AMY	ROUTE AGQ	ROUTE AMY
34	ROUTE QI	ROUTE AEE	ROUTE AKE	ROUTE HK	ROUTE NU	ROUTE ADY	ROUTE KT	ROUTE IB	ROUTE AII	ROUTE AHC	ROUTE HM	ROUTE ZJ	ROUTE XX
35	ROUTE NU	ROUTE AGQ	ROUTE ATS	ROUTE HP	ROUTE UG	ROUTE AGZ	ROUTE HG	ROUTE HX	ROUTE IB	ROUTE AEE	ROUTE IA	ROUTE AQS	ROUTE AKZ
36	ROUTE KO	ROUTE KZ	ROUTE ALC	ROUTE TW	ROUTE LC	ROUTE BW	ROUTE AJU	ROUTE AV	ROUTE CB	ROUTE AKY	ROUTE AQL	ROUTE KV	ROUTE YZ
37	ROUTE PW	ROUTE AKY	ROUTE ATT	ROUTE HZ	ROUTE ALY	ROUTE ADU	ROUTE ADU	ROUTE ADY	ROUTE ATI	ROUTE KX	ROUTE AGT	ROUTE AU	ROUTE YU
38	ROUTE YB	ROUTE AI	ROUTE AUG	ROUTE AQL	ROUTE IB	ROUTE HI	ROUTE ADE	ROUTE HK	ROUTE ATG	ROUTE KV	ROUTE HW	ROUTE AQP	ROUTE YR
39	ROUTE AII	ROUTE AQ	ROUTE AKY	ROUTE YA	ROUTE AQL	ROUTE IB	ROUTE KO	ROUTE AGQ	ROUTE KX	ROUTE HK	ROUTE ALE	ROUTE ZL	ROUTE KZ
40	ROUTE AJY	ROUTE ALY	ROUTE KW	ROUTE HV	ROUTE HX	ROUTE BO	ROUTE ADY	ROUTE ADU	ROUTE HX	ROUTE AQL	ROUTE ADJ	ROUTE TW	ROUTE AQT
41	ROUTE HL	ROUTE HK	ROUTE ADF	ROUTE AHB	ROUTE LA	ROUTE HX	ROUTE ADI	ROUTE CB	ROUTE AEE	ROUTE LC	ROUTE HY	ROUTE AQU	ROUTE AQQ
42	ROUTE ADK	ROUTE BO	ROUTE ADV	ROUTE RU	ROUTE HZ	ROUTE KT	ROUTE HN	ROUTE KT	ROUTE AHC	ROUTE ALY	ROUTE ADF	ROUTE IE	ROUTE AQO
43	ROUTE HE	ROUTE BW	ROUTE AU	ROUTE QI	ROUTE OI	ROUTE AII	ROUTE HE	ROUTE ADO	ROUTE ADI	ROUTE HP	ROUTE AME	ROUTE HG	ROUTE KO
44	ROUTE RW	ROUTE AMY	ROUTE AQK	ROUTE ALY	ROUTE KQ	ROUTE ADL	ROUTE HX	ROUTE AHC	ROUTE AGS	ROUTE AMY	ROUTE AJY	ROUTE AQW	ROUTE ALV
45	ROUTE AGQ	ROUTE KX	ROUTE ADJ	ROUTE AGZ	ROUTE AMY	ROUTE AV	ROUTE IB	ROUTE AO	ROUTE ADE	ROUTE AQ	ROUTE AJV	ROUTE KO	ROUTE AU
46	ROUTE OG	ROUTE ALE	ROUTE AII	ROUTE AQ	ROUTE HV	ROUTE KQ	ROUTE IE	ROUTE LA	ROUTE ALE	ROUTE AV	ROUTE ADZ	ROUTE HY	ROUTE TW
47	ROUTE OI	ROUTE AJY	ROUTE ADZ	ROUTE KO	ROUTE ALE	ROUTE AEB	ROUTE CB	ROUTE AI	ROUTE LC	ROUTE AI	ROUTE AGO	ROUTE ALY	ROUTE PX
48	ROUTE AKE	ROUTE HX	ROUTE ALA	ROUTE AV	ROUTE ZF	ROUTE CB	ROUTE HV	ROUTE KQ	ROUTE AVF	ROUTE IB	ROUTE ANE	ROUTE HM	ROUTE AIT
49	ROUTE PU	ROUTE ADF	ROUTE ALY	ROUTE AII	ROUTE AJX	ROUTE AGQ	ROUTE AV	ROUTE HN	ROUTE ADY	ROUTE KT	ROUTE ADV	ROUTE AQR	ROUTE ZC
50	ROUTE YA	ROUTE KV	ROUTE AQS	ROUTE AI	ROUTE MB	ROUTE HN	ROUTE CI	ROUTE AEE	ROUTE AUP	ROUTE HX	ROUTE AGR	ROUTE ADO	ROUTE ZH
51	ROUTE TW	ROUTE IB	ROUTE AKU	ROUTE SI	ROUTE OG	ROUTE HG	ROUTE HZ	ROUTE BW	ROUTE ADU	ROUTE ALE	ROUTE AIV	ROUTE YA	ROUTE ZE
52	ROUTE AKY	ROUTE AO	ROUTE AKX	ROUTE HI	ROUTE KO	ROUTE AO	ROUTE BC	ROUTE BO	ROUTE AIT	ROUTE BW	ROUTE AU	ROUTE ZG	ROUTE AMZ
53	ROUTE AQL	ROUTE ADJ	ROUTE AQV	ROUTE IE	ROUTE AGU	ROUTE BU	ROUTE AIL	ROUTE HG	ROUTE AIV	ROUTE HI	ROUTE ADM	ROUTE LB	ROUTE YA
54	ROUTE AI	ROUTE AME	ROUTE HY	ROUTE HN	ROUTE ZD	ROUTE HZ	ROUTE IC	ROUTE AQL	ROUTE AME	ROUTE LA	ROUTE KZ	ROUTE AU	ROUTE RP
55	ROUTE SI	ROUTE ADV	ROUTE AKT	ROUTE AMY	ROUTE AME	ROUTE AHC	ROUTE PW	ROUTE HZ	ROUTE AUT	ROUTE AGT	ROUTE AOP	ROUTE AHB	ROUTE KW
56	ROUTE HJ	ROUTE HI	ROUTE AKW	ROUTE TU	ROUTE LX	ROUTE HV	ROUTE AII	ROUTE HV	ROUTE KT	ROUTE KQ	ROUTE AER	ROUTE AGV	ROUTE KR
57	ROUTE LD	ROUTE LC	ROUTE KU	ROUTE AGS	ROUTE ZL	ROUTE ADO	ROUTE CG	ROUTE HI	ROUTE HN	ROUTE CB	ROUTE AIU	ROUTE AGS	ROUTE AOK
58	ROUTE BO	ROUTE ADZ	ROUTE ATU	ROUTE AGV	ROUTE YT	ROUTE IE	ROUTE HL	ROUTE BC	ROUTE ANE	ROUTE HN	ROUTE AHJ	ROUTE ZD	ROUTE LL
59	ROUTE HX	ROUTE BU	ROUTE ALE	ROUTE BW	ROUTE LP	ROUTE KO	ROUTE AGV	ROUTE IE	ROUTE AIO	ROUTE BO	ROUTE AIS	ROUTE PU	ROUTE YW
60	ROUTE AQ	ROUTE AGT	ROUTE AQO	ROUTE CB	ROUTE ZC	ROUTE BC	ROUTE BA	ROUTE AKY	ROUTE HZ	ROUTE HG	ROUTE AEC	ROUTE ZI	ROUTE YY
61	ROUTE AGT	ROUTE AQX	ROUTE AQR	ROUTE ALE	ROUTE PX	ROUTE AEE	ROUTE AGO	ROUTE AO	ROUTE AIS	ROUTE AME	ROUTE HK	ROUTE AQM	ROUTE YO
62	ROUTE RU	ROUTE AV	ROUTE AKL	ROUTE QG	ROUTE MA	ROUTE CI	ROUTE RW	ROUTE CI	ROUTE AIU	ROUTE AJV	ROUTE AEP	ROUTE ZK	ROUTE YT
63	ROUTE BW	ROUTE HP	ROUTE AVC	ROUTE BO	ROUTE LV	ROUTE HE	ROUTE HC	ROUTE KO	ROUTE BC	ROUTE AO	ROUTE AEF	ROUTE AEE	ROUTE TX
64	ROUTE XZ	ROUTE CB	ROUTE AGQ	ROUTE UI	ROUTE JD	ROUTE AKY	ROUTE PU	ROUTE ALY	ROUTE HV	ROUTE AQJ	ROUTE AHI	ROUTE AQJ	ROUTE AHC
65	ROUTE ALY	ROUTE AQU	ROUTE AQN	ROUTE NW	ROUTE XZ	ROUTE PW	ROUTE HJ	ROUTE YB	ROUTE AQX	ROUTE ADF	ROUTE AEL	ROUTE RW	ROUTE AQN
66	ROUTE IB	ROUTE ANE	ROUTE AQQ	ROUTE AO	ROUTE RH	ROUTE IC	ROUTE TW	ROUTE BU	ROUTE AQV	ROUTE HZ	ROUTE AKE	ROUTE ALE	ROUTE PU
67	ROUTE QG	ROUTE AQW	ROUTE ANC	ROUTE HG	ROUTE ZJ	ROUTE AQL	ROUTE RU	ROUTE ALE	ROUTE HG	ROUTE ANE	ROUTE AHD	ROUTE ZF	ROUTE ALX
68	ROUTE ALE	ROUTE AKE	ROUTE ATO	ROUTE AME	ROUTE LL	ROUTE ALY	ROUTE HA	ROUTE HE	ROUTE KQ	ROUTE BC	ROUTE AIR	ROUTE AIT	ROUTE ALS
69	ROUTE UI	ROUTE AQT	ROUTE ATP	ROUTE SG	ROUTE YR	ROUTE BA	ROUTE AGZ	ROUTE AMY	ROUTE YB	ROUTE AJY	ROUTE AHG	ROUTE BC	ROUTE ALP
70	ROUTE AV	ROUTE AQK	ROUTE AMY	ROUTE ADI	ROUTE AL	ROUTE RW	ROUTE AHB	ROUTE PW	ROUTE AJV	ROUTE HV	ROUTE KX	ROUTE YX	ROUTE XW
71	ROUTE TU	ROUTE HV	ROUTE AJQ	ROUTE ADL	ROUTE LW	ROUTE YB	ROUTE BP	ROUTE BA	ROUTE AEN	ROUTE BU	ROUTE KV	ROUTE AQT	ROUTE ALY
72	ROUTE CB	ROUTE ADV	ROUTE AJT	ROUTE IC	ROUTE ZA	ROUTE CG	ROUTE AHC	ROUTE IC	ROUTE AER	ROUTE ADZ	ROUTE AIT	ROUTE IB	ROUTE VP
73	ROUTE HC	ROUTE KT	ROUTE AME	ROUTE ADE	ROUTE IZ	ROUTE AMY	ROUTE TU	ROUTE AME	ROUTE AHH	ROUTE IE	ROUTE HP	ROUTE AGZ	ROUTE AIK
74	ROUTE SG	ROUTE HZ	ROUTE AJP	ROUTE AHC	ROUTE YZ	ROUTE TW	ROUTE AJ	ROUTE AJV	ROUTE AIR	ROUTE KO	ROUTE AJB	ROUTE HK	ROUTE AGO
75	ROUTE AMY	ROUTE AIV	ROUTE AJS	ROUTE BU	ROUTE LR	ROUTE PU	ROUTE BX	ROUTE RW	ROUTE CI	ROUTE ADV	ROUTE AQ	ROUTE HP	ROUTE AN
76	ROUTE LB	ROUTE AQR	ROUTE AKS	ROUTE AEB	ROUTE ZJ	ROUTE AGT	ROUTE AR	ROUTE CG	ROUTE IE	ROUTE AU	ROUTE AQX	ROUTE AKZ	ROUTE AQ
77	ROUTE AME	ROUTE AQS	ROUTE AKV	ROUTE ADY	ROUTE ZE	ROUTE HL	ROUTE AEB	ROUTE ANE	ROUTE AKY	ROUTE CI	ROUTE LC	ROUTE AQO	ROUTE AIZ
78	ROUTE AJV	ROUTE LA	ROUTE HO	ROUTE ANE	ROUTE RX	ROUTE AJV	ROUTE ADL	ROUTE AGT	ROUTE AHJ	ROUTE AGR	ROUTE AQQ	ROUTE KR	ROUTE KX
79	ROUTE HV	ROUTE AIS	ROUTE ATM	ROUTE BC	ROUTE RD	ROUTE RU	ROUTE AEE	ROUTE QI	ROUTE AIZ	ROUTE HE	ROUTE AEN	ROUTE KT	ROUTE ZB
80	ROUTE KR	ROUTE AQO	ROUTE ANA	ROUTE ADU	ROUTE YQ	ROUTE YA	ROUTE ACO	ROUTE YA	ROUTE AO	ROUTE AGO	ROUTE AQK	ROUTE AQQ	ROUTE KO
81	ROUTE AO	ROUTE AIU	ROUTE ALU	ROUTE UG	ROUTE LO	ROUTE ALE	ROUTE CE	ROUTE TW	ROUTE AJB	ROUTE AIV	ROUTE AHF	ROUTE AIV	ROUTE IE
82	ROUTE ADE	ROUTE HN	ROUTE ALX	ROUTE NU	ROUTE IE	ROUTE LD	ROUTE AY	ROUTE ADJ	ROUTE AQW	ROUTE PW	ROUTE HI	ROUTE YZ	ROUTE RT
83	ROUTE BU	ROUTE AQQ	ROUTE AKG	ROUTE HE	ROUTE LJ	ROUTE QI	ROUTE AH	ROUTE ADF	ROUTE LA	ROUTE ADP	ROUTE AI	ROUTE ZA	ROUTE RJ
84	ROUTE XY	ROUTE IE	ROUTE AGT	ROUTE AJY	ROUTE TH	ROUTE ADJ	ROUTE LD	ROUTE PU	ROUTE AQU	ROUTE BA	ROUTE AFD	ROUTE ADL	ROUTE RD
85	ROUTE ADU	ROUTE KQ	ROUTE AKO	ROUTE AGO	ROUTE IR	ROUTE ADF	ROUTE AKY	ROUTE SI	ROUTE AQS	ROUTE ADM	ROUTE AHH	ROUTE ALV	ROUTE TU
86	ROUTE AGZ	ROUTE ADM	ROUTE AOM	ROUTE CI	ROUTE RT	ROUTE TU	ROUTE BV	ROUTE AIV	ROUTE HK	ROUTE AIS	ROUTE AJA	ROUTE CI	ROUTE AHD
87	ROUTE HZ	ROUTE AJV	ROUTE ALT	ROUTE QI	ROUTE PV	ROUTE AME	ROUTE AP	ROUTE LD	ROUTE AJ	ROUTE AIU	ROUTE AKZ	ROUTE ADI	ROUTE PV

Route AJU = Route 1
Route AJW = Route 2

Mill Creek - Hardin County 345 kV Line
Sensitivity Analysis

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
88	ROUTE SI	ROUTE ADF	ROUTE LP	ROUTE AJY	ROUTE LB	ROUTE NW	ROUTE ADZ	ROUTE SI	ROUTE ADJ	ROUTE LD	ROUTE AKY	ROUTE NU	ROUTE VW	ROUTE ALX	ROUTE AKJ	ROUTE LP	ROUTE LZ	ROUTE AJ	ROUTE AGT	ROUTE AU	ROUTE AEH	ROUTE IC	ROUTE AIO	ROUTE TU	ROUTE RW
89	ROUTE AJY	ROUTE AU	ROUTE UI	ROUTE ADJ	ROUTE AJA	ROUTE AH	ROUTE ALA	ROUTE AJV	ROUTE LD	ROUTE ADJ	ROUTE AGT	ROUTE UI	ROUTE AOK	ROUTE AIR	ROUTE AKR	ROUTE ZL	ROUTE LU	ROUTE AR	ROUTE CC	ROUTE ADZ	ROUTE AEL	ROUTE YB	ROUTE AHP	ROUTE HE	ROUTE LP
90	ROUTE ADZ	ROUTE ADZ	ROUTE ZK	ROUTE ADF	ROUTE AHD	ROUTE AP	ROUTE AJU	ROUTE ADV	ROUTE BV	ROUTE ADV	ROUTE ADJ	ROUTE TU	ROUTE ADI	ROUTE AIT	ROUTE AQP	ROUTE BA	ROUTE JC	ROUTE ADV	ROUTE AW	ROUTE AJY	ROUTE AEP	ROUTE RW	ROUTE AV	ROUTE IC	ROUTE LF
91	ROUTE ADV	ROUTE TU	ROUTE IF	ROUTE HL	ROUTE LN	ROUTE AJY	ROUTE OG	ROUTE RU	ROUTE ADZ	ROUTE ADZ	ROUTE NW	ROUTE OG	ROUTE HH	ROUTE BC	ROUTE ALW	ROUTE MB	ROUTE XY	ROUTE ADZ	ROUTE ALY	ROUTE ADV	ROUTE ADP	ROUTE AOX	ROUTE AOW	ROUTE XX	ROUTE KU
92	ROUTE AU	ROUTE ADV	ROUTE HL	ROUTE AGR	ROUTE AIV	ROUTE TW	ROUTE NW	ROUTE AME	ROUTE ALY	ROUTE AME	ROUTE OG	ROUTE AKE	ROUTE NX	ROUTE AGN	ROUTE ATG	ROUTE AOJ	ROUTE ADK	ROUTE AJY	ROUTE VW	ROUTE AGR	ROUTE ALV	ROUTE AHD	ROUTE AIY	ROUTE OI	ROUTE ADO
93	ROUTE TU	ROUTE AJY	ROUTE AR	ROUTE AIV	ROUTE AGR	ROUTE YA	ROUTE ALE	ROUTE ADZ	ROUTE RU	ROUTE AJV	ROUTE ADZ	ROUTE HJ	ROUTE ADY	ROUTE AEC	ROUTE KS	ROUTE ZF	ROUTE IX	ROUTE SI	ROUTE LB	ROUTE AOX	ROUTE ALX	ROUTE AEF	ROUTE BW	ROUTE LL	ROUTE LX
94	ROUTE AGR	ROUTE UI	ROUTE LH	ROUTE UI	ROUTE UI	ROUTE BV	ROUTE QP	ROUTE HJ	ROUTE XZ	ROUTE HJ	ROUTE AOL	ROUTE BA	ROUTE AHB	ROUTE AGO	ROUTE AKN	ROUTE LL	ROUTE RG	ROUTE BP	ROUTE AGO	ROUTE HL	ROUTE AHE	ROUTE AIT	ROUTE ALX	ROUTE ZH	ROUTE AOE
95	ROUTE UI	ROUTE AR	ROUTE ALE	ROUTE ADZ	ROUTE YA	ROUTE KR	ROUTE QV	ROUTE UI	ROUTE ALE	ROUTE NW	ROUTE XZ	ROUTE CG	ROUTE UG	ROUTE YB	ROUTE AKO	ROUTE LJ	ROUTE VW	ROUTE BX	ROUTE NW	ROUTE UI	ROUTE AHG	ROUTE AKE	ROUTE AQU	ROUTE HX	ROUTE HG
96	ROUTE AR	ROUTE AGR	ROUTE CJ	ROUTE AIU	ROUTE ADP	ROUTE AMY	ROUTE QN	ROUTE QG	ROUTE OG	ROUTE QG	ROUTE ALY	ROUTE AU	ROUTE ANE	ROUTE AQP	ROUTE ANE	ROUTE ZI	ROUTE RB	ROUTE NW	ROUTE YB	ROUTE AIT	ROUTE AHI	ROUTE CG	ROUTE KT	ROUTE ANE	ROUTE ANY
97	ROUTE AIV	ROUTE AIV	ROUTE AIU	ROUTE KR	ROUTE LZ	ROUTE AU	ROUTE JP	ROUTE ANE	ROUTE UI	ROUTE TU	ROUTE UI	ROUTE LB	ROUTE HA	ROUTE ALA	ROUTE ALI	ROUTE XZ	ROUTE ANE	ROUTE HJ	ROUTE AMY	ROUTE AIS	ROUTE OI	ROUTE AHJ	ROUTE HN	ROUTE ZC	ROUTE ALE
98	ROUTE AJ	ROUTE AJ	ROUTE AU	ROUTE ADV	ROUTE AIT	ROUTE HC	ROUTE QT	ROUTE TU	ROUTE LT	ROUTE AH	ROUTE TU	ROUTE KR	ROUTE AGO	ROUTE ALU	ROUTE ALL	ROUTE LD	ROUTE HK	ROUTE AGO	ROUTE VU	ROUTE RU	ROUTE AKE	ROUTE AEC	ROUTE AEH	ROUTE AGR	ROUTE YV
99	ROUTE NW	ROUTE QG	ROUTE LL	ROUTE LB	ROUTE AJB	ROUTE HH	ROUTE AY	ROUTE AH	ROUTE LZ	ROUTE UI	ROUTE AY	ROUTE SG	ROUTE ADL	ROUTE CI	ROUTE ATQ	ROUTE ZJ	ROUTE YX	ROUTE ANE	ROUTE NU	ROUTE AIU	ROUTE ALY	ROUTE AJB	ROUTE ALZ	ROUTE AIO	ROUTE YQ
100	ROUTE QG	ROUTE AOX	ROUTE ZL	ROUTE AGO	ROUTE AGO	ROUTE LD	ROUTE HC	ROUTE AP	ROUTE LH	ROUTE AP	ROUTE HC	ROUTE HC	ROUTE KP	ROUTE HG	ROUTE AIS	ROUTE CG	ROUTE AJY	ROUTE AU	ROUTE YA	ROUTE ADP	ROUTE AIW	ROUTE AER	ROUTE AO	ROUTE PX	ROUTE YS
101	ROUTE AOX	ROUTE BX	ROUTE AME	ROUTE NW	ROUTE LP	ROUTE AGO	ROUTE CE	ROUTE NW	ROUTE AMY	ROUTE ANE	ROUTE SG	ROUTE AGO	ROUTE AEB	ROUTE AJB	ROUTE ALH	ROUTE LX	ROUTE ZG	ROUTE HC	ROUTE KR	ROUTE OG	ROUTE BW	ROUTE AIR	ROUTE BO	ROUTE AHD	ROUTE ALZ
102	ROUTE AGO	ROUTE NW	ROUTE ADP	ROUTE AHD	ROUTE AJY	ROUTE SI	ROUTE KN	ROUTE LB	ROUTE LN	ROUTE BV	ROUTE CE	ROUTE AGR	ROUTE OJ	ROUTE AIQ	ROUTE AIV	ROUTE LV	ROUTE LK	ROUTE LB	ROUTE ADV	ROUTE AR	ROUTE AIY	ROUTE TW	ROUTE HG	ROUTE ALX	ROUTE AIL
103	ROUTE BX	ROUTE BP	ROUTE AGR	ROUTE ADP	ROUTE IF	ROUTE RU	ROUTE KR	ROUTE BV	ROUTE TU	ROUTE AJY	ROUTE ALE	ROUTE HH	ROUTE AU	ROUTE ALC	ROUTE ALK	ROUTE AEE	ROUTE IN	ROUTE UI	ROUTE HH	ROUTE AQU	ROUTE AJA	ROUTE PU	ROUTE AHO	ROUTE ZE	ROUTE AGR
104	ROUTE BP	ROUTE KR	ROUTE LJ	ROUTE AR	ROUTE HH	ROUTE AGR	ROUTE IF	ROUTE SG	ROUTE AME	ROUTE SG	ROUTE LB	ROUTE AQK	ROUTE IE	ROUTE ALW	ROUTE AMJ	ROUTE LN	ROUTE LF	ROUTE AGR	ROUTE ADF	ROUTE AHD	ROUTE ATS	ROUTE AQW	ROUTE KQ	ROUTE YU	ROUTE AGO
105	ROUTE ADP	ROUTE LB	ROUTE AJ	ROUTE AJ	ROUTE ADM	ROUTE AJV	ROUTE OI	ROUTE KR	ROUTE AY	ROUTE KR	ROUTE KR	ROUTE XZ	ROUTE VU	ROUTE AMX	ROUTE AJO	ROUTE AIV	ROUTE ZK	ROUTE KR	ROUTE ADZ	ROUTE AJ	ROUTE AQT	ROUTE AQU	ROUTE AHE	ROUTE AEB	ROUTE RO
106	ROUTE AIS	ROUTE ADP	ROUTE AIV	ROUTE OG	ROUTE AGT	ROUTE AY	ROUTE BD	ROUTE AU	ROUTE AJV	ROUTE LB	ROUTE OE	ROUTE OG	ROUTE HF	ROUTE AQM	ROUTE AJR	ROUTE LO	ROUTE TO	ROUTE OG	ROUTE ADJ	ROUTE AQV	ROUTE AGR	ROUTE AQK	ROUTE IB	ROUTE AGO	ROUTE KP
107	ROUTE KR	ROUTE AGO	ROUTE ZH	ROUTE AIT	ROUTE NW	ROUTE IF	ROUTE HH	ROUTE AJY	ROUTE HC	ROUTE HC	ROUTE IF	ROUTE AJ	ROUTE NV	ROUTE AHJ	ROUTE AMX	ROUTE ZK	ROUTE YO	ROUTE HH	ROUTE AEC	ROUTE AQW	ROUTE ATU	ROUTE AIO	ROUTE AMX	ROUTE ADY	ROUTE ALU
108	ROUTE AHD	ROUTE AHD	ROUTE AQW	ROUTE LP	ROUTE BD	ROUTE AME	ROUTE CJ	ROUTE LP	ROUTE SG	ROUTE AU	ROUTE OI	ROUTE UG	ROUTE AGR	ROUTE AIY	ROUTE AIR	ROUTE OG	ROUTE IY	ROUTE AH	ROUTE KP	ROUTE AJB	ROUTE BO	ROUTE AHG	ROUTE LA	ROUTE AMZ	ROUTE ALW
109	ROUTE LB	ROUTE AIS	ROUTE ANE	ROUTE AJB	ROUTE AIZ	ROUTE BD	ROUTE RB	ROUTE HC	ROUTE LB	ROUTE HH	ROUTE NU	ROUTE AR	ROUTE AOQ	ROUTE ALT	ROUTE AIU	ROUTE AQX	ROUTE IT	ROUTE AP	ROUTE ADM	ROUTE AKE	ROUTE AU	ROUTE AHI	ROUTE AIX	ROUTE AIZ	ROUTE ALR
110	ROUTE AIT	ROUTE AIU	ROUTE BX	ROUTE HH	ROUTE AEF	ROUTE AHD	ROUTE JF	ROUTE AIV	ROUTE LV	ROUTE AY	ROUTE BD	ROUTE ADF	ROUTE AJZ	ROUTE PW	ROUTE AMT	ROUTE IR	ROUTE LO	ROUTE ADM	ROUTE AJV	ROUTE AIQ	ROUTE AUK	ROUTE AIY	ROUTE CB	ROUTE LP	ROUTE IF
111	ROUTE HJ	ROUTE AIT	ROUTE OG	ROUTE ADM	ROUTE MB	ROUTE QE	ROUTE QL	ROUTE AGO	ROUTE CE	ROUTE IF	ROUTE AMY	ROUTE ADJ	ROUTE BC	ROUTE AJA	ROUTE AMW	ROUTE ZC	ROUTE RP	ROUTE SG	ROUTE HF	ROUTE TU	ROUTE AEF	ROUTE AEL	ROUTE ALW	ROUTE AO	ROUTE ALM
112	ROUTE AIU	ROUTE HH	ROUTE LM	ROUTE AEF	ROUTE HC	ROUTE QA	ROUTE RH	ROUTE HH	ROUTE MB	ROUTE XZ	ROUTE HH	ROUTE BP	ROUTE PX	ROUTE AMJ	ROUTE ADM	ROUTE LF	ROUTE YW	ROUTE BV	ROUTE XZ	ROUTE AEF	ROUTE AQR	ROUTE AJA	ROUTE AHM	ROUTE AV	ROUTE LK
113	ROUTE SG	ROUTE HJ	ROUTE AHD	ROUTE BX	ROUTE LL	ROUTE ADM	ROUTE NU	ROUTE XZ	ROUTE LJ	ROUTE AGO	ROUTE AME	ROUTE ADV	ROUTE CI	ROUTE ALV	ROUTE AJE	ROUTE AKE	ROUTE XX	ROUTE AY	ROUTE AOO	ROUTE LP	ROUTE AQP	ROUTE AEP	ROUTE AQT	ROUTE YR	ROUTE VT
114	ROUTE AQU	ROUTE SG	ROUTE KP	ROUTE BP	ROUTE ADJ	ROUTE OI	ROUTE JL	ROUTE LN	ROUTE LP	ROUTE BD	ROUTE CJ	ROUTE BX	ROUTE XX	ROUTE AHG	ROUTE AJH	ROUTE ZD	ROUTE YS	ROUTE AEC	ROUTE QI	ROUTE AIR	ROUTE AMY	ROUTE AQV	ROUTE AIZ	ROUTE AQN	ROUTE VJ
115	ROUTE AKE	ROUTE LP	ROUTE AIR	ROUTE AJA	ROUTE ADF	ROUTE ADP	ROUTE IX	ROUTE AGR	ROUTE OE	ROUTE NU	ROUTE VW	ROUTE ADZ	ROUTE RX	ROUTE AMW	ROUTE AEC	ROUTE YZ	ROUTE RV	ROUTE NU	ROUTE AQL	ROUTE NW	ROUTE ALW	ROUTE ALX	ROUTE HX	ROUTE ADE	ROUTE VD
116	ROUTE HH	ROUTE AQW	ROUTE ZJ	ROUTE LN	ROUTE HL	ROUTE CE	ROUTE QR	ROUTE LJ	ROUTE KR	ROUTE OI	ROUTE XY	ROUTE KP	ROUTE AJ	ROUTE AER	ROUTE AJD	ROUTE LZ	ROUTE HP	ROUTE AHD	ROUTE IF	ROUTE AGO	ROUTE ALS	ROUTE QI	ROUTE ALU	ROUTE RP	ROUTE ADO
117	ROUTE ADM	ROUTE AQU	ROUTE SG	ROUTE SG	ROUTE AY	ROUTE NU	ROUTE QZ	ROUTE AQK	ROUTE IF	ROUTE UG	ROUTE UG	ROUTE HA	ROUTE OH	ROUTE AQO	ROUTE AML	ROUTE RT	ROUTE TT	ROUTE ADP	ROUTE XY	ROUTE BX	ROUTE ALU	ROUTE YA	ROUTE AMZ	ROUTE AIS	ROUTE AIS
118	ROUTE LP	ROUTE AEF	ROUTE AEF	ROUTE HC	ROUTE QG	ROUTE ALA	ROUTE JD	ROUTE AIU	ROUTE NW	ROUTE AGR	ROUTE AJV	ROUTE HF	ROUTE BP	ROUTE AHI	ROUTE AJG	ROUTE PX	ROUTE ZB	ROUTE AIV	ROUTE AJY	ROUTE AHJ	ROUTE ATO	ROUTE AHH	ROUTE AQV	ROUTE YW	ROUTE QI
119	ROUTE AEF	ROUTE AQV	ROUTE LF	ROUTE IF	ROUTE AEC	ROUTE ALC	ROUTE QO	ROUTE AIS	ROUTE ZB	ROUTE CE	ROUTE AW	ROUTE VW	ROUTE AKF	ROUTE IC	ROUTE AJD	ROUTE AJB	ROUTE RC	ROUTE AQX	ROUTE CJ	ROUTE KR	ROUTE ATQ	ROUTE RU	ROUTE AQR	ROUTE YY	ROUTE AMV
120	ROUTE AQW	ROUTE AJB	ROUTE BB	ROUTE BD	ROUTE AJ	ROUTE CJ	ROUTE RF	ROUTE AY	ROUTE AQK	ROUTE AHD	ROUTE HA	ROUTE AOQ	ROUTE IC	ROUTE KO	ROUTE HM	ROUTE MA	ROUTE QX	ROUTE CE	ROUTE BO	ROUTE BP	ROUTE AMV	ROUTE HL	ROUTE AMW	ROUTE AIJ	ROUTE AJB
121	ROUTE AJB	ROUTE ADM	ROUTE AGT	ROUTE AIS	ROUTE AR	ROUTE AEC	ROUTE QU	ROUTE IF	ROUTE ZH	ROUTE ADM	ROUTE CC	ROUTE XY	ROUTE OJ	ROUTE AHD	ROUTE AI	ROUTE ZG	ROUTE LN	ROUTE AEF	ROUTE SI	ROUTE AQR	ROUTE AEZ	ROUTE AQR	ROUTE BC	ROUTE AOK	ROUTE AIW
122	ROUTE AQV	ROUTE ZL	ROUTE ADJ	ROUTE AEC	ROUTE LX	ROUTE AKE	ROUTE ALI	ROUTE AHD	ROUTE ZE	ROUTE CJ	ROUTE QA	ROUTE AH	ROUTE AHC	ROUTE AIX	ROUTE ALS	ROUTE JD	ROUTE TG	ROUTE HA	ROUTE QG	ROUTE SG	ROUTE AMX	ROUTE AQT	ROUTE BU	ROUTE RU	ROUTE AIU
123	ROUTE HC	ROUTE AIR	ROUTE ZI	ROUTE AIZ	ROUTE CJ	ROUTE AEF	ROUTE IV	ROUTE AQX	ROUTE ZK	ROUTE AQK	ROUTE KP	ROUTE AP	ROUTE AR	ROUTE ALR	ROUTE ALV	ROUTE ZE	ROUTE LI	ROUTE BD	ROUTE ID	ROUTE AOS	ROUTE AHF	ROUTE AKZ	ROUTE AEZ	ROUTE ALS	ROUTE TV
124	ROUTE AQR	ROUTE HC	ROUTE IP	ROUTE LL	ROUTE AHI	ROUTE UI	ROUTE ALL	ROUTE ADM	ROUTE XY	ROUTE ADP	ROUTE QC	ROUTE AKZ	ROUTE AVC	ROUTE AKX	ROUTE AKM	ROUTE AOR	ROUTE IC	ROUTE IF	ROUTE AU	ROUTE LB	ROUTE AHD	ROUTE AEN	ROUTE AOJ	ROUTE AJB	ROUTE RX
125	ROUTE AIQ	ROUTE BD	ROUTE HF	ROUTE AQX	ROUTE ADV	ROUTE TU	ROUTE YB	ROUTE MB	ROUTE BD	ROUTE LP	ROUTE ID	ROUTE AIV	ROUTE BX	ROUTE AIZ	ROUTE AKP	ROUTE LR	ROUTE TB	ROUTE UG	ROUTE CH	ROUTE HH	ROUTE LL	ROUTE AOQ	ROUTE AOO	ROUTE YT	ROUTE HC
126	ROUTE AQK	ROUTE AIQ	ROUTE AQX	ROUTE MB	ROUTE ADZ	ROUTE ANE	ROUTE JB	ROUTE BO	ROUTE VW	ROUTE AEC	ROUTE AJY	ROUTE LP	ROUTE BA	ROUTE ALS	ROUTE BO	ROUTE LH	ROUTE IQ	ROUTE AOK	ROUTE UI	ROUTE AOT	ROUTE AUG	ROUTE AIZ	ROUTE AHL	ROUTE UI	ROUTE ANE
127	ROUTE AIR	ROUTE UG	ROUTE LZ	ROUTE AIR	ROUTE SG	ROUTE KP	ROUTE QS	ROUTE ZL	ROUTE HH	ROUTE AKE	ROUTE AQK	ROUTE AOJ	ROUTE PV	ROUTE AU	ROUTE ATI	ROUTE YT	ROUTE RS	ROUTE LP	ROUTE BB	ROUTE AIZ	ROUTE AUE	ROUTE AHP	ROUTE AMU	ROUTE BA	ROUTE HH
128	ROUTE ZL	ROUTE LJ	ROUTE BP	ROUTE HJ	ROUTE CE	ROUTE IR	ROUTE RN	ROUTE LH	ROUTE CJ	ROUTE KP	ROUTE ANE	ROUTE PX	ROUTE AKZ	ROUTE AOO	ROUTE AOQ	ROUTE AIT	ROUTE IL	ROUTE KP	ROUTE SG	ROUTE AIY	ROUTE AFD	ROUTE AHF	ROUTE AHN	ROUTE HH	ROUTE KV
129	ROUTE AEC	ROUTE AP	ROUTE AIT	ROUTE AY	ROUTE KP	ROUTE RT	ROUTE ALH	ROUTE UG	ROUTE LR	ROUTE AEF	ROUTE OG	ROUTE BV	ROUTE CG	ROUTE ADP	ROUTE AQ	ROUTE IN	ROUTE RN	ROUTE ZL	ROUTE AGR	ROUTE AER	ROUTE LP	ROUTE AFD	ROUTE ALT	ROUTE LF	ROUTE ALF
130	ROUTE UG	ROUTE AQR	ROUTE LO	ROUTE UG	ROUTE BP	ROUTE HA	ROUTE RT	ROUTE ADP	ROUTE ZC	ROUTE LL	ROUTE BB	ROUTE XX	ROUTE AOJ	ROUTE AMT	ROUTE AOI	ROUTE LK	ROUTE LY	ROUTE CJ	ROUTE PX	ROUTE ALX	ROUTE AHN	ROUTE AMX	ROUTE AIW	ROUTE BW	ROUTE RN
131	ROUTE AP	ROUTE AKE	ROUTE DD	ROUTE AHJ	ROUTE BX	ROUTE AHJ	ROUTE ALK	ROUTE AJB	ROUTE ANE	ROUTE HA	ROUTE HF	ROUTE AIS	ROUTE SJ	ROUTE AEL	ROUTE AJK	ROUTE RH	ROUTE LT	ROUTE AIS	ROUTE HD	ROUTE ZL	ROUTE SI	ROUTE AIX	ROUTE HE	ROUTE CB	ROUTE QX
132	ROUTE AHJ	ROUTE LN	ROUTE AIS	ROUTE AQW	ROUTE AHO	ROUTE ALX	ROUTE AJY	ROUTE AIR	ROUTE LX	ROUTE LJ	ROUTE ADM	ROUTE LJ	ROUTE XW	ROUTE BA	ROUTE AJN	ROUTE AIS	ROUTE RF	ROUTE AQU	ROUTE UG	ROUTE ADM	ROUTE ATT	ROUTE SI	ROUTE KO	ROUTE ALP	ROUTE RH
133	ROUTE AH	ROUTE IF	ROUTE UG	ROUTE CJ	ROUTE AIR	ROUTE IL	ROUTE RL	ROUTE CE	ROUTE ZI	ROUTE AIV	ROUTE UE	ROUTE AOX	ROUTE TX	ROUTE AHF	ROUTE ALO	ROUTE ZH	ROUTE JB	ROUTE XZ	ROUTE AQK	ROUTE AJA	ROUTE AOJ	ROUTE AOS	ROUTE AQQ	ROUTE IF	ROUTE RR
134	ROUTE LJ	ROUTE AH	ROUTE AQT	ROUTE LZ	ROUTE LM	ROUTE HF	ROUTE IL	ROUTE AQW	ROUTE ZF	ROUTE HF	ROUTE CH	ROUTE AJB	ROUTE ADO	ROUTE AHH	ROUTE AOO	ROUTE LI	ROUTE IW	ROUTE HF	ROUTE RX	ROUTE LJ	ROUTE ADJ	ROUTE ALW	ROUTE HZ	ROUTE RT	ROUTE AGP
135	ROUTE AQT	ROUTE AHJ	ROUTE YY	ROUTE AIQ	ROUTE IP	ROUTE LP	ROUTE AW	ROUTE LL	ROUTE LF	ROUTE MB	ROUTE AGO	ROUTE MB	ROUTE AEE	ROUTE AMV	ROUTE ALG	ROUTE AQU	ROUTE VU	ROUTE AKE	ROUTE HB	ROUTE LL	ROUTE AIX	ROUTE ALU	ROUTE ALV	ROUTE HI	ROUTE VO
136	ROUTE BD	ROUTE AQT	ROUTE IR	ROUTE KP	ROUTE AHJ	ROUTE LB	ROUTE AHV	ROUTE ZK	ROUTE ZL	ROUTE VW	ROUTE LX	ROUTE ALZ	ROUTE RV	ROUTE RW	ROUTE AOG	ROUTE IL	ROUTE RA	ROUTE AQW	ROUTE PV	ROUTE AHH	ROUTE AHP	ROUTE LD	ROUTE AOM	ROUTE HC	ROUTE LJ
137	ROUTE AIY	ROUTE LL	ROUTE MB	ROUTE AHI	ROUTE UG	ROUTE SG	ROUTE RR	ROUTE LZ	ROUTE LL	ROUTE AIT	ROUTE VU	ROUTE ZL	ROUTE ALZ	ROUTE ALO	ROUTE ALR	ROUTE AQV	ROUTE HI	ROUTE AIU	ROUTE ALE	ROUTE AHG	ROUTE BA	ROUTE TU	ROUTE ALR	ROUTE HZ	ROUTE LR
138	ROUTE NU	ROUTE AEC	ROUTE AOF	ROUTE AKE	ROUTE AIX	ROUTE JD	ROUTE IR	ROUTE AOU	ROUTE UG	ROUTE LF	ROUTE AEC	ROUTE AHD	ROUTE XV	ROUTE AKU	ROUTE BW	ROUTE VW	ROUTE YU	ROUTE LJ	ROUTE AHD	ROUTE HJ	ROUTE ADF	ROUTE ALZ	ROUTE AOS	ROUTE AME	ROUTE MB
139	ROUTE AOS	ROUTE AOS	ROUTE ID	ROUTE LJ	ROUTE AHH	ROUTE DH	ROUTE HA	ROUTE AEC	ROUTE AIX	ROUTE AW	ROUTE LL	ROUTE RX	ROUTE AH	ROUTE AEP	ROUTE AIQ	ROUTE ZA	ROUTE TP	ROUTE AIT	ROUTE TX	ROUTE LN	ROUTE AGT	ROUTE AHE	ROUTE ALF	ROUTE HN	ROUTE TP
140	ROUTE IF	ROUTE AIY	ROUTE HJ	ROUTE NU	ROUTE LY	ROUTE RN	ROUTE KD	ROUTE AIT	ROUTE AJA	ROUTE ZL	ROUTE LR	ROUTE AY	ROUTE ALF	ROUTE AIW	ROUTE ALJ	ROUTE HL	ROUTE IM	ROUTE OI	ROUTE RV	ROUTE AQK	ROUTE AOK	ROUTE AOJ	ROUTE AOO	ROUTE ADU	ROUTE AHA
141	ROUTE LL	ROUTE AOK	ROUTE AP	ROUTE AIY	ROUTE JB	ROUTE AHG	ROUTE KJ	ROUTE LV	ROUTE AIR	ROUTE ID	ROUTE AU	ROUTE IF	ROUTE OH	ROUTE ANA	ROUTE AOM	ROUTE AJV	ROUTE LE	ROUTE AJB	ROUTE ZL	ROUTE AQO	ROUTE AOO	ROUTE AR	ROUTE CI	ROUTE KP	ROUTE BC
142	ROUTE ALX	ROUTE CJ	ROUTE LG	ROUTE CE	ROUTE AHP	ROUTE AW	ROUTE U	ROUTE CJ	ROUTE LS	ROUTE LX	ROUTE AHD	ROUTE ADM	ROUTE HD	ROUTE AEF	ROUTE ALN	ROUTE YW	ROUTE TX	ROUTE AOO	ROUTE AEF	ROUTE UG	ROUTE AOQ	ROUTE AOO	ROUTE IE	ROUTE AJY	ROUTE AEE
143	ROUTE AIZ	ROUTE AJA	ROUTE DH	ROUTE AQV	ROUTE LH	ROUTE IP	ROUTE CC	ROUTE ZI	ROUTE AIU	ROUTE XY	ROUTE LF	ROUTE ADP	ROUTE ADF	ROUTE YA	ROUTE AIT	ROUTE KR	ROUTE IH	ROUTE AQR	ROUTE ADP	ROUTE BD	ROUTE AQO	ROUTE AOO	ROUTE AMT	ROUTE AI	ROUTE AOI
144	ROUTE LN	ROUTE ZK	ROUTE CH	ROUTE AP	ROUTE AEP	ROUTE AIV	ROUTE EF	ROUTE AJA	ROUTE LY	ROUTE LN	ROUTE ALC	ROUTE AQU	ROUTE AP	ROUTE AOI	ROUTE AJJ	ROUTE TT	ROUTE YY	ROUTE AQV	ROUTE AME	ROUTE AHI	ROUTE AOM	ROUTE AEH	ROUTE HV	ROUTE LX	ROUTE LN
145	ROUTE OI	ROUTE ZI	ROUTE ADZ	ROUTE AH	ROUTE AIS	ROUTE ALU	ROUTE IP	ROUTE AEF	ROUTE LG	ROUTE BB	ROUTE MB	ROUTE BD	ROUTE ADV	ROUTE AGR	ROUTE AJM	ROUTE AOK	ROUTE TC	ROUTE ZI	ROUTE ZI	ROUTE AOP	ROUTE HE	ROUTE AJ	ROUTE AET	ROUTE ADP	ROUTE AOM
146	ROUTE AJA	ROUTE AIZ	ROUTE ZE	ROUTE LX	ROUTE LO	ROUTE ID	ROUTE ADM	ROUTE AIY	ROUTE LM	ROUTE AIS	ROUTE LP	ROUTE AIY	ROUTE UJ	ROUTE ALO	ROUTE ALQ	ROUTE RX	ROUTE ZH	ROUTE AW	ROUTE OI	ROUTE AQQ	ROUTE YA	ROUTE AIW	ROUTE AOI	ROUTE AOO	ROUTE AOC
147	ROUTE AER	ROUTE ALX	ROUTE AQV	ROUTE AHH	ROUTE ID	ROUTE AHP	ROUTE AGO	ROUTE AOT	ROUTE QZ	ROUTE OG	ROUTE PY	ROUTE LV	ROUTE BV	ROUTE ANC	ROUTE AMS	ROUTE XY	ROUTE SX	ROUTE LN	ROUTE ZF	ROUTE AEN	ROUTE KO	ROUTE AHM	ROUTE AMV	ROUTE TX	ROUTE ANS
148	ROUTE BV	ROUTE BV	ROUTE ZG	ROUTE AER	ROUTE IR	ROUTE RH	ROUTE JR	ROUTE OI	ROUTE QA	ROUTE LV	ROUTE LV	ROUTE ZI	ROUTE ADJ	ROUTE CG	ROUTE AMV	ROUTE XX	ROUTE IS	ROUTE ZK	ROUTE CF	ROUTE AEC	ROUTE ATP	ROUTE AHO	ROUTE AHK	ROUTE ALU	ROUTE YP
149	ROUTE AOO	ROUTE AER	ROUTE LK	ROUTE AOR	ROUTE HF	ROUTE RR	ROUTE KP	ROUTE AOR	ROUTE ADM	ROUTE AJB	ROUTE PX	ROUTE AIT	ROUTE AMF	ROUTE HE	ROUTE ANK	ROUTE LB	ROUTE RO	ROUTE LL	ROUTE AZ	ROUTE AIW	ROUTE ALT	ROUTE NW	ROUTE AGP	ROUTE ZB	ROUTE IC
150	ROUTE AY	ROUTE AY	ROUTE U	ROUTE LH	ROUTE BB	ROUTE AER	ROUTE AEC	ROUTE LF	ROUTE RF	ROUTE AOX	ROUTE AKE	ROUTE AQR	ROUTE ADZ	ROUTE AKW	ROUTE ANO	ROUTE YX	ROUTE XW	ROUTE VW	ROUTE TV	ROUTE OI	ROUTE UI	ROUTE ALV	ROUTE BA	ROUTE ALW	ROUTE AHH
151	ROUTE ZI	ROUTE MB	ROUTE AQU	ROUTE AIX	ROUTE AHN	ROUTE BB	ROUTE JX	ROUTE ZH	ROUTE RL	ROUTE CC	ROUTE ADP	ROUTE LL	ROUTE SH	ROUTE AOM	ROUTE AJC	ROUTE LT	ROUTE RJ	ROUTE MB	ROUTE YZ	ROUTE AEL	ROUTE AMW	ROUTE AOO	ROUTE AMR	ROUTE ALZ	ROUTE UI
152	ROUTE CJ	ROUTE KP	ROUTE YZ	ROUTE ZL	ROUTE NU	ROUTE LJ	ROUTE RW	ROUTE LT	ROUTE AGO	ROUTE ZJ	ROUTE AGR	ROUTE VU	ROUTE AMZ	ROUTE AMR	ROUTE AIY	ROUTE RN	ROUTE VH	ROUTE AQT	ROUTE ANE	ROUTE IF	ROUTE AMS	ROUTE AMW	ROUTE PW	ROUTE ADM	ROUTE OJ
153	ROUTE MB	ROUTE NU	ROUTE LT	ROUTE LO	ROUTE AQW	ROUTE ALR	ROUTE ID	ROUTE ZF	ROUTE AW	ROUTE AIO	ROUTE LJ	ROUTE CE	ROUTE TV	ROUTE AHE	ROUTE AJF	ROUTE AIZ	ROUTE TS	ROUTE AIR	ROUTE ZK	ROUTE ALU	ROUTE AET	ROUTE AMU	ROUTE AMF	ROUTE LJ	ROUTE ADM
154	ROUTE AOQ	ROUTE AOQ	ROUTE AIO	ROUTE AHP	ROUTE LT	ROUTE AHI	ROUTE AU	ROUTE NU	ROUTE RR	ROUTE AOQ	ROUTE AEF	ROUTE AEC	ROUTE PB	ROUTE AMS	ROUTE ANO	ROUTE RP	ROUTE AO	ROUTE CC	ROUTE ZC	ROUTE AOJ	ROUTE AMU	ROUTE UI	ROUTE ALQ	ROUTE AIW	ROUTE ADP
155	ROUTE AHG	ROUTE AOO	ROUTE AHI	ROUTE HF	ROUTE AIO	ROUTE ALW	ROUTE CV	ROUTE AIQ	ROUTE HA	ROUTE ZI	ROUTE AOQ	ROUTE AEF	ROUTE PH	ROUTE AHP	ROUTE AJB	ROUTE IZ	ROUTE YP	ROUTE AKZ	ROUTE LP	ROUTE AMX	ROUTE LF	ROUTE AQP	ROUTE AON	ROUTE AGT	ROUTE RI
156	ROUTE KP	ROUTE ZJ	ROUTE LI	ROUTE IR	ROUTE AIY	ROUTE PY	ROUTE AHD	ROUTE AIX	ROUTE IV	ROUTE CH	ROUTE UA	ROUTE CJ	ROUTE LV	ROUTE AEN	ROUTE AHG	ROUTE LW	ROUTE TN	ROUTE ZF	ROUTE YW	ROUTE ALV	ROUTE LJ	ROUTE ALR	ROUTE ALS	ROUTE ALR	ROUTE RS
157	ROUTE ZK	ROUTE LH	ROUTE RR	ROUTE AQQ	ROUTE HA	ROUTE QC	ROUTE DH	ROUTE AQQ	ROUTE AIY	ROUTE QE	ROUTE ZD	ROUTE ZF	ROUTE MB	ROUTE ALN	ROUTE AHJ	ROUTE AIY	ROUTE HN	ROUTE AIO	ROUTE ZH	ROUTE MB	ROUTE LN	ROUTE AMZ	ROUTE AJZ	ROUTE YO	ROUTE RC
158	ROUTE AOP	ROUTE OI	ROUTE AJA	ROUTE AEP	ROUTE MA	ROUTE IX	ROUTE AID	ROUTE AKE	ROUTE AEC	ROUTE AIZ	ROUTE ZJ	ROUTE ALF	ROUTE PN	ROUTE AOG	ROUTE AIC	ROUTE AQW	ROUTE TF	ROUTE ZJ	ROUTE OG	ROUTE ZI	ROUTE ADZ	ROUTE BX	ROUTE AOG	ROUTE CG	ROUTE HD
159	ROUTE AHH	ROUTE AHG	ROUTE AY	ROUTE ZK	ROUTE LK	ROUTE CV	ROUTE DD	ROUTE KP	ROUTE JB	ROUTE LR	ROUTE LZ	ROUTE AMZ	ROUTE AOI	ROUTE AKT	ROUTE AMO	ROUTE LU	ROUTE QW	ROUTE AIY	ROUTE YT	ROUTE AIX	ROUTE AHK	ROUTE QG	ROUTE ALO	ROUTE LN	ROUTE AGU
160	ROUTE AKZ	ROUTE LF	ROUTE AH	ROUTE BV	ROUTE IN	ROUTE MB	ROUTE BB	ROUTE LX	ROUTE AJB	ROUTE LH	ROUTE RX	ROUTE NX	ROUTE PT	ROUTE NW	ROUTE AIF	ROUTE AIU	ROUTE AJU	ROUTE BB	ROUTE CD	ROUTE ALW	ROUTE ALP	ROUTE ALT	ROUTE AOP	ROUTE RJ	ROUTE ALT
161	ROUTE ZJ	ROUTE AHI	ROUTE IN	ROUTE AIW	ROUTE DD	ROUTE OG	ROUTE OG	ROUTE ADV	ROUTE AIS	ROUTE ZF	ROUTE ZA	ROUTE AIQ	ROUTE XU	ROUTE AMO	ROUTE AMG	ROUTE IX	ROUTE LM	ROUTE ID	ROUTE ZE	ROUTE AEP	ROUTE ALR	ROUTE AHN	ROUTE AKX	ROUTE MB	ROUTE ALO
162	ROUTE AHI	ROUTE AHH	ROUTE HC	ROUTE LF	ROUTE JD	ROUTE CC	ROUTE HF	ROUTE ZE	ROUTE OI	ROUTE AIU	ROUTE LW	ROUTE AQO	ROUTE VX	ROUTE AKV	ROUTE AMR	ROUTE ZB	ROUTE OJ	ROUTE AQO	ROUTE AX	ROUTE LF	ROUTE CG	ROUTE HJ	ROUTE AON	ROUTE XW	ROUTE AVC
163	ROUTE AQJ	ROUTE HF	ROUTE LX	ROUTE OI	ROUTE LJ	ROUTE U	ROUTE QF	ROUTE AIZ	ROUTE U	ROUTE AQV	ROUTE XX	ROUTE AJZ	ROUTE LJ	ROUTE ALP	ROUTE AIX	ROUTE LM	ROUTE RR	ROUTE AOS	ROUTE LJ	ROUTE ZJ	ROUTE AHM	ROUTE BP	ROUTE AOK	ROUTE QG	ROUTE ALQ
164	ROUTE LF	ROUTE AOP	ROUTE ADV	ROUTE ALX	ROUTE AER	ROUTE XZ	ROUTE QV	ROUTE AQO	ROUTE LU	ROUTE QA	ROUTE IZ	ROUTE LF	ROUTE LP	ROUTE AHM	ROUTE AMU	ROUTE AQO	ROUTE LH	ROUTE AHJ	ROUTE AKZ	ROUTE ZK	ROUTE IC	ROUTE AON	ROUTE AMQ	ROUTE VP	ROUTE RU
165	ROUTE XZ	ROUTE LO	ROUTE YV	ROUTE AHO	ROUTE ALA	ROUTE AIS	ROUTE IT	ROUTE ZJ	ROUTE CC	ROUTE LZ	ROUTE LN	ROUTE AQV	ROUTE AVF	ROUTE AEH	ROUTE AJA	ROUTE IP	ROUTE TA	ROUTE LO	ROUTE MB	ROUTE AHP	ROUTE AHO	ROUTE AEZ	ROUTE RW	ROUTE LK	ROUTE ANF
166	ROUTE ALU	ROUTE IR	ROUTE ZF	ROUTE LM	ROUTE HJ	ROUTE EF	ROUTE CH	ROUTE ZC	ROUTE AN	ROUTE PX	ROUTE ZG	ROUTE OJ	ROUTE HB	ROUTE TW	ROUTE AHF	ROUTE AOP	ROUTE IP	ROUTE LH	ROUTE AGP	ROUTE AP	ROUTE ADV	ROUTE AMV	ROUTE AEQ	ROUTE AMV	ROUTE LO
167	ROUTE AMX	ROUTE AKZ	ROUTE AEP	ROUTE AQU	ROUTE AW	ROUTE LN	ROUTE QX	ROUTE LO	ROUTE IP	ROUTE AIY	ROUTE ALA	ROUTE ZC	ROUTE AGP	ROUTE AQJ	ROUTE AMN	ROUTE YY	ROUTE RM	ROUTE ALX	ROUTE YY	ROUTE AHE	ROUTE AOM	ROUTE AHL	ROUTE AOC	ROUTE BO	ROUTE LE
168	ROUTE AIW	ROUTE CE	ROUTE CZ	ROUTE IP	ROUTE AQQ	ROUTE AHM	ROUTE ADP	ROUTE HA	ROUTE MA	ROUTE AQU	ROUTE LT	ROUTE AIZ	ROUTE AY	ROUTE AOK	ROUTE AHI	ROUTE AHJ	ROUTE IK	ROUTE AJA	ROUTE YO	ROUTE CJ	ROUTE AO	ROUTE KR	ROUTE ANF	ROUTE NW	ROUTE HE
169	ROUTE LH	ROUTE AQJ	ROUTE IL	ROUTE HA	ROUTE AIW	ROUTE RB	ROUTE IZ	ROUTE AON	ROUTE AU	ROUTE LO	ROUTE LK	ROUTE LO	ROUTE ANF	ROUTE AFD	ROUTE AMQ	ROUTE IQ	ROUTE RE	ROUTE AQO	ROUTE LO	ROUTE AH	ROUTE ALF	ROUTE ALS	ROUTE AMS	ROUTE AEF	ROUTE VN
170	ROUTE CE	ROUTE ZF	ROUTE BV	ROUTE AEN	ROUTE AEN	ROUTE ZL	ROUTE RD	ROUTE LR	ROUTE LI	ROUTE ZG	ROUTE ZF	ROUTE LX	ROUTE UH	ROUTE QI	ROUTE AHV	ROUTE YQ	ROUTE LS	ROUTE ZH	ROUTE ZB	ROUTE HC	ROUTE AOE	ROUTE ADM	ROUTE CG	ROUTE YV	ROUTE KS
171	ROUTE AIX	ROUTE AIX	ROUTE LV	ROUTE LV	ROUTE AH	ROUTE JB	ROUTE AGR	ROUTE IR	ROUTE ALC	ROUTE ZK	ROUTE IN	ROUTE TX	ROUTE ZC	ROUTE AMO	ROUTE AEL	ROUTE TH	ROUTE JA	ROUTE LF	ROUTE ZJ	ROUTE LH	ROUTE AOI	ROUTE AOI	ROUTE IC	ROUTE HV	ROUTE LW
172	ROUTE HF	ROUTE AMX	ROUTE TR	ROUTE ID	ROUTE AP	ROUTE RL	ROUTE MH	ROUTE ZB	ROUTE AON	ROUTE IR	ROUTE LO	ROUTE PV	ROUTE CE	ROUTE PU	ROUTE AER	ROUTE AIQ	ROUTE QZ	ROUTE LV	ROUTE LN	ROUTE IR	ROUTE AQN	ROUTE AMR	ROUTE AMO	ROUTE AIR	ROUTE UX
173	ROUTE LO	ROUTE ZH	ROUTE AHJ	ROUTE BB	ROUTE IZ	ROUTE AEL	ROUTE RA	ROUTE AOS	ROUTE LO	ROUTE AOR	ROUTE IT	ROUTE AHJ	ROUTE ZF	ROUTE AVC	ROUTE AJI	ROUTE RR	ROUTE AI	ROUTE YZ	ROUTE LV	ROUTE AHF	ROUTE ZL	ROUTE HH	ROUTE ALA	ROUTE AHH	ROUTE VH
174	ROUTE ZF	ROUTE AIW	ROUTE AJB	ROUTE AOK	ROUTE LW	ROUTE AOX	ROUTE MN	ROUTE VW	ROUTE AHD	ROUTE ZD	ROUTE ZL	ROUTE IR	ROUTE IF	ROUTE AHO	ROUTE AGO	ROUTE IH	ROUTE IV	ROUTE AIZ	ROUTE ALZ	ROUTE AQM	ROUTE ZJ	ROUTE ALF	ROUTE ALN	ROUTE RD	ROUTE VR

Route AJU = Route 1
Route AJW = Route 2

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 300' RES	50% PROP DEV	100% PROP DEV	50% C BLDG	100% C BLDG	50% I BLDG	100% I BLDG	50% School
175	ROUTE AEL	ROUTE ALU	ROUTE CV	ROUTE AOP	ROUTE AFD	ROUTE CH	ROUTE AEF	ROUTE AW	ROUTE OC	ROUTE AW	ROUTE LH	ROUTE ZJ
176	ROUTE IR	ROUTE ALW	ROUTE RT	ROUTE AHG	ROUTE LV	ROUTE AJB	ROUTE OK	ROUTE AHJ	ROUTE AOO	ROUTE ALC	ROUTE RD	ROUTE ALX
177	ROUTE AHP	ROUTE AEL	ROUTE ZB	ROUTE ALW	ROUTE CH	ROUTE DD	ROUTE RG	ROUTE HF	ROUTE AOT	ROUTE ZC	ROUTE LE	ROUTE XW
178	ROUTE ALW	ROUTE LV	ROUTE AOS	ROUTE AOT	ROUTE LF	ROUTE PX	ROUTE AKE	ROUTE XY	ROUTE ZA	ROUTE AKZ	ROUTE ZC	ROUTE AOS
179	ROUTE ALV	ROUTE XZ	ROUTE AOQ	ROUTE AHN	ROUTE AOX	ROUTE IN	ROUTE ALO	ROUTE ZG	ROUTE RB	ROUTE LK	ROUTE IH	ROUTE RT
180	ROUTE AEN	ROUTE AEN	ROUTE YX	ROUTE AFD	ROUTE DH	ROUTE ALO	ROUTE PX	ROUTE ALX	ROUTE KP	ROUTE IN	ROUTE RP	ROUTE AMF
181	ROUTE LV	ROUTE AEP	ROUTE AER	ROUTE DH	ROUTE QA	ROUTE AHF	ROUTE JK	ROUTE LM	ROUTE AOW	ROUTE AIR	ROUTE QJ	ROUTE AIW
182	ROUTE AOQ	ROUTE LZ	ROUTE LE	ROUTE AKZ	ROUTE ZK	ROUTE ALT	ROUTE OO	ROUTE AOQ	ROUTE ZG	ROUTE AOS	ROUTE ZI	ROUTE LI
183	ROUTE AEP	ROUTE AHP	ROUTE XX	ROUTE IN	ROUTE AEZ	ROUTE AKZ	ROUTE IW	ROUTE RT	ROUTE ZD	ROUTE RT	ROUTE MA	ROUTE LR
184	ROUTE AON	ROUTE ALV	ROUTE YW	ROUTE LK	ROUTE CC	ROUTE AOK	ROUTE ALG	ROUTE LI	ROUTE RH	ROUTE ALA	ROUTE OX	ROUTE AHG
185	ROUTE ZH	ROUTE LX	ROUTE IO	ROUTE ZJ	ROUTE ANA	ROUTE AFD	ROUTE QY	ROUTE AW	ROUTE RN	ROUTE AOW	ROUTE JD	ROUTE ZG
186	ROUTE AOM	ROUTE AON	ROUTE LY	ROUTE LT	ROUTE LR	ROUTE AIU	ROUTE ALR	ROUTE IP	ROUTE ZJ	ROUTE LT	ROUTE DX	ROUTE IL
187	ROUTE HA	ROUTE ZG	ROUTE VR	ROUTE AOQ	ROUTE CZ	ROUTE RF	ROUTE MF	ROUTE AOP	ROUTE ID	ROUTE XX	ROUTE RJ	ROUTE AOP
188	ROUTE AHE	ROUTE DH	ROUTE CE	ROUTE ALA	ROUTE ALW	ROUTE AHO	ROUTE JC	ROUTE IL	ROUTE IX	ROUTE AJA	ROUTE LO	ROUTE MA
189	ROUTE LX	ROUTE YZ	ROUTE TT	ROUTE ZF	ROUTE EF	ROUTE LV	ROUTE ALJ	ROUTE ID	ROUTE RT	ROUTE AOP	ROUTE LU	ROUTE YZ
190	ROUTE ALR	ROUTE RT	ROUTE AHF	ROUTE AMX	ROUTE AOR	ROUTE AHH	ROUTE RE	ROUTE AHI	ROUTE JD	ROUTE LI	ROUTE PV	ROUTE SJ
191	ROUTE LZ	ROUTE AHF	ROUTE RL	ROUTE MA	ROUTE AOV	ROUTE ALO	ROUTE ML	ROUTE ALW	ROUTE YP	ROUTE ZH	ROUTE RH	ROUTE ALU
192	ROUTE ZG	ROUTE HA	ROUTE AIX	ROUTE AHF	ROUTE ZE	ROUTE AEP	ROUTE ALN	ROUTE RR	ROUTE NU	ROUTE IL	ROUTE IR	ROUTE AER
193	ROUTE ALZ	ROUTE BB	ROUTE IH	ROUTE JD	ROUTE BV	ROUTE LH	ROUTE AHQ	ROUTE ZD	ROUTE IL	ROUTE AHJ	ROUTE IX	ROUTE OH
194	ROUTE RT	ROUTE AHE	ROUTE ALW	ROUTE AW	ROUTE AKE	ROUTE UG	ROUTE RJ	ROUTE AHG	ROUTE YV	ROUTE DH	ROUTE CZ	ROUTE AHP
195	ROUTE DH	ROUTE AOM	ROUTE LR	ROUTE DD	ROUTE AHF	ROUTE ZI	ROUTE AUK	ROUTE MA	ROUTE UE	ROUTE AOO	ROUTE DL	ROUTE JD
196	ROUTE AHF	ROUTE LI	ROUTE ZD	ROUTE ALV	ROUTE IO	ROUTE RP	ROUTE ALQ	ROUTE BB	ROUTE YS	ROUTE MA	ROUTE LI	ROUTE RN
197	ROUTE YZ	ROUTE ALZ	ROUTE JB	ROUTE CH	ROUTE ZL	ROUTE IV	ROUTE IH	ROUTE YZ	ROUTE SZ	ROUTE AOJ	ROUTE RT	ROUTE RV
198	ROUTE AFD	ROUTE IL	ROUTE AHH	ROUTE AOS	ROUTE AOQ	ROUTE ALV	ROUTE UE	ROUTE ALU	ROUTE IR	ROUTE ZA	ROUTE ANC	ROUTE ZD
199	ROUTE AMU	ROUTE ID	ROUTE PX	ROUTE ZE	ROUTE AMW	ROUTE AOU	ROUTE AHT	ROUTE LG	ROUTE YY	ROUTE JD	ROUTE RB	ROUTE AW
200	ROUTE AOO	ROUTE LM	ROUTE ZC	ROUTE AMW	ROUTE DX	ROUTE AIY	ROUTE AHM	ROUTE DH	ROUTE AJY	ROUTE RX	ROUTE IL	ROUTE ID
201	ROUTE ZC	ROUTE IP	ROUTE AQR	ROUTE LR	ROUTE ALQ	ROUTE IH	ROUTE RP	ROUTE RN	ROUTE TF	ROUTE ZE	ROUTE AIZ	ROUTE ALR
202	ROUTE LI	ROUTE ZE	ROUTE CN	ROUTE LY	ROUTE OI	ROUTE LZ	ROUTE IN	ROUTE JD	ROUTE TL	ROUTE RP	ROUTE CN	ROUTE BB
203	ROUTE IL	ROUTE AFD	ROUTE ADM	ROUTE AHE	ROUTE UA	ROUTE LL	ROUTE YA	ROUTE AER	ROUTE ADP	ROUTE ALX	ROUTE RN	ROUTE AMX
204	ROUTE BB	ROUTE ZC	ROUTE AIZ	ROUTE JB	ROUTE AOP	ROUTE AIR	ROUTE JA	ROUTE CC	ROUTE YR	ROUTE VU	ROUTE ZE	ROUTE AOM
205	ROUTE AHM	ROUTE ALR	ROUTE AGO	ROUTE ALR	ROUTE AHL	ROUTE ZK	ROUTE AHP	ROUTE IJ	ROUTE AOO	ROUTE AHH	ROUTE TD	ROUTE RH
206	ROUTE ALT	ROUTE AOQ	ROUTE IO	ROUTE AEL	ROUTE ALX	ROUTE ZF	ROUTE RM	ROUTE AOM	ROUTE AGR	ROUTE LE	ROUTE AIT	ROUTE YW
207	ROUTE AMW	ROUTE LK	ROUTE TL	ROUTE ALZ	ROUTE JA	ROUTE QZ	ROUTE DL	ROUTE AHP	ROUTE MF	ROUTE IH	ROUTE ABV	ROUTE LU
208	ROUTE ALS	ROUTE AOO	ROUTE MA	ROUTE AOO	ROUTE RR	ROUTE CZ	ROUTE RS	ROUTE OE	ROUTE AOQ	ROUTE CZ	ROUTE ZK	ROUTE CV
209	ROUTE AEH	ROUTE IN	ROUTE AMW	ROUTE AEZ	ROUTE LG	ROUTE IZ	ROUTE ALU	ROUTE LK	ROUTE DD	ROUTE YZ	ROUTE EF	ROUTE AEL
210	ROUTE AMV	ROUTE AMU	ROUTE RP	ROUTE CZ	ROUTE U	ROUTE AOR	ROUTE DX	ROUTE YY	ROUTE AOR	ROUTE RN	ROUTE SJ	ROUTE TT
211	ROUTE ID	ROUTE AMW	ROUTE AEN	ROUTE RT	ROUTE AKZ	ROUTE AHL	ROUTE TW	ROUTE AHF	ROUTE AOU	ROUTE AQT	ROUTE TP	ROUTE AVC
212	ROUTE ZE	ROUTE ALT	ROUTE AHG	ROUTE ZI	ROUTE AHG	ROUTE AOW	ROUTE AHL	ROUTE ALT	ROUTE ML	ROUTE IZ	ROUTE MJ	ROUTE LK
213	ROUTE AHN	ROUTE AEH	ROUTE VT	ROUTE XZ	ROUTE ZF	ROUTE AHE	ROUTE RK	ROUTE LY	ROUTE BB	ROUTE LW	ROUTE SX	ROUTE AHM
214	ROUTE IN	ROUTE LT	ROUTE AIY	ROUTE LI	ROUTE IQ	ROUTE ALN	ROUTE ALX	ROUTE AKZ	ROUTE VU	ROUTE AIX	ROUTE ZB	ROUTE IX
215	ROUTE LK	ROUTE AMV	ROUTE RN	ROUTE AHM	ROUTE AMO	ROUTE AJA	ROUTE IK	ROUTE ZA	ROUTE AEF	ROUTE AOM	ROUTE TX	ROUTE AHH
216	ROUTE LM	ROUTE ZD	ROUTE RX	ROUTE CC	ROUTE ZJ	ROUTE IQ	ROUTE NF	ROUTE RL	ROUTE AOX	ROUTE LM	ROUTE YR	ROUTE ZA
217	ROUTE IP	ROUTE AHM	ROUTE DG	ROUTE IL	ROUTE VW	ROUTE AIT	ROUTE AOL	ROUTE ALR	ROUTE AIW	ROUTE RH	ROUTE AIO	ROUTE CC
218	ROUTE AHO	ROUTE ALS	ROUTE ALX	ROUTE ALQ	ROUTE AOM	ROUTE AHN	ROUTE AHO	ROUTE CH	ROUTE HF	ROUTE AOQ	ROUTE DH	ROUTE IN
219	ROUTE OG	ROUTE CH	ROUTE AON	ROUTE AON	ROUTE AMX	ROUTE RJ	ROUTE RQ	ROUTE RH	ROUTE AIZ	ROUTE ALZ	ROUTE ZH	ROUTE AFD
220	ROUTE ZD	ROUTE PX	ROUTE YS	ROUTE AOO	ROUTE TR	ROUTE AEN	ROUTE IO	ROUTE LU	ROUTE AIQ	ROUTE IP	ROUTE TJ	ROUTE EF
221	ROUTE PX	ROUTE AHO	ROUTE JD	ROUTE EF	ROUTE ALZ	ROUTE ALS	ROUTE NL	ROUTE DD	ROUTE CH	ROUTE ALV	ROUTE YX	ROUTE CH
222	ROUTE ALA	ROUTE LR	ROUTE YU	ROUTE IZ	ROUTE ALR	ROUTE LT	ROUTE ALT	ROUTE YW	ROUTE AIT	ROUTE AHG	ROUTE MD	ROUTE YT
223	ROUTE LR	ROUTE CV	ROUTE AOJ	ROUTE LW	ROUTE ALV	ROUTE RS	ROUTE SI	ROUTE PX	ROUTE YQ	ROUTE CV	ROUTE RV	ROUTE ALO
224	ROUTE ALO	ROUTE AHN	ROUTE AEL	ROUTE RR	ROUTE AHE	ROUTE LF	ROUTE ALW	ROUTE IN	ROUTE LQ	ROUTE LU	ROUTE LY	ROUTE ANF
225	ROUTE AW	ROUTE YY	ROUTE TP	ROUTE AMV	ROUTE LS	ROUTE RD	ROUTE KI	ROUTE ALC	ROUTE TB	ROUTE TT	ROUTE AJB	ROUTE AKF
226	ROUTE LT	ROUTE YW	ROUTE NW	ROUTE ZH	ROUTE AHE	ROUTE ZH	ROUTE AUE	ROUTE QA	ROUTE YW	ROUTE AER	ROUTE TH	ROUTE AMU
227	ROUTE AMR	ROUTE TT	ROUTE II	ROUTE ZD	ROUTE IV	ROUTE ZC	ROUTE II	ROUTE CV	ROUTE LW	ROUTE IX	ROUTE YO	ROUTE OJ
228	ROUTE RN	ROUTE DD	ROUTE LS	ROUTE VW	ROUTE AHM	ROUTE CN	ROUTE LD	ROUTE AMX	ROUTE YT	ROUTE AHP	ROUTE XW	ROUTE ALV
229	ROUTE AMZ	ROUTE CZ	ROUTE ADM	ROUTE QA	ROUTE IM	ROUTE IT	ROUTE ANG	ROUTE TT	ROUTE EF	ROUTE ZB	ROUTE AKZ	ROUTE RB
230	ROUTE CV	ROUTE RN	ROUTE VL	ROUTE PX	ROUTE JC	ROUTE ALP	ROUTE ND	ROUTE AOJ	ROUTE LE	ROUTE EF	ROUTE JB	ROUTE TN
231	ROUTE YW	ROUTE AW	ROUTE TN	ROUTE AOM	ROUTE LI	ROUTE AQQ	ROUTE QB	ROUTE AHH	ROUTE TH	ROUTE YX	ROUTE IY	ROUTE NV
232	ROUTE TT	ROUTE RR	ROUTE EF	ROUTE AOJ	ROUTE IL	ROUTE AOT	ROUTE IO	ROUTE JB	ROUTE YZ	ROUTE RJ	ROUTE CV	ROUTE LE
233	ROUTE CH	ROUTE XX	ROUTE AMX	ROUTE ALU	ROUTE RT	ROUTE LX	ROUTE AHJ	ROUTE AEP	ROUTE TN	ROUTE ALU	ROUTE TT	ROUTE RP
234	ROUTE JD	ROUTE MA	ROUTE RQ	ROUTE AHL	ROUTE AJM	ROUTE AIX	ROUTE NJ	ROUTE IX	ROUTE CV	ROUTE AHE	ROUTE YU	ROUTE AMR
235	ROUTE MA	ROUTE JD	ROUTE ALT	ROUTE LG	ROUTE ZD	ROUTE DX	ROUTE AIC	ROUTE AEL	ROUTE LK	ROUTE RR	ROUTE LM	ROUTE AOX
236	ROUTE XX	ROUTE AMZ	ROUTE AW	ROUTE AMR	ROUTE AOA	ROUTE IK	ROUTE AIF	ROUTE ALA	ROUTE AHK	ROUTE RR	ROUTE LM	ROUTE AHE
237	ROUTE ALQ	ROUTE YX	ROUTE IM	ROUTE YZ	ROUTE PX	ROUTE AIO	ROUTE CN	ROUTE AHO	ROUTE TT	ROUTE YW	ROUTE AN	ROUTE QH
238	ROUTE CZ	ROUTE LG	ROUTE AQP	ROUTE IJ	ROUTE AMR	ROUTE ZE	ROUTE MT	ROUTE ALQ	ROUTE DH	ROUTE AEN	ROUTE TB	ROUTE IH
239	ROUTE AEZ	ROUTE RP	ROUTE ZA	ROUTE AEH	ROUTE AMV	ROUTE LO	ROUTE CZ	ROUTE AHM	ROUTE PX	ROUTE RD	ROUTE LS	ROUTE AEN
240	ROUTE AOI	ROUTE AMR	ROUTE HA	ROUTE AMZ	ROUTE TF	ROUTE AHK	ROUTE AHF	ROUTE RF	ROUTE MN	ROUTE AHN	ROUTE AIY	ROUTE YQ
241	ROUTE YY	ROUTE ZB	ROUTE TX	ROUTE IQ	ROUTE AOO	ROUTE AOQ	ROUTE AHF	ROUTE ALV	ROUTE IT	ROUTE ALR	ROUTE YT	ROUTE CZ
242	ROUTE RR	ROUTE IJ	ROUTE AEC	ROUTE TT	ROUTE AHK	ROUTE AEH	ROUTE AHI	ROUTE XX	ROUTE QX	ROUTE IT	ROUTE IP	ROUTE TH
243	ROUTE ALP	ROUTE ALO	ROUTE LW	ROUTE ALP	ROUTE ALP	ROUTE JC	ROUTE JW	ROUTE YV	ROUTE ALN	ROUTE QC	ROUTE IM	ROUTE TV
244	ROUTE VW	ROUTE ALQ	ROUTE IV	ROUTE ANA	ROUTE AMZ	ROUTE DG	ROUTE AFD	ROUTE LE	ROUTE IZ	ROUTE OX	ROUTE IM	ROUTE LW
245	ROUTE DD	ROUTE OG	ROUTE AHE	ROUTE AOM	ROUTE AOT	ROUTE AIZ	ROUTE RU	ROUTE OG	ROUTE RD	ROUTE DX	ROUTE IV	ROUTE PT
246	ROUTE RP	ROUTE AOM	ROUTE AKZ	ROUTE YY	ROUTE VR	ROUTE RM	ROUTE MR	ROUTE EF	ROUTE RJ	ROUTE YT	ROUTE IS	ROUTE AHN
247	ROUTE AOM	ROUTE LE	ROUTE AQO	ROUTE ALT	ROUTE IY	ROUTE AEZ	ROUTE AHW	ROUTE AMW	ROUTE ALQ	ROUTE TP	ROUTE RR	ROUTE AKX
248	ROUTE YX	ROUTE AOI	ROUTE YT	ROUTE AMQ	ROUTE TT	ROUTE QX	ROUTE MX	ROUTE LS	ROUTE IH	ROUTE LG	ROUTE YZ	ROUTE ALS
249	ROUTE AMT	ROUTE IH	ROUTE ANV	ROUTE AHK	ROUTE LU	ROUTE IQ	ROUTE AHZ	ROUTE ALA	ROUTE RB	ROUTE TN	ROUTE TN	ROUTE IZ
250	ROUTE ALF	ROUTE AEZ	ROUTE CY	ROUTE RP	ROUTE LE	ROUTE AQV	ROUTE DG	ROUTE RP	ROUTE RP	ROUTE AMX	ROUTE QZ	ROUTE AIU
251	ROUTE AMS	ROUTE AMT	ROUTE IK	ROUTE CV	ROUTE IH	ROUTE ALM	ROUTE UA	ROUTE YT	ROUTE IN	ROUTE UE	ROUTE RC	ROUTE LN
252	ROUTE ZB	ROUTE ALA	ROUTE AHO	ROUTE IH	ROUTE IX	ROUTE ZJ	ROUTE XZ	ROUTE TR	ROUTE ALW	ROUTE AQN	ROUTE LG	ROUTE YX
253	ROUTE AOK	ROUTE ALP	ROUTE VP	ROUTE LE	ROUTE AEL	ROUTE RG	ROUTE ALY	ROUTE RB	ROUTE ALA	ROUTE IJ	ROUTE AIS	ROUTE AOO
254	ROUTE IH	ROUTE EF	ROUTE LU	ROUTE TR	ROUTE RH	ROUTE RQ	ROUTE OJ	ROUTE IH	ROUTE XX	ROUTE AHI	ROUTE AZ	ROUTE IO
255	ROUTE AHK	ROUTE VW	ROUTE TO	ROUTE DX	ROUTE DG	ROUTE LR	ROUTE AEL	ROUTE AFD	ROUTE QY	ROUTE PY	ROUTE YQ	ROUTE AGP
256	ROUTE XY	ROUTE IQ	ROUTE RJ	ROUTE ZG	ROUTE RX	ROUTE DL	ROUTE OL	ROUTE AMU	ROUTE PY	ROUTE ALS	ROUTE IJ	ROUTE RJ
257	ROUTE LE	ROUTE AOK	ROUTE RF	ROUTE OG	ROUTE YY	ROUTE ZB	ROUTE PB	ROUTE TN	ROUTE AHL	ROUTE QJ	ROUTE MH	ROUTE AMO
258	ROUTE CC	ROUTE AMS	ROUTE AMT	ROUTE IO	ROUTE PY	ROUTE IJ	ROUTE AER	ROUTE AHE	ROUTE RE	ROUTE DD	ROUTE IG	ROUTE ALP
259	ROUTE LG	ROUTE ZA	ROUTE AEH	ROUTE RH	ROUTE MX	ROUTE AQN	ROUTE OR	ROUTE IV	ROUTE RK	ROUTE PV	ROUTE RO	ROUTE VT
260	ROUTE IJ	ROUTE CC	ROUTE ALV	ROUTE AOK	ROUTE RP	ROUTE IW	ROUTE PH	ROUTE CZ	ROUTE ND	ROUTE LY	ROUTE RS	ROUTE RS
261	ROUTE EF	ROUTE RX	ROUTE IZ	ROUTE RX	ROUTE AJN	ROUTE AIW	ROUTE MD	ROUTE LW	ROUTE AHO	ROUTE TN	ROUTE QH	ROUTE HD

Rank	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
175	ROUTE ZI	ROUTE AKR	ROUTE AJL	ROUTE LE	ROUTE AV	ROUTE CH	ROUTE OA	ROUTE AFD	ROUTE LD	ROUTE AMT	ROUTE AKW	ROUTE AOE	ROUTE IA
176	ROUTE ZL	ROUTE AKS	ROUTE AOE	ROUTE YR	ROUTE AHB	ROUTE PX	ROUTE YV	ROUTE AON	ROUTE CZ	ROUTE HC	ROUTE ALP	ROUTE SI	ROUTE CI
177	ROUTE OX	ROUTE ALM	ROUTE AEP	ROUTE AKZ	ROUTE VO	ROUTE IR	ROUTE VX	ROUTE AEH	ROUTE AMT	ROUTE SG	ROUTE PU	ROUTE AIY	ROUTE AMX
178	ROUTE PD	ROUTE AOC	ROUTE ALM	ROUTE RB	ROUTE TO	ROUTE AER	ROUTE YS	ROUTE AKZ	ROUTE HI	ROUTE LP	ROUTE AOA	ROUTE AEC	ROUTE AMS
179	ROUTE WJ	ROUTE AOE	ROUTE AOK	ROUTE ALX	ROUTE TJ	ROUTE AOP	ROUTE LI	ROUTE LO	ROUTE DH	ROUTE ALQ	ROUTE TW	ROUTE YO	ROUTE AIY
180	ROUTE LR	ROUTE AJ	ROUTE ALP	ROUTE RD	ROUTE TV	ROUTE XY	ROUTE ZG	ROUTE ALR	ROUTE PW	ROUTE AOM	ROUTE AEO	ROUTE PV	ROUTE AIR
181	ROUTE LX	ROUTE AMN	ROUTE AO	ROUTE AOS	ROUTE QA	ROUTE ZC	ROUTE MA	ROUTE ZF	ROUTE LH	ROUTE ALO	ROUTE AOM	ROUTE AOK	ROUTE AMP
182	ROUTE PA	ROUTE AJT	ROUTE BU	ROUTE AJA	ROUTE IG	ROUTE ALZ	ROUTE LH	ROUTE AOO	ROUTE IN	ROUTE LB	ROUTE AKU	ROUTE BD	ROUTE AJA
183	ROUTE BD	ROUTE AHL	ROUTE ANW	ROUTE AQO	ROUTE VT	ROUTE LZ	ROUTE NX	ROUTE NU	ROUTE ALQ	ROUTE AHK	ROUTE AEO	ROUTE AJA	ROUTE IN
184	ROUTE PG	ROUTE AHN	ROUTE AOC	ROUTE LY	ROUTE YV	ROUTE ZG	ROUTE ZD	ROUTE AMU	ROUTE ALM	ROUTE AP	ROUTE AOE	ROUTE YS	ROUTE AY
185	ROUTE LU	ROUTE AR	ROUTE ANG	ROUTE RS	ROUTE SW	ROUTE RT	ROUTE LZ	ROUTE ALS	ROUTE ALO	ROUTE ALA	ROUTE AMN	ROUTE RN	ROUTE BD
186	ROUTE MA	ROUTE AMP	ROUTE ANU	ROUTE JB	ROUTE SJ	ROUTE AHG	ROUTE OE	ROUTE LV	ROUTE IR	ROUTE AET	ROUTE YB	ROUTE ANY	ROUTE AEC
187	ROUTE PJ	ROUTE AKO	ROUTE AIW	ROUTE PV	ROUTE AGZ	ROUTE AOJ	ROUTE YP	ROUTE BV	ROUTE AJY	ROUTE AH	ROUTE AEK	ROUTE ALM	ROUTE AEF
188	ROUTE CJ	ROUTE ANW	ROUTE ANM	ROUTE TN	ROUTE TR	ROUTE LX	ROUTE YX	ROUTE AMV	ROUTE AMP	ROUTE AOK	ROUTE ANW	ROUTE VT	ROUTE AHB
189	ROUTE AKO	ROUTE SI	ROUTE AHE	ROUTE AHP	ROUTE RI	ROUTE ZE	ROUTE RT	ROUTE DH	ROUTE AHL	ROUTE AMS	ROUTE HL	ROUTE AY	ROUTE RB
190	ROUTE PP	ROUTE AKZ	ROUTE AOA	ROUTE TP	ROUTE VG	ROUTE LI	ROUTE XX	ROUTE LX	ROUTE AMR	ROUTE AMF	ROUTE AMP	ROUTE HL	ROUTE AJY
191	ROUTE AKR	ROUTE BP	ROUTE AIZ	ROUTE YU	ROUTE VB	ROUTE DH	ROUTE LM	ROUTE KP	ROUTE QG	ROUTE NU	ROUTE RU	ROUTE AO	ROUTE RL
192	ROUTE LF	ROUTE RU	ROUTE AHH	ROUTE YS	ROUTE TM	ROUTE ALU	ROUTE AMZ	ROUTE ALT	ROUTE LX	ROUTE ALP	ROUTE ALC	ROUTE RR	ROUTE AQK
193	ROUTE RB	ROUTE AKO	ROUTE HK	ROUTE JC	ROUTE AO	ROUTE OG	ROUTE LL	ROUTE AHN	ROUTE MB	ROUTE AOC	ROUTE AKT	ROUTE ALF	ROUTE HO
194	ROUTE AIY	ROUTE AOA	ROUTE AMM	ROUTE RJ	ROUTE TE	ROUTE AMX	ROUTE LU	ROUTE AMW	ROUTE BU	ROUTE AOG	ROUTE ANA	ROUTE LO	ROUTE ID
195	ROUTE LL	ROUTE AJQ	ROUTE AMP	ROUTE AW	ROUTE QH	ROUTE AON	ROUTE ZA	ROUTE ZG	ROUTE AOG	ROUTE BD	ROUTE ALM	ROUTE RX	ROUTE RF
196	ROUTE AJB	ROUTE BX	ROUTE AQA	ROUTE IT	ROUTE SZ	ROUTE AIX	ROUTE AQX	ROUTE AY	ROUTE ZK	ROUTE AMQ	ROUTE ANU	ROUTE LR	ROUTE ADN
197	ROUTE PM	ROUTE AHK	ROUTE AOG	ROUTE RF	ROUTE RQ	ROUTE AHI	ROUTE LT	ROUTE ZH	ROUTE AMF	ROUTE AMO	ROUTE AEI	ROUTE AMX	ROUTE UJ
198	ROUTE RH	ROUTE HL	ROUTE APY	ROUTE LQ	ROUTE LG	ROUTE YW	ROUTE VV	ROUTE AHM	ROUTE ZI	ROUTE UG	ROUTE AKV	ROUTE RH	ROUTE AGY
199	ROUTE PS	ROUTE AMM	ROUTE AOE	ROUTE AR	ROUTE RL	ROUTE AIW	ROUTE PY	ROUTE LZ	ROUTE ZG	ROUTE AY	ROUTE AKR	ROUTE AHJ	ROUTE YL
200	ROUTE IX	ROUTE AEZ	ROUTE AHO	ROUTE AOT	ROUTE IO	ROUTE AHH	ROUTE YN	ROUTE RT	ROUTE CN	ROUTE LJ	ROUTE AEM	ROUTE AOI	ROUTE VS
201	ROUTE VV	ROUTE AJS	ROUTE AHT	ROUTE ALR	ROUTE IJ	ROUTE ALW	ROUTE YU	ROUTE HF	ROUTE AKV	ROUTE ALN	ROUTE OI	ROUTE RO	ROUTE VI
202	ROUTE AOR	ROUTE ZL	ROUTE AHM	ROUTE AIR	ROUTE BW	ROUTE IL	ROUTE RN	ROUTE AHO	ROUTE ALA	ROUTE BV	ROUTE AR	ROUTE AOM	ROUTE LV
203	ROUTE JD	ROUTE ANU	ROUTE AHP	ROUTE LG	ROUTE QY	ROUTE LM	ROUTE IR	ROUTE IN	ROUTE AKX	ROUTE LN	ROUTE ANY	ROUTE ALT	ROUTE VC
204	ROUTE LI	ROUTE AKN	ROUTE AEH	ROUTE IJ	ROUTE VP	ROUTE ZD	ROUTE LG	ROUTE IL	ROUTE CV	ROUTE AKK	ROUTE AKF	ROUTE AOC	ROUTE TJ
205	ROUTE LO	ROUTE AKP	ROUTE AEN	ROUTE AJ	ROUTE BD	ROUTE RX	ROUTE LF	ROUTE AEZ	ROUTE DD	ROUTE OI	ROUTE AFC	ROUTE ALO	ROUTE TT
206	ROUTE AKU	ROUTE AET	ROUTE AHL	ROUTE AHH	ROUTE AII	ROUTE AHP	ROUTE RH	ROUTE YZ	ROUTE ANY	ROUTE IF	ROUTE TU	ROUTE ADJ	ROUTE QG
207	ROUTE AKX	ROUTE ALZ	ROUTE AHO	ROUTE AQM	ROUTE VC	ROUTE AEL	ROUTE YR	ROUTE XZ	ROUTE AOC	ROUTE AOE	ROUTE AMM	ROUTE TP	ROUTE TO
208	ROUTE RN	ROUTE ANY	ROUTE AFD	ROUTE TX	ROUTE AKE	ROUTE AOM	ROUTE TT	ROUTE LI	ROUTE BD	ROUTE AMP	ROUTE YA	ROUTE LH	ROUTE LH
209	ROUTE AIS	ROUTE OI	ROUTE AHW	ROUTE VT	ROUTE UX	ROUTE YY	ROUTE NV	ROUTE ALO	ROUTE IH	ROUTE ALC	ROUTE AJ	ROUTE CJ	ROUTE LZ
210	ROUTE RY	ROUTE AJP	ROUTE AHZ	ROUTE IM	ROUTE TI	ROUTE LK	ROUTE LY	ROUTE LK	ROUTE ALN	ROUTE ANF	ROUTE NW	ROUTE ALO	ROUTE AGS
211	ROUTE AIV	ROUTE NU	ROUTE ANS	ROUTE AOJ	ROUTE CB	ROUTE VU	ROUTE LX	ROUTE ALZ	ROUTE OI	ROUTE ZL	ROUTE HJ	ROUTE IN	ROUTE AOG
212	ROUTE IL	ROUTE AJR	ROUTE ANY	ROUTE RG	ROUTE VS	ROUTE MA	ROUTE AQU	ROUTE IP	ROUTE RT	ROUTE CJ	ROUTE SI	ROUTE LV	ROUTE AGV
213	ROUTE AW	ROUTE AJN	ROUTE APW	ROUTE YV	ROUTE PY	ROUTE LT	ROUTE QC	ROUTE AMR	ROUTE IL	ROUTE LL	ROUTE AKQ	ROUTE VJ	ROUTE ANW
214	ROUTE IR	ROUTE UI	ROUTE HI	ROUTE AHG	ROUTE VN	ROUTE AMZ	ROUTE AQR	ROUTE ALP	ROUTE IP	ROUTE KP	ROUTE AKS	ROUTE CE	ROUTE HA
215	ROUTE ZA	ROUTE AJH	ROUTE AOC	ROUTE TR	ROUTE VF	ROUTE ALV	ROUTE UA	ROUTE ZC	ROUTE RP	ROUTE ALM	ROUTE AFA	ROUTE UG	ROUTE AOA
216	ROUTE ZD	ROUTE ZI	ROUTE AHK	ROUTE IK	ROUTE SH	ROUTE ALR	ROUTE YK	ROUTE ALA	ROUTE AMO	ROUTE AJZ	ROUTE AOR	ROUTE HF	ROUTE RV
217	ROUTE YO	ROUTE TU	ROUTE AHN	ROUTE ALZ	ROUTE AQR	ROUTE RN	ROUTE DH	ROUTE AOI	ROUTE RW	ROUTE IR	ROUTE ANC	ROUTE XZ	ROUTE AHJ
218	ROUTE AQD	ROUTE QG	ROUTE AHD	ROUTE TB	ROUTE TQ	ROUTE XX	ROUTE AED	ROUTE CZ	ROUTE AMM	ROUTE CE	ROUTE AEG	ROUTE LE	ROUTE AHE
219	ROUTE CC	ROUTE AKM	ROUTE APO	ROUTE QA	ROUTE TL	ROUTE IP	ROUTE RS	ROUTE CE	ROUTE AMO	ROUTE AOA	ROUTE AKO	ROUTE BU	ROUTE HF
220	ROUTE TB	ROUTE ZK	ROUTE AQJ	ROUTE AMX	ROUTE VA	ROUTE TT	ROUTE XW	ROUTE ALQ	ROUTE ANF	ROUTE ANW	ROUTE BX	ROUTE ID	ROUTE NW
221	ROUTE YT	ROUTE ATM	ROUTE APU	ROUTE RL	ROUTE SY	ROUTE LR	ROUTE ADN	ROUTE AOK	ROUTE LK	ROUTE HF	ROUTE ANS	ROUTE AMS	ROUTE CE
222	ROUTE EF	ROUTE ANS	ROUTE APE	ROUTE TD	ROUTE QE	ROUTE AEP	ROUTE YH	ROUTE AMS	ROUTE LR	ROUTE AMN	ROUTE AEW	ROUTE LZ	ROUTE KT
223	ROUTE AOR	ROUTE AJO	ROUTE AJW	ROUTE VU	ROUTE RK	ROUTE ZB	ROUTE IK	ROUTE CV	ROUTE LV	ROUTE AMN	ROUTE AQI	ROUTE HA	ROUTE AHN
224	ROUTE ADM	ROUTE AJK	ROUTE APS	ROUTE YO	ROUTE II	ROUTE AEN	ROUTE LK	ROUTE LR	ROUTE LO	ROUTE AGP	ROUTE LD	ROUTE RS	ROUTE XZ
225	ROUTE TH	ROUTE AJE	ROUTE KZ	ROUTE AU	ROUTE AJB	ROUTE IN	ROUTE IL	ROUTE LM	ROUTE LZ	ROUTE MB	ROUTE HC	ROUTE QX	ROUTE CJ
226	ROUTE AEC	ROUTE AH	ROUTE AOP	ROUTE AOQ	ROUTE BU	ROUTE YT	ROUTE RB	ROUTE ZD	ROUTE SG	ROUTE DH	ROUTE AQG	ROUTE AHE	ROUTE IB
227	ROUTE ZG	ROUTE AJM	ROUTE HX	ROUTE ALV	ROUTE NX	ROUTE CV	ROUTE YO	ROUTE ZE	ROUTE HH	ROUTE LO	ROUTE BP	ROUTE VD	ROUTE RM
228	ROUTE ZJ	ROUTE ZH	ROUTE AET	ROUTE ALU	ROUTE VO	ROUTE JD	ROUTE YN	ROUTE AOM	ROUTE ZH	ROUTE ANA	ROUTE QG	ROUTE LW	ROUTE AME
229	ROUTE ID	ROUTE ALF	ROUTE AEZ	ROUTE HJ	ROUTE VJ	ROUTE YX	ROUTE AKE	ROUTE ALF	ROUTE KR	ROUTE LH	ROUTE AP	ROUTE OJ	ROUTE QW
230	ROUTE YW	ROUTE XZ	ROUTE AJZ	ROUTE QX	ROUTE PH	ROUTE AFD	ROUTE JD	ROUTE AHK	ROUTE AKS	ROUTE AKU	ROUTE UI	ROUTE AMP	ROUTE QL
231	ROUTE AOU	ROUTE AP	ROUTE AEF	ROUTE KP	ROUTE AQP	ROUTE AMU	ROUTE LS	ROUTE AMT	ROUTE AOA	ROUTE AKW	ROUTE HH	ROUTE TT	ROUTE RG
232	ROUTE YZ	ROUTE AJG	ROUTE IB	ROUTE TS	ROUTE UJ	ROUTE RR	ROUTE AOW	ROUTE BB	ROUTE AKU	ROUTE ANY	ROUTE AKN	ROUTE TV	ROUTE RO
233	ROUTE TN	ROUTE AJZ	ROUTE AV	ROUTE XW	ROUTE UW	ROUTE AOO	ROUTE LR	ROUTE RN	ROUTE AKW	ROUTE XZ	ROUTE AEU	ROUTE AHN	ROUTE ADK
234	ROUTE CV	ROUTE AMZ	ROUTE APK	ROUTE RV	ROUTE VR	ROUTE AHF	ROUTE TH	ROUTE LT	ROUTE YW	ROUTE AMM	ROUTE LP	ROUTE AIX	ROUTE AED
235	ROUTE AOX	ROUTE LP	ROUTE AJY	ROUTE AON	ROUTE HG	ROUTE AHE	ROUTE AQQ	ROUTE TT	ROUTE ANS	ROUTE ZI	ROUTE AQE	ROUTE IR	ROUTE AJZ
236	ROUTE AOX	ROUTE SG	ROUTE APQ	ROUTE AON	ROUTE HG	ROUTE AHE	ROUTE AQQ	ROUTE TT	ROUTE ANS	ROUTE ZI	ROUTE AQE	ROUTE IR	ROUTE AJZ
237	ROUTE TT	ROUTE ZJ	ROUTE CB	ROUTE AIX	ROUTE VM	ROUTE ZA	ROUTE CV	ROUTE RP	ROUTE ANW	ROUTE LF	ROUTE KR	ROUTE ADZ	ROUTE LI
238	ROUTE AHO	ROUTE ATG	ROUTE AEK	ROUTE RM	ROUTE VE	ROUTE ALT	ROUTE YM	ROUTE JD	ROUTE ZF	ROUTE IL	ROUTE AKP	ROUTE ANS	ROUTE ALN
239	ROUTE DH	ROUTE AEQ	ROUTE AEQ	ROUTE LS	ROUTE AIZ	ROUTE LG	ROUTE RM	ROUTE RR	ROUTE RR	ROUTE BB	ROUTE AY	ROUTE VN	ROUTE BA
240	ROUTE OW	ROUTE BV	ROUTE AGI	ROUTE AGT	ROUTE UZ	ROUTE AMW	ROUTE EF	ROUTE AHL	ROUTE AUX	ROUTE ANU	ROUTE AJT	ROUTE AGP	ROUTE LQ
241	ROUTE PC	ROUTE AJJ	ROUTE AEI	ROUTE IV	ROUTE AOQ	ROUTE DD	ROUTE YE	ROUTE XX	ROUTE ALC	ROUTE IP	ROUTE NU	ROUTE RL	ROUTE MA
242	ROUTE LQ	ROUTE HJ	ROUTE ALD	ROUTE AHN	ROUTE TK	ROUTE AHM	ROUTE RL	ROUTE IH	ROUTE RN	ROUTE ADN	ROUTE AEY	ROUTE ANF	ROUTE TO
243	ROUTE LW	ROUTE AJL	ROUTE AEO	ROUTE RQ	ROUTE AKZ	ROUTE RH	ROUTE IQ	ROUTE OG	ROUTE DX	ROUTE AW	ROUTE SG	ROUTE LI	ROUTE AOI
244	ROUTE BB	ROUTE AJD	ROUTE KX	ROUTE IY	ROUTE AW	ROUTE RP	ROUTE AIV	ROUTE ID	ROUTE ZD	ROUTE CV	ROUTE AOA	ROUTE AR	ROUTE HK
245	ROUTE AKM	ROUTE ALL	ROUTE HV	ROUTE VH	ROUTE PD	ROUTE CZ	ROUTE LE	ROUTE AOO	ROUTE RJ	ROUTE LV	ROUTE AJN	ROUTE VR	ROUTE VB
246	ROUTE AKP	ROUTE AJF	ROUTE AU	ROUTE TJ	ROUTE QC	ROUTE YV	ROUTE RG	ROUTE AET	ROUTE IJ	ROUTE CZ	ROUTE BD	ROUTE ADF	ROUTE LM
247	ROUTE AKX	ROUTE ZF	ROUTE AKZ	ROUTE AHM	ROUTE ALR	ROUTE TX	ROUTE QA	ROUTE YW	ROUTE UG	ROUTE CZ	ROUTE BV	ROUTE ADF	ROUTE VL
248	ROUTE AIZ	ROUTE LZ	ROUTE JA	ROUTE JZ	ROUTE UA	ROUTE LE	ROUTE TS	ROUTE MA	ROUTE AMN	ROUTE DD	ROUTE DH	ROUTE RB	ROUTE VF
249	ROUTE IT	ROUTE ZG	ROUTE HZ	ROUTE AIW	ROUTE AIY	ROUTE LU	ROUTE RF	ROUTE AMZ	ROUTE IF	ROUTE LM	ROUTE LB	ROUTE LM	ROUTE HP
250	ROUTE CH	ROUTE AMF	ROUTE AGR	ROUTE AHI	ROUTE AHP	ROUTE EF	ROUTE TR	ROUTE LE	ROUTE AR	ROUTE AKV	ROUTE HA	ROUTE AHG	ROUTE AMU
251	ROUTE QX	ROUTE YZ	ROUTE AVF	ROUTE IF	ROUTE AOK	ROUTE ALS	ROUTE LW	ROUTE YX	ROUTE YW	ROUTE RT	ROUTE LN	ROUTE AMW	ROUTE ANW
252	ROUTE PI	ROUTE LN	ROUTE ALB	ROUTE TF	ROUTE PT	ROUTE PV	ROUTE IP	ROUTE UJ	ROUTE TT	ROUTE ANC	ROUTE IR	ROUTE VH	ROUTE AMR
253	ROUTE ADP	ROUTE AJI	ROUTE KV	ROUTE IO	ROUTE AQV	ROUTE ALO	ROUTE IX	ROUTE YY	ROUTE TP	ROUTE IN	ROUTE AJS	ROUTE RI	ROUTE AMM
254	ROUTE IZ	ROUTE ALI	ROUTE ALZ	ROUTE BX	ROUTE NV	ROUTE AMV	ROUTE AQT	ROUTE AOC	ROUTE LE	ROUTE AKR	ROUTE LJ	ROUTE RF	ROUTE AIX
255	ROUTE PO	ROUTE ATS	ROUTE AEG	ROUTE AMR	ROUTE VI	ROUTE IO	ROUTE TB	ROUTE AMO	ROUTE LI	ROUTE ZJ	ROUTE UG	ROUTE MA	ROUTE IH
256	ROUTE RQ	ROUTE AJC	ROUTE AEM	ROUTE OZ	ROUTE PG	ROUTE AMR	ROUTE DG	ROUTE EF	ROUTE LT	ROUTE ID	ROUTE APY	ROUTE AQG	ROUTE IR
257	ROUTE LE	ROUTE ZC	ROUTE YB	ROUTE DH	ROUTE PB	ROUTE IJ	ROUTE AOQ	ROUTE ALM	ROUTE IZ	ROUTE OG	ROUTE CE	ROUTE AEN	ROUTE AGZ
258	ROUTE RA	ROUTE AUE	ROUTE ALF	ROUTE ALW	ROUTE LH	ROUTE QA	ROUTE YJ	ROUTE AMP	ROUTE LM	ROUTE ANS	ROUTE AKM	ROUTE VO	ROUTE IZ
259	ROUTE AEF	ROUTE AY	ROUTE AFE	ROUTE BP	ROUTE AQM	ROUTE TN	ROUTE RQ	ROUTE CH	ROUTE AQK	ROUTE AKT	ROUTE HF	ROUTE AHI	ROUTE UG
260	ROUTE LK	ROUTE OG	ROUTE AFK	ROUTE AIO	ROUTE VQ	ROUTE AHO	ROUTE DD	ROUTE CN	ROUTE AJ	ROUTE CZ	ROUTE AJO	ROUTE AMR	ROUTE QH
261	ROUTE RG	ROUTE ALK	ROUTE AEW	ROUTE ALP	ROUTE AIT	ROUTE AEH	ROUTE YG	ROUTE ALN	ROUTE JD	ROUTE VW	ROUTE AES	ROUTE AOQ	ROUTE AGT

Mill Creek - Hardin County 345 kV Line
Sensitivity Analysis

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
262	ROUTE AHL	ROUTE ALF	ROUTE AOO	ROUTE ZC	ROUTE AOK	ROUTE MA	ROUTE LV	ROUTE AHL	ROUTE RQ	ROUTE AEL	ROUTE NX	ROUTE AEH	ROUTE ALO	ROUTE AID	ROUTE NW	ROUTE TG	ROUTE VL	ROUTE IH	ROUTE IK	ROUTE AOE	ROUTE HL	ROUTE YZ	ROUTE AJM	ROUTE AHP	ROUTE HB
263	ROUTE ZA	ROUTE YT	ROUTE VN	ROUTE AMU	ROUTE AMP	ROUTE AEY	ROUTE QD	ROUTE YS	ROUTE NJ	ROUTE JB	ROUTE YW	ROUTE AMV	ROUTE AKS	ROUTE UG	ROUTE LC	ROUTE AHE	ROUTE HE	ROUTE YQ	ROUTE VN	ROUTE HA	ROUTE ANA	ROUTE ZH	ROUTE LO	ROUTE ANW	ROUTE SI
264	ROUTE RH	ROUTE RH	ROUTE RS	ROUTE LU	ROUTE AOC	ROUTE VW	ROUTE ALD	ROUTE ALN	ROUTE AOM	ROUTE UA	ROUTE OW	ROUTE CN	ROUTE IW	ROUTE ZE	ROUTE AFC	ROUTE RQ	ROUTE AQU	ROUTE AHN	ROUTE RA	ROUTE AMQ	ROUTE ADM	ROUTE CH	ROUTE AQC	ROUTE TJ	ROUTE AKV
265	ROUTE YT	ROUTE AHL	ROUTE ALZ	ROUTE IX	ROUTE AOK	ROUTE ALF	ROUTE MJ	ROUTE AEN	ROUTE AHF	ROUTE AHM	ROUTE HD	ROUTE TB	ROUTE ALR	ROUTE AIF	ROUTE AND	ROUTE VN	ROUTE AQQ	ROUTE IX	ROUTE AIS	ROUTE LG	ROUTE XX	ROUTE ZF	ROUTE AQX	ROUTE RC	ROUTE NX
266	ROUTE IQ	ROUTE YV	ROUTE ALU	ROUTE AOC	ROUTE AON	ROUTE QJ	ROUTE MB	ROUTE OZ	ROUTE AQP	ROUTE ALW	ROUTE CF	ROUTE LO	ROUTE AKV	ROUTE YW	ROUTE HP	ROUTE IG	ROUTE LD	ROUTE YU	ROUTE TM	ROUTE ZA	ROUTE AKZ	ROUTE LX	ROUTE DD	ROUTE NU	ROUTE CF
267	ROUTE RX	ROUTE AHK	ROUTE DX	ROUTE ALS	ROUTE VF	ROUTE II	ROUTE OW	ROUTE ALS	ROUTE AQS	ROUTE YU	ROUTE AQP	ROUTE PN	ROUTE AIO	ROUTE AQG	ROUTE AEU	ROUTE RA	ROUTE ALZ	ROUTE LY	ROUTE JC	ROUTE ZB	ROUTE ANU	ROUTE LK	ROUTE KP	ROUTE AOA	ROUTE QZ
268	ROUTE AMO	ROUTE TN	ROUTE YP	ROUTE RF	ROUTE AEH	ROUTE XY	ROUTE IS	ROUTE IZ	ROUTE AHI	ROUTE ALP	ROUTE JC	ROUTE AHK	ROUTE JC	ROUTE LD	ROUTE AFA	ROUTE VP	ROUTE AHN	ROUTE ALQ	ROUTE QZ	ROUTE AOG	ROUTE AKT	ROUTE PX	ROUTE AW	ROUTE IH	ROUTE AU
269	ROUTE AOC	ROUTE TR	ROUTE IX	ROUTE AMP	ROUTE TH	ROUTE ZG	ROUTE OZ	ROUTE YX	ROUTE JA	ROUTE YY	ROUTE NH	ROUTE RD	ROUTE AIT	ROUTE AML	ROUTE IE	ROUTE RC	ROUTE UY	ROUTE VT	ROUTE RP	ROUTE ALC	ROUTE ZE	ROUTE AED	ROUTE APU	ROUTE SG	ROUTE XV
270	ROUTE TN	ROUTE CN	ROUTE TJ	ROUTE DG	ROUTE IT	ROUTE AQS	ROUTE AEP	ROUTE RJ	ROUTE ALO	ROUTE AFD	ROUTE ANA	ROUTE AKU	ROUTE RJ	ROUTE AHV	ROUTE AMF	ROUTE TL	ROUTE ALP	ROUTE RL	ROUTE TL	ROUTE AMF	ROUTE YZ	ROUTE JD	ROUTE CJ	ROUTE ALN	ROUTE YI
271	ROUTE ALC	ROUTE RL	ROUTE TF	ROUTE ZB	ROUTE CY	ROUTE LM	ROUTE ALM	ROUTE AMT	ROUTE AQV	ROUTE TX	ROUTE DW	ROUTE AOW	ROUTE AUK	ROUTE LH	ROUTE AMZ	ROUTE AMV	ROUTE AIW	ROUTE RS	ROUTE AJB	ROUTE RH	ROUTE VT	ROUTE CC	ROUTE OI	ROUTE BB	ROUTE YN
272	ROUTE IX	ROUTE VT	ROUTE AMV	ROUTE IM	ROUTE LQ	ROUTE YZ	ROUTE PF	ROUTE YQ	ROUTE UZ	ROUTE IQ	ROUTE RI	ROUTE IT	ROUTE IH	ROUTE YY	ROUTE AFW	ROUTE AMJ	ROUTE AMR	ROUTE TR	ROUTE IJ	ROUTE PX	ROUTE ZC	ROUTE IQ	ROUTE AJK	ROUTE BX	ROUTE YF
273	ROUTE LU	ROUTE LU	ROUTE XW	ROUTE YX	ROUTE TP	ROUTE RA	ROUTE IY	ROUTE ALZ	ROUTE II	ROUTE TH	ROUTE AQV	ROUTE AIR	ROUTE AHM	ROUTE LL	ROUTE BC	ROUTE SX	ROUTE PP	ROUTE AQI	ROUTE LQ	ROUTE IQ	ROUTE RL	ROUTE IJ	ROUTE AJH	ROUTE LY	ROUTE VM
274	ROUTE ALN	ROUTE XY	ROUTE AHP	ROUTE AMT	ROUTE AQU	ROUTE RK	ROUTE RC	ROUTE AMR	ROUTE UA	ROUTE RL	ROUTE AQJ	ROUTE LH	ROUTE VB	ROUTE RT	ROUTE KT	ROUTE AHO	ROUTE ALX	ROUTE LW	ROUTE VH	ROUTE TN	ROUTE VP	ROUTE EF	ROUTE IP	ROUTE AVC	ROUTE CG
275	ROUTE VT	ROUTE IX	ROUTE AOG	ROUTE VT	ROUTE CV	ROUTE JA	ROUTE ALP	ROUTE TL	ROUTE DL	ROUTE AEH	ROUTE RG	ROUTE YU	ROUTE RP	ROUTE CE	ROUTE ANB	ROUTE JA	ROUTE AIS	ROUTE YS	ROUTE TG	ROUTE RJ	ROUTE YX	ROUTE DG	ROUTE CV	ROUTE TD	ROUTE TN
276	ROUTE CN	ROUTE LY	ROUTE VQ	ROUTE AOA	ROUTE YS	ROUTE PV	ROUTE MG	ROUTE AHN	ROUTE ALR	ROUTE AMV	ROUTE IO	ROUTE AEZ	ROUTE IN	ROUTE ATI	ROUTE CI	ROUTE SJ	ROUTE BC	ROUTE DG	ROUTE JB	ROUTE IZ	ROUTE LB	ROUTE MA	ROUTE LH	ROUTE ADV	ROUTE AMF
277	ROUTE AMO	ROUTE JB	ROUTE CC	ROUTE TP	ROUTE VT	ROUTE IM	ROUTE LT	ROUTE TH	ROUTE QG	ROUTE ALF	ROUTE AOM	ROUTE AOI	ROUTE AHP	ROUTE HC	ROUTE ADN	ROUTE ALS	ROUTE PC	ROUTE ALP	ROUTE TF	ROUTE VT	ROUTE DL	ROUTE AEQ	ROUTE IF	ROUTE RM	ROUTE HY
278	ROUTE AET	ROUTE TP	ROUTE TS	ROUTE LS	ROUTE ZH	ROUTE AQP	ROUTE MM	ROUTE RX	ROUTE ALU	ROUTE QX	ROUTE ALZ	ROUTE IK	ROUTE RM	ROUTE ALH	ROUTE OI	ROUTE EF	ROUTE AHJ	ROUTE ALC	ROUTE AQV	ROUTE IX	ROUTE ZA	ROUTE LT	ROUTE IL	ROUTE AW	ROUTE UW
279	ROUTE YV	ROUTE IZ	ROUTE AMJ	ROUTE IV	ROUTE AJL	ROUTE AQQ	ROUTE AHK	ROUTE CN	ROUTE IO	ROUTE YR	ROUTE IW	ROUTE TP	ROUTE VH	ROUTE ATT	ROUTE YA	ROUTE TM	ROUTE OX	ROUTE AMT	ROUTE AON	ROUTE TP	ROUTE CY	ROUTE LG	ROUTE BB	ROUTE IZ	ROUTE VG
280	ROUTE RL	ROUTE YU	ROUTE RH	ROUTE ALO	ROUTE RD	ROUTE ZD	ROUTE PN	ROUTE LO	ROUTE VF	ROUTE AHK	ROUTE NB	ROUTE DX	ROUTE DL	ROUTE ZB	ROUTE AES	ROUTE ALO	ROUTE ALO	ROUTE JB	ROUTE RK	ROUTE RL	ROUTE AGO	ROUTE AKS	ROUTE AJP	ROUTE VS	ROUTE VO
281	ROUTE ALM	ROUTE LW	ROUTE RK	ROUTE YT	ROUTE TX	ROUTE RE	ROUTE LZ	ROUTE ALP	ROUTE VL	ROUTE ALO	ROUTE CY	ROUTE SH	ROUTE RS	ROUTE AIC	ROUTE ZI	ROUTE TO	ROUTE AJA	ROUTE RB	ROUTE YD	ROUTE TR	ROUTE BX	ROUTE TT	ROUTE LL	ROUTE HJ	ROUTE SX
282	ROUTE AMP	ROUTE DG	ROUTE AMZ	ROUTE AET	ROUTE MZ	ROUTE LU	ROUTE AHN	ROUTE IQ	ROUTE DX	ROUTE DL	ROUTE DK	ROUTE DG	ROUTE ALU	ROUTE AQA	ROUTE ZL	ROUTE QE	ROUTE AHC	ROUTE AOM	ROUTE XV	ROUTE YT	ROUTE TR	ROUTE AKF	ROUTE DG	ROUTE AER	ROUTE TH
283	ROUTE TR	ROUTE AOC	ROUTE IG	ROUTE CN	ROUTE YZ	ROUTE LG	ROUTE PV	ROUTE YP	ROUTE AKE	ROUTE AEZ	ROUTE DD	ROUTE PH	ROUTE DX	ROUTE ANF	ROUTE AEY	ROUTE AMZ	ROUTE EF	ROUTE RJ	ROUTE VS	ROUTE JB	ROUTE AKP	ROUTE RR	ROUTE AJR	ROUTE RQ	ROUTE AEN
284	ROUTE IZ	ROUTE RJ	ROUTE AOM	ROUTE JC	ROUTE XZ	ROUTE UA	ROUTE PT	ROUTE AMO	ROUTE ALX	ROUTE RF	ROUTE RS	ROUTE ZK	ROUTE ALX	ROUTE AKF	ROUTE AED	ROUTE VR	ROUTE AHM	ROUTE CN	ROUTE YL	ROUTE LU	ROUTE TN	ROUTE RN	ROUTE NB	ROUTE AJ	ROUTE LT
285	ROUTE LW	ROUTE AMO	ROUTE AFD	ROUTE RN	ROUTE AJS	ROUTE UE	ROUTE UI	ROUTE VU	ROUTE RX	ROUTE YQ	ROUTE TF	ROUTE AKR	ROUTE IK	ROUTE QA	ROUTE ANF	ROUTE AOO	ROUTE PS	ROUTE TH	ROUTE VR	ROUTE LW	ROUTE AKR	ROUTE IH	ROUTE LM	ROUTE HD	ROUTE TR
286	ROUTE RJ	ROUTE AMO	ROUTE YR	ROUTE TH	ROUTE ANY	ROUTE RQ	ROUTE AKZ	ROUTE AEH	ROUTE MR	ROUTE TJ	ROUTE AOS	ROUTE ALM	ROUTE IQ	ROUTE ALJ	ROUTE ZH	ROUTE AHK	ROUTE PN	ROUTE AEZ	ROUTE RE	ROUTE DG	ROUTE TJ	ROUTE ZG	ROUTE APS	ROUTE UX	ROUTE ADI
287	ROUTE JB	ROUTE ALN	ROUTE LQ	ROUTE ALC	ROUTE AET	ROUTE YW	ROUTE AKL	ROUTE RD	ROUTE CN	ROUTE IM	ROUTE XV	ROUTE AJA	ROUTE YO	ROUTE MB	ROUTE ZK	ROUTE RI	ROUTE AOS	ROUTE TP	ROUTE TQ	ROUTE DX	ROUTE DG	ROUTE AKO	ROUTE IQ	ROUTE RV	ROUTE AOQ
288	ROUTE TP	ROUTE RS	ROUTE JA	ROUTE VR	ROUTE DW	ROUTE TT	ROUTE LJ	ROUTE AMV	ROUTE VR	ROUTE AMU	ROUTE VD	ROUTE LZ	ROUTE AOM	ROUTE YV	ROUTE OE	ROUTE IS	ROUTE AOO	ROUTE IZ	ROUTE IN	ROUTE YU	ROUTE IT	ROUTE AKQ	ROUTE AJJ	ROUTE LO	ROUTE ADL
289	ROUTE LY	ROUTE AOG	ROUTE PV	ROUTE XX	ROUTE CN	ROUTE IG	ROUTE AJE	ROUTE TF	ROUTE MX	ROUTE AMZ	ROUTE MV	ROUTE JC	ROUTE SX	ROUTE QE	ROUTE LA	ROUTE RE	ROUTE PF	ROUTE ALF	ROUTE IO	ROUTE AVC	ROUTE PU	ROUTE RX	ROUTE AJG	ROUTE AKE	ROUTE AW
290	ROUTE YU	ROUTE AET	ROUTE AJY	ROUTE ALN	ROUTE TD	ROUTE AOM	ROUTE MX	ROUTE IT	ROUTE YO	ROUTE ANC	ROUTE RA	ROUTE VN	ROUTE AOP	ROUTE AOE	ROUTE NU	ROUTE VB	ROUTE AOJ	ROUTE YR	ROUTE AOR	ROUTE YV	ROUTE BP	ROUTE XY	ROUTE APW	ROUTE TN	ROUTE IM
291	ROUTE AOG	ROUTE AMP	ROUTE YQ	ROUTE UA	ROUTE ALT	ROUTE ZA	ROUTE RI	ROUTE AOO	ROUTE SX	ROUTE AHF	ROUTE AJA	ROUTE AOC	ROUTE YR	ROUTE XY	ROUTE AJ	ROUTE AP	ROUTE PA	ROUTE AMS	ROUTE AIU	ROUTE ANW	ROUTE LG	ROUTE CN	ROUTE LI	ROUTE AMM	ROUTE HX
292	ROUTE AMF	ROUTE ALM	ROUTE CM	ROUTE YS	ROUTE OG	ROUTE LY	ROUTE PL	ROUTE YU	ROUTE CZ	ROUTE RS	ROUTE IK	ROUTE RM	ROUTE TQ	ROUTE LF	ROUTE HN	ROUTE VD	ROUTE AOW	ROUTE RV	ROUTE IW	ROUTE AW	ROUTE IM	ROUTE YY	ROUTE CC	ROUTE RG	ROUTE PP
293	ROUTE RS	ROUTE AMF	ROUTE AOK	ROUTE AOI	ROUTE AQO	ROUTE ANA	ROUTE LP	ROUTE TP	ROUTE RA	ROUTE TR	ROUTE AQR	ROUTE YR	ROUTE VN	ROUTE RN	ROUTE PW	ROUTE CZ	ROUTE AMP	ROUTE IK	ROUTE RJ	ROUTE ANY	ROUTE IX	ROUTE YW	ROUTE AHV	ROUTE UJ	ROUTE ANU
294	ROUTE DG	ROUTE IK	ROUTE VF	ROUTE TX	ROUTE VH	ROUTE AMX	ROUTE AJH	ROUTE AMO	ROUTE AHM	ROUTE XW	ROUTE AHN	ROUTE AMS	ROUTE AUE	ROUTE ZD	ROUTE BP	ROUTE SZ	ROUTE VK	ROUTE AMO	ROUTE AIY	ROUTE AMM	ROUTE JB	ROUTE ZE	ROUTE APO	ROUTE AHK	ROUTE HL
295	ROUTE QA	ROUTE AOE	ROUTE AHL	ROUTE IT	ROUTE AQS	ROUTE LK	ROUTE IG	ROUTE AHK	ROUTE AMN	ROUTE LS	ROUTE UJ	ROUTE QX	ROUTE AHG	ROUTE LO	ROUTE IC	ROUTE AHF	ROUTE UE	ROUTE RF	ROUTE VB	ROUTE ANA	ROUTE IQ	ROUTE ZC	ROUTE AJL	ROUTE IL	ROUTE AHG
296	ROUTE AOE	ROUTE YS	ROUTE VJ	ROUTE RD	ROUTE ZB	ROUTE YY	ROUTE ALS	ROUTE RS	ROUTE NF	ROUTE ANA	ROUTE CM	ROUTE QA	ROUTE YA	ROUTE YX	ROUTE XZ	ROUTE AMW	ROUTE AHH	ROUTE AHL	ROUTE TA	ROUTE RS	ROUTE RH	ROUTE LR	ROUTE VW	ROUTE AMF	ROUTE BB
297	ROUTE RB	ROUTE IO	ROUTE TH	ROUTE RL	ROUTE VP	ROUTE ANC	ROUTE PR	ROUTE TB	ROUTE YU	ROUTE TO	ROUTE TR	ROUTE AQT	ROUTE VT	ROUTE RR	ROUTE AR	ROUTE II	ROUTE ALV	ROUTE AOK	ROUTE IV	ROUTE LY	ROUTE RD	ROUTE LE	ROUTE ZL	ROUTE TR	ROUTE AHP
298	ROUTE TH	ROUTE DX	ROUTE TK	ROUTE LQ	ROUTE RO	ROUTE YT	ROUTE RO	ROUTE VT	ROUTE MD	ROUTE AEP	ROUTE VP	ROUTE ALA	ROUTE AHJ	ROUTE AKL	ROUTE KQ	ROUTE TV	ROUTE AIO	ROUTE AOC	ROUTE RD	ROUTE AKX	ROUTE AEC	ROUTE XX	ROUTE CZ	ROUTE ADN	ROUTE AHK
299	ROUTE YO	ROUTE YO	ROUTE QZ	ROUTE AMS	ROUTE MV	ROUTE QY	ROUTE IM	ROUTE DX	ROUTE YR	ROUTE IV	ROUTE RM	ROUTE AET	ROUTE TG	ROUTE IR	ROUTE BX	ROUTE AH	ROUTE KR	ROUTE QE	ROUTE TP	ROUTE AOA	ROUTE LW	ROUTE IX	ROUTE AJE	ROUTE AJZ	ROUTE AHI
300	ROUTE IK	ROUTE TH	ROUTE IT	ROUTE TF	ROUTE II	ROUTE CY	ROUTE ALV	ROUTE AEZ	ROUTE TD	ROUTE AHO	ROUTE TC	ROUTE TJ	ROUTE AMO	ROUTE ALG	ROUTE BA	ROUTE AMP	ROUTE LB	ROUTE AHK	ROUTE SZ	ROUTE AMN	ROUTE AKF	ROUTE IK	ROUTE XZ	ROUTE CZ	ROUTE RA
301	ROUTE DX	ROUTE TX	ROUTE ALS	ROUTE JA	ROUTE YT	ROUTE IY	ROUTE NB	ROUTE IO	ROUTE TJ	ROUTE AMR	ROUTE YS	ROUTE DL	ROUTE QE	ROUTE TT	ROUTE QA	ROUTE AMO	ROUTE AON	ROUTE LS	ROUTE CZ	ROUTE ANF	ROUTE MA	ROUTE JB	ROUTE IJ	ROUTE TH	ROUTE HM
302	ROUTE ANA	ROUTE RB	ROUTE RO	ROUTE ZA	ROUTE ZI	ROUTE PT	ROUTE LH	ROUTE AOM	ROUTE AHP	ROUTE ALT	ROUTE NL	ROUTE VH	ROUTE CN	ROUTE APY	ROUTE RW	ROUTE VS	ROUTE AMX	ROUTE ALN	ROUTE AQS	ROUTE QA	ROUTE ANC	ROUTE IO	ROUTE EF	ROUTE VL	ROUTE RK
303	ROUTE TX	ROUTE IM	ROUTE QJ	ROUTE ALF	ROUTE ALC	ROUTE RI	ROUTE AJD	ROUTE ALM	ROUTE RG	ROUTE ALM	ROUTE SZ	ROUTE RG	ROUTE AMR	ROUTE LV	ROUTE PN	ROUTE ADJ	ROUTE DX	ROUTE VN	ROUTE ALA	ROUTE RB	ROUTE ALZ	ROUTE LU	ROUTE AID	ROUTE VW	ROUTE RE
304	ROUTE ANW	ROUTE RF	ROUTE AOI	ROUTE CY	ROUTE YX	ROUTE TN	ROUTE NH	ROUTE IK	ROUTE RM	ROUTE YV	ROUTE AIU	ROUTE AMP	ROUTE CZ	ROUTE ATU	ROUTE CG	ROUTE CV	ROUTE AHK	ROUTE AMQ	ROUTE AOP	ROUTE IM	ROUTE YY	ROUTE AEK	ROUTE IN	ROUTE IP	ROUTE UH
305	ROUTE RF	ROUTE ALC	ROUTE ALQ	ROUTE ANY	ROUTE NJ	ROUTE AQJ	ROUTE ATS	ROUTE AMN	ROUTE AMO	ROUTE VT	ROUTE UX	ROUTE QE	ROUTE YU	ROUTE ANQ	ROUTE PT	ROUTE ALT	ROUTE AGS	ROUTE XW	ROUTE VM	ROUTE TH	ROUTE VR	ROUTE LY	ROUTE CH	ROUTE JD	ROUTE SJ
306	ROUTE YS	ROUTE QA	ROUTE VS	ROUTE RS	ROUTE AMT	ROUTE LS	ROUTE DK	ROUTE QX	ROUTE NL	ROUTE TB	ROUTE AQX	ROUTE ALC	ROUTE AQS	ROUTE AUG	ROUTE AOR	ROUTE ALF	ROUTE ALM	ROUTE RM	ROUTE YI	ROUTE RX	ROUTE ZB	ROUTE AEO	ROUTE LZ	ROUTE CH	ROUTE LU
307	ROUTE IM	ROUTE TL	ROUTE XZ	ROUTE AOG	ROUTE VU	ROUTE AMU	ROUTE AHF	ROUTE YR	ROUTE YX	ROUTE IK	ROUTE MP	ROUTE PB	ROUTE TJ	ROUTE ZA	ROUTE AUX	ROUTE ALM	ROUTE PO	ROUTE DX	ROUTE VL	ROUTE IK	ROUTE YW	ROUTE AKP	ROUTE OG	ROUTE TO	ROUTE AQ
308	ROUTE RD	ROUTE VR	ROUTE RM	ROUTE YW	ROUTE AJT	ROUTE RC	ROUTE AJG	ROUTE RO	ROUTE MJ	ROUTE SJ	ROUTE ALP	ROUTE TS	ROUTE AFD	ROUTE AHZ	ROUTE PL	ROUTE TQ	ROUTE AMO	ROUTE TL	ROUTE RO	ROUTE RD	ROUTE VN	ROUTE RP	ROUTE AIF	ROUTE LG	ROUTE TI
309	ROUTE IO	ROUTE VN	ROUTE AHN	ROUTE AMO	ROUTE DL	ROUTE XX	ROUTE LN	ROUTE SZ	ROUTE AMT	ROUTE ALQ	ROUTE AIX	ROUTE ZH	ROUTE AQV	ROUTE AOI	ROUTE PR	ROUTE AOF	ROUTE PJ	ROUTE IO	ROUTE QJ	ROUTE RF	ROUTE QJ	ROUTE AJT	ROUTE LF	ROUTE AMT	ROUTE TS
310	ROUTE VN	ROUTE LS	ROUTE RV	ROUTE XY	ROUTE ALN	ROUTE LE	ROUTE ANC	ROUTE AMS	ROUTE AHG	ROUTE AMS	ROUTE AHH	ROUTE AKO	ROUTE YX	ROUTE YT	ROUTE ZG	ROUTE TA	ROUTE ALU	ROUTE TS	ROUTE QY	ROUTE XY	ROUTE VJ	ROUTE TR	ROUTE JD	ROUTE VB	ROUTE LG
311	ROUTE AMN	ROUTE YR	ROUTE DL	ROUTE TN	ROUTE TO	ROUTE YV	ROUTE DW	ROUTE VR	ROUTE ANC	ROUTE DG	ROUTE ML	ROUTE AIX	ROUTE TP	ROUTE AEO	ROUTE ZJ	ROUTE HH	ROUTE AEJ	ROUTE RD	ROUTE TK	ROUTE IT	ROUTE YU	ROUTE TN	ROUTE IO	ROUTE IM	ROUTE CZ
312	ROUTE AOA	ROUTE IV	ROUTE JC	ROUTE IK	ROUTE AOM	ROUTE YQ	ROUTE AHH	ROUTE AOI	ROUTE TP	ROUTE YO	ROUTE AOO	ROUTE AOQ	ROUTE TM	ROUTE AOC	ROUTE OG	ROUTE ALA	ROUTE ALO	ROUTE LQ	ROUTE IH	ROUTE VN	ROUTE CM	ROUTE VT	ROUTE AJO	ROUTE QZ	ROUTE VW
313	ROUTE YR	ROUTE RD	ROUTE SZ	ROUTE VP	ROUTE ALU	ROUTE CM	ROUTE TU	ROUTE TJ	ROUTE IW	ROUTE RV	ROUTE SH	ROUTE LT	ROUTE TS	ROUTE AHT	ROUTE YW	ROUTE PY	ROUTE BA	ROUTE YP	ROUTE II	ROUTE TJ	ROUTE NW	ROUTE AQI	ROUTE PX	ROUTE CC	ROUTE TC
314	ROUTE AMM	ROUTE PV	ROUTE AMS	ROUTE ALM	ROUTE VD	ROUTE IS	ROUTE ATT	ROUTE DG	ROUTE RS	ROUTE JC	ROUTE YY	ROUTE AOI	ROUTE AMU	ROUTE LI	ROUTE YZ	ROUTE TC	ROUTE DH	ROUTE IM	ROUTE VG	ROUTE IO	ROUTE AJR	ROUTE RS	ROUTE LV	ROUTE LU	ROUTE LY
315	ROUTE TL	ROUTE TJ	ROUTE AEZ	ROUTE IY	ROUTE RE	ROUTE TH	ROUTE AUG	ROUTE RM	ROUTE AMW	ROUTE YS	ROUTE AHK	ROUTE IW	ROUTE DG	ROUTE LZ	ROUTE QI	ROUTE RK	ROUTE DW	ROUTE VR	ROUTE YF	ROUTE TL	ROUTE TL	ROUTE IZ	ROUTE ID	ROUTE AEH	ROUTE UZ
316	ROUTE IT	ROUTE IT	ROUTE SJ	ROUTE RQ	ROUTE RL	ROUTE AKX	ROUTE NE	ROUTE ALF	ROUTE AHJ	ROUTE AET	ROUTE AVC	ROUTE ANW	ROUTE AMX	ROUTE YU	ROUTE HG	ROUTE VJ	ROUTE AHG	ROUTE ALM	ROUTE AIR	ROUTE VP	ROUTE AKM	ROUTE RH	ROUTE LG	ROUTE VI	ROUTE AV
317	ROUTE PV	ROUTE AOA	ROUTE TO	ROUTE YV	ROUTE AOJ	ROUTE TR	ROUTE NK	ROUTE VN	ROUTE JC	ROUTE RO	ROUTE TO	ROUTE YO	ROUTE AEL	ROUTE RL	ROUTE OV	ROUTE VF	ROUTE AHO	ROUTE ANA	ROUTE VF	ROUTE VR	ROUTE AJT	ROUTE IM	ROUTE ZK	ROUTE VF	ROUTE ADY
318	ROUTE ANY	ROUTE LQ	ROUTE AMQ	ROUTE AMN	ROUTE ZC	ROUTE KH	ROUTE AET	ROUTE DL	ROUTE IK	ROUTE QZ	ROUTE TL	ROUTE TD	ROUTE YE	ROUTE AMJ	ROUTE YV	ROUTE AOC	ROUTE AGV	ROUTE JC	ROUTE IZ	ROUTE YQ	ROUTE AKO	ROUTE RL	ROUTE IK	ROUTE XY	ROUTE CC
319	ROUTE LQ	ROUTE ANW	ROUTE RD	ROUTE YR	ROUTE QE	ROUTE AMR	ROUTE SG	ROUTE JC	ROUTE SY	ROUTE AMV	ROUTE ALF	ROUTE PP	ROUTE AER	ROUTE IL	ROUTE YY	ROUTE QW	ROUTE AIX	ROUTE IV	ROUTE JA	ROUTE CY	ROUTE AKQ	ROUTE YX	ROUTE AHZ	ROUTE AHF	ROUTE IL
320	ROUTE AKX	ROUTE AMN	ROUTE AHM	ROUTE VH	ROUTE RS	ROUTE LW	ROUTE MP	ROUTE AET	ROUTE AVC	ROUTE AMP	ROUTE VJ	ROUTE AKV	ROUTE YH	ROUTE TN	ROUTE QC	ROUTE QH	ROUTE OJ	ROUTE AMP	ROUTE TE	ROUTE CC	ROUTE BB	ROUTE ZO	ROUTE LK	ROUTE BP	ROUTE AEB
321	ROUTE VR	ROUTE VP	ROUTE NU	ROUTE VU	ROUTE IK	ROUTE DW	ROUTE AEZ	ROUTE QJ	ROUTE IQ	ROUTE IG	ROUTE SW	ROUTE IM	ROUTE AUX	ROUTE VW	ROUTE ZC	ROUTE HC	ROUTE PR	ROUTE AOG	ROUTE AJZ	ROUTE QJ	ROUTE IG	ROUTE AJN	ROUTE AJD	ROUTE AMO	ROUTE AMT
322	ROUTE TJ	ROUTE TS	ROUTE VK	ROUTE RJ	ROUTE YR	ROUTE AMW	ROUTE ALB	ROUTE II	ROUTE TE	ROUTE CY	ROUTE TV	ROUTE AOK	ROUTE QW	ROUTE ANK	ROUTE ZF	ROUTE AMS	ROUTE CI	ROUTE RQ	ROUTE AJA	ROUTE IV	ROUTE AJL	ROUTE DX	ROUTE RT	ROUTE AKV	ROUTE AMO
323	ROUTE IV	ROUTE QJ	ROUTE VH	ROUTE TD	ROUTE AMN	ROUTE YS	ROUTE AMY	ROUTE AOG	ROUTE TK	ROUTE AOO	ROUTE ALV	ROUTE ZE	ROUTE IS	ROUTE LM	ROUTE AH	ROUTE DX	ROUTE PM	ROUTE TB	ROUTE QX	ROUTE LQ	ROUTE RF	ROUTE TX	ROUTE APQ	ROUTE LY	ROUTE IT
324	ROUTE LS	ROUTE RM	ROUTE TM	ROUTE PV	ROUTE AJR	ROUTE PN	ROUTE ZC	ROUTE AMZ	ROUTE VB	ROUTE TL	ROUTE YP	ROUTE OH	ROUTE ALM	ROUTE DH	ROUTE ZB	ROUTE AHL	ROUTE AMZ	ROUTE TJ	ROUTE TJ	ROUTE VW	ROUTE RS	ROUTE CY	ROUTE AJI	ROUTE AHM	ROUTE JD
325	ROUTE QJ	ROUTE CY	ROUTE RB	ROUTE PY	ROUTE ZG	ROUTE JP	ROUTE MV	ROUTE AMP	ROUTE MT	ROUTE RM	ROUTE MI	ROUTE VB	ROUTE IY	ROUTE RP	ROUTE PU	ROUTE AMQ	ROUTE AMV	ROUTE QJ	ROUTE AOJ	ROUTE YR	ROUTE AJN	ROUTE AKN	ROUTE MA	ROUTE AMQ	ROUTE AMQ
326	ROUTE ANF	ROUTE XW	ROUTE ALR	ROUTE TL	ROUTE AOG	ROUTE PR	ROUTE PZ	ROUTE UE	ROUTE AJD	ROUTE AMF	ROUTE NF	ROUTE RA	ROUTE RC	ROUTE ADN	ROUTE ZE	ROUTE VG	ROUTE PE	ROUTE AET	ROUTE ALC	ROUTE YS	ROUTE IV	ROUTE VU	ROUTE ZI	ROUTE OI	ROUTE XY
327	ROUTE RM	ROUTE RQ	ROUTE TV	ROUTE DL	ROUTE NL	ROUTE QW	ROUTE LB	ROUTE OC	ROUTE AEP	ROUTE VP	ROUTE JL	ROUTE XV	ROUTE ALP	ROUTE AHW	ROUTE UE	ROUTE AHD	ROUTE OZ	ROUTE IT	ROUTE CN	ROUTE DL	ROUTE OG	ROUTE YV	ROUTE AJF	ROUTE QW	ROUTE CH
328	ROUTE TS	ROUTE ANA	ROUTE YO	ROUTE AMF	ROUTE PV	ROUTE YX	ROUTE AJQ	ROUTE AOC	ROUTE TQ	ROUTE IY	ROUTE AIR	ROUTE AMM	ROUTE AHK	ROUTE APU	ROUTE AOX	ROUTE TI	ROUTE AQT	ROUTE AMF	ROUTE ALX	ROUTE ANS	ROUTE IK	ROUTE YT	ROUTE CN	ROUTE AEZ	ROUTE AEM
329	ROUTE JC	ROUTE JC	ROUTE OI	ROUTE II	ROUTE AMU	ROUTE TB	ROUTE ZF	ROUTE YO	ROUTE VH	ROUTE SX	ROUTE AQU	ROUTE TM	ROUTE YK	ROUTE YQ	ROUTE AGP	ROUTE ALN	ROUTE AMM	ROUTE YO	ROUTE TD	ROUTE RM	ROUTE RB	ROUTE AEM	ROUTE ALB	ROUTE VC	ROUTE IP
330	ROUTE VP	ROUTE ANY	ROUTE TD	ROUTE QE	ROUTE TE	ROUTE PR	ROUTE NI	ROUTE VL	ROUTE VN	ROUTE AMO	ROUTE ALM	ROUTE RO	ROUTE AHN	ROUTE AEK	ROUTE TW	ROUTE DD	ROUTE AOC	ROUTE VH	ROUTE XU	ROUTE LS	ROUTE RO	ROUTE PV	ROUTE RX	ROUTE ANU	ROUTE HZ
331	ROUTE XW	ROUTE AMM	ROUTE AOE	ROUTE RB	ROUTE TL	ROUTE TI	ROUTE AJT	ROUTE RK	ROUTE MZ	ROUTE AHL	ROUTE VH	ROUTE UH	ROUTE YN	ROUTE TR	ROUTE NF	ROUTE UA	ROUTE YH	ROUTE AGP	ROUTE DX	ROUTE AKU	ROUTE IO	ROUTE LW	ROUTE JB	ROUTE DH	ROUTE ADJ
332	ROUTE CY	ROUTE ANF	ROUTE AOA	ROUTE AOE	ROUTE ALO	ROUTE AKU	ROUTE ZB	ROUTE TD	ROUTE QJ	ROUTE TF	ROUTE AHE	ROUTE AON	ROUTE QA	ROUTE APW	ROUTE XY	ROUTE ID	ROUTE CZ	ROUTE OZ	ROUTE VQ	ROUTE AKV	ROUTE QX	ROUTE ZB	ROUTE IH	ROUTE AHO	ROUTE NU
333	ROUTE OE	ROUTE RO	ROUTE UZ	ROUTE TS	ROUTE VQ	ROUTE RX	ROUTE AME	ROUTE ANC	ROUTE AJG	ROUTE RG	ROUTE YV	ROUTE VP	ROUTE UX	ROUTE IP	ROUTE NL	ROUTE TE	ROUTE ALS	ROUTE VP	ROUTE AOM	ROUTE TS	ROUTE RU	ROUTE JC	ROUTE VU	ROUTE AED	ROUTE AX
334	ROUTE RO	ROUTE YP	ROUTE TB	ROUTE VF	ROUTE ALS	ROUTE AMO	ROUTE CM	ROUTE RG	ROUTE VT	ROUTE VN	ROUTE MF	ROUTE SX	ROUTE RI	ROUTE ANO	ROUTE SI	ROUTE VL	ROUTE AHE	ROUTE RG	ROUTE IM	ROUTE ANU	ROUTE AMZ	ROUTE IV	ROUTE YZ	ROUTE QH	ROUTE AOR
335	ROUTE VU	ROUTE II	ROUTE UJ	ROUTE ANW	ROUTE QZ	ROUTE LQ	ROUTE AJV	ROUTE PV	ROUTE MK	ROUTE IO	ROUTE DG	ROUTE PJ	ROUTE VD	ROUTE AW	ROUTE AP	ROUTE AOI	ROUTE KP	ROUTE TF	ROUTE AIT	ROUTE RO	ROUTE TH	ROUTE II	ROUTE LT	ROUTE TS	ROUTE AKS
336	ROUTE TB	ROUTE DL	ROUTE VO	ROUTE QZ	ROUTE TS	ROUTE DK	ROUTE MS	ROUTE TX	ROUTE AMO	ROUTE ALN	ROUTE TI	ROUTE AKS	ROUTE IG	ROUTE PT	ROUTE ND	ROUTE AOK	ROUTE ALF	ROUTE AOE	ROUTE RI	ROUTE JC	ROUTE TD	ROUTE TP	ROUTE CY	ROUTE SX	ROUTE AKX
337	ROUTE RO	ROUTE TB	ROUTE AMR	ROUTE RO	ROUTE ANC	ROUTE QV	ROUTE ZE	ROUTE IM	ROUTE AMR	ROUTE TS	ROUTE MZ	ROUTE IG	ROUTE ALS	ROUTE AHO	ROUTE KO	ROUTE BV	ROUTE DW	ROUTE ANW	ROUTE YC	ROUTE RQ	ROUTE LQ	ROUTE AOG	ROUTE AIC	ROUTE IQ	ROUTE YK
338	ROUTE DL	ROUTE TF	ROUTE ALF	ROUTE AMM	ROUTE IG	ROUTE AHV	ROUTE CY	ROUTE VH	ROUTE AMU	ROUTE AOK	ROUTE VT	ROUTE CY	ROUTE VA	ROUTE LT	ROUTE NJ	ROUTE QY	ROUTE DL	ROUTE RO	ROUTE VA	ROUTE XW	ROUTE LU	ROUTE AFC	ROUTE IX	ROUTE NX	ROUTE AKP
339	ROUTE VH	ROUTE QZ	ROUTE RI	ROUTE IG	ROUTE IW	ROUTE ALZ	ROUTE MY	ROUTE UA	ROUTE QN	ROUTE IW	ROUTE ALS	ROUTE TG	ROUTE RO	ROUTE AMG	ROUTE BV	ROUTE AER	ROUTE AMU	ROUTE CY	ROUTE UZ	ROUTE ANC	ROUTE LY	ROUTE AEI	ROUTE TT	ROUTE IT	ROUTE YC
340	ROUTE QZ	ROUTE IG	ROUTE RE	ROUTE ANC	ROUTE RG	ROUTE AMT	ROUTE AJP	ROUTE PY	ROUTE AKZ	ROUTE VH	ROUTE MC	ROUTE AOE	ROUTE ANW	ROUTE IF	ROUTE PJ	ROUTE DG	ROUTE AMQ	ROUTE TV	ROUTE SJ	ROUTE IG	ROUTE HF	ROUTE LS	ROUTE XY	ROUTE VM	ROUTE YH
341	ROUTE YP	ROUTE VH	ROUTE ALN	ROUTE TQ	ROUTE RV	ROUTE NL	ROUTE SV	ROUTE TS	ROUTE AMX	ROUTE YP	ROUTE TG	ROUTE ZB	ROUTE IM	ROUTE ATO	ROUTE PP	ROUTE UJ	ROUTE ALW	ROUTE UA	ROUTE IT	ROUTE TB	ROUTE VL	ROUTE AKM	ROUTE II	ROUTE AEL	ROUTE HI
342	ROUTE TF	ROUTE VL	ROUTE IY	ROUTE DW	ROUTE RN	ROUTE YP	ROUTE AJS	ROUTE ANA	ROUTE QT	ROUTE RI	ROUTE PD	ROUTE PS	ROUTE ALV	ROUTE YS	ROUTE PY	ROUTE UX	ROUTE PI	ROUTE AMN	ROUTE TQ	ROUTE AKW	ROUTE YV	ROUTE RJ	ROUTE RR	ROUTE AP	ROUTE ADE
343	ROUTE IG	ROUTE QE	ROUTE VM	ROUTE YU	ROUTE AJJ	ROUTE AOO	ROUTE AEH	ROUTE JA	ROUTE AFD	ROUTE AMT	ROUTE JF	ROUTE IY	ROUTE AOC	ROUTE LX	ROUTE RU	ROUTE PT	ROUTE AIR	ROUTE DL	ROUTE RC	ROUTE QE	ROUTE PP	ROUTE TS	ROUTE LX	ROUTE AZ	ROUTE YM
344	ROUTE ANC	ROUTE TD	ROUTE AHK	ROUTE VN	ROUTE ZA	ROUTE VT	ROUTE ZI	ROUTE AOA	ROUTE ALM	ROUTE AMM	ROUTE VB	ROUTE AKP	ROUTE VG	ROUTE LB	ROUTE PM	ROUTE CN	ROUTE ALN	ROUTE II	ROUTE SY	ROUTE TX	ROUTE PT	ROUTE AOR	ROUTE IM	ROUTE RK	ROUTE BW
345	ROUTE QX	ROUTE AKX	ROUTE DW	ROUTE RG	ROUTE RO	ROUTE AKR	ROUTE AJK	ROUTE IW	ROUTE TA	ROUTE RQ	ROUTE JA	ROUTE PO	ROUTE ATS	ROUTE AEO	ROUTE PS	ROUTE ADZ	ROUTE AHI	ROUTE AOA	ROUTE VP	ROUTE QX	ROUTE QA	ROUTE TH	ROUTE ZH	ROUTE SJ	ROUTE AER
346	ROUTE II	ROUTE VU	ROUTE IW	ROUTE TJ	ROUTE ANU	ROUTE TF	ROUTE AEN	ROUTE AOK	ROUTE AEL	ROUTE CM	ROUTE AHP	ROUTE LM	ROUTE DK	ROUTE RH	ROUTE UA	ROUTE AMF	ROUTE DG	ROUTE QX	ROUTE AIX	ROUTE VH	ROUTE SJ	ROUTE VR	ROUTE LY	ROUTE VQ	ROUTE TB
347	ROUTE TD	ROUTE YO	ROUTE AMF	ROUTE ANU	ROUTE MW	ROUTE ALL	ROUTE MW	ROUTE XW	ROUTE ALP	ROUTE AOI	ROUTE ALR	ROUTE ANY	ROUTE AHE	ROUTE BD	ROUTE HL	ROUTE AMT	ROUTE CV	ROUTE TM	ROUTE CY	ROUTE TD	ROUTE KP	ROUTE AJQ	ROUTE AHW	ROUTE AKX	ROUTE AEH
348	ROUTE ANU	ROUTE QX	ROUTE AQK	ROUTE RV	ROUTE NH	ROUTE AMQ	ROUTE AJN	ROUTE AMM	ROUTE ALS	ROUTE RC	ROUTE QR	ROUTE AHI	ROUTE DW	ROUTE KR	ROUTE PK	ROUTE NX	ROUTE ANY	ROUTE PY	ROUTE SX	ROUTE QZ	ROUTE AJO	ROUTE TL	ROUTE LE	ROUTE AQI	ROUTE VK

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
349	ROUTE YO	ROUTE RV	ROUTE TI	ROUTE YO	ROUTE AMO	ROUTE AKW	ROUTE ZL	ROUTE RE	ROUTE AER	ROUTE VJ	ROUTE AEZ	ROUTE RI	ROUTE AHH	ROUTE AEO	ROUTE YU	ROUTE AMM	ROUTE OH	ROUTE TD	ROUTE ALU	ROUTE TF	ROUTE AJQ	ROUTE AJS	ROUTE AHT	ROUTE AEP	ROUTE VA
350	ROUTE RG	ROUTE ANU	ROUTE AET	ROUTE IW	ROUTE AMS	ROUTE MN	ROUTE ZH	ROUTE VF	ROUTE AOJ	ROUTE AMQ	ROUTE MT	ROUTE VJ	ROUTE AUG	ROUTE CV	ROUTE OL	ROUTE VM	ROUTE AHL	ROUTE AJZ	ROUTE DL	ROUTE II	ROUTE AJS	ROUTE VN	ROUTE JC	ROUTE RA	ROUTE HN
351	ROUTE AJZ	ROUTE RG	ROUTE VD	ROUTE OJ	ROUTE SZ	ROUTE VU	ROUTE AZ	ROUTE ANW	ROUTE AJE	ROUTE IS	ROUTE YS	ROUTE IP	ROUTE VJ	ROUTE RJ	ROUTE PQ	ROUTE VO	ROUTE YF	ROUTE IG	ROUTE VK	ROUTE VJ	ROUTE CH	ROUTE RO	ROUTE RN	ROUTE AFD	ROUTE AEZ
352	ROUTE ANS	ROUTE SJ	ROUTE TE	ROUTE TB	ROUTE XX	ROUTE PB	ROUTE OX	ROUTE SX	ROUTE TG	ROUTE DW	ROUTE PP	ROUTE ALW	ROUTE SW	ROUTE LG	ROUTE PB	ROUTE ADV	ROUTE PQ	ROUTE VL	ROUTE ALR	ROUTE VL	ROUTE AKN	ROUTE OJ	ROUTE APK	ROUTE VG	ROUTE TL
353	ROUTE RV	ROUTE VJ	ROUTE AMN	ROUTE ANF	ROUTE AOI	ROUTE QH	ROUTE ZK	ROUTE RO	ROUTE TM	ROUTE VR	ROUTE RE	ROUTE VS	ROUTE AET	ROUTE APO	ROUTE OR	ROUTE TK	ROUTE PL	ROUTE IW	ROUTE OH	ROUTE CM	ROUTE TU	ROUTE RM	ROUTE PV	ROUTE TL	ROUTE VE
354	ROUTE VL	ROUTE TM	ROUTE QX	ROUTE VL	ROUTE AJG	ROUTE YU	ROUTE XY	ROUTE TO	ROUTE AHK	ROUTE AOC	ROUTE VN	ROUTE HB	ROUTE AMM	ROUTE LK	ROUTE YX	ROUTE SW	ROUTE CG	ROUTE AMM	ROUTE AMX	ROUTE SJ	ROUTE AJI	ROUTE RF	ROUTE LU	ROUTE RE	ROUTE TF
355	ROUTE AKU	ROUTE TQ	ROUTE ALP	ROUTE VD	ROUTE VE	ROUTE AJT	ROUTE PD	ROUTE RA	ROUTE ALV	ROUTE TO	ROUTE TA	ROUTE CM	ROUTE VP	ROUTE RS	ROUTE PH	ROUTE AOM	ROUTE ADI	ROUTE VS	ROUTE IG	ROUTE YO	ROUTE YT	ROUTE IT	ROUTE AJC	ROUTE ALA	ROUTE CB
356	ROUTE SJ	ROUTE CM	ROUTE AOC	ROUTE AJN	ROUTE ALM	ROUTE MZ	ROUTE AJJ	ROUTE VP	ROUTE AJH	ROUTE SZ	ROUTE OX	ROUTE TA	ROUTE TC	ROUTE VT	ROUTE RN	ROUTE SH	ROUTE AMS	ROUTE RK	ROUTE AHJ	ROUTE YP	ROUTE VH	ROUTE RB	ROUTE YY	ROUTE YL	ROUTE IQ
357	ROUTE TM	ROUTE RK	ROUTE VB	ROUTE RE	ROUTE TG	ROUTE TP	ROUTE ALF	ROUTE VB	ROUTE TS	ROUTE RA	ROUTE ALX	ROUTE AVF	ROUTE AEZ	ROUTE TL	ROUTE RT	ROUTE UZ	ROUTE AOO	ROUTE TQ	ROUTE XT	ROUTE RG	ROUTE RQ	ROUTE IG	ROUTE TX	ROUTE PP	ROUTE IG
358	ROUTE VJ	ROUTE VS	ROUTE RG	ROUTE YP	ROUTE VL	ROUTE PL	ROUTE QH	ROUTE IG	ROUTE MG	ROUTE VD	ROUTE IO	ROUTE RR	ROUTE VM	ROUTE CC	ROUTE QG	ROUTE ANW	ROUTE YN	ROUTE SJ	ROUTE VE	ROUTE PV	ROUTE QZ	ROUTE YU	ROUTE ZJ	ROUTE CN	ROUTE AOC
359	ROUTE IW	ROUTE IW	ROUTE ALO	ROUTE VS	ROUTE TN	ROUTE AMV	ROUTE LR	ROUTE AMF	ROUTE AHN	ROUTE QH	ROUTE AHJ	ROUTE RC	ROUTE AOI	ROUTE II	ROUTE RL	ROUTE ANY	ROUTE AMF	ROUTE ANC	ROUTE AIO	ROUTE AKR	ROUTE AJF	ROUTE ZA	ROUTE DX	ROUTE II	ROUTE CX
360	ROUTE VS	ROUTE ANS	ROUTE VW	ROUTE QX	ROUTE IS	ROUTE NX	ROUTE AJM	ROUTE TM	ROUTE YD	ROUTE II	ROUTE OJ	ROUTE VD	ROUTE AMP	ROUTE AKJ	ROUTE OZ	ROUTE AFD	ROUTE OY	ROUTE HD	ROUTE IY	ROUTE AJZ	ROUTE VD	ROUTE RV	ROUTE ZF	ROUTE TB	ROUTE IY
361	ROUTE UA	ROUTE JA	ROUTE SX	ROUTE SZ	ROUTE ALF	ROUTE QP	ROUTE HD	ROUTE ANU	ROUTE PV	ROUTE NX	ROUTE MM	ROUTE PM	ROUTE VS	ROUTE AGP	ROUTE HE	ROUTE BD	ROUTE YE	ROUTE ANY	ROUTE AIZ	ROUTE TM	ROUTE RM	ROUTE QA	ROUTE TR	ROUTE IX	ROUTE AR
362	ROUTE CM	ROUTE TO	ROUTE ANF	ROUTE TO	ROUTE TO	ROUTE NF	ROUTE LX	ROUTE CY	ROUTE DG	ROUTE TM	ROUTE AHM	ROUTE IS	ROUTE AOO	ROUTE IN	ROUTE PF	ROUTE OL	ROUTE ANW	ROUTE AKX	ROUTE TI	ROUTE AKS	ROUTE DW	ROUTE AJH	ROUTE RS	ROUTE TI	ROUTE PJ
363	ROUTE AKV	ROUTE IY	ROUTE AMP	ROUTE AKX	ROUTE UE	ROUTE VN	ROUTE CF	ROUTE SJ	ROUTE MM	ROUTE AOE	ROUTE QL	ROUTE OX	ROUTE AUP	ROUTE PN	ROUTE RR	ROUTE QC	ROUTE CY	ROUTE ANF	ROUTE QW	ROUTE RI	ROUTE YR	ROUTE AJK	ROUTE IV	ROUTE TF	ROUTE PT
364	ROUTE RK	ROUTE RI	ROUTE ANU	ROUTE ANS	ROUTE RB	ROUTE AOI	ROUTE ANA	ROUTE AOE	ROUTE AHE	ROUTE UJ	ROUTE QF	ROUTE AKM	ROUTE CM	ROUTE HA	ROUTE ZA	ROUTE ALC	ROUTE CN	ROUTE VB	ROUTE VJ	ROUTE IY	ROUTE RI	ROUTE DL	ROUTE ALL	ROUTE IG	ROUTE PD
365	ROUTE AKW	ROUTE ANC	ROUTE VE	ROUTE CM	ROUTE VS	ROUTE YR	ROUTE PA	ROUTE UZ	ROUTE NB	ROUTE VB	ROUTE RQ	ROUTE LG	ROUTE QC	ROUTE DD	ROUTE ZO	ROUTE PH	ROUTE AMW	ROUTE VJ	ROUTE ANA	ROUTE VS	ROUTE AJK	ROUTE AJM	ROUTE YW	ROUTE DX	ROUTE VX
366	ROUTE TO	ROUTE SZ	ROUTE VI	ROUTE RM	ROUTE AHZ	ROUTE AJH	ROUTE OQ	ROUTE QY	ROUTE YG	ROUTE JA	ROUTE ALO	ROUTE TO	ROUTE CY	ROUTE APS	ROUTE YQ	ROUTE VQ	ROUTE NL	ROUTE JA	ROUTE CM	ROUTE PT	ROUTE AJM	ROUTE CM	ROUTE VT	ROUTE JB	ROUTE AHM
367	ROUTE IY	ROUTE VF	ROUTE YG	ROUTE AJM	ROUTE YV	ROUTE PF	ROUTE VW	ROUTE IY	ROUTE OW	ROUTE AOM	ROUTE AEN	ROUTE DW	ROUTE XB	ROUTE YP	ROUTE YT	ROUTE AMN	ROUTE ALA	ROUTE NX	ROUTE TC	ROUTE TO	ROUTE II	ROUTE YS	ROUTE CM	ROUTE UZ	ROUTE ATQ
368	ROUTE RI	ROUTE UA	ROUTE AMO	ROUTE TG	ROUTE RC	ROUTE SZ	ROUTE PG	ROUTE RI	ROUTE IS	ROUTE TV	ROUTE AET	ROUTE ANS	ROUTE TI	ROUTE AVF	ROUTE UI	ROUTE VA	ROUTE ADE	ROUTE RA	ROUTE PT	ROUTE IW	ROUTE AJH	ROUTE AEG	ROUTE IZ	ROUTE BV	ROUTE AHF
369	ROUTE TO	ROUTE VB	ROUTE QY	ROUTE VQ	ROUTE MR	ROUTE AKO	ROUTE AQK	ROUTE TK	ROUTE YJ	ROUTE TG	ROUTE TM	ROUTE AHF	ROUTE AMS	ROUTE LR	ROUTE YP	ROUTE AY	ROUTE ADL	ROUTE SZ	ROUTE VD	ROUTE RK	ROUTE ID	ROUTE YQ	ROUTE XX	ROUTE CF	ROUTE ADZ
370	ROUTE JA	ROUTE AJZ	ROUTE IS	ROUTE AJT	ROUTE RJ	ROUTE AJN	ROUTE MC	ROUTE VJ	ROUTE AHH	ROUTE RK	ROUTE QY	ROUTE YY	ROUTE TO	ROUTE CJ	ROUTE QP	ROUTE AEN	ROUTE DK	ROUTE RI	ROUTE DW	ROUTE TO	ROUTE TF	ROUTE LQ	ROUTE ALD	ROUTE AKS	ROUTE SG
371	ROUTE VB	ROUTE SX	ROUTE QH	ROUTE XW	ROUTE TV	ROUTE ALI	ROUTE NX	ROUTE TG	ROUTE NH	ROUTE ANY	ROUTE PJ	ROUTE U	ROUTE XH	ROUTE UA	ROUTE LJ	ROUTE VC	ROUTE AMN	ROUTE TG	ROUTE ALW	ROUTE UA	ROUTE TS	ROUTE XW	ROUTE TN	ROUTE LS	ROUTE CD
372	ROUTE PT	ROUTE AKU	ROUTE AKE	ROUTE SJ	ROUTE AJK	ROUTE PP	ROUTE LU	ROUTE RV	ROUTE IY	ROUTE QW	ROUTE JP	ROUTE PG	ROUTE AEH	ROUTE AEI	ROUTE YS	ROUTE CY	ROUTE ALT	ROUTE CM	ROUTE AER	ROUTE AKT	ROUTE AP	ROUTE MV	ROUTE AVC	ROUTE TC	ROUTE AHO
373	ROUTE AGP	ROUTE TV	ROUTE XY	ROUTE TV	ROUTE MY	ROUTE AMN	ROUTE MI	ROUTE AVC	ROUTE RC	ROUTE ANF	ROUTE AX	ROUTE ALT	ROUTE AMV	ROUTE TP	ROUTE QV	ROUTE SY	ROUTE AOK	ROUTE TO	ROUTE ALO	ROUTE VB	ROUTE TB	ROUTE JA	ROUTE ANB	ROUTE YN	ROUTE XU
374	ROUTE PY	ROUTE VD	ROUTE DX	ROUTE VJ	ROUTE AMM	ROUTE AJZ	ROUTE MA	ROUTE ANY	ROUTE RI	ROUTE AMN	ROUTE AMP	ROUTE LY	ROUTE AEN	ROUTE RB	ROUTE LP	ROUTE AOE	ROUTE YL	ROUTE IY	ROUTE AMU	ROUTE SX	ROUTE TG	ROUTE AJR	ROUTE RV	ROUTE IY	ROUTE NV
375	ROUTE SZ	ROUTE AKW	ROUTE ANY	ROUTE RC	ROUTE XY	ROUTE QT	ROUTE PJ	ROUTE CM	ROUTE YM	ROUTE VL	ROUTE AQQ	ROUTE VM	ROUTE ALC	ROUTE ANM	ROUTE QN	ROUTE AOA	ROUTE AHF	ROUTE VF	ROUTE UJ	ROUTE JA	ROUTE SX	ROUTE AQE	ROUTE RL	ROUTE AMN	ROUTE QY
376	ROUTE VF	ROUTE DW	ROUTE UX	ROUTE IS	ROUTE AMF	ROUTE AKT	ROUTE OY	ROUTE RC	ROUTE XG	ROUTE DK	ROUTE ALU	ROUTE AEP	ROUTE UE	ROUTE PY	ROUTE NB	ROUTE AEL	ROUTE DD	ROUTE UE	ROUTE XN	ROUTE SZ	ROUTE IY	ROUTE TJ	ROUTE LR	ROUTE HB	ROUTE AJR
377	ROUTE AKR	ROUTE TG	ROUTE SY	ROUTE RK	ROUTE ANW	ROUTE MH	ROUTE AKG	ROUTE TE	ROUTE QP	ROUTE RE	ROUTE II	ROUTE DD	ROUTE AZ	ROUTE AEM	ROUTE QY	ROUTE AGR	ROUTE ANS	ROUTE ANU	ROUTE UY	ROUTE VD	ROUTE LS	ROUTE AOA	ROUTE JA	ROUTE PT	ROUTE AI
378	ROUTE SX	ROUTE AGP	ROUTE QA	ROUTE AKW	ROUTE AOE	ROUTE VR	ROUTE AKO	ROUTE IS	ROUTE RO	ROUTE PT	ROUTE AHG	ROUTE ANA	ROUTE YC	ROUTE HH	ROUTE LH	ROUTE PP	ROUTE IF	ROUTE RE	ROUTE SH	ROUTE VF	ROUTE AH	ROUTE AEW	ROUTE IG	ROUTE AH	ROUTE ADU
379	ROUTE RA	ROUTE RA	ROUTE SH	ROUTE TE	ROUTE ML	ROUTE AOC	ROUTE PP	ROUTE VD	ROUTE SJ	ROUTE AVC	ROUTE PH	ROUTE AHO	ROUTE YF	ROUTE ATP	ROUTE NH	ROUTE PN	ROUTE YC	ROUTE PT	ROUTE AHG	ROUTE DW	ROUTE JC	ROUTE AFA	ROUTE LS	ROUTE AET	ROUTE CN
380	ROUTE TG	ROUTE RE	ROUTE ALM	ROUTE UE	ROUTE AJH	ROUTE AOM	ROUTE PE	ROUTE TO	ROUTE AI	ROUTE ANW	ROUTE AMF	ROUTE RL	ROUTE XN	ROUTE PR	ROUTE YK	ROUTE UE	ROUTE NH	ROUTE ADN	ROUTE AMR	ROUTE UJ	ROUTE UJ	ROUTE VP	ROUTE ZE	ROUTE CV	ROUTE DH
381	ROUTE VD	ROUTE UJ	ROUTE RC	ROUTE YO	ROUTE UZ	ROUTE VH	ROUTE AKJ	ROUTE TA	ROUTE QV	ROUTE HD	ROUTE MG	ROUTE JB	ROUTE CF	ROUTE UE	ROUTE LN	ROUTE HF	ROUTE XV	ROUTE SX	ROUTE IS	ROUTE ATM	ROUTE XW	ROUTE RO	ROUTE TS	ROUTE AHL	ROUTE TM
382	ROUTE DW	ROUTE PY	ROUTE ANW	ROUTE VB	ROUTE TB	ROUTE AJQ	ROUTE AKR	ROUTE VS	ROUTE XW	ROUTE TI	ROUTE RK	ROUTE UX	ROUTE XT	ROUTE MA	ROUTE TN	ROUTE VI	ROUTE PK	ROUTE QC	ROUTE VO	ROUTE PY	ROUTE HJ	ROUTE AJL	ROUTE IW	ROUTE UW	ROUTE AJL
383	ROUTE TV	ROUTE AKV	ROUTE VG	ROUTE AJZ	ROUTE TC	ROUTE HD	ROUTE AJC	ROUTE DW	ROUTE TX	ROUTE UX	ROUTE QV	ROUTE OW	ROUTE AUT	ROUTE QC	ROUTE TU	ROUTE VE	ROUTE HL	ROUTE VM	ROUTE AHP	ROUTE RA	ROUTE PJ	ROUTE RD	ROUTE AHQ	ROUTE AKP	ROUTE DX
384	ROUTE RE	ROUTE PT	ROUTE RA	ROUTE AGP	ROUTE CM	ROUTE MT	ROUTE LF	ROUTE ANS	ROUTE ANU	ROUTE VF	ROUTE AEH	ROUTE UA	ROUTE YI	ROUTE LE	ROUTE YN	ROUTE AEZ	ROUTE MZ	ROUTE VD	ROUTE XH	ROUTE AKO	ROUTE PN	ROUTE SJ	ROUTE RP	ROUTE TM	ROUTE XP
385	ROUTE UJ	ROUTE TK	ROUTE AMM	ROUTE AJL	ROUTE TJ	ROUTE NJ	ROUTE LS	ROUTE QW	ROUTE AJP	ROUTE TQ	ROUTE AMZ	ROUTE ALO	ROUTE YL	ROUTE RF	ROUTE TT	ROUTE HA	ROUTE YK	ROUTE DW	ROUTE AW	ROUTE AKP	ROUTE PR	ROUTE TQ	ROUTE RO	ROUTE XV	ROUTE SW
386	ROUTE RC	ROUTE VQ	ROUTE TC	ROUTE SX	ROUTE VG	ROUTE TJ	ROUTE AIY	ROUTE VQ	ROUTE MP	ROUTE AJZ	ROUTE AQW	ROUTE PY	ROUTE ANS	ROUTE VN	ROUTE NE	ROUTE DW	ROUTE AOI	ROUTE TK	ROUTE ANC	ROUTE RV	ROUTE AIF	ROUTE TM	ROUTE AML	ROUTE UH	ROUTE TG
387	ROUTE VM	ROUTE VM	ROUTE OG	ROUTE AJS	ROUTE VN	ROUTE ALK	ROUTE AJF	ROUTE SY	ROUTE JP	ROUTE TC	ROUTE NV	ROUTE TI	ROUTE PY	ROUTE RM	ROUTE AY	ROUTE AGO	ROUTE AOA	ROUTE ANS	ROUTE SW	ROUTE TG	ROUTE AJP	ROUTE TF	ROUTE LW	ROUTE DD	ROUTE LS
388	ROUTE AKS	ROUTE RC	ROUTE AOQ	ROUTE UZ	ROUTE YP	ROUTE AGP	ROUTE LL	ROUTE ANF	ROUTE AOA	ROUTE VS	ROUTE AMV	ROUTE AOR	ROUTE UW	ROUTE YR	ROUTE YJ	ROUTE ANF	ROUTE YG	ROUTE RC	ROUTE UX	ROUTE AGP	ROUTE QE	ROUTE VS	ROUTE RH	ROUTE IK	ROUTE TQ
389	ROUTE AKT	ROUTE TI	ROUTE UY	ROUTE TM	ROUTE QX	ROUTE AMS	ROUTE LY	ROUTE UX	ROUTE AOG	ROUTE AOG	ROUTE HB	ROUTE VG	ROUTE ANY	ROUTE AKG	ROUTE TL	ROUTE AOG	ROUTE ADY	ROUTE VQ	ROUTE PN	ROUTE RC	ROUTE VF	ROUTE TB	ROUTE YV	ROUTE ALC	ROUTE HJ
390	ROUTE TK	ROUTE IS	ROUTE UH	ROUTE MZ	ROUTE VO	ROUTE AKQ	ROUTE AJB	ROUTE TI	ROUTE AJS	ROUTE TA	ROUTE NJ	ROUTE ANC	ROUTE VC	ROUTE JD	ROUTE NK	ROUTE CJ	ROUTE CM	ROUTE AKU	ROUTE AOO	ROUTE RE	ROUTE YS	ROUTE VL	ROUTE VR	ROUTE EF	ROUTE AKE
391	ROUTE IS	ROUTE VQ	ROUTE ATM	ROUTE VO	ROUTE AJI	ROUTE KJ	ROUTE PM	ROUTE PY	ROUTE UX	ROUTE PP	ROUTE CD	ROUTE DK	ROUTE ATU	ROUTE IH	ROUTE MH	ROUTE ANS	ROUTE NK	ROUTE UJ	ROUTE DK	ROUTE VM	ROUTE VS	ROUTE VH	ROUTE ALK	ROUTE OA	ROUTE HV
392	ROUTE UE	ROUTE QH	ROUTE TA	ROUTE AKV	ROUTE JX	ROUTE AKV	ROUTE PS	ROUTE VM	ROUTE MV	ROUTE ANS	ROUTE AMM	ROUTE AMW	ROUTE ALA	ROUTE CZ	ROUTE SG	ROUTE ANA	ROUTE AMT	ROUTE AEO	ROUTE ALT	ROUTE IS	ROUTE VB	ROUTE AJP	ROUTE ZG	ROUTE TQ	ROUTE IX
393	ROUTE VQ	ROUTE UZ	ROUTE AZ	ROUTE VG	ROUTE MU	ROUTE TS	ROUTE UG	ROUTE DK	ROUTE AOM	ROUTE AZ	ROUTE PT	ROUTE UE	ROUTE UA	ROUTE TH	ROUTE YM	ROUTE AEP	ROUTE NF	ROUTE TA	ROUTE AEL	ROUTE TI	ROUTE YQ	ROUTE IY	ROUTE DL	ROUTE CY	ROUTE ADF
394	ROUTE TI	ROUTE AKR	ROUTE HD	ROUTE AJR	ROUTE MT	ROUTE AID	ROUTE AKN	ROUTE NL	ROUTE ALZ	ROUTE SH	ROUTE AQN	ROUTE RF	ROUTE DR	ROUTE VR	ROUTE TR	ROUTE VK	ROUTE KN	ROUTE QH	ROUTE PH	ROUTE PN	ROUTE VO	ROUTE RG	ROUTE ZC	ROUTE VU	ROUTE ALJ
395	ROUTE QH	ROUTE UE	ROUTE UA	ROUTE RI	ROUTE YW	ROUTE YO	ROUTE AKO	ROUTE UJ	ROUTE VJ	ROUTE AGP	ROUTE NG	ROUTE QC	ROUTE AOE	ROUTE RQ	ROUTE MN	ROUTE PD	ROUTE ADU	ROUTE TI	ROUTE DF	ROUTE AKQ	ROUTE RK	ROUTE AVC	ROUTE TL	ROUTE IO	ROUTE AEG
396	ROUTE NX	ROUTE ADN	ROUTE ANS	ROUTE TC	ROUTE QJ	ROUTE TO	ROUTE LI	ROUTE MN	ROUTE VD	ROUTE AOA	ROUTE PB	ROUTE YV	ROUTE VI	ROUTE TJ	ROUTE CE	ROUTE PB	ROUTE AEB	ROUTE IS	ROUTE AFD	ROUTE PP	ROUTE UX	ROUTE RK	ROUTE QJ	ROUTE VK	ROUTE AEQ
397	ROUTE PN	ROUTE UX	ROUTE VC	ROUTE PT	ROUTE ANF	ROUTE ML	ROUTE AIX	ROUTE QH	ROUTE ANA	ROUTE QY	ROUTE KJ	ROUTE PA	ROUTE EO	ROUTE ANG	ROUTE NI	ROUTE PR	ROUTE MV	ROUTE AZ	ROUTE ALO	ROUTE AJT	ROUTE AHZ	ROUTE QZ	ROUTE RM	ROUTE TG	ROUTE BX
398	ROUTE ADN	ROUTE TA	ROUTE QW	ROUTE UJ	ROUTE ANS	ROUTE AJE	ROUTE ANE	ROUTE AKX	ROUTE YE	ROUTE PN	ROUTE QP	ROUTE TR	ROUTE AOK	ROUTE AEG	ROUTE MF	ROUTE CE	ROUTE AOE	ROUTE UZ	ROUTE XS	ROUTE VO	ROUTE AJC	ROUTE YR	ROUTE ALI	ROUTE AKU	ROUTE AEY
399	ROUTE VO	ROUTE DK	ROUTE VA	ROUTE TK	ROUTE AJP	ROUTE OZ	ROUTE LO	ROUTE AJT	ROUTE NI	ROUTE AKX	ROUTE VF	ROUTE LS	ROUTE VO	ROUTE AFC	ROUTE ML	ROUTE UH	ROUTE ANF	ROUTE VG	ROUTE AMW	ROUTE TK	ROUTE YO	ROUTE TV	ROUTE VN	ROUTE JC	ROUTE PO
400	ROUTE AVC	ROUTE TE	ROUTE ALA	ROUTE ADN	ROUTE AJF	ROUTE AMP	ROUTE AJA	ROUTE VK	ROUTE AEY	ROUTE UZ	ROUTE AFD	ROUTE TC	ROUTE OZ	ROUTE IO	ROUTE KN	ROUTE UW	ROUTE ALC	ROUTE AKW	ROUTE XR	ROUTE VO	ROUTE DK	ROUTE DW	ROUTE TV	ROUTE AKW	ROUTE AMN
401	ROUTE UZ	ROUTE AKT	ROUTE VU	ROUTE DK	ROUTE NI	ROUTE AJK	ROUTE PK	ROUTE AJH	ROUTE AMM	ROUTE TK	ROUTE AOT	ROUTE VX	ROUTE PF	ROUTE PL	ROUTE PI	ROUTE AEH	ROUTE YI	ROUTE VO	ROUTE AMO	ROUTE AKF	ROUTE AJJ	ROUTE AJE	ROUTE IT	ROUTE VA	ROUTE IJ
402	ROUTE AKO	ROUTE NX	ROUTE SW	ROUTE AKR	ROUTE MN	ROUTE AJS	ROUTE ATU	ROUTE TC	ROUTE VP	ROUTE VO	ROUTE AMS	ROUTE PO	ROUTE ATO	ROUTE APO	ROUTE SV	ROUTE CM	ROUTE VX	ROUTE QY	ROUTE VI	ROUTE QH	ROUTE AJE	ROUTE PT	ROUTE YX	ROUTE YI	ROUTE JB
403	ROUTE QC	ROUTE QY	ROUTE CF	ROUTE MX	ROUTE DK	ROUTE MX	ROUTE AKU	ROUTE TV	ROUTE YH	ROUTE PH	ROUTE VX	ROUTE AHL	ROUTE WX	ROUTE TS	ROUTE PO	ROUTE PS	ROUTE ID	ROUTE PN	ROUTE AHI	ROUTE AVF	ROUTE BV	ROUTE AJG	ROUTE OW	ROUTE QY	ROUTE AJF
404	ROUTE TA	ROUTE VG	ROUTE ADN	ROUTE RA	ROUTE SX	ROUTE PJ	ROUTE PO	ROUTE PR	ROUTE YK	ROUTE SW	ROUTE AJF	ROUTE IV	ROUTE LT	ROUTE LU	ROUTE AUP	ROUTE AKX	ROUTE XU	ROUTE TE	ROUTE XB	ROUTE PR	ROUTE AJG	ROUTE AEY	ROUTE YT	ROUTE ANA	ROUTE NH
405	ROUTE PP	ROUTE AKS	ROUTE ATG	ROUTE QC	ROUTE VB	ROUTE QN	ROUTE AKX	ROUTE VG	ROUTE AEZ	ROUTE CF	ROUTE NO	ROUTE YS	ROUTE XO	ROUTE OZ	ROUTE OX	ROUTE AJZ	ROUTE AOM	ROUTE AKV	ROUTE AHM	ROUTE UE	ROUTE TQ	ROUTE AJJ	ROUTE TP	ROUTE PJ	ROUTE YE
406	ROUTE PR	ROUTE PN	ROUTE AGP	ROUTE NL	ROUTE SJ	ROUTE AIF	ROUTE NA	ROUTE MZ	ROUTE AMP	ROUTE ADN	ROUTE PN	ROUTE ALN	ROUTE CT	ROUTE ALB	ROUTE PD	ROUTE NV	ROUTE MN	ROUTE AKR	ROUTE VC	ROUTE AJN	ROUTE SZ	ROUTE YP	ROUTE TQ	ROUTE VE	ROUTE AKU
407	ROUTE UX	ROUTE VK	ROUTE QE	ROUTE VE	ROUTE VC	ROUTE VL	ROUTE EH	ROUTE PN	ROUTE AMS	ROUTE TE	ROUTE YF	ROUTE XU	ROUTE LZ	ROUTE PP	ROUTE HJ	ROUTE ANU	ROUTE KJ	ROUTE UX	ROUTE MZ	ROUTE VU	ROUTE TM	ROUTE AOC	ROUTE AVF	ROUTE AKR	ROUTE AKW
408	ROUTE DK	ROUTE PR	ROUTE UW	ROUTE UX	ROUTE VJ	ROUTE JL	ROUTE LG	ROUTE NJ	ROUTE UY	ROUTE VM	ROUTE VR	ROUTE VA	ROUTE APO	ROUTE YO	ROUTE RJ	ROUTE PJ	ROUTE NG	ROUTE DK	ROUTE PS	ROUTE UX	ROUTE TI	ROUTE QE	ROUTE HD	ROUTE YF	ROUTE ALA
409	ROUTE VG	ROUTE TC	ROUTE PR	ROUTE PR	ROUTE AGP	ROUTE ANW	ROUTE NG	ROUTE ML	ROUTE AEH	ROUTE NL	ROUTE NA	ROUTE AMT	ROUTE DF	ROUTE IX	ROUTE RP	ROUTE UY	ROUTE NB	ROUTE QW	ROUTE AOI	ROUTE UZ	ROUTE XZ	ROUTE AJO	ROUTE TH	ROUTE SZ	ROUTE AKM
410	ROUTE AKP	ROUTE QC	ROUTE ANA	ROUTE AJK	ROUTE RK	ROUTE VB	ROUTE AIS	ROUTE AJN	ROUTE DK	ROUTE PJ	ROUTE AMR	ROUTE QZ	ROUTE XG	ROUTE TB	ROUTE PA	ROUTE PF	ROUTE YM	ROUTE CF	ROUTE NL	ROUTE DK	ROUTE IS	ROUTE NX	ROUTE RF	ROUTE AEM	ROUTE AKR
411	ROUTE QY	ROUTE QW	ROUTE PY	ROUTE QY	ROUTE AKW	ROUTE AZ	ROUTE LM	ROUTE AKW	ROUTE YN	ROUTE MN	ROUTE SR	ROUTE VO	ROUTE APU	ROUTE CN	ROUTE RM	ROUTE ADP	ROUTE AJZ	ROUTE TC	ROUTE PR	ROUTE ADN	ROUTE IW	ROUTE TO	ROUTE VS	ROUTE OG	ROUTE MV
412	ROUTE AKQ	ROUTE PP	ROUTE PT	ROUTE AKQ	ROUTE MP	ROUTE AOG	ROUTE AIV	ROUTE NF	ROUTE AMV	ROUTE AKV	ROUTE KO	ROUTE TL	ROUTE PL	ROUTE VL	ROUTE OQ	ROUTE BB	ROUTE HJ	ROUTE PR	ROUTE CT	ROUTE ATG	ROUTE JA	ROUTE APU	ROUTE NX	ROUTE DL	ROUTE BO
413	ROUTE TE	ROUTE AVC	ROUTE AED	ROUTE AJH	ROUTE YO	ROUTE AMZ	ROUTE DR	ROUTE AGP	ROUTE AJJ	ROUTE ANU	ROUTE MX	ROUTE SW	ROUTE PR	ROUTE ATQ	ROUTE VW	ROUTE AET	ROUTE XH	ROUTE VK	ROUTE ALV	ROUTE AUP	ROUTE RG	ROUTE TD	ROUTE IY	ROUTE DG	ROUTE AO
414	ROUTE AJT	ROUTE SH	ROUTE ATI	ROUTE NX	ROUTE QC	ROUTE JX	ROUTE ET	ROUTE MH	ROUTE VE	ROUTE VG	ROUTE UZ	ROUTE PI	ROUTE AX	ROUTE EF	ROUTE PG	ROUTE DK	ROUTE MY	ROUTE PF	ROUTE AOC	ROUTE TA	ROUTE AY	ROUTE APY	ROUTE XW	ROUTE PD	ROUTE SH
415	ROUTE QW	ROUTE VI	ROUTE AX	ROUTE VM	ROUTE ADN	ROUTE TX	ROUTE AKT	ROUTE AKU	ROUTE VK	ROUTE PD	ROUTE AER	ROUTE AMO	ROUTE XJ	ROUTE LY	ROUTE RS	ROUTE PG	ROUTE MT	ROUTE PH	ROUTE PB	ROUTE AKM	ROUTE RC	ROUTE AEU	ROUTE SJ	ROUTE IV	ROUTE OI
416	ROUTE TC	ROUTE HD	ROUTE UE	ROUTE NJ	ROUTE AIF	ROUTE ND	ROUTE UP	ROUTE HD	ROUTE AEN	ROUTE PR	ROUTE TE	ROUTE YP	ROUTE LH	ROUTE RK	ROUTE MT	ROUTE AKR	ROUTE AKR	ROUTE HB	ROUTE AEP	ROUTE TV	ROUTE UA	ROUTE VJ	ROUTE ANQ	ROUTE AOR	ROUTE YJ
417	ROUTE AED	ROUTE AED	ROUTE HB	ROUTE MV	ROUTE YU	ROUTE ADN	ROUTE AJO	ROUTE AJS	ROUTE DW	ROUTE MZ	ROUTE XU	ROUTE TF	ROUTE ADN	ROUTE ALD	ROUTE RK	ROUTE AW	ROUTE ANU	ROUTE SH	ROUTE UH	ROUTE QW	ROUTE AJZ	ROUTE RI	ROUTE ZB	ROUTE AJR	ROUTE YG
418	ROUTE PH	ROUTE AKO	ROUTE MX	ROUTE TI	ROUTE ND	ROUTE ALH	ROUTE ED	ROUTE VE	ROUTE AJM	ROUTE AED	ROUTE VC	ROUTE ADN	ROUTE XP	ROUTE RD	ROUTE MZ	ROUTE ADM	ROUTE YD	ROUTE VA	ROUTE XM	ROUTE QC	ROUTE PL	ROUTE AJF	ROUTE TM	ROUTE QE	ROUTE QR
419	ROUTE AKF	ROUTE AJT	ROUTE DB	ROUTE AED	ROUTE MJ	ROUTE AJG	ROUTE AKW	ROUTE AJG	ROUTE RV	ROUTE AKU	ROUTE YL	ROUTE YN	ROUTE LN	ROUTE AEW	ROUTE OY	ROUTE OX	ROUTE NJ	ROUTE AKT	ROUTE ALN	ROUTE VG	ROUTE AIC	ROUTE QX	ROUTE AND	ROUTE YK	ROUTE VU
420	ROUTE AJN	ROUTE AKO	ROUTE PL	ROUTE AKU	ROUTE AJQ	ROUTE PD	ROUTE AJR	ROUTE AJQ	ROUTE VQ	ROUTE NH	ROUTE AJC	ROUTE PC	ROUTE ANC	ROUTE JB	ROUTE RQ	ROUTE PL	ROUTE NE	ROUTE VI	ROUTE MN	ROUTE PH	ROUTE PX	ROUTE AJI	ROUTE RJ	ROUTE SW	ROUTE CY
421	ROUTE VK	ROUTE AJN	ROUTE ALC	ROUTE HD	ROUTE NX	ROUTE PS	ROUTE UV	ROUTE SW	ROUTE CM	ROUTE VI	ROUTE MU	ROUTE PR	ROUTE XM	ROUTE APK	ROUTE PE	ROUTE ANC	ROUTE AGQ	ROUTE SY	ROUTE ED	ROUTE TC	ROUTE VO	ROUTE UJ	ROUTE RK	ROUTE IS	ROUTE AUP
422	ROUTE HD	ROUTE AKP	ROUTE NX	ROUTE QH	ROUTE KN	ROUTE AKN	ROUTE DN	ROUTE AJE	ROUTE AJC	ROUTE MJ	ROUTE YC	ROUTE AOM	ROUTE CD	ROUTE IK	ROUTE YO	ROUTE OJ	ROUTE AR	ROUTE NV	ROUTE AMT	ROUTE QY	ROUTE UZ	ROUTE TG	ROUTE LO	ROUTE AX	ROUTE AEL
423	ROUTE SH	ROUTE PH	ROUTE AKW	ROUTE TA	ROUTE TK	ROUTE AJM	ROUTE AIR	ROUTE PH	ROUTE AJQ	ROUTE PB	ROUTE JX	ROUTE AKW	ROUTE AQA	ROUTE TF	ROUTE LF	ROUTE AKV	ROUTE MJ	ROUTE AKS	ROUTE XL	ROUTE NX	ROUTE YP	ROUTE VO	ROUTE PT	ROUTE NV	ROUTE CL
424	ROUTE VI	ROUTE SY	ROUTE NJ	ROUTE AJJ	ROUTE UX	ROUTE AOA	ROUTE ZA	ROUTE VO	ROUTE SW	ROUTE VQ	ROUTE AMX	ROUTE AZ	ROUTE XS	ROUTE TM	ROUTE YR	ROUTE PO	ROUTE AJ	ROUTE YN	ROUTE XG	ROUTE TE	ROUTE HC	ROUTE YK	ROUTE RB	ROUTE PN	ROUTE AFD
425	ROUTE PJ	ROUTE VE	ROUTE PP	ROUTE VK	ROUTE QY	ROUTE VF	ROUTE UN	ROUTE MX	ROUTE CY	ROUTE AKR	ROUTE ALQ	ROUTE VI	ROUTE AED	ROUTE PH	ROUTE MR	ROUTE PM	ROUTE JX	ROUTE VE	ROUTE AMQ	ROUTE AKN	ROUTE VM	ROUTE VF	ROUTE VL	ROUTE AJL	ROUTE AET
426	ROUTE PL	ROUTE VA	ROUTE MZ	ROUTE VC	ROUTE AKQ	ROUTE KO	ROUTE AIU	ROUTE VA	ROUTE MW	ROUTE SY	ROUTE UH	ROUTE IO	ROUTE AOG	ROUTE VU	ROUTE RB	ROUTE AKU	ROUTE MU	ROUTE AKO	ROUTE XF	ROUTE PJ	ROUTE QH	ROUTE SZ	ROUTE ALH	ROUTE SH	ROUTE AJ
427	ROUTE VA	ROUTE AKF	ROUTE DF	ROUTE AJG	ROUTE PR	ROUTE TM	ROUTE MO	ROUTE PL	ROUTE AJF	ROUTE QJ	ROUTE VL	ROUTE AMN	ROUTE ZB	ROUTE RO	ROUTE VN	ROUTE AEF	ROUTE XD	ROUTE SW	ROUTE AHF	ROUTE VI	ROUTE VI	ROUTE AHV	ROUTE YS	ROUTE YM	ROUTE DF
428	ROUTE AKM	ROUTE PL	ROUTE PN	ROUTE AJQ	ROUTE UJ	ROUTE AHT	ROUTE ZD	ROUTE MT	ROUTE AJT	ROUTE VC	ROUTE AHO	ROUTE VR	ROUTE ZE	ROUTE DG	ROUTE LL	ROUTE CH	ROUTE MP	ROUTE PS	ROUTE AOI	ROUTE AJR	ROUTE PD	ROUTE VM	ROUTE ZD	ROUTE YH	ROUTE DV
429	ROUTE PS	ROUTE SW	ROUTE CD	ROUTE PP	ROUTE AKX	ROUTE AKS	ROUTE DZ	ROUTE NX	ROUTE ANW	ROUTE XV	ROUTE SL	ROUTE RQ	ROUTE DJ	ROUTE VP	ROUTE MX	ROUTE DZ	ROUTE AKP	ROUTE PL	ROUTE AHO	ROUTE AJQ	ROUTE AHW	ROUTE VB	ROUTE AZ	ROUTE PR	ROUTE APW
430	ROUTE AKN	ROUTE VC	ROUTE YM	ROUTE AKP	ROUTE RM	ROUTE AHZ	ROUTE UT	ROUTE AJM	ROUTE TC	ROUTE NF	ROUTE AMO	ROUTE AED	ROUTE DV	ROUTE PJ	ROUTE QL	ROUTE NL	ROUTE ANA	ROUTE AJT	ROUTE UW	ROUTE VK	ROUTE PH	ROUTE QH	ROUTE RO	ROUTE AEQ	ROUTE AQG
431	ROUTE SY	ROUTE AZ	ROUTE AKX	ROUTE NH	ROUTE YO	ROUTE SX	ROUTE YQ	ROUTE AKR	ROUTE TI	ROUTE MH	ROUTE TQ	ROUTE VC	ROUTE ZH	ROUTE XX	ROUTE RH	ROUTE AKP	ROUTE VV	ROUTE AQI	ROUTE MT	ROUTE SH	ROUTE AHT	ROUTE UA	ROUTE TF	ROUTE AKM	ROUTE UY
432	ROUTE AJQ	ROUTE PJ	ROUTE NL	ROUTE QW	ROUTE AJO	ROUTE MF	ROUTE MU	ROUTE ND	ROUTE NE	ROUTE NV	ROUTE VO	ROUTE SZ	ROUTE ZK	ROUTE AFA	ROUTE VT	ROUTE YN	ROUTE XT	ROUTE AKQ	ROUTE PM	ROUTE AJH	ROUTE TK	ROUTE RE	ROUTE RG	ROUTE PH	ROUTE SZ
433	ROUTE AQI	ROUTE UH	ROUTE MR	ROUTE PH	ROUTE HD	ROUTE AMM	ROUTE AOO	ROUTE MF	ROUTE MC	ROUTE MV	ROUTE MR	ROUTE YK	ROUTE DQ	ROUTE TO	ROUTE UG	ROUTE PC	ROUTE KI	ROUTE VC	ROUTE AOM	ROUTE AED	ROUTE AJD	ROUTE HD	ROUTE ALJ	ROUTE AOC	ROUTE ATU
434	ROUTE VE	ROUTE PS	ROUTE QC	ROUTE SY	ROUTE KJ	ROUTE XW	ROUTE TB	ROUTE ADN	ROUTE ALF	ROUTE AJT	ROUTE AEL	ROUTE DW	ROUTE EC	ROUTE IO	ROUTE QR	ROUTE PA	ROUTE AKX	ROUTE AJN	ROUTE NF	ROUTE PL	ROUTE NU	ROUTE IS	ROUTE VQ	ROUTE AKF	ROUTE APO
435	ROUTE SW	ROUTE AJQ	ROUTE CP	ROUTE AKT	ROUTE NG	ROUTE NH	ROUTE YT	ROUTE AJK	ROUTE AOC	ROUTE AKS	ROUTE SY	ROUTE PL	ROUTE ANA	ROUTE PS	ROUTE VL	ROUTE PQ	ROUTE MM	ROUTE PJ	ROUTE DE	ROUTE AJL	ROUTE AEM	ROUTE RA	ROUTE DF	ROUTE ANC	ROUTE IK

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
436	ROUTE AJH	ROUTE AOI	ROUTE ANC	ROUTE AJI	ROUTE AJZ	ROUTE AJP	ROUTE SL	ROUTE AJZ	ROUTE AOI	ROUTE UH	ROUTE UW	ROUTE CF	ROUTE AEW	ROUTE LS	ROUTE QZ	ROUTE AKO	ROUTE AOG	ROUTE PB	ROUTE PG	ROUTE AJK	ROUTE AHV	ROUTE YO	ROUTE VP	ROUTE TK	ROUTE AEP
437	ROUTE PB	ROUTE AKN	ROUTE AEO	ROUTE AJP	ROUTE NF	ROUTE MR	ROUTE ATO	ROUTE SH	ROUTE XV	ROUTE AJH	ROUTE YI	ROUTE AOG	ROUTE AFC	ROUTE QX	ROUTE OO	ROUTE AKW	ROUTE KD	ROUTE AKP	ROUTE PL	ROUTE AJS	ROUTE ALB	ROUTE PY	ROUTE YU	ROUTE CM	ROUTE ATO
438	ROUTE AJK	ROUTE AJS	ROUTE PO	ROUTE AZ	ROUTE AED	ROUTE QR	ROUTE AQR	ROUTE AKT	ROUTE NK	ROUTE VA	ROUTE NK	ROUTE AKT	ROUTE CL	ROUTE ID	ROUTE VR	ROUTE CC	ROUTE NA	ROUTE UH	ROUTE ALS	ROUTE AUT	ROUTE AEQ	ROUTE AIF	ROUTE ANO	ROUTE UA	ROUTE IS
439	ROUTE VC	ROUTE AJH	ROUTE AJM	ROUTE AJF	ROUTE AZ	ROUTE AOK	ROUTE TH	ROUTE AZ	ROUTE TO	ROUTE OX	ROUTE ALW	ROUTE AOX	ROUTE ATO	ROUTE NL	ROUTE LI	ROUTE AEC	ROUTE MH	ROUTE NL	ROUTE ANW	ROUTE AJM	ROUTE RE	ROUTE OK	ROUTE OA	ROUTE II	ROUTE MJ
440	ROUTE AJR	ROUTE AJK	ROUTE YN	ROUTE SH	ROUTE XW	ROUTE AKP	ROUTE YP	ROUTE UY	ROUTE MI	ROUTE AKP	ROUTE MO	ROUTE II	ROUTE CX	ROUTE LW	ROUTE RF	ROUTE MZ	ROUTE YJ	ROUTE PF	ROUTE OS	ROUTE PS	ROUTE CE	ROUTE PN	ROUTE DX	ROUTE PO	ROUTE JC
441	ROUTE AZ	ROUTE AKM	ROUTE MV	ROUTE MT	ROUTE SY	ROUTE TG	ROUTE AJI	ROUTE AJP	ROUTE ADO	ROUTE PL	ROUTE JR	ROUTE YH	ROUTE OY	ROUTE IV	ROUTE AUT	ROUTE AKS	ROUTE XG	ROUTE YK	ROUTE XQ	ROUTE ATI	ROUTE RA	ROUTE AES	ROUTE YQ	ROUTE AJT	ROUTE PN
442	ROUTE AJS	ROUTE PB	ROUTE CX	ROUTE PF	ROUTE VK	ROUTE AIC	ROUTE SR	ROUTE YN	ROUTE SV	ROUTE AOI	ROUTE AMU	ROUTE PF	ROUTE WW	ROUTE SZ	ROUTE QU	ROUTE PI	ROUTE XB	ROUTE AX	ROUTE DR	ROUTE VA	ROUTE QW	ROUTE AJD	ROUTE VH	ROUTE TA	ROUTE ADV
443	ROUTE UH	ROUTE AJR	ROUTE NO	ROUTE VI	ROUTE TM	ROUTE JF	ROUTE AQN	ROUTE PP	ROUTE AJK	ROUTE MT	ROUTE KN	ROUTE VL	ROUTE APK	ROUTE RG	ROUTE LO	ROUTE YH	ROUTE JP	ROUTE AKF	ROUTE PF	ROUTE SW	ROUTE TG	ROUTE PR	ROUTE TJ	ROUTE IW	ROUTE OX
444	ROUTE AJL	ROUTE UY	ROUTE AKT	ROUTE MN	ROUTE PF	ROUTE CF	ROUTE YS	ROUTE AJD	ROUTE OZ	ROUTE AKW	ROUTE YH	ROUTE AOA	ROUTE PE	ROUTE VH	ROUTE YI	ROUTE PE	ROUTE MX	ROUTE UY	ROUTE MH	ROUTE PB	ROUTE TC	ROUTE AOX	ROUTE TK	ROUTE AJF	ROUTE PH
445	ROUTE PF	ROUTE AJM	ROUTE PJ	ROUTE AKS	ROUTE AKV	ROUTE TQ	ROUTE SZ	ROUTE PF	ROUTE AZ	ROUTE AJN	ROUTE ALN	ROUTE AKQ	ROUTE XC	ROUTE BB	ROUTE TJ	ROUTE AKQ	ROUTE QV	ROUTE MZ	ROUTE AHH	ROUTE AOI	ROUTE OJ	ROUTE APW	ROUTE OH	ROUTE TE	ROUTE IO
446	ROUTE AJM	ROUTE PF	ROUTE MT	ROUTE VA	ROUTE AKR	ROUTE VP	ROUTE ATP	ROUTE VI	ROUTE VA	ROUTE NB	ROUTE AHI	ROUTE RK	ROUTE APO	ROUTE IZ	ROUTE NA	ROUTE NH	ROUTE MS	ROUTE PD	ROUTE ALP	ROUTE PD	ROUTE UE	ROUTE AHZ	ROUTE TB	ROUTE DW	ROUTE PR
447	ROUTE PD	ROUTE NL	ROUTE AJZ	ROUTE AHZ	ROUTE PT	ROUTE JR	ROUTE AJL	ROUTE PB	ROUTE AJN	ROUTE AJR	ROUTE ADN	ROUTE UW	ROUTE LS	ROUTE KP	ROUTE QS	ROUTE NF	ROUTE AKO	ROUTE PM	ROUTE AMV	ROUTE SY	ROUTE VK	ROUTE APS	ROUTE UJ	ROUTE AJN	ROUTE AKF
448	ROUTE AEQ	ROUTE CF	ROUTE PF	ROUTE AJO	ROUTE RA	ROUTE ALJ	ROUTE CT	ROUTE MR	ROUTE JF	ROUTE MD	ROUTE MK	ROUTE JA	ROUTE CS	ROUTE PB	ROUTE TP	ROUTE XV	ROUTE AJV	ROUTE YM	ROUTE AMN	ROUTE VC	ROUTE AID	ROUTE TI	ROUTE QZ	ROUTE AKT	ROUTE QA
449	ROUTE NL	ROUTE AJL	ROUTE ML	ROUTE SW	ROUTE RI	ROUTE AED	ROUTE AQQ	ROUTE NH	ROUTE PF	ROUTE PF	ROUTE AHL	ROUTE WJ	ROUTE LY	ROUTE RI	ROUTE YL	ROUTE YK	ROUTE NI	ROUTE XV	ROUTE XP	ROUTE VE	ROUTE RX	ROUTE APO	ROUTE VM	ROUTE CX	ROUTE AHL
450	ROUTE NV	ROUTE AEQ	ROUTE AJS	ROUTE PN	ROUTE NB	ROUTE MJ	ROUTE TF	ROUTE MJ	ROUTE OL	ROUTE AJF	ROUTE TK	ROUTE AUP	ROUTE DE	ROUTE VJ	ROUTE LG	ROUTE AKM	ROUTE ND	ROUTE AJQ	ROUTE AHL	ROUTE AEQ	ROUTE NH	ROUTE SX	ROUTE PR	ROUTE JA	ROUTE ATI
451	ROUTE MZ	ROUTE MZ	ROUTE CT	ROUTE AKO	ROUTE NX	ROUTE AJR	ROUTE GD	ROUTE AKV	ROUTE PL	ROUTE VK	ROUTE VI	ROUTE VF	ROUTE AKN	ROUTE AOR	ROUTE NG	ROUTE OW	ROUTE AP	ROUTE AJH	ROUTE MY	ROUTE AJO	ROUTE PO	ROUTE VO	ROUTE IS	ROUTE CD	ROUTE ANM
452	ROUTE PM	ROUTE PD	ROUTE YJ	ROUTE MR	ROUTE AUP	ROUTE AJD	ROUTE DF	ROUTE AKQ	ROUTE MS	ROUTE HB	ROUTE SV	ROUTE RE	ROUTE AEK	ROUTE AEU	ROUTE MD	ROUTE PK	ROUTE AKV	ROUTE AOR	ROUTE ALF	ROUTE PF	ROUTE OX	ROUTE AID	ROUTE ANK	ROUTE NH	ROUTE ALC
453	ROUTE OJ	ROUTE UW	ROUTE AKV	ROUTE ML	ROUTE AJD	ROUTE OX	ROUTE ZG	ROUTE AJR	ROUTE VG	ROUTE AKF	ROUTE AJH	ROUTE YE	ROUTE QZ	ROUTE VS	ROUTE LM	ROUTE YL	ROUTE MI	ROUTE AKN	ROUTE NK	ROUTE UH	ROUTE SH	ROUTE VD	ROUTE TO	ROUTE UY	ROUTE AJO
454	ROUTE CF	ROUTE NV	ROUTE NH	ROUTE NF	ROUTE MK	ROUTE MV	ROUTE OJ	ROUTE AJF	ROUTE VM	ROUTE AKO	ROUTE NE	ROUTE TQ	ROUTE AKO	ROUTE TK	ROUTE TM	ROUTE AKT	ROUTE XP	ROUTE UW	ROUTE AOG	ROUTE HD	ROUTE PS	ROUTE RC	ROUTE HB	ROUTE VX	ROUTE AJT
455	ROUTE UY	ROUTE YN	ROUTE PS	ROUTE UY	ROUTE UY	ROUTE PM	ROUTE CP	ROUTE AJJ	ROUTE QH	ROUTE PS	ROUTE VG	ROUTE VV	ROUTE AEO	ROUTE TD	ROUTE LV	ROUTE AKF	ROUTE JL	ROUTE AJK	ROUTE AEN	ROUTE AJF	ROUTE PB	ROUTE SH	ROUTE AMJ	ROUTE AOG	ROUTE BU
456	ROUTE YN	ROUTE OJ	ROUTE AEQ	ROUTE CF	ROUTE TA	ROUTE UZ	ROUTE ZJ	ROUTE AED	ROUTE JL	ROUTE UW	ROUTE ALT	ROUTE OZ	ROUTE RF	ROUTE AEY	ROUTE MJ	ROUTE OH	ROUTE MD	ROUTE AEO	ROUTE MX	ROUTE NL	ROUTE PY	ROUTE AJC	ROUTE TG	ROUTE AKO	ROUTE XJ
457	ROUTE AJE	ROUTE PM	ROUTE AJN	ROUTE MY	ROUTE CF	ROUTE ANU	ROUTE GP	ROUTE AKO	ROUTE ALH	ROUTE NJ	ROUTE YN	ROUTE ANU	ROUTE ADX	ROUTE II	ROUTE YS	ROUTE MN	ROUTE XC	ROUTE CD	ROUTE PQ	ROUTE AJE	ROUTE NL	ROUTE TE	ROUTE PN	ROUTE YC	ROUTE CV
458	ROUTE UW	ROUTE ATM	ROUTE AKU	ROUTE PD	ROUTE AHV	ROUTE AJJ	ROUTE YW	ROUTE YM	ROUTE PR	ROUTE YN	ROUTE JK	ROUTE AKN	ROUTE AJA	ROUTE IM	ROUTE MB	ROUTE MV	ROUTE JW	ROUTE YH	ROUTE CS	ROUTE AJI	ROUTE PF	ROUTE AZ	ROUTE RE	ROUTE AEG	ROUTE XT
459	ROUTE AQG	ROUTE PQ	ROUTE NF	ROUTE AIF	ROUTE TI	ROUTE AMF	ROUTE AML	ROUTE CF	ROUTE QR	ROUTE VE	ROUTE YE	ROUTE YL	ROUTE PK	ROUTE PM	ROUTE UP	ROUTE MT	ROUTE AH	ROUTE AKM	ROUTE PP	ROUTE AJP	ROUTE AHO	ROUTE TA	ROUTE RD	ROUTE AKO	ROUTE XD
460	ROUTE PO	ROUTE PO	ROUTE MW	ROUTE PL	ROUTE AKP	ROUTE AHO	ROUTE AQU	ROUTE MV	ROUTE KN	ROUTE ML	ROUTE AGP	ROUTE AQG	ROUTE XI	ROUTE PF	ROUTE IL	ROUTE NJ	ROUTE BX	ROUTE OJ	ROUTE AOA	ROUTE OJ	ROUTE ALJ	ROUTE VK	ROUTE DB	ROUTE MV	ROUTE DL
461	ROUTE AJO	ROUTE AJP	ROUTE PH	ROUTE UH	ROUTE PH	ROUTE AHW	ROUTE YZ	ROUTE AQI	ROUTE MY	ROUTE MP	ROUTE QT	ROUTE UZ	ROUTE IV	ROUTE NF	ROUTE AW	ROUTE YM	ROUTE WX	ROUTE PO	ROUTE NJ	ROUTE MZ	ROUTE ALL	ROUTE VG	ROUTE SH	ROUTE OX	ROUTE EF
462	ROUTE PQ	ROUTE HB	ROUTE MN	ROUTE AKN	ROUTE PP	ROUTE SJ	ROUTE DB	ROUTE YK	ROUTE VS	ROUTE AJL	ROUTE AED	ROUTE QY	ROUTE PQ	ROUTE LQ	ROUTE TK	ROUTE YE	ROUTE JR	ROUTE YL	ROUTE PA	ROUTE AJG	ROUTE AEG	ROUTE UZ	ROUTE NV	ROUTE PS	ROUTE ALB
463	ROUTE AJP	ROUTE AJE	ROUTE DA	ROUTE AJE	ROUTE VM	ROUTE NB	ROUTE TN	ROUTE PJ	ROUTE HD	ROUTE AJQ	ROUTE AHF	ROUTE XT	ROUTE APW	ROUTE CH	ROUTE IR	ROUTE YF	ROUTE MO	ROUTE AJS	ROUTE EC	ROUTE AJJ	ROUTE AEO	ROUTE PP	ROUTE VF	ROUTE XU	ROUTE AJI
464	ROUTE AJF	ROUTE AQG	ROUTE AJT	ROUTE PS	ROUTE AHW	ROUTE AJF	ROUTE AOX	ROUTE VC	ROUTE ALK	ROUTE AJE	ROUTE PF	ROUTE TK	ROUTE JB	ROUTE PX	ROUTE UV	ROUTE OY	ROUTE AKM	ROUTE MN	ROUTE CP	ROUTE PM	ROUTE AEK	ROUTE ALB	ROUTE YP	ROUTE AEY	ROUTE AJN
465	ROUTE AJG	ROUTE AJO	ROUTE XV	ROUTE ND	ROUTE QW	ROUTE PG	ROUTE YV	ROUTE OZ	ROUTE CF	ROUTE AKM	ROUTE MY	ROUTE AEQ	ROUTE XO	ROUTE TO	ROUTE KD	ROUTE AKN	ROUTE QR	ROUTE NF	ROUTE MM	ROUTE PO	ROUTE MV	ROUTE QY	ROUTE CF	ROUTE AUP	ROUTE ANA
466	ROUTE AJI	ROUTE AJG	ROUTE YL	ROUTE MP	ROUTE JW	ROUTE QL	ROUTE AX	ROUTE AJL	ROUTE XF	ROUTE AX	ROUTE VS	ROUTE AUT	ROUTE AQC	ROUTE VB	ROUTE UN	ROUTE AJT	ROUTE BP	ROUTE AQG	ROUTE OZ	ROUTE AZ	ROUTE MZ	ROUTE AIC	ROUTE ZA	ROUTE AJO	ROUTE TA
467	ROUTE OZ	ROUTE AJJ	ROUTE AEI	ROUTE MJ	ROUTE MS	ROUTE AJL	ROUTE TT	ROUTE NB	ROUTE XL	ROUTE MX	ROUTE AJE	ROUTE OF	ROUTE LG	ROUTE RA	ROUTE MG	ROUTE NK	ROUTE XS	ROUTE AJM	ROUTE DZ	ROUTE PQ	ROUTE ADN	ROUTE PH	ROUTE RI	ROUTE DF	ROUTE QJ
468	ROUTE OX	ROUTE OZ	ROUTE PK	ROUTE MW	ROUTE QH	ROUTE AQE	ROUTE OW	ROUTE MD	ROUTE XR	ROUTE PO	ROUTE QB	ROUTE YI	ROUTE LM	ROUTE IT	ROUTE TQ	ROUTE XN	ROUTE SV	ROUTE PD	ROUTE AHE	ROUTE OX	ROUTE VG	ROUTE PS	ROUTE SZ	ROUTE AJH	ROUTE TK
469	ROUTE AJJ	ROUTE NF	ROUTE AJJ	ROUTE AKF	ROUTE AID	ROUTE TA	ROUTE AQT	ROUTE XV	ROUTE YC	ROUTE AKT	ROUTE AJZ	ROUTE AQA	ROUTE AKT	ROUTE HF	ROUTE LT	ROUTE NB	ROUTE AFD	ROUTE AJR	ROUTE ALM	ROUTE UW	ROUTE VC	ROUTE UE	ROUTE PS	ROUTE QJ	ROUTE CW
470	ROUTE AEK	ROUTE AEK	ROUTE YK	ROUTE NK	ROUTE AHT	ROUTE AKM	ROUTE YY	ROUTE AKS	ROUTE UJ	ROUTE AJK	ROUTE YK	ROUTE TE	ROUTE RL	ROUTE DX	ROUTE KJ	ROUTE MX	ROUTE ADO	ROUTE PG	ROUTE AMS	ROUTE AQG	ROUTE QY	ROUTE APO	ROUTE CT	ROUTE UE	ROUTE BP
471	ROUTE NF	ROUTE AJF	ROUTE MP	ROUTE KN	ROUTE MF	ROUTE TK	ROUTE FF	ROUTE AJO	ROUTE OS	ROUTE AJO	ROUTE VA	ROUTE PO	ROUTE AKW	ROUTE PO	ROUTE MM	ROUTE YI	ROUTE XN	ROUTE OZ	ROUTE ML	ROUTE AEM	ROUTE TE	ROUTE PL	ROUTE RA	ROUTE PY	ROUTE AP
472	ROUTE PG	ROUTE AJI	ROUTE XR	ROUTE AEO	ROUTE AJE	ROUTE VJ	ROUTE TL	ROUTE AKN	ROUTE PB	ROUTE OZ	ROUTE PC	ROUTE AX	ROUTE RR	ROUTE VF	ROUTE UT	ROUTE YG	ROUTE XF	ROUTE MT	ROUTE AHN	ROUTE UY	ROUTE TA	ROUTE QC	ROUTE ALG	ROUTE XP	ROUTE AEK
473	ROUTE ATM	ROUTE NJ	ROUTE CL	ROUTE UW	ROUTE NM	ROUTE PO	ROUTE ADN	ROUTE AJC	ROUTE YF	ROUTE AJC	ROUTE PR	ROUTE XN	ROUTE AIR	ROUTE NJ	ROUTE YE	ROUTE AJN	ROUTE ML	ROUTE AJL	ROUTE XJ	ROUTE AEK	ROUTE SW	ROUTE ALL	ROUTE VK	ROUTE YJ	ROUTE DD
474	ROUTE MN	ROUTE AEO	ROUTE NV	ROUTE AVC	ROUTE SW	ROUTE RV	ROUTE PC	ROUTE YJ	ROUTE AUK	ROUTE YL	ROUTE ON	ROUTE APU	ROUTE AIU	ROUTE VM	ROUTE LZ	ROUTE MY	ROUTE AKU	ROUTE OX	ROUTE AMP	ROUTE OZ	ROUTE ALD	ROUTE AVF	ROUTE VJ	ROUTE NL	ROUTE AES
475	ROUTE HB	ROUTE MN	ROUTE AEM	ROUTE AJD	ROUTE JP	ROUTE ALG	ROUTE AQW	ROUTE YH	ROUTE YI	ROUTE AKQ	ROUTE AJR	ROUTE YF	ROUTE U	ROUTE RE	ROUTE IJ	ROUTE MJ	ROUTE MG	ROUTE VX	ROUTE MS	ROUTE AJC	ROUTE TX	ROUTE AHW	ROUTE VB	ROUTE AJI	ROUTE TE
476	ROUTE AEM	ROUTE MT	ROUTE NI	ROUTE AUP	ROUTE PD	ROUTE QU	ROUTE LQ	ROUTE PD	ROUTE PH	ROUTE PM	ROUTE QQ	ROUTE AEK	ROUTE IP	ROUTE SX	ROUTE CC	ROUTE MH	ROUTE MW	ROUTE YJ	ROUTE XD	ROUTE NF	ROUTE AOO	ROUTE AHT	ROUTE YR	ROUTE YE	ROUTE AFC
477	ROUTE AEQ	ROUTE OX	ROUTE DZ	ROUTE PJ	ROUTE VA	ROUTE MD	ROUTE TR	ROUTE MP	ROUTE AMF	ROUTE YK	ROUTE OZ	ROUTE CT	ROUTE YP	ROUTE AES	ROUTE TB	ROUTE MP	ROUTE MR	ROUTE NJ	ROUTE AEH	ROUTE AEO	ROUTE UH	ROUTE TC	ROUTE AKL	ROUTE ALJ	ROUTE VV
478	ROUTE MT	ROUTE AEM	ROUTE AJL	ROUTE PQ	ROUTE SH	ROUTE NK	ROUTE FR	ROUTE UW	ROUTE PN	ROUTE ND	ROUTE MS	ROUTE VQ	ROUTE AQN	ROUTE IG	ROUTE IP	ROUTE AQI	ROUTE QU	ROUTE DF	ROUTE NE	ROUTE NH	ROUTE AQI	ROUTE NV	ROUTE AX	ROUTE AEK	ROUTE ALG
479	ROUTE NH	ROUTE MX	ROUTE PO	ROUTE AKM	ROUTE VI	ROUTE VS	ROUTE HB	ROUTE AKP	ROUTE YL	ROUTE UY	ROUTE ANY	ROUTE AFC	ROUTE YS	ROUTE JC	ROUTE YH	ROUTE VX	ROUTE AKO	ROUTE AJE	ROUTE MR	ROUTE MN	ROUTE AGP	ROUTE VI	ROUTE OE	ROUTE MJ	ROUTE ALL
480	ROUTE NJ	ROUTE NH	ROUTE MY	ROUTE AHV	ROUTE JR	ROUTE AJO	ROUTE CD	ROUTE AJI	ROUTE AMZ	ROUTE MF	ROUTE AOI	ROUTE XH	ROUTE SZ	ROUTE OZ	ROUTE SL	ROUTE XT	ROUTE OP	ROUTE AVC	ROUTE PK	ROUTE AIF	ROUTE NB	ROUTE UX	ROUTE TD	ROUTE PL	ROUTE PI
481	ROUTE AOR	ROUTE PG	ROUTE MF	ROUTE NB	ROUTE MO	ROUTE ANY	ROUTE LW	ROUTE PS	ROUTE PT	ROUTE AJS	ROUTE VM	ROUTE SY	ROUTE AQQ	ROUTE TG	ROUTE TH	ROUTE ND	ROUTE ANC	ROUTE MX	ROUTE AEZ	ROUTE MT	ROUTE PI	ROUTE CF	ROUTE TE	ROUTE MZ	ROUTE UR
482	ROUTE AVF	ROUTE XV	ROUTE OZ	ROUTE JX	ROUTE AJC	ROUTE MP	ROUTE AGP	ROUTE YG	ROUTE AJD	ROUTE AJI	ROUTE PO	ROUTE ED	ROUTE TF	ROUTE CY	ROUTE YD	ROUTE YJ	ROUTE AU	ROUTE NH	ROUTE DA	ROUTE MV	ROUTE ANB	ROUTE UH	ROUTE DE	ROUTE APW	ROUTE IV
483	ROUTE XV	ROUTE MV	ROUTE AJP	ROUTE NV	ROUTE AUT	ROUTE TE	ROUTE AED	ROUTE UH	ROUTE AJR	ROUTE PG	ROUTE ANF	ROUTE CD	ROUTE DI	ROUTE VQ	ROUTE SR	ROUTE YC	ROUTE AEZ	ROUTE AEK	ROUTE AMF	ROUTE NJ	ROUTE PM	ROUTE QW	ROUTE PL	ROUTE YG	ROUTE PS
484	ROUTE YK	ROUTE YK	ROUTE OJ	ROUTE NI	ROUTE MI	ROUTE VD	ROUTE AKM	ROUTE NK	ROUTE ALI	ROUTE AJG	ROUTE OW	ROUTE PK	ROUTE DU	ROUTE YN	ROUTE SZ	ROUTE AJR	ROUTE OB	ROUTE YE	ROUTE PJ	ROUTE AJD	ROUTE NF	ROUTE VE	ROUTE VO	ROUTE PB	ROUTE QE
485	ROUTE MV	ROUTE OF	ROUTE DE	ROUTE AEQ	ROUTE JL	ROUTE OJ	ROUTE VU	ROUTE MM	ROUTE UN	ROUTE CD	ROUTE AMQ	ROUTE YC	ROUTE AES	ROUTE TI	ROUTE MK	ROUTE KJ	ROUTE XO	ROUTE PK	ROUTE AOK	ROUTE PG	ROUTE OZ	ROUTE SY	ROUTE ANM	ROUTE AFC	ROUTE PC
486	ROUTE MX	ROUTE DF	ROUTE AVC	ROUTE MJ	ROUTE MH	ROUTE ALB	ROUTE AKP	ROUTE YE	ROUTE ANS	ROUTE YH	ROUTE AUK	ROUTE APO	ROUTE YV	ROUTE PD	ROUTE YG	ROUTE XU	ROUTE WJ	ROUTE MV	ROUTE DQ	ROUTE AHZ	ROUTE PQ	ROUTE VA	ROUTE PY	ROUTE AEO	ROUTE AEO
487	ROUTE AQA	ROUTE PK	ROUTE AKS	ROUTE PB	ROUTE AEO	ROUTE MM	ROUTE AKW	ROUTE YL	ROUTE ALL	ROUTE AVF	ROUTE PL	ROUTE AUK	ROUTE AEY	ROUTE ANB	ROUTE TF	ROUTE NG	ROUTE SR	ROUTE XT	ROUTE ANU	ROUTE NV	ROUTE NJ	ROUTE PJ	ROUTE VG	ROUTE PF	ROUTE NB
488	ROUTE PI	ROUTE AOR	ROUTE AEK	ROUTE NB	ROUTE UW	ROUTE AJC	ROUTE NV	ROUTE OX	ROUTE NA	ROUTE NK	ROUTE OH	ROUTE AQC	ROUTE AQT	ROUTE DL	ROUTE JP	ROUTE AJQ	ROUTE XJ	ROUTE XT	ROUTE WJ	ROUTE AHV	ROUTE ALK	ROUTE HB	ROUTE TI	ROUTE PI	ROUTE NL
489	ROUTE AFC	ROUTE AX	ROUTE NB	ROUTE AJC	ROUTE UH	ROUTE QB	ROUTE AIZ	ROUTE KN	ROUTE XB	ROUTE MR	ROUTE QD	ROUTE VK	ROUTE XB	ROUTE PK	ROUTE CV	ROUTE NE	ROUTE JK	ROUTE AJP	ROUTE ND	ROUTE CF	ROUTE ALG	ROUTE DF	ROUTE UA	ROUTE AJQ	ROUTE AJC
490	ROUTE PK	ROUTE ATG	ROUTE PM	ROUTE PO	ROUTE PQ	ROUTE PA	ROUTE ATM	ROUTE JP	ROUTE UT	ROUTE PI	ROUTE AOK	ROUTE XB	ROUTE TL	ROUTE UZ	ROUTE OH	ROUTE ML	ROUTE AKS	ROUTE AJG	ROUTE CX	ROUTE YN	ROUTE ALI	ROUTE AML	ROUTE UH	ROUTE APO	ROUTE AJH
491	ROUTE YM	ROUTE YL	ROUTE AJK	ROUTE OZ	ROUTE AKT	ROUTE TO	ROUTE PI	ROUTE AKM	ROUTE ANY	ROUTE MM	ROUTE AJO	ROUTE AEW	ROUTE AQW	ROUTE OY	ROUTE PC	ROUTE XH	ROUTE MC	ROUTE MH	ROUTE PE	ROUTE MX	ROUTE AEI	ROUTE PB	ROUTE AMG	ROUTE XT	ROUTE AKT
492	ROUTE AJC	ROUTE PI	ROUTE AJG	ROUTE KH	ROUTE AIC	ROUTE AJI	ROUTE PO	ROUTE PQ	ROUTE NG	ROUTE NA	ROUTE OK	ROUTE PE	ROUTE TR	ROUTE ND	ROUTE HC	ROUTE MR	ROUTE JF	ROUTE AQA	ROUTE MG	ROUTE PI	ROUTE AMU	ROUTE PM	ROUTE TA	ROUTE CL	ROUTE YD
493	ROUTE DF	ROUTE AVF	ROUTE AKQ	ROUTE KJ	ROUTE MY	ROUTE AOQ	ROUTE AIZ	ROUTE MY	ROUTE AOE	ROUTE JM	ROUTE ANS	ROUTE AEM	ROUTE DD	ROUTE PO	ROUTE HC	ROUTE MM	ROUTE WW	ROUTE PI	ROUTE DN	ROUTE MJ	ROUTE AEO	ROUTE OJ	ROUTE PP	ROUTE AJC	ROUTE MP
494	ROUTE YL	ROUTE AFC	ROUTE AJR	ROUTE AEM	ROUTE AKF	ROUTE AFA	ROUTE AKF	ROUTE PM	ROUTE XH	ROUTE JP	ROUTE XO	ROUTE DR	ROUTE CK	ROUTE RI	ROUTE RI	ROUTE BV	ROUTE PQ	ROUTE AJJ	ROUTE AJJ	ROUTE AFC	ROUTE OX	ROUTE ALD	ROUTE AJC	[illegible]	ROUTE MP
495	ROUTE AJD	ROUTE AQA	ROUTE MJ	ROUTE NG	ROUTE KI	ROUTE OF	ROUTE AJZ	ROUTE AHV	ROUTE XN	ROUTE YI	ROUTE AEP	ROUTE VE	ROUTE OF	ROUTE IW	ROUTE MP	ROUTE AJL	ROUTE AER	ROUTE AEO	ROUTE MF	ROUTE AQA	ROUTE OC	ROUTE PF	ROUTE OY	ROUTE SY	ROUTE MZ
496	ROUTE AQE	ROUTE AQE	ROUTE XT	ROUTE PG	ROUTE MQ	ROUTE ALD	ROUTE LK	ROUTE YD	ROUTE AOX	ROUTE VX	ROUTE WJ	ROUTE XP	ROUTE CW	ROUTE NH	ROUTE RO	ROUTE JP	ROUTE AKF	ROUTE AJO	ROUTE XO	ROUTE AEG	ROUTE MP	ROUTE APK	ROUTE CP	ROUTE OX	ROUTE AKO
497	ROUTE AUP	ROUTE AUP	ROUTE PD	ROUTE AHW	ROUTE NE	ROUTE PK	ROUTE AKS	ROUTE NI	ROUTE SL	ROUTE PC	ROUTE PI	ROUTE XP	ROUTE AEG	ROUTE AND	ROUTE MV	ROUTE JX	ROUTE XR	ROUTE PA	ROUTE AHK	ROUTE AQC	ROUTE VE	ROUTE PQ	ROUTE PH	ROUTE AJK	ROUTE AKQ
498	ROUTE AQC	ROUTE AJD	ROUTE AUP	ROUTE AUT	ROUTE AX	ROUTE NV	ROUTE AKV	ROUTE AVF	ROUTE SH	ROUTE AKN	ROUTE AMW	ROUTE APW	ROUTE AEM	ROUTE RX	ROUTE DD	ROUTE YD	ROUTE OQ	ROUTE AJF	ROUTE AMM	ROUTE AQE	ROUTE MU	ROUTE ALK	ROUTE PQ	ROUTE ALB	ROUTE CM
499	ROUTE AHV	ROUTE AJC	ROUTE NK	ROUTE AQG	ROUTE AEO	ROUTE OO	ROUTE AIQ	ROUTE MK	ROUTE OO	ROUTE YM	ROUTE AJL	ROUTE OY	ROUTE OY	ROUTE MN	ROUTE VU	ROUTE MU	ROUTE OL	ROUTE YG	ROUTE WX	ROUTE AEI	ROUTE MT	ROUTE ALI	ROUTE UZ	ROUTE ATI	ROUTE DG
500	ROUTE AIP	ROUTE AEI	ROUTE ED	ROUTE AX	ROUTE DB	ROUTE VM	ROUTE DJ	ROUTE NE	ROUTE AJI	ROUTE PO	ROUTE AMN	ROUTE ATS	ROUTE RE	ROUTE TA	ROUTE MS	ROUTE AJK	ROUTE XM	ROUTE AJI	ROUTE MV	ROUTE AJL	ROUTE AQC	ROUTE YN	ROUTE AGI	ROUTE ALL	ROUTE UA
501	ROUTE PA	ROUTE ND	ROUTE AUT	ROUTE AID	ROUTE AKN	ROUTE NE	ROUTE AIT	ROUTE MG	ROUTE SR	ROUTE MY	ROUTE AOE	ROUTE AEG	ROUTE ALN	ROUTE VK	ROUTE MY	ROUTE MS	ROUTE AKW	ROUTE AEM	ROUTE MV	ROUTE NB	ROUTE ALL	ROUTE AHO	ROUTE CX	ROUTE MN	ROUTE OL
502	ROUTE AX	ROUTE MH	ROUTE AOI	ROUTE AFC	ROUTE PE	ROUTE ANS	ROUTE DV	ROUTE QV	ROUTE AJI	ROUTE YF	ROUTE PG	ROUTE AUE	ROUTE ALQ	ROUTE CM	ROUTE OX	ROUTE MO	ROUTE MK	ROUTE AFC	ROUTE PO	ROUTE ALB	ROUTE MN	ROUTE SW	ROUTE OJ	ROUTE PC	ROUTE CT
503	ROUTE MH	ROUTE AQC	ROUTE CO	ROUTE AHT	ROUTE PL	ROUTE SY	ROUTE VB	ROUTE ALL	ROUTE TV	ROUTE KJ	ROUTE QU	ROUTE APO	ROUTE JA	ROUTE YK	ROUTE VJ	ROUTE AJS	ROUTE MF	ROUTE AQE	ROUTE AQG	ROUTE DF	ROUTE VA	ROUTE VC	ROUTE PM	ROUTE NB	ROUTE DJ
504	ROUTE AEG	ROUTE AEG	ROUTE PB	ROUTE OJ	ROUTE PS	ROUTE UX	ROUTE AYG	ROUTE YI	ROUTE OU	ROUTE MG	ROUTE AVF	ROUTE XJ	ROUTE UZ	ROUTE RC	ROUTE QT	ROUTE NI	ROUTE OT	ROUTE CT	ROUTE CO	ROUTE MH	ROUTE AOG	ROUTE ANB	ROUTE RC	ROUTE ATM	ROUTE OV
505	ROUTE YH	ROUTE ML	ROUTE MH	ROUTE MF	ROUTE AKU	ROUTE PE	ROUTE VH	ROUTE HB	ROUTE AHV	ROUTE AJP	ROUTE XP	ROUTE UY	ROUTE NZ	ROUTE VD	ROUTE VP	ROUTE XN	ROUTE HC	ROUTE NK	ROUTE NI	ROUTE XV	ROUTE UW	ROUTE AOA	ROUTE DA	ROUTE AOA	ROUTE ATS
506	ROUTE AEI	ROUTE MR	ROUTE YG	ROUTE AQI	ROUTE KD	ROUTE PO	ROUTE XX	ROUTE AQG	ROUTE AJL	ROUTE MI	ROUTE WX	ROUTE CL	ROUTE VF	ROUTE OX	ROUTE LE	ROUTE XP	ROUTE AEE	ROUTE ML	ROUTE AET	ROUTE MJ	ROUTE AEY	ROUTE UY	ROUTE ED	ROUTE AJM	ROUTE XO
507	ROUTE AHZ	ROUTE NB	ROUTE YI	ROUTE OF	ROUTE NA	ROUTE VQ	ROUTE UL	ROUTE OJ	ROUTE KD	ROUTE JL	ROUTE NI	ROUTE AEY	ROUTE AHL	ROUTE JA	ROUTE RA	ROUTE OV	ROUTE OO	ROUTE ND	ROUTE NH	ROUTE AIC	ROUTE SY	ROUTE PD	ROUTE VE	ROUTE DV	ROUTE DW
508	ROUTE ATG	ROUTE YH	ROUTE KN	ROUTE MS	ROUTE ALB	ROUTE OS	ROUTE UZ	ROUTE AKF	ROUTE MO	ROUTE PA	ROUTE YG	ROUTE XS	ROUTE RK	ROUTE TE	ROUTE VM	ROUTE KO	ROUTE AKN	ROUTE PE	ROUTE AQE	ROUTE MP	ROUTE AFC	ROUTE PO	ROUTE CD	ROUTE QC	ROUTE ED
509	ROUTE NB	ROUTE AIF	ROUTE KN	ROUTE OX	ROUTE ALK	ROUTE VG	ROUTE DQ	ROUTE XT	ROUTE KJ	ROUTE AJD	ROUTE AMT	ROUTE XQ	ROUTE AHO	ROUTE YM	ROUTE LK	ROUTE KD	ROUTE HH	ROUTE YF	ROUTE OJ	ROUTE ND	ROUTE XY	ROUTE NL	ROUTE VD	ROUTE AVF	ROUTE ALD
510	ROUTE APU	ROUTE AHV	ROUTE XL	ROUTE PE	ROUTE NV	ROUTE MG	ROUTE ES	ROUTE PG	ROUTE UW	ROUTE YE	ROUTE AOC	ROUTE DV	ROUTE RO	ROUTE VO	ROUTE QK	ROUTE NA	ROUTE AEN	ROUTE MY	ROUTE CL	ROUTE PA	ROUTE AW	ROUTE CT	ROUTE YO	ROUTE MP	ROUTE AQA
511	ROUTE ND	ROUTE MJ	ROUTE AJH	ROUTE MM	ROUTE AEM	ROUTE HB	ROUTE NZ	ROUTE MW	ROUTE MJ	ROUTE QV	ROUTE AJT	ROUTE NL	ROUTE ALT	ROUTE PG	ROUTE MW	ROUTE AJM	ROUTE PZ	ROUTE MR	ROUTE DY	ROUTE AHT	ROUTE ANM	ROUTE DB	ROUTE AFW	ROUTE AKN	ROUTE APK
512	ROUTE PE	ROUTE PA	ROUTE AOE	ROUTE AVF	ROUTE AFC	ROUTE TI	ROUTE AFE	ROUTE PK	ROUTE VI	ROUTE XU	ROUTE AJI	ROUTE AKL	ROUTE ALW	ROUTE XW	ROUTE RG	ROUTE MW	ROUTE AET	ROUTE MJ	ROUTE OY	ROUTE AHW	ROUTE ANQ	ROUTE ALJ	ROUTE YN	ROUTE AQE	ROUTE APK
513	ROUTE PC	ROUTE MP	ROUTE AKR	ROUTE ADE	ROUTE DZ	ROUTE MS	ROUTE UR	ROUTE MS	ROUTE VC	ROUTE OH	ROUTE PS	ROUTE DE	ROUTE II	ROUTE PI	ROUTE NP	ROUTE MF	ROUTE XI	ROUTE NB	ROUTE QV	ROUTE PC	ROUTE PK	ROUTE ANQ	ROUTE SX	ROUTE QR	ROUTE ANC
514	ROUTE MJ	ROUTE YJ	ROUTE MJ	ROUTE JF	ROUTE CD	ROUTE NI	ROUTE VF	ROUTE NI	ROUTE VO	ROUTE AOR	ROUTE KI	ROUTE APK	ROUTE QB	ROUTE AOX	ROUTE VK	ROUTE AOR	ROUTE SQ	ROUTE APU	ROUTE DV	ROUTE ML	ROUTE ND	ROUTE PG	ROUTE SY	ROUTE APU	ROUTE BV
515	ROUTE ML	ROUTE CO	ROUTE CW	ROUTE YN	ROUTE QZ	ROUTE ANF	ROUTE EC	ROUTE AQE	ROUTE AOI	ROUTE NE	ROUTE XJ	ROUTE MZ	ROUTE IO	ROUTE OQ	ROUTE OQ	ROUTE XR	ROUTE SL	ROUTE AOC	ROUTE OX	ROUTE KN	ROUTE ALH	ROUTE MZ	ROUTE CS	ROUTE AES	ROUTE IW
516	ROUTE ALL	ROUTE AHZ	ROUTE AEG	ROUTE AFA	ROUTE OF	ROUTE AFK	ROUTE OT	ROUTE UP	ROUTE JX	ROUTE PA	ROUTE AJN	ROUTE VL	ROUTE NB	ROUTE QY	ROUTE XB	ROUTE UV	ROUTE PC	ROUTE ANY	ROUTE YK	ROUTE KJ	ROUTE OZ	ROUTE VI	ROUTE PN	[illegible]	ROUTE MO
517	ROUTE KN	ROUTE NK	ROUTE DN	ROUTE AOR	ROUTE AKS	ROUTE ATM	ROUTE ANK	ROUTE ALK	ROUTE ATT	ROUTE MJ	ROUTE VE	ROUTE AES	ROUTE SY	ROUTE MH	ROUTE VQ	ROUTE AQG	ROUTE XQ	ROUTE DB	ROUTE MX	ROUTE AID	ROUTE KN	ROUTE PK	ROUTE ANG	ROUTE CT	ROUTE MN
518	ROUTE NK	ROUTE PE	ROUTE AJI	ROUTE AIC	ROUTE AKO	ROUTE KI	ROUTE AEW	ROUTE YF	ROUTE UV	ROUTE MG	ROUTE OO	ROUTE MN	ROUTE VR	ROUTE QW	ROUTE RE	ROUTE AJF	ROUTE XL	ROUTE KN	ROUTE MJ	ROUTE NB	ROUTE PV	ROUTE ALH	ROUTE VA	ROUTE ATG	ROUTE AQE
519	ROUTE MP	ROUTE XT	ROUTE VX	ROUTE PM	ROUTE PG	ROUTE UJ	ROUTE UU	ROUTE AX	ROUTE JR	ROUTE AJJ	ROUTE VV	ROUTE YM	ROUTE AHF	ROUTE UX	ROUTE LR	ROUTE JL	ROUTE AEL	ROUTE XU	ROUTE XI	ROUTE AOR	ROUTE AMG	ROUTE XV	ROUTE PF	ROUTE PQ	ROUTE DB
520	ROUTE XT	ROUTE KN	ROUTE AFA	ROUTE AKS	ROUTE PN	ROUTE TC	ROUTE XR	ROUTE XR	ROUTE OF	ROUTE AHV	ROUTE AJG	ROUTE XM	ROUTE AEB	ROUTE AUP	ROUTE IH	ROUTE MJ	ROUTE OK	ROUTE MP	ROUTE XC	ROUTE AEY	ROUTE UY	ROUTE YM	ROUTE PJ	ROUTE AJE	ROUTE II
521	ROUTE MR	ROUTE CT	ROUTE PI	ROUTE ALB	ROUTE PO	ROUTE AEQ	ROUTE AOM	ROUTE AQA	ROUTE AID	ROUTE XT	ROUTE UR	ROUTE AJH	ROUTE AMN	ROUTE NK	ROUTE TI	ROUTE XO	ROUTE OF	ROUTE XN	ROUTE ANF	ROUTE APU	ROUTE AQE	ROUTE YK	ROUTE TC	ROUTE XJ	ROUTE ATM
522	ROUTE AUT	ROUTE AUT	ROUTE MS	ROUTE ATM	ROUTE ADE	ROUTE MX	ROUTE SX	ROUTE QP	ROUTE JX	ROUTE OW	ROUTE AOO	ROUTE WX	ROUTE AHI	ROUTE MX	ROUTE LX	ROUTE MG	ROUTE AKT	ROUTE AJD	ROUTE MP	ROUTE PE	ROUTE MD	ROUTE CX	ROUTE QC	ROUTE AJG	ROUTE PB

Route AJU = Route 1
Route AJW = Route 2

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 300' RES	50% PROP DEV	100% PROP DEV	50% C BLDG	100% C BLDG	50% J BLDG	100% J 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
523	ROUTE AEW	ROUTE DB	ROUTE JX	ROUTE MD	ROUTE AEY	ROUTE OY	ROUTE ANO	ROUTE ALI	ROUTE NX	ROUTE YJ	ROUTE YM	ROUTE DJ	ROUTE AMO	ROUTE VG	ROUTE VB	ROUTE AJE	ROUTE QS	ROUTE CX	ROUTE AQA	ROUTE AEW	ROUTE APW	ROUTE UW	ROUTE PB	ROUTE PG	ROUTE PL
524	ROUTE YJ	ROUTE MY	ROUTE CS	ROUTE YM	ROUTE ALL	ROUTE AUK	ROUTE AFC	ROUTE AEO	ROUTE OX	ROUTE PK	ROUTE YD	ROUTE CS	ROUTE TK	ROUTE SY	ROUTE IN	ROUTE JR	ROUTE QN	ROUTE AEI	ROUTE AKX	ROUTE HB	ROUTE HA	ROUTE CD	ROUTE UE	ROUTE ED	ROUTE ATG
525	ROUTE MY	ROUTE PC	ROUTE MK	ROUTE CO	ROUTE QT	ROUTE MW	ROUTE CL	ROUTE DF	ROUTE AML	ROUTE YC	ROUTE XH	ROUTE NF	ROUTE TQ	ROUTE YJ	ROUTE TO	ROUTE AJI	ROUTE HA	ROUTE ED	ROUTE KN	ROUTE YL	ROUTE AQA	ROUTE AMJ	ROUTE PK	ROUTE NF	ROUTE JA
526	ROUTE CT	ROUTE CX	ROUTE PE	ROUTE MK	ROUTE ED	ROUTE VK	ROUTE AOP	ROUTE AUP	ROUTE PD	ROUTE MS	ROUTE ANW	ROUTE AJO	ROUTE AMT	ROUTE ML	ROUTE VH	ROUTE VV	ROUTE HF	ROUTE YD	ROUTE CW	ROUTE YM	ROUTE MR	ROUTE OX	ROUTE DZ	ROUTE DB	ROUTE AVF
527	ROUTE YI	ROUTE YI	ROUTE YH	ROUTE NE	ROUTE CX	ROUTE AX	ROUTE DY	ROUTE XN	ROUTE PJ	ROUTE AIF	ROUTE AHT	ROUTE XG	ROUTE AMW	ROUTE IY	ROUTE UL	ROUTE MO	ROUTE AEH	ROUTE AJC	ROUTE PI	ROUTE NK	ROUTE MH	ROUTE ED	ROUTE VX	ROUTE MD	ROUTE ANB
528	ROUTE OH	ROUTE APU	ROUTE AKF	ROUTE AEK	ROUTE QB	ROUTE PI	ROUTE YR	ROUTE PO	ROUTE AUX	ROUTE KD	ROUTE AJQ	ROUTE EC	ROUTE YD	ROUTE VI	ROUTE UZ	ROUTE DF	ROUTE AJT	ROUTE XR	ROUTE NB	ROUTE APW	ROUTE JX	ROUTE PI	ROUTE CL	ROUTE ALG	ROUTE PF
529	ROUTE APY	ROUTE AEW	ROUTE XP	ROUTE ALL	ROUTE AKM	ROUTE VA	ROUTE TD	ROUTE PE	ROUTE DN	ROUTE NA	ROUTE PM	ROUTE MT	ROUTE QD	ROUTE NX	ROUTE MC	ROUTE XS	ROUTE UR	ROUTE OH	ROUTE APU	ROUTE AFA	ROUTE ML	ROUTE DE	ROUTE YM	ROUTE ANM	ROUTE ATP
530	ROUTE ALB	ROUTE AFA	ROUTE NG	ROUTE PC	ROUTE PB	ROUTE JK	ROUTE ATQ	ROUTE PA	ROUTE ADN	ROUTE QR	ROUTE VQ	ROUTE AJK	ROUTE ALD	ROUTE KN	ROUTE LU	ROUTE QB	ROUTE AY	ROUTE AEG	ROUTE PC	ROUTE OH	ROUTE AND	ROUTE NF	ROUTE PO	ROUTE NJ	ROUTE NG
531	ROUTE CO	ROUTE APY	ROUTE DV	ROUTE AEY	ROUTE PC	ROUTE TV	ROUTE AEU	ROUTE NG	ROUTE PP	ROUTE JF	ROUTE UF	ROUTE YJ	ROUTE YG	ROUTE PA	ROUTE UR	ROUTE AJP	ROUTE BD	ROUTE AHV	ROUTE QP	ROUTE APY	ROUTE PC	ROUTE AND	ROUTE QW	ROUTE XD	ROUTE QF
532	ROUTE AEY	ROUTE OH	ROUTE AJD	ROUTE AQC	ROUTE APS	ROUTE JW	ROUTE VN	ROUTE AID	ROUTE XU	ROUTE MC	ROUTE SQ	ROUTE MH	ROUTE AEP	ROUTE TC	ROUTE VF	ROUTE SV	ROUTE AQI	ROUTE AEW	ROUTE DJ	ROUTE MY	ROUTE PG	ROUTE CP	ROUTE CO	ROUTE YD	ROUTE ANG
533	ROUTE APW	ROUTE ALL	ROUTE AKN	ROUTE PK	ROUTE PJ	ROUTE CT	ROUTE ANO	ROUTE MI	ROUTE AVF	ROUTE YG	ROUTE UY	ROUTE AJE	ROUTE UF	ROUTE YL	ROUTE MI	ROUTE AIF	ROUTE UU	ROUTE APY	ROUTE ANS	ROUTE ALI	ROUTE AES	ROUTE XT	ROUTE DR	ROUTE MT	ROUTE ANO
534	ROUTE AFA	ROUTE ATI	ROUTE XN	ROUTE CX	ROUTE ANB	ROUTE PC	ROUTE TA	ROUTE APY	ROUTE DZ	ROUTE AHT	ROUTE MW	ROUTE ATU	ROUTE YJ	ROUTE OJ	ROUTE MA	ROUTE XJ	ROUTE UP	ROUTE MM	ROUTE JP	ROUTE AML	ROUTE AFA	ROUTE NJ	ROUTE PG	ROUTE CW	ROUTE XN
535	ROUTE CX	ROUTE AEY	ROUTE MD	ROUTE APU	ROUTE AVF	ROUTE VE	ROUTE CX	ROUTE AOR	ROUTE AUE	ROUTE DF	ROUTE UL	ROUTE AUG	ROUTE YM	ROUTE PE	ROUTE IK	ROUTE KI	ROUTE ED	ROUTE NE	ROUTE MO	ROUTE ALJ	ROUTE AEW	ROUTE AUP	ROUTE UY	ROUTE ALD	ROUTE WX
536	ROUTE DB	ROUTE ALB	ROUTE AJO	ROUTE JR	ROUTE AKF	ROUTE AEK	ROUTE VT	ROUTE QN	ROUTE ALG	ROUTE PE	ROUTE YJ	ROUTE YG	ROUTE UY	ROUTE TX	ROUTE YC	ROUTE QP	ROUTE AEP	ROUTE MF	ROUTE SV	ROUTE CT	ROUTE CC	ROUTE ALG	ROUTE UX	ROUTE QV	ROUTE XH
537	ROUTE AIC	ROUTE APW	ROUTE AQG	ROUTE ALK	ROUTE ANO	ROUTE SW	ROUTE AFA	ROUTE KJ	ROUTE VX	ROUTE ALL	ROUTE AJN	ROUTE ALB	ROUTE ANU	ROUTE PV	ROUTE UU	ROUTE XF	ROUTE AHD	ROUTE YC	ROUTE WW	ROUTE CX	ROUTE NX	ROUTE ANO	ROUTE AKJ	ROUTE AEW	ROUTE MU
538	ROUTE YE	ROUTE MF	ROUTE OX	ROUTE AEI	ROUTE AML	ROUTE ED	ROUTE TG	ROUTE ALH	ROUTE CP	ROUTE QP	ROUTE AOI	ROUTE DQ	ROUTE VE	ROUTE NE	ROUTE IO	ROUTE APU	ROUTE QD	ROUTE OY	ROUTE MU	ROUTE ATS	ROUTE ANO	ROUTE YL	ROUTE XV	ROUTE AEI	ROUTE AJO
539	ROUTE AID	ROUTE YE	ROUTE NE	ROUTE MO	ROUTE AQG	ROUTE NG	ROUTE VL	ROUTE APU	ROUTE ALJ	ROUTE AQG	ROUTE ALJ	ROUTE XO	ROUTE AQA	ROUTE VA	ROUTE SX	ROUTE QR	ROUTE UB	ROUTE XH	ROUTE AEQ	ROUTE XT	ROUTE ANG	ROUTE ANK	ROUTE XT	ROUTE QB	ROUTE UE
540	ROUTE AHT	ROUTE VX	ROUTE DR	ROUTE JL	ROUTE AOR	ROUTE DB	ROUTE AMO	ROUTE YC	ROUTE AGP	ROUTE XP	ROUTE AJD	ROUTE AJR	ROUTE ATT	ROUTE MR	ROUTE YF	ROUTE MK	ROUTE AJR	ROUTE ALL	ROUTE AQE	ROUTE MO	ROUTE ANK	ROUTE OH	ROUTE YK	ROUTE VV	ROUTE AJS
541	ROUTE AHW	ROUTE YG	ROUTE KJ	ROUTE NI	ROUTE XR	ROUTE AFC	ROUTE RX	ROUTE AEO	ROUTE WX	ROUTE NI	ROUTE XT	ROUTE CW	ROUTE ALB	ROUTE IS	ROUTE LS	ROUTE ED	ROUTE AJN	ROUTE XP	ROUTE CK	ROUTE ALK	ROUTE OH	ROUTE PA	ROUTE CW	ROUTE MX	ROUTE CK
542	ROUTE APO	ROUTE AID	ROUTE YD	ROUTE ED	ROUTE AHQ	ROUTE QQ	ROUTE SQ	ROUTE DB	ROUTE AEQ	ROUTE AHZ	ROUTE XB	ROUTE NH	ROUTE QV	ROUTE MF	ROUTE TD	ROUTE AJG	ROUTE AGT	ROUTE MS	ROUTE NG	ROUTE AX	ROUTE KD	ROUTE MN	ROUTE AFK	ROUTE OZ	ROUTE AH
543	ROUTE VX	ROUTE ED	ROUTE AJF	ROUTE YL	ROUTE DV	ROUTE CD	ROUTE AMG	ROUTE JL	ROUTE DB	ROUTE JR	ROUTE JW	ROUTE ALD	ROUTE PZ	ROUTE MV	ROUTE KI	ROUTE XG	ROUTE DV	ROUTE MD	ROUTE OH	ROUTE DB	ROUTE APY	ROUTE VX	ROUTE OH	ROUTE XN	ROUTE OG
544	ROUTE YG	ROUTE AIC	ROUTE AFC	ROUTE XT	ROUTE ALJ	ROUTE VQ	ROUTE SY	ROUTE XL	ROUTE AHQ	ROUTE QF	ROUTE ANQ	ROUTE QB	ROUTE VK	ROUTE DW	ROUTE XN	ROUTE AJJ	ROUTE AJO	ROUTE APO	ROUTE AKU	ROUTE AHQ	ROUTE RV	ROUTE PE	ROUTE EC	ROUTE APK	ROUTE DE
545	ROUTE MD	ROUTE MD	ROUTE AKP	ROUTE APS	ROUTE JK	ROUTE SV	ROUTE VR	ROUTE CD	ROUTE ANF	ROUTE MO	ROUTE AKP	ROUTE YD	ROUTE AOG	ROUTE AUT	ROUTE JF	ROUTE AHZ	ROUTE UQ	ROUTE APW	ROUTE APO	ROUTE YH	ROUTE JR	ROUTE MT	ROUTE OZ	ROUTE NG	ROUTE DU
546	ROUTE OW	ROUTE XN	ROUTE XU	ROUTE YH	ROUTE MG	ROUTE YN	ROUTE AMR	ROUTE AIF	ROUTE APS	ROUTE MX	ROUTE VK	ROUTE AJL	ROUTE MH	ROUTE MJ	ROUTE LY	ROUTE AHW	ROUTE UL	ROUTE AFA	ROUTE QU	ROUTE ALD	ROUTE MF	ROUTE AUT	ROUTE VC	ROUTE AFA	ROUTE AOX
547	ROUTE OY	ROUTE AHW	ROUTE MM	ROUTE AML	ROUTE QV	ROUTE AEO	ROUTE CS	ROUTE AEK	ROUTE AKN	ROUTE CX	ROUTE ALD	ROUTE MV	ROUTE VQ	ROUTE VE	ROUTE II	ROUTE JW	ROUTE AW	ROUTE VV	ROUTE QU	ROUTE AUK	ROUTE JL	ROUTE MX	ROUTE SW	ROUTE ATQ	ROUTE QQ
548	ROUTE MF	ROUTE XR	ROUTE PG	ROUTE PI	ROUTE OX	ROUTE ATG	ROUTE AMJ	ROUTE VX	ROUTE ATS	ROUTE QB	ROUTE XN	ROUTE QF	ROUTE AOM	ROUTE YH	ROUTE TA	ROUTE XL	ROUTE AOR	ROUTE CP	ROUTE AKR	ROUTE KJ	ROUTE NG	ROUTE YH	ROUTE PD	ROUTE AIF	ROUTE AEW
549	ROUTE ED	ROUTE NE	ROUTE APY	ROUTE AEG	ROUTE YM	ROUTE MI	ROUTE TE	ROUTE CT	ROUTE APY	ROUTE XN	ROUTE UV	ROUTE AJF	ROUTE MN	ROUTE QV	ROUTE JL	ROUTE WJ	ROUTE UT	ROUTE OW	ROUTE OW	ROUTE OW	ROUTE OW	ROUTE YJ	ROUTE DN	ROUTE ATU	ROUTE AJK
550	ROUTE ALI	ROUTE OY	ROUTE AJE	ROUTE KD	ROUTE APU	ROUTE AML	ROUTE AMN	ROUTE XH	ROUTE AX	ROUTE ALJ	ROUTE AJK	ROUTE MJ	ROUTE UB	ROUTE NI	ROUTE IO	ROUTE AQA	ROUTE BB	ROUTE AIF	ROUTE QT	ROUTE MF	ROUTE PA	ROUTE CL	ROUTE AUT	ROUTE AOX	ROUTE XR
551	ROUTE XN	ROUTE AHT	ROUTE XQ	ROUTE JW	ROUTE AMJ	ROUTE UY	ROUTE DE	ROUTE SV	ROUTE AHT	ROUTE SV	ROUTE ALG	ROUTE XI	ROUTE XF	ROUTE SW	ROUTE XT	ROUTE AQC	ROUTE AJL	ROUTE DE	ROUTE MI	ROUTE AES	ROUTE NK	ROUTE NH	ROUTE NL	ROUTE AJP	ROUTE AJM
552	ROUTE NE	ROUTE CP	ROUTE AKQ	ROUTE XV	ROUTE QJ	ROUTE OW	ROUTE YU	ROUTE AML	ROUTE AKQ	ROUTE MW	ROUTE AKV	ROUTE AOE	ROUTE NF	ROUTE YI	ROUTE IX	ROUTE WX	ROUTE OF	ROUTE JP	ROUTE MO	ROUTE APO	ROUTE PE	ROUTE KN	ROUTE PE	ROUTE MJ	ROUTE SY
553	ROUTE AML	ROUTE NI	ROUTE MO	ROUTE DZ	ROUTE AOC	ROUTE MU	ROUTE AOS	ROUTE AHT	ROUTE XD	ROUTE AEO	ROUTE AKF	ROUTE CK	ROUTE NL	ROUTE OY	ROUTE TG	ROUTE AJC	ROUTE CE	ROUTE NI	ROUTE AJN	ROUTE JP	ROUTE JP	ROUTE PC	ROUTE XR	ROUTE AUT	ROUTE UB
554	ROUTE APS	ROUTE MM	ROUTE CK	ROUTE NA	ROUTE XF	ROUTE SH	ROUTE TJ	ROUTE MU	ROUTE XJ	ROUTE XH	ROUTE AKM	ROUTE ATO	ROUTE XL	ROUTE PC	ROUTE XL	ROUTE JF	ROUTE EC	ROUTE AEY	ROUTE AEK	ROUTE YI	ROUTE AEU	ROUTE ANM	ROUTE YJ	ROUTE XR	ROUTE MI
555	ROUTE YF	ROUTE YF	ROUTE QB	ROUTE XR	ROUTE ANQ	ROUTE DR	ROUTE AEK	ROUTE PI	ROUTE OY	ROUTE AIC	ROUTE QR	ROUTE AJO	ROUTE XR	ROUTE MP	ROUTE JD	ROUTE QT	ROUTE DR	ROUTE AHZ	ROUTE APY	ROUTE OY	ROUTE CX	ROUTE DR	ROUTE PI	ROUTE ANB	ROUTE AEI
556	ROUTE ATI	ROUTE MS	ROUTE JP	ROUTE ATG	ROUTE SV	ROUTE AUE	ROUTE AMQ	ROUTE OY	ROUTE AKT	ROUTE AOC	ROUTE DV	ROUTE NB	ROUTE MT	ROUTE DK	ROUTE SQ	ROUTE MC	ROUTE APU	ROUTE CL	ROUTE AJT	ROUTE JX	ROUTE MU	ROUTE AMG	ROUTE DV	ROUTE XH	ROUTE AFA
557	ROUTE MM	ROUTE JP	ROUTE DY	ROUTE PA	ROUTE UT	ROUTE OV	ROUTE CO	ROUTE JX	ROUTE AOE	ROUTE AUP	ROUTE UP	ROUTE XC	ROUTE AND	ROUTE MD	ROUTE CN	ROUTE CX	ROUTE CJ	ROUTE APS	ROUTE NA	ROUTE YJ	ROUTE DF	ROUTE DZ	ROUTE AUP	ROUTE DJ	ROUTE UL
558	ROUTE JP	ROUTE OW	ROUTE AOR	ROUTE ALJ	ROUTE JF	ROUTE CP	ROUTE AOV	ROUTE APS	ROUTE QK	ROUTE QL	ROUTE AHV	ROUTE XR	ROUTE MZ	ROUTE YE	ROUTE SY	ROUTE ALL	ROUTE AIF	ROUTE MW	ROUTE AFC	ROUTE APO	ROUTE APO	ROUTE MV	ROUTE PA	ROUTE MH	ROUTE ALI
559	ROUTE APQ	ROUTE KJ	ROUTE AEU	ROUTE VX	ROUTE MC	ROUTE NA	ROUTE YX	ROUTE XU	ROUTE AKW	ROUTE YD	ROUTE AKS	ROUTE DU	ROUTE OL	ROUTE UY	ROUTE XR	ROUTE CT	ROUTE AJO	ROUTE DR	ROUTE DI	ROUTE NE	ROUTE MY	ROUTE CS	ROUTE DY	ROUTE ALI	ROUTE ALK
560	ROUTE AOX	ROUTE CL	ROUTE YF	ROUTE AOA	ROUTE AEI	ROUTE ATS	ROUTE GO	ROUTE NA	ROUTE PE	ROUTE CT	ROUTE ALL	ROUTE AEO	ROUTE OR	ROUTE SJ	ROUTE CZ	ROUTE XM	ROUTE AJH	ROUTE NG	ROUTE APS	ROUTE NG	ROUTE APU	ROUTE NK	ROUTE MZ	ROUTE OW	ROUTE UV
561	ROUTE MS	ROUTE MW	ROUTE JR	ROUTE YG	ROUTE UB	ROUTE AEW	ROUTE OH	ROUTE MC	ROUTE XP	ROUTE ALD	ROUTE QS	ROUTE NK	ROUTE DN	ROUTE OP	ROUTE TE	ROUTE XO	ROUTE AJK	ROUTE XL	ROUTE AKW	ROUTE AOX	ROUTE QB	ROUTE DA	ROUTE XN	ROUTE DE	ROUTE PM
562	ROUTE KJ	ROUTE NG	ROUTE OY	ROUTE AEW	ROUTE XT	ROUTE QK	ROUTE TP	ROUTE AHZ	ROUTE PK	ROUTE AHQ	ROUTE QL	ROUTE AJI	ROUTE MD	ROUTE MY	ROUTE IV	ROUTE QU	ROUTE OV	ROUTE MU	ROUTE QO	ROUTE APS	ROUTE AOX	ROUTE XR	ROUTE AKG	ROUTE AHZ	ROUTE AND
563	ROUTE ALK	ROUTE APO	ROUTE YE	ROUTE AHQ	ROUTE YG	ROUTE VI	ROUTE AEQ	ROUTE AQC	ROUTE JK	ROUTE ALI	ROUTE DJ	ROUTE MP	ROUTE MJ	ROUTE RV	ROUTE JB	ROUTE AIC	ROUTE CX	ROUTE XS	ROUTE QN	ROUTE AEU	ROUTE TV	ROUTE XN	ROUTE VV	ROUTE ANO	ROUTE OW
564	ROUTE XR	ROUTE APS	ROUTE OH	ROUTE APQ	ROUTE ATM	ROUTE YK	ROUTE DA	ROUTE ALJ	ROUTE QQ	ROUTE OY	ROUTE PE	ROUTE AJC	ROUTE DZ	ROUTE NG	ROUTE DG	ROUTE HD	ROUTE DU	ROUTE QV	ROUTE AKO	ROUTE MM	ROUTE AKJ	ROUTE ND	ROUTE CK	ROUTE AJJ	ROUTE PQ
565	ROUTE NG	ROUTE XU	ROUTE XF	ROUTE QV	ROUTE DA	ROUTE AEI	ROUTE AGI	ROUTE XF	ROUTE HB	ROUTE QT	ROUTE CX	ROUTE MD	ROUTE MG	ROUTE MM	ROUTE HA	ROUTE SR	ROUTE DJ	ROUTE ALB	ROUTE MC	ROUTE MS	ROUTE AKL	ROUTE YI	ROUTE AFE	ROUTE ALK	ROUTE PG
566	ROUTE XU	ROUTE XP	ROUTE AQC	ROUTE CT	ROUTE QR	ROUTE DZ	ROUTE TM	ROUTE AFC	ROUTE PQ	ROUTE ALB	ROUTE AQA	ROUTE DB	ROUTE ANB	ROUTE YG	ROUTE MO	ROUTE AQE	ROUTE AJS	ROUTE APO	ROUTE AJH	ROUTE MU	ROUTE JF	ROUTE MY	ROUTE YL	ROUTE ML	ROUTE NF
567	ROUTE AES	ROUTE JX	ROUTE XJ	ROUTE QB	ROUTE VX	ROUTE MC	ROUTE AEI	ROUTE APO	ROUTE CD	ROUTE ED	ROUTE PZ	ROUTE KN	ROUTE ATP	ROUTE KJ	ROUTE MU	ROUTE APO	ROUTE UF	ROUTE KJ	ROUTE UV	ROUTE NI	ROUTE NA	ROUTE MH	ROUTE YH	ROUTE OH	ROUTE PY
568	ROUTE NI	ROUTE MU	ROUTE DJ	ROUTE ANB	ROUTE YN	ROUTE AFA	ROUTE AKF	ROUTE ED	ROUTE DR	ROUTE AQA	ROUTE AKR	ROUTE APY	ROUTE MM	ROUTE QT	ROUTE EF	ROUTE APQ	ROUTE APQ	ROUTE DZ	ROUTE AJK	ROUTE ED	ROUTE NE	ROUTE OY	ROUTE DQ	ROUTE XO	ROUTE AJE
569	ROUTE ALJ	ROUTE AEU	ROUTE NA	ROUTE APY	ROUTE APQ	ROUTE VC	ROUTE TS	ROUTE KD	ROUTE ED	ROUTE XJ	ROUTE AQR	ROUTE AUX	ROUTE AKL	ROUTE VC	ROUTE OW	ROUTE QL	ROUTE UK	ROUTE AOX	ROUTE AEO	ROUTE CD	ROUTE OY	ROUTE ML	ROUTE UW	ROUTE APY	ROUTE AJG
570	ROUTE AEU	ROUTE AML	ROUTE AHZ	ROUTE KI	ROUTE PK	ROUTE MO	ROUTE AMU	ROUTE AEI	ROUTE CT	ROUTE AEM	ROUTE AJS	ROUTE MY	ROUTE CP	ROUTE OW	ROUTE JR	ROUTE DV	ROUTE AJF	ROUTE MG	ROUTE AEW	ROUTE ANB	ROUTE NI	ROUTE XU	ROUTE XU	ROUTE APO	ROUTE NJ
571	ROUTE XP	ROUTE DE	ROUTE AEY	ROUTE OY	ROUTE AEU	ROUTE YH	ROUTE AEO	ROUTE CP	ROUTE AUP	ROUTE AHW	ROUTE ALI	ROUTE MM	ROUTE QP	ROUTE JP	ROUTE VI	ROUTE DR	ROUTE UN	ROUTE XB	ROUTE AJQ	ROUTE ANO	ROUTE QV	ROUTE MR	ROUTE NJ	ROUTE ATO	ROUTE AMJ
572	ROUTE JX	ROUTE ALI	ROUTE AQA	ROUTE MG	ROUTE ANM	ROUTE CX	ROUTE TK	ROUTE QR	ROUTE XQ	ROUTE XR	ROUTE PO	ROUTE WW	ROUTE AJE	ROUTE SV	ROUTE JX	ROUTE QF	ROUTE AHZ	ROUTE ATM	ROUTE AQC	ROUTE CL	ROUTE QR	ROUTE YG	ROUTE XS	ROUTE QL	ROUTE AUT
573	ROUTE CL	ROUTE ALK	ROUTE XS	ROUTE DV	ROUTE AVC	ROUTE AKL	ROUTE AMX	ROUTE JF	ROUTE UH	ROUTE CL	ROUTE AOM	ROUTE XL	ROUTE QV	ROUTE XT	ROUTE RC	ROUTE AJD	ROUTE DE	ROUTE JX	ROUTE QS	ROUTE ALG	ROUTE CL	ROUTE YE	ROUTE KN	ROUTE NK	ROUTE DR
574	ROUTE CP	ROUTE AOX	ROUTE MI	ROUTE YK	ROUTE SR	ROUTE YM	ROUTE YO	ROUTE AUT	ROUTE AKO	ROUTE SR	ROUTE AIF	ROUTE APS	ROUTE AJH	ROUTE AGI	ROUTE VO	ROUTE XQ	ROUTE AQG	ROUTE XJ	ROUTE QB	ROUTE AMJ	ROUTE DB	ROUTE DV	ROUTE OX	ROUTE ATS	ROUTE MT
575	ROUTE MU	ROUTE AES	ROUTE AID	ROUTE AEU	ROUTE XH	ROUTE OH	ROUTE AMT	ROUTE XB	ROUTE APO	ROUTE APU	ROUTE AKX	ROUTE DI	ROUTE DB	ROUTE MS	ROUTE UX	ROUTE DB	ROUTE ADJ	ROUTE ALI	ROUTE AKT	ROUTE XN	ROUTE CT	ROUTE CW	ROUTE NF	ROUTE MI	ROUTE WJ
576	ROUTE MV	ROUTE APO	ROUTE PC	ROUTE XP	ROUTE DY	ROUTE AEM	ROUTE YE	ROUTE XP	ROUTE DF	ROUTE XD	ROUTE CL	ROUTE AEI	ROUTE APS	ROUTE APE	ROUTE LQ	ROUTE AHT	ROUTE CT	ROUTE AML	ROUTE AKO	ROUTE MW	ROUTE APS	ROUTE NB	ROUTE OY	ROUTE UR	ROUTE XI
577	ROUTE ALD	ROUTE ALJ	ROUTE KD	ROUTE ANQ	ROUTE AEK	ROUTE PZ	ROUTE AMY	ROUTE AIC	ROUTE ANO	ROUTE AML	ROUTE XF	ROUTE JP	ROUTE NB	ROUTE NA	ROUTE VD	ROUTE XC	ROUTE AJI	ROUTE DV	ROUTE AJE	ROUTE ALH	ROUTE MO	ROUTE AKL	ROUTE XL	ROUTE APS	ROUTE XS
578	ROUTE AHQ	ROUTE YD	ROUTE EC	ROUTE QT	ROUTE XP	ROUTE QD	ROUTE AFW	ROUTE PC	ROUTE UL	ROUTE WJ	ROUTE ANU	ROUTE AHV	ROUTE JP	ROUTE YD	ROUTE IG	ROUTE AEQ	ROUTE CC	ROUTE AEU	ROUTE UP	ROUTE ATU	ROUTE APK	ROUTE XP	ROUTE MX	ROUTE QF	ROUTE XC
579	ROUTE DE	ROUTE DR	ROUTE AEW	ROUTE CP	ROUTE UV	ROUTE AOI	ROUTE YH	ROUTE AHQ	ROUTE AKR	ROUTE ALG	ROUTE QV	ROUTE NE	ROUTE NH	ROUTE MG	ROUTE VA	ROUTE JK	ROUTE DZ	ROUTE AID	ROUTE QR	ROUTE XP	ROUTE MI	ROUTE EC	ROUTE OJ	ROUTE PK	ROUTE AKN
580	ROUTE XH	ROUTE XH	ROUTE AJC	ROUTE AMJ	ROUTE CP	ROUTE DN	ROUTE YD	ROUTE MO	ROUTE AKU	ROUTE DV	ROUTE OY	ROUTE CP	ROUTE NE	ROUTE KD	ROUTE LW	ROUTE ALB	ROUTE DO	ROUTE CS	ROUTE JX	ROUTE ATT	ROUTE APO	ROUTE OW	ROUTE YG	ROUTE MY	ROUTE DK
581	ROUTE QV	ROUTE DZ	ROUTE AKM	ROUTE OH	ROUTE YH	ROUTE XV	ROUTE YG	ROUTE JR	ROUTE PA	ROUTE AEK	ROUTE AMJ	ROUTE XF	ROUTE NK	ROUTE QN	ROUTE IM	ROUTE AHW	ROUTE APO	ROUTE AIC	ROUTE AEI	ROUTE CP	ROUTE MS	ROUTE ANG	ROUTE PC	ROUTE DR	ROUTE MX
582	ROUTE YD	ROUTE QV	ROUTE MG	ROUTE XH	ROUTE DE	ROUTE ATT	ROUTE YK	ROUTE AEM	ROUTE APU	ROUTE XB	ROUTE AKO	ROUTE ALL	ROUTE APY	ROUTE UW	ROUTE VG	ROUTE UV	ROUTE CH	ROUTE AHT	ROUTE AJM	ROUTE QV	ROUTE MW	ROUTE MU	ROUTE NK	ROUTE CP	ROUTE QP
583	ROUTE DR	ROUTE ALD	ROUTE PA	ROUTE YF	ROUTE OY	ROUTE AEU	ROUTE UF	ROUTE AFA	ROUTE AQA	ROUTE APW	ROUTE AJP	ROUTE AFA	ROUTE MP	ROUTE OJ	ROUTE UK	ROUTE DE	ROUTE QR	ROUTE XF	ROUTE KJ	ROUTE YE	ROUTE MM	ROUTE DN	ROUTE MT	ROUTE AHT	ROUTE APO
584	ROUTE YC	ROUTE XL	ROUTE AIF	ROUTE YJ	ROUTE YL	ROUTE UW	ROUTE YN	ROUTE DZ	ROUTE UR	ROUTE ALK	ROUTE ED	ROUTE MS	ROUTE XQ	ROUTE MW	ROUTE UY	ROUTE APW	ROUTE ADF	ROUTE AES	ROUTE AFA	ROUTE XR	ROUTE AZ	ROUTE XS	ROUTE MN	ROUTE AMJ	ROUTE AIF
585	ROUTE ANQ	ROUTE AHQ	ROUTE QT	ROUTE DE	ROUTE PM	ROUTE YE	ROUTE ATI	ROUTE CX	ROUTE AKX	ROUTE DB	ROUTE PK	ROUTE QV	ROUTE AQE	ROUTE XN	ROUTE VE	ROUTE QN	ROUTE AIC	ROUTE MK	ROUTE AKV	ROUTE KD	ROUTE VW	ROUTE CO	ROUTE XQ	ROUTE PA	ROUTE QT
586	ROUTE MG	ROUTE DV	ROUTE JL	ROUTE ATI	ROUTE ATG	ROUTE CL	ROUTE YJ	ROUTE APW	ROUTE PG	ROUTE VV	ROUTE AOG	ROUTE DZ	ROUTE MV	ROUTE YF	ROUTE UQ	ROUTE APS	ROUTE ALL	ROUTE ALK	ROUTE APW	ROUTE AUE	ROUTE OF	ROUTE MP	ROUTE XP	ROUTE AJD	ROUTE UF
587	ROUTE APK	ROUTE YC	ROUTE UB	ROUTE ALI	ROUTE AEG	ROUTE YJ	ROUTE DI	ROUTE AHW	ROUTE PM	ROUTE AFC	ROUTE XR	ROUTE MG	ROUTE AJO	ROUTE MK	ROUTE IT	ROUTE AML	ROUTE AJE	ROUTE AHW	ROUTE AJS	ROUTE YF	ROUTE AKG	ROUTE XH	ROUTE YI	ROUTE XS	ROUTE CP
588	ROUTE DV	ROUTE MG	ROUTE XH	ROUTE ANO	ROUTE AEW	ROUTE AEG	ROUTE UX	ROUTE AEW	ROUTE AMG	ROUTE QN	ROUTE AIC	ROUTE ANB	ROUTE AJT	ROUTE QR	ROUTE XJ	ROUTE CL	ROUTE AHV	ROUTE MI	ROUTE QF	ROUTE YG	ROUTE HD	ROUTE XL	ROUTE XH	ROUTE WX	ROUTE OH
589	ROUTE XL	ROUTE QB	ROUTE ALB	ROUTE OW	ROUTE ALH	ROUTE DV	ROUTE YM	ROUTE ALG	ROUTE AOG	ROUTE AOX	ROUTE XC	ROUTE AEU	ROUTE MS	ROUTE NV	ROUTE SW	ROUTE PZ	ROUTE AJM	ROUTE NA	ROUTE APO	ROUTE JL	ROUTE XV	ROUTE NE	ROUTE QU	ROUTE CK	ROUTE DZ
590	ROUTE DZ	ROUTE MK	ROUTE AVF	ROUTE AES	ROUTE XD	ROUTE YG	ROUTE VD	ROUTE DR	ROUTE PS	ROUTE APQ	ROUTE AKU	ROUTE ALI	ROUTE KN	ROUTE UJ	ROUTE IZ	ROUTE AID	ROUTE CW	ROUTE DA	ROUTE UU	ROUTE QB	ROUTE QT	ROUTE JP	ROUTE YE	ROUTE PE	ROUTE ATT
591	ROUTE KD	ROUTE KD	ROUTE VV	ROUTE APW	ROUTE DN	ROUTE AEY	ROUTE DU	ROUTE QL	ROUTE AMU	ROUTE AOE	ROUTE AUX	ROUTE ATO	ROUTE MY	ROUTE XR	ROUTE XP	ROUTE ALI	ROUTE CL	ROUTE XM	ROUTE JL	ROUTE JR	ROUTE KI	ROUTE NI	ROUTE WJ	ROUTE ND	ROUTE APY
592	ROUTE ALH	ROUTE NA	ROUTE YC	ROUTE SV	ROUTE AOI	ROUTE UV	ROUTE AES	ROUTE XJ	ROUTE AUG	ROUTE DR	ROUTE AMG	ROUTE AND	ROUTE SV	ROUTE QV	ROUTE TC	ROUTE ALJ	ROUTE AOC	ROUTE QB	ROUTE UT	ROUTE APK	ROUTE QP	ROUTE YF	ROUTE MY	ROUTE DZ	ROUTE MH
593	ROUTE QB	ROUTE XJ	ROUTE WJ	ROUTE XF	ROUTE QS	ROUTE ANO	ROUTE VA	ROUTE OW	ROUTE XG	ROUTE AMJ	ROUTE AJM	ROUTE OP	ROUTE AJK	ROUTE QH	ROUTE IF	ROUTE XI	ROUTE DI	ROUTE MO	ROUTE AKN	ROUTE NA	ROUTE QL	ROUTE VV	ROUTE XM	ROUTE KJ	ROUTE APS
594	ROUTE NA	ROUTE JR	ROUTE JW	ROUTE CL	ROUTE EC	ROUTE DE	ROUTE ANW	ROUTE ALD	ROUTE XM	ROUTE AEG	ROUTE AHZ	ROUTE DN	ROUTE AJN	ROUTE TV	ROUTE XM	ROUTE DZ	ROUTE AJP	ROUTE XD	ROUTE AJG	ROUTE OE	ROUTE CP	ROUTE MM	ROUTE ND	ROUTE ANG	ROUTE AHZ
595	ROUTE ANB	ROUTE MI	ROUTE AHV	ROUTE DA	ROUTE UR	ROUTE UH	ROUTE AQJ	ROUTE AEG	ROUTE QB	ROUTE KI	ROUTE DR	ROUTE UB	ROUTE OQ	ROUTE YC	ROUTE XS	ROUTE OO	ROUTE APK	ROUTE ALJ	ROUTE AOX	ROUTE XU	ROUTE SV	ROUTE MS	ROUTE NH	ROUTE QP	ROUTE ML
596	ROUTE ALG	ROUTE JL	ROUTE APW	ROUTE APQ	ROUTE CW	ROUTE SR	ROUTE SJ	ROUTE APQ	ROUTE AIC	ROUTE XL	ROUTE DF	ROUTE NG	ROUTE MC	ROUTE QL	ROUTE JK	ROUTE AFC	ROUTE AHT	ROUTE QP	ROUTE QL	ROUTE MG	ROUTE UB	ROUTE KJ	ROUTE NI	ROUTE AND	ROUTE SR
597	ROUTE JL	ROUTE MO	ROUTE APS	ROUTE ALH	ROUTE PZ	ROUTE YL	ROUTE AEY	ROUTE AEU	ROUTE XS	ROUTE AID	ROUTE UT	ROUTE PZ	ROUTE DY	ROUTE MU	ROUTE IW	ROUTE AOX	ROUTE AJC	ROUTE APK	ROUTE SR	ROUTE MI	ROUTE SR	ROUTE MW	ROUTE MR	ROUTE WJ	ROUTE OZ
598	ROUTE XJ	ROUTE XS	ROUTE XO	ROUTE JF	ROUTE CT	ROUTE ATI	ROUTE AOC	ROUTE DN	ROUTE SQ	ROUTE SL	ROUTE XL	ROUTE AIF	ROUTE MI	ROUTE MI	ROUTE JC	ROUTE OO	ROUTE OB	ROUTE SV	ROUTE JR	ROUTE DR	ROUTE CF	ROUTE MF	ROUTE ML	ROUTE MR	ROUTE UO
599	ROUTE AMJ	ROUTE ANB	ROUTE QV	ROUTE QR	ROUTE YF	ROUTE AMJ	ROUTE VG	ROUTE ALB	ROUTE AIF	ROUTE JK	ROUTE XO	ROUTE KJ	ROUTE AEU	ROUTE JX	ROUTE CM	ROUTE EC	ROUTE ALJ	ROUTE AUP	ROUTE AEM	ROUTE MO	ROUTE MC	ROUTE YD	ROUTE XF	ROUTE DU	ROUTE QC
600	ROUTE MI	ROUTE CS	ROUTE AHW	ROUTE MC	ROUTE PA	ROUTE DJ	ROUTE XW	ROUTE CL	ROUTE ANK	ROUTE AEY	ROUTE WW	ROUTE AML	ROUTE AKG	ROUTE XL	ROUTE XQ	ROUTE SL	ROUTE CS	ROUTE DN	ROUTE AJJ	ROUTE DV	ROUTE JW	ROUTE DJ	ROUTE YD	ROUTE QT	ROUTE NA
601	ROUTE MK	ROUTE ANQ	ROUTE DU	ROUTE QR	ROUTE PI	ROUTE YD	ROUTE TX	ROUTE AUK	ROUTE QJ	ROUTE APO	ROUTE UB	ROUTE UF	ROUTE AFA	ROUTE QU	ROUTE CY	ROUTE APY	ROUTE AHW	ROUTE CW	ROUTE KD	ROUTE VX	ROUTE MG	ROUTE CK	ROUTE JP	ROUTE UV	ROUTE NK
602	ROUTE JR	ROUTE DA	ROUTE AES	ROUTE XN	ROUTE APY	ROUTE AES	ROUTE ANG	ROUTE QF	ROUTE AND	ROUTE WX	ROUTE AJJ	ROUTE QD	ROUTE AKJ	ROUTE UV	ROUTE XB	ROUTE APK	ROUTE AQA	ROUTE WJ	ROUTE PZ	ROUTE XH	ROUTE MK	ROUTE JX	ROUTE OW	ROUTE JX	ROUTE XB
603	ROUTE XS	ROUTE APK	ROUTE XM	ROUTE YI	ROUTE AES	ROUTE AUG	ROUTE UK	ROUTE AMJ	ROUTE ALD	ROUTE AUK	ROUTE AML	ROUTE MU	ROUTE AJC	ROUTE JL	ROUTE LD	ROUTE AZ	ROUTE DY	ROUTE KD	ROUTE AEU	ROUTE ANK	ROUTE XT	ROUTE NG	ROUTE MV	ROUTE MM	ROUTE AHT
604	ROUTE MO	ROUTE ALH	ROUTE MC	ROUTE ALD	ROUTE ATI	ROUTE UP	ROUTE UY	ROUTE XD	ROUTE WJ	ROUTE DJ	ROUTE AHW	ROUTE ATT	ROUTE AJF	ROUTE DF	ROUTE JA	ROUTE DJ	ROUTE APS	ROUTE JL	ROUTE AKS	ROUTE MK	ROUTE XP	ROUTE XJ	ROUTE NE	ROUTE UB	ROUTE CS
605	ROUTE CS	ROUTE CW	ROUTE QW	ROUTE ANM	ROUTE XQ	ROUTE XT	ROUTE ANU	ROUTE QB	ROUTE ATU	ROUTE QU	ROUTE CT	ROUTE SV	ROUTE JF	ROUTE AFW	ROUTE XH	ROUTE UB	ROUTE DN	ROUTE EC	ROUTE AJP	ROUTE AMG	ROUTE YN	ROUTE WJ	ROUTE MH	ROUTE NA	ROUTE KJ
606	ROUTE XB	ROUTE AMJ	ROUTE DQ	ROUTE YE	ROUTE QU	ROUTE CS	ROUTE ANM	ROUTE SR	ROUTE KI	ROUTE XF	ROUTE XI	ROUTE AHZ	ROUTE QL	ROUTE XV	ROUTE BD	ROUTE AEM	ROUTE AML	ROUTE XQ	ROUTE APK	ROUTE DZ	ROUTE YL	ROUTE DQ	ROUTE XJ	ROUTE AEU	ROUTE DI
607	ROUTE OP	ROUTE ALG	ROUTE KI	ROUTE AOX	ROUTE ALI	ROUTE AOG	ROUTE VE	ROUTE ANQ	ROUTE DJ	ROUTE AEO	ROUTE UN	ROUTE MI	ROUTE JL	ROUTE SR	ROUTE WR	ROUTE ALK	ROUTE QQ	ROUTE JR	ROUTE AKP	ROUTE ANM	ROUTE DV	ROUTE DY	ROUTE MW	ROUTE AIC	ROUTE ANO
608	ROUTE SV	ROUTE XB	ROUTE SV	ROUTE CW	ROUTE QN	ROUTE ANK	ROUTE UQ	ROUTE QU	ROUTE AHW	ROUTE JW	ROUTE XQ	ROUTE JX	ROUTE QR	ROUTE AFK	ROUTE XX	ROUTE CP	ROUTE ADZ	ROUTE ALD	ROUTE JF	ROUTE AND	ROUTE ED	ROUTE MJ	ROUTE XB	ROUTE AHV	ROUTE MO
609	ROUTE CW	ROUTE XF	ROUTE UT	ROUTE XD	ROUTE DR	ROUTE QR	ROUTE AOA	ROUTE OH	ROUTE AUT	ROUTE CP	ROUTE ALB	ROUTE AHT	ROUTE CO	ROUTE XP	ROUTE DL	ROUTE WW	ROUTE QL	ROUTE AVF	ROUTE UN	ROUTE XJ	ROUTE NV	ROUTE XQ	ROUTE DI	ROUTE XL	ROUTE EC

Route AJU = Route 1
Route AJW = Route 2

Mill Creek - Hardin County 345 kV Line
Sensitivity Analysis

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
610	ROUTE XF	ROUTE DN	ROUTE ANB	ROUTE DN	ROUTE CL	ROUTE ATU	ROUTE VJ	ROUTE UV	ROUTE DV	ROUTE ALH	ROUTE XG	ROUTE JL	ROUTE QO	ROUTE MO	ROUTE NX	ROUTE AEK	ROUTE AJG	ROUTE DJ	ROUTE QQ	ROUTE XL	ROUTE QN	ROUTE XF	ROUTE YF	ROUTE XB	ROUTE PZ
611	ROUTE DA	ROUTE SV	ROUTE XD	ROUTE XL	ROUTE QU	ROUTE EC	ROUTE SW	ROUTE AEY	ROUTE AHZ	ROUTE AEW	ROUTE ALK	ROUTE NA	ROUTE DA	ROUTE SH	ROUTE XF	ROUTE AHQ	ROUTE ALI	ROUTE QT	ROUTE AJO	ROUTE ATO	ROUTE UV	ROUTE MD	ROUTE MS	ROUTE AML	ROUTE ANK
612	ROUTE QT	ROUTE QP	ROUTE QN	ROUTE JK	ROUTE OW	ROUTE UT	ROUTE CK	ROUTE XS	ROUTE CL	ROUTE UV	ROUTE AUG	ROUTE AIC	ROUTE OU	ROUTE MC	ROUTE DX	ROUTE OS	ROUTE ADV	ROUTE ATG	ROUTE JW	ROUTE QP	ROUTE UR	ROUTE XM	ROUTE MM	ROUTE MO	ROUTE MY
613	ROUTE ANK	ROUTE QT	ROUTE AIC	ROUTE ALG	ROUTE XV	ROUTE ANO	ROUTE AMM	ROUTE DV	ROUTE UU	ROUTE XS	ROUTE UK	ROUTE XQ	ROUTE AEI	ROUTE JR	ROUTE CJ	ROUTE CW	ROUTE ALB	ROUTE ANQ	ROUTE SL	ROUTE AND	ROUTE SL	ROUTE XB	ROUTE APE	ROUTE CS	ROUTE AJP
614	ROUTE XD	ROUTE DJ	ROUTE JF	ROUTE UB	ROUTE AQA	ROUTE YI	ROUTE VP	ROUTE APK	ROUTE AEU	ROUTE APK	ROUTE XS	ROUTE KD	ROUTE ALI	ROUTE OO	ROUTE JW	ROUTE UP	ROUTE AJJ	ROUTE AHQ	ROUTE AEG	ROUTE SV	ROUTE XR	ROUTE YC	ROUTE KJ	ROUTE OQ	ROUTE XL
615	ROUTE DJ	ROUTE XD	ROUTE XB	ROUTE YD	ROUTE OH	ROUTE SL	ROUTE TC	ROUTE ANO	ROUTE QD	ROUTE APY	ROUTE AKO	ROUTE ALJ	ROUTE ALL	ROUTE UP	ROUTE UW	ROUTE CS	ROUTE CK	ROUTE XG	ROUTE AJL	ROUTE YC	ROUTE JK	ROUTE MG	ROUTE XO	ROUTE AHW	ROUTE XF
616	ROUTE DN	ROUTE VV	ROUTE QF	ROUTE EC	ROUTE XL	ROUTE DA	ROUTE VM	ROUTE AOX	ROUTE AOR	ROUTE DZ	ROUTE ALH	ROUTE MO	ROUTE AEO	ROUTE JF	ROUTE VC	ROUTE UR	ROUTE AOX	ROUTE ALH	ROUTE KI	ROUTE QR	ROUTE XN	ROUTE MX	ROUTE XG	ROUTE KN	ROUTE OK
617	ROUTE QR	ROUTE WJ	ROUTE ALK	ROUTE XS	ROUTE DJ	ROUTE AMG	ROUTE AOI	ROUTE OS	ROUTE CX	ROUTE AMG	ROUTE ATU	ROUTE AHW	ROUTE NA	ROUTE AZ	ROUTE XI	ROUTE AGP	ROUTE APW	ROUTE XO	ROUTE AEY	ROUTE AUG	ROUTE YM	ROUTE KO	ROUTE NB	ROUTE ANK	ROUTE OU
618	ROUTE WJ	ROUTE EC	ROUTE APU	ROUTE UV	ROUTE ALG	ROUTE AKJ	ROUTE AMP	ROUTE WX	ROUTE AJZ	ROUTE AUT	ROUTE AOX	ROUTE DA	ROUTE NG	ROUTE CT	ROUTE IS	ROUTE AMJ	ROUTE AMJ	ROUTE AUT	ROUTE AKF	ROUTE YD	ROUTE XJ	ROUTE QB	ROUTE JX	ROUTE XI	ROUTE JX
619	ROUTE VV	ROUTE QR	ROUTE AHT	ROUTE SR	ROUTE XS	ROUTE XN	ROUTE CW	ROUTE UT	ROUTE AKM	ROUTE APS	ROUTE XM	ROUTE MC	ROUTE UP	ROUTE XH	ROUTE IY	ROUTE ALG	ROUTE AID	ROUTE QR	ROUTE ALL	ROUTE QT	ROUTE YK	ROUTE AKJ	ROUTE MF	ROUTE ALH	ROUTE DA
620	ROUTE ANO	ROUTE JF	ROUTE PZ	ROUTE APK	ROUTE ALD	ROUTE YF	ROUTE AEG	ROUTE AMG	ROUTE APK	ROUTE QQ	ROUTE APQ	ROUTE NJ	ROUTE AJO	ROUTE UT	ROUTE XO	ROUTE HB	ROUTE AQE	ROUTE MC	ROUTE AJR	ROUTE JF	ROUTE YI	ROUTE DU	ROUTE MP	ROUTE XF	ROUTE AJJ
621	ROUTE JF	ROUTE MC	ROUTE AOX	ROUTE QP	ROUTE QP	ROUTE AQA	ROUTE VS	ROUTE XQ	ROUTE AFA	ROUTE AES	ROUTE AKW	ROUTE AJS	ROUTE AHV	ROUTE KI	ROUTE OJ	ROUTE ALD	ROUTE DA	ROUTE CO	ROUTE QD	ROUTE CS	ROUTE DJ	ROUTE JL	ROUTE NG	ROUTE MF	ROUTE AEU
622	ROUTE AMG	ROUTE XM	ROUTE QR	ROUTE XU	ROUTE YJ	ROUTE QL	ROUTE AOO	ROUTE SL	ROUTE JW	ROUTE DE	ROUTE UU	ROUTE JR	ROUTE AJR	ROUTE OS	ROUTE ID	ROUTE AEY	ROUTE NZ	ROUTE WX	ROUTE UB	ROUTE CW	ROUTE CW	ROUTE QV	ROUTE MJ	ROUTE ANO	ROUTE MC
623	ROUTE MC	ROUTE XQ	ROUTE XI	ROUTE DJ	ROUTE VV	ROUTE DQ	ROUTE VK	ROUTE ANK	ROUTE AKP	ROUTE QO	ROUTE AKN	ROUTE OR	ROUTE UV	ROUTE XJ	ROUTE WX	ROUTE DN	ROUTE AHO	ROUTE ALG	ROUTE JK	ROUTE XS	ROUTE UF	ROUTE JR	ROUTE MX	ROUTE JL	ROUTE MM
624	ROUTE EC	ROUTE AND	ROUTE UV	ROUTE UT	ROUTE QO	ROUTE XH	ROUTE AOG	ROUTE DE	ROUTE AKS	ROUTE ANQ	ROUTE DZ	ROUTE AHQ	ROUTE KD	ROUTE SL	ROUTE XD	ROUTE SQ	ROUTE CP	ROUTE AMJ	ROUTE AKM	ROUTE QF	ROUTE DZ	ROUTE NA	ROUTE XD	ROUTE EC	ROUTE UP
625	ROUTE XM	ROUTE ANK	ROUTE QP	ROUTE XQ	ROUTE APO	ROUTE UN	ROUTE AEM	ROUTE ATS	ROUTE AEI	ROUTE XO	ROUTE DU	ROUTE JF	ROUTE MO	ROUTE AFE	ROUTE CT	ROUTE AEW	ROUTE ALG	ROUTE CK	ROUTE AJF	ROUTE MC	ROUTE DR	ROUTE XO	ROUTE YC	ROUTE SR	ROUTE ALH
626	ROUTE ANM	ROUTE CO	ROUTE DI	ROUTE DY	ROUTE APW	ROUTE APU	ROUTE RV	ROUTE QO	ROUTE NV	ROUTE AEI	ROUTE AQC	ROUTE OV	ROUTE KJ	ROUTE DB	ROUTE GD	ROUTE AEO	ROUTE ALK	ROUTE DQ	ROUTE QK	ROUTE DJ	ROUTE DE	ROUTE XD	ROUTE MU	ROUTE DA	ROUTE JL
627	ROUTE OF	ROUTE OF	ROUTE ALL	ROUTE VV	ROUTE AMG	ROUTE XR	ROUTE VQ	ROUTE AES	ROUTE APQ	ROUTE UR	ROUTE AUE	ROUTE MX	ROUTE MJ	ROUTE XS	ROUTE DF	ROUTE UT	ROUTE AJD	ROUTE JF	ROUTE SO	ROUTE DA	ROUTE PZ	ROUTE MI	ROUTE XI	ROUTE NE	ROUTE PK
628	ROUTE AND	ROUTE CK	ROUTE SR	ROUTE XJ	ROUTE ANK	ROUTE AOE	ROUTE AOM	ROUTE XM	ROUTE OW	ROUTE QD	ROUTE OQ	ROUTE AJM	ROUTE SL	ROUTE OR	ROUTE LB	ROUTE OK	ROUTE AGO	ROUTE ANB	ROUTE UR	ROUTE XB	ROUTE UT	ROUTE XG	ROUTE QB	ROUTE XC	ROUTE UT
629	ROUTE XQ	ROUTE KI	ROUTE APQ	ROUTE ANK	ROUTE UN	ROUTE CO	ROUTE ALZ	ROUTE WJ	ROUTE AKV	ROUTE AFA	ROUTE APK	ROUTE AKL	ROUTE AJI	ROUTE CF	ROUTE XG	ROUTE DU	ROUTE AGR	ROUTE QF	ROUTE AJI	ROUTE KI	ROUTE AOR	ROUTE MO	ROUTE MG	ROUTE MC	ROUTE PA
630	ROUTE KI	ROUTE XQ	ROUTE WX	ROUTE QN	ROUTE XG	ROUTE AKG	ROUTE XB	ROUTE UP	ROUTE APW	ROUTE CW	ROUTE AUP	ROUTE ML	ROUTE SR	ROUTE XB	ROUTE BB	ROUTE ANQ	ROUTE AMG	ROUTE QN	ROUTE AES	ROUTE XD	ROUTE UP	ROUTE ATM	ROUTE KD	ROUTE UL	ROUTE PE
631	ROUTE XO	ROUTE AMG	ROUTE UN	ROUTE AMG	ROUTE SQ	ROUTE YC	ROUTE TI	ROUTE DJ	ROUTE AEO	ROUTE PZ	ROUTE AKT	ROUTE AJG	ROUTE AJL	ROUTE AUX	ROUTE XW	ROUTE DQ	ROUTE ANQ	ROUTE UV	ROUTE AJJ	ROUTE DN	ROUTE UL	ROUTE KI	ROUTE JR	ROUTE NI	ROUTE ND
632	ROUTE JW	ROUTE ANM	ROUTE ANO	ROUTE XB	ROUTE XN	ROUTE DY	ROUTE UB	ROUTE ATT	ROUTE PC	ROUTE XM	ROUTE DN	ROUTE ALG	ROUTE JR	ROUTE UN	ROUTE CP	ROUTE QD	ROUTE APY	ROUTE QU	ROUTE AJO	ROUTE ANG	ROUTE XL	ROUTE AKG	ROUTE KI	ROUTE ATP	ROUTE AJD
633	ROUTE CK	ROUTE JW	ROUTE UF	ROUTE YC	ROUTE XO	ROUTE ATO	ROUTE XV	ROUTE DA	ROUTE PI	ROUTE UP	ROUTE DB	ROUTE CO	ROUTE JX	ROUTE HD	ROUTE GP	ROUTE CF	ROUTE CO	ROUTE DY	ROUTE UF	ROUTE XF	ROUTE YJ	ROUTE SV	ROUTE JL	ROUTE MS	ROUTE XM
634	ROUTE CO	ROUTE AND	ROUTE AML	ROUTE CS	ROUTE YD	ROUTE CW	ROUTE AMS	ROUTE KI	ROUTE AQC	ROUTE QN	ROUTE DI	ROUTE ANQ	ROUTE AML	ROUTE OH	ROUTE DK	ROUTE DA	ROUTE ALD	ROUTE ANK	ROUTE AML	ROUTE JW	ROUTE QU	ROUTE DI	ROUTE NA	ROUTE ATT	ROUTE WW
635	ROUTE UV	ROUTE QN	ROUTE QS	ROUTE PZ	ROUTE UU	ROUTE XB	ROUTE TO	ROUTE UN	ROUTE DY	ROUTE UF	ROUTE APW	ROUTE ND	ROUTE QK	ROUTE CP	ROUTE OB	ROUTE UU	ROUTE ALH	ROUTE KI	ROUTE AHV	ROUTE WJ	ROUTE CK	ROUTE AGI	ROUTE MD	ROUTE UF	ROUTE QD
636	ROUTE QN	ROUTE UV	ROUTE JK	ROUTE QU	ROUTE CO	ROUTE APO	ROUTE XH	ROUTE JK	ROUTE PO	ROUTE UB	ROUTE CW	ROUTE AJP	ROUTE JK	ROUTE XF	ROUTE NV	ROUTE AEG	ROUTE ANM	ROUTE XI	ROUTE AJC	ROUTE QL	ROUTE QQ	ROUTE JW	ROUTE JW	ROUTE AHO	ROUTE XG
637	ROUTE WX	ROUTE WX	ROUTE ALD	ROUTE DU	ROUTE QL	ROUTE XL	ROUTE WR	ROUTE VV	ROUTE OV	ROUTE XG	ROUTE ATS	ROUTE QL	ROUTE QQ	ROUTE XM	ROUTE DW	ROUTE ALH	ROUTE ANB	ROUTE JW	ROUTE UL	ROUTE ATQ	ROUTE DN	ROUTE QT	ROUTE WX	ROUTE OU	ROUTE AMG
638	ROUTE QL	ROUTE UB	ROUTE APO	ROUTE QF	ROUTE AOX	ROUTE ANM	ROUTE AMV	ROUTE XG	ROUTE UF	ROUTE ANM	ROUTE ANM	ROUTE ATM	ROUTE ALG	ROUTE CX	ROUTE QF	ROUTE CK	ROUTE AOM	ROUTE QU	ROUTE OV	ROUTE ATP	ROUTE DA	ROUTE QP	ROUTE MO	ROUTE PZ	ROUTE AML
639	ROUTE XG	ROUTE SR	ROUTE ALH	ROUTE XO	ROUTE APK	ROUTE AOR	ROUTE XF	ROUTE CS	ROUTE VV	ROUTE QK	ROUTE AND	ROUTE DY	ROUTE ALJ	ROUTE QL	ROUTE CH	ROUTE AFA	ROUTE ANK	ROUTE QL	ROUTE ALK	ROUTE SR	ROUTE CS	ROUTE JF	ROUTE MI	ROUTE AMG	ROUTE MR
640	ROUTE ATS	ROUTE DQ	ROUTE XG	ROUTE UR	ROUTE YK	ROUTE VX	ROUTE YC	ROUTE AUE	ROUTE CO	ROUTE CS	ROUTE APU	ROUTE QU	ROUTE AHO	ROUTE QQ	ROUTE KR	ROUTE UL	ROUTE ADP	ROUTE SR	ROUTE UQ	ROUTE UV	ROUTE AX	ROUTE QF	ROUTE QV	ROUTE XM	ROUTE DN
641	ROUTE SR	ROUTE XG	ROUTE AHQ	ROUTE AND	ROUTE QF	ROUTE APY	ROUTE YF	ROUTE JW	ROUTE ATP	ROUTE QS	ROUTE CP	ROUTE UV	ROUTE AHT	ROUTE UR	ROUTE PX	ROUTE UF	ROUTE AFC	ROUTE ANO	ROUTE ANQ	ROUTE QN	ROUTE XH	ROUTE XI	ROUTE XC	ROUTE MW	ROUTE AIC
642	ROUTE QU	ROUTE QL	ROUTE UR	ROUTE CO	ROUTE ANG	ROUTE UR	ROUTE XN	ROUTE ANM	ROUTE WW	ROUTE AND	ROUTE WR	ROUTE AMJ	ROUTE UL	ROUTE UH	ROUTE XV	ROUTE ANB	ROUTE AEY	ROUTE AMG	ROUTE ALH	ROUTE EC	ROUTE XD	ROUTE WX	ROUTE QF	ROUTE DN	ROUTE QN
643	ROUTE DQ	ROUTE DY	ROUTE QL	ROUTE QS	ROUTE AND	ROUTE XF	ROUTE XT	ROUTE EC	ROUTE DA	ROUTE ANB	ROUTE CK	ROUTE MR	ROUTE UR	ROUTE XO	ROUTE NZ	ROUTE DY	ROUTE ANG	ROUTE ATI	ROUTE UX	ROUTE UB	ROUTE YH	ROUTE AFW	ROUTE PZ	ROUTE OY	ROUTE XQ
644	ROUTE UB	ROUTE QU	ROUTE ALJ	ROUTE XG	ROUTE SL	ROUTE APS	ROUTE XL	ROUTE CO	ROUTE XC	ROUTE EC	ROUTE ANG	ROUTE AJJ	ROUTE ANK	ROUTE ED	ROUTE HH	ROUTE AMG	ROUTE ANO	ROUTE UB	ROUTE ALB	ROUTE CK	ROUTE YF	ROUTE MC	ROUTE UB	ROUTE JP	ROUTE AUG
645	ROUTE ANG	ROUTE DU	ROUTE UP	ROUTE WJ	ROUTE XB	ROUTE XU	ROUTE XR	ROUTE QQ	ROUTE AEW	ROUTE XI	ROUTE AQG	ROUTE MF	ROUTE UU	ROUTE CL	ROUTE QB	ROUTE ADN	ROUTE AEO	ROUTE ANM	ROUTE ANK	ROUTE XM	ROUTE VU	ROUTE UB	ROUTE JF	ROUTE SV	ROUTE AHW
646	ROUTE AUK	ROUTE PZ	ROUTE ANQ	ROUTE QL	ROUTE XC	ROUTE CK	ROUTE UJ	ROUTE XO	ROUTE XI	ROUTE ANK	ROUTE APO	ROUTE AJD	ROUTE ANQ	ROUTE OK	ROUTE RX	ROUTE AES	ROUTE AEW	ROUTE PZ	ROUTE AID	ROUTE XO	ROUTE UN	ROUTE PZ	ROUTE SV	ROUTE KO	ROUTE MF
647	ROUTE DU	ROUTE XI	ROUTE QU	ROUTE ANG	ROUTE XJ	ROUTE AQC	ROUTE YI	ROUTE UR	ROUTE AFC	ROUTE UL	ROUTE EC	ROUTE SR	ROUTE KI	ROUTE UL	ROUTE OH	ROUTE AX	ROUTE AEC	ROUTE XC	ROUTE ALJ	ROUTE CO	ROUTE OV	ROUTE OR	ROUTE QT	ROUTE XO	ROUTE SL
648	ROUTE DY	ROUTE ANG	ROUTE ALI	ROUTE CK	ROUTE UP	ROUTE XP	ROUTE YL	ROUTE DY	ROUTE XO	ROUTE UT	ROUTE XQ	ROUTE NZ	ROUTE AIC	ROUTE JW	ROUTE CL	ROUTE AEI	ROUTE AEF	ROUTE UP	ROUTE AHZ	ROUTE XO	ROUTE OR	ROUTE UV	ROUTE JK	ROUTE DI	ROUTE SV
649	ROUTE PZ	ROUTE JK	ROUTE SL	ROUTE WX	ROUTE UQ	ROUTE ANG	ROUTE AND	ROUTE CW	ROUTE ANG	ROUTE XQ	ROUTE AID	ROUTE ANK	ROUTE SQ	ROUTE XD	ROUTE CX	ROUTE DI	ROUTE AND	ROUTE QO	ROUTE ALD	ROUTE QU	ROUTE OD	ROUTE JK	ROUTE MC	ROUTE XG	ROUTE UK
650	ROUTE XI	ROUTE UT	ROUTE AMJ	ROUTE QQ	ROUTE YE	ROUTE UL	ROUTE ANS	ROUTE ANG	ROUTE AEK	ROUTE CK	ROUTE AQA	ROUTE QO	ROUTE AIF	ROUTE UU	ROUTE WW	ROUTE UN	ROUTE AEM	ROUTE AND	ROUTE AIF	ROUTE AKL	ROUTE WJ	ROUTE QU	ROUTE QP	ROUTE JR	ROUTE UU
651	ROUTE JK	ROUTE UP	ROUTE APK	ROUTE DO	ROUTE CS	ROUTE DU	ROUTE UW	ROUTE DO	ROUTE ANM	ROUTE AEU	ROUTE ANO	ROUTE UP	ROUTE AMG	ROUTE JK	ROUTE XC	ROUTE ANK	ROUTE AES	ROUTE JK	ROUTE ANO	ROUTE WX	ROUTE HB	ROUTE XC	ROUTE WW	ROUTE ON	ROUTE NE
652	ROUTE UP	ROUTE SL	ROUTE AND	ROUTE XM	ROUTE YI	ROUTE ATP	ROUTE ANY	ROUTE ATU	ROUTE DQ	ROUTE SQ	ROUTE DO	ROUTE AMG	ROUTE AMJ	ROUTE DE	ROUTE CS	ROUTE ANM	ROUTE HD	ROUTE UT	ROUTE ALG	ROUTE JK	ROUTE XU	ROUTE ON	ROUTE QU	ROUTE UP	ROUTE DQ
653	ROUTE AKL	ROUTE ATS	ROUTE XC	ROUTE UP	ROUTE WX	ROUTE UU	ROUTE VC	ROUTE OK	ROUTE AEO	ROUTE XC	ROUTE DE	ROUTE KI	ROUTE JW	ROUTE OB	ROUTE OJ	ROUTE OV	ROUTE AKL	ROUTE DI	ROUTE AHT	ROUTE PZ	ROUTE QS	ROUTE AFK	ROUTE UV	ROUTE MG	ROUTE NI
654	ROUTE SL	ROUTE UR	ROUTE OD	ROUTE SL	ROUTE WJ	ROUTE ANB	ROUTE AMF	ROUTE XI	ROUTE EC	ROUTE ATS	ROUTE AEY	ROUTE SL	ROUTE AHW	ROUTE XU	ROUTE DE	ROUTE CO	ROUTE AEK	ROUTE QS	ROUTE AMJ	ROUTE SL	ROUTE QO	ROUTE SR	ROUTE QD	ROUTE UT	ROUTE AHQ
655	ROUTE UT	ROUTE OO	ROUTE ANM	ROUTE XC	ROUTE DQ	ROUTE UB	ROUTE SH	ROUTE UL	ROUTE CS	ROUTE DU	ROUTE ANK	ROUTE ATG	ROUTE AHZ	ROUTE XO	ROUTE CO	ROUTE UQ	ROUTE AFA	ROUTE SL	ROUTE WR	ROUTE UP	ROUTE QK	ROUTE QL	ROUTE UF	ROUTE MK	ROUTE AHV
656	ROUTE QO	ROUTE QS	ROUTE UL	ROUTE UN	ROUTE CK	ROUTE AND	ROUTE AMZ	ROUTE AND	ROUTE ATO	ROUTE DA	ROUTE CS	ROUTE JW	ROUTE ANG	ROUTE SO	ROUTE GO	ROUTE AEU	ROUTE WR	ROUTE UR	ROUTE AHW	ROUTE DQ	ROUTE CO	ROUTE UF	ROUTE ON	ROUTE OK	ROUTE KD
657	ROUTE UR	ROUTE DI	ROUTE QQ	ROUTE UU	ROUTE UL	ROUTE APW	ROUTE TV	ROUTE ANB	ROUTE DE	ROUTE ANG	ROUTE AKJ	ROUTE OR	ROUTE UK	ROUTE DR	ROUTE EH	ROUTE ANO	ROUTE AKJ	ROUTE QQ	ROUTE AIC	ROUTE DU	ROUTE SQ	ROUTE UT	ROUTE AUX	ROUTE DQ	ROUTE KN
658	ROUTE ATT	ROUTE UF	ROUTE ALG	ROUTE SQ	ROUTE UF	ROUTE SQ	ROUTE AOE	ROUTE CK	ROUTE UK	ROUTE ANO	ROUTE AES	ROUTE AKJ	ROUTE ANM	ROUTE OF	ROUTE DA	ROUTE AED	ROUTE AEG	ROUTE ANG	ROUTE OR	ROUTE VV	ROUTE CD	ROUTE UP	ROUTE OR	ROUTE UQ	ROUTE MS
659	ROUTE QS	ROUTE XC	ROUTE ANK	ROUTE AKL	ROUTE YC	ROUTE XJ	ROUTE VI	ROUTE QD	ROUTE ALB	ROUTE DQ	ROUTE AEM	ROUTE JK	ROUTE UQ	ROUTE WX	ROUTE DR	ROUTE CD	ROUTE HB	ROUTE WW	ROUTE AHQ	ROUTE UR	ROUTE XF	ROUTE QS	ROUTE OS	ROUTE CO	ROUTE MW
660	ROUTE XC	ROUTE OO	ROUTE UU	ROUTE UF	ROUTE XU	ROUTE UF	ROUTE AOX	ROUTE UF	ROUTE UQ	ROUTE ATU	ROUTE ATT	ROUTE ATP	ROUTE MF	ROUTE AX	ROUTE ET	ROUTE AND	ROUTE AEO	ROUTE UF	ROUTE AMG	ROUTE UT	ROUTE XB	ROUTE OD	ROUTE UT	ROUTE JF	ROUTE CO
661	ROUTE ATU	ROUTE AUK	ROUTE QO	ROUTE QO	ROUTE DI	ROUTE DI	ROUTE VO	ROUTE XC	ROUTE AOX	ROUTE QV	ROUTE APS	ROUTE ANM	ROUTE WR	ROUTE DZ	ROUTE QD	ROUTE AVC	ROUTE AZ	ROUTE OD	ROUTE FR	ROUTE XG	ROUTE WX	ROUTE QO	ROUTE QO	ROUTE OD	ROUTE JR
662	ROUTE AUE	ROUTE QD	ROUTE SQ	ROUTE DI	ROUTE AFW	ROUTE APO	ROUTE WX	ROUTE UB	ROUTE OL	ROUTE UN	ROUTE AKG	ROUTE NI	ROUTE ML	ROUTE CS	ROUTE ED	ROUTE ANG	ROUTE AEU	ROUTE UN	ROUTE ANB	ROUTE DY	ROUTE XS	ROUTE WW	ROUTE UP	ROUTE SL	ROUTE DY
663	ROUTE DI	ROUTE UN	ROUTE AMG	ROUTE XI	ROUTE AKL	ROUTE XS	ROUTE ANB	ROUTE PZ	ROUTE AKF	ROUTE WW	ROUTE AEG	ROUTE QQ	ROUTE ND	ROUTE XG	ROUTE KP	ROUTE OR	ROUTE AKG	ROUTE UU	ROUTE GP	ROUTE XI	ROUTE YG	ROUTE AFE	ROUTE SR	ROUTE WW	ROUTE QO
664	ROUTE UF	ROUTE AKL	ROUTE WW	ROUTE UL	ROUTE QO	ROUTE XD	ROUTE XD	ROUTE SQ	ROUTE PZ	ROUTE AUE	ROUTE ET	ROUTE OL	ROUTE NJ	ROUTE XI	ROUTE DN	ROUTE UK	ROUTE AX	ROUTE AKL	ROUTE OL	ROUTE UF	ROUTE XO	ROUTE SL	ROUTE UU	ROUTE DY	ROUTE QS
665	ROUTE QO	ROUTE ATT	ROUTE ANG	ROUTE QD	ROUTE OV	ROUTE OQ	ROUTE AQI	ROUTE AUG	ROUTE OR	ROUTE DI	ROUTE AOE	ROUTE UR	ROUTE MR	ROUTE DA	ROUTE DZ	ROUTE AKL	ROUTE AEI	ROUTE UL	ROUTE ET	ROUTE QO	ROUTE YE	ROUTE UR	ROUTE QL	ROUTE KI	ROUTE MG
666	ROUTE QD	ROUTE UL	ROUTE UQ	ROUTE UQ	ROUTE AKJ	ROUTE XM	ROUTE XU	ROUTE UU	ROUTE AES	ROUTE CO	ROUTE AFC	ROUTE AKG	ROUTE MX	ROUTE CD	ROUTE PV	ROUTE OL	ROUTE CF	ROUTE OK	ROUTE ANM	ROUTE AKJ	ROUTE YC	ROUTE QQ	ROUTE OV	ROUTE OO	ROUTE MK
667	ROUTE UN	ROUTE UU	ROUTE OX	ROUTE AKJ	ROUTE XM	ROUTE APK	ROUTE APO	ROUTE DU	ROUTE OH	ROUTE OR	ROUTE ANB	ROUTE MV	ROUTE EH	ROUTE OO	ROUTE UF	ROUTE ATG	ROUTE CD	ROUTE SQ	ROUTE FF	ROUTE QQ	ROUTE DU	ROUTE UN	ROUTE UN	ROUTE AID	ROUTE JF
668	ROUTE UL	ROUTE WW	ROUTE UK	ROUTE OV	ROUTE FR	ROUTE WX	ROUTE XG	ROUTE WW	ROUTE AEY	ROUTE UU	ROUTE EH	ROUTE ANG	ROUTE ET	ROUTE DN	ROUTE XU	ROUTE AVF	ROUTE GP	ROUTE OV	ROUTE AND	ROUTE QS	ROUTE EC	ROUTE UU	ROUTE QQ	ROUTE AUG	ROUTE JP
669	ROUTE AKJ	ROUTE SQ	ROUTE OV	ROUTE OK	ROUTE QK	ROUTE ATQ	ROUTE APU	ROUTE OV	ROUTE AEG	ROUTE DY	ROUTE DY	ROUTE MK	ROUTE GD	ROUTE VX	ROUTE SJ	ROUTE ATM	ROUTE FR	ROUTE AUK	ROUTE GD	ROUTE OO	ROUTE OL	ROUTE ATG	ROUTE NZ	ROUTE JW	ROUTE SQ
670	ROUTE UU	ROUTE ATU	ROUTE FR	ROUTE WW	ROUTE QD	ROUTE XG	ROUTE APE	ROUTE DI	ROUTE UB	ROUTE AUG	ROUTE AKL	ROUTE QK	ROUTE APE	ROUTE DV	ROUTE TX	ROUTE NZ	ROUTE GO	ROUTE ATS	ROUTE NZ	ROUTE DI	ROUTE AGI	ROUTE OV	ROUTE UR	ROUTE OS	ROUTE UN
671	ROUTE WW	ROUTE QK	ROUTE GP	ROUTE OR	ROUTE OR	ROUTE XQ	ROUTE VX	ROUTE AKL	ROUTE AEM	ROUTE ATT	ROUTE NZ	ROUTE UL	ROUTE GP	ROUTE HB	ROUTE HF	ROUTE OO	ROUTE GD	ROUTE UQ	ROUTE OO	ROUTE UL	ROUTE UU	ROUTE APE	ROUTE SL	ROUTE UU	ROUTE OY
672	ROUTE QK	ROUTE AUE	ROUTE NZ	ROUTE APW	ROUTE XI	ROUTE AOX	ROUTE APS	ROUTE ATO	ROUTE DI	ROUTE AKL	ROUTE ANO	ROUTE ALK	ROUTE MX	ROUTE CO	ROUTE FF	ROUTE AKJ	ROUTE ET	ROUTE AKJ	ROUTE EH	ROUTE UN	ROUTE AFW	ROUTE SQ	ROUTE GP	ROUTE AUK	ROUTE KI
673	ROUTE SQ	ROUTE OV	ROUTE OR	ROUTE UK	ROUTE AGI	ROUTE WJ	ROUTE XJ	ROUTE AUX	ROUTE WR	ROUTE UO	ROUTE APY	ROUTE AID	ROUTE ON	ROUTE CW	ROUTE FR	ROUTE ATI	ROUTE FF	ROUTE AUE	ROUTE ANG	ROUTE XC	ROUTE UO	ROUTE UL	ROUTE SQ	ROUTE UN	ROUTE AUK
674	ROUTE OV	ROUTE AKJ	ROUTE FF	ROUTE AKG	ROUTE WW	ROUTE VV	ROUTE XP	ROUTE ATP	ROUTE DU	ROUTE OL	ROUTE AEW	ROUTE UU	ROUTE OT	ROUTE UO	ROUTE PZ	ROUTE AKG	ROUTE AGP	ROUTE OR	ROUTE GO	ROUTE AUX	ROUTE XQ	ROUTE OK	ROUTE FR	ROUTE AUE	ROUTE AUE
675	ROUTE ATO	ROUTE UQ	ROUTE AFW	ROUTE ATS	ROUTE UK	ROUTE NZ	ROUTE XM	ROUTE UQ	ROUTE AND	ROUTE AKJ	ROUTE AEQ	ROUTE QT	ROUTE FF	ROUTE DJ	ROUTE RV	ROUTE ATS	ROUTE ES	ROUTE ATT	ROUTE ES	ROUTE AKG	ROUTE XM	ROUTE AUX	ROUTE ATM	ROUTE JK	ROUTE JW
676	ROUTE AUG	ROUTE ATO	ROUTE AKL	ROUTE AGI	ROUTE GP	ROUTE UQ	ROUTE AQA	ROUTE OR	ROUTE CK	ROUTE UK	ROUTE DA	ROUTE ATI	ROUTE AJO	ROUTE EC	ROUTE UB	ROUTE AUP	ROUTE EH	ROUTE UK	ROUTE AKL	ROUTE OV	ROUTE XI	ROUTE ATS	ROUTE OK	ROUTE SQ	ROUTE AKJ
677	ROUTE AKG	ROUTE AUG	ROUTE ATT	ROUTE ATT	ROUTE NZ	ROUTE GP	ROUTE XS	ROUTE UK	ROUTE CW	ROUTE AUX	ROUTE AEK	ROUTE SQ	ROUTE AJG	ROUTE CK	ROUTE CK	ROUTE WR	ROUTE APE	ROUTE AKG	ROUTE APE	ROUTE OK	ROUTE YD	ROUTE ATI	ROUTE UL	ROUTE UK	ROUTE AGI
678	ROUTE UO	ROUTE AKG	ROUTE GD	ROUTE AUK	ROUTE AFK	ROUTE XQ	ROUTE AQG	ROUTE AKJ	ROUTE ATQ	ROUTE AKG	ROUTE CO	ROUTE ALH	ROUTE FR	ROUTE UK	ROUTE CW	ROUTE GP	ROUTE ADN	ROUTE ATU	ROUTE AKJ	ROUTE SQ	ROUTE DI	ROUTE UQ	ROUTE UQ	ROUTE AKJ	ROUTE JK
679	ROUTE ATP	ROUTE OR	ROUTE AGI	ROUTE NZ	ROUTE AKG	ROUTE AGI	ROUTE ANF	ROUTE ATQ	ROUTE AKL	ROUTE ATO	ROUTE AUT	ROUTE QN	ROUTE ATM	ROUTE XC	ROUTE AZ	ROUTE AUE	ROUTE ATG	ROUTE OL	ROUTE AFW	ROUTE UU	ROUTE DY	ROUTE OR	ROUTE GD	ROUTE AKL	ROUTE OR
680	ROUTE OR	ROUTE UK	ROUTE ET	ROUTE FR	ROUTE OQ	ROUTE UK	ROUTE APY	ROUTE OL	ROUTE EH	ROUTE ATQ	ROUTE ATO	ROUTE OQ	ROUTE NI	ROUTE UB	ROUTE DJ	ROUTE ATO	ROUTE ATI	ROUTE AUG	ROUTE AGI	ROUTE WW	ROUTE DO	ROUTE NZ	ROUTE OR	ROUTE OR	ROUTE AUX
681	ROUTE ATO	ROUTE ATP	ROUTE OL	ROUTE OL	ROUTE FF	ROUTE ET	ROUTE XQ	ROUTE AKG	ROUTE ET	ROUTE OO	ROUTE GP	ROUTE UQ	ROUTE AJP	ROUTE PZ	ROUTE DH	ROUTE FR	ROUTE AED	ROUTE NZ	ROUTE AFK	ROUTE OR	ROUTE UK	ROUTE ATT	ROUTE FF	ROUTE AGI	ROUTE AFW
682	ROUTE UK	ROUTE ATO	ROUTE ATS	ROUTE ATU	ROUTE ET	ROUTE FR	ROUTE UH	ROUTE OQ	ROUTE ANB	ROUTE NZ	ROUTE GD	ROUTE ANO	ROUTE AJS	ROUTE DO	ROUTE DV	ROUTE ATU	ROUTE AVF	ROUTE ATO	ROUTE AKG	ROUTE UQ	ROUTE AFK	ROUTE UK	ROUTE GO	ROUTE QV	ROUTE AFK
683	ROUTE OL	ROUTE OL	ROUTE AKJ	ROUTE GP	ROUTE OL	ROUTE AFK	ROUTE AOE	ROUTE APE	ROUTE AKG	ROUTE ATP	ROUTE AFA	ROUTE UK	ROUTE MW	ROUTE UF	ROUTE CF	ROUTE AUK	ROUTE AGI	ROUTE OQ	ROUTE AFE	ROUTE OL	ROUTE NZ	ROUTE OL	ROUTE ET	ROUTE AKG	ROUTE GP
684	ROUTE NZ	ROUTE NZ	ROUTE GO	ROUTE OO	ROUTE GO	ROUTE AFW	ROUTE WJ	ROUTE WR	ROUTE AKJ	ROUTE WR	ROUTE ATO	ROUTE UT	ROUTE ATG	ROUTE OD	ROUTE DO	ROUTE ATT	ROUTE ATM	ROUTE AGI	ROUTE AVC	ROUTE UK	ROUTE XG	ROUTE ATU	ROUTE UK	ROUTE AUX	ROUTE FR
685	ROUTE AGI	ROUTE AGI	ROUTE EH	ROUTE AUE	ROUTE AUX	ROUTE GD	ROUTE WW	ROUTE AGI	ROUTE APE	ROUTE GP	ROUTE FR	ROUTE OS	ROUTE AJJ	ROUTE WW	ROUTE ES	ROUTE GD	ROUTE AVC	ROUTE AFW	ROUTE ATM	ROUTE AGI	ROUTE XC	ROUTE GP	ROUTE OL	ROUTE AFW	ROUTE ET
686	ROUTE AUX	ROUTE AFW	ROUTE AFK	ROUTE AFK	ROUTE APE	ROUTE XI	ROUTE APK	ROUTE AFK	ROUTE OO	ROUTE ET	ROUTE AEU	ROUTE UN	ROUTE ES	ROUTE DY	ROUTE EC	ROUTE AUG	ROUTE ATO	ROUTE ATP	ROUTE ATG	ROUTE AFW	ROUTE OQ	ROUTE FR	ROUTE EH	ROUTE AFK	ROUTE APE
687	ROUTE AFW	ROUTE AUX	ROUTE OO	ROUTE AUX	ROUTE GD	ROUTE EH	ROUTE XC	ROUTE GP	ROUTE GD	ROUTE FR	ROUTE AEO	ROUTE AGI	ROUTE AFE	ROUTE WJ	ROUTE UJ	ROUTE ATO	ROUTE AFW	ROUTE GP	ROUTE AUT	ROUTE NZ	ROUTE VX	ROUTE OQ	ROUTE OO	ROUTE OL	ROUTE AID
688	ROUTE OO	ROUTE OO	ROUTE ATU	ROUTE ATO	ROUTE WR	ROUTE FF	ROUTE APQ	ROUTE ET	ROUTE GP	ROUTE APE	ROUTE FF	ROUTE GP	ROUTE AJM	ROUTE VV	ROUTE DY	ROUTE APE	ROUTE ATO	ROUTE FR	ROUTE AUP	ROUTE OQ	ROUTE AFE	ROUTE GQ	ROUTE ES	ROUTE GP	ROUTE AKG
689	ROUTE AFK	ROUTE AFK	ROUTE AKG	ROUTE ATP	ROUTE AFE	ROUTE XC	ROUTE VV	ROUTE NZ	ROUTE FF	ROUTE AGI	ROUTE APE	ROUTE APE	ROUTE AFK	ROUTE DU	ROUTE SH	ROUTE ET	ROUTE AFK	ROUTE ATQ	ROUTE AUK	ROUTE AFK	ROUTE WW	ROUTE FF	ROUTE ATS	ROUTE FR	ROUTE AKL
690	ROUTE GP	ROUTE GP	ROUTE ATP	ROUTE AUG	ROUTE ES	ROUTE AFE	ROUTE AOR	ROUTE AFW	ROUTE FR	ROUTE AFK	ROUTE AEI	ROUTE AFW	ROUTE GO	ROUTE DI	ROUTE TV	ROUTE FF	ROUTE AUE	ROUTE AFK	ROUTE AUE	ROUTE AFE	ROUTE APE	ROUTE ET	ROUTE WR	ROUTE APE	ROUTE WR
691	ROUTE APE	ROUTE FR	ROUTE ES	ROUTE APE	ROUTE EH	ROUTE WW	ROUTE XI	ROUTE FR	ROUTE AFE	ROUTE GD	ROUTE ES	ROUTE AFK	ROUTE AGI	ROUTE NZ	ROUTE VX	ROUTE AGI	ROUTE ATS	ROUTE APE	ROUTE ATI	ROUTE APE	ROUTE GP	ROUTE AUK	ROUTE ATT	ROUTE ET	ROUTE OL
692	ROUTE FR	ROUTE AFE	ROUTE AFE	ROUTE FF	ROUTE ATT	ROUTE AUP	ROUTE APW	ROUTE GD	ROUTE AFK	ROUTE EH	ROUTE ATP	ROUTE FR	ROUTE QS	ROUTE GP	ROUTE AX	ROUTE ATP	ROUTE ATP	ROUTE GD	ROUTE AVF	ROUTE GP	ROUTE FR	ROUTE GO	ROUTE ATG	ROUTE AFE	ROUTE OV
693	ROUTE AFE	ROUTE APE	ROUTE AUK	ROUTE ET	ROUTE ATS	ROUTE GO	ROUTE XO	ROUTE AFE	ROUTE ES	ROUTE AFW	ROUTE GO	ROUTE WR	ROUTE ALH	ROUTE WR	ROUTE DI	ROUTE AUT	ROUTE AFE	ROUTE ET	ROUTE ATS	ROUTE FR	ROUTE GD	ROUTE EH	ROUTE ATU	ROUTE OO	ROUTE AFE
694	ROUTE GD	ROUTE GD	ROUTE WR	ROUTE ATQ	ROUTE ATU	ROUTE AUT	ROUTE AQC	ROUTE EH	ROUTE AGI	ROUTE FF	ROUTE AFK	ROUTE ET	ROUTE ALK	ROUTE GD	ROUTE DU	ROUTE GO	ROUTE AUG	ROUTE FF	ROUTE AUG	ROUTE GD	ROUTE FF	ROUTE ES	ROUTE ATI	ROUTE GD	ROUTE GD
695	ROUTE ET	ROUTE FF	ROUTE ATO	ROUTE GD	ROUTE AUK	ROUTE ES	ROUTE AOX	ROUTE FF	ROUTE GO	ROUTE AFE	ROUTE AFE	ROUTE GO	ROUTE AFW	ROUTE FR	ROUTE CD	ROUTE AFW	ROUTE ATU	ROUTE AFE	ROUTE ATT	ROUTE ET	ROUTE VV	ROUTE ATO	ROUTE AUK	ROUTE WR	ROUTE FF
696	ROUTE FF	ROUTE ET	ROUTE ATO	ROUTE AFE	ROUTE ATP	ROUTE AVF	ROUTE AUP	ROUTE GO	ROUTE APW	ROUTE GO	ROUTE AGI	ROUTE AFE	ROUTE UN	ROUTE ET	ROUTE UH	ROUTE EH	ROUTE ATT	ROUTE WR	ROUTE ATU	ROUTE FF	ROUTE ET	ROUTE WR	ROUTE ATO	ROUTE FF	ROUTE EH

Route AJU = Route 1
Route AJW = Route 2

Mill Creek - Hardin County 345 kV Line
Sensitivity Analysis

Rank	Baseline	50% RES ROW	100% RES ROW	50% 300' RES	100% 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
697	ROUTE WR	ROUTE EH	ROUTE APE	ROUTE GO	ROUTE ATO	ROUTE WR	ROUTE AUT	ROUTE ES	ROUTE NZ	ROUTE ES	ROUTE AFW	ROUTE FF	ROUTE UT	ROUTE FF	ROUTE HD	ROUTE AFK	ROUTE AUK	ROUTE EH	ROUTE ATO	ROUTE EH	ROUTE EH	ROUTE ATP	ROUTE ATP	ROUTE NZ	ROUTE OQ
698	ROUTE EH	ROUTE WR	ROUTE AUE	ROUTE WR	ROUTE AUE	ROUTE APE	ROUTE AVF	ROUTE ATM	ROUTE ATM	ROUTE ATM	ROUTE ATM	ROUTE EH	ROUTE ATI	ROUTE EH	ROUTE WJ	ROUTE ES	ROUTE AUP	ROUTE AUX	ROUTE ATP	ROUTE WR	ROUTE GO	ROUTE AUE	ROUTE ATQ	ROUTE EH	ROUTE GO
699	ROUTE GO	ROUTE GO	ROUTE AUX	ROUTE EH	ROUTE ATQ	ROUTE AVC	ROUTE AUX	ROUTE ATG	ROUTE ATG	ROUTE ATG	ROUTE ATI	ROUTE GO	ROUTE AID	ROUTE GO	ROUTE VV	ROUTE AFE	ROUTE AUT	ROUTE GO	ROUTE ATQ	ROUTE GO	ROUTE WR	ROUTE ATQ	ROUTE AUE	ROUTE GO	ROUTE ES
700	ROUTE ES	ROUTE ES	ROUTE AUG	ROUTE ES	ROUTE AUG	ROUTE AUX	ROUTE AVC	ROUTE ATI	ROUTE ATI	ROUTE ATI	ROUTE ATG	ROUTE ES	ROUTE ANO	ROUTE ES	ROUTE HB	ROUTE AUX	ROUTE AUX	ROUTE ES	ROUTE AUX	ROUTE ES	ROUTE ES	ROUTE AUG	ROUTE AUG	ROUTE ES	ROUTE NZ

DEPARTMENT OF THE ARMY
HEADQUARTERS, US ARMY GARRISON
FORT KNOX, KENTUCKY 40121-5000

REPLY TO
ATTENTION OF:

DEC 0 2 2005

Directorate of Public Works

Mark S. Johnson
Director, Transmission
LG&E Energy LLC
P.O. Box 32020
Louisville, Kentucky 40232

Dear Mr. Johnson:

The three electric transmission routes proposed in your letter of September 28 have been evaluated. I concur with Route #2, following the existing gas line south to the Tip Top substation and the south side of US 60 West to the installation boundary. This route has little to no adverse impact to current or future training at Fort Knox. Proposed routes are identified on attached map.

Proposed Route #1 south of US 60 would segment a major maneuver training area causing significant adverse impact to current and future training and therefore is not acceptable.

Proposed Route #3 is parallel to US 31W on the west side from Muldraugh south to the installation boundary. The height of the electric line and support towers would significantly increase the safety risk factor for rotary and fixed wing aircraft operating from Godman Army Airfield and therefore is not acceptable.

Proposed Route #2 is the recommended route, and no other routes would be agreeable to Fort Knox.

This evaluation should satisfy the Public Service Commission's requirement and allow your project to continue.

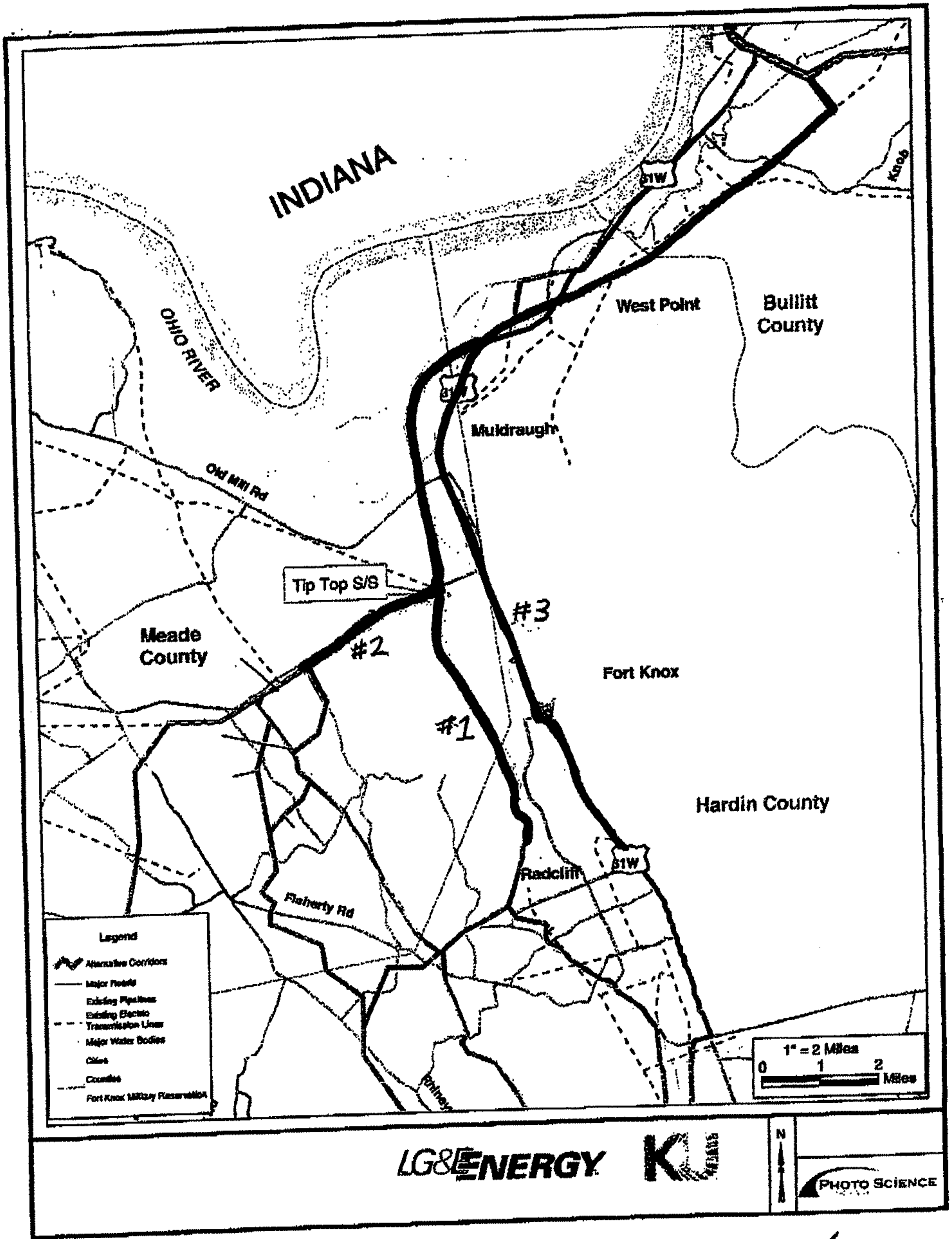
Please contact Mr. Bill W. Hickok, 502-624-8515, if you have any questions.

Sincerely,

Mark D. Needham

Mark D. Needham
Colonel, US Army
Garrison Commander

Enclosure


INDIANA
OHIO RIVER
31W
West Point
Bullitt County
Knob
Muldraugh
Old Mill Rd
Tip Top S/S
#3
#2
Meade County
Fort Knox
#1
Hardin County
Radcliff
Flaherty Rd
Legend
Alternative Corridors
Major Roads
Existing Pipelines
Existing Electric Transmission Lines
Major Water Bodies
Cities
Counties
Fort Knox Military Reservation
1" = 2 Miles
0 1 2
Miles
N
LG&E ENERGY
KU
PHOTO SCIENCE

Enclosure

From: McKay, Gregory A LRL [mailto:Gregory.A.McKay@lrl02.usace.army.mil]
Sent: Monday, November 14, 2005 4:47 PM
To: Winkler, Michael
Cc: Devine, Lee Anne LRL
Subject: *Tree clearing in transmission line right-of-way*

Mr. Winkler,

This is a follow-up to our previous conversations about tree clearing along proposed aerial transmission line corridors that cross federally jurisdictional wetlands. To reiterate, any discharge of dredged or fill material into waters of the U.S., including wetlands, will require a Department of the Army (DA) permit under Section 404 of the Clean Water Act. Similarly, any project involving a crossing of a navigable waterway requires a permit under Section 10 of the Rivers and Harbors Act.

Per our discussions, it is my understanding that you intend to avoid impacts involving the discharge of dredged or fill material in all of the wetlands located along the proposed transmission line corridors. Your projects will require tree clearing within the wetlands but would be limited to felling trees and cutting other vegetation only to ground level. A DA permit is not required in these circumstances, provided no mechanized land clearing is necessary and the sites can be accessed using low ground pressure equipment or construction mats (i.e. no fill is necessary to construct access roads or work platforms). It is my recommendation that all felled trees and other vegetation be left in place where it falls. No windrowing or brush piles should be created. If you determine that it is not possible to complete the project in this manner, you should contact me for further evaluation of the project.

Please contact me if you have any questions or need further clarification.

Greg McKay
Biologist
US Army Corps of Engineers
Louisville District
PO Box 59
Louisville, KY 40201

Phone (502) 315-6685
Fax (502) 315-6677

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 AND NECESSITY FOR THE CONSTRUCTION OF ALTERNATIVE TRANSMISSION FACILITIES IN JEFFERSON, BULLITT, MEADE AND HARDIN COUNTIES, KENTUCKY	)	CASE NO. 2005-00472

DIRECT TESTIMONY OF
BRANDON GRILLON
E.ON U.S. SERVICES INC.

Filed: December 22, 2005

Q. Please state your name, position and business address.

A. My name is Brandon Grillon. I am Senior Transmission Engineer for E.ON U.S. Services, Inc. on behalf of Louisville Gas and Electric Company ("LG&E") and Kentucky Utilities Company ("KU") (collectively the "Companies"). My business address is One Quality Street, Lexington, Kentucky 40507. My background and work experience are described in Appendix A.

Q. What is the purpose of your testimony?

A. The purpose of my testimony is to describe how data was gathered and analyzed in connection with the process by which the Companies evaluated potential routes for the proposed transmission facilities in this proceeding.

Q. Please describe how the Companies gathered data for the analysis of the alternative routes for the line that is the subject of this proceeding.

A. As Mr. Johnson states in his testimony, we identified an area of inquiry that is bounded by the easternmost and westernmost routes with approximately 100% collocation. Those routes may be seen as the outer routes on Application Exhibit 4. We were able to use the USGS topographic quadrangle maps, aerial photography, GIS information from publicly available resources such as the Kentucky Division of Geographic Information, National Park's National Registry of Historic Places, and digital parcels from the county property valuation administrator offices, and heads up digitized data from the aerial photography collected by Photo Science, Inc. in connection with Case No. 2005-00142 to prepare the maps and evaluate the routes. We identified 1,203 routes within the area of inquiry.

Q. After the potential routes were identified what was done?

A. After identifying the routes, data was compiled on each of these routes by Photo Science. We estimated the percent of each route that would be collocated with other transmission lines, pipelines or roads through the heads up digitization of aerial photography, field visits, and available GIS data from the Commission. That information was compiled in a spreadsheet for comparison purposes and is designated as Exhibit MSJ-1.

Q. What was the next step in the process?

A. We made cost estimates of the routes. We used historical construction and material data along with recently quoted material and labor prices to estimate the costs of the lines evaluated. In these estimates we also made the assumption of using 100% of fair market value according to public records in the property valuation administrators' offices to estimate the values of the easements for route comparison purposes only. That information was compiled in the spreadsheet designated as Exhibit MSJ-1 for comparison purposes.

Q. With whom did you work in compiling and evaluating the data described above?

A. I worked with the Companies' transmission line services personnel, real estate and right of way, environmental affairs and regulatory personnel and Photo Science, Inc. compiling and evaluating data for the Companies' decision-making process. In addition, I compiled data for Clayton M. Doherty, a contractor with Photo Science who also prepared a report that is filed in this proceeding and that contains an additional analysis of the route selection process.

Q. Did Mr. Doherty include the data that you helped to gather in his Report?

A. Yes. The data for all 1,203 routes is included in a CD Appendix to Mr. Doherty's Report.

Q. Have the Companies determined the type of transmission structures that will be utilized in the construction of the line?

A. Yes. Application Exhibit 3 contains diagrams of the typical types of structures that we anticipate using on this project. The structure required at any location along the route is primarily driven by the angle between the line "coming into" the tower and the line "going out of" the tower. To state it in non-technical terms, tighter turns require stronger towers. Exhibit 3 shows different structures for the typical tension tower, the typical large angle tower, and the typical tangent tower that we expect to utilize at various junctures along the route.

Q. Does this conclude your testimony?

A. Yes, it does.

VERIFICATION

COMMONWEALTH OF KENTUCKY)
) SS:
COUNTY OF FAYETTE)

The undersigned, Brandon Grillon, being duly sworn, deposes and says he is Senior Transmission Engineer for E.ON U.S. Services, Inc., that he has personal knowledge of the matters set forth in the foregoing testimony, and the answers contained therein are true and correct to the best of his information, knowledge and belief.

B. Grillon
Brandon Grillon

Subscribed and sworn to before me, a Notary Public in and before said County and State, this 19 day of December, 2005.

Linda A. Storey
(SEAL)
Notary Public

My Commission Expires:
March 24, 2009

Case No. 2005-00472

Appendix A

Benjamin Brandon Grillon

Senior Transmission Engineer
E.ON U.S. Services, Inc.
One Quality Street
Lexington, Kentucky 40507

Education and Certifications

University of Kentucky, B.S. in Civil Engineering – 1998
Professional Engineering Certification – 2003

Previous Positions

Messer Construction Company, Lexington, Kentucky
1998-1999 Project Engineer

Kentucky Utilities Company, Lexington, Kentucky
1995-1998 Student Engineer

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 AND NECESSITY FOR THE CONSTRUCTION OF ALTERNATIVE TRANSMISSION FACILITIES IN JEFFERSON, BULLITT, MEADE AND HARDIN COUNTIES, KENTUCKY	))))))))	**CASE NO. 2005-00472**

DIRECT TESTIMONY OF
CLAYTON M. DOHERTY
LINEAR PROJECTS, INC.

Filed: December 22, 2005

Q. Please state your name, position and business address.

A. My name is Clayton M. Doherty. I hold the position of President of Linear Projects, Inc. My business address is 608 Herb River Drive, Savannah, Georgia 31406-3217. A statement of my qualifications is attached as Appendix A.

Q. What is the purpose of your testimony?

A. My testimony will introduce the report which I prepared as a contractor for Photo Science, Inc. detailing the route evaluation process used by me to test and confirm the routes selected by Louisville Gas and Electric Company ("LG&E") and Kentucky Utilities Company ("KU") (collectively, the "Companies") for a new 345 kV transmission line proposed to be constructed by the Companies from LG&E's Mill Creek Generating Station (the "Mill Creek Station") to KU's Hardin County Substation.

Q. Are you sponsoring any exhibits?

A. Yes. I am sponsoring Exhibit CMD-1, Route Analysis and Evaluation, Mill Creek – Hardin County 345 kV Transmission Line dated December 2005 (the "Report").

Q. How was the Report prepared?

A. The specific steps in its preparation are set forth in the Report. I obtained information from Photo Science and from Brandon Grillon, a member of the Companies' transmission line services group in Lexington, Kentucky, and other engineering and regulatory personnel with the Companies which I used in the preparation of the Report.

Q. What is your conclusion with respect to the analysis of the possible routes for the line from the Mill Creek Station to the Hardin County Substation?

A. I have concluded that the two routes selected by the Companies are reasonable routes for the transmission line. They are designated as the Mill Creek to Hardin County Route No. 1 (Route AJU in the Report) and the Mill Creek to Hardin County Route No. 2 (Route AJW in the Report). I understand that the Companies have stated that they prefer to construct the line along Route No. 1. I agree that it is the preferred route and I believe that such route is reasonable and does not amount to wasteful duplication. In my opinion, this Commission should grant the Companies' requested Certificate of Public Convenience and Necessity ("CCN") for the Mill Creek to Hardin County Route No. 1. If the Commission, however, chooses not to grant a CCN for Route No. 1, then the Mill Creek to Hardin County Route No. 2 is also a reasonable route, does not amount to wasteful duplication and is one for which a CCN should be granted.

Q. Does this conclude your testimony?

A. Yes, it does.

VERIFICATION

STATE OF GEORGIA)
) **SS:**
COUNTY OF Chatham)

The undersigned, Clayton M. Doherty, being duly sworn, deposes and says he is President of Linear Projects, Inc., that he has personal knowledge of the matters set forth in the foregoing testimony, and the answers contained therein are true and correct to the best of his information, knowledge and belief.

[signature]
Clayton M. Doherty

Subscribed and sworn to before me, a Notary Public in and before said County and State, this 19th day of December, 2005.

Lauren Williams
(SEAL)
Notary Public

LAUREN WILLIAMS NOTARY Comm. Exp. 2/24/09 PUBLIC CHATHAM COUNTY, GA.

My Commission Expires:
2/24/09

Case No. 2005-00472

APPENDIX A

CLAYTON M. DOHERTY

Linear Projects, Inc.
608 Herb River Drive
Savannah, GA 31406

Experience

Environmental & Regulatory Coordinator, electric transmission line and substation projects (1986-2001; 2005 – present). Manage land planning and environmental and regulatory compliance activities on over one hundred significant electric utility projects ($300,000 - $56,000,000). Conduct land use analysis; identify regulatory requirements; siting and routing studies; obtain local, state, and federal approvals. Prepare environmental reports and environmental assessments. Public scoping meetings, public officials briefings, agency coordination, expert witness testimony.

Senior Planner, City of Key West: zoning and land use, variance analysis, and development plan review. Prepare staff reports to planning board and city commission. Update City of Key West 2004 Statistical Abstract. State and federal emergency management training and exercises. Migrate planning department GIS software from ArcView 3.3 to ArcGIS 8.2.

Expertise

Prepare alternatives analyses and site/route selection documentation. Identify federal, state, and local government regulatory requirements. Initiate and manage contracts for environmental, cultural resource, and special needs surveys. Present land use and environmental considerations in project team meetings, public meetings, elected officials briefings, and government agency consultations. Develop and implement strategies for resolving complex regulatory compliance issues. Prepare environmental reports, environmental assessments and regulatory permit applications.

Technical editing of complex environmental and planning documents.

Analyze zoning and land use issues. Research and apply land development regulations. Determine project consistency with local government comprehensive plans.

Policy Groups

Secretary-Treasurer and Board Member, *The National Wetlands Coalition.*
Board Member, *National Endangered Species Act Reform Coalition.*
Policy Committee and Section 404 Task Force, *Utility Water Act Group.*
Corporate Liaison, *National Rural Electric Environmental Association.*

Employment

Linear Projects, Inc. Savannah, GA 31406. 2005 - present.
City of Key West Planning Department. Key West, FL 33040. 2003 - 2004.
Georgia Transmission Corporation. Tucker, GA 30084. 1986 - 2001.
Park-Land Planners, Ltd. Atlanta, GA. 1985 - 1986.
Takeda Landscape Design. Seattle, WA. 1984 - 1985.

Education

Master of Landscape Architecture, 1983. School of Environmental Design, University of Georgia. Thesis passed with distinction. Graduate electives in Land Planning and Historic Preservation.

Bachelor of Arts, English, with General Honors, 1971. College of Arts and Sciences, University of Georgia.

Benedictine Military School. Savannah, GA. 1967.

Training

Federal Wetland Regulation. Wetland Training Institute [1990].

National Environmental Policy Act. Hunton & Williams [1990].

Wetland Functions and Values. Wetland Training Institute [1992].

Advanced Wetland Delineation. Wetland Training Institute [1993].

Medusa (Unix-based CAD) Rev. 13. [1994].

Total Quality Management. Qualtec Institute for Competitive Advantage [1994].

The Role of Environmental Audits and Site Assessments in Property Transfers. Georgia Tech [1994].

Introduction to Federal Projects and Historic Preservation Law. GSA Interagency Training [1995].

Advanced Seminar on Preparing Agreement Documents (NHPA Section 106). GSA Interagency Training [1997].

Introduction to ArcView GIS. ESRI [1999].

Community Emergency Response Team (CERT) - Train the Trainer. Florida Dept. of Community Affairs [2003].

Governor's Hurricane Conference. Florida Dept. of Community Affairs and Florida Emergency Preparedness Association [2003].

National Interagency Incident Management System (NIIMS) Incident Command System (ICS). U.S. Coast Guard [2003].

Introduction to ArcGIS. Photo Science, Inc. / ESRI [2004].

PC Training. Excel; Word; Access; PowerPoint; Desktop Publishing.

Corporate Culture Training. Team Building; Conflict Management; Giving and Receiving Feedback; Negotiating; Writing Goals and Objectives; Essentials of Project Management; Tools and Concepts for Continuous Improvement.

Community

Rotary International. Community Service Committee Member and Fundraising Event Treasurer, Savannah Sunrise Rotary, 2004-present. Sunrise Rotary Club of the Conch Republic (Key West), 2003 - 2004.

Martin des Porres Society. Volunteer, 2004 - present.

Habitat for Humanity. Board Member and Chair, Site Selection Committee, Habitat for Humanity of Key West and the Lower Florida Keys [2002-2004].

TRANSMISSION PROJECTS

NEW TRANSMISSION LINES

Siting Studies and Environmental Reports

- Warrenton – Cedar Rock 115 kV Transmission Line
- Clark Road 115 kV Transmission Line Loop
- Gum Log Tap 115 kV Transmission Line
- Huntsville – Battlefield 115 kV Transmission Line
- Nord Kaolin Tap 115 kV Transmission Line
- Douglasville – Groover Lake – Factory Shoals 115 kV Transmission Line
- Due West – Brookstone – Cobb Water 115 kV Transmission Line
- Copper Pine Tap 46 kV Transmission Line
- Mitchell Prison Tap 46 kV Transmission Line
- Lost Mountain – Due West Tap 115 kV Transmission Line
- Peavey Tap 46 kV Transmission Line
- Brookstone Loop 115 kV Transmission Line Loop
- Big Canoe – Juno 115 kV Transmission Line
- Doles Tap 115 kV Transmission Line
- Georgia Feed Tap 46 kV Transmission Line
- Northeast Emanuel Tap 46 kV Transmission Line
- Jimps Tap 115 kV Transmission Line
- Morris Express Feeder 46 kV Transmission Line
- Sunset – Tallokas 115 kV Transmission Line
- ECI Tap 46 kV Transmission Line
- Collins Chip Mill Tap 115 kV Transmission Line
- Offerman Chip Mill Tap 115 kV Transmission Line
- Georgia Chip Mill Tap 115 kV Transmission Line
- Hopeful – Mount Olive 46 kV Transmission Line
- Sapelo River Tap 46 kV Transmission Line
- Barnesville Chip Mill Tap 69 kV Transmission Line
- North Lakeland Tap 115 kV Transmission Line
- Cane Creek – Juno 115 kV Transmission Line
- Town Creek 115 kV Transmission Line
- Long Reach Tap 115 kV Transmission Line
- North Americus – Weyerhaeuser 115 kV Transmission Line
- St. George Tap 115 kV Transmission Line
- Langboard Tap 115 kV Transmission Line
- Willacoochee – Langboard 46 kV Transmission Line
- Flint Headquarters Tap 46 kV Transmission Line
- SKC – Covington #3 115 kV Transmission Line
- Hercules – SKC 115 kV Transmission Line
- Rumble Road Loop 115 kV Transmission Line
- Tank Road Tap 115 kV Transmission Line
- Palmyra – Century 115 kV Transmission Line
- Georgia Feed Bio – Filter Tap
- Douglas – Baker Highway 115 kV Transmission Line

- Sterling Creek Tap 115 kV Transmission Line
- Baker Highway – Langboard 115 kV Transmission Line
- St. George – Macedonia 115 kV Transmission Line
- Willacoochee Tap 115 kV Transmission Line
- Millen – Midville 115 kV Transmission Line Rebuild
- Flint River – Smithville – Americus 115 kV Transmission Line Rebuild
- Rumble Road – Forsyth #2 115 kV Transmission Line Rebuild
- South Covington Tap 115 kV Transmission Line
- Arlington Junction – Crestview 115 kV Transmission Line
- Dailey Mill Tap 115 kV Transmission Line
- Nashville #1 – Weber 115 kV Transmission Line
- Barnesville Primary – Barnesville #1 115 kV Transmission Line
- Aldora Mills – Barnesville #2 115 kV Transmission Line
- East Moultrie – West Valdosta 230 kV Transmission Line

In Progress

Siting Studies, Environmental Assessments, and Regulatory Permitting

- Environmental Assessment for Granting a Utility Easement on Ft. Knox
- Clearing Specifications for proposed Fort Knox easement
- Siting Study for proposed Mill Creek – Hardin County 345 kV Transmission Line

TRANSMISSION LINE RELOCATIONS AND MODIFICATIONS

Siting Studies and Environmental Reports

- Huntsville – Battlefield Tap 115 kV Transmission Line Rebuild
- Martins Landing – Holcomb Bridge 230 kV Transmission Line Rebuild and Relocation
- Due West Tap 115 kV Transmission Line Relocation
- Lost Mountain – Powder Springs 115 kV Transmission Line Relocation
- Millen – Midville 46 kV Transmission Line Modification
- Asbury – Nord Kaolin 115 kV Transmission Line Relocation
- Flint River – Smithville 115 kV Transmission Line Relocation
- Tallokas – Berlin 46 kV Transmission Line Relocation and Modification
- Branch – Bonaire 230 kV Transmission Line Modification
- Cedar Creek Tap 115 kV Transmission Line Modification
- Pine Grove – Thomasville 230 kV Transmission Line Modification
- Northrop B 115 kV Transmission Line Relocation
- Lumpkin – Providence 46 kV Transmission Line

NEW SUBSTATIONS

Siting Studies and Environmental Reports

- Reno (Grady County EMC #15) 115/25 kV Substation
- Roddenberry (Grady County EMC #16) 115/25 kV Substation

- Cedar Rock 115/46 kV Transmission Substation
- Clark Road (Jefferson EMC #20) 115/12 kV Substation
- Gum Log (Hart County EMC #15) 115/25 kV Substation
- Battlefield (GreyStone Power #23) 115/25 kV Substation
- Groover Lake (GreyStone Power #24) 115/25 kV Substation
- Nord Kaolin (Oconee EMC #14) 115/25 kV Substation
- Bleckley (Ocmulgee EMC #10) 115/25 kV Substation
- Webb Road (Troup EMC #18) 115/25 kV Substation
- Lake Arrowhead (Amicalola EMC #14) 115/12 kV Substation
- Copper Pine (Jackson EMC #5) 46/25 kV Substation
- Brookstone (Cobb EMC #30) 115/12 kV Substation
- Mitchell Prison (Mitchell EMC #21) 46/12 kV Substation
- Peavey (Middle Georgia EMC #10) 46/25 kV Substation
- Dasher (Colquitt EMC #14) 115/25 kV Substation
- Juno (Amicalola EMC #16) 115/25 kV Substation
- Azalea Park (Colquitt EMC #30) 115/25 kV Substation
- Pavo (Grady County EMC #10) 69/12 kV Substation
- Doles (Mitchell EMC #7) 115/25 kV Substation
- Georgia Feed (Pataula EMC #7) 46/0.48 kV Substation
- Stillmore (Excelsior EMC #6; Altamaha EMC #18) 115/12x25 kV Substation
- East Thomson (Jefferson EMC #27) 115/25 kV Substation
- Northeast Emanuel (Excelsior EMC #7) 46/12 kV Substation
- North Thomas (Grady County EMC #22) 12 kV Switching Station
- Wright's Chapel (Slash Pine EMC #11) 115/25 kV Substation
- Jimps (Excelsior EMC #13) 115/12 kV Substation
- Ellabelle (Canoochee EMC #13) 115/25 kV Substation
- East Warrenton (Jefferson EMC #28) 115/25 kV Substation
- ECI (Excelsior EMC #3) 46/25 kV Substation
- Banks Creek (Excelsior EMC #5) 115/25 kV Substation
- Pony Express (Snapping Shoals EMC #10) 46/12 kV Substation
- Collins Chip Mill (The Satilla REMC #10) 115/4.16 kV Substation
- Offerman Chip Mill (The Satilla REMC #11) 115/4.16 kV Substation
- Georgia Chip Mill (Ocmulgee EMC #12) 46/4.16 kV Substation
- North Dudley (Oconee EMC #3) 46/25 kV Substation
- Sleepy Hollow (Flint EMC #2) 115/25 kV Substation
- Sapelo River (Coastal EMC #1) 46/25 kV Substation
- Barnesville Chip Mill (Lamar EMC #14) 69/4.16 kV Substation
- Sterling Pulp (Colquitt EMC #31) 230/25 kV Substation
- North Lakeland (Slash Pine EMC #1) 115/25 kV Substation
- Browntown (Okefenoke REMC #15) 115/25 kV Substation
- Town Creek (Tri-County EMC #9) 115/12 kV Substation
- Long Reach (Coastal EMC #9) 115/25 kV Substation
- North Zebulon (Lamar EMC #15) 46/12 kV (115 spec.) Substation
- Kirkland (Snapping Shoals EMC #3) 230/25 kV Substation
- Wesley (Flint EMC #7) 115/25 kV Substation
- St. George (Okefenoke REMC #16) 115/25 kV Substation
- Langboard Temporary (The Satilla REMC #5) 46/25 kV Substation
- Langboard (The Satilla REMC #5) 115/46/12 kV Substation

- West Newton (Mitchell EMC #23) 46/25 kV Substation
- Gunns (Washington EMC #14) 46/14.4 kV Substation
- Flint Headquarters (Flint EMC #18) 46/12 kV Substation
- SKC America Temporary (Snapping Shoals EMC #20) 46/25 kV Substation
- Mesena (Jefferson EMC #29) 46/25 kV (115 spec.) Substation
- Camilla (Mitchell EMC #1) 46/25 kV Substation
- North Nicholls (The Satilla REMC #23) 115/25 kV Substation
- Highway 99 (Okefenoke REMC #17) 115/25 kV Substation
- South Glennville (Canoochee EMC #8) 115/25 kV Substation
- Tobesofke Creek (Lamar EMC #2) 69/12 kV (115 spec.) Substation
- West Wrightsville (Washington EMC #4) 46/25 kV Substation
- Tank Road (The Satilla REMC #14) 115/25 kV Substation
- New Sumner (Mitchell EMC #24) 46/25 kV (115 spec.) Substation
- Hangdog Crossing (Grady County EMC #3) 69/25 kV Switching Station
- Pinetucky (Jefferson EMC #1) 46/25 Substation
- College Avenue (The Satilla REMC #24) 115/25 Substation
- Baker Highway (The Satilla REMC #15) 115/25 kV Substation
- Gunn Road (Flint EMC #19) 230/12 kV Substation
- Cookville (Sumter EMC #26) 115/25 kV Substation
- Best Buy (Little Ocmulgee EMC #11) 46/12 kV Substation
- Sterling Creek (Coastal EMC #10) 115/25 kV Substation
- Kinards Mill (Central Georgia EMC #10) 115/25 kV Substation
- Highway 127 (Flint EMC #40) 115/12 kV Substation
- South Covington (Snapping Shoals EMC #7) 115/25 kV Substation
- Crestview (Mitchell EMC #12) 46/12 kV Substation
- Dailey Mill (Central Georgia EMC #3) 115/25 kV Substation
- Weber (Colquitt EMC #32) 115/25 kV Substation

SUBSTATIONS SITE ADVANCED LAND PURCHASES

Siting Studies

- Lake Arrowhead (Amicalola EMC #14) 115/12 kV Substation
- Juno (Amicalola EMC #16) 115/25 kV Substation
- Lavender Road (Jackson EMC #36) 115/25 kV Substation
- St. George (Okefenoke REMC #2) 115/25 kV Substation
- Brookstone (Cobb EMC #30) 115/12 kV Substation
- Highway 127 (Flint EMC #18) 115/12 kV Substation
- Peeksville (Central Georgia EMC #4) 115/25 kV Substation

SUBSTATION MODIFICATIONS

Environmental Reports

- Hi-Hat (Okefenoke REMC #10) 115/25 kV Substation
- Lost Mountain (Cobb EMC #12) 115/12 kV Substation
- Lanes Bridge (Satilla EMC #12) 46/25 kV Substation

- Pine Grove (Satilla EMC #1) 115/25 kV Substation
- Brookfield (Colquitt EMC #6) 46/25 kV Substation
- Willacoochee (Satilla REMC #6) 46/25 kV Substation
- Highway 301 (Excelsior EMC #7) 46/25 kV Substation
- Dublin (Altamaha EMC #4) 46/25 kV Substation
- Quitman (Colquitt EMC #13) 69/12 kV Substation (drainage)
- Screven (Satilla REMC #13) 115/25 kV Substation
- Snipesville (Satilla REMC #4) 46/25 kV Substation
- Jimps (Excelsior EMC #13) 115/25 kV Substation
- Quitman (Colquitt EMC #13) 69/12 kV Substation (capacity)
- Hawkinsville #1 (Middle Georgia EMC #5) 46/25 kV Substation
- North Dudley (Oconee EMC #3) 46/25 kV Substation
- South Brooks (Colquitt EMC #20) 69/25 kV Substation
- Pavo (Grady EMC #10) 69/12 kV Substation
- Rose Hill (Colquitt EMC #19) 115/25 kV Substation
- East Wrightsville (Washington EMC #3) 46/25 kV Substation
- West Thomson (Jefferson EMC #8) 46/25 kV Substation
- Hopeful (Mitchell EMC #8) 46/25 kV Substation
- Forrest Road (ITS) 115/69/12 kV Substation (cap bank)
- Charing (Flint EMC #6) 46/25 kV Substation
- Forrest Road (ITS) 115/69/12 kV Substation (third feeder)
- West Homerville (Slash Pine #7) 115/25 kV Substation
- Bolingbroke (Central Georgia EMC #11) 115/12 kV Substation
- Smarr (Central Georgia EMC #22) 115/12 kV Substation
- Geneva (Flint EMC #9) 46/25 kV Substation
- Century (Sumter #10) 115/12 kV Substation
- Tallokas (Colquitt EMC #7) 46/25 kV Substation
- Hangdog Crossing (Grady EMC #3) 115/25 kV Substation
- Roddenbery (Grady EMC #16) 115/25 kV Substation
- Georgia Feed (Pataula EMC #8) 46/0.48 kV Substation
- West Leslie (Sumter #7) 46/25 kV Substation
- Cool Branch (Pataula EMC #7) 46/12 kV Substation
- Culloden (Lamar EMC #6) 115/12 kV Substation

GENERATION PROJECTS

HYDROELECTRIC FACILITIES

Tallassee Shoals Hydroelectric Project

- GaDNR Surface Water Withdrawal Permit Revision
- FERC Post-Construction Aquatic Sampling Program
- FERC Filing: Minimum Instantaneous Flow Issue
- FERC Filing: Site Planning for Public Access Area
- FERC Filing: Revision to Public Access Plan
- GaDNR Annual Surface Water Withdrawal Reports
- FERC Annual Minimum Instantaneous Flow Compliance Reports

Pickens County Pumped Storage Hydroelectric Project

Transmission Line Macro-Corridor Study

- Siting Methodology Development
- Preliminary Data Collection
- Constraint Mapping and Analysis
- Macro-Corridor Selection

COGENERATION FACILITIES

Stone Container Corporation Cogeneration Project

Transmission Line Macro-Corridor Study

FOSSIL FUEL FACILITIES

Plants Wansley and Scherer

Dual Rail Service Development Study Group

MISCELLANEOUS PROJECT SUPPORT

FACILITY SITE PLANNING

- Electric Cooperative Training Center, Smarr, GA
- Public Access Areas: Tallassee Shoals Hydroelectric Project
- Hephzibah Regional Operating Headquarters: Jefferson EMC

LANDSCAPE PLANS

- Reno Substation
- Tallassee Shoals Public Access Area
- Sugarloaf Substation
- Northeast Emanuel Substation
- Ellabelle Substation

INDUSTRIAL PARK FEASIBILITY STUDIES

- Winder-Barrow County Airport Industrial Park (complete)
- Banks Crossing Industrial Park (inventory and analysis)
- Unadilla Industrial Park (inventory and analysis)

PSC AND LOCAL ZONING RESEARCH

- Virginia City – Clinch River 138 kV Transmission Line

TECHNICAL EDITING

Decentralized Stormwater Controls for Urban Retrofit and CSO Reduction, Low Impact Development, Inc., Water Environment Research Foundation.

EMC SUPPORT

ENVIRONMENTAL ASSESSMENTS

- Hephzibah Regional Operating Headquarters, Jefferson EMC

ENVIRONMENTAL PERMITTING

- Section 10 Permit, Kings Ferry Crossing, St. Mary's River, Okefenoke REMC
- Section 10 Permit, St. George Crossing, St. Mary's River, Okefenoke REMC

ENVIRONMENTAL ISSUES

- EPRI EMDEX Project Site Coordinator (EMF Exposure Assessment Project, 1988-1989)
- Clean Water Act/Wetlands Delineation, Functional Assessment, and Permitting
- Section 7 Interagency Coordination, Endangered Species Act
- Section 106 and Agreement Documents

PROFESSIONAL AFFILIATIONS

- Secretary-Treasurer, Board of Directors, and Director of Membership Development, The National Wetlands Coalition, 1994 - 2001.
- Board of Directors, National Endangered Species Act Reform Coalition, 1995 - 1996.
- Chairman, Water Quality Subcommittee, G&T Manager's Association Technical Advisory Committee, 1996 - 1999.
- Member, Transmission Environmental Subcommittee, G&T Manager's Association Technical Advisory Committee, 1996 - 1999.
- Member, Policy Committee, Utility Water Act Group, 1994 - 1996.
- Member, Section 404 Task Force, Utility Water Act Group, 1994 - 1996.
- Member, Society of Wetlands Scientists, 1991-2001.
- EMDEX Site Coordinator, EPRI EMDEX Project, 1988-1989.
- Mobile River Basin Aquatic Ecosystem Recovery Plan Coalition, 1995 - 1996.
- Newsletter Editor for the Professional Environmental Marketing Association, 1995 - 1996.
- National Rural Electric Environmental Association, 1994 - 1997.
- American Water Resources Association, 1998.

TRAINING

- <u>EPRI EMDEX Project Workshops</u>. Boston, Dallas, and Palo Alto. 1988-1989.
- <u>Electric Utilities: Environmental Compliance</u>. R. W. Beck & Assoc. American Public Power Association. Atlanta, GA. 1989.
- <u>Federal Wetland Regulation</u>. Wetland Training Institute, Savannah, GA. 1990.

- National Environmental Policy Act. Hunton & Williams, Atlanta, GA. 1990.
- Wetland Functions and Values. Wetland Training Institute, Seattle, WA. 1992.
- Advanced Wetland Delineation. Wetland Training Institute, Charleston, SC. 1993.
- EPRI Wetlands Ecology and Management (WEM) Project. Palo Alto, CA. 1993.
- Medusa Rev. 13 (Unix-based CAD). 1994
- TQM Team Member Training, Qualtec Institute for Competitive Advantage, Atlanta, GA. 1994.
- The Role of Environmental Audits and Site Assessments in Property Transfers. Georgia Institute of Technology, Atlanta, GA. 1994.
- Introduction to Federal Projects and Historic Preservation Law. GSA Interagency Training, Memphis, TN. 1995.
- Advanced Seminar on Preparing Agreement Documents (National Historic Preservation Act Section 106). GSA Interagency Training, Reno, NV. 1997.
- Introduction to ArcView GIS. ESRI: McLean, VA. 1999.
- G-317 Community Emergency Response Team (CERT) Train the Trainer Course. Florida Dept. of Community Affairs: Key Largo, FL. 2003.
- National Interagency Incident Management System (NIIMS) based Incident Command System (ICS). U.S. Coast Guard: Key West FL. 2003.
- Introduction to ArcGIS I. Photo Science, Inc./ESRI: Atlanta, GA. 2004.
- PC Training. Intro to PC/DOS/Windows; Lotus 1-2-3 for Windows; Introduction to Excel; MS Word for Windows; DEC TeamLinks; MS PowerPoint, MS Word Desktop Publishing. Oglethorpe Power/Georgia Transmission Corporation. 1993-2001.
- Various Corporate Culture Training Programs. Team Building; Conflict Management; Giving and Receiving Feedback; Negotiating; Writing Goals and Objectives; Essentials of Project Management; Tools and Concepts for Continuous Improvement. Oglethorpe Power/Georgia Transmission Corporation. 1992-2001.

CONFERENCES

- International Federation of Landscape Architects (IFLA) Annual Conference, Kobe, Japan, 1984.
- Rural Preservation: Issues Facing Georgia. Georgia Historic Preservation Section and Georgia Planning and Development Commission. 1986.
- American Society of Landscape Architects (ASLA). Annual Conference, San Francisco, CA, 1987.
- Red Clay Conferences: Environmental Law in the Public Interest. Environmental Law Association, School of Law, University of Georgia. Various years.
- Annual Conference, Society of Wetland Scientists. Edmonton, Alberta, Canada. 1993.
- EPRI Wetlands and Surface Water Discharge Compliance Workshop, Birmingham, AL. 1994.
- National Rural Electric Environmental Association, various meetings, Colorado, Alabama, Missouri, South Carolina, Washington, D.C. 1994-1999. Presented paper "The Implications of the *Tulloch* Rule for Utility Landclearing in Wetlands" in Colorado.
- National Hydropower Association, Adirondack Policy Forum, Lake George, NY. 1995.
- International Right-of-Way Association, 41st Annual International Education Seminar, Louisville, KY, 1995. Presented paper "Utility Industry Impacts on Environmental Biodiversity."
- Edison Electric Institute, Natural Resources Management Subcommittee 1996 National Workshop. Bellevue, WA. 1996.

- Electric Power Research Institute. 6th International Symposium on Environmental Concerns in Right-of-Way Management. New Orleans, LA. 1997
- Edison Electric Institute Natural Resources Management Subcommittee 1997 National Workshop. Mobile, AL. 1997.
- Electric Power Research Institute. Right-of-Way Environmental Management Workshop, Golden, CO. 1997
- Terrene Institute: First Annual National Wetland Mitigation Banking Conference, Washington, DC. 1998
- Terrene Institute: Second Annual National Wetland Mitigation Banking Conference, Atlanta, GA. 1999
- Governor's Hurricane Conference. Tampa, FL. 2003

COMMUNITY SERVICES AFFILIATIONS

- Rotary International. Community Service Committee Member and Fundraising Event Treasurer, Savannah Sunrise Rotary, 2004-present. Sunrise Rotary Club of the Conch Republic, 2003 - 2004.
- Martin des Porres Society. volunteer.
- Habitat for Humanity. Board Member and Chair, Site Selection Committee, Habitat for Humanity of Key West and the Lower Florida Keys [2002-2004].

ROUTE ANALYSIS AND EVALUATION

FOR THE PROPOSED
MILL CREEK – HARDIN COUNTY
345 KV TRANSMISSION LINE

Prepared for

Louisville Gas and Electric Company
220 West Main Street
Louisville, KY 40202

Kentucky Utilities Company
One Quality Street
Lexington, KY 40507

For Submission to

Kentucky Public Service Commission
211 Sower Boulevard
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Prepared by

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December 2005

Executive Summary

ROUTE ANALYSIS AND EVALUATION

FOR THE PROPOSED
MILL CREEK – HARDIN COUNTY
345 KV TRANSMISSION LINE

Louisville Gas and Electric Company and Kentucky Utilities Company (LG&E/KU) have conducted a comprehensive routing analysis for the proposed Mill Creek to Hardin County 345 kV Transmission Line project. LG&E/KU's analysis followed a five-step process outlined by staff of the Kentucky Public Service Commission (KPSC) during an informal conference on October 4, 2005. LG&E/KU's comprehensive analysis reviewed GIS-based data provided by Photo Science as well as internal cost data for 1,203 routing alternatives. This analysis resulted in the recommendation of a preferred route and an alternate route.

Linear Projects Inc., a subcontractor for Photo Science, was asked to prepare a parallel analysis and evaluation of alternate transmission line routes available to LG&E/KU, using the same data available to LG&E/KU to analyze and evaluate the same 1,203 routing alternatives. While Linear Projects' analysis and evaluation methodology differs from that used by LG&E/KU, Linear Projects' *Route Analysis and Evaluation* validates and confirms LG&E/KU's conclusions regarding the reasonableness of the preferred and alternate routes. Furthermore, it is the opinion of Linear Projects that neither the preferred route nor the alternate route results in a "wasteful duplication of facilities" and that either of the two routes may reasonably be granted a Certificate of Public Convenience and Necessity.

Table of Contents

1.0 Introduction

Louisville Gas and Electric Company and Kentucky Utilities Company (LG&E/KU) propose to construct approximately 41.9 miles 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).

1.1 Route Selection Process Background

In 2003, LG&E/KU requested Photo Science Inc. (PSI) to assemble GIS (Geographic Information System) mapping for use in analysis and evaluation of routes for its Mill Creek - Hardin County 345 kV Transmission Line project. Route identification was performed using mapped information and field visits to identify constraints and opportunities for developing and evaluating routing alternatives.

Electric utility professionals typically approach transmission line routing by identifying available opportunities which avoid and/or minimize adverse effects of the project to the built and natural environments while considering relevant engineering considerations, including collocation and costs. The use of GIS-based mapping makes this process far more efficient. Where various resource-based maps were once available only on paper and at different scales and map projections, ArcGIS software assembles this information in a digital format and converts data to the same scale and projection. Once this digital database has been assembled, a professional may map various routing alternatives and inventory potential impacts to the built and natural environments. Similarly, the digital ArcGIS database assembles engineering data and evaluates routing alternatives according to technical criteria.

The original routing exercise performed by LG&E/KU and PSI followed this approach, which resulted in LG&E/KU selecting a preferred route and submitting a request for a Certificate of Public Convenience and Necessity ("CPCN") for that route to the Kentucky Public Service Commission (KPSC) on May 11, 2005 (Case Number 2005-00142).

On September 8, 2005, KPSC issued an order stating its intention to apply a CPCN standard focused on determining (1) whether the facilities are needed, and (2) whether construction will result in a "duplication of facilities" [*Kentucky Utilities Company v. Public Service Commission*, 252 S.W.2d 885 (Ky. 1952)]. KPSC agreed that the Mill Creek – Hardin County 345 kV Transmission Line is needed, but stated that LG&E/KU did not fully document its transmission line siting decision in a sufficiently comprehensive manner to allow the KPSC to determine whether the standards set forth in the *Kentucky Utilities* case with reference to "duplication of facilities" are satisfied. On page 10, the order states in particular that "...the Commission finds that LG&E/KU failed to adequately consider the use of existing rights-of-way, transmission lines, and corridors."

Many collocation alternatives were in fact considered during the original route selection process but were quickly discarded for reasons that were readily obvious to utility professionals. However, LG&E/KU's original KPSC filing did not fully document these routes and the reasons why they were not believed to be good routing alternatives for the Mill Creek – Hardin County project.

LG&E/KU and representatives of interveners met informally with KPSC staff on October 4, 2005 to better understand KPSC's expectations with respect to routing documentation. Among those expectations are that the utility look for all possible routes that will work electrically, with emphasis on existing corridors, and that the utility perform a comprehensive evaluation designed to show that the chosen route is reasonable. KPSC staff emphasized the need for a thorough, well-documented evaluation, and stated that there must be documentation for all routes considered.

Following guidance in other CPCN orders and recommendations of KPSC staff provided at the informal conference, LG&E/KU conducted a comprehensive analysis of all reasonable routing alternatives for the proposed transmission line. At the same time, LG&E/KU asked Linear Projects to develop an independent analysis and evaluation of the routes as a means of providing an alternate perspective on LG&E/KU's routing analysis. Linear Projects worked closely with Photo Science and LG&E/KU to ensure that the same data and other pertinent information was used. While LG&E/KU's decision-making was independent of Linear Projects' analysis and evaluation, Linear Projects' analysis and evaluation validates and confirms LG&E/KU's conclusions.

1.2 Revised Route Selection Process

The routes evaluated in this study represent both those routes originally considered by utility professionals to be good routing alternatives (alternatives which avoid and/or minimize impacts to the built and natural environment while considering engineering and technical criteria) as well as all other alternatives which are technically feasible and focus on collocation (rebuilding and/or paralleling existing transmission lines and other corridors).

After reviewing existing power lines, natural gas lines, and roads in the project area (Figure 1.2), a total of 1,203 routes, composed of various combinations of 156 discrete segments, was analyzed and evaluated using the *Alternative Route Analysis and Evaluation* model (hereafter, *Analysis and Evaluation* model) taken from the EPRI (Electric Power Research Institute) and GTC (Georgia Transmission Corp.) Standardized Methodology for Siting Overhead Electric Transmission Lines (hereafter, Standardized Methodology). In the interest of making this report manageable, the data for all 1,203 routes is issued as a CD appendix to this report.

1.3 Overview of Alternate Route Analysis and Evaluation

It is beyond the scope of this siting study to provide an exhaustive explanation of the Standardized Methodology. However, it should be noted that the criteria used in the *Analysis and Evaluation* model to score and rank routes are the kinds of criteria typically considered by utility professionals going through a route selection process. Utility land planners and transmission line design engineers would normally consider information derived from aerial photography, property parcel maps, and such off-the-shelf mapped information as soils surveys, National Wetland Inventory maps, the location of historic resources listed on the National Register of Historic Places, etc., in evaluating transmission line routes and proposing a preferred route.

Furthermore, the "weighting" of each criterion in the *Analysis and Evaluation* model represents the input of a comprehensive slate of stakeholders representing the interests of utilities, state and federal resource agencies, environmental groups, property owner groups, and others. The process that generated the weights used in the *Analysis and Evaluation* model, therefore, was based on the willingness and ability of competing interests to arrive at a consensus with respect to the relative values of paired resources. At the very least, taken as a whole, this *Analysis and Evaluation* model provides a transparent and representative process for arriving at routing decisions.

A final step involves "normalizing" the data. Normalizing places all of the criteria on an identical scale ranging from zero to one. Normalizing is necessary in order to more readily compare dissimilar criteria having different weights. Once normalized, values approaching zero represent the least impact while values approaching one represent the greatest impact. For three Engineering Considerations criteria, such as collocation with existing transmission lines, "more is better;" in these cases, the values are first normalized and then inverted so that routes with the highest degree of collocation score low (a low score equaling "desirable").

In summation, the *Analysis and Evaluation* model is a GIS-database application which does four things: (1) for each route, the methodology counts the number and magnitude of impacts; (2) for all routes, the methodology weighs the relative importance of resources impacted and the magnitude of those impacts; (3) for all routes, with respect to three different "perspectives," the methodology evaluates how each route compares to all other routes; and, (4) finally, for all routes, the methodology evaluates how each route compares to all other routes when all three of the different "perspectives" are weighted equally.

Metadata (information about the data) for all criteria used in this application of the *Analysis and Evaluation* model is included in Appendix 11.0.

1.3.1 *Built Environment* Perspective

The Built Environment perspective considers how each route compares to all other routes when impacts to the Built Environment are considered to be *five times more important* than impacts to the Natural Environment or to Engineering Considerations.

Resources the *Analysis and Evaluation* model considers for the Built Environment perspective and their weights include:

1. Residences Within ROW (44.3%) – Residences within the right-of-way of a routing alternative would be razed and families would have to be relocated; this is the most heavily weighted criterion in the Built Environment perspective.
2. Proximity to Residences (13.1%) – Residences outside the right-of-way but within 300 feet of the right-of-way are considered to feel more of an impact from the route than residences farther away.
3. Proposed Developments (5.4%) – Areas that were identified as being under construction from the aerial photography were included.
4. Proximity to Commercial Buildings (3.6%) – Somewhat greater impact to properties within 300 feet of commercial buildings than if the line is farther away.
5. Proximity Industrial Buildings (1.8%) - Slightly greater impact to properties within 300 feet of industrial buildings than if the line is farther away.
6. Schools, Churches, Cemeteries, and Parks (16.3%) – Crossing these kinds of land uses is considered to be more of an impact to the community than crossing other kinds of properties.
7. NRHP-listed Structures and Districts (15.5%) – For purposes of this project, NRHP properties within 3,000 feet of a route are considered in the evaluation.

1.3.2 *Natural Environment* Perspective

The Natural Environment perspective considers how each route compares to all other routes when impacts to the Natural Environment are considered to be *five times more important* than impacts to the Built Environment or to Engineering Considerations.

Resources the *Analysis and Evaluation* model considers for the Natural Environment perspective and their weights include:

1. Natural Forests (9.3%) – Natural forests are valued for aesthetic and biodiversity reasons, and clearing forested areas can erode soil and cause sedimentation of waterways; crossing natural forests, therefore, is weighted as a somewhat greater impact than crossing other land cover types.
2. Stream / River Crossings (38%) – Streams and rivers are best protected by leaving them, their banks, and their streamside buffers intact; crossing streams and rivers, therefore, is one of two more heavily weighted criteria in the Natural Environment perspective.
3. Wetland Areas (40.3%) – Wetlands are valued as important habitats and for their ability to filter and sequester pollutants before they enter receiving streams; they also function best when left undisturbed. Depending on the nature of the activities performed in wetlands and the jurisdictions in which they occur, there may be significant permitting issues as well. Crossing wetlands is therefore one of two more heavily weighted criteria in the Natural Environment perspective.
4. Floodplain Areas (12.4%) – Floodplains trap sediments and provide wildlife habitat. Because floodplain development is often restricted, floodplain forests are often the last stands of mature hardwood forest in the developed landscape. Crossing floodplain areas, therefore, is weighted as a somewhat greater impact than crossing uplands in general.

1.3.3 *Engineering Considerations* Perspective

The Engineering Considerations perspective considers how each route compares to all other routes when Engineering Considerations are considered to be *five times more important* than impacts to the Built Environment or to the Natural Environment.

Resources the *Analysis and Evaluation* model considers for the Engineering Considerations perspective and their weights include:

1. Length (Miles) – In general, longer lines affect more landowners and land and require more resources to build and maintain a new transmission line; more right-of-way must be cleared and kept cleared; the longer the line, the more that facility is exposed to outage-causing events.
2. Percent of Rebuild with Existing T/L (65.6%) – Double-circuiting an existing transmission line is viewed favorably because minimal (sometimes, no) new land rights are required; however, double-circuiting is not completely favorable, since it exposes two lines on the same set of support structures to outages from accidents or structural defects that result in failure of a structure. Also, visual impacts to important community resources may result from the greater height needed to accommodate both lines.
3. Percent of Collocation with Existing Utilities (19.2%) – Paralleling existing transmission lines or gas pipelines can be very favorable, since it

consolidates similar utility land uses and may minimize adverse impacts on properties and communities. Like rebuilding, however, paralleling existing lines is sometimes not completely favorable, since whatever homes, churches, wetlands, or streams are adjacent to the existing line will be impacted by the new line.

4. Percent of Collocation with Roads (7.8%) – Paralleling roads can be slightly favorable, since it consolidates linear rights-of-way across the landscape. Like rebuilding, however, paralleling existing roads is not necessarily completely favorable, since the built environment rises up next to roads; this is especially true with regard to historic structures. Also, since most roads don't stay straight for very long, properties are more heavily impacted by guy wires needed to turn angles to follow roads. Finally, to the extent that visual impacts rely on having observers, roads are clearly one of the places where greater numbers of people will be present to see a transmission line.
5. Total Project Costs (7.4%) – Transmission is an expense that a utility would avoid, wherever possible, preferring to serve existing and new loads from existing transmission resources. Furthermore, costs of new transmission must be borne by ratepayers. Nevertheless, project cost is not weighted as heavily in the Engineering Considerations perspective as collocation opportunities.

1.3.4 Simple Composite

The Simple Composite considers how each route compares to all other routes when impacts to the Built Environment, to the Natural Environment, and to Engineering Considerations are considered to be *equally important.*

- Built Environment Perspective (33.33%)
- Natural Environment Perspective (33.33%)
- Engineering Considerations Perspective (33.33%)

1.3.5 Finalist Routes and Expert Judgment

The *Analysis and Evaluation* model does two things very well. First, the model handles the raw number-crunching involved in counting things which can be counted (e.g., the number of streams crossed by a route's centerline or the number of residences within a route's right-of-way). Secondly, the model can apply the weights (i.e., the expressions of relative importance between and among affected resources) to the impacts for each route and ranks the routes in terms of how they affect the built and natural environments and how well they address engineering considerations.

The application of the *Analysis and Evaluation* model to a set of routing alternatives is not intended to yield the one perfect or preferred route, simply because the model is merely a tool that measures, compares, and ranks only those things that can be measured, compared, and ranked. There are, however, other considerations involved in selecting a route that are less susceptible to measurement and which fall within the realms of local knowledge, complex regulatory requirements, and other factors which may be considered to fall within the realm of Expert Judgment. Examples of considerations which might fall within the realm of Expert Judgment include:

- visual impact issues;
- local community concerns;
- risks of schedule delay;
- special permitting requirements;
- construction and maintenance accessibility;
- number of properties crossed;
- amount of new right-of-way required;
- other case-by-case issues that may have a bearing on final routing decisions.

But if the *Analysis and Evaluation* model should not be relied upon by itself to select one preferred route, it does an excellent job of identifying those routes which have the least impact on the built and natural environments or which best address engineering and technical criteria. For purposes of this application of the *Analysis and Evaluation* model, the top five routes in the three perspectives within each basket of routes as well as the top five routes in the Simple Composite within each basket of routes are considered first cut routes which advance to an additional evaluation by expert judgment. Also, for routes which cross over between baskets of routes, the top five routes in the three perspectives within the cross over routes basket of routes as well as the top five routes in the Simple Composite within the cross over routes basket of routes are considered first cut routes as well.

These first cut routes, called "Top Fives" routes in this report, will be compared with one another on the basis of how well they rank when examined against significant criteria. Routes which emerge from that initial analysis will again be evaluated against each other until two routes remain. The goal of this comprehensive analysis is to identify two reasonable routes which best meet the requirements of this project while avoiding wasteful duplication.

1.3.6 *Analysis and Evaluation* Model Limitations

In the Standardized Methodology, an important step takes place before the application of the *Analysis and Evaluation* model – a high-level but comprehensive analysis of the project area which examines all opportunities and constraints for routing a transmission line. The purpose of this initial screening is to identify areas comprising the top three percent (3%) of all routing possibilities available. Utility professionals then draw up several practicable routes based on those "top three percent" corridors. The *Analysis and Evaluation* model phase of the Standardized Methodology then analyzes and evaluates those several top routing alternatives.

This first step of the Standardized Methodology, this high-level GIS-based screening of the project area, was not performed for this project. After KPSC rejected KU's initial proposed route due to lack of emphasis on collocation opportunities and a lack of appropriate siting documentation in general, the project team undertook an exhaustive analysis of collocation opportunities within the project area, focusing on all collocation opportunities which would work from an electrical standpoint. The project area was determined to be bounded only when collocation opportunities nearing 100% were achieved on the east (various electric transmission lines, gas pipelines, and roads which comprise the East basket of routes) and on the west (existing Tip Top – Cloverport 138 kV Transmission Line, a Big Rivers 69 kV transmission line, and the Hardinsburg – Hardin County 138 kV Transmission Line which comprise the BREC routes). Other collocation opportunities evaluated include (1) exiting Tip Top Substation south through Fort Knox and (2) exiting Fort Knox to the west of Tip Top Substation. These collocation opportunities and their variations raised the total number of routes to be evaluated to 1,203. Many of these routes, going through intensively developed areas, would require tens and even hundreds of residential relocations, affecting homes, churches, parks, schools and other places of importance to communities to such a degree that they have little to recommend them as routes other than that they are collocation routes.

Normally, using the EPRI model, it would be a simple matter to discard such routes because the model would have already done its job of minimizing residential relocations while it identified the top three percent corridors. However, once the 1,203 collocation-inspired routes were submitted to the same analytic procedures, some pretty extreme values were normalized (see Section 1.3 of this report), which created unforeseen difficulties for the *Analysis and Evaluation* model.

First, when working as intended, the model effectively draws distinctions among several truly good routes by "normalizing" project impact data to a common scale of zero to one. For example, one of four routing alternatives might require one residential relocation. The model would normalize this impact and assign the three routes not requiring a relocation a value of zero (lower is better) and assign the route which requires relocation a one (higher is worse).

The effect of allowing hundreds of routes that require tens and hundreds of residential relocations into the analysis is that, when the model normalizes the data, routes that require ten, twenty, or thirty relocations don't appear significantly bad next to routes that require 155 such relocations. That is, they may be assigned a normalized value of 0.1 or 0.2, with higher (worse) scores going to alternatives that relocate over one hundred homes. While it is true that affecting ten or twenty homes is much less of an impact than affecting hundreds, it is still many more than the zero homes requiring relocation that is normally any utility's preferred goal. Because the range in this application is so great, though, an impact to several dozen homes appears quite reasonable to the model.

Second, as it currently exists, there is no provision in the *Analysis and Evaluation* model whereby extremely long routes and very costly routing alternatives can be discarded. At 7.4 percent of the Engineering Considerations perspective, cost accounts for only about 2.5% of an route's overall scoring in the Simple Composite. In the *Analysis and Evaluation* model applied to every conceivable route, a route that collocates 100% might be two or three times longer than a route of more efficient length and still earn 84.8% in the Engineering Considerations perspective, or 28.3% of a route's overall scoring in the Simple Composite.

We therefore considered ways to reign in the potential for runaway scoring for collocation in the *Analysis and Evaluation* model. It seems a reasonable solution to these normalization and weighting difficulties to allow the *Analysis and Evaluation* model to perform its task within several groups of similar routes and to apply the Expert Judgment phase to as wide a cross-section of top-scoring routes as could reasonably be handled. For the purposes of this study, then, the following is a synopsis of Linear Projects' methodology.

1.3.7 *Analysis and Evaluation* Applied to Baskets of Routes

As discussed in Section 1.1, both the September 8, 2005, KPSC order and the October 4, 2005 informal conference with KPSC staff identified the requirement to comprehensively evaluate all electrically-equivalent options for routing a proposed transmission line. This exercise should be focused on avoiding a wasteful duplication of facilities (i.e., emphasis on collocation).

Route Creation. In response to KPSC staff guidance, the LG&E/KU project team identified a comprehensive collection of routing alternatives between Mill Creek Generating Station and Hardin County Substation. The routes were drawn in as segments (156 segments total). Segments were delineated that (1) collocate with existing linear infrastructure - existing electric transmission lines, gas pipelines, and highways/roads, (2) consist of cross country routes that minimize impacts to the built and/or natural environments, and (3) consist of collocation and cross country segments that connect corridors of existing linear infrastructure. All possible segment combinations from Mill Creek Generating Station to Hardin County were identified that (1) do not cause routes to travel away from the source or (2) do not create angles greater than 90 degrees. The major focus of this exercise was to comprehensively identify all routes which collocate with existing corridor infrastructure. The total number of routes developed in this exercise was 1,203.

Statistics.

PSI collected statistics for each of the 1,203 routes. These same metrics were used by LG&E/KU in their decision-making process as well as by Linear Projects in this validation and confirmation exercise. See tables in digital appendix for complete route metrics.

Baskets of Routes.

Routes were organized and allocated into five major "baskets," or groups of routes, having similar characteristics: East, Tip-Top South, East-Central, West-Central, and BREC. There are also many routing possibilities which cross over from basket to basket; these "cross over" routes are evaluated within their own Cross Over Routes basket. The baskets of routes used here are intended to be comprehensive and to consist of all possible routes that will work electrically with an emphasis on existing corridors.

Weighting Routes.

The top routes within each basket of routes were determined by placing all routes assigned to a particular basket into an *Analysis and Evaluation* model.

As with the EPRI Methodology, the criteria by which routes are analyzed and evaluated are grouped into three perspectives: Built Environment, Natural Environment, and Engineering Concerns. As described earlier, emphasis is placed on each of these perspectives by weighting the perspectives, each in turn, at fives times the value of the other two. This determines which routes are statistically better from each of the perspectives without disregarding any perspective. All three perspectives are then considered to be equally important, resulting in a Simple Composite ranking.

After the routes within each basket of routes are evaluated, the top five routes for each of these four categories for all baskets of routes will graduate to the beginning of an expert judgment phase. As will be seen, a total of forty-nine "Top Fives" routes results from this harvesting (some routes appear in more than one top five list).

Expert Judgment and Evaluation.

At this point in the evaluation process, a reasonable number of routes will have been identified which will be thoroughly and efficiently evaluated by expert judgment. Successive "cuts" will be made until two reasonable routes remain.

2.0 Routes Considered

As described previously, the KPSC order of September 8, 2005 denied the application for issuance of a CPCN for the proposed route of the Mill Creek – Hardin County 345 kV Transmission Line. The objections of the KPSC were two-fold:

- material submitted in support of the preferred route does not constitute a "comprehensive study and does not constitute substantial evidence to support a final decision on the location of a major transmission line (Order, page 9); and
- "the applicant must comprehensively consider existing corridors and utility lines when it applies for a transmission line CPCN."

The LG&E/KU project team looked for all possible routes that will work electrically, with emphasis on collocation with existing electric transmission lines, gas transmission lines, and road corridors. At the end of this route identification process, the team identified 156 *route segments* that can be combined to form some 1,203 routes.

Route Segments. For purposes of this study, a route segment is any section of a route that begins where two or more routing opportunities diverge or is formed where two or more routing opportunities merge. Each of the 1,203 routes identified can be defined as a series of *segments* (e.g., in this study, Route A is composed of Segments 1, 3, 5, 8, 10, 12, 16, 24, 31, 32, and 36, while Route B is composed of Segments 1, 3, 5, 8, 10, 12, 16, 24, 31, 32, 35, and 37). Table 2.0 in the digital appendix shows the route segments which combine to form the 1,203 routes which were analyzed and evaluated for this report.

Figure 2.0(a) shows a high-level overview of all 1,203 routes that were comprehensively analyzed and evaluated for this project. The routes are initially organized into five baskets of routes, or major routing "themes," as shown in Figure 2.0(b) and described in the following sections. Figure 2.0(c) shows the baskets of routes overlaid on available collocation opportunities. Finally, a "cross over routes" basket is created which captures all routing alternatives which "cross over" between baskets.

2.1 East Routes

The East basket of routes consists of routes which leave Mill Creek Generating Station and proceed around the east side of Fort Knox Army Reservation towards Hardin County Substation. Figure 2.1 shows the East routes.

2.1.1 Collocation Opportunities

Collocation opportunities within the East basket of routes include:

- Line 4532 and Line 4531 (two existing 345 kV transmission lines that run between Mill Creek Generating Station and Blue Lick Substation)
- LG&E's Lines 5401 and 5402 (two existing 161 kV transmission lines that run southeast from Blue Lick Substation, turn south towards Lebanon Junction, and pass to the east of Elizabethtown)
- Interstate 65 south of Shepherdsville to southeast of Elizabethtown
- various natural gas transmission lines
- eastern boundary of Fort Knox (collocation with a major jurisdictional change)
- KU's Elizabethtown – Bardstown 161 kV Transmission Line
- EKPC's Bardstown – Elizabethtown 69 kV Transmission Line
- KU's Hardin County – Brown 345 kV Transmission Line

2.1.2 Route Metrics

There are twenty routing alternatives within the East basket of routes. The first two tables describe the range of impacts to the Built and Natural Environments within the East basket of routes. The routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	11	135	0	0	7	0	0
Maximum	155	676	6	130	154	4	8
Average	84	397	2	46	63	2	3

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	428.34	60	2.79	146.86
Maximum	563.22	93	6.17	289.89
Average	495.86	74.7	3.48	198.04

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L	Percent of Route of Colocated with Existing Utilities*	Percent of Route Colocated with Roads*	Total Project Cost
Minimum	37.83	0.00%	42.74%	0.00%	60,685,362
Maximum	54.39	0.00%	93.39%	33.79%	81,498,224
Average	45.11	0.00%	68.61%	9.16%	72,266,647

2.2 Tip Top South Routes

All other baskets of routes leave Mill Creek Generating Station and proceed west and south, paralleling existing transmission lines and natural gas pipelines near West Point and/or through the northern portion of Fort Knox Army Reservation to areas near the existing Tip Top Substation, located south of U.S. Highway 60 and west of U.S. Highway 31W. The Tip Top South routes proceed south from the area near the Tip Top Substation, paralleling either a natural gas pipeline or U.S. Highway 31W, leaving the Fort Knox Reservation and proceeding through the towns of Radcliffe and Vine Grove. The Tip Top South routes parallel various electric transmission lines, natural gas pipelines, and roads south through Elizabethtown to the Hardin County Substation. Figure 2.2 shows the Tip Top South basket of routes.

2.2.1 Collocation Opportunities

Collocation opportunities within the Tip Top South basket of routes include:

- KU's Rogersville – Radcliffe 69 kV Transmission Line
- KU's Elizabethtown – Rogersville 69 kV Transmission Line
- EKPC's Vine Grove – Radcliffe 69 kV Transmission Line
- EKPC's Elizabethtown – Vine Grove 69 kV Transmission Line
- KU's Rogersville – Hardin County 138 kV Transmission Line
- EKPC's Elizabethtown – Stephensburg 69 kV Transmission Line
- U.S. 31W (aka Dixie Highway)
- several natural gas transmission lines

2.2.2 Route Metrics

There are 83 routes within the Tip Top South basket of routes. The first two tables describe the range of impacts to the Built and Natural Environments within the Tip Top South routes. The routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	4	67	0	1	9	1	1
Maximum	129	779	1	338	234	7	10
Average	41.0	254.3	0.1	55.4	43.9	2.1	6.0

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	173.60	32	7.37	105.42
Maximum	394.91	64	19.17	185.97
Average	306.25	49.7	14.67	150.57

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Project Cost
Minimum	31.68	0.00%	17.84%	0.99%	49,615,438
Maximum	35.84	1.50%	81.75%	77.09%	82,597,365
Average	33.6	0.89%	63.84%	20.23%	58,216,418

2.3 East-Central Routes

The first part of the East-Central basket of routes leaves Mill Creek Generating Station in the same fashion as the Tip Top South routes. That is, these routes proceed west and south, paralleling existing transmission lines and natural gas pipelines near West Point and/or through the northern portion of Fort Knox Army Reservation to areas near the existing Tip Top Substation, located south of

U.S. Highway 60 and west of U.S. Highway 31W. The East-Central routes then proceed west from the area near the Tip Top Substation, paralleling the Tip Top – Cloverport 138 kV Transmission Line, leaves the Fort Knox Reservation, and proceeds south-southeast towards Hardin County Substation. Portions of the routes that make up the East-Central basket parallel natural gas pipelines, Rineyville Road, or pick their way cross country through rural residential land uses. Figure 2.3 shows the East-Central routes.

2.3.1 Collocation Opportunities

Collocation opportunities within the East-Central basket of routes include:

- Tip Top – Cloverport 138 kV Transmission Line
- natural gas transmission lines
- Rineyville Road
- KU's Hardinsburg – Hardin County 138 kV Transmission Line

2.3.2 Route Metrics

There are 348 routing alternatives within the East-Central basket of routes. The first two tables describe the range of impacts to the Built and Natural Environments within the East-Central routes. The routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	4	64	0	0	2	0	1
Maximum	81	327	1	18	39	4	12
Average	32.3	171.9	0.8	6.6	18.3	1.7	7.5

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	230.72	32	11.934	105.727
Maximum	384.10	66	20.237	175.37
Average	285.24	47.9	14.89	145.45

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Project Cost
Minimum	35.22	0.00%	35.04%	2.37%	54,764,303
Maximum	42.84	10.97%	71.68%	36.27%	74,523,635
Average	38.70	2.63%	49.75%	14.84%	65,031,982

2.4 West-Central Routes

The first part of the West-Central basket of routes leaves Mill Creek Generating Station in the same fashion as the Tip Top South routes. That is, these routes proceed west and south, paralleling existing transmission lines and natural gas pipelines near West Point and/or through the northern portion of Fort Knox Army Reservation to areas near the existing Tip Top Substation, located south of U.S. Highway 60 and west of U.S. Highway 31W.

The West-Central basket of routes then proceeds west from the area near the Tip Top Substation, rebuilding the Tip Top – Cloverport 138 kV Transmission Line, and continues paralleling that transmission line for another two to three miles after it leaves the Fort Knox Reservation. The West-Central routes then proceed south-southeast towards Hardin County Substation, generally in a cross-country fashion. Portions of the routes that make up the West-Central basket parallel natural gas pipelines, local county roads, or pick their way cross country through rural residential land uses. The West-Central routes parallel KU's Hardinsburg – Hardin County 138 kV Transmission Line on the final approach to Hardin County Substation. Figure 2.4 shows the West-Central routes.

2.4.1 Collocation Opportunities

Collocation opportunities within the West-Central basket of routes include:

- KU's Tip Top – Cloverport 138 kV Transmission Line
- KU's Hardinsburg – Hardin County 138 kV Transmission Line
- Rineyville Road
- Berrytown Road
- several natural gas transmission lines

2.4.2 Route Metrics

There are eighteen routes within the West-Central basket. The first two tables describe the range of impacts to the Built and Natural Environments within the West-Central basket of routes. The routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	0	12	1	0	3	0	2
Maximum	40	195	1	21	24	0	13
Average	14.3	88.2	1.0	7.3	10.3	0.0	8.7

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	263.33	27	11.93	104.61
Maximum	439.57	56	20.50	161.77
Average	343.14	38.8	15.76	139.69

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Project Cost
Minimum	38.81	9.31%	31.78%	1.35%	56,533,166
Maximum	44.35	30.61%	39.89%	16.36%	63,174,947
Average	41.19	17.92%	35.50%	6.27%	60,201,744

2.5 BREC Routes

The first part of the BREC routes leaves Mill Creek Generating Station in the same fashion as the Tip Top South routes. That is, these routes proceed west and south, paralleling existing transmission lines and natural gas pipelines near West

Point and/or through the northern portion of Fort Knox Army Reservation to areas near the existing Tip Top Substation, located south of U.S. Highway 60 and west of U.S. Highway 31W.

The BREC routes then proceed west from the area near the Tip Top Substation, paralleling the Tip Top – Cloverport 138 kV Transmission Line and rebuilding that transmission line for another four to five and one-half miles after it leaves the Fort Knox Reservation. The BREC routes are focused on paralleling a Big Rivers Electric Corporation (BREC) 69 kV transmission line which runs roughly northeast to southwest in eastern Meade County and western Breckinridge County, an area served by Meade County Rural Electric Cooperative. This BREC line is a collocation (parallel) opportunity connecting KU's Tip Top – Cloverport 138 kV Transmission Line with KU's Hardinsburg – Hardin County 138 kV Transmission Line. Portions of the routes that make up the BREC basket of routes parallel natural gas pipelines, local county roads, or pick their way cross-country through rural residential land uses. The BREC routes parallel KU's Hardinsburg – Hardin County 138 kV Transmission Line on the final approach to Hardin County Substation. Figure 2.5 shows the BREC basket of routes.

2.5.1 Collocation Opportunities

Collocation opportunities within the BREC basket of routes include:

- KU's Tip Top – Cloverport 138 kV Transmission Line
- KU's Hardinsburg – Hardin County 138 kV Transmission Line
- BREC 69 kV Transmission Line
- Big Spring Road
- several natural gas transmission lines

2.5.2 Route Metrics

There are 54 routing alternatives within the BREC basket of routes. The first two tables describe the range of impacts to the Built and Natural Environments within the BREC basket of routes. The routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	0	17	0	0	1	0	1
Maximum	21	141	0	1	4	0	10
Average	10.6	80.2	0.0	0.7	2.3	0.0	6.7

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	312.09	23	11.93	103.14
Maximum	544.89	51	19.41	155.60
Average	418.03	34.1	15.17	135.46

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L	Percent of Route of Collocated with Existing Utilities	Percent of Route Collocated with Roads	Total Project Cost
Minimum	49.62	25.26%	29.61%	0.00%	69,640,630
Maximum	56.99	42.13%	60.75%	4.27%	76,022,034
Average	52.87	33.11%	47.16%	1.24%	72,252,865

2.6 Cross Over Routes

Routes within the baskets of routes were analyzed within their peer groups to mitigate the adverse effects on the model resulting from outlier values stretching data normalization. This allows the best routes within each basket to be more confidently identified and compared to top routes in the other baskets. There are, however, a great number of routing alternatives which "cross over" from one basket to another. We wanted to continue to analyze and evaluate such routes, but we chose to analyze and evaluate them separately from the "purer" baskets of routes by putting them in their own basket of "Cross Over Routes."

2.6.1 Collocation Opportunities

Collocation opportunities among the Cross Over Routes are essentially the same as the sum of the cross over opportunities among the five baskets of routes.

2.6.2 Route Metrics

Because these cross over routes originate within one basket and cross over to another or to several others, they are as varied as all five baskets taken together, which is to say they are characteristic of the study area in general. They share nothing more in common, and are assembled into this group simply to ensure that all practicable routes are analyzed, evaluated, and given an opportunity to move on to the expert judgment phase of the route selection process.

3.0 Routes Eliminated from Further Consideration

3.1 Routes Incompatible with Fort Knox

Fort Knox Army Reservation determined that routes which follow Tip Top – Cloverport 138 kV Transmission Line west from Tip Top Substation (Segment 47) are preferable to the Tip Top South routes. All Tip Top South routes parallel either a natural gas pipeline (Segment 62) or U.S. 31W (Segment 72) south from the area around Tip Top Substation. Both of these segments come close to Godman Army Air Field and to Van Voorhis Manor base housing, as well as to an elementary school which serves Van Voorhis Manor children. Locating the line along the west side of US 31W would eliminate tree buffers between housing units and the highway and army air field. See letter to LG&E from the Garrison Commander, Fort Knox in the section 10.0 appendix to this report.

This eliminated some 138 routing alternatives from further consideration. Note that routes which cross over from the East basket or the East-Central basket to utilize segments of the Tip Top South routes *after* they leave Fort Knox are <u>not eliminated</u>; only routing alternatives which utilize Segments 62 or 72 are eliminated at this point. This cut leaves 1,066 routes (Figure 3.1) which may be considered to be practicable routes, the term "practicable" in this case meaning simply "capable of being done."

3.2 Routes Compatible with Fort Knox

3.2.1 Least Cost Practicable Route

The least cost practicable route was identified at this point. This is Route AQV, shown in Figure 3.2.1, which is estimated to cost approximately $54,764,303.

3.2.2 Range of Metrics for all Practicable Routes

Table 3.1 in the digital appendix shows the metrics for the remaining 1,066 Mill Creek – Hardin County alternatives which are compatible with Fort Knox. These constitute the universe of practicable routes. Table 3.1(a) in the digital appendix shows additional route metrics (estimated number of parcels and approximate acres of new easement required) for the routes which are compatible with Fort Knox. The first two tables below describe the range of impacts to the Built and Natural Environments for all practicable routes. All practicable routes are also scored against Engineering Considerations.

Built	Residences within ROW	Proximity to Residences (within 300')	Proposed Developments	Proximity Commercial Buildings(within 300')	Proximity Industrial Buildings(within 300')	School, Church, Cemetery, and Park Parcels Crossed	NRHP Listed Structures and Districts (3000' from edge of R/W)
Minimum	0	12	0	0	1	0	0
Maximum	155	676	6	130	154	4	13
Average	33.3	164.2	0.5	10.3	20.9	1.7	7.5

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Minimum	230.72	23	2.33	103.14
Maximum	563.22	93	24.64	290.64
Average	337.26	49.1	14.71	147.59

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Collocation Percentage	Total Project Cost
Minimum	35.22	0.00%	29.61%	0.00%	44.01%	54,764,303
Maximum	56.99	42.13%	93.39%	46.75%	98.85%	83,132,539
Average	43.19	7.54%	51.64%	13.52%	72.69%	66,655,620

3.2.3 Collocation Routes

All available collocation opportunities which work electrically were analyzed and evaluated and then ranked by percent collocation. The top fifty routes which maximize collocation are shown in Figure 3.2.3.

Metrics from the top fifty maximum collocation routes considered are presented below. The first two tables describe the range of impacts to the Built and Natural Environments for the top fifty maximum collocation routes. The top fifty maximum collocation routes are also scored against Engineering Considerations.

Built	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)
Least	2	21	0	0
Most	155	676	4	10
Average	55.0	236.4	1.9	5.2

Natural	Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	Floodplain Areas (Acres)
Least	241.10	23	2.33	103.14
Most	543.37	88	19.41	289.51
Average	387.44	47.8	11.68	158.46

Engineering	Length (Miles)	Percent of Route Rebuilt with Existing T/L*	Percent of Route of Co-located with Existing Utilities*	Percent of Route Co-located with Roads*	Total Collocation Percentage	Total Project Cost
Least	37.76	0.00%	37.45%	0.00%	87.27%	66,139,802
Most	56.99	42.13%	93.39%	46.75%	98.85%	80,545,031
Average	46.26	15.47%	58.39%	17.25%	91.11%	71,613,063

4.0 *Analysis and Evaluation* Model Application

As described in Section 1.3.7, all routes were analyzed and evaluated first by comparison to their peer routes within each basket of routes or within the cross over basket. The following sections identify the routes within each basket of routes (or within the cross over basket) which emerged as a "top five" route through application of the Analysis and Evaluation Model. Information about these "Top Fives" routes is provided in Tables 4.1 through 4.5 in the digital appendix.

4.1 East Routes

4.1.1 Built Environment Perspective

As discussed in Section 1.3.1, the Built Environment perspective considers impacts to the built environment to be more important than impacts to the natural environment and more important than engineering considerations. The Built Environment perspective accomplishes this preference by assigning a weight to the built environment module that is five times that assigned to the Natural Environment or Engineering Considerations modules.

The top routing alternatives for the Built Environment perspective within the East basket of routes were Routes AVD, AVC, AVE, AVF, and AUT. These are among the top East routes shown in Figure 4.1. Data for the top five Built Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.1 in the digital appendix.

4.1.2 Natural Environment Perspective

As discussed in Section 1.3.2, the Natural Environment perspective considers impacts to the natural environment to be more important than impacts to the built environment and more important than engineering considerations. The Natural Environment perspective accomplishes this preference by assigning a weight to the natural environment module that is five times that assigned to the Built Environment or Engineering Considerations modules.

The top routing alternatives for the Natural Environment perspective within the East basket of routes were Routes AUD, AUL, AUT, AUP, and ATZ. These are among the top East routes shown in Figure 4.1. Data for the top five Natural Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.1 in the digital appendix.

4.1.3 Engineering Considerations

As discussed in Section 1.3.3, the Engineering Considerations perspective considers engineering and technical criteria to be more important than impacts to the built environment or to the natural environment. The Engineering Considerations perspective accomplishes this preference by assigning a weight to the engineering considerations module that is five times that assigned to the Built Environment or Natural Environment modules.

The top routing alternatives for the Engineering Considerations perspective within the East basket of routes were Routes AVC, AUL, AUP, AVF, and AUX. These are among the top East routes shown in Figure 4.1. Data for the top five Engineering Considerations routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.1 in the digital appendix.

4.1.4 Simple Composite

As discussed in Section 1.3.4, the Simple Composite perspective considers impacts to the built environment, impacts to the natural environment, and engineering considerations to be equally important. The Simple Composite accomplishes this by assigning equal weights to each of the three perspectives.

The top routing alternatives for the Simple Composite perspective within the East basket of routes were Routes AVC, AVD, AUP, AUT, and AUD. These are among the top East routes shown in Figure 4.1. Data for the top five Simple Composite routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.1 in the digital appendix.

4.1.5 "Top Fives" East Routes

As can be seen from this table, even though there are twenty individual slots in the East basket of routes "Top Fives" matrix, there are only ten different routes among the "Top Fives" finalists. This is because some routes appear more than once in the rankings by perspective and/or in the simple composite.

East Basket			
Built	**Engineering**	**Natural**	**Simple**
ROUTE AVD	ROUTE AVC	ROUTE AUD	ROUTE AVC
ROUTE AVC	ROUTE AUL	ROUTE AUL	ROUTE AVD
ROUTE AVE	ROUTE AUP	ROUTE AUT	ROUTE AUP
ROUTE AVF	ROUTE AVF	ROUTE AUP	ROUTE AUT
ROUTE AUT	ROUTE AUX	ROUTE ATZ	ROUTE AUD

4.2 East-Central Routes

4.2.1 Built Environment Perspective

As discussed in Section 1.3.1, the Built Environment perspective considers impacts to the built environment to be more important than impacts to the natural environment and more important than engineering considerations. The Built Environment perspective accomplishes this preference by assigning a weight to the built environment module that is five times that assigned to the Natural Environment or Engineering Considerations modules.

The top routing alternatives for the Built Environment perspective within the East-Central basket of routes were Routes ALE, AQL, AME, ANE, and QI. These are among the top East-Central routes shown in Figure 4.2. Data for the top five Built Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.2 in the digital appendix.

4.2.2 Natural Environment Perspective

As discussed in Section 1.3.2, the Natural Environment perspective considers impacts to the natural environment to be more important than impacts to the built environment and more important than engineering considerations. The Natural Environment perspective accomplishes this preference by assigning a weight to the natural environment module that is five times that assigned to the Built Environment or Engineering Considerations modules.

The top routing alternatives for the Natural Environment perspective within the East-Central basket of routes were Routes YB, QE, QA, SE, and QI. These are among the top East-Central routes shown in Figure 4.2. Data for the top five Natural Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.2 in the digital appendix.

4.2.3 Engineering Considerations

As discussed in Section 1.3.3, the Engineering Considerations perspective considers engineering and technical criteria to be more important than impacts to the built environment or to the natural environment. The Engineering Considerations perspective accomplishes this preference by assigning a weight to the engineering considerations module that is five times that assigned to the Built Environment or Natural Environment modules.

The top routing alternatives for the Engineering Considerations perspective within the East-Central basket of routes were Routes QI, ALE, QG, SI, and AME. These are among the top East-Central routes shown in Figure 4.2. Data for the top five Engineering Considerations routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.2 in the digital appendix.

4.2.4 Simple Composite

As discussed in Section 1.3.4, the Simple Composite perspective considers impacts to the built environment, impacts to the natural environment, and engineering considerations to be equally important. The Simple Composite accomplishes this by assigning equal weights to each of the three perspectives.

The top routing alternatives for the Simple Composite perspective within the East-Central basket of routes were Routes AQL, ALE, QI, YB, AME. These are among the top East-Central routes shown in Figure 4.2. Data for the top five Simple Composite routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.0 in the digital appendix.

4.2.5 "Top Fives" East-Central Routes

As can be seen from this table, even though there are twenty individual slots in the East-Central basket of routes "Top Fives" matrix, there are only eleven different routes among the "Top Fives" finalists. This is because some routes appear more than once in the rankings by perspective and/or in the simple composite.

East-Central Basket			
Built	**Engineering**	**Natural**	**Simple**
ROUTE ALE	ROUTE QI	ROUTE YB	ROUTE AQL
ROUTE AQL	ROUTE ALE	ROUTE QE	ROUTE ALE
ROUTE AME	ROUTE QG	ROUTE QA	ROUTE QI
ROUTE ANE	ROUTE SI	ROUTE SE	ROUTE YB
ROUTE QI	ROUTE AME	ROUTE QI	ROUTE AME

4.3 West-Central Routes

4.3.1 Built Environment Perspective

As discussed in Section 1.3.1, the Built Environment perspective considers impacts to the built environment to be more important than impacts to the natural environment and more important than engineering considerations. The Built Environment perspective accomplishes this preference by assigning a weight to the built environment module that is five times that assigned to the Natural Environment or Engineering Considerations modules.

The top routing alternatives for the Built Environment perspective within the West-Central basket of routes were Routes AJW, AJU, KY, AJX, and KW. These are among the top West-Central routes shown in Figure 4.3. Data for the top five Built Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.3 in the digital appendix.

4.3.2 Natural Environment Perspective

As discussed in Section 1.3.2, the Natural Environment perspective considers impacts to the natural environment to be more important than impacts to the built environment and more important than engineering considerations. The Natural Environment perspective accomplishes this preference by assigning a weight to the natural environment module that is five times that assigned to the Built Environment or Engineering Considerations modules.

The top routing alternatives for the Natural Environment perspective within the West-Central basket of routes were Routes KY, AJW, KW, KZ, and AJX. These are among the top West-Central routes shown in Figure 4.3. Data for the top five Natural Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.3 in the digital appendix.

4.3.3 Engineering Considerations

As discussed in Section 1.3.3, the Engineering Considerations perspective considers engineering and technical criteria to be more important than impacts to the built environment or to the natural environment. The Engineering Considerations perspective accomplishes this preference by assigning a weight to the engineering considerations module that is five times that assigned to the Built Environment or Natural Environment modules.

The top routing alternatives for the Engineering Considerations perspective within the West-Central basket of routes were Routes AJW, KY, KW, AJX, and AJU. These are among the top West-Central routes shown in Figure 4.3. Data for the top five Engineering Considerations routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.3 in the digital appendix.

4.3.4 Simple Composite

As discussed in Section 1.3.4, the Simple Composite perspective considers impacts to the built environment, impacts to the natural environment, and engineering considerations to be equally important. The Simple Composite accomplishes this by assigning equal weights to each of the three perspectives.

The top routing alternatives for the Simple Composite perspective within the West-Central basket of routes were Routes AJW, KY, KW, AJX, AJU. These are among the top West-Central routes shown in Figure 4.3. Data for the top five Simple Composite routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.3 in the digital appendix.

4.3.5 "Top Fives" West-Central Routes

As can be seen from this table, even though there are twenty individual slots in the West-Central basket of routes "Top Fives" matrix, there are only six different routes among the "Top Fives" finalists. This is because some routes appear more than once in the rankings by perspective or in the simple composite.

West-Central Basket			
Built	**Engineering**	**Natural**	**Simple**
ROUTE AJW	ROUTE AJW	ROUTE KY	ROUTE AJW
ROUTE AJU	ROUTE KY	ROUTE AJW	ROUTE KY
ROUTE KY	ROUTE KW	ROUTE KW	ROUTE KW
ROUTE AJX	ROUTE AJX	ROUTE KZ	ROUTE AJX
ROUTE KW	ROUTE AJU	ROUTE AJX	ROUTE AJU

4.4 BREC Routes

4.4.1 Built Environment Perspective

As discussed in Section 1.3.1, the Built Environment perspective considers impacts to the built environment to be more important than impacts to the natural environment and more important than engineering considerations. The Built Environment perspective accomplishes this preference by assigning a weight to the built environment module that is five times that assigned to the Natural Environment or Engineering Considerations modules.

The top routing alternatives for the Built Environment perspective within the BREC basket of routes were Routes ADC, ACQ, AGW, ADS, and ACU. These are among the top BREC routes shown in Figure 4.4. Data for the top five Built Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.4 in the digital appendix.

4.4.2 Natural Environment Perspective

As discussed in Section 1.3.2, the Natural Environment perspective considers impacts to the natural environment to be more important than impacts to the built environment and more important than engineering considerations. The Natural Environment perspective accomplishes this preference by assigning a weight to the natural environment module that is five times that assigned to the Built Environment or Engineering Considerations modules.

The top routing alternatives for the Natural Environment perspective within the BREC basket of routes were Routes HS, G, AGW, BK, and ACQ. These are among the top BREC routes shown in Figure 4.4. Data for the top five Natural Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.4 in the digital appendix.

4.4.3 Engineering Considerations

As discussed in Section 1.3.3, the Engineering Considerations perspective considers engineering and technical criteria to be more important than impacts to the built environment or to the natural environment. The Engineering Considerations perspective accomplishes this preference by assigning a weight to the engineering considerations module that is five times that assigned to the Built Environment or Natural Environment modules.

The top routing alternatives for the Engineering Considerations perspective within the BREC basket of routes were Routes G, ACQ, E, HS, and AGW. These are among the top BREC routes shown in Figure 4.4. Data for the top five Engineering Considerations routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.4 in the digital appendix.

4.4.4 Simple Composite

As discussed in Section 1.3.4, the Simple Composite perspective considers impacts to the built environment, impacts to the natural environment, and engineering considerations to be equally important. The Simple Composite accomplishes this by assigning equal weights to each of the three perspectives.

The top routing alternatives for the Simple Composite perspective within the BREC basket of routes were Routes ACQ, G, AGW, ADC, and HS. These are among the top BREC routes shown in Figure 4.4. Data for the top five Simple Composite routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.4 in the digital appendix.

4.4.5 "Top Fives" BREC Routes

As can be seen from this table, even though there are twenty individual slots in the BREC basket of routes "Top Fives" matrix, there are only nine different routes among the "Top Fives" finalists. This is because some routes appear more than once in the rankings by perspective or in the simple composite.

BREC Basket			
Built	**Engineering**	**Natural**	**Simple**
ROUTE ADC	ROUTE G	ROUTE HS	ROUTE ACQ
ROUTE ACQ	ROUTE ACQ	ROUTE G	ROUTE G
ROUTE AGW	ROUTE E	ROUTE AGW	ROUTE AGW
ROUTE ADS	ROUTE HS	ROUTE BK	ROUTE ADC
ROUTE ACU	ROUTE AGW	ROUTE ACQ	ROUTE HS

4.5 Cross Over Routes

4.5.1 Built Environment Perspective

As discussed in Section 1.3.1, the Built Environment perspective considers impacts to the built environment to be more important than impacts to the natural environment and more important than engineering considerations. The Built Environment perspective accomplishes this preference by assigning a weight to the built environment module that is five times that assigned to the Natural Environment or Engineering Considerations modules.

The top routing alternatives for the Built Environment perspective within the Cross Over Routes basket of routes were Routes AVD, AVC, AVE, AVF, and AUT. These are among the top Cross Over routes shown in Figure 4.5. Data for the top five Built Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.5 in the digital appendix.

4.5.2 Natural Environment Perspective

As discussed in Section 1.3.2, the Natural Environment perspective considers impacts to the natural environment to be more important than impacts to the built environment and more important than engineering considerations. The Natural Environment perspective accomplishes this preference by assigning a weight to the natural environment module that is five times that assigned to the Built Environment or Engineering Considerations modules.

The top routing alternatives for the Natural Environment perspective within the Cross Over Routes basket of routes were Routes AUD, AUL, AUT, AUP, and ATZ. These are among the top Cross Over routes shown in Figure 4.5. Data for the top five Natural Environment routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.5 in the digital appendix.

4.5.3 Engineering Considerations

As discussed in Section 1.3.3, the Engineering Considerations perspective considers engineering and technical criteria to be more important than impacts to the built environment or to the natural environment. The Engineering Considerations perspective accomplishes this preference by assigning a weight to the engineering considerations module that is five times that assigned to the Built Environment or Natural Environment modules.

The top routing alternatives for the Engineering Considerations perspective within the Cross Over Routes basket of routes were Routes AVC, AUL, AUP, AVF, and AUX. These are among the top Cross Over routes shown in Figure 4.5. Data for the top five Engineering Considerations routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.0 in the digital appendix.

4.5.4 Simple Composite

As discussed in Section 1.3.4, the Simple Composite perspective considers impacts to the built environment, impacts to the natural environment, and engineering considerations to be equally important. The Simple Composite accomplishes this by assigning equal weights to each of the three perspectives.

The top routing alternatives for the Simple Composite perspective within the Cross Over Routes basket of routes were Routes AVC, AVD, AUP, AUT, and AUD. These are among the top Cross Over routes shown in Figure 4.5. Data for the top five Simple Composite routes, taken from the *Analysis and Evaluation* model, is provided in Table 4.5 in the digital appendix.

4.5.5 "Top Fives" Cross Over Routes

As can be seen from this table, even though there are twenty individual slots in the Cross Over basket of routes "Top Fives" matrix, there are only thirteen different routes among the "Top Fives" finalists. This is because some routes appear more than once in the rankings by perspective or in the simple composite.

Cross Over Routes Basket			
Built	**Engineering**	**Natural**	**Simple**
ROUTE AIK	ROUTE KU	ROUTE HW	ROUTE AIK
ROUTE AGU	ROUTE AIK	ROUTE KU	ROUTE KU
ROUTE ADK	ROUTE KS	ROUTE IA	ROUTE AGU
ROUTE AHA	ROUTE HO	ROUTE BS	ROUTE AGY
ROUTE ADG	ROUTE AM	ROUTE HO	ROUTE AHA

5.0 "Top Fives" Routes

Within each basket of routes, the top five routes in each of the three perspectives and in the simple composite are the routing alternatives which will be considered next as semi-finalist routes in an expert judgment phase. There are forty-nine (49) such "Top Fives" routes which graduate to further consideration.

All forty-nine "Top Fives" routes are further evaluated within decision matrices based on the Built Environment (Section 5.1), Natural Environment (Section 5.2), and Engineering Considerations (Section 5.3).

5.1 Built Environment

Table 5.1 shows all forty-nine of the "Top Fives" routes from the five baskets of routes ranked against significant built environment criteria.

For all forty-nine "Top Fives" routes, minimum and maximum values are identified and averages (statistical mean) and standard deviations (STD DEV) are calculated. The standard deviation is added to the minimum value under each Built Environment criterion to establish a cautionary threshold.

Table 5.1 Built Environment 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 ACQ		2	23	0	1
ROUTE ACU		2	21	0	1
ROUTE ADC		0	17	0	1
ROUTE ADS		2	22	0	1
ROUTE AGW		3	18	0	1
ROUTE AJU		0	12	0	4
ROUTE AJW		0	13	0	2
ROUTE AJX		2	50	0	4
ROUTE ALE		10	75	0	3
ROUTE AME		9	71	0	3
ROUTE ANE		7	64	0	3
ROUTE AQL		5	75	0	2
ROUTE ATZ		98	531	4	0
ROUTE AUD		98	538	4	0
ROUTE AUL		155	676	2	0
ROUTE AUP		34	144	1	8
ROUTE AUT		32	147	1	8
ROUTE AUX		82	284	1	7
ROUTE AVC		36	199	0	1
ROUTE AVD		11	165	0	1
ROUTE AVE		18	135	0	4
ROUTE AVF		35	152	0	4
ROUTE BK		4	48	0	8
ROUTE E		5	54	0	8
ROUTE G		4	49	0	8
ROUTE HS		5	44	0	8
ROUTE KW		3	44	0	9
ROUTE KY		2	39	0	9
ROUTE KZ		4	76	0	11
ROUTE QA		41	156	2	10
ROUTE QE		49	207	2	10
ROUTE QG		13	106	0	10
ROUTE QI		12	101	0	10
ROUTE SE		48	203	2	10
ROUTE SI		11	97	0	10
ROUTE YB		7	101	0	9
ROUTE ADG		3	27	1	1
ROUTE ADK		0	22	1	1
ROUTE AGU		0	19	0	2
ROUTE AGY		6	28	1	1
ROUTE AHA		3	23	1	1
ROUTE AIK		1	15	0	2
ROUTE AM		5	53	1	8
ROUTE BS		7	58	1	8
ROUTE HO		2	45	0	9
ROUTE HW		8	54	1	8
ROUTE IA		5	49	1	8
ROUTE KS		4	46	0	9
ROUTE KU		3	41	0	9
AVERAGE		18.3	106.9	0.6	5.2
MINIMUM		0.0	12.0	0.0	0.0
MAXIMUM		155.0	676.0	4.0	11.0
STD DEV		30.7	136.6	0.9	3.7
Threshhold		30.7	148.6	0.9	3.7

For purposes of further analyzing the forty-nine "Top Fives" routes for impacts to the Built Environment, the analysis first eliminated considerations pertaining to proposed developments, proximity to commercial buildings, and proximity to industrial buildings. These criteria are simply not as significant as, for example, residences within the proposed right-of-way or building through heavily residential areas (higher number of homes within 300 feet of the right-of-way).

For routes that have a value beyond one standard deviation in either "residences within right-of-way" or "proximity to residences (within 300 feet)," those routes are considered to exceed a cautionary threshold for impacts to the built environment.

Two other criteria for the built environment are (1) school, church, cemetery, and park parcels crossed and (2) National Register of Historic Places-listed Structures and Districts within 3,000 feet of the centerline. These are potentially significant issues but we are not sure that they automatically rise to the level of directly affecting residences and crossing through residential neighborhoods. However, for routes that have a value beyond one standard deviation in both of these criteria, those routes are considered to exceed a cautionary threshold for impacts to the built environment.

In Table 5.1, the standard deviation and threshold values are provided along the bottom rows of the table. Where those values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, the route names themselves are bolded, and those routes will be considered to exceed a cautionary threshold for impacts to the built environment.

5.2 Natural Environment

Table 5.2 shows all forty-nine of the "Top Fives" routes from the five baskets of routes ranked against significant natural environment criteria.

For all forty-nine "Top Fives" routes further evaluated, minimum and maximum values are identified and averages (statistical mean) and standard deviations are calculated. The standard deviation (SD) is added to the minimum value under each Natural Environment criterion to establish a cautionary threshold.

For purposes of further analyzing the forty-nine "Top Fives" routes for impacts to the Natural Environment, this analysis considers all four natural environment criteria to be equally significant. All routes exceed the cautionary threshold in either two or three respects. Therefore, for routes that have a value beyond one standard deviation in three of the four criteria, those routes are considered to exceed a cautionary threshold for impacts to the natural environment.

In Table 5.2, the standard deviation and threshold values are provided along the bottom rows of the table. Where those threshold values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, that is, by falling above the standard deviation in three or more criteria, the routes themselves are bolded, and they will be considered to have exceeded the cautionary threshold for impacts to the natural environment.

Table 5.2 / Natural Environment Screening					
Natural Environment Perspective		Natural Forests (Acres)	Stream/River Crossings	Wetland Areas (Acres)	- Floodplain Areas (Acres)
ROUTE ACQ		445.50	40	12.15	103.14
ROUTE ACU		523.07	46	12.15	103.14
ROUTE ADC		458.70	42	11.93	103.14
ROUTE ADS		459.11	40	11.93	103.14
ROUTE AGW		397.61	39	11.93	103.14
ROUTE AJU		429.82	43	14.15	108.73
ROUTE AJW		402.88	40	11.93	104.61
ROUTE AJX		412.63	45	11.93	106.79
ROUTE ALE		327.92	57	12.44	106.79
ROUTE AME		328.06	57	12.81	106.79
ROUTE ANE		333.70	57	12.75	106.79
ROUTE AQL		326.55	53	12.05	107.07
ROUTE ATZ		476.42	65	2.94	289.89
ROUTE AUD		492.83	61	2.79	246.37
ROUTE AUL		452.51	60	3.14	246.00
ROUTE AUP		540.36	74	2.97	162.70
ROUTE AUT		561.06	72	2.86	155.58
ROUTE AUX		507.52	75	3.25	149.76
ROUTE AVC		515.55	80	3.25	151.80
ROUTE AVD		563.22	83	3.15	148.90
ROUTE AVE		562.59	93	6.07	159.12
ROUTE AVF		512.19	88	6.17	162.02
ROUTE BK		373.59	27	12.62	146.00
ROUTE E		364.26	28	14.95	151.75
ROUTE G		359.98	27	12.83	146.00
ROUTE HS		312.09	26	12.62	146.00
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 QA		240.94	39	12.78	150.03
ROUTE QE		237.45	37	12.62	148.59
ROUTE QG		246.68	45	15.24	155.41
ROUTE QI		242.40	44	13.12	149.66
ROUTE SE		237.58	37	12.99	148.59
ROUTE SI		242.53	44	13.49	149.66
ROUTE YB		241.03	40	12.74	149.93
ROUTE ADG		466.93	46	11.93	105.53
ROUTE ADK		467.77	47	11.93	104.61
ROUTE AGU		464.23	44	12.82	104.61
ROUTE AGY		405.84	43	11.93	105.53
ROUTE AHA		406.68	44	11.93	104.61
ROUTE AIK		402.73	43	12.82	104.61
ROUTE AM		381.40	33	12.62	148.39
ROUTE BS		381.81	31	12.62	148.39
ROUTE HO		378.71	31	13.51	147.47
ROUTE HW		320.32	30	12.62	148.39
ROUTE IA		321.16	31	12.62	147.47
ROUTE KS		321.49	31	15.63	153.22
ROUTE KU		317.21	30	13.51	147.47
AVERAGE		390	46	11	141
MINIMUM		237	26	3	103
MAXIMUM		563	93	16	290
STD DEV		94.8	17.1	3.8	38.0
Threshhold		332.3	43.1	6.6	141.1

5.3 Engineering Considerations

Table 5.3 shows all forty-nine of the "Top Fives" routes from the five baskets of routes ranked against engineering and technical criteria.

For all forty-nine "Top Fives" routes, minimum and maximum values are identified and averages (statistical mean) and standard deviations are calculated. The standard deviation (SD) is added to the minimum value under each Engineering Considerations criterion to establish a cautionary threshold.

For purposes of further analyzing the forty-nine "Top Fives" routes for impacts to Engineering Considerations, this analysis considers first of all that routes estimated to cost greater than 125% of the estimated cost of the least cost practicable route (Route AQV, estimated to cost approximately $54,764,303) are not cost effective. Furthermore, routes should be considered to fail for impacts to engineering considerations when other of three criteria (length of line, number of landowners affected, acres of new right-of-way required) also exceed their standard deviation-based thresholds in specific ways.

It is at least arguable that some combination of these criteria should merit consideration as a restraint on the requirement for collocation, since the longer a transmission line is forced to collocate rather than take a more direct approach to its termination, the more expensive the line, the more land taken from citizens of the Commonwealth as right-of-way, and the greater number of property owners it is likely to impact. In fact, no Kentucky landowner already having a transmission line cross his property could view with equanimity the prospect of new transmission lines coming at him, unconstrained by cost, length, amount of parcels affected, or acres of new right-of-way required so long as collocation is maximized at the expense of these other considerations.

We concur with the KPSC that all "electrically equivalent" transmission line routes should be evaluated, and with this study of alternatives, they are indeed analyzed and evaluated. In this analysis, a "Top Fives" route will be considered a poor route for engineering considerations reasons if

(1) a route exceeds 125% of the estimated cost of the least cost practicable route (Route AQV at $54,764,303). This would affect routes estimated to cost more than $68,455,379, or $13,691,076 more than Route AQV);

(2) a route exceeds the standard deviation-based threshold for total estimated cost and also exceeds the standard deviation-based threshold for (a) length of line, (b) number of parcels affected, or (c) acres of new easement required;

(3) a route exceeds the standard deviation-based threshold for all three of the standard deviation-based thresholds for (a) length of line, (b) number of parcels affected, and (c) acres of new easement required.

In Table 5.3, the standard deviation and threshold values are provided along the bottom rows of the table. Where those values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, that is, by falling above the standard deviation in three or more criteria, the routes themselves are bolded, and they will be considered to have failed the first cut in the engineering considerations evaluation.

Table 5.3 / Engineering Considerations 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%	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		41.87	17.05%	38.81%	55.86%	$56,742,836	3.6%	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	25.0%	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	952.0
ROUTE ADK		50.95	25.20%	49.28%	74.48%	$67,838,885	23.9%	140	923.9
ROUTE AGU		50.04	25.66%	46.14%	71.80%	$66,872,241	22.1%	128	901.8
ROUTE AGY		49.61	25.88%	41.06%	66.94%	$67,325,163	22.9%	133	891.4
ROUTE AHA		48.45	26.50%	36.33%	62.83%	$66,185,518	20.9%	132	863.3
ROUTE AIK		47.46	27.05%	37.08%	64.14%	$64,431,826	17.7%	115	839.3
ROUTE AM		50.18	25.59%	50.04%	75.63%	$69,096,945	26.2%	163	905.2
ROUTE BS		50.26	25.55%	45.94%	71.49%	$69,870,924	27.6%	167	907.2
ROUTE HO		48.11	26.69%	42.24%	68.93%	$66,997,119	22.3%	150	855.0
ROUTE HW		47.68	26.93%	36.91%	63.84%	$67,444,235	23.2%	155	844.6
ROUTE IA		46.52	27.60%	31.88%	59.48%	$66,303,710	21.1%	154	816.5
ROUTE KS		45.76	28.06%	33.85%	61.91%	$65,855,714	20.3%	159	798.1
ROUTE KU		45.53	28.20%	32.57%	60.77%	$64,568,932	17.9%	137	792.5
AVERAGE		46	19.44%	47.97%	67.40%	$67,407,536		235	895
MINIMUM		37	0.00%	29.89%	42.74%	$56,742,836		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%	$5,147,249		160.5	140.6
Threshhold		42.12	28.49%	77.53%	83.59%	$61,890,085	25%	264.5	846.3

5.4 Routes Screened Against All Three Perspectives

Following the individual perspective screenings as described in Sections 5.1 through 5.3, the routes were then ranked in a simple matrix with either an "X" indicating that the route failed the first cut in the evaluation by that perspective, or with no mark, indicating that the route fell within the range of acceptable levels of impact as defined for that perspective. The results are shown in Table 5.4, Screening Against All Three Criteria.

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;
- sixteen "Top Five" routes performed poorly in one of the three perspectives; and,
- six "top Fives" routes performed well enough in each perspective to rank among the better routes in all three perspectives.

These six "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 six semi-finalist routes.

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			X	1
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

6.0 Semi-Finalist and Finalist Routes Evaluated

6.1 Built Environment

Table 6.1 shows the six semi-finalist routes again ranked against significant built environment criteria.

For all six semi-finalist routes, minimum and maximum values are again identified and averaged (statistical mean) and standard deviations are calculated. As before, the standard deviation (STD DEV) is added to the minimum value under each Built Environment criterion to establish a cautionary threshold.

As before, for routes that have a value beyond one standard deviation in either "residences within right-of-way" or "proximity to residences (within 300 feet)," those routes are considered to exceed a cautionary threshold for impacts to the built environment.

In Table 6.1, the standard deviation and threshold values are provided along the bottom rows of the table. Where those values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, the routes themselves are bolded, and they will be considered to exceed a cautionary threshold for impacts to the built environment.

Table 6.1 / Built Environment 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 KY	2	39	0	**9**
ROUTE KZ	**4**	**76**	0	**11**
ROUTE YB	**7**	**101**	0	**9**
Average	3	53	0	6
Minimum	0	12	0	2
Maximum	7	101	0	11
STD DEV	2.6	33.6	0.0	3.6
Threshold	**2.6**	**45.6**	**0.0**	**5.6**

Three of the six routes (AQL, KZ, and YB) exceed both significant cautionary thresholds; Route KY exceeds the NRHP-listed resources threshold.

6.2 Natural Environment

Table 6.2 shows the six semi-finalist routes again ranked against significant natural environment criteria.

For all six semi-finalist routes, minimum and maximum values are again identified and averaged (statistical mean) and standard deviations are calculated. As before, the standard deviation (STD DEV) is added to the minimum value under each Natural Environment criterion to establish a cautionary threshold.

As before, those routes which have a value beyond one standard deviation in three of the four criteria are considered to exceed a cautionary threshold for impacts to the natural environment.

In Table 6.2, the standard deviation and threshold values are provided along the bottom rows of the table. Where those values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, the routes themselves are bolded, and they will be considered to exceed a cautionary threshold for impacts to the natural environment.

Table 6.2 / Natural Environment 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 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	340.79	39.2	12.69	127.91
Minimum	241.03	27	11.93	104.61
Maximum	429.82	53	14.15	149.93
STD DEV	61.47	8.2	0.72	21.16
Threshold	**302.50**	**35.2**	**12.66**	**125.77**

Two of the six routes (AJU and YB) exceed three of the four natural environment criteria.

6.3 Engineering Considerations

Table 6.3 shows the six semi-finalist routes again ranked against significant engineering criteria.

For all six semi-finalist routes, minimum and maximum values are once again identified and averaged (statistical mean) and standard deviations are calculated. As before, the standard deviation (STD DEV) is added to the minimum value under each Engineering Considerations criterion to establish a cautionary threshold.

In Table 6.3, the standard deviation and threshold values are provided along the bottom rows of the table. Where those values are exceeded under the various criteria considered, those values are bolded. If a route's values across the criteria exceed the threshold values in the manner identified above, the routes themselves are bolded, and they will be considered to exceed a cautionary threshold for impacts to the natural environment.

Table 6.3 / 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 Collocate with utilities	Percent of Route Collocated with Roads	Total Project Costs	Estimated No. of Parcels	Approx. Acres of New Easement
ROUTE AJU	41.87	17.05%	38.81%	**55.86%**	1.43%	$56,742,836	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 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	40.86	19.45%	40.88%	60.34%	2.91%	$59,652,152	149.2	793.17
Minimum	36.56	8.31%	31.78%	54.50%	1.37%	$56,742,836	104.0	705.70
Maximum	43.88	30.61%	55.11%	66.29%	5.33%	$61,124,054	197.0	855.52
STD DEV	2.51	8.90%	8.87%	4.21%	1.33%	$1,553,024	37.0	51.34
Threshold	**39.07**	**21.70%**	**46.23%**	**62.09%**	**4.00%**	**$58,295,859**	**141.0**	**757.04**

Five of the six routes exceed the total project costs threshold. Three of those five routes also exceed both the number of parcels affected and the acres of new easement cautionary thresholds, and are therefore considered to be poorer routes than the other three with respect to engineering considerations.

6.4 Semi-finalist Routes Screened Against All Three Perspectives

Following the re-screenings against the three perspectives as described in Sections 6.1 through 6.3, the routes were again ranked in a simple matrix with either an "X" indicating that the route exceeded the cautionary threshold for that perspective, or with no mark, which indicates that the route fell within the range of acceptable levels of impact as defined for that perspective. The results are shown in Table 6.4, Screening Against All Three Criteria.

Table 6.4 / Screening Against All Three Perspectives

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

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 YB, exceeded the cautionary threshold in all three perspectives;
- two of the semi-finalist routes, Routes AQL and KZ, 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.

The semi-finalist routes which exceeded the cautionary threshold in two or three of the screenings were eliminated from further consideration. The other three routes are considered to be finalist routes.

6.5 Finalist Routes Discussion

These three finalist routes are very closely related, being three different variations on the same route. Nevertheless, there are important distinctions to be made regarding the three routes and the decision to build one of them.

6.5.1 Built Environment

Table 6.5.1 shows the three finalist routes compared with respect to impacts on the built environment.

Table 6.5.1 Finalist Built Environment 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 KY	**2**	**39**	0	**9**
Average	1	21	0	5
Minimum	0	12	0	2
Maximum	2	39	0	9
SD	0.9	12.5	0.0	2.9
Threshold	**0.9**	**24.5**	**0.0**	**4.9**

With one minor exception, Route AJU [Figure 6.5.1(a)] is the route originally proposed to KPSC as the preferred route for this project; the exception is a route change which avoids a pond where a whooping crane was previously observed. Route AJW [Figure 6.5.1(b)] is identical to Route AJU except that, after crossing Salt River Road, it continues in a more or less southerly direction for 4.34 miles, passing to the east of Mays Run and arriving at the Hardinsburg – Hardin County 138 kV Transmission Line. In contrast, after crossing Salt River Road, Route AJU turns roughly southeast, taking a more direct cross-country route for 8.0 miles towards Hardin County Substation. These different route segments account for the differences between Route AJU and AJW which can be seen in the tables that follow.

Like Route AJW, Route KY [Figure 6.5.1(c)] is yet another version of Route AJU. Along the southern portion of the route, Route KY is identical to Route AJW, proceeding in a more or less southerly direction after crossing Salt River Road, passing to the east of Mays Run, and arriving at the Hardinsburg – Hardin County 138 kV Transmission Line. However, Route KY differs from both Routes AJU and AJW at the northern end of the project area, where it follows gas pipelines and Dixie Highway (U.S. 31W) southeast towards the town of West Point after leaving Mill Creek Generating Station. It is in these segments that Route KY picks up greater impacts to residential land uses, a greater number of properties, historic resources around the town of West Point, and floodplains.

Table 6.5.1 shows that Route KY requires two relocations and comes within 300 feet of three times as many homes as Route AJU and AJW. Route KY also comes closer to the West Point historic district as well as the individual resources located there. In the built environment perspective, Routes AJU and AJW avoid residences, community-oriented land uses, and potentially affect fewer National Register-listed historic resources.

On balance, Route KY appears to be the least desirable finalist route from a built environment perspective, while Routes AJU and AJW appear to do an equally good job at avoiding impacts to the built environment.

6.5.2 Natural Environment

Table 6.5.2 shows the three finalist routes compared with respect to impacts on the natural environment.

Table 6.5.2 Finalist Natural Environment 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 KY	317.36	27	12.62	**147.47**
Average	383.35	36.7	12.90	120.27
Minimum	317.36	27	11.93	104.61
Maximum	429.82	43	14.15	147.47
SD	47.95	6.9	0.93	19.31
Threshold	**365.30**	**33.9**	**12.86**	**123.92**

In the natural environment, Route AJU picks up additional impacts to wetlands and stream crossings in its last cross county turn towards Hardinsburg – Hardin County Transmission Line and Hardin County Substation. This would be especially true after the route crosses St. John Road and passes to the south of West Rhudes Creek The other two routes score somewhat better in the natural environment category because they continue south after crossing Salt River Road, generally staying on higher ground.

Route KY affects about 100 acres less of forested lands due to its paralleling gas pipelines through a more intensively developed area in the northern part of the project area. Where all three routes leave Mill Creek Generating Station, Routes AJU and AJW go farther south than Route KY before turning west, where they cross more undeveloped, forested areas. The existing transmission line which Routes AJU and AJW parallel through this area crosses near or over Cow Branch, Knob Creek, Salt River, and various minor tributary streams, driving up the counts for natural forest acres affected and stream crossings. On the other hand, Route KY crosses significantly greater areas of floodplain than do Routes AJU or AJW.

On balance, Route AJU appears to be a somewhat less desirable finalist route from a natural environment perspective, while Route KY appears to do a better job at avoiding impacts to the natural environment.

6.5.3 Engineering Considerations

Table 6.5.3 shows the three finalist routes compared with respect to Engineering Considerations.

Table 6.5.3 Finalist 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/Collocate with utilities	Percent of Route Co-located with Roads	Total Project Costs	Estimated No. of Parcels	Approx. Acres of New Easement
ROUTE AJU	41.87	17.05%	38.81%	55.86%	1.43%	$56,742,836	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	42.57	25.64%	35.99%	61.63%	1.93%	$59,613,536	113.3	766.71
Minimum	41.87	17.05%	32.13%	55.86%	1.37%	$56,742,836	104.0	705.70
Maximum	43.88	30.61%	38.81%	66.29%	3.00%	$61,124,054	126.0	841.94
SD	0.93	6.10%	2.82%	4.33%	0.76%	$2,030,820	9.3	56.52
Threshold	**42.80**	**24.51%**	**35.99%**	**61.96%**	**2.25%**	**$58,773,655**	**113.3**	**762.22**

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 $56,742,836, it is about $4.23 million less expensive than Route AJW and affects fewer property owners than Route KY.

Route AJW is the route having the greatest percentage of collocation (66.3%) of the three finalist routes. However, it is about two miles longer and is estimated to cost $60,973,719, or about $4,231,000 more than the most cost-effective finalist route, Route AJU.

Route KY is the most expensive of the three finalist routes ($61,124,054) and affects the greatest number of property owners (126). At 62.74% rebuild or paralleling existing utilities, it has better collocation than Route AJU but not as good as Route AJW.

On balance, Route AJU appears to be the most cost-effective route from an engineering considerations perspective. Route AJW is more expensive, but achieves a greater percentage of collocation and requires less new easement. Route KY appears to be the most expensive of the finalist routes and its alignment affects the most property owners.

6.5.4 Findings

The difference among the three finalist routes is largely a difference between a route which appears to minimize environmental impacts (Route KY) and routes which appear to minimize impacts to the built environment (Routes AJU and AJW).

Routes AJU and AJW affect larger areas of forested lands and a greater number of stream crossings. These are not negligible effects; however, the impacts to these resources can be mitigated through sensitive land clearing techniques, establishment of buffer areas, and standard long-term vegetation management practices. Impacts to residences and communities of the kind created by Route KY are more difficult to ameliorate.

On balance, with greater impacts to residences within the right-of-way, residences within 300 feet, and historic properties listed on the National Register, as well as greater estimated cost and greater estimated number of properties affected, Route KY is the least reasonable of the three finalist routes.

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 two miles (5%) longer and $4,231,000 (7%) more expensive. For that extra two miles in length and additional four and a quarter million dollars, Route AJW buys an additional ten percent of collocation over Route AJU.

Proposed Routes. This analysis and evaluation report validates and confirms LG&E/KU's conclusion that Route AJU is a reasonable route which meets the goals of the project while avoiding a wasteful duplication of facilities.

Alternatively, for a better collocation ratio and somewhat improved natural environment metrics, this analysis and evaluation report validates and confirms LG&E/KU's conclusion that Route AJW is a reasonable and acceptable alternative.

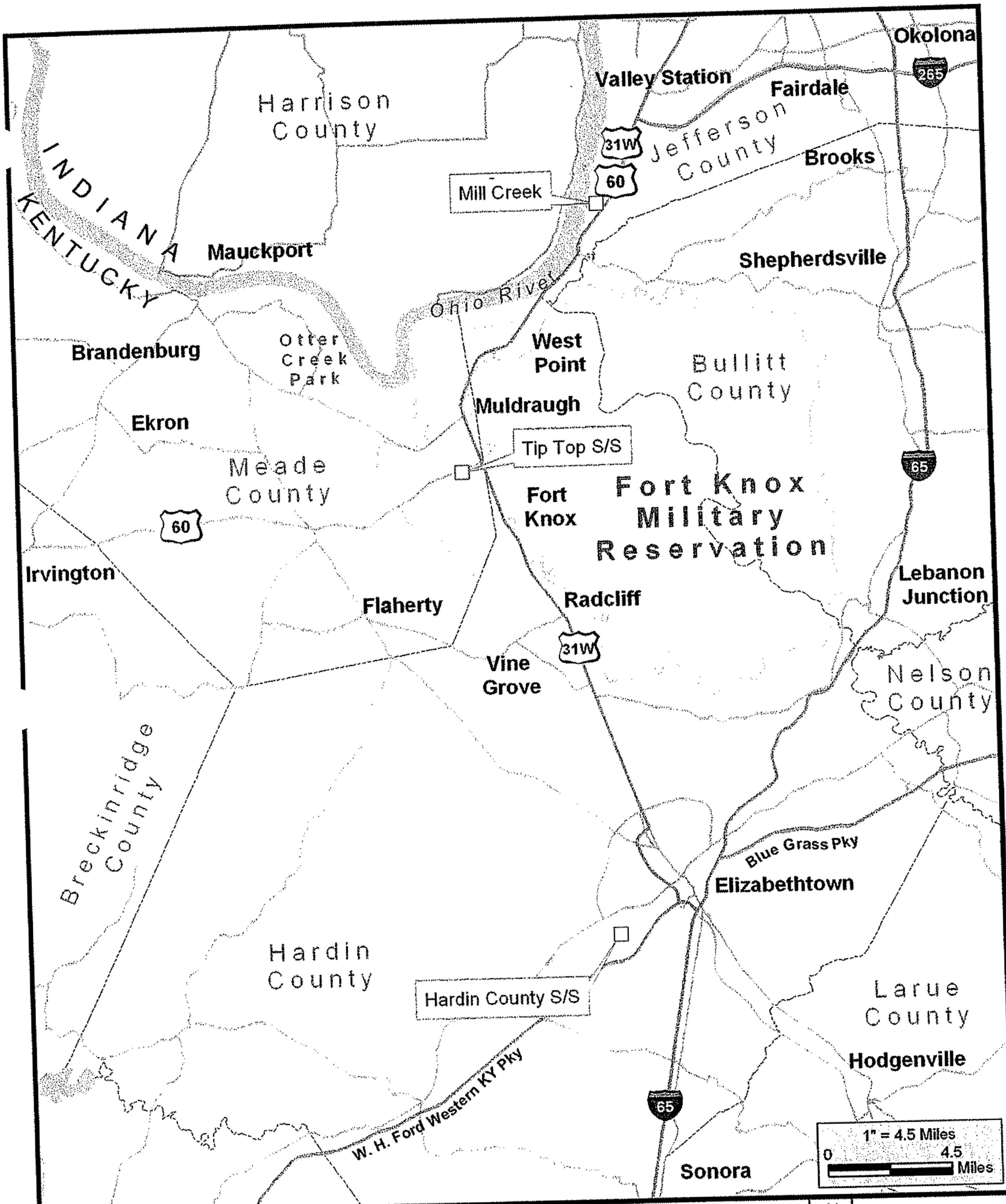
7.0 Conclusion

This report represents a reasoned and good faith effort to validate and confirm LG&E/KU's conclusions regarding the reasonableness of Routes AJU and AJW as routing alternatives. This conclusion is based on analyzing and documenting with careful consideration the same routes and the same metrics available to LG&E/KU.

At 55.86% collocation, Route AJU appears to comply with KPSC's statutory requirement for identifying and seriously evaluating collocation wherever collocated lines are electrically equivalent. Route AJU's more expensive sister route, Route AJW, is a reasonable and acceptable alternative, should KPSC wish to achieve greater collocation at higher cost.

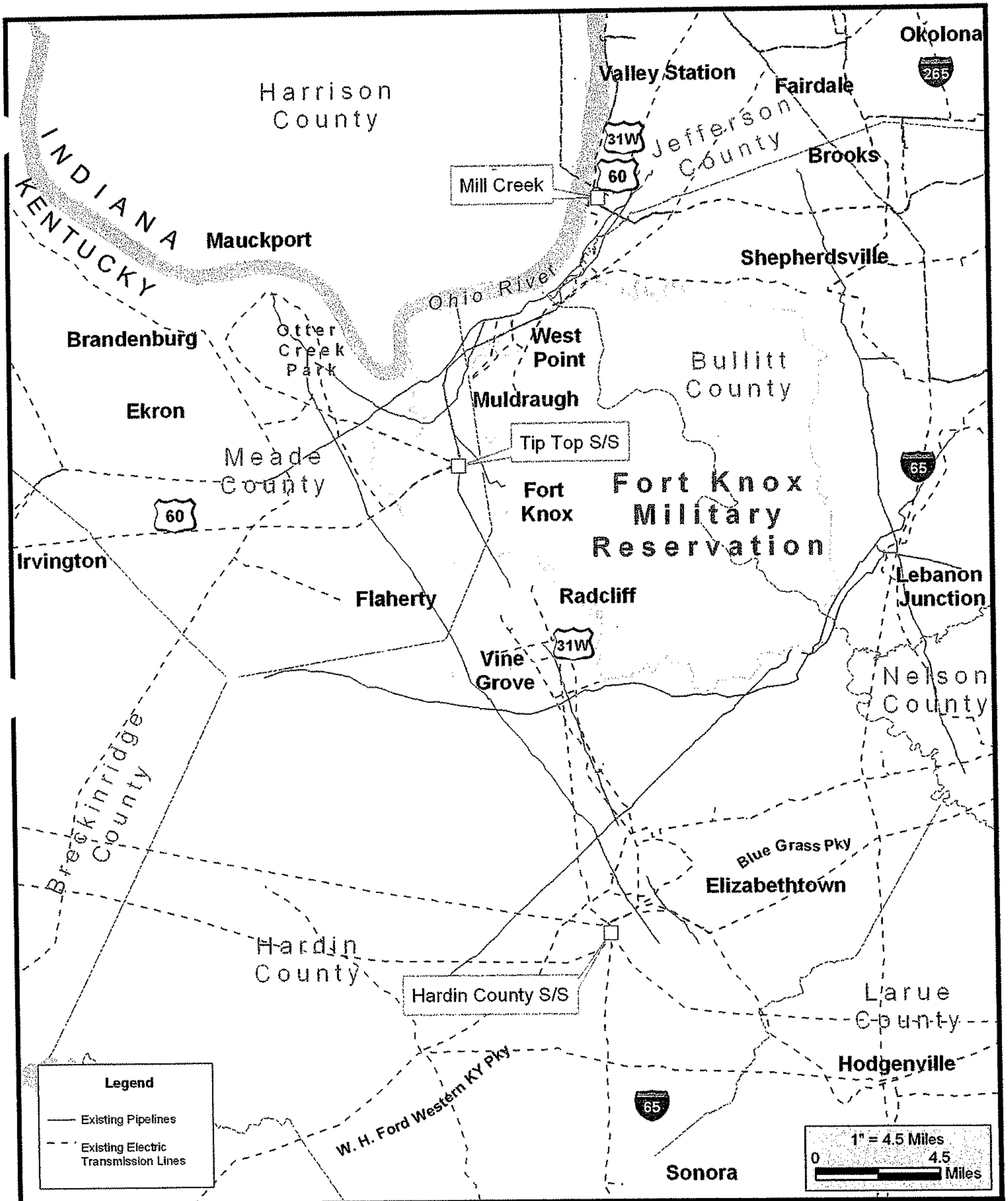
8.0 Figures

Figure 1.0 Project Area



Project Area	Mill Creek - Hardin County 345 kV Transmission Line	N	FIGURE 1.0

Figure 1.2 Existing Electric Power and Natural Gas Lines



Existing Electric Power and Natural Gas Lines

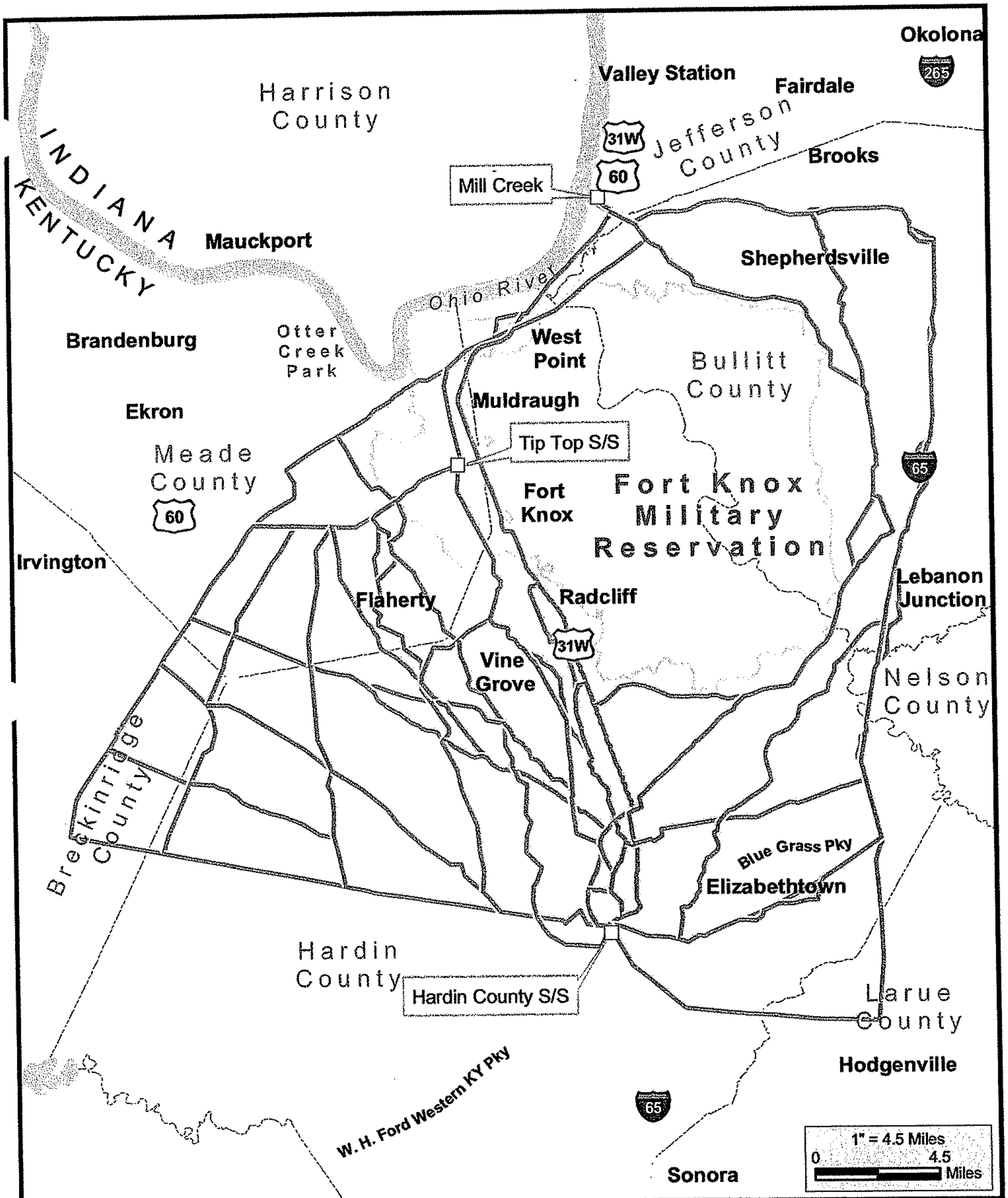
Mill Creek - Hardin County
345 kV Transmission Line

KU LG&E

FIGURE 1.2

PHOTO SCIENCE

Figure 2.0(a) All Routes Evaluated



All Routes Evaluated

Mill Creek - Hardin County
345 kV Transmission Line

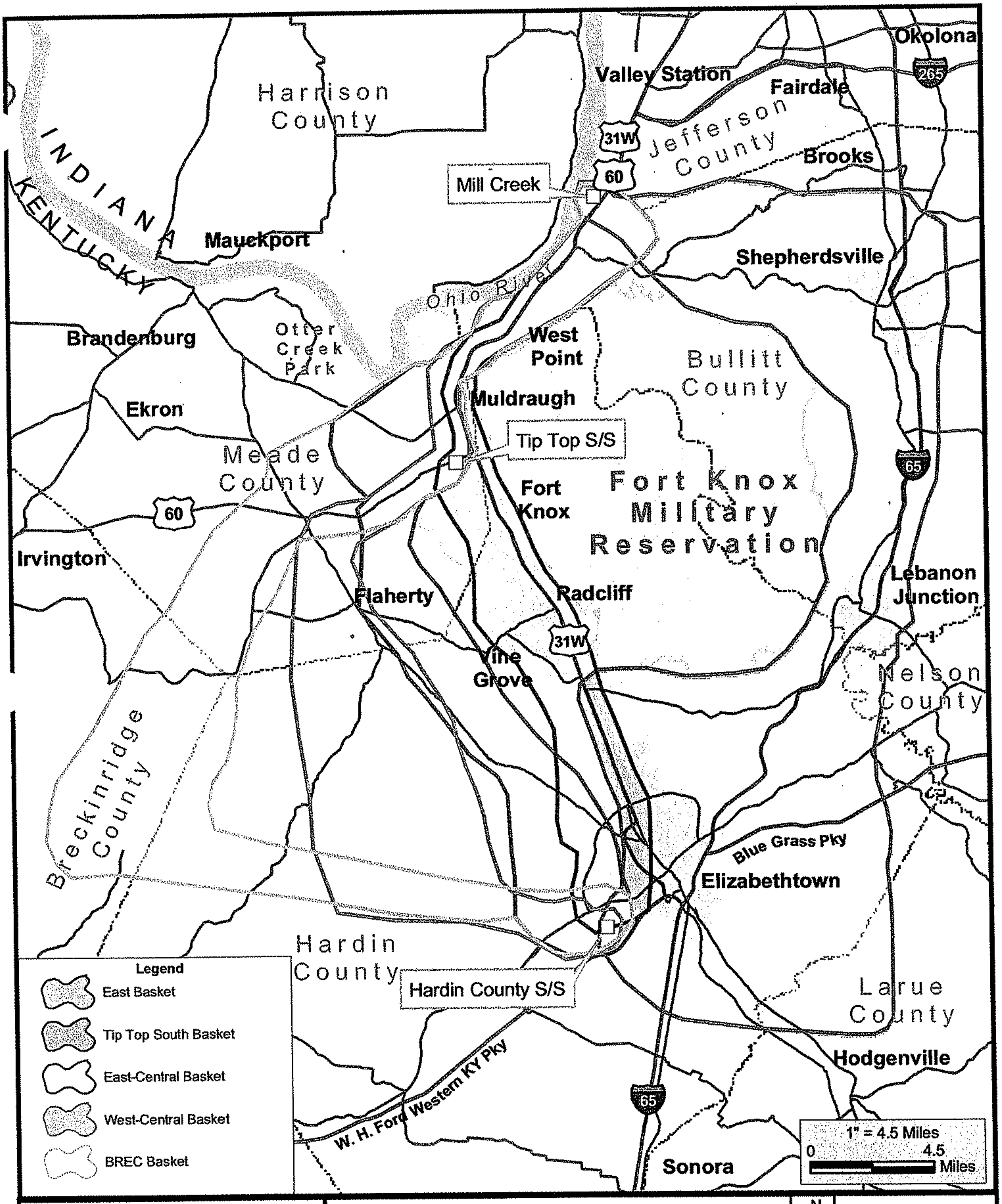
KU LG&E

N

FIGURE 2.0(a)

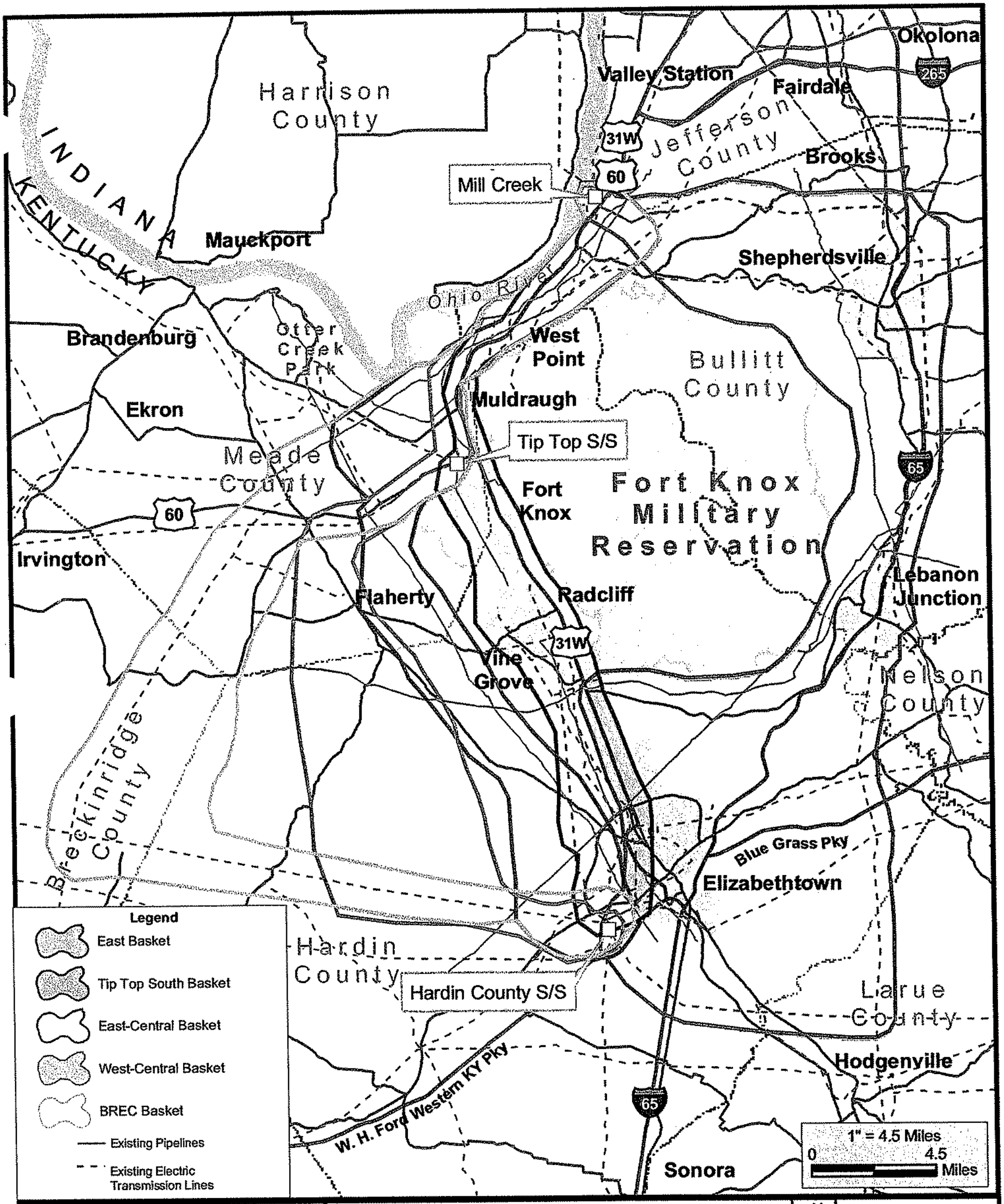
PHOTO SCIENCE

Figure 2.0(b) Overview of Baskets



Overview of Baskets	Mill Creek - Hardin County 345 kV Transmission Line KU LG&E	N	FIGURE 2.0(b) PHOTO SCIENCE

Figure 2.0(c) Overview of Baskets and Collocation Opportunities



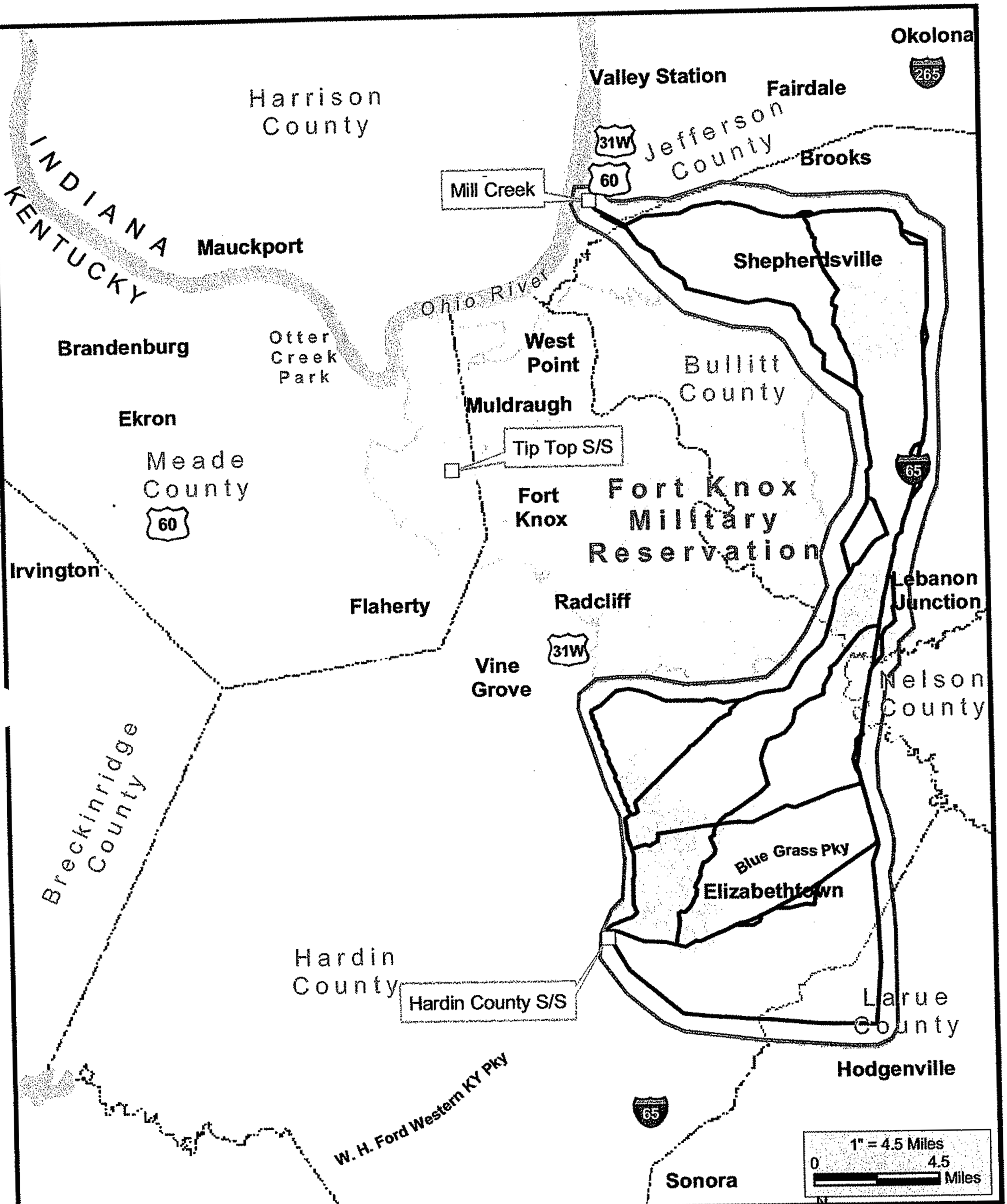
Overview of Baskets and Collocation Opportunities

Mill Creek - Hardin County
345 kV Transmission Line

FIGURE 2.0(c)

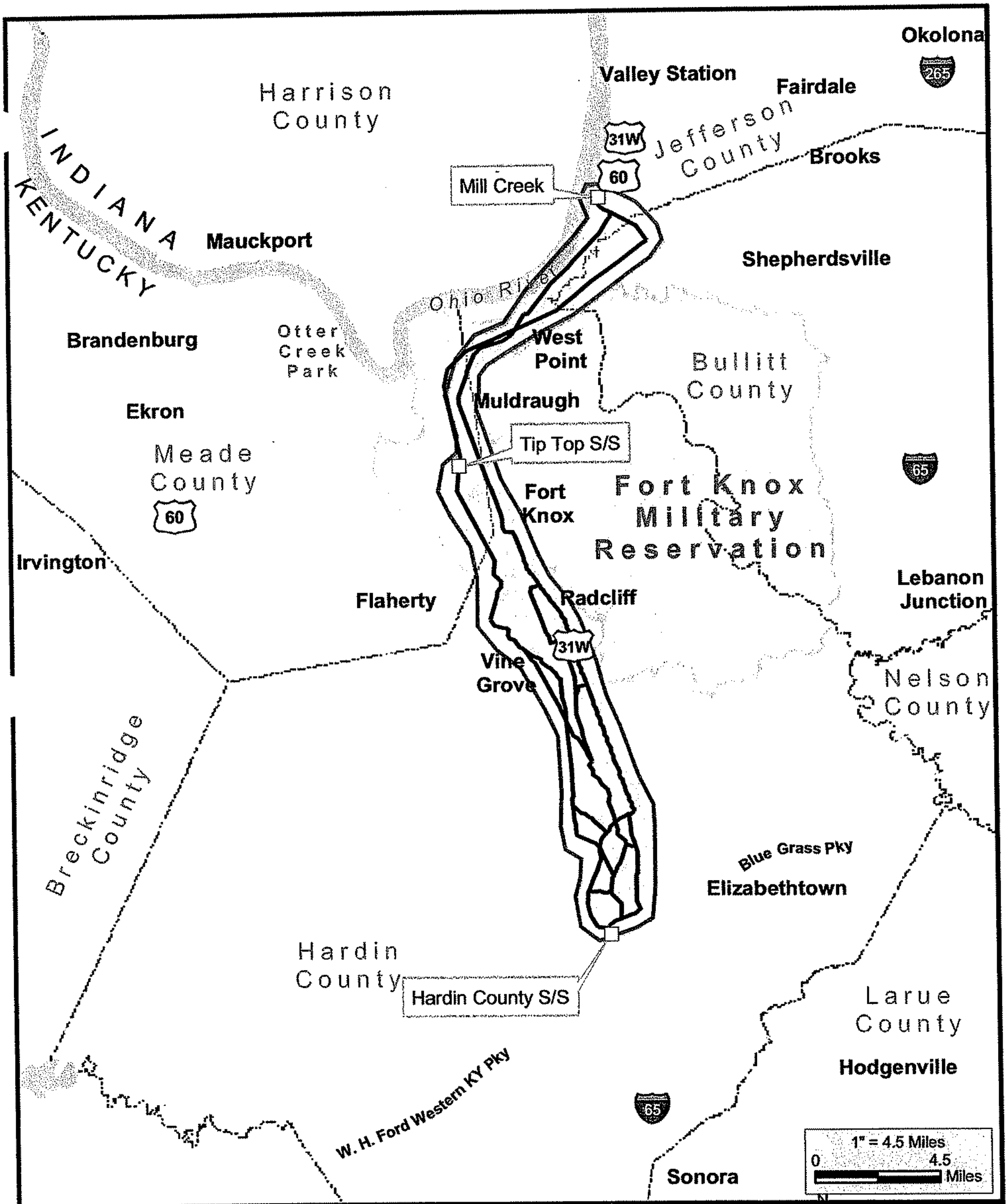
PHOTO SCIENCE

Figure 2.1 East Basket



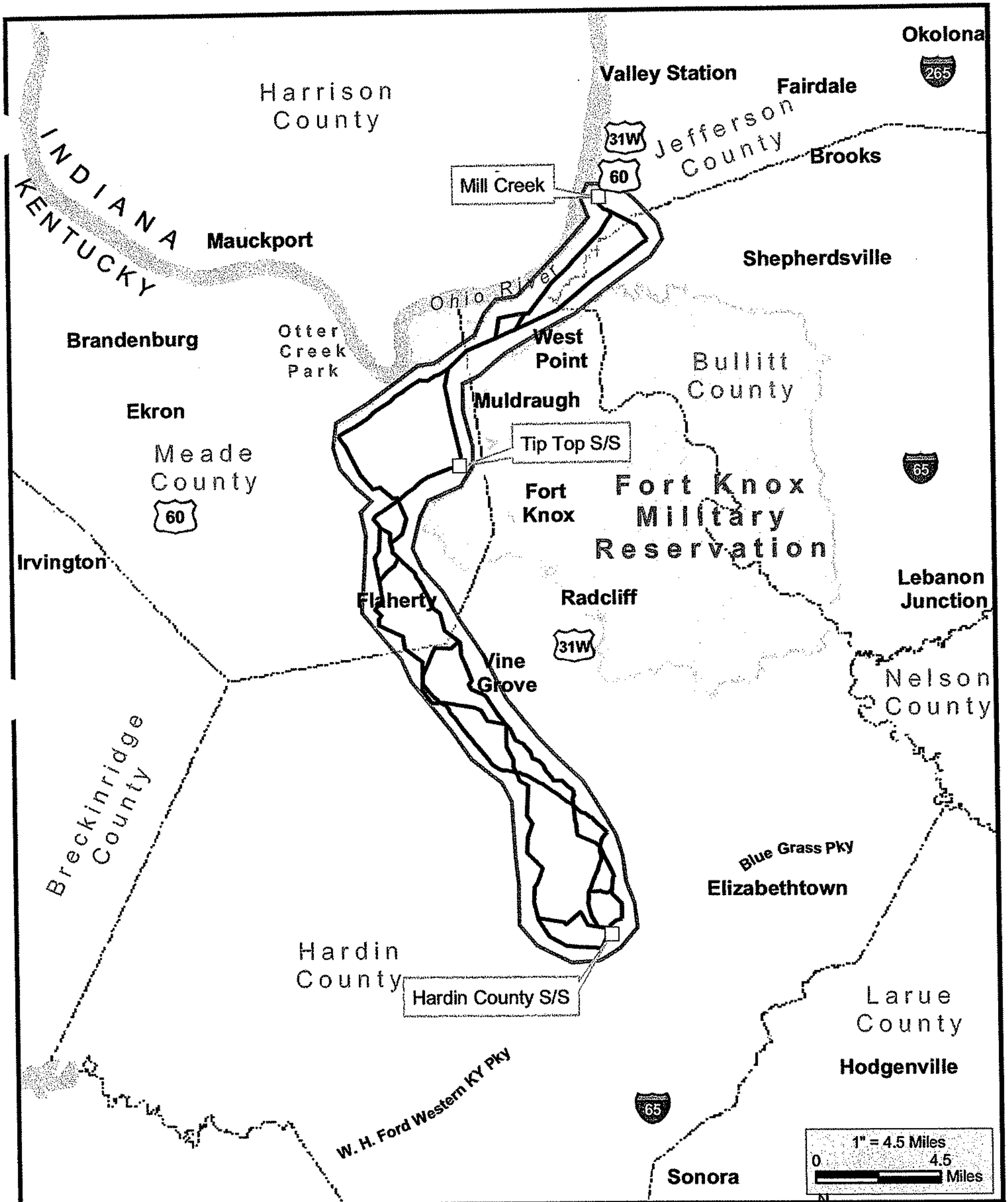
East Basket	Mill Creek - Hardin County 345 kV Transmission Line KU LG&E	FIGURE 2.1 PHOTO SCIENCE

Figure 2.2 Tip Top South Basket



Tip Top South Basket	**Mill Creek - Hardin County** **345 kV Transmission Line** KU LG&E	**FIGURE 2.2** PHOTO SCIENCE

Figure 2.3 East-Central Basket

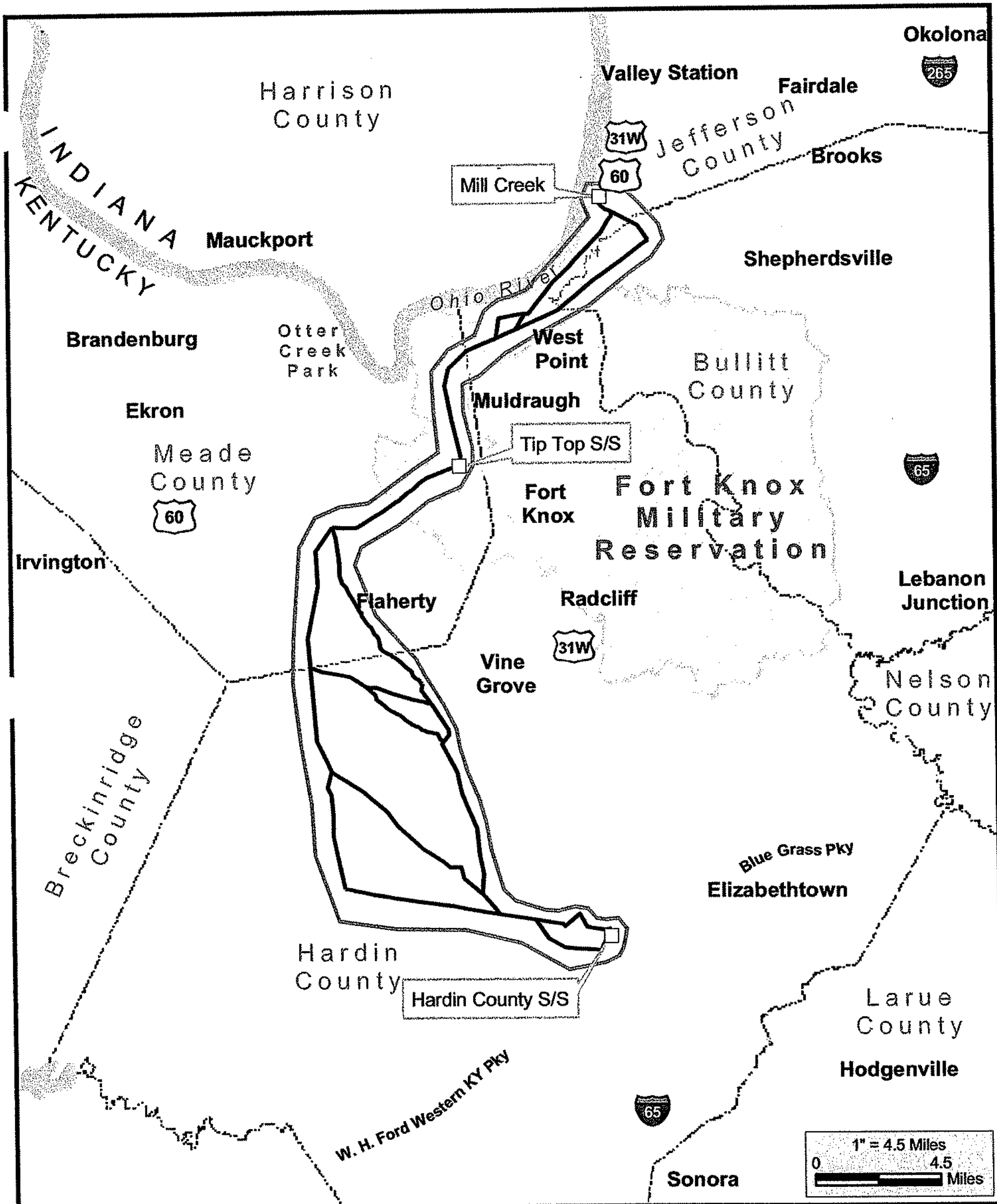


East-Central Basket

Mill Creek - Hardin County
345 kV Transmission Line

FIGURE 2.3

Figure 2.4 West-Central Basket

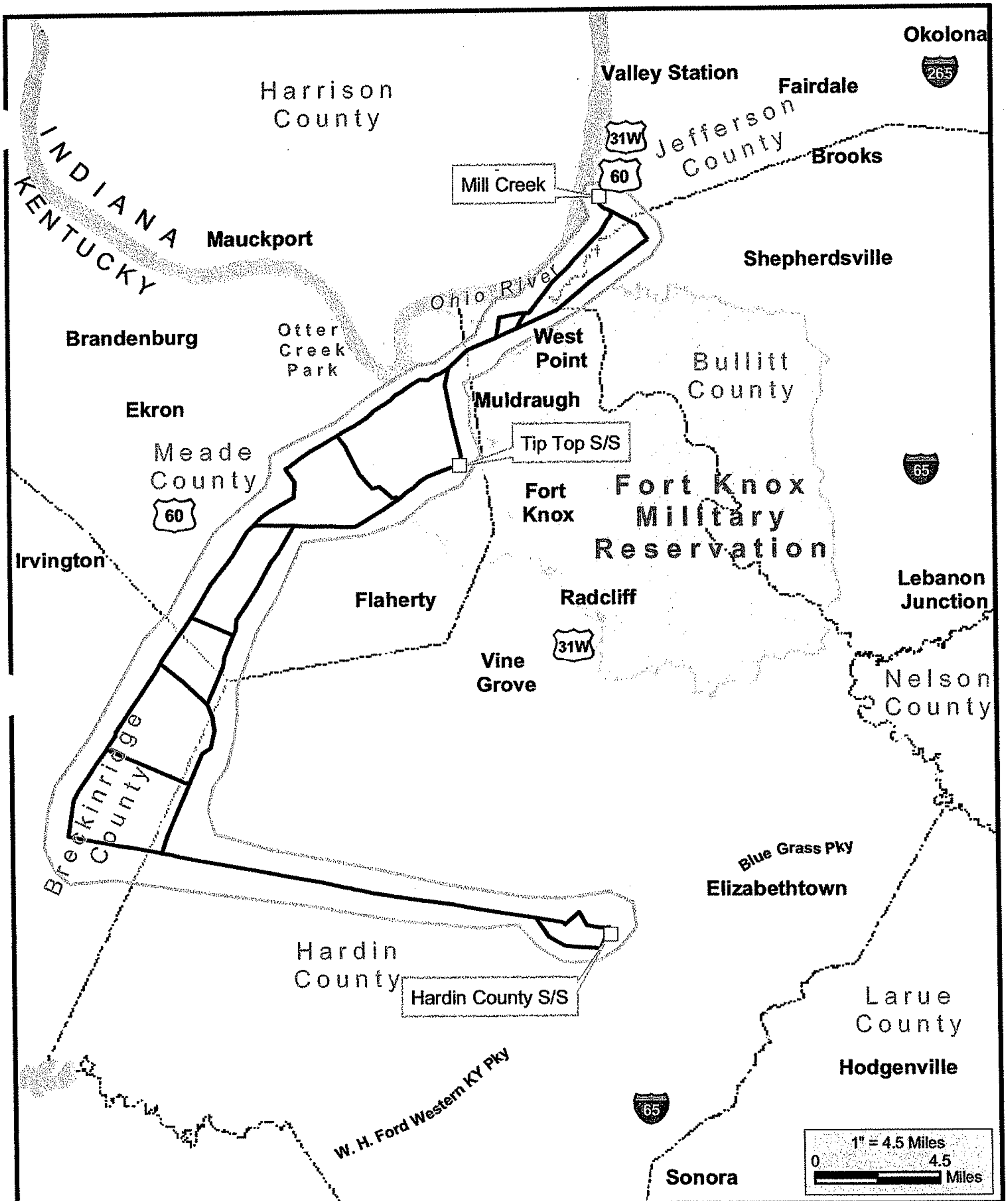


West-Central Basket

Mill Creek - Hardin County
345 kV Transmission Line

FIGURE 2.4

Figure 2.5 BREC Basket



BREC Basket

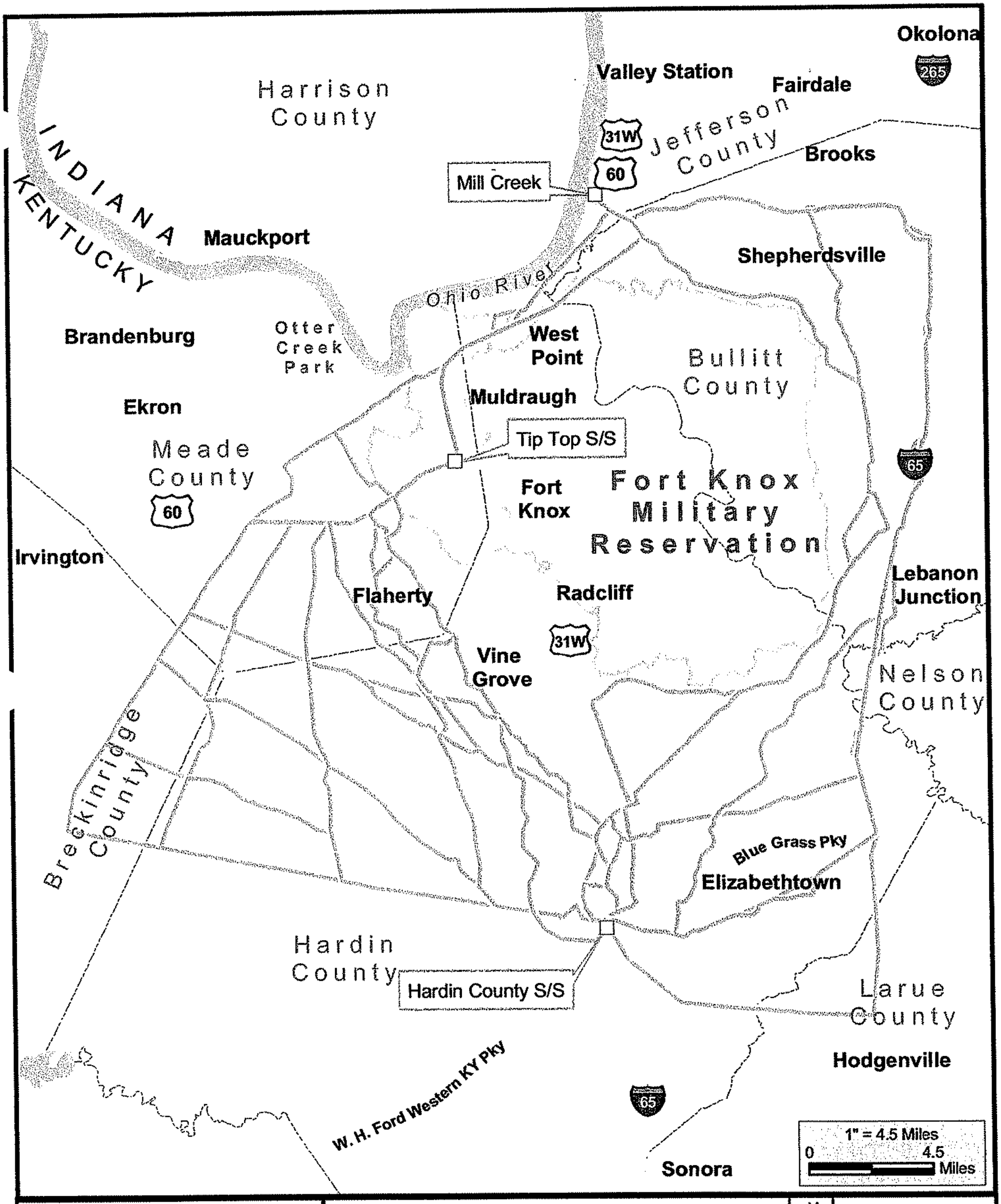
Mill Creek - Hardin County
345 kV Transmission Line

N

FIGURE 2.5

PHOTO SCIENCE

Figure 3.1 All Routes Compatible with Fort Knox

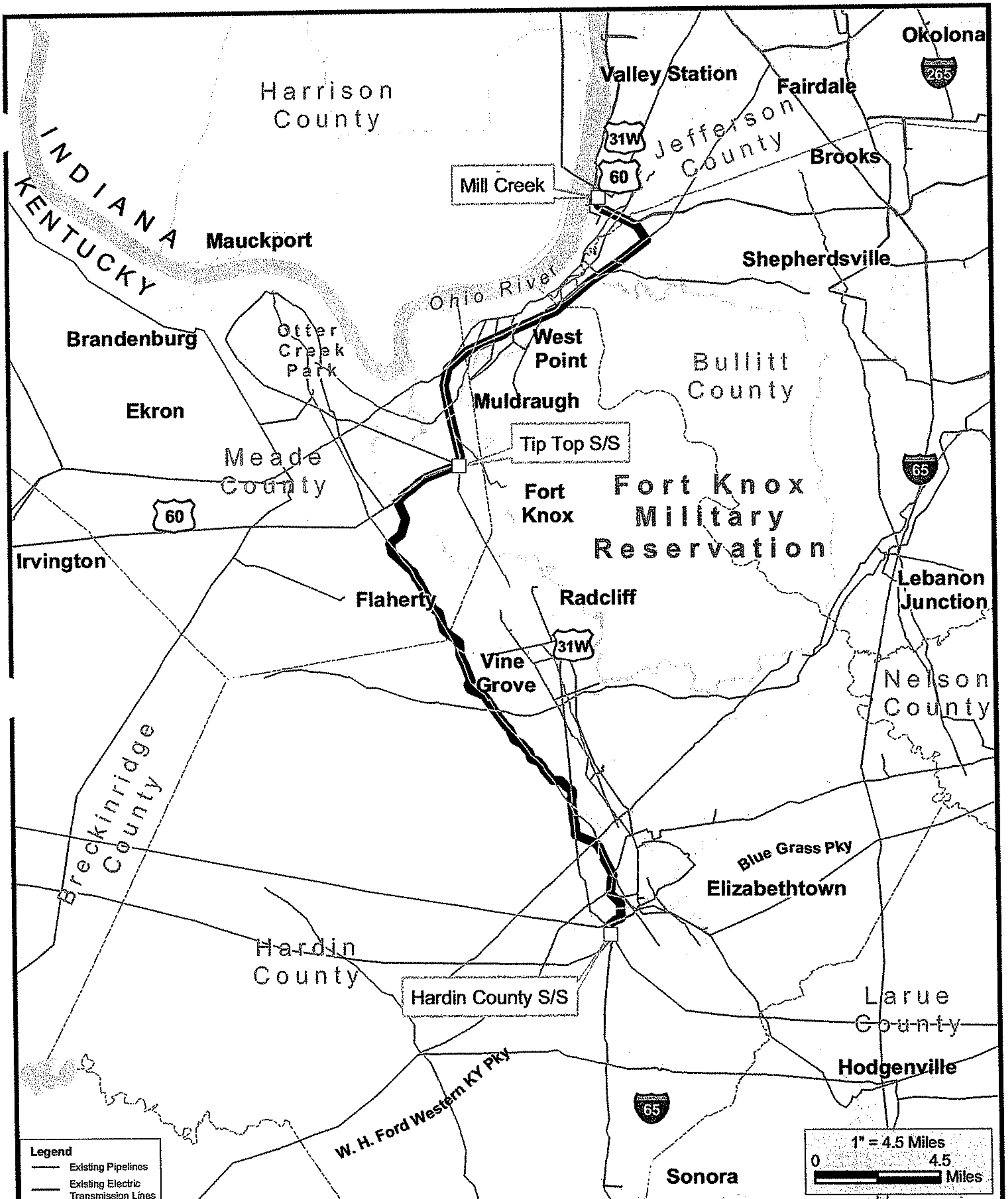


All Routes Compatible with Fort Knox

Mill Creek - Hardin County
345 kV Transmission Line

FIGURE 3.1

Figure 3.2.1 Least Cost Practicable Route



Least Cost Practicable Route: Route AQV

Mill Creek - Hardin County
345 kV Transmission Line

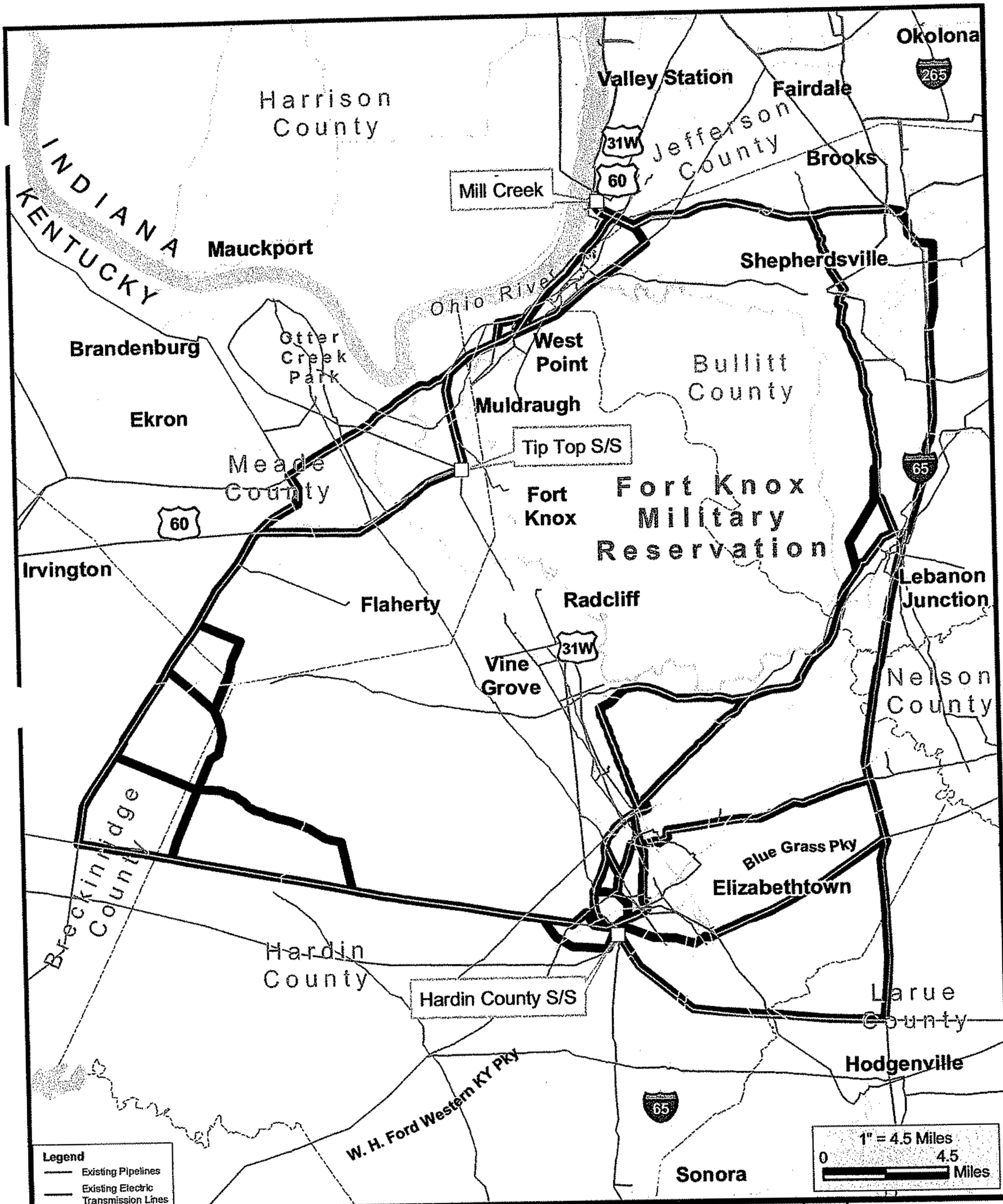
KU LG&E

N

FIGURE 3.2.1

PHOTO SCIENCE

Figure 3.2.3 Top Fifty Routes with Maximum Collocation



Top Fifty Routes with Maximum Collocation

Mill Creek - Hardin County
345 kV Transmission Line

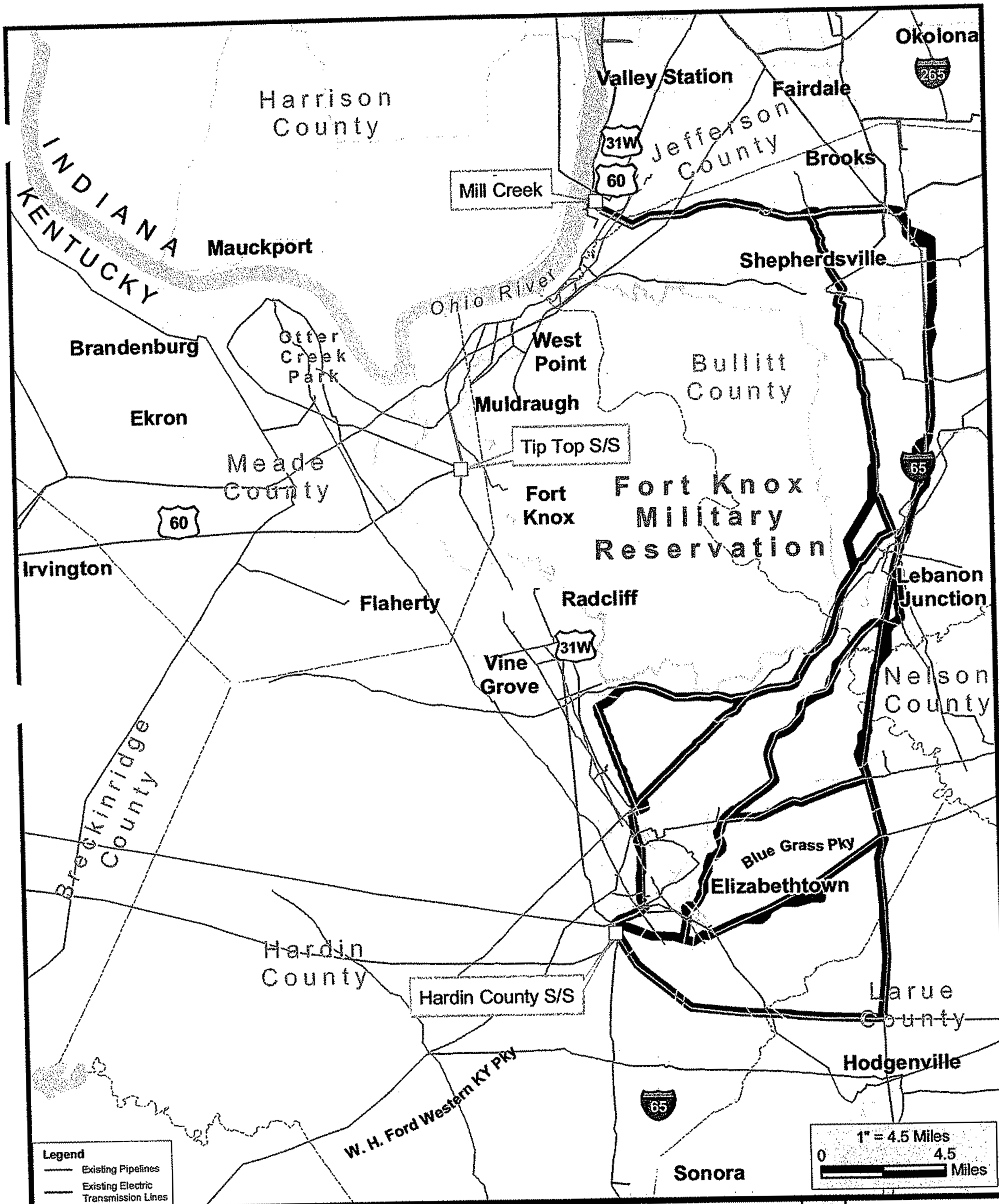
KU LG&E

N

FIGURE 3.2.3

PHOTO SCIENCE

Figure 4.1 Top East Routes



Top East Routes

Mill Creek - Hardin County
345 kV Transmission Line

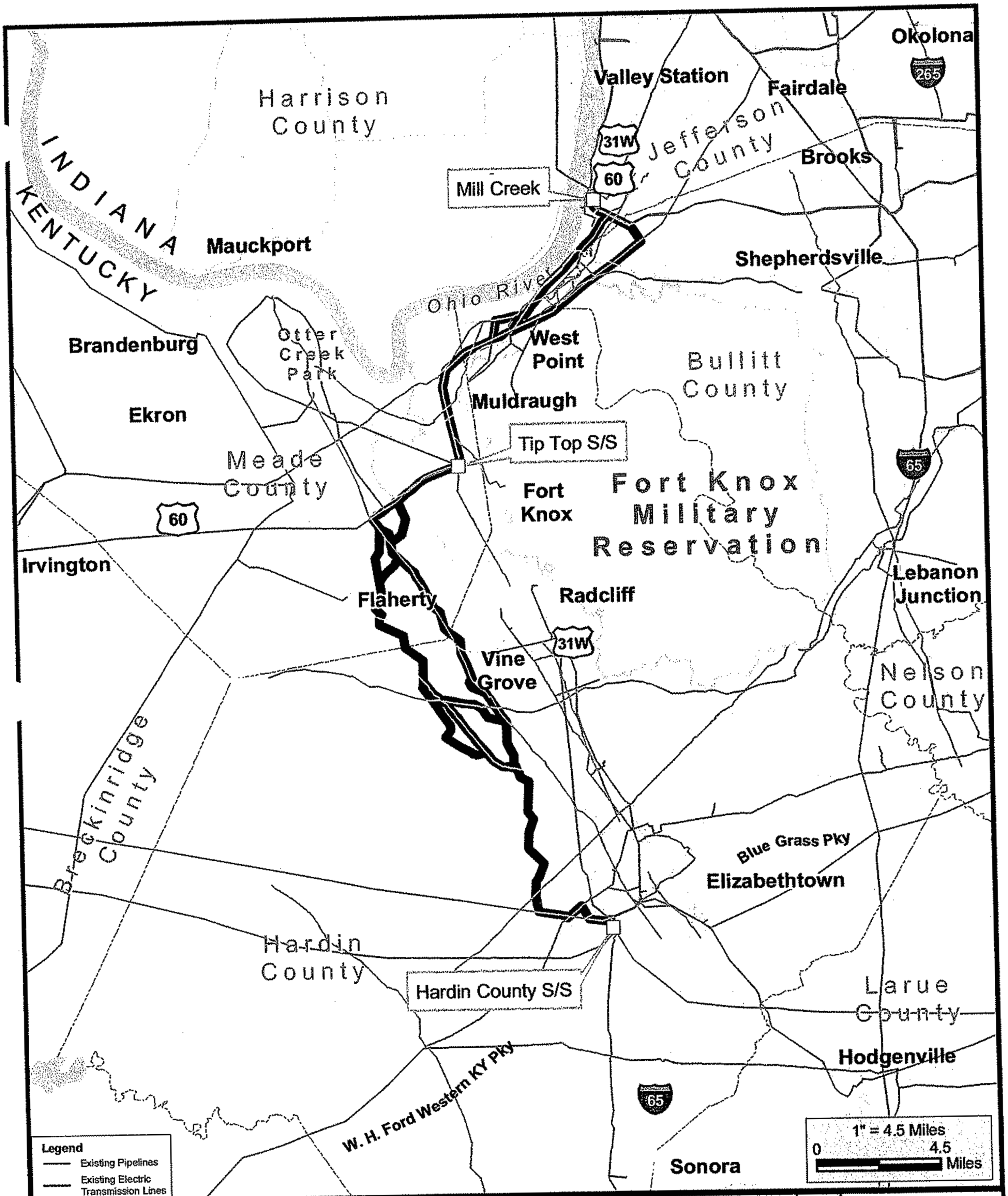
KU LG&E

N

FIGURE 4.1

PHOTO SCIENCE

Figure 4.2 Top East-Central Routes



Top East-Central Routes

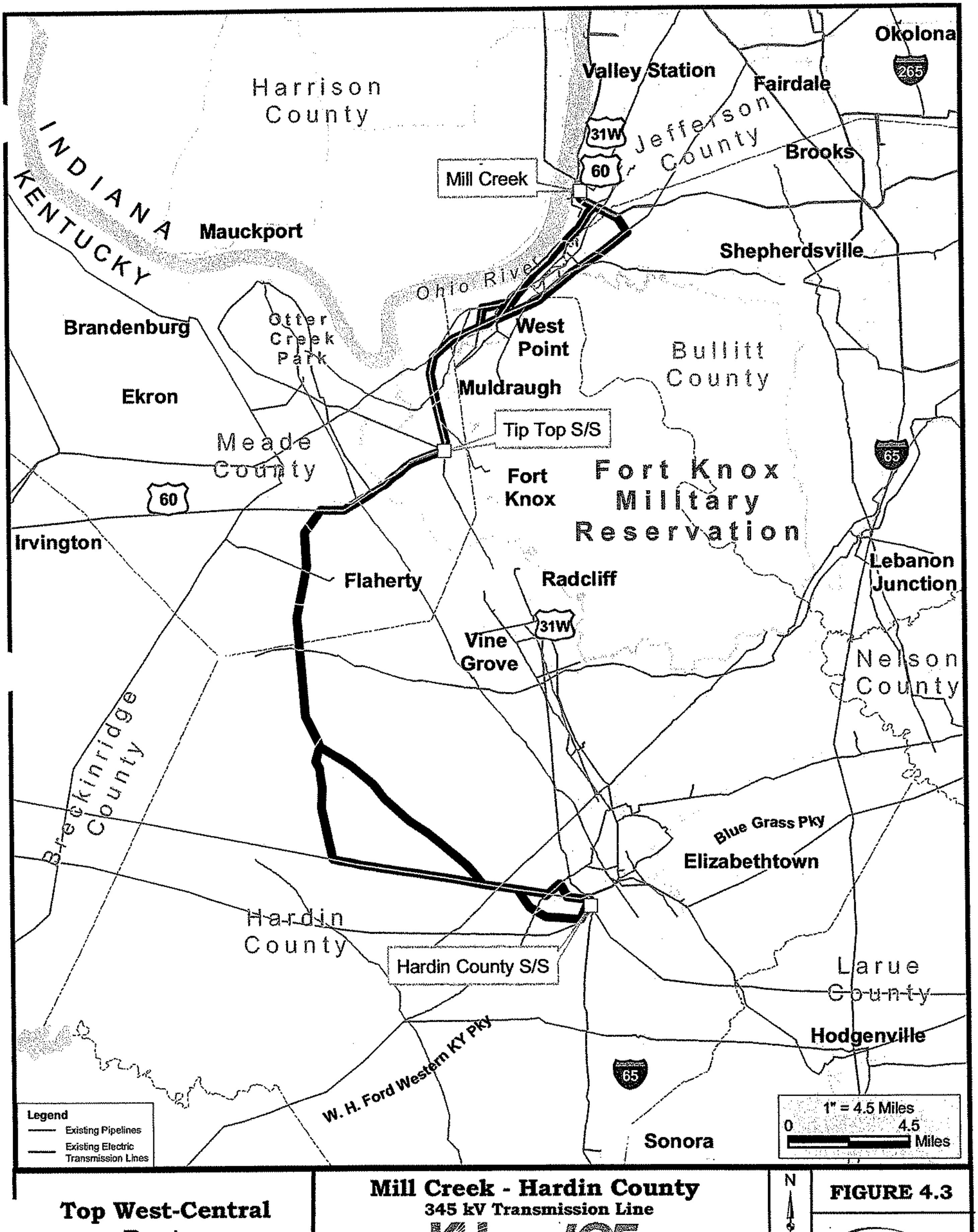
Mill Creek - Hardin County
345 kV Transmission Line

KU LG&E

FIGURE 4.2

PHOTO SCIENCE

Figure 4.3 Top West-Central Routes



Top West-Central Routes

Mill Creek - Hardin County
345 kV Transmission Line

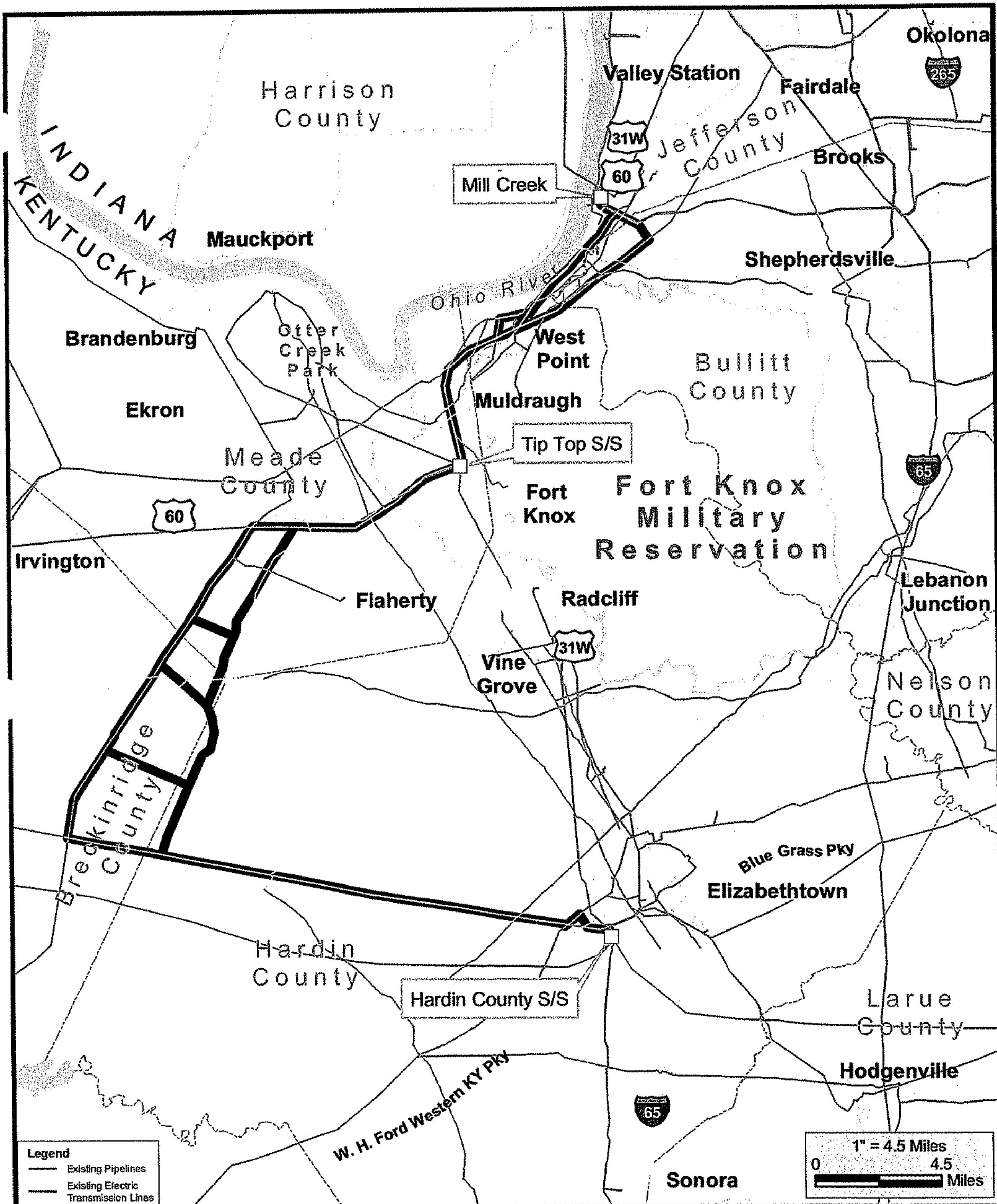
KU LG&E

N

FIGURE 4.3

PHOTO SCIENCE

Figure 4.4 Top BREC Routes



Top BREC Routes

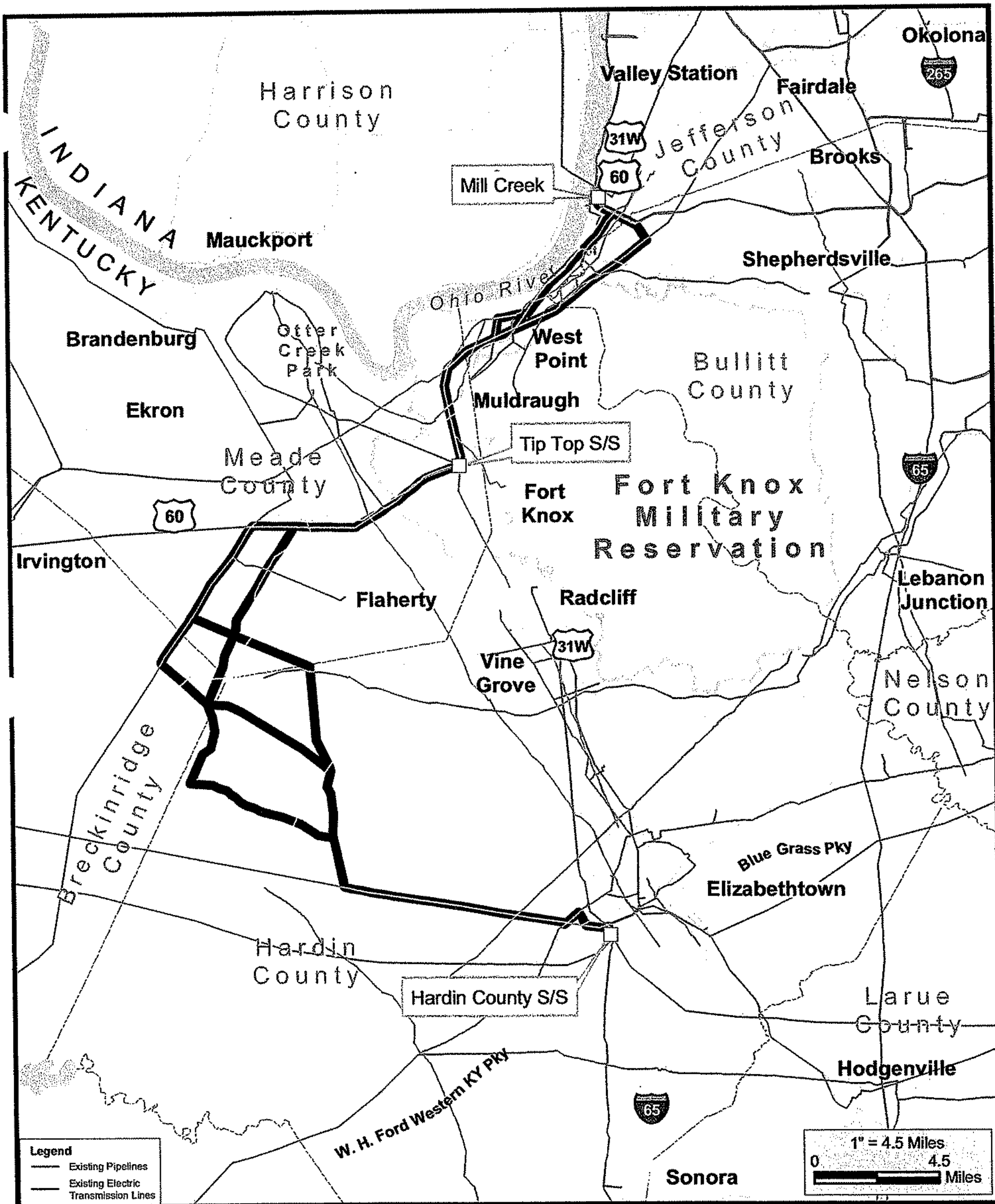
Mill Creek - Hardin County
345 kV Transmission Line

N

FIGURE 4.4

PHOTO SCIENCE

Figure 4.5 Top Crossover Routes



Top Crossover Routes

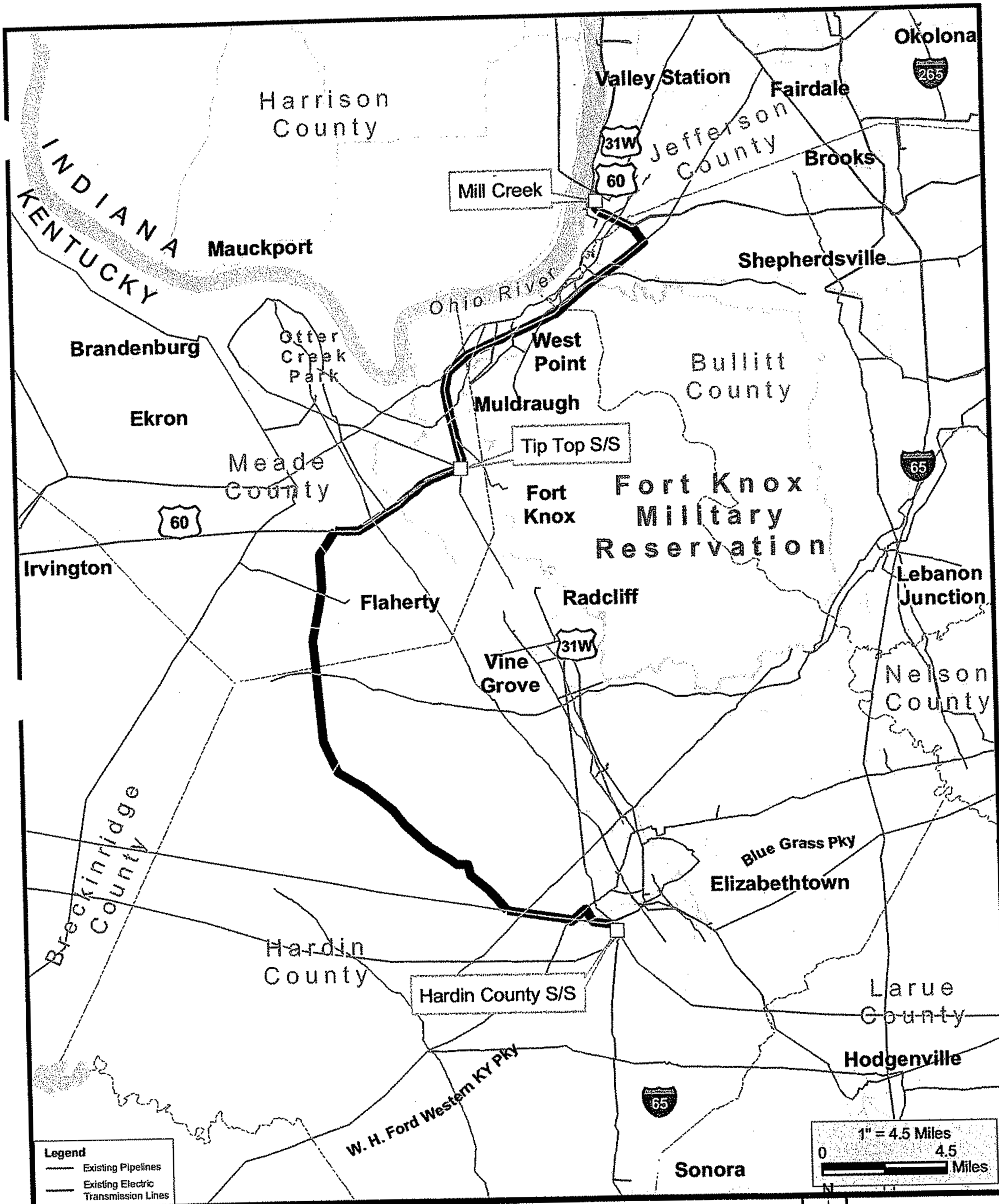
Mill Creek - Hardin County
345 kV Transmission Line

N

FIGURE 4.5

PHOTO SCIENCE

Figure 6.5.1(a) Route AJU



Route AJU

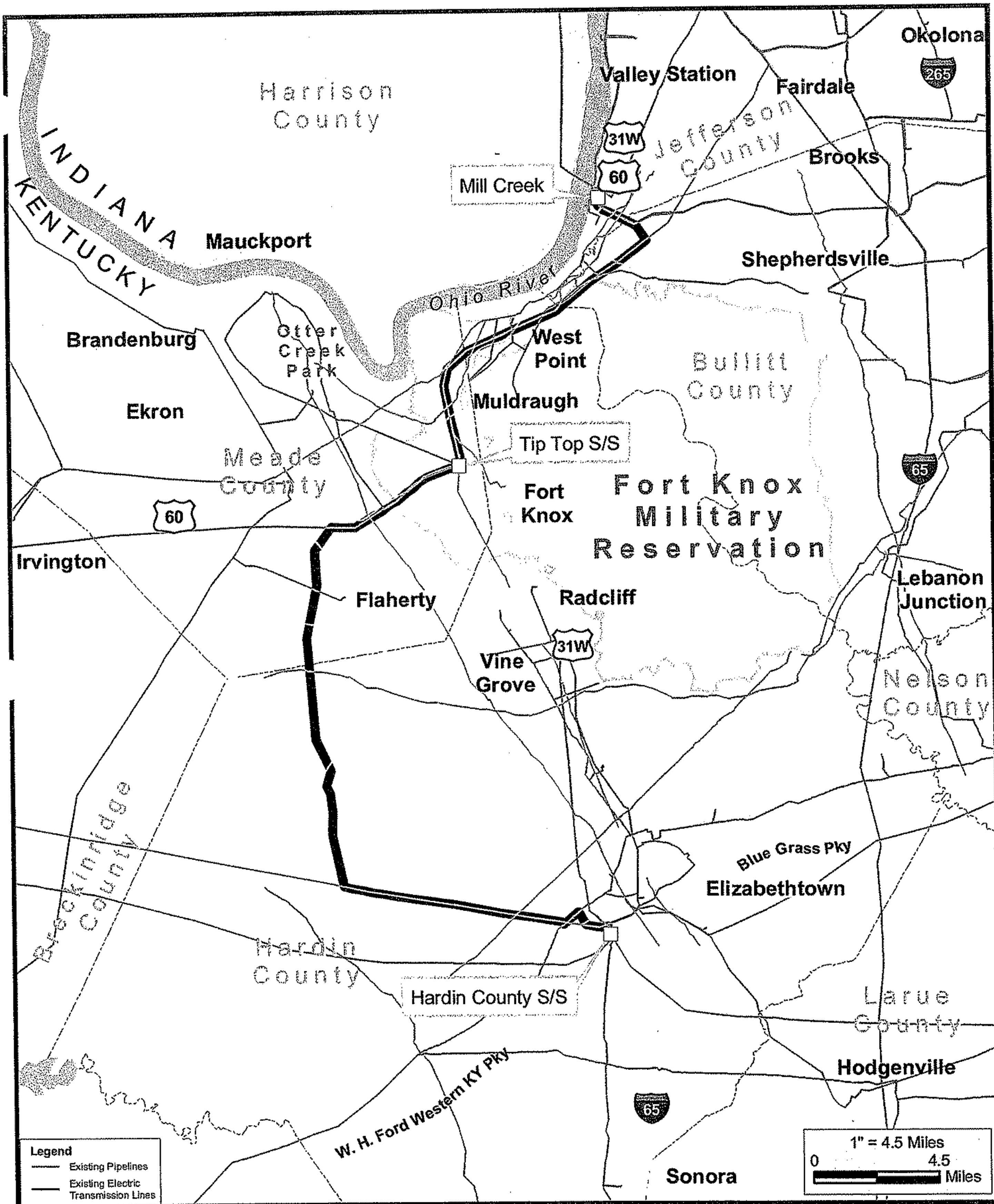
Mill Creek - Hardin County
345 kV Transmission Line

KU LG&E

FIGURE 6.5.1(a)

PHOTO SCIENCE

Figure 6.5.1(b) Route AJW



Route AJW

Mill Creek - Hardin County
345 kV Transmission Line

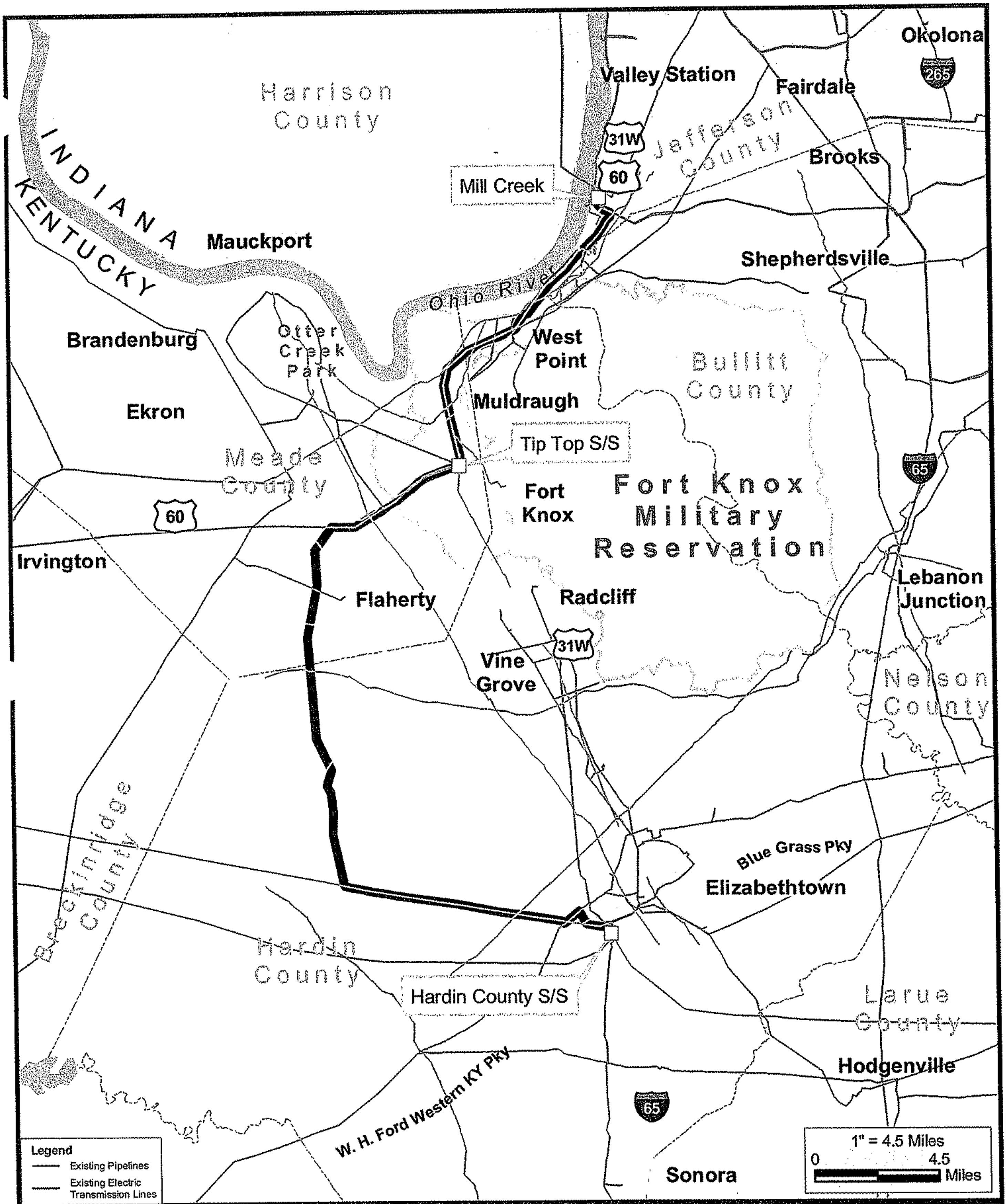
KU LG&E

N

FIGURE 6.5.1(b)

PHOTO SCIENCE

Figure 6.5.1(c) Route KY



Route KY

Mill Creek - Hardin County
345 kV Transmission Line

KU LG&E

N

FIGURE 6.5.1(c)

PHOTO SCIENCE

9.0 List of Digital Tables

These are very large tables of data. All tables referenced here are available on CD in a digital appendix.

10.0 Appendix: Correspondence from Ft. Knox

11.0 Appendix: Metadata

Built Environment

Residences within ROW

Centroids of houses were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office. Houses that fell inside of the approximate ROW needed were counted for each segment.

Proximity to Residences (within 300 feet)

Centroids of houses were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office. Houses that fell within 300 feet of the edge of right-of-way were counted for each segment.

Proposed Developments

Boundaries for Proposed Developments were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office and parcel data acquired from the county PVA offices. Areas that were identified as being under construction from the photography; or areas that had parcels subdivided from the PVA data, where construction hadn't yet occurred, where included. Proposed Developments were counted for each segment where the approximate easement crossed.

Proximity to Commercial Buildings within 300 feet

Centroids of Commercial Buildings were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office. Commercial Buildings that fell within 300 feet of the edge of right-of-way were counted for each segment.

Proximity to Industrial Buildings within 300 feet

Centroids of Industrial Buildings were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office. Industrial Buildings that fell within 300 feet of the edge of right-of-way were counted for each alternative segment.

Schools, Churches, Cemeteries, and Parks Crossed

Schools, Churches, Cemeteries, and Parks were identified using map layers from ESRI's Data and Maps Media Kit, as well as photo interpretation from the 2004

USDA-FSA Aerial Photography Field Office Photography and PVA data from individual counties. Schools, Churches, Cemeteries, and Parks were counted for each alternative segment that's approximate easement crossed.

NRHP Listed Structures and Districts (3000 feet from edge of R/W)

NRHP Listed Structures and Districts map layers were downloaded from the National Park Service National Register Information System. Resources that fell within 3000' of the approx. easement were counted for each alterative segment.

Natural Environment

Natural Forests

Forested Areas were identified and heads up digitized using ArcGIS from 2004 aerial photography created by USDA-FSA Aerial Photography Field Office. Acres of natural forested areas were calculated for each alternative segment within the approximate easement area.

Stream and River Crossings

Streams and Rivers map layers were downloaded from the University of Kentucky, Kentucky Geological Survey, Maps and GIS webpage (NHD 24k Streams of Kentucky). Streams and Rivers were counted for each alternative segment.

Wetland Areas

Wetland map layers were downloaded from the Kentucky Natural Resources & Environmental Protection Cabinet (Kentucky's Wetlands). Ponds, Lakes, and Rivers were removed from the layer to leave only wetlands. Acres of wetlands areas were calculated for each alternative segment within the approximate easement area.

Floodplain

Floodplain map layers were downloaded from the Kentucky Division of Geographic Information Systems (FEMA Q3 Data). Acres of floodplain were calculated for each alternative segment within the approximate easement area.

Engineering Considerations

Percent of Routes Rebuilt with Existing T/L

Existing Transmission Lines were acquired from the Kentucky Public Service Commission ("eline" shape file). Also, more detailed alignments were obtained from LG&E/KU. Sections of the alternative segments that were identified as rebuild opportunities by LG&E/KU were classified as rebuild sections. Lengths were calculated for these sections.

Percent of Routes Parallel with Existing Utilities

Existing Transmission Lines were acquired from the Kentucky Public Service Commission (eline). Existing gas pipelines were identified from USGS 7.5 min Quadrangles and from the Pennwell MapSearch transmission pipeline map layer. The location of the gas pipelines were verified with the aerial photography created by USDA-FSA Aerial Photography Field Office. Sections of the alternative segments that paralleled these existing utilities were classified as utility parallel sections. Lengths were calculated for these sections.

Percent of Routes Parallel with Roads

Roads were acquired from the Kentucky Division of Geographic Information Systems (transportation). Sections of the alternative segments that paralleled roads were classified as road parallel sections. Lengths were calculated for these sections.

Total Project Costs

Total project cost was calculated for each route based on unit price information from LG&E/KU. These costs were based on information calculated such as length, length of rebuild sections, length of single pole sections, length across Fort Knox, easement amount on Fort Knox, number and degree of angles, number of parcels, and acreage to be cleared. Also property values were estimated based on the Fair Market Value from the PVA's.

12.0 Appendix: Resume of Principal Investigator

CLAYTON M DOHERTY

LINEAR PROJECTS, INC.
608 Herb River Drive
Savannah, GA 31406

912.354.7565
Cell: 912.224.5988
e-mail: linearprojects@bellsouth.net

Experience

Environmental & Regulatory Coordinator, electric transmission line and substation projects (1986-2001; 2005 – present). Manage land planning and environmental and regulatory compliance activities on over one hundred thirty significant electric utility projects ($300,000 - $56,000,000). Conduct land use analysis; identify regulatory requirements; siting and routing studies; obtain local, state, and federal approvals. Prepare environmental reports and environmental assessments. Public scoping meetings, public officials briefings, agency coordination, expert witness testimony.

Senior Planner, City of Key West: zoning and land use, variance analysis, and development plan review. Prepare staff reports to planning board and city commission. Update City of Key West 2004 Statistical Abstract. State and federal emergency management training and exercises. Migrate planning department GIS software from ArcView 3.3 to ArcGIS 8.2.

Expertise

Prepare alternatives analyses and site/route selection documentation. Identify federal, state, and local government regulatory requirements. Initiate and manage contracts for environmental, cultural resource, and special needs surveys. Present land use and environmental considerations in project team meetings, public meetings, elected officials briefings, and government agency consultations. Develop and implement strategies for resolving complex regulatory compliance issues. Prepare environmental reports, environmental assessments and regulatory permit applications.

Technical editing of complex environmental and planning documents.

Analyze zoning and land use issues. Research and apply land development regulations. Determine project consistency with local government comprehensive plans.

Policy Groups

Secretary-Treasurer and Board Member, *The National Wetlands Coalition.*

Board Member, *National Endangered Species Act Reform Coalition.*

Policy Committee and Section 404 Task Force, *Utility Water Act Group.*

Corporate Liaison, *National Rural Electric Environmental Association.*

Employment

Linear Projects, Inc. Savannah, GA 31406. 2005 - present.

City of Key West Planning Department. Key West, FL 33040. 2003 - 2004.

Georgia Transmission Corporation. Tucker, GA 30084. 1986 - 2001.

Park-Land Planners, Ltd. Atlanta, GA. 1985 - 1986.

Takeda Landscape Design. Seattle, WA. 1984 - 1985.

Education

Master of Landscape Architecture, 1983. School of Environmental Design, University of Georgia. Thesis passed with distinction. Graduate electives in Land Planning and Historic Preservation.

Bachelor of Arts, English, with General Honors, 1971. College of Arts and Sciences, University of Georgia.

Benedictine Military School. Savannah, GA. 1967.

Training

Federal Wetland Regulation. Wetland Training Institute [1990].

National Environmental Policy Act. Hunton & Williams [1990].

Wetland Functions and Values. Wetland Training Institute [1992].

Advanced Wetland Delineation. Wetland Training Institute [1993].

Medusa (Unix-based CAD) Rev. 13. [1994].

Total Quality Management. Qualtec Institute for Competitive Advantage [1994].

The Role of Environmental Audits and Site Assessments in Property Transfers. Georgia Tech [1994].

Introduction to Federal Projects and Historic Preservation Law. GSA Interagency Training [1995].

Advanced Seminar on Preparing Agreement Documents (NHPA Section 106). GSA Interagency Training [1997].

Introduction to ArcView GIS. ESRI [1999].

Community Emergency Response Team (CERT) - Train the Trainer. Florida Dept. of Community Affairs [2003].

Governor's Hurricane Conference. Florida Dept. of Community Affairs and Florida Emergency Preparedness Association [2003].

National Interagency Incident Management System (NIIMS) Incident Command System (ICS). U.S. Coast Guard [2003].

Introduction to ArcGIS. Photo Science, Inc. / ESRI [2004].

PC Training. Excel; Word; Access; PowerPoint; Desktop Publishing.

Corporate Culture Training. Team Building; Conflict Management; Giving and Receiving Feedback; Negotiating; Writing Goals and Objectives; Essentials of Project Management; Tools and Concepts for Continuous Improvement.

Community

Rotary International. Community Service Committee Member and Fundraising Event Treasurer, Savannah Sunrise Rotary, 2004-present. Sunrise Rotary Club of the Conch Republic (Key West), 2003 - 2004.

Martin des Porres Society. Volunteer, 2004 - present.

Habitat for Humanity. Board Member and Chair, Site Selection Committee, Habitat for Humanity of Key West and the Lower Florida Keys [2002-2004].