



Inner Loop North Transformation Planning Study Greenhouse Gas Emissions Analysis

Inner Loop North Transformation Planning Study

Prepared for:



City of Rochester

Monroe County, NY

Prepared by:



In cooperation with: Bergmann Associates

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A. Introduction

The City of Rochester is in the process of evaluating and planning to convert some or all of the Inner Loop North Corridor, from its interchange with I-490 to its terminus at East Main Street and Union Street, to another complete street with significant acreage for redevelopment. The Inner Loop Expressway is a Principal Arterial Expressway on the National Highway System. The facility is owned and maintained by New York State and its frontage roads are primarily owned and maintained by the City of Rochester. The City is conducting a planning study to evaluate concepts and advance recommendations for redesign of the corridor, which may include highway removal, similar to the recently completed Inner Loop East Transformation project.

As part of the Inner Loop North Transformation Planning Study, several alternatives have been developed for the Inner Loop North. In support of this study, Lu Engineers has prepared greenhouse gas emissions estimates for the existing condition, as well as the Preferred Concept in order to compare the potential greenhouse gas emissions. This analysis considers both the potential direct and indirect energy impacts of the proposed project and was completed utilizing guidance and procedures developed by NYSDOT for estimating energy impacts from construction and operation of transportation projects. Vehicular emissions are the result of fuel consumption, which are analyzed here for carbon dioxide (CO2), which is a main greenhouse gas associated with global warming.

B. Methodology

Energy Analysis

This Greenhouse Gas Emissions Analysis is based on NYSDOT's *Draft Energy Analysis Guidelines for Project-Level Analysis*, November 2003. The energy analysis addresses direct and indirect energy consumption. Direct energy refers to the fuel consumed by vehicles using the highway facility, while indirect energy refers to energy associated with construction and long term operation of the facility.

Direct Energy

Direct energy impact is the energy consumed by vehicles using a facility based on vehicular volumes, weight and average travel speeds. The direct energy analysis uses the Urban Fuel Consumption Method (UFCM) for light duty vehicles and medium and heavy trucks described in NYSDOT's energy analysis guidelines. The UFCM was utilized in spreadsheet form to calculate

direct energy. The spreadsheet incorporates assumptions for segment links and produces estimates of energy use. The links used are taken from the Traffic Data Modeler Summary by Bergmann, December 2021.

Average Speed

Obtained from the NYSDOT Traffic Data Viewer for the existing condition, and estimated based on similar off-highway vehicle speeds in the vicinity of the project site, where needed for the alternatives analysis.

Vehicle Miles Traveled

Estimated from traffic volumes provided in the Traffic Data Modeler Summary by Bergmann, December 2021. The 'Vehicles per Day' volumes from each segment were multiplied by the segment length to give Vehicle Miles Traveled per Day, to be used in estimating Annual Fuel Use.

Vehicle Mix

NYSDOT's vehicle mix for Region 4 (Monroe County) was applied to the VMT to determine the appropriate mix of light duty vehicles and medium and heavy trucks for each link segment and each alternative.

Fuel Consumption Rate

The fuel consumption rates for light duty vehicles and medium and heavy trucks were determined using values provided in NYSDOT's *Draft Energy Analysis Guidelines*, which adjusts 1980 base year factors The rates are determined based on average vehicle weight, and average speed for each link segment.

Total Vehicular Fuel Use

To estimate the total corridor fuel use for each alternative VMT by link segment was multiplied by its corresponding fuel consumption rate and summed. The daily usage was multiplied by 351 to estimate annual fuel use. The annual multiplier was estimated to account for reduced traffic volumes on weekends and holidays.

Indirect Energy

The remaining energy impacts include indirect energy associated with the construction, operation and maintenance of a facility. The indirect energy analysis was conducted using the Input-Output Approach in NYSDOT's *Draft Energy Analysis Guidelines for Project-Level Analysis*, November, 2003. Maintenance Energy is based on the lane-miles of pavement type for a facility. The indirect energy analysis considers the differences in energy consumed from construction between the No-Build and the Build alternatives. Construction energy covers production and transport of materials, powering on-site equipment, transportation and other factors.

Construction Energy

Construction energy is the energy consumed during construction based on an established energy factor per dollar of construction costs, annualized by dividing total project costs by 20 years. The cost of construction for the Inner Loop North Transformation is: \$90,000,000. The energy coefficient per unit cost of construction is derived from a highway construction price index provided in the guidance document. The published 1977 dollar values are adjusted for future years by a factor of 3.71. For this analysis, the construction factor for "Urban Conventional Highway Widen" is used for the Build alternative. The No-Build is assumed not to have construction costs or related energy consumption.

Long- Term Roadway Maintenance Energy

The energy required to operate and maintain the project is based on the energy consumed for roadway maintenance and considers the total lane-miles for the existing and preferred alternative. Annual energy consumption for maintenance per lane mile is provided in the guidance document.

Greenhouse Gas Emissions Analysis

The majority of greenhouse gas emissions result from fossil fuel combustion. The burning of fossil fuels produce emissions of CO_2 . This analysis of potential emissions of greenhouse gases uses the results from the direct energy analyses above and is reported in total carbon emissions.

CO2 Emissions Estimates from Direct Energy Consumption

It is assumed that CO₂ emissions from Direct Energy Consumption of a roadway project are the result of the combustion of motor vehicle fuel. Therefore, this analysis employed Carbon Emission Coefficients for motor vehicle fuel to calculate the carbon equivalent of CO2emissions resulting from operation of the existing and preferred alternative. These coefficients were provided in NYSDOT's *Draft Energy Analysis Guidelines*.

C. Probable Impacts of Project Alternatives

Energy Analysis

Direct Energy

The results of the analysis show that the potential direct annual energy consumption of the Preferred Concept would be less than the energy consumption of the Existing Condition. This is because of a decrease in Vehicle Miles Traveled for the Preferred Concept from the Existing Condition, also resulting in a decrease in fuel use. The tables below show the Vehicle Miles of Travel along the corridor (Table 1) and the direct vehicular energy consumption (Table 2).

Table 1: Vehicle Miles Traveled for Inner Loop North

	Existing Condition	Preferred Concept
Daily VMT	232,440	185,915
Annual VMT*	81,586,440	65,256,165

*Calculations utilize an annual multiplier of 351 to account for reduced traffic volumes on weekends and holidays

Table 2: Annual Direct Energy Consumption

Existing Condition	Preferred Concept
4,787,289	3,829,059
598,411	478,632
	Condition 4,787,289

*Calculations utilize an annual multiplier of 351 to account for reduced traffic volumes on weekends and holidays

Indirect Energy

The indirect energy calculations consider the energy expended due to the construction proposed under each of the proposed alternatives. Between the No-Build and Build alternatives, the analysis predictably shows that the No Build alternative would result in the least amount of indirect energy expended, and that construction of the Build alternative would produce higher indirect energy demands than for the No-Build alternative. Table 3 shows a summary of the indirect energy results. The resulting indirect energy consumption has been annualized over 20 years (divided by 20).

Table 3: Construction Indirect Energy Consumption

	Construction Cost	Indirect Energy Consumption (billion Btu)
No Build	\$0	2.99
Build	\$90,000,000	26.69

Greenhouse Gas Emissions Analysis

CO2 Emissions Estimates from Direct Energy Consumption

As the No-Build alternative resulted in higher direct energy effects than the Concept 6 alternative, the greenhouse gas emissions for the No-Build alternative were also predicted to be slightly higher than for the Build alternative. The Inner Loop North Transformation will likely reduce direct CO₂ emissions. Estimated Annual Carbon Emissions are provided in Table 4.

Table 4: Annual Carbon (CO₂) Emissions Estimated from Direct Energy Consumption

Existing Preferr Condition Conce			
Fuel Use (Millions of Btu's)	598,411	478,632	
Annual Carbon Emissions (Tons/Yr)	11,584	9,265	

CO2 Emissions Estimates from Indirect Energy Consumption

The analysis shows that the No-Build alternative would result in a lower level of greenhouse gas emissions of the two project alternatives. As stated above, the construction work under the Build alternative would contribute to higher indirect energy requirements, and higher predicted emissions of greenhouse gases than for the No-Build alternative. Table 5 presents a summary of the CO₂ emissions estimates from indirect energy consumption, reported as tons of carbon.

Table 5: Annual Carbon (CO₂) Emissions Estimated from Indirect Energy Consumption

	Carbon Emissions (Tons per Year)
No Build	59
Build	592

Annual CO2 Emissions Estimate for the Total Project

Total carbon emissions for the project are presented in Table 6 with the Preferred Concept producing reduced emissions compared to the No-Build (Existing Condition).

Table 6: Annual Carbon (CO₂) Emissions Estimated from Direct and Indirect Energy Consumption

	Existing	Preferred
	Condition	Concept
Annual Carbon Emissions (Tons/Yr)	11,643	9,857

D. Mitigation

The proposed Build alternative improves operating efficiency of the Inner Loop North corridor and, reduces vehicular fuel consumption for the Preferred Concept. Total direct carbon emissions (and therefore CO2 emissions) are reduced as well. Additionally, the total CO2 emissions are also decreased for the Preferred Concept, as compared to No-Build (Existing Condition).

The results for the No-Build (Existing Condition) alternative are greater than the results calculated for the Preferred Concept, showing an improvement (reduction) in greenhouse gas emissions after construction of the Preferred Concept. As a result, no mitigating action is recommended for energy related effects.

Appendix A

Energy and CO2 Emissions Calculations

Energy Use and Greenhouse Gas Emissions Estimate Calculations

Greenhouse Gas Emissions Analysis Inner Loop North Transformation Planning Study

Average Speed:

Obtained from the NYSDOT Traffic Data Viewer for the existing condition, and estimated based on similar off-highway vehicle speeds in the vicinity of the project site, where needed for the alternatives analysis.

Vehicle Miles Traveled:

Estimated from traffic volumes provided in the Traffic Data Modeler Summary by Bergmann Associates, December 2021. The 'Vehicles per Day' volumes from each segment were multiplied by the segment length to give Vehicle Miles Traveled per Day, to be used in estimating Annual Fuel Use.

Below is a summary of the Vehicle Miles Traveled (VMT) Results:

<u>Alternative:</u>	Existing Condition	Preferred Concept
Daily VMT:	232,440	185,915
Annual VMT:	81,586,440	65,256,165

Fuel Consumption Rate:

Provided in NYSDOT's *Draft Energy Analysis Guidelines for Project-Level Analysis,* November 2003 for the base and preferred alternative. Data was updated from the 1980 base using NYSDOT Growth factors to 2021, also considering estimated roadway speeds for the base and Concept alternative.

Total Vehicular Fuel Use:

The total daily fuel use for the corridor was estimated using the spreadsheet analysis as shown in the attached. The total annual fuel use in millions of Btu's was estimated by multiplying the annual fuel consumption by 125,000 and dividing by 1,000,000.

Below is a summary of the Fuel Use Results (Gallons and Btu's):

Alternative:	Existing Condition	Preferred Concept
Daily Fuel Use: (Gallons of Gasolir	13,639 ne)	10,909
Annual Fuel Use: (Gallons of Gasolir	4,787,289 ne)	3,829,059
Annual Fuel Use: (Millions of Btu's)	598,411	478,632

Note: An annual multiplier of 351 was estimated to account for reduced traffic volumes on weekends and holidays to calculate Annual VMT and Fuel Use.

Indirect Energy Use

Indirect energy is the energy consumed to operate a transportation facility, including the energy required to construct and maintain the facility.

Roadway Construction

This analysis is based on the Input-Output Approach described in NYCDOT's *Draft Energy Analysis Guidelines for Project-Level Analysis*, November, 2003. This approach assigns an energy-to-dollar ratio to construction activities. Analysis assumes construction completed in 2026; that the cost of construction totals \$90,000,000 (estimated) and that there is no cost for the No-Build alternative.

Input-Output Approach					
	Construction Cost (2026 Dollars)	Project Energy Factor (Btu/1977 Dollars)	Cost Index Adjustment (1977 = 1.0)	Construction Energy (Millions of Btu's)	
Total					
Construction					
Energy=	\$90,000,000	23,300	3.77	556,233	
Annualized C	Annualized Construction Energy (over 20 years) <u>27,811</u>				

Note: Project Energy Factor assumes Type of Facility is an Urban Conventional Highway Widen (NYSDOT, Table 11).

Roadway Maintenance

Maintenance energy includes the energy expended during routine maintenance. This includes items such as patching, crack sealing, lighting, landscape maintenance, etc.

L	ane Miles	Annual Energy Consumption (millions of Btu's per lane mile)	Maintenance Energy (millions of Btu's)
No Build			
Annual Maintenance Energy:	16.87	177.6	2,996
Build Alternative			
Annual Maintenance Energy:	16.87	177.6	2,996
Note: Assumes Roadway Maintenand billions of Btu's per lane-mile.	ce Energy for urban con	ditions for asphalt concrete	e (NYSDOT, Table 6) in
Total Indirect Energy Consum	otion		
No Build Annual Maintenance Energy (n	nil Btu's)		2,996
Build Alternative			
Annual Maintenance + Build Er	nergy (mil Btu's)		29,687

Greenhouse Gas Emissions

CO2 emissions occur in direct proportion to energy consumed. CO2 emissions are included as follows: from vehicular fuel consumed and indirect energy consumption.

Carbon Emissions from Direct Energy Consumption

Alternative:	Existing Condition	Preferred Concept
Annual Fuel Use:	598,411	478,632
(Millions of Btu's)		

Assume 3% of this fuel use is diesel with a combustion coefficient of 19.95 million metric tons of carbon per quadrillion Btu vs. 19.34 for gasoline. Correcting the above and estimating annual carbon emissions in tons per year:

Alternative:	Existing Condition	Preferred Concept		
Annual Carbon Emissions: (Tons /Year)	11,584	9,265		
Carbon Emissions Estimated from Indirect Energy Consumption				
Total Indirect Energy No Build Annual Maintenance	•		2,996	
Build Alternative			_,	
	+ Build Energy (mil Bt	u's)	29,687	

Carbon Emissions from Indirect Energy Consumption

Assumes all indirect energy consumption is in diesel fuel equivalents with a combustion coefficient of 19.95 million metric tons of carbon per quadrillion Btu estimated in annual carbon emissions in tons per year:

No Build Annual Carbon Emis	sions (tons/year)		59
Build Alternative Annual Carbon Emis	sions (tons/year)		592
Total Carbon Emissi	ons from Direct and In	direct Energy Consumption	
Alternative:	Existing Condition	Preferred Concept	
Annual Carbon Emissions: (Tons /Year)	11,643	9,857	

Appendix B

Fuel Consumption Calculations

EXISTING CONDITION

							iouc opiit						
		Segment	Segment	Volume	Vehicle Miles					Daily Fuel Use			
	Link Description	Length (ft)	Length (mi)	(Vehicles/Day)	Traveled/Day	LD	мт	нт	Speed	(Gallons)	Speed	LDV	МТ
I-490/	Ramp I-490 EB to Brown	617	0.12	1,700	198.66	96%	2%	2%	20	11.66	20	72.0	182.2
BROWN/BROAD/AL	Ramp Broad to I-490 WB	709	0.13	4,900	657.97	96%	2%	2%	20	38.61	25	66.1	164.5
LEN INTERCHANGE	Ramp Allen to I-490 EB	537	0.10	3,300	335.63	96%	2%	2%	20	19.69	30	62.2	151.2
	Ramp I-490 EB to ILN EB/Plymouth	920	0.17	18,800	3275.76	96%	2%	2%	20	192.22	35	59.4	140.7
I-490/ILN	Ramp I-490 WB to ILN EB	1081	0.20	2,000	409.47	96%	2%	2%	20	24.03	Fuel Correction Factor:	0.75	0.68
INTERCHANGE	Ramp ILN WB/Plymouth to I-490 WB	972	0.18	19,300	3552.95	96%	2%	2%	20	208.48			
	Ramp ILN WB to I-490 EB	950	0.18	3,700	665.72	96%	2%	2%	20	39.06			
I-490/BOYS CLUB/	Ramp Boys Club to I-490 EB	753	0.14	4,000	570.45	96%	2%	2%	20	33.47			
S. PLYMOUTH	Ramp S. Plymouth to I-490 EB	865	0.16	3,300	540.63	96%	2%	2%	20	31.72			
S. PLTWOOTH	Ramp I-490 WB to Spring	895	0.17	8,700	1474.72	96%	2%	2%	20	86.53			
	Ramp I-490 EB to South/Howell	1666	0.32	7,500	2366.48	96%	2%	2%	20	138.86			
	Ramp I-490 EB to South	1757	0.33	4,000	1331.06	96%	2%	2%	20	78.11			
I-490/SOUTH	Ramp I-490 EB to Howell	1647	0.31	3,500	1091.76	96%	2%	2%	20	64.06			
AVE/CLINTION	Ramp Howell to I-490 WB	875	0.17	6,300	1044.03	96%	2%	2%	20	61.26			
INTERCHANGE	Ramp Howell to I-490 EB	2125	0.40	4,700	1891.57	96%	2%	2%	20	111.00			
	Ramp South to I-490 EB (South)	745	0.14	4,500	634.94	96%	2%	2%	20	37.26			
	Ramp I-490 WB to S. Clinton	1250	0.24	9,700	2296.40	96%	2%	2%	20	134.75			

5. Plymouth to I-490 EB	865	0.16	3,300	540.63	96%	2%	2%	20	31.72	
-490 WB to Spring	895	0.17	8,700	1474.72	96%	2%	2%	20	86.53	
-490 EB to South/Howell	1666	0.32	7,500	2366.48	96%	2%	2%	20	138.86	
-490 EB to South	1757	0.33	4,000	1331.06	96%	2%	2%	20	78.11	
-490 EB to Howell	1647	0.31	3,500	1091.76	96%	2%	2%	20	64.06	
Howell to I-490 WB	875	0.17	6,300	1044.03	96%	2%	2%	20	61.26	
Howell to I-490 EB	2125	0.40	4,700	1891.57	96%	2%	2%	20	111.00	
South to I-490 EB (South)	745	0.14	4,500	634.94	96%	2%	2%	20	37.26	
-490 WB to S. Clinton	1250	0.24	9,700	2296.40	96%	2%	2%	20	134.75	
uth to State Combined (Allen+ILN)	850	0.16	43,200	6954.55	96%	2%	2%	35	408.09	
o St. Paul (Allen+ILN)	1751	0.33	47,200	15652.88	96%	2%	2%	35	918.49	
l to N. Clinton (Central+ILN+Cumb	626	0.12	42,400	5026.97	96%	2%	2%	35	294.98	
ton to Joseph (Central+ILN+Cumbe	186	0.04	42,000	1479.55	96%	2%	2%	35	86.82	
to North (Central+ILN+Cumberlan	1436	0.27	40,800	11096.36	96%	2%	2%	35	651.12	
to Scio (Lyndhurst+ILN+University)	1348	0.26	38,200	9752.58	96%	2%	2%	35	572.27	
Union (Lyndhurst+ILN+University)	1920	0.36	27,200	9890.91	96%	2%	2%	35	580.39	
l over ILN	220	0.04	13,600	566.67	96%	2%	2%	25	33.25	
l; Between St. Paul & N. Clinton	681	0.13	1,500	193.47	96%	2%	2%	25	11.35	
tween St. Paul & N. Clinton	631	0.12	41,900	5007.37	96%	2%	2%	25	293.83	
				1						

Mode Split

ΗT

245.0

224.0

210.0 200.0

0.89

	Ramp I-490 EB to South	1757	0.33	4,000	1331.06	96%	2%	2%	20	78.11
I-490/SOUTH	Ramp I-490 EB to Howell				1091.76	96%	2%	2%	20	64.06
AVE/CLINTION				-						
	Ramp Howell to I-490 WB									
NTERCHANGE	Ramp Howell to I-490 EB	2125	0.40	4,700	1891.57	96%	2%	2%	20	111.00
	Ramp South to I-490 EB (South)	745	0.14	4,500	634.94	96%	2%	2%	20	37.26
	Ramp I-490 WB to S. Clinton	1250	0.24	9.700	2296.40	96%	2%	2%	20	134.75
	Plymouth to State Combined (Allen+ILN)									
	State to St. Paul (Allen+ILN)									
OMBINED ILN AND	St. Paul to N. Clinton (Central+ILN+Cumb	626	0.12	42,400	5026.97	96%	2%	2%	35	294.9
PARALLEL ROADS	N. Clinton to Joseph (Central+ILN+Cumbe	186	0.04	42,000	1479.55	96%	2%	2%	35	86.8
ARALLEL RUADS	Joseph to North (Central+ILN+Cumberlan	1436	0.27	40.800	11096.36	96%	2%	2%	35	651.1
	North to Scio (Lyndhurst+ILN+University)									
	Scio to Union (Lyndhurst+ILN+University)									
	St. Paul over ILN									
	Central; Between St. Paul & N. Clinton	681	0.13	1,500	193.47	96%	2%	2%	25	11.35
	ILN; Between St. Paul & N. Clinton	631	0.12	41,900	5007.37	96%	2%	2%	25	293.83
	Central; Between N. Clinton & Joseph	466	0.09	1.500	132,39	96%	2%	2%		7.77
	ILN; Between N. Clinton & Joseph									
	· · · · · · · · · · · · · · · · · · ·									
	Central; Between Joseph & North									
CITY GRID	ILN; Between Joseph & Franklin Square	684	0.13	35,700	4624.77	96%	2%	2%	25	271.38
	Andrews; Between Joseph & Franklin Squ	758	0.14	6,200	890.08	96%	2%	2%	25	52.23
RESTORATION	ILN; Between Franklin Square & North	720	0.14	35.700	4868.18	96%	2%	2%	25	285.66
	Andrews; Between Franklin Square & No									
	i									
	Lyndhurst; Between North & Scio									
	ILN; Between North & Scio	1342	0.25	33,100	8412.92	96%	2%	2%	25	493.66
	University; Between North & Scio	1292	0.24	4,700	1150.08	96%	2%	2%	25	67.49
UNION STREET	Lyndhurst; Between Scio & Union									
	University; Between Scio & E. Main									
UNION STRFFT	Howell to East									
	East to E. Main	1629	0.31	7,400	2283.07	96%	2%	2%	30	133.97
	Driving Park	1774	0.34	17,200	5778.94	96%	2%	2%	30	339.10
	Smith/Bausch									
	Inner Loop									
GENESEE RIVER	Andrews			-						
IDGE CROSSINGS	E. Main	555	0.11	12,200	1282.39	96%	2%	2%	30	75.25
ישטב לעספוואפא	E. Broad	698	0.13	8,600	1136.89	96%	2%	2%	30	66.71
	Court			-						
	I-490			-						
	Ford									
	Plymouth; North of ILN	836	0.16	4,800	760.00	96%	2%	2%	25	44.60
	Plymouth; South of ILN	969	0.18	11,400	2092.16	96%	2%	2%	25	122.77
	State; North of ILN									
	State; South of ILN									
	St. Paul; North of ILN									
	St. Paul; South of ILN	1288	0.24	9,000	2195.45	96%	2%	2%	25	128.83
	N. Clinton; North of ILN	455	0.09	10,000	861.74	96%	2%	2%	25	50.57
ERPENDICULAR	N. Clinton; South of ILN									
KOADWAYS										
	Joseph; North of ILN									
	North; North of ILN									
	North; South of ILN	895	0.17	12,100	2051.04	96%	2%	2%	25	120.35
	Scio; North of ILN	1196	0.23	9,000	2038.64	96%	2%	2%	25	119.62
	Scio; South of ILN			-						
	· · · · ·									
	E. Main; West of University			-						
	E. Main; East of University	1072	0.20	20,200	4101.21	96%	2%		25	240.65
	Exchange (North of Main)	969	0.18	17,400	3193.30	96%	2%	2%	30	187.38
E	Exchange (Main to Broad)									
	Exchange (Broad to Court)									
	Exchange (South of Court)									
	South (Main to Broad)	727	0.14	8,400	1156.59	96%	2%	2%	30	67.87
	South (Broad to Court)	393	0.07	15,000	1116.48	96%	2%	2%	30	65.51
	South (South of Court)									
	· · · · · · · · · · · · · · · · · · ·									
	Clinton (Main to Broad)									
	Clinton (Broad to Court)									
	1 - 1 ·	447	0.08	17,100	1447.67	96%	2%	2%	30	84.95
	Clinton (Court to Woodbury)			17 500	2052 12	0.00/	20/	20/	20	173.29
AQUEDUCT	Clinton (Court to Woodbury) Clinton (South of Woodbury)	1504/21507/01507/01507/01507/01707/01507/0170170171570.404,7001894.07960824272011.20172570.444,7001894.07960824272011.26172570.1244,7001894.07960824272011.47172670.1300.1200.2001997.08282828283114.891716710.300.7070.2001997.28980824273310.841716710.300.7070.9001997.28980824273310.841716711.300.7070.9001109.56980824273550.711716711.300.7070.9001109.56980.872827283535.3111091.56965.67966.7967.722913.333837.2711091.5610.3113.000133.39986.7262627.2023.3311091.5610.3113.000133.39980.68966.72627.7223.3311091.5610.3113.000133.39980.68966.72627.7223.3711091.5610.3113.000133.49136.77136.97136.97137.3911092.5010.3113.000133.49136.77136.97137.39137.39 <tr< td=""></tr<>								
AQUEDUCT	Clinton (South of Woodbury)	891								103.69
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange)	891 872	0.17	10,700	1767.12	96%	2%	2%	30	
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South)	891 872 1026	0.17 0.19	10,700 12,200	1767.12 2370.68	96% 96%	2% 2%	2% 2%	30 30	139.11
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton)	891 872 1026 368	0.17 0.19 0.07	10,700 12,200 10,600	1767.12 2370.68 738.79	96% 96% 96%	2% 2% 2%	2% 2% 2%	30 30 30	139.11 43.35
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South)	891 872 1026 368	0.17 0.19 0.07	10,700 12,200 10,600	1767.12 2370.68 738.79	96% 96% 96%	2% 2% 2%	2% 2% 2%	30 30 30	139.11 43.35
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton)	891 872 1026 368 835	0.17 0.19 0.07 0.16	10,700 12,200 10,600 7,500	1767.12 2370.68 738.79 1186.08	96% 96% 96% 96%	2% 2% 2% 2%	2% 2% 2% 2%	30 30 30 30	139.11 43.35 69.60
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South)	891 872 1026 368 835 1064	0.17 0.19 0.07 0.16 0.20	10,700 12,200 10,600 7,500 8,600	1767.12 2370.68 738.79 1186.08 1733.03	96% 96% 96% 96% 96%	2% 2% 2% 2% 2%	2% 2% 2% 2% 2%	30 30 30 30 30	139.11 43.35 69.60 101.69
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton)	891 872 1026 368 835 1064 684	0.17 0.19 0.07 0.16 0.20 0.13	10,700 12,200 10,600 7,500 8,600 7,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45	96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	30 30 30 30 30 30	139.11 43.35 69.60 101.69 59.29
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South)	891 872 1026 368 835 1064 684 1034	0.17 0.19 0.07 0.16 0.20 0.13 0.20	10,700 12,200 10,600 7,500 8,600 7,800 5,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83	96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30	139.11 43.35 69.60 101.69 59.29 66.65
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton)	891 872 1026 368 835 1064 684 1034	0.17 0.19 0.07 0.16 0.20 0.13 0.20	10,700 12,200 10,600 7,500 8,600 7,800 5,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83	96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30	139.11 43.35 69.60 101.69 59.29 66.65
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South)	891 872 1026 368 835 1064 684 1034 680	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61	96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30	139.11 43.35 69.60 101.69 59.29 66.65 46.10
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton)	891 872 1026 368 835 1064 684 1034 680 677	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73	96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 30	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central)	891 872 1026 368 835 1064 684 1034 680 677 135	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.03	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05	96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 30 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central)	891 872 1026 368 835 1064 684 1034 680 677 135 637	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50	96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12 0.11	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12 0.11	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12 0.11 0.06	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.13 0.12 0.11 0.06 0.06	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57
AQUEDUCT	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.03 0.12 0.11 0.06 0.06 0.07	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43
	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.13 0.12 0.11 0.06 0.06 0.07 0.09	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17
	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.13 0.12 0.11 0.06 0.06 0.07 0.09	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	30 30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17
JNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.12 0.11 0.06 0.07 0.09 0.25	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57
JNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.12 0.11 0.06 0.07 0.09 0.25 0.26	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75
JNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12 0.11 0.06 0.06 0.06 0.07 0.09 0.25 0.26 0.19	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100 1,200	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67
JNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (North to Windsor)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.03 0.12 0.11 0.06 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100 1,200 4,700	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33
AQUEDUCT UNIVERSITY AVE NEIGHBORHOOD	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.13 0.13 0.13 0.03 0.12 0.11 0.06 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100 1,200 4,700	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33
UNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (Windsor to Scio)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.12 0.11 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.05	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,900 3,800 5,100 1,100 1,200 4,700 4,800	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84 241.82	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33 14.19
JNIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (North to Windsor) University (Windsor to Scio)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266 573	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.13 0.13 0.03 0.12 0.11 0.06 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.05 0.11	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100 1,200 4,700 4,800 4,600	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84 241.82 499.20	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33 14.19 29.29
INIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (Windsor to Scio) University (Windsor to Scio) University (Scio to Main) Andrews (West of North)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266 573 589	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.12 0.11 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.11 0.011	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,800 5,100 1,100 1,200 4,700 4,800 4,600 6,200	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84 241.82 499.20 691.63	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33 14.19 29.29 40.58
IIVERSITY AVE	Clinton (South of Woodbury) Main (West of Exchange) Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (North to Windsor) University (Windsor to Scio)	891 872 1026 368 835 1064 684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266 573 589 1431	0.17 0.19 0.07 0.16 0.20 0.13 0.20 0.13 0.20 0.13 0.12 0.11 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.11 0.05 0.11 0.11	10,700 12,200 10,600 7,500 8,600 7,800 5,800 6,100 17,000 12,400 16,300 11,400 9,000 6,200 3,900 3,900 3,800 5,100 1,100 1,200 4,700 4,800 4,600 6,200 9,100	1767.12 2370.68 738.79 1186.08 1733.03 1010.45 1135.83 785.61 2179.73 317.05 1966.50 1224.20 565.91 367.54 262.95 326.74 1253.75 285.42 232.95 908.84 241.82 499.20 691.63 2466.31	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	30 30 30 30 30 30 30 30 30 25 25 25 25 25 25 25 25 25 25 25 25 25	139.11 43.35 69.60 101.69 59.29 66.65 46.10 127.90 18.60 115.39 71.84 33.21 21.57 15.43 19.17 73.57 16.75 13.67 53.33 14.19 29.29 40.58 144.72

Total: 232,440.87 Total: 13,639.38

PREFERRED CONCEPT

Mode Split	
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BROWN/BROAD/AI Ra I-490/ILN Ra INTERCHANGE Ra Ra Ra I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra Ra Ra <	Ramp I-490 EB to ILN EB/Plymouth Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp Boys Club to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber International Comparison (Central) North to Scio (Lyndhurst+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between St. Paul & North	1436 1348 1920 220 681 631 466 162 1298 684	Segment Length (mi) 0.12 0.13 0.10 0.17 0.20 0.18 0.14 0.16 0.17 0.32 0.33 0.14 0.15 0.17 0.20 0.18 0.14 0.15 0.32 0.33 0.31 0.17 0.40 0.17 0.40 0.17 0.40 0.17 0.40 0.17 0.40 0.17 0.40 0.12 0.04 0.13 0.12 0.09 0.03	Volume (Vehicles/Day) 1,900 5,600 900 13,200 6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	Vehicle Miles Traveled/Day 222.03 751.97 91.53 2300.00 1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	LD 96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	MT 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	HT 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%		Daily Fuel Use (Gallons) 13.03 44.12 5.37 134.96 79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	Volume Difference from Base 200 700 -2,400 -5,600 4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200 3,800	Speed 20 25 30 35 Fuel Correction Factor:	LDV 72.0 66.1 62.2 59.4 0.75	MT 182.2 164.5 151.2 140.7 0.68	HT 245.0 224.0 210.0 200.0 0.89
BROWN/BROAD/AI Ra I-490/ILN Ra INTERCHANGE Ra Ra Ra I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra Ra Ra <	Ramp I-490 EB to BrownRamp Broad to I-490 WBRamp Allen to I-490 EBRamp I-490 EB to ILN EB/PlymouthRamp I-490 WB to ILN EBRamp ILN WB/Plymouth to I-490 WBRamp Boys Club to I-490 EBRamp Boys Club to I-490 EBRamp I.490 WB to SpringRamp I-490 EB to South/HowellRamp I-490 EB to SouthRamp I-490 EB to South/HowellRamp I-490 EB to South/HowellRamp I-490 EB to South/HowellRamp I-490 EB to HowellRamp I-490 WB to S. ClintonPlymouth to I-490 EBRamp I-490 WB to S. ClintonPlymouth to State Combined (Allen+ILN)State to St. Paul (Allen+ILN)St. Paul to N. Clinton (Central+ILN+CumberlarNorth to Scio (Lyndhurst+ILN+UniversityScio to Union (Lyndhurst+ILN+UniversityScio to Union (Lyndhurst+ILN+UniversitySt. Paul over ILNCentral; Between St. Paul & N. ClintonILN; Between N. Clinton & JosephILN; Between N. Clinton & JosephCentral; Between Joseph & Franklin SquareAndrews; Between Joseph & Franklin SquareAndrews; Between Franklin Square & NorthILN; Between Franklin Square & North	Length (ft) 617 709 537 920 1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1751 626 186 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	Length (mi) 0.12 0.13 0.10 0.17 0.20 0.18 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.17 0.40 0.14 0.24 0.16 0.17 0.40 0.17 0.40 0.12 0.04 0.27 0.26 0.36 0.04 0.12 0.09	(Vehicles/Day) 1,900 5,600 900 13,200 6,600 9,600 10,200 4,800 1,900 6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	Traveled/Day 222.03 751.97 91.53 2300.00 1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20 20 20 20 20 2	Gallons) 13.03 44.12 5.37 134.96 79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	from Base 200 700 -2,400 -5,600 4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200	20 25 30 35	72.0 66.1 62.2 59.4	182.2 164.5 151.2 140.7	245.0 224.0 210.0 200.0
BROWN/BROAD/AI Ra I-490/ILN Ra INTERCHANGE Ra Ra Ra I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra Ra Ra <	Ramp Broad to I-490 WB Ramp Allen to I-490 EB Ramp I-490 EB to ILN EB/Plymouth Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp ILN WB to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton	709 537 920 1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.13 0.10 0.17 0.20 0.18 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	5,600 900 13,200 6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	751.97 91.53 2300.00 1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20 20 20 20 20 2	44.12 5.37 134.96 79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	700 -2,400 -5,600 4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200	25 30 35	66.1 62.2 59.4	164.5 151.2 140.7	224.0 210.0 200.0
LEN INTERCHANGE Ra I-490/ILN Ra INTERCHANGE Ra I-490/BOYS CLUB/ Ra S. PLYMOUTH Ra AVE/CLINTION Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra Ra Ra COMBINED ILN AND Ra Ra Ra Ra Ra Ra Ra GENESEE RIVER Ra Ra	Ramp Allen to I-490 EB Ramp I-490 EB to ILN EB/Plymouth Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp Boys Club to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Iscio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton	537 920 1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.10 0.17 0.20 0.18 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	900 13,200 6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	91.53 2300.00 1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20 20 20 20 20 2	5.37 134.96 79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	-2,400 -5,600 4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200	30 35	62.2 59.4	151.2 140.7	210.0 200.0
I-490/ILN Ra INTERCHANGE Ra I-490/BOYS CLUB/ Ra S. PLYMOUTH Ra Ra Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra Ra Ra AVE/CLINTION Ra Ra Ra COMBINED ILN AND Ra Ra Ra LIN Ra CITY GRID Ra Ra Ra BRIDGE CROSSINGE	Ramp I-490 EB to ILN EB/Plymouth Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp Boys Club to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber International Comparison (Central) North to Scio (Lyndhurst+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between St. Paul & North	920 1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1436 1436 1348 1920 220 681 631 466 162 1298 684	0.17 0.20 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.17 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	13,200 6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	2300.00 1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20 20 20 20 20	134.96 79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	-5,600 4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200	35	59.4	140.7	200.0
I-490/ILN Ra INTERCHANGE Ra I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra I-490/SOUTH Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra AVE/CLINTION Ra INTERCHANGE Ra Ra Ra GENESEE RIVER E. <td>Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp ILN WB to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between Franklin Square & North Andrews; Between Franklin Square & North</td> <td>1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684</td> <td>0.20 0.18 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.20 0.17 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09</td> <td>6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700</td> <td>1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93</td> <td>96% 96% 96% 96% 96% 96% 96% 96% 96% 96%</td> <td>2% 2% 2% 2% 2% 2% 2% 2% 2% 2%</td> <td>2% 2% 2% 2% 2% 2% 2% 2% 2% 2%</td> <td>20 20 20 20 20 20 20 20 20 20 20 20</td> <td>79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21</td> <td>4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200</td> <td></td> <td></td> <td></td> <td></td>	Ramp I-490 WB to ILN EB Ramp ILN WB/Plymouth to I-490 WB Ramp ILN WB to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	1081 972 950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.20 0.18 0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.20 0.17 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	6,600 9,600 10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	1351.25 1767.27 1835.23 684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20 20 20 20	79.29 103.70 107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	4,600 -9,700 6,500 800 -1,400 -2,100 4,900 700 4,200				
I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra R	Ramp ILN WB to I-490 EB Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Scio to Union (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	950 753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.18 0.14 0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	10,200 4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	$\begin{array}{c} 1835.23\\ 684.55\\ 311.27\\ 1118.75\\ 3912.58\\ 1564.00\\ 2401.88\\ 1673.77\\ 2213.54\\ 634.94\\ 2391.10\\ 3589.96\\ 5438.71\\ 2572.77\\ 686.93\\ \end{array}$	96% 96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20 20	107.69 40.17 18.26 65.65 229.59 91.77 140.94 98.21	6,500 800 -1,400 -2,100 4,900 700 4,200				
I-490/BOYS CLUB/ S. PLYMOUTH Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra R	Ramp Boys Club to I-490 EB Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Square ILN; Between Franklin Square & North	753 865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.14 0.16 0.17 0.32 0.33 0.17 0.17 0.17 0.14 0.17 0.17 0.18 0.11 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	4,800 1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	684.55 311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20 20	40.17 18.26 65.65 229.59 91.77 140.94 98.21	800 -1,400 -2,100 4,900 700 4,200				
1-490/BOYS CLOB/ S. PLYMOUTH Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra R	Ramp S. Plymouth to I-490 EB Ramp I-490 WB to Spring Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	865 895 1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.16 0.17 0.32 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12	1,900 6,600 12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	311.27 1118.75 3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	20 20 20 20 20 20 20	18.26 65.65 229.59 91.77 140.94 98.21	-1,400 -2,100 4,900 700 4,200				
I-490/SOUTH Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra R	Ramp I-490 EB to South/Howell Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Square ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	1666 1757 1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.32 0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12	12,400 4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	3912.58 1564.00 2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2%	20 20 20 20	229.59 91.77 140.94 98.21	4,900 700 4,200				
I-490/SOUTH Ra AVE/CLINTION Ra Ra Ra Bridge Crossings Ra Ra Ra Ra Ra <	Ramp I-490 EB to South Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumber Ioseph to North (Central+ILN+Cumber Scio to Union (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	1757 1647 875 2125 745 1250 850 1751 626 186 1436 1436 1436 1348 1920 220 681 631 466 162 1298 684	0.33 0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12	4,700 7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	$\begin{array}{c} 1564.00\\ 2401.88\\ 1673.77\\ 2213.54\\ 634.94\\ 2391.10\\ 3589.96\\ 5438.71\\ 2572.77\\ 686.93\end{array}$	96% 96% 96% 96% 96% 96%	2% 2% 2% 2%	2% 2% 2% 2%	20 20 20	91.77 140.94 98.21	700 4,200				
I-490/SOUTH AVE/CLINTION Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra Ra R	Ramp I-490 EB to Howell Ramp Howell to I-490 WB Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between St. Paul & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	1647 875 2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.31 0.17 0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.12	7,700 10,100 5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	2401.88 1673.77 2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96% 96%	2% 2% 2% 2%	2% 2% 2%	20 20	140.94 98.21	4,200				
INTERCHANGE Ra Ra Ra Ra COMBINED ILN AND PARALLEL ROADS Ply Sta St. No Sci St. No Sci St. No Sci St. Ce ILN CE CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN CE CE ILN CE CE ILN CE CE ILN CE CE CE ILN CE CE CE CE CE	Ramp Howell to I-490 EB Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	2125 745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.40 0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	5,500 4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	2213.54 634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96% 96%	2% 2%	2%			3,800				
COMBINED ILN AND PARALLEL ROADS N. 303 NO 50 NO 50 NO 10 NO N	Ramp South to I-490 EB (South) Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	745 1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.14 0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	4,500 10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	634.94 2391.10 3589.96 5438.71 2572.77 686.93	96% 96% 96%	2%		20						
COMBINED ILN AND PARALLEL ROADS N. St. N. JOS NO SCI SCI SCI SCI SCI SCI SCI SCI SCI SCI	Ramp I-490 WB to S. Clinton Plymouth to State Combined (Allen+ILN) State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumber N. Clinton to Joseph (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University) Scio to Union (Lyndhurst+ILN+University) St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	1250 850 1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.24 0.16 0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	10,100 22,300 16,400 21,700 19,500 17,800 10,100 9,400 15,700	2391.10 3589.96 5438.71 2572.77 686.93	96% 96%		<u>~</u> /U	20	129.89 37.26	800 0				
COMBINED ILN AND PARALLEL ROADS N. Jos NG SCI SCI SCI IN CUTY GRID RESTORATION St. CCE ILN CC	State to St. Paul (Allen+ILN) St. Paul to N. Clinton (Central+ILN+Cumb N. Clinton to Joseph (Central+ILN+Cumberlar Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	1751 626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.33 0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	16,400 21,700 19,500 17,800 10,100 9,400 15,700	5438.71 2572.77 686.93		∠/0	2%	20	140.31	400				
COMBINED ILN AND PARALLEL ROADS St. Jos No No Sci Sci Sci CETY GRID RESTORATION ILN CE UNION STREET ILN LVI ILN UNION STREET ILN CO BRIDGE CROSSINGS Sri Str Str Str Str Str Str Str Str Str Str	St. Paul to N. Clinton (Central+ILN+Cumb N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	626 186 1436 1348 1920 220 681 631 466 162 1298 684	0.12 0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	21,700 19,500 17,800 10,100 9,400 15,700	2572.77 686.93	0.00/	2%	2%	35	210.66	-20,900				
COMBINED ILN AND PARALLEL ROADS N. Jos PARALLEL ROADS N. Jos N. SCI S. C. C. E. C. C. E. C. C. C. ILN C. E. C. C. ILN C. E. C. C. ILN C. E. C. C. ILN C. E. C. C. ILN A. IL	N. Clinton to Joseph (Central+ILN+Cumber Joseph to North (Central+ILN+Cumberlar North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Franklin Square & North Andrews; Between Franklin Square & North	186 1436 1348 1920 220 681 631 466 162 1298 684	0.04 0.27 0.26 0.36 0.04 0.13 0.12 0.09	19,500 17,800 10,100 9,400 15,700	686.93	96% 96%	2% 2%	2% 2%	35 35	319.14 150.97	-30,800 -20,700				
CITY GRID RESTORATION CITY GRID RESTORATION CITY GRID RESTORATION UNION STREET GENESEE RIVER BRIDGE CROSSINGS FERPENDICULAR ROADWAYS PERPENDICULAR N. 500 144 Fo 00 144 144 144 144 144 144 144	North to Scio (Lyndhurst+ILN+University Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Square ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	1348 1920 220 681 631 466 162 1298 684	0.26 0.36 0.04 0.13 0.12 0.09	10,100 9,400 15,700		96%	2%	2%	35	40.31	-22,500				
CITY GRID Sci CE ILN CE ILN CE ILN CE ILN CE ILN CE ILN RESTORATION ILN ILN ILN UNION STREET Ho BRIDGE CROSSINGS E. CO I-4 Fo Ply PERPENDICULAR N. ROADWAYS Sta Sci Sci Sci Sci Sci Sci Sci Sci AQUEDUCT Cii Cii Cii GCii Cii Cii Sci Sci Sci<	Scio to Union (Lyndhurst+ILN+University St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Square ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	1920 220 681 631 466 162 1298 684	0.36 0.04 0.13 0.12 0.09	9,400 15,700	4841.06	96% 06%	2%	2%	35 25	284.07	-23,000				
CITY GRID St. Ce ILN Ce ILN Ce ILN Ce ILN Ce ILN Ce ILN An LYI ILN An IV UNION STREET Fo BRIDGE CROSSINGS E. Co I-4 Fo Piv PERPENDICULAR N. ROADWAYS Sta Sta Sta <td>St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & North</td> <td>220 681 631 466 162 1298 684</td> <td>0.04 0.13 0.12 0.09</td> <td>15,700</td> <td>2578.56 3418.18</td> <td>96% 96%</td> <td>2% 2%</td> <td>2% 2%</td> <td>35 35</td> <td>151.31 200.58</td> <td>-28,100 -17,800</td> <td></td> <td></td> <td></td> <td></td>	St. Paul over ILN Central; Between St. Paul & N. Clinton ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & North	220 681 631 466 162 1298 684	0.04 0.13 0.12 0.09	15,700	2578.56 3418.18	96% 96%	2% 2%	2% 2%	35 35	151.31 200.58	-28,100 -17,800				
CITY GRID RESTORATION ILM Ce ILM Ce ILM An LVI UNION STREET UNION STREET Ho Ear Dr Sm In An Ear Dr Sm In Fr In Sm In Fr In Sm In Fr In Sm In Fr In Sm In Fr Fr In Fr Fr In Fr In Fr In Fr In Fr In Fr In Fr In Fr In Fr In	ILN; Between St. Paul & N. Clinton Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & No	631 466 162 1298 684	0.12 0.09		654.17	96%	2%	2%	25	38.39	2,100				
CITY GRID RESTORATION	Central; Between N. Clinton & Joseph ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & No	466 162 1298 684	0.09	12,500	1612.22	96% 96%	2% 2%	2% 2%	25 25	94.60 64.52	11,000				
CITY GRID RESTORATION CITY GRID RESTORATION UNION STREET GENESEE RIVER BRIDGE CROSSINGS	ILN; Between N. Clinton & Joseph Central; Between Joseph & North ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & No	162 1298 684		9,200 10,600	1099.47 935.53	96% 96%	2% 2%	2% 2%	25 25	64.52 54.90	-32,700 9,100				
CITY GRID RESTORATION II.N An ILN An N II.N An UNION STREET Ho BRIDGE CROSSINGS To BRIDGE CROSSINGS E. CO In PERPENDICULAR ROADWAYS Ply PERPENDICULAR ROADWAYS N. Sta Sta	ILN; Between Joseph & Franklin Square Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & No	684		8,900	273.07	96%	2%	2%	25	16.02	-32,000				
CITY GRID An RESTORATION ILN An LVI ILN ILN UNION STREET Ho BRIDGE CROSSINGS E. CO Ini BRIDGE CROSSINGS E. CO I-4 Fo Ply PERPENDICULAR N. ROADWAYS Sta Sta	Andrews; Between Joseph & Franklin Squ ILN; Between Franklin Square & North Andrews; Between Franklin Square & No		0.25	10,000	2458.33	96% 06%	2%	2%	25 25	144.25	4,900				
RESTORATION ILN An Lyr ILN Un UNION STREET Ho BRIDGE CROSSINGS E. BRIDGE CROSSINGS E. PERPENDICULAR ROADWAYS Ply Sta Sta Roueduct	ILN; Between Franklin Square & North Andrews; Between Franklin Square & No	758	0.13 0.14	7,800 6,400	1010.45 918.79	96% 96%	2% 2%	2% 2%	25 25	59.29 53.91	-27,900 200				
UNION STREET Ho UNION STREET Ho GENESEE RIVER Dr BRIDGE CROSSINGS E. Co I-4 Fo Ply PERPENDICULAR N. ROADWAYS N. Jos N. Sci St. St. St.		720	0.14	8,500	1159.09	96%	2%	2%	25	68.01	-27,200				
UNION STREET II.N. UNION STREET Ho Ear Dri Smidge CROSSINGS E. BRIDGE CROSSINGS E. PERPENDICULAR ROADWAYS Ply PI Ply Sta Sta Sta Sta Sta Sta Sta Sta Sta Sta ROADWAYS No Sci Sci Sta Sta Sta <td></td> <td>570</td> <td>0.11</td> <td>900</td> <td>97.16</td> <td>96% 06%</td> <td>2%</td> <td>2%</td> <td>25</td> <td>5.70</td> <td>-5,300</td> <td></td> <td></td> <td></td> <td></td>		570	0.11	900	97.16	96% 06%	2%	2%	25	5.70	-5,300				
UNION STREET Un UNION STREET Ho Ea: Dr Sm Inr BRIDGE CROSSINGS E. Co I-4 Fo Ply Ply N. Sta Sta	Lyndhurst; Between North & Scio ILN; Between North & Scio	1370 1342	0.26	1,000 0	259.47 0.00	96% 96%	2% 2%	2% 2%	25 25	15.23 0.00	-100 -33,100				
UNION STREET Ho GENESEE RIVER Dri BRIDGE CROSSINGS Inr BRIDGE CROSSINGS E. Co I-4 Fo Ply PL Ply PL Sta Sta Sta Ita Fo	University; Between North & Scio	1292	0.24	9,900	2422.50	96%	2%	2%	25	142.15	5,200				
UNION STREET HO Eat Dr Srr Inr GENESEE RIVER BRIDGE CROSSINGS E. CO I-4 FO I-4	Lyndhurst; Between Scio & Union	1025	0.19	1,000	194.13	96%	2%	2%	25	11.39	-200				
UNION STREET East GENESEE RIVER Dri BRIDGE CROSSINGS E. Co I-4 Fo Ply PERPENDICULAR N. ROADWAYS Sta Sta Sta ROAUEDUCT	University; Between Scio & E. Main Howell to East	573 1693	0.11 0.32	11,900 14,700	1291.42 4713.47	96% 96%	2% 2%	2% 2%	25 30	75.78 276.58	7,300 7,100				
GENESEE RIVER Sm BRIDGE CROSSINGS E. Co I-4 Fo Ply PHY Sta Sta Sta	East to E. Main	1629	0.31	12,500	3856.53	96%	2%	2%	30	226.30	5,100				
GENESEE RIVER Inr BRIDGE CROSSINGS E. Co I-4 Fo I-4 Fo Ply PERPENDICULAR N. ROADWAYS Sta Sci St. Sci St. St. St. Sci Sci Sci Sci <td>Driving Park</td> <td>1774</td> <td>0.34</td> <td>19,600</td> <td>6585.30</td> <td>96%</td> <td>2%</td> <td>2%</td> <td>30</td> <td>386.42</td> <td>2,400</td> <td></td> <td></td> <td></td> <td></td>	Driving Park	1774	0.34	19,600	6585.30	96%	2%	2%	30	386.42	2,400				
GENESEE RIVER BRIDGE CROSSINGS E. Co I-4 Fo Ply Ply Sta St. St. St. St. St. St. St. St. St. St.	Smith/Bausch Inner Loop	1875 1037	0.36	17,800 16,400	6321.02 3220.98	96% 96%	2% 2%	2% 2%	30 30	370.91 189.00	2,500 -30,800				
BRIDGE CROSSINGS E. Co I-4 Foi Ply Ply Ply Ply Ply Ply Sta St.	Andrews	524	0.10	9,400	932.88	96%	2%	2%	30	54.74	3,100				
Co I-4 Fo Ply Ply Ply Sta Face Face Sta Sta Sta Sta Sta Sta Sta	E. Main	555	0.11	15,800	1660.80	96% 06%	2%	2%	30 20	97.45	3,600 8,600				
PERPENDICULAR Ply PORDENDICULAR N. ROADWAYS N. Jos N. Jos N. Jos N. Sci Sci Sci Sci Sci Sci Sci	E. Broad Court	698 540	0.13 0.10	0 10,700	0.00 1094.32	96% 96%	2% 2%	2% 2%	30 30	0.00 64.21	-8,600 4,900				
PERPENDICULAR Ply ROADWAYS St. St. St. No No Sci Sci E. E. E. Exi So So So So </td <td>I-490</td> <td>558</td> <td>0.11</td> <td>105,600</td> <td>11160.00</td> <td>96%</td> <td>2%</td> <td>2%</td> <td>30</td> <td>654.86</td> <td>13,600</td> <td></td> <td></td> <td></td> <td></td>	I-490	558	0.11	105,600	11160.00	96%	2%	2%	30	654.86	13,600				
PERPENDICULAR N. ROADWAYS N. Jos N. Jos N. Jos N. Sci Sci	Ford	883 836	0.17 0.16	22,500 4,400	3762.78 696.67	96% 96%	2% 2%	2% 2%	30 25	220.80 40.88	800 -400				
PERPENDICULAR ROADWAYS NO NO SCI SCI SCI SCI SCI SCI SCI SCI SCI SCI	Plymouth; North of ILN Plymouth; South of ILN	969	0.10	9,500	1743.47	96%	2%	2 <i>%</i>	25	40.88 102.30	-400 -1,900				
PERPENDICULAR ROADWAYS No Sci Sci Sci E. E. E. E. E. E. E. E. E. E. E. E. E.	State; North of ILN	866	0.16	21,100	3460.72	96%	2%	2%	25	203.07	-3,600				
PERPENDICULAR ROADWAYS No Sci Sci Sci E. E. E. E. E. Ext Ext Ext So So So So So So So So So So So So So	State; South of ILN St. Paul; North of ILN	1304 451	0.25	18,700 18,000	4618.33 1537.50	96% 96%	2% 2%	2% 2%	25 25	271.00 90.22	1,200 3,700				
PERPENDICULAR ROADWAYS Jos No Sci Sci Sci E. E. E. E. Ext Ext Ext So So So So So So So So So So So So So	St. Paul; South of ILN	1288	0.09	9,900	2415.00	96%	2%	2 <i>%</i>	25	90.22 141.71	900				
ROADWAYS N. Jos No No Sci Sci Sci Sci Sci E. E. E. E. E. E. So So Ma Ma Ma Ma	N. Clinton; North of ILN	455	0.09	10,900	939.30	96%	2%	2%	25	55.12	900				
No No Sci E. E. E. Ex Ex Ex Ex So So So Cli Cli Cli Cli Cli Ma Ma	N. Clinton; South of ILN Joseph; North of ILN	595 1052	0.11 0.20	9,700 11,500	1093.09 2291.29	96% 96%	2% 2%	2% 2%	25 25	64.14 134.45	-1,200 900				
Sci Sci E. E. Ex Ex Ex So So So Cli Cli Cli Cli Cli Cli Ma Ma	North; North of ILN	642	0.12	12,800	1556.36	96%	2%	2%	25	91.33	1,600				
Sci E. E. Exe Exe So So So Cli Cli Cli Cli Cli Cli Ma Ma Ma	North; South of ILN	895	0.17	10,200	1728.98	96%	2%	2%	25	101.45	-1,900				
E. E. Exc Exc Exc Exc So So So Cli Cli Cli Cli Cli Cli Ma Ma Ma	Scio; North of ILN Scio; South of ILN	1196 379	0.23	5,800 4,400	1313.79 315.83	96% 96%	2% 2%	2% 2%	25 25	77.09 18.53	-3,200 600				
Exi Exi Exi So So So Cli Cli Cli Cli Cli Cli Ma Ma Ma	E. Main; West of University	1431	0.27	12,000	3252.27	96%	2%	2%	25	190.84	2,900				
Exi Exi So So Cli Cli Cli Cli Cli Cli Ma Ma Ma	E. Main; East of University	1072	0.20	17,000	3451.52	96%	2%	2%	25	202.53	-3,200				
Exi So So Cli Cli Cli Cli Cli Ma Ma Ma	Exchange (North of Main) Exchange (Main to Broad)	969 478	0.18	17,200 11,500	3156.59 1041.10	96% 96%	2% 2%	2% 2%	30 30	185.23 61.09	-200 -2,000				
So So Cli Cli Cli Cli Cli Ma Ma Ma	Exchange (Broad to Court)	537	0.03	20,500	2084.94	96%	2%	2%	30	122.34	7,100				
So So Cli Cli Cli Cli Cli Ma Ma Ma	Exchange (South of Court)	850	0.16	10,800	1738.64	96% 06%	2%	2%	30	102.02	200				
So Cli Cli Cli Cli Cli Ma Ma Ma	South (Main to Broad) South (Broad to Court)	727 393	0.14 0.07	10,400 13,300	1431.97 989.94	96% 96%	2% 2%	2% 2%	30 30	84.03 58.09	2,000 -1,700				
AQUEDUCT Cli Ma Ma	South (South of Court)	424	0.08	14,800	1188.48	96%	2%	2%	30	69.74	-500				
AQUEDUCT Cli Ma Ma	Clinton (Main to Broad)	789	0.15	12,200	1823.07	96% 06%	2%	2%	30 20	106.98	100				
AQUEDUCI Cli Ma Ma	Clinton (Broad to Court) Clinton (Court to Woodbury)	396 447	0.08	13,100 17,200	982.50 1456.14	96% 96%	2% 2%	2% 2%	30 30	57.65 85.44	-1,100 100				
Ma Ma	Clinton (South of Woodbury)	891	0.17	17,900	3020.63	96%	2%	2%	30	177.25	400				
Ma		872	0.17	14,200	2345.15	96% 06%	2%	2%	30 20	137.61	3,500				
	Main (West of Exchange)	1026 368	0.19 0.07	15,800 13,200	3070.23 920.00	96% 96%	2% 2%	2% 2%	30 30	180.16 53.98	3,600 2,600				
	Main (Exchange to South)	835	0.16	3,400	537.69	96%	2%	2%	30	31.55	-4,100				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange)	1064	0.20	0	0.00	96% 96%	2% 2%	2% 2%	30 30	0.00 28 13	-8,600 -4,100				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South)		0.13 0.20	3,700 10,900	479.32 2134.58	96% 96%	2% 2%	2% 2%	30 30	28.13 125.26	-4,100 5,100				
Со	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton)	684 1034	0.13	9,200	1184.85	96%	2%	2%	30	69.53	3,100				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton)	684 1034 680	0.13	16,400	2102.80	96% 96%	2% 2%	2% 2%	30 25	123.39	-600				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton)	684 1034 680 677		13,300 13,500	340.06 1628.69	96% 96%	2% 2%	2% 2%	25 25	19.95 95.57	900 -2,800				
Ch	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central)	684 1034 680	0.13	- ,	1267.16	96%	2%	2%	25	74.36	400				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University)	684 1034 680 677 135 637 567	0.03 0.12 0.11	11,800	270.00	96%	2%	2%	25						
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst)	684 1034 680 677 135 637 567 332	0.03 0.12 0.11 0.06	11,800 5,900	370.98				25	21.77	-3,100				
Sci	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan)	684 1034 680 677 135 637 567 332 313	0.03 0.12 0.11 0.06 0.06	11,800 5,900 4,000	237.12	96%	2% 2% 2%	2%	25 25 25	13.91	-2,200				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University)	684 1034 680 677 135 637 567 332 313 356 454	0.03 0.12 0.11 0.06 0.06 0.07 0.09	11,800 5,900 4,000 4,000 3,700	237.12 269.70 318.14	96% 96% 96%	2% 2% 2%	2% 2% 2%	25 25 25	13.91 15.83 18.67	-2,200 100 -100				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North)	684 1034 680 677 135 637 567 332 313 356 454 1298	0.03 0.12 0.11 0.06 0.06 0.07 0.09 0.25	11,800 5,900 4,000 4,000 3,700 10,000	237.12 269.70 318.14 2458.33	96% 96% 96% 96%	2% 2% 2% 2%	2% 2% 2% 2%	25 25 25 25	13.91 15.83 18.67 144.25	-2,200 100 -100 4,900				
Un	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University)	684 1034 680 677 135 637 567 332 313 356 454	0.03 0.12 0.11 0.06 0.06 0.07 0.09	11,800 5,900 4,000 4,000 3,700	237.12 269.70 318.14	96% 96% 96%	2% 2% 2%	2% 2% 2%	25 25 25	13.91 15.83 18.67	-2,200 100 -100				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North) Lyndhurst (Scio to Union) University (North to Windsor)	684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021	0.03 0.12 0.11 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19	11,800 5,900 4,000 3,700 10,000 1,000 1,000 9,900	237.12 269.70 318.14 2458.33 259.47 194.13 1914.38	96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	25 25 25 25 25 25 25 25	13.91 15.83 18.67 144.25 15.23 11.39 112.33	-2,200 100 -100 4,900 -100 -200 5,200				
	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (Windsor to Scio)	684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266	0.03 0.12 0.11 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.05	11,800 5,900 4,000 3,700 10,000 1,000 1,000 9,900 8,200	237.12 269.70 318.14 2458.33 259.47 194.13 1914.38 413.11	96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2%	25 25 25 25 25 25 25 25 25	13.91 15.83 18.67 144.25 15.23 11.39 112.33 24.24	-2,200 100 -100 4,900 -100 -200 5,200 3,400				
E.	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (South of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North) Lyndhurst (Scio to Union) University (North to Windsor)	684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021	0.03 0.12 0.11 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19	11,800 5,900 4,000 3,700 10,000 1,000 1,000 9,900	237.12 269.70 318.14 2458.33 259.47 194.13 1914.38	96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2%	25 25 25 25 25 25 25 25	13.91 15.83 18.67 144.25 15.23 11.39 112.33	-2,200 100 -100 4,900 -100 -200 5,200				
Ε.	Main (Exchange to South) Main (South to Clinton) Broad (West of Exchange) Broad (Exchange to South) Broad (South to Clinton) Court (Exchange to South) Court (Exchange to South) Court (South to Clinton) Woodbury (South to Clinton) North (North of Central) North (North of Central) North (South of Central) Chestnut (South of University) Scio (North of Lyndhurst) Scio (Lyndhurst to Delevan) Scio (Delevan to University) Scio (South of University) Scio (South of University) Central (West of North) Lyndhurst (North to Scio) Lyndhurst (Scio to Union) University (Windsor to Scio) University (Scio to Main)	684 1034 680 677 135 637 567 332 313 356 454 1298 1370 1025 1021 266 573	0.03 0.12 0.11 0.06 0.06 0.07 0.09 0.25 0.26 0.19 0.19 0.19 0.05 0.11	11,800 5,900 4,000 3,700 10,000 1,000 1,000 9,900 8,200 11,900	237.12 269.70 318.14 2458.33 259.47 194.13 1914.38 413.11 1291.42	96% 96% 96% 96% 96% 96% 96% 96%	2% 2% 2% 2% 2% 2% 2% 2%	2% 2% 2% 2% 2% 2% 2% 2%	25 25 25 25 25 25 25 25 25 25 25	13.91 15.83 18.67 144.25 15.23 11.39 112.33 24.24 75.78	-2,200 100 -100 4,900 -100 -200 5,200 3,400 7,300				

Total: 185,915.30

Total: 10,909.31