APPENDIX G
IMPACT TABLE

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SEGMENT IMPACT TABLE

Segments	Length (mi)	Homes 0-50 ft.	Homes 50-100 ft.	Homes 100 – 200 ft.	Homes 200-300 ft.	Wetland Crossings >1000 ft	NWI Width (feet)	PWI Width (feet)	PWI Crossed	Distribution Line Shared ROW (mi.)	Railroad Shared ROW	Road Corridor Sharing (mi.)	No ROW Sharing (mi)	Temporary Impacts (sq. feet)	Permanent Impacts (sq. feet)
A	0.13	0	0	1	1	0	0	0	0	0.00	0.00	0.00	0.13	4,003	100
AA	0.95	0	1	26	10	0	0	0	0	0.34	0.95	0.00	0	34,019	850
B	0.02	0	0	0	1	0	0	0	0	0.00	0.00	0.02	0	4,001	100
BB	1.01	0	1	4	9	1	1,240	375	1	0.10	0.00	1.01	0	36,021	900
C	0.85	0	0	1	2	0	0	0	0	0.00	0.00	0.85	0	30,018	750
CC	0.23	0	0	1	0	0	0	0	0	0.00	0.00	0.23	0	8,005	200
D	0.48	0	0	0	0	1	500	0	0	0.00	0.00	0.00	0.48	14,009	350
DD1	0.06	0	0	0	0	0	0	0	0	0.00	0.00	0.06	0	4,002	100
DD2	0.57	0	0	0	1	0	0	0	0	0.00	0.00	0.57	0	20,012	500
E1	0.59	0	2	1	4	0	0	0	0	0.00	0.00	0.59	0	20,012	500
E2	0.03	0	0	1	1	0	0	0	0	0.00	0.00	0.03	0	4,001	100
EE1	0.19	0	1	1	3	0	0	0	0	0.00	0.00	0.19	0	6,004	150
EE2	0.11	1	1	6	8	0	0	0	0	0.07	0.00	0.11	0	4,003	100
F	0.60	0	0	0	1	1	600	0	0	0.00	0.60	0.00	0	22,013	550
FF	0.29	1	0	1	3	0	0	0	0	0.02	0.00	0.29	0.07	10,006	250
G	0.90	0	2	5	4	0	0	0	0	0.00	0.00	0.90	0	32,019	800
GG	0.36	1	3	4	8	0	0	0	0	0.00	0.36	0.00	0	12,008	300
H	0.42	0	0	1	0	0	0	0	0	0.00	0.00	0.42	0	14,009	350
I	0.38	0	0	2	2	0	0	0	0	0.38	0.00	0.38	0	14,008	350
J	0.15	0	0	0	2	0	0	0	0	0.00	0.00	0.15	0	6,004	150
JJ	0.29	1	1	2	5	0	0	0	0	0.00	0.00	0.00	0.29	10,006	250
K	0.48	0	0	4	1	0	0	0	0	0.00	0.00	0.48	0	18,010	450
KK	0.17	0	0	0	1	0	0	0	0	0.00	0.00	0.00	0.17	6,004	150
L	0.58	0	0	1	0	0	0	0	0	0.00	0.58	0.00	0	20,012	500
LL	0.79	2	4	18	8	0	0	0	0	0.35	0.00	0.79	0	28,016	700
M	1.01	1	1	3	0	1	650	613	2	0.39	0.00	1.01	0	36,021	900
MM	0.09	0	0	1	0	0	0	0	0	0.09	0.00	0.00	0	6,004	150
N	0.52	0	0	0	2	0	0	0	0	0.00	0.00	0.52	0	18,011	450
NN	0.10	0	0	1	0	0	0	0	0	0.00	0.00	0.00	0.1	4,002	100
O	1.01	0	2	1	7	0	0	0	1	0.00	0.00	1.01	0	36,021	900
P	0.37	0	0	2	0	0	0	0	0	0.00	0.00	0.37	0	14,008	350
Q	0.13	0	0	0	2	0	0	0	0	0.00	0.00	0.13	0	4,003	100
R	0.21	0	0	2	0	0	0	0	1	0.00	0.21	0.00	0	8,005	200

Segments	Length (mi)	Homes 0-50 ft.	Homes 50-100 ft.	Homes 100 – 200 ft.	Homes 200-300 ft.	Wetland Crossings >1000 ft	NWI Width (feet)	PWI Width (feet)	PWI Crossed	Distribution Line Shared ROW (mi.)	Railroad Shared ROW	Road Corridor Sharing (mi.)	No ROW Sharing (mi)	Temporary Impacts (sq. feet)	Permanent Impacts (sq. feet)
S	0.16	0	1	1	3	0	0	0	1	0.00	0.00	0.16	0	6,004	150
T	0.86	0	1	3	4	0	0	0	1	0.00	0.00	0.86	0	30,018	750
U	0.98	0	0	0	2	0	0	0	1	0.00	0.98	0.00	0	34,020	850
V	0.99	0	1	3	2	0	0	0	0	0.40	0.00	0.99	0	34,020	850
W	0.48	0	0	0	1	0	0	0	0	0.00	0.00	0.48	0	16,010	400
X	0.49	0	0	2	3	0	0	0	1	0.00	0.00	0.49	0	18,010	450
Y	0.97	0	0	12	8	0	0	0	0	0.00	0.00	0.97	0	34,020	850
Z	0.59	0	0	5	0	0	0	0	0	0.57	0.00	0.59	0	20,012	500

PROPOSED ROUTE IMPACT TABLE

Segments	Length (mi)	Homes 0-50 ft.	Homes 50-100 ft.	Homes 100 – 200 ft.	Homes 200-300 ft.	Wetland Crossings >1000 ft	NWI Width (sq. feet)	PWI Width (sq. feet)	PWI Crossed	Distribution Line Shared ROW (mi.)	Railroad Shared ROW	Road Corridor Sharing (mi.)	No ROW Sharing (mi)	Temporary Impacts (sq. feet)	Permanent Impacts (sq. feet)
BB	1.01	0	1	4	9	1	1,240	375	1	0.10	0.00	1.01	0	36,021	900
CC	0.23	0	0	1	0	0	0	0	0	0.00	0.00	0.23	0	8,005	200
D	0.48	0	0	0	0	1	500	0	0	0.00	0.00	0.00	0.48	14,009	350
H	0.42	0	0	1	0	0	0	0	0	0.00	0.00	0.42	0	14,009	350
LL	0.79	2	4	18	8	0	0	0	0	0.35	0.00	0.79	0	28,016	700
M	1.01	1	1	3	0	1	650	613	2	0.39	0.00	1.01	0	36,021	900
V	0.99	0	1	3	2	0	0	0	0	0.40	0.00	0.99	0	34,020	850
MM	0.09	0	0	1	0	0	0	0	0	0.09	0.00	0.00	0	6,004	150
Total:	5.02	3	7	31	19	1	2,390	988	3	1.33	0	4.45	0.48	176,105	4,400

1. Permanent impacts were calculated assuming 50 square feet of impact per structure. The number of poles was determined using the average span between poles (300 ft), which was divided into the length of the route.
2. Temporary impacts were calculated by summing the impacts from the temporary construction road (20 foot width times the length of the route segment) with temporary impacts of 2,000 square feet per pole. This is a conservative number because the temporary pole impact would overlap with the construction road.