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Table 1. Streams within the Proposed PIC E/W Connector (PID 83666) Project Area

Resource ID	Hydrology Type	Drainage Basin / HUC	Receiving Waterbody	Drainage Area at Impact Site	Stream Length (LF) within Project Area	QHEI/HEI Score and OhioEPA Use Designation	Riparian Corridor and Adjacent Habitat
Stream 1B	Intermittent	Scioto River / 0506001	Bulen Ditch	<1 sq. mi.	1,990	53- Modified Class II PHWH	Agricultural
Stream 3A (Bulen Ditch)	Perennial	Scioto River / 0506001	Scioto River	7 sq. mi.	2,242	48.5- Modified WWH	Agricultural
Stream 4	Ephemeral	Scioto River / 0506001	Bulen Ditch	<1 sq. mi.	372	28- Modified Class I PHWH	Agricultural
Stream 5	Intermittent	Scioto River / 0506001	Bulen Ditch	<1 sq. mi.	170	59- Modified Class II PHWH	Agricultural

Table 2. Wetlands within the Proposed PIC E/W Connector (PID 83666) Project Area

Resource ID	Wetland Type	Hydrologic Connectivity	Drainage Basin / HUC	ORAM Score	OhioEPA Category	Total Wetland Area (acres)	Adjacent Habitat
Wetland A/D	Scrub Shrub, Forested, Emergent	Adjacent to Wetland O	Scioto River / 0506001	55	Category II	1.5	Roadway/Forest
Wetland N	Forested	Adjacent to Wetland O	Scioto River / 0506001	44	Category II	0.05	Roadway/Forest
Wetland O	Forested	Unnamed Tributary to Scioto River	Scioto River / 0506001	39.5	Category II	*0.85	Roadway/Forest
Wetland R	Emergent	Stream 1B	Scioto River / 0506001	20.5	Category I	0.70	Agricultural

\*Area is approximate, wetland extends beyond study area and was not delineated fully beyond

Table 3. Proposed Stream Impacts for the Proposed PIC E/W Connector (PID 83668)- Preferred Alternative

Resource ID	Existing Culvert Length (Feet)	Proposed Culvert Length (Feet)	Proposed Stream Impact	Proposed Earthen Fill (Cubic Yards)	Proposed RCP Length (Linear Feet)	Proposed RCP Fill (Cubic Yards)	Proposed Rip Rap Length (Linear Feet)	Proposed Rip Rap Fill (Cubic Yards)	Proposed Fill Concrete Footings (Cubic Yards)	Total Fill Below O/HWM (Cubic Yards)	Total Length of Impact (Linear Feet)
Stream 1B	54- Bulen-Pierce Road, 73- Ashville Pike TOTAL = 127	91- Bulen-Pierce Road, 108- Ashville Pike TOTAL = 199	Culvert Replacement, RCP, Rip Rap, Concrete Footing	0	24- Bulen-Pierce Road, 11- Ashville Pike TOTAL = 35	17- Bulen-Pierce Road, 8.07- Ashville Pike TOTAL = 25.07	12- Ashville Pike	5.86- Ashville Pike	2.22- Bulen-Pierce Road, 0.05- Ashville Pike TOTAL = 2.27	33.2	115- Bulen-Pierce Road, 131- Ashville Pike TOTAL=246
Bulen Ditch	72	0	Stream fill (existing channel) / re-location of stream	6,350	0	0	0	0	0	6,350	1,516
Stream 4	147	142	Culvert Replacement, RCP, Rip Rap, Concrete Footing	31.55	0	0	6	1.66	0.46	33.67	148
Stream 5	48	128	Culvert Replacement, RCP, Rip Rap, Concrete Footing	0	11	7.08	12	3.86	2.14	13.08	151
<b>Totals</b>	<b>394</b>	<b>469</b>		<b>6,381.55</b>	<b>46</b>	<b>32.15</b>	<b>30</b>	<b>11.38</b>	<b>4.87</b>	<b>6,429.95</b>	<b>2,163</b>

Table 4. Proposed Stream Impacts for the Proposed PIC E/W Connector (PID 83668)- Minimal Degradation Alternative

Resource ID	Existing Culvert Length (Feet)	Proposed Culvert Length (Feet)	Proposed Stream Impact	Proposed Earthen Fill (Cubic Yards)	Proposed RCP Length (Linear Feet)	Proposed RCP Fill (Cubic Yards)	Proposed Rip Rap Length (Linear Feet)	Proposed Rip Rap Fill (Cubic Yards)	Proposed Fill Concrete Footings (Cubic Yards)	Total Fill Below O/HWM (Cubic Yards)	Total Length of Impact (Linear Feet)
Stream 1B	54- Bulen-Pierce Road, 73- Ashville Pike TOTAL = 127	0- Bulen-Pierce Road, 103- Ashville Pike TOTAL = 108	Culvert Replacement, RCP, Rip Rap, Concrete Footing	0	11- Ashville Pike	6.62- Ashville Pike	12- Ashville Pike	3.24- Ashville Pike	0.05- Ashville Pike	9.91	0- Bulen-Pierce Road, 131- Ashville Pike TOTAL=131
Bulen Ditch	72	0	Stream fill (existing channel) / re-location of stream	3,162	0	0	0	0	0	3,162	1,055
Stream 4	147	142	Culvert Replacement, RCP, Rip Rap, Concrete Footing	31.55	0	0	6	0.84	0.46	2.12	148
Stream 5	48	128	Culvert Replacement, RCP, Rip Rap, Concrete Footing	0	11	7.1	12	3.42	2.14	13.08	151
<b>Totals</b>	<b>394</b>	<b>378</b>		<b>3,193.55</b>	<b>22</b>	<b>13.72</b>	<b>18</b>	<b>7.5</b>	<b>2.65</b>	<b>3,187.11</b>	<b>1,488</b>

**Table 5. Proposed Wetland Impacts for the Proposed PIC E/W Connector (PID 83666)- Preferred Alternative**

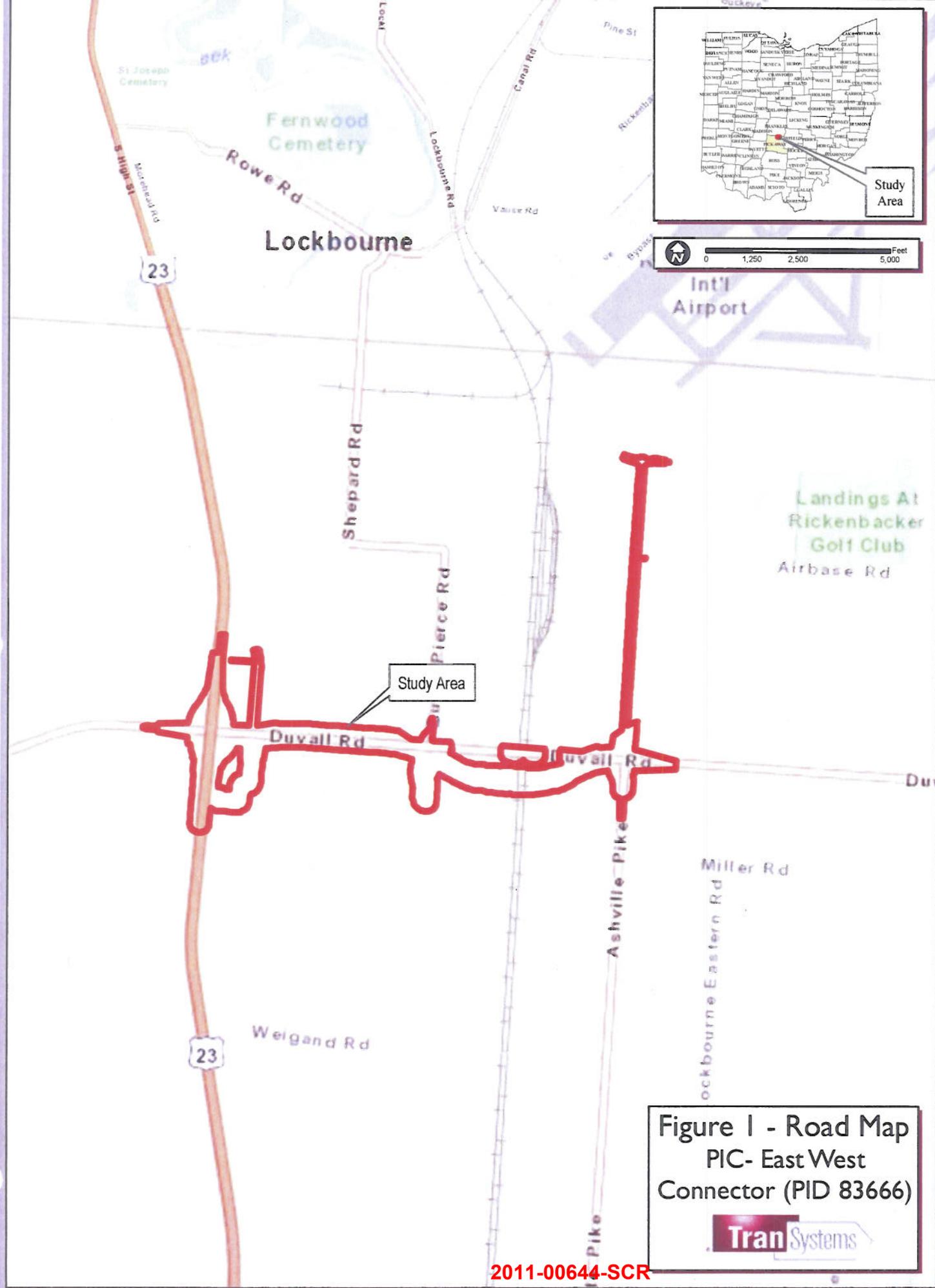
Resource ID	Cowardin Class	Total Wetland Area (acres)	Proposed Action	Volume Filled (Cubic Yards)	Area Filled (acres)	Percent Wetland Avoidance within Construction Limits
Wetland A/D	PSS	1.5	Fill	2,485	0.77	93%
Wetland N	PFO	0.05	Fill	161	0.05	0%
Wetland O	PFO	*0.85	Fill	516	0.16	81%
Wetland R	PEM	0.70	Fill	839	0.26	63%
<b>Totals</b>		<b>2.25</b>		<b>4,001</b>	<b>1.24</b>	

\*Area is approximate, wetland extends beyond study area and was not delineated fully beyond

**Table 6. Proposed Wetland Impacts for the Proposed PIC E/W Connector (PID 83666)- Minimal Degradation Alternative**

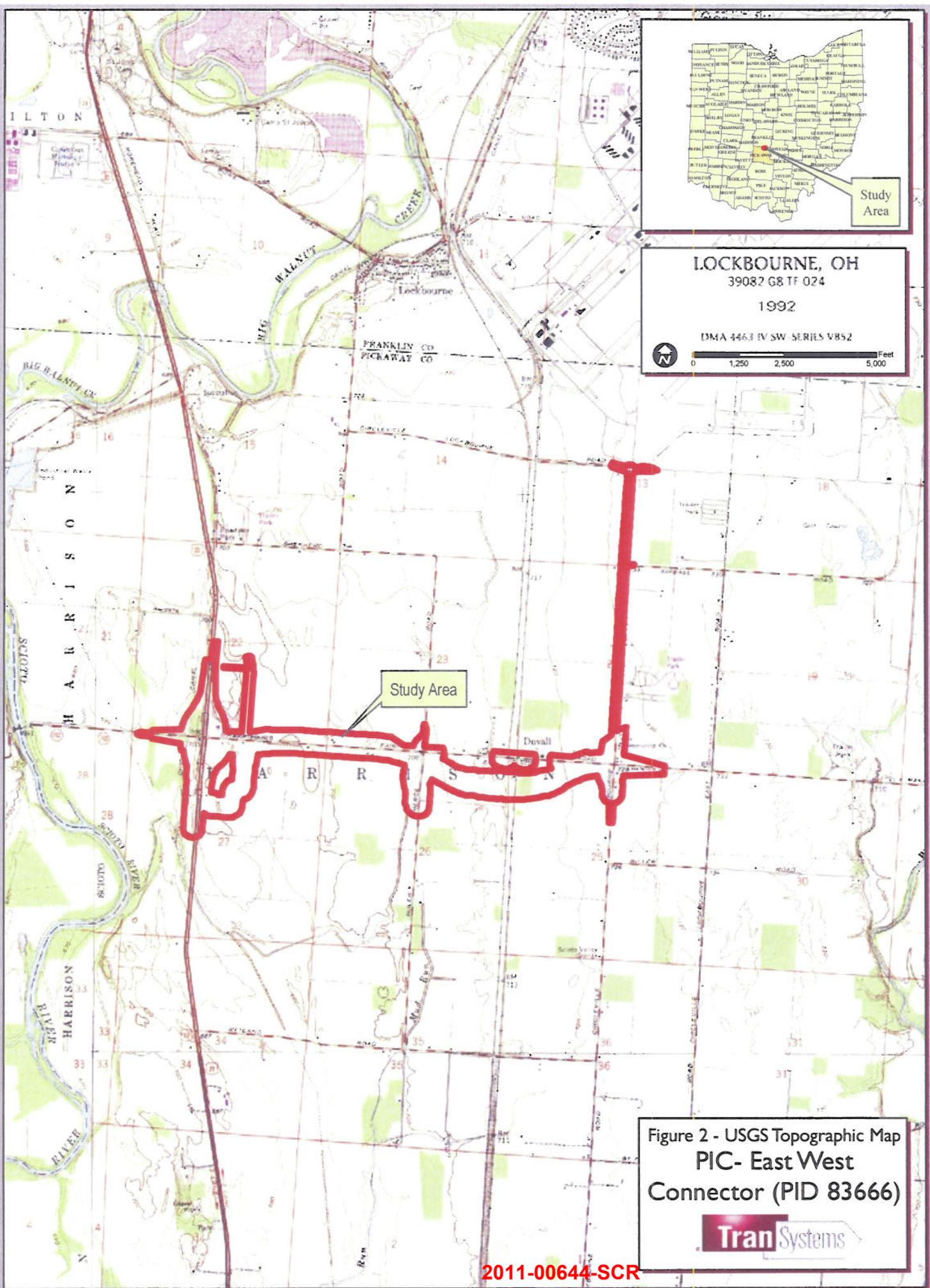
Resource ID	Cowardin Class	Total Wetland Area (acres)	Proposed Action	Volume Filled (Cubic Yards)	Area Filled (acres)	Percent Wetland Avoidance within Construction Limits
Wetland A/D	PSS	1.5	Fill	2,485	0.77	93%
Wetland N	PFO	0.05	Fill	161	0.05	0%
Wetland O	PFO	*0.85	Fill	516	0.16	81%
Wetland R	PEM	0.70	No Impacts	0	0	100%
<b>Totals</b>		<b>2.25</b>		<b>3,162</b>	<b>0.98</b>	

\*Area is approximate, wetland extends beyond study area and was not delineated fully beyond



**Figure I - Road Map  
 PIC- East West  
 Connector (PID 83666)**

**TranSystems**



**LOCKBOURNE, OH**  
39082 G8 TF 024  
1992  
DMA 4463 IV SW SERIES V852



Study Area

Figure 2 - USGS Topographic Map  
PIC- East West  
Connector (PID 83666)



Construction Limits  
0 500 1,000 2,000 Feet

Figure 3 - Preferred Alternative  
PIC - East West  
Connector (PID 83666)  
**Tran**Systems

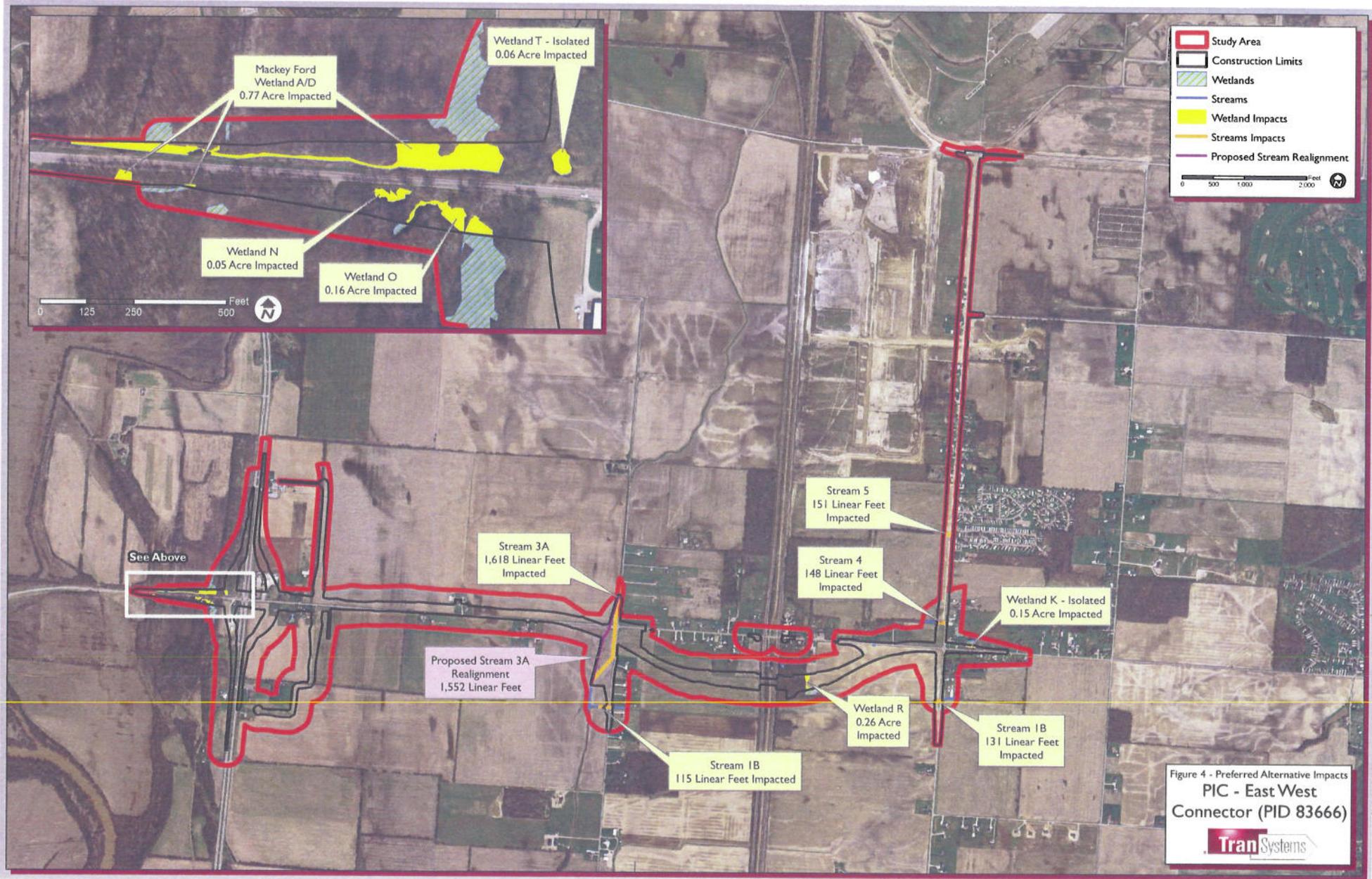


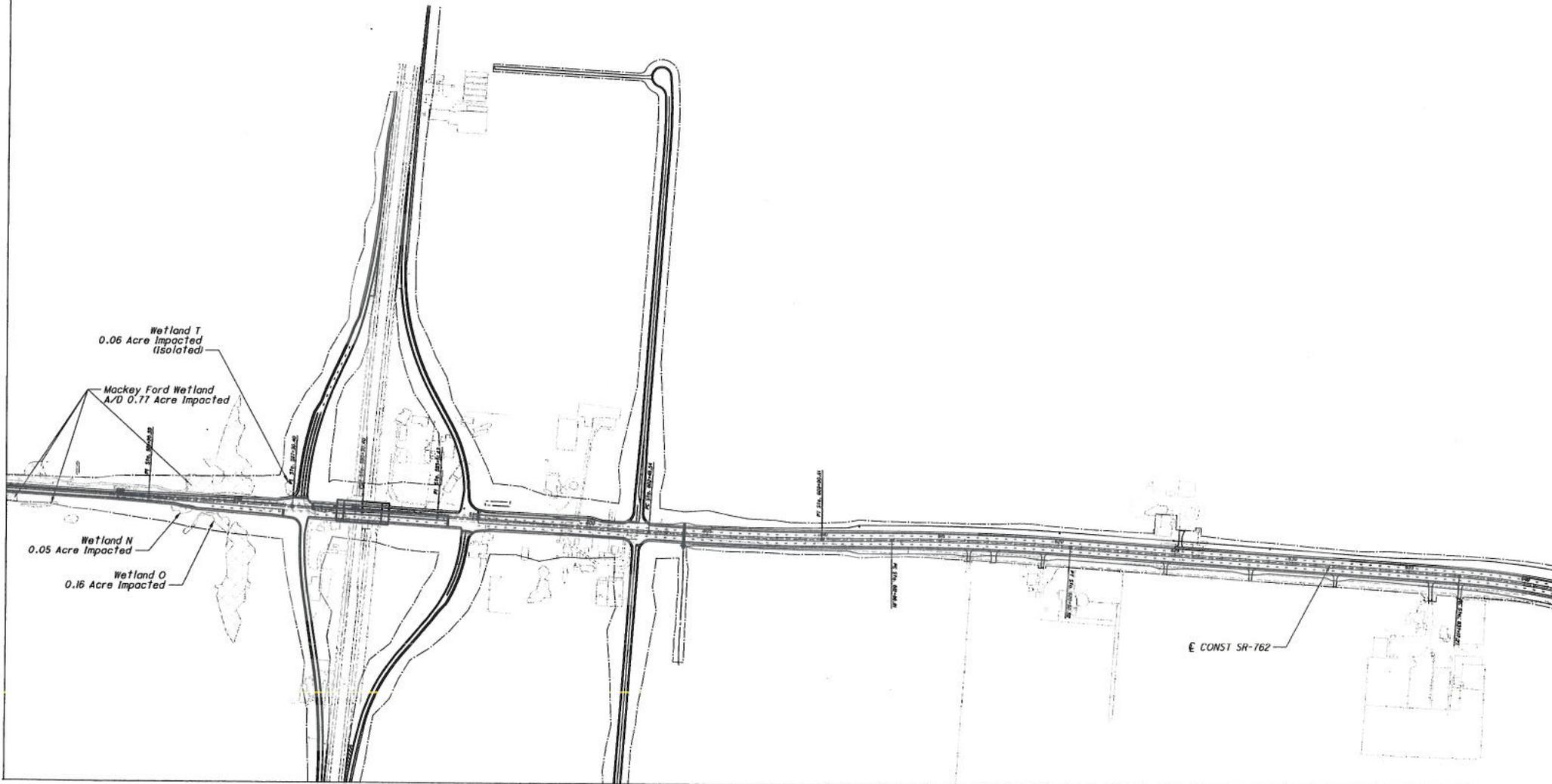
Figure 4 - Preferred Alternative Impacts  
 PIC - East West  
 Connector (PID 83666)  
 TranSystems

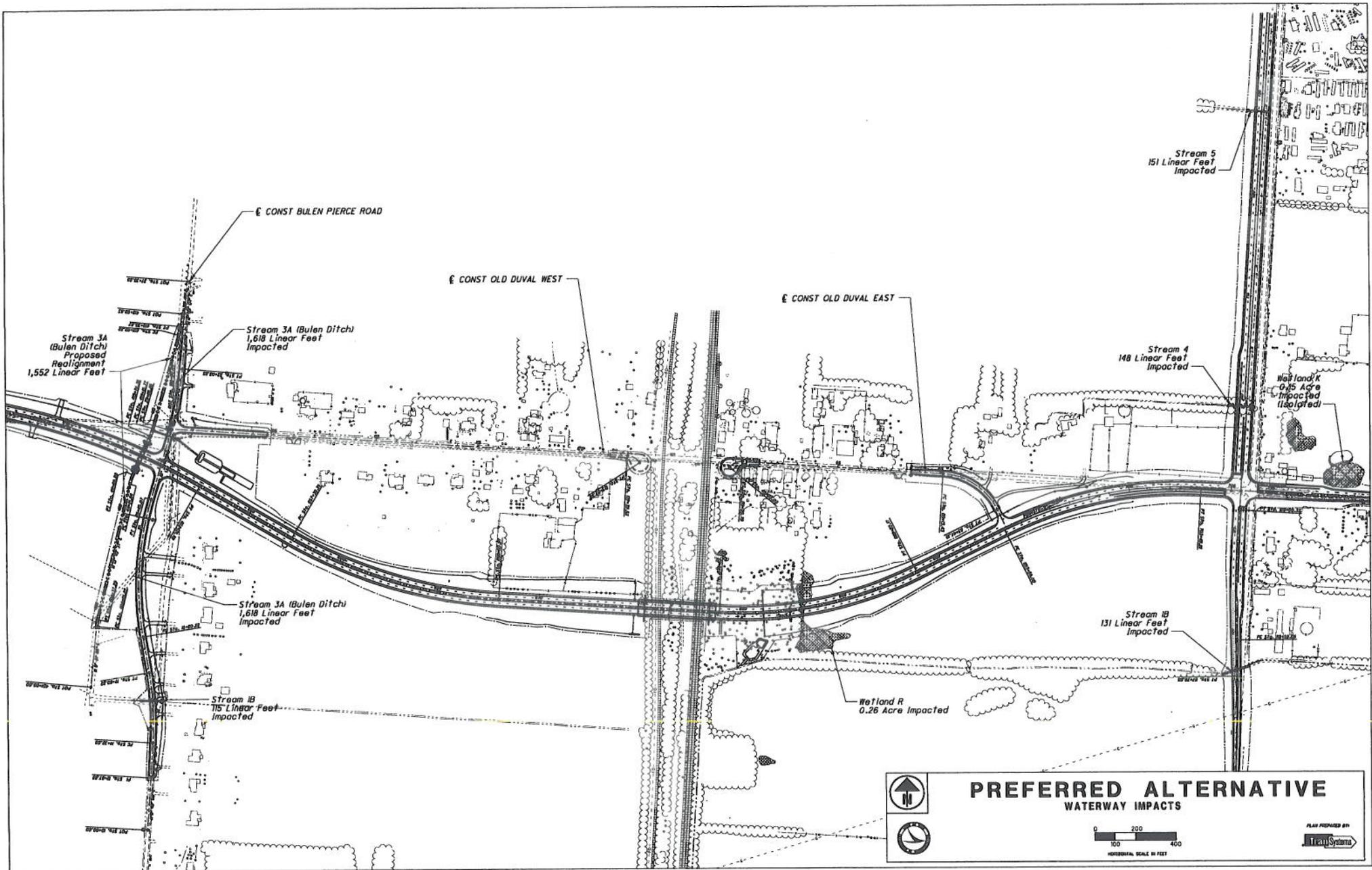


# PREFERRED ALTERNATIVE WATERWAY IMPACTS



PLAN PREPARED BY:



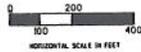


2011-00644-SCR  
 PIC-East West Connector, PID: 83666  
 Plan Sheet 6 of 7



# PREFERRED ALTERNATIVE

## WATERWAY IMPACTS



HORIZONTAL SCALE IN FEET

PLAN PREPARED BY  
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