



<b>TABLE 5-12</b>					
<b>IMPACTS TO WATERS AND WETLANDS</b>					
<b>(INCLUDING POTENTIALLY JURISDICTIONAL WATERS OF THE U.S.)</b>					
<b>Project Area / ID</b>	<b>Classification <sup>1</sup></b>	<b>Crossing Type</b>	<b>Civil Station No.</b>	<b>Crossing Width (ft.)</b>	<b>Impacts (square feet)</b>
<b>RAIL ALIGNMENT</b>					
Water 1	POWHx	B	58 + 00	194	NA
Wetland A	POWHx	B *	55 + 20 to 79 + 80	-	435
Water 2	R2OWH	B	74 + 50	115	9,520
Water 3	POWHx	B *	79 + 00	53	NA
Water 5 (2 loc.)	POWHx	C	168 + 00	11	NA
		C	173 + 00	16	NA
Water 9	LIOWHx	B *	216 + 75	97	NA
Water 10	POWHx	C	228 + 40	141	NA
Water 12	R4SBC	B *	315 + 20	78	NA
Water 13 (3 loc.)	POWHx	B *	335 + 00	93	NA
		B *	340 + 50	151	
		B	355 + 50	56	
Wetland F	Emergent wetland	Unknown	356 + 50	-	NA
Water 16 (2 loc.)	R4SBC	C *	466 + 00	47	NA
		B *	472 + 75	23	
<b>STATIONS</b>					
<b>Loop 12 (Deferred)</b>					
	-	-	-	-	
<b>University of Dallas</b>					
	-	-	-	-	
<b>South Las Colinas (Deferred)</b>					
	-	-	-	-	
<b>Lake Carolyn</b>					
	-	-	-	-	
<b>North Las Colinas</b>					
Water 10	POWHx	B/C	283+ 10	27	NA
<b>Carpenter Ranch</b>					
	-	-	-	-	
<b>North Lake College</b>					
	-	-	-	-	
<b>Belt Line Road</b>					
	-	-	-	-	
<sup>1</sup> Based on the USFWS classification (Cowardin et al. 1979) as modified for National Wetland Inventory Mapping Convention. See <b>Table 3-30</b> in Chapter 3. NA = Currently not available at 10% design; limited to bridge support placement. B = Bridge without columns in crossing (clear span); B * = Bridge crossing with columns placed in the crossing. C = Existing culvert to be crossed, no impacts; C * = Culvert.					

Source: Geo-Marine, 2007

### Water and Wetlands Mitigation

As outlined in Federal regulations, wetland impacts must be avoided, minimized or mitigated. While the proposed alignment evaluated in this document is considered to be the alignment that would best satisfy the need for and purpose of transportation improvements in the corridor, it would nonetheless impact wetlands. Under the No-Build Alternative, wetland impacts would be avoided. However, it is not considered to be a feasible and prudent alternative because it does not meet the purpose and need established for the project

