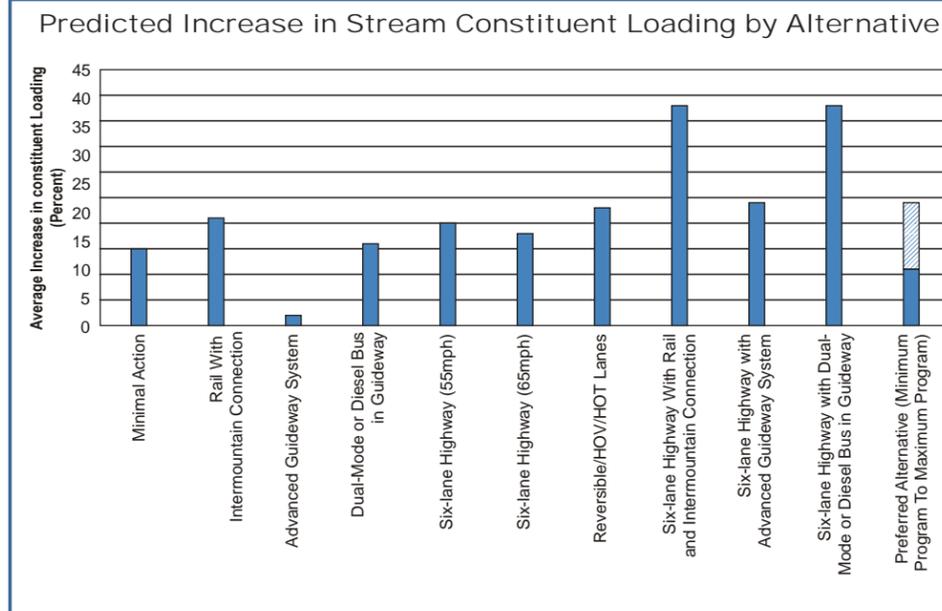
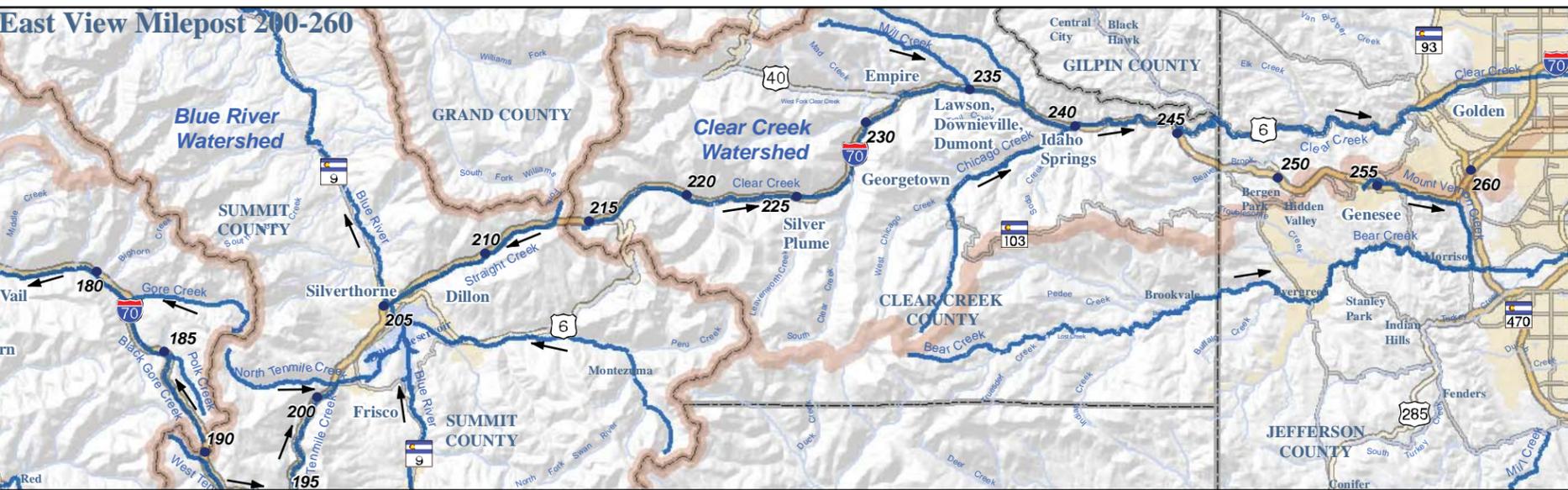


# Water Resources



The Preferred Alternative is presented as a range in both the table and chart because the adaptive management component of the Preferred Alternative allows it to be implemented based on future needs and associated triggers for further action. Wall #9 describes the triggers. In the chart, the solid bar represents the implementation of the Minimum Program only. The top end of the bar represents the full implementation of the Maximum Program.

Miles of Stream Channel Impacts by Alternative

Alternative	Clear Creek Watershed (miles)	Blue River Watershed (miles)	Eagle River Watershed (miles)	Total Impacts (miles)
No Action	0.0	0.0	0.0	0.0
Minimal Action	3.0	0.3	0.7	4.0
Rail with Intermountain Connection	5.0	0.6	0.7	6.3
Advanced Guideway System	3.8	0.3	0.5	4.6
Dual-Mode Bus in Guideway	4.0	0.5	1.1	5.6
Six-Lane Highway (55 mph)	4.9	0.3	0.7	5.9
Six-Lane Highway (65 mph)	5.2	0.3	0.3	5.8
Reversible/High Occupancy Vehicle/High Occupancy Toll Lanes	5.5	0.3	0.7	6.5
Six-Lane Highway with Rail and IMC	6.8	0.6	1.2	8.6
Six-Lane Highway with Advanced Guideway System	6.5	0.3	0.9	7.7
Six-Lane Highway With Diesel Bus in Guideway	6.2	0.5	1.2	7.9
Preferred Alternative	2.6 to 6.8	0.3 to 0.3	0.7 to 0.9	3.8 to 7.7