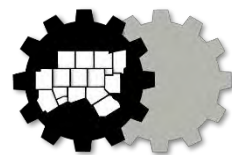
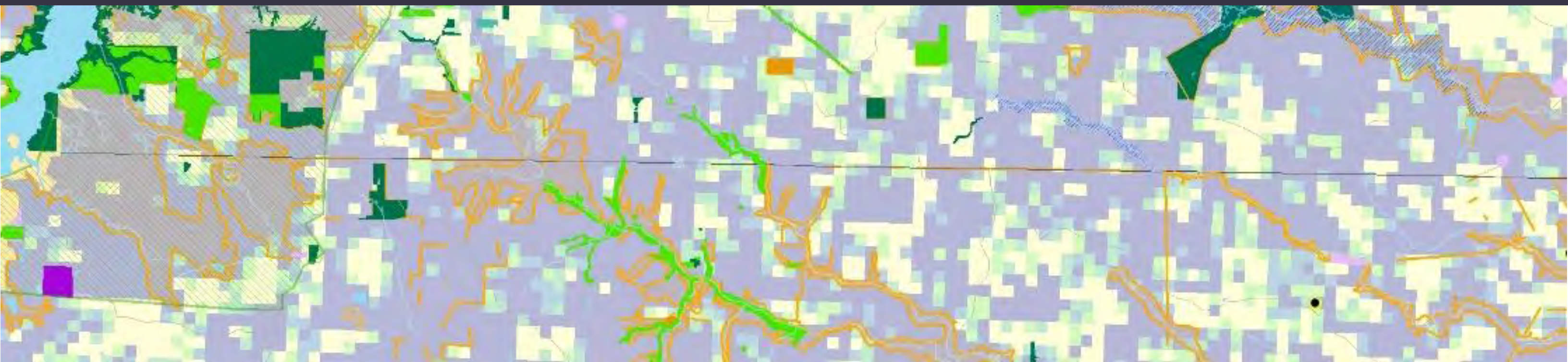




Loop 9 Corridor Area Conservation Vision and Opportunities APPENDIX



**North Central Texas
Council of Governments**

Transportation Department

North Central Texas Council of Governments

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Figure A.1 REF Unified Subwatershed – Ecosystem Value

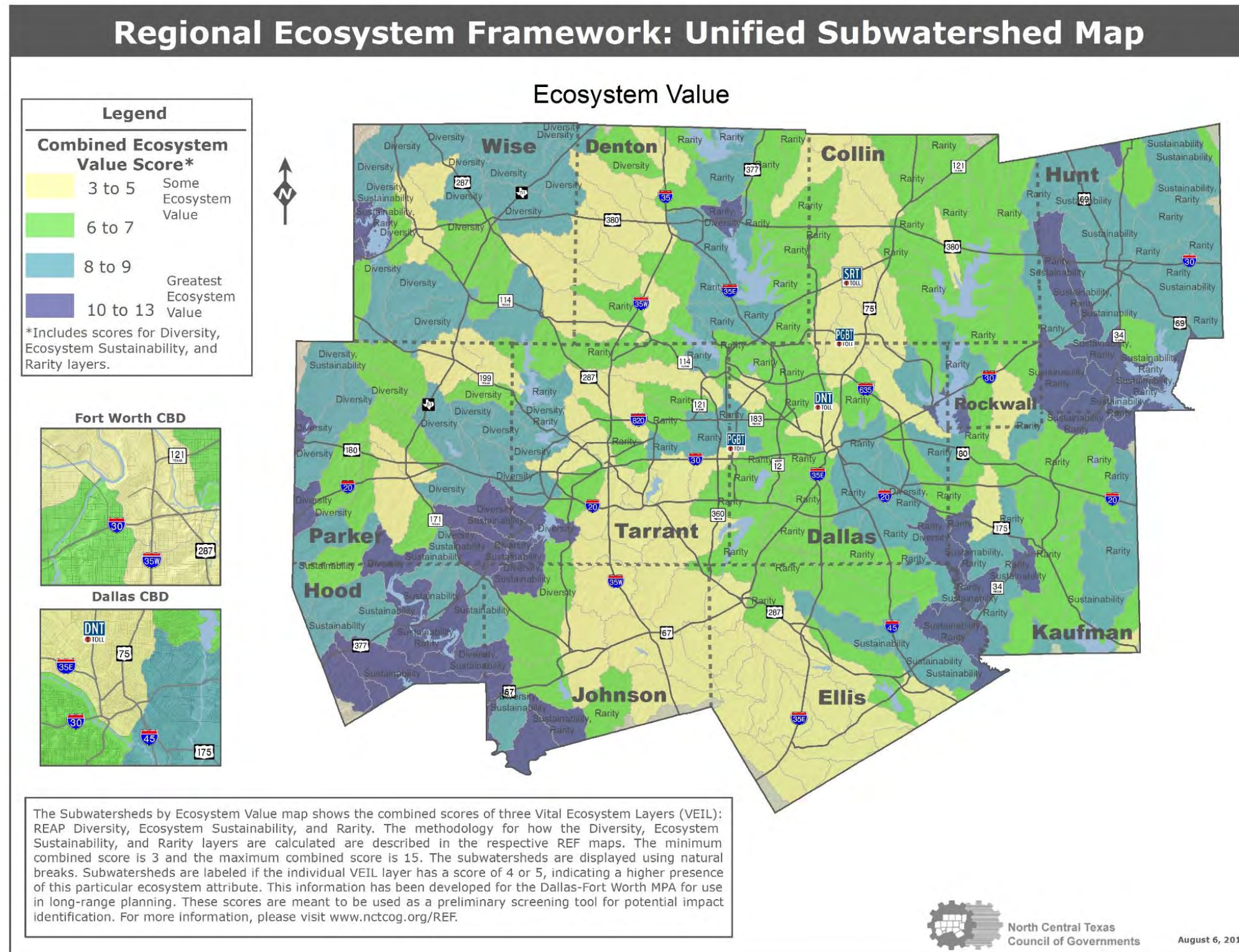


Figure A.2 REF Unified Subwatershed – Green Infrastructure

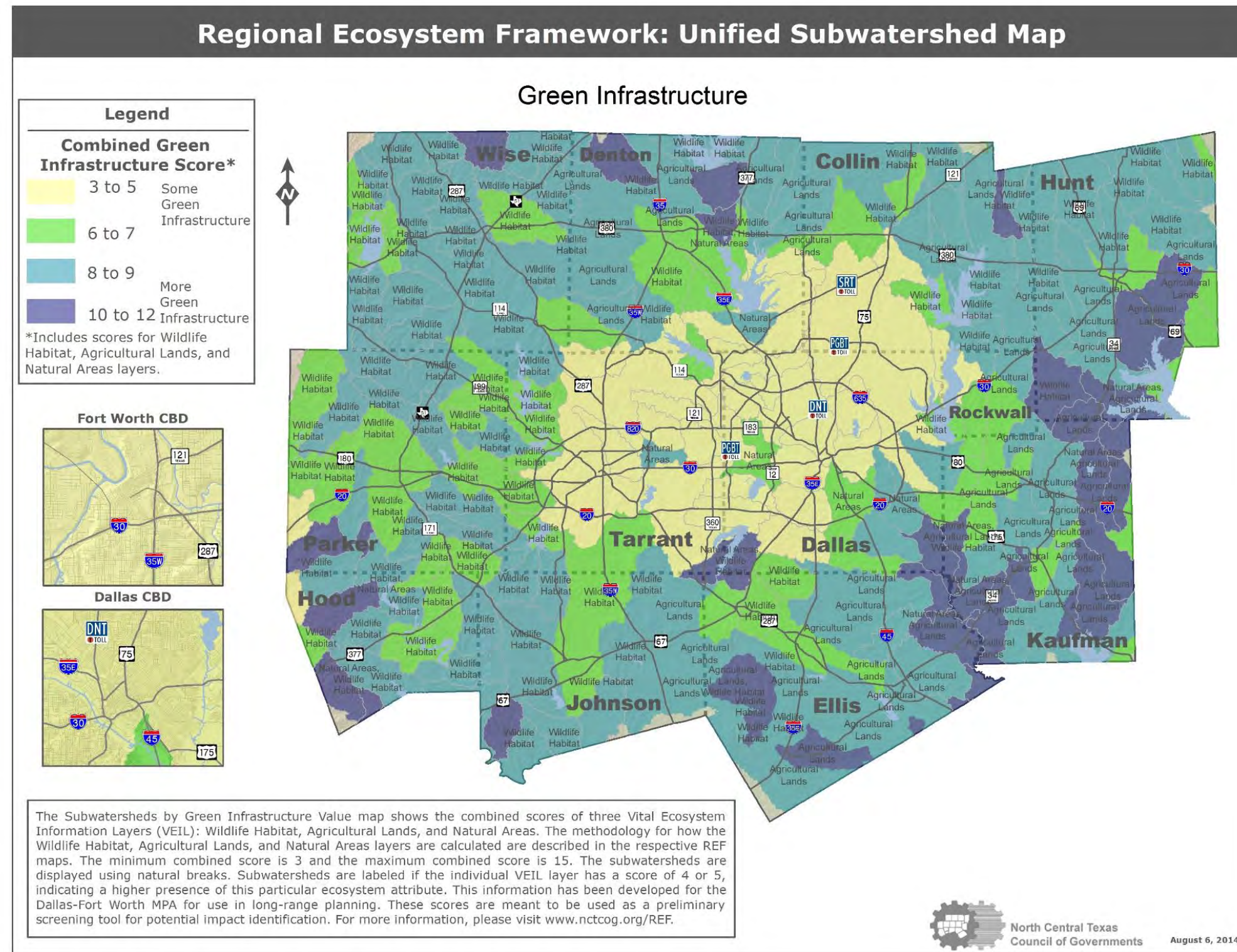


Figure A.3 REF Unified Subwatershed – Water Considerations

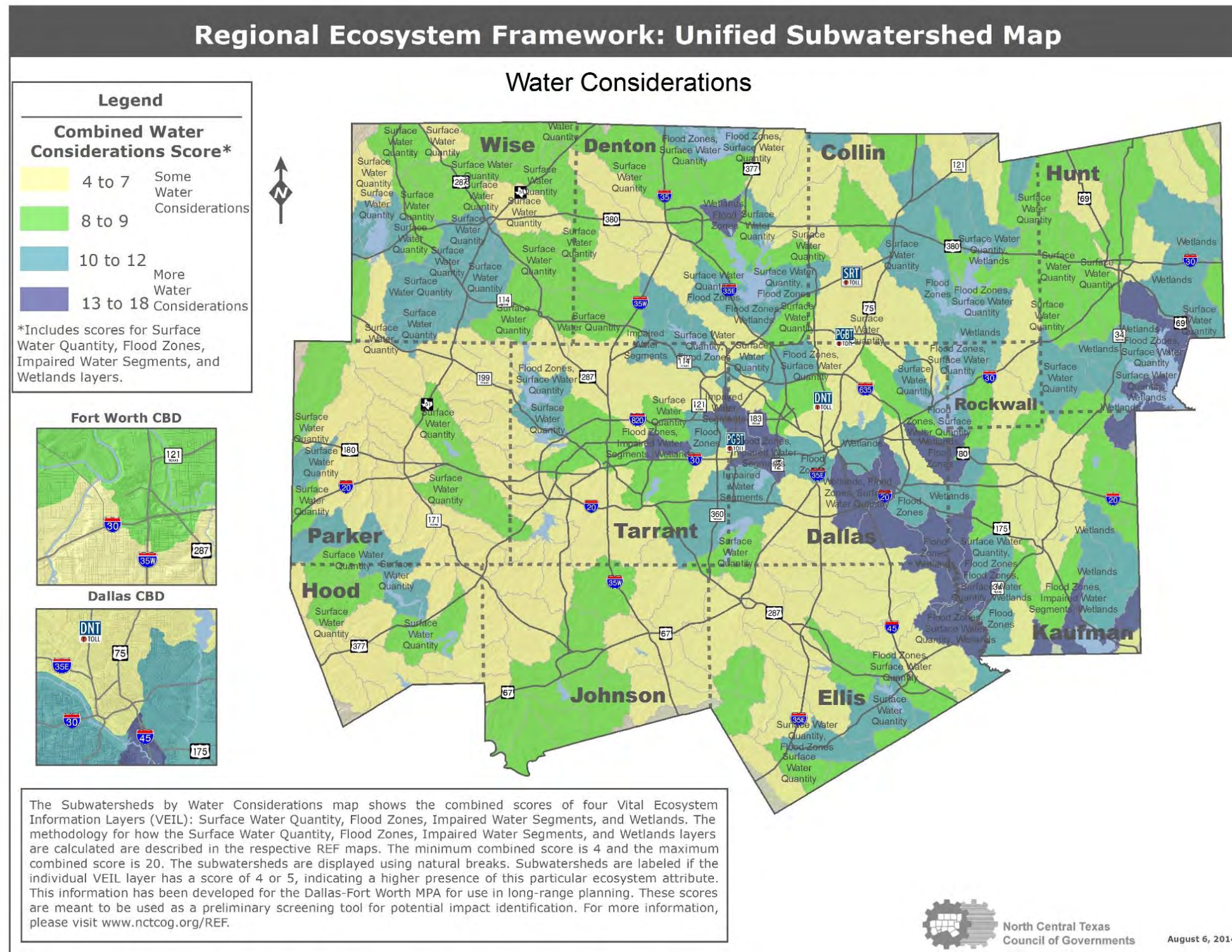


Table A.1 Loop 9 Environmental Data: REF and Corridor Feasibility Study Comparison

Segment	Regional Ecosystem Framework Data											Feasibility Study Data			
	Agricultural Lands	Diversity	Ecosystem Sustainability	Flood Zones	Impaired Water Segments	Rarity	Surface Water Quantity	Wetlands	Wildlife Habitat	Weighted	Average	Stream Crossing MIS	Ponds MIS	Wetlands MIS (acres)	Natural Impact MIS
US 67 to Duncanville Road A+B (North Option)	2.22	1	1	1.13	1	3.33	1.26	1	4.11	-4	1.83	3	3	0.55	Medium
US 67 to Duncanville Road A+C (South Option)	1.82	1	1	1.11	1	3.34	1.47	1	4.26	-3	1.88	4	6	1.2	Medium
Duncanville Road to I-35E - Seg D1+D2	1.75	1.04	1.01	1.21	1	2.04	1.76	1	3.94	-3	1.71	0	0	0	Medium
I-35E to SH 342 E+D3 (North Option)	2.21	1.8	1	1.24	1	1.47	1.39	1	3.67	-2	1.54	1	1	0.03	High
I-35E to SH 342 F+D3 (South Option)	2.27	1.81	1	1.14	1	1.52	1.17	1	3.6	-5	1.49	0	0	0	High
SH 342 to IH 45 D3+D4*	2.91	1.1	1	1.88	1	2.09	1.25	1.01	3.5	-6	1.68	1	2	0.33	High
IH 45 to US 175 D4+D5+D6	3.72	1.33	1.1	2.79	1	2.85	1.32	1.18	2.69	2	1.85	6	30	43.23	Medium
US 175 to IH 20 D6+L (West Option)	3.29	2.16	1	3.5	1	2.33	1.35	1.37	3.14	0	1.96	3	9	3.93	Medium
US 175 to IH 20 D6+M (East Option)	2.87	2.13	1	3.54	1	2.34	1.35	1.67	3.49	0	2.06	2	10	3.6	Medium
Average	2.56	1.49	1.01	1.95	1.00	2.37	1.37	1.14	3.60	N/A	1.78				

*This segment was partially modified after the feasibility study so a direct comparison to the REF data could not be made.

KEY:

- Below REF Category Average Score
- Equal to REF Category Average Score
- Above REF Category Average Score

Table A.2 Loop 3 Environmental Data: Frequency of REF Scores

Category		US 67 to Duncanville Road A+B (North Option)	US 67 to Duncanville Road A+C (South Option)	Duncanville Road to I-35E - Seg D1+D2	I-35E to SH 342 E+D3 (North Option)	I-35E to SH 342 F+D3 (South Option)	SH 342 to IH 45 D3+D4*	IH 45 to US 175 D4+D5+D6	US 175 to IH 20 D6+L (West Option)	US 175 to IH 20 D6+M (East Option)
Agricultural Lands	1	38	41	49	34	36	41	33	30	32
	2	5	5	2	3	3	4	6	9	6
	3	6	5	4	2	3	6	4	0	0
	4	1	1	5	3	3	9	10	2	2
	5	14	10	4	7	8	32	88	28	26
Diversity	1	64	62	61	7	6	80	106	19	19
	2	0	0	3	42	47	12	12	7	8
	3	0	0	0	0	0	0	0	43	39
	4	0	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	0	0	0
Ecosystem Sustainability	1	64	62	63	49	53	92	135	69	66
	2	0	0	0	0	0	0	0	0	0
	3	0	0	1	0	0	0	0	0	0
	4	0	0	0	0	0	0	6	0	0
	5	0	0	0	0	0	0	0	0	0
Flood Zone	1	62	60	59	42	46	69	75	23	22
	2	1	0	3	1	1	1	1	6	2
	3	0	0	0	3	2	1	3	1	1
	4	0	1	1	0	1	0	0	7	7
	5	1	1	1	3	3	21	62	32	34
Impaired Water Segments	1	64	62	64	49	53	92	138	67	64
	2	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0	0
	5	0	0	0	0	0	0	3	2	2
Rarity	1	8	8	24	22	25	4	10	14	12
	2	0	0	8	26	27	74	40	22	20
	3	16	14	32	1	1	14	42	33	32
	4	40	40	0	0	0	0	49	0	2
	5	0	0	0	0	0	0	0	0	0

*This segment was partially modified after the feasibility study so a direct comparison to the REF data could not be made.

Category		US 67 to Duncanville Road A+B (North Option)	US 67 to Duncanville Road A+C (South Option)	Duncanville Road to I-35E - Seg D1+D2	I-35E to SH 342 E+D3 (North Option)	I-35E to SH 342 F+D3 (South Option)	SH 342 to IH 45 D3+D4*	IH 45 to US 175 D4+D5+D6	US 175 to IH 20 D6+L (West Option)	US 175 to IH 20 D6+M (East Option)
Surface Water Quantity	1	61	57	52	41	47	84	128	62	59
	2	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	1	0	0	0
	5	3	5	12	8	6	7	13	7	7
Wetlands	1	64	62	64	49	53	91	124	58	51
	2	0	0	0	0	0	0	6	2	2
	3	0	0	0	0	0	1	6	2	3
	4	0	0	0	0	0	0	2	1	1
	5	0	0	0	0	0	0	3	6	9
Wildlife Habitat	1	8	6	10	8	9	24	70	18	16
	2	4	4	4	3	3	5	10	5	5
	3	7	6	3	3	3	5	7	3	2
	4	5	4	2	1	1	5	11	7	8
	5	40	42	45	34	37	53	43	36	35

*This segment was partially modified after the feasibility study so a direct comparison to the REF data could not be made.