



US Army Corps
of Engineers
Fort Worth District

Public Notice

Applicant: City of Frisco

Permit Application No.: SWF-2007-00281

Date: December 8, 2008

The purpose of this public notice is to inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. We hope you will participate in this process.

Regulatory Program

Since its early history, the U.S. Army Corps of Engineers has played an important role in the development of the nation's water resources. Originally, this involved construction of harbor fortifications and coastal defenses. Later duties included the improvement of waterways to provide avenues of commerce. An important part of our mission today is the protection of the nation's waterways through the administration of the U.S. Army Corps of Engineers Regulatory Program.

Section 10

The U.S. Army Corps of Engineers is directed by Congress under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) to regulate *all work or structures in or affecting the course, condition or capacity of navigable waters of the United States*. The intent of this law is to protect the navigable capacity of waters important to interstate commerce.

Section 404

The U.S. Army Corps of Engineers is directed by Congress under Section 404 of the Clean Water Act (33 USC 1344) to regulate the *discharge of dredged and fill material into all waters of the United States, including wetlands*. The intent of the law is to protect the nation's waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical and biological integrity.

Contact

Name: Mr. Neil Lebsock

Phone Number: (817) 886-1743

JOINT PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT

AND

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

SUBJECT: Application for a Department of the Army Permit under Section 404 of the Clean Water Act (CWA) and for water quality certification under Section 401 of the CWA to discharge dredged and fill material into waters of the United States associated with the construction of Stonebrook Parkway from Legacy Drive to Longhorn Trail in the City of Frisco within Denton and Collin Counties.

APPLICANT: City of Frisco
Ms. Elizabeth Metting, P.E.
Assistant City Engineer
6101 Frisco Square Boulevard
Frisco, Texas 75034

APPLICATION NUMBER: SWF-2007-00281

DATE ISSUED: December 8, 2008

LOCATION: The proposed Stonebrook Parkway would extend for a distance of approximately 3,800 feet from Legacy Drive in Frisco within Denton County to Longhorn Trail in Frisco, Collin County, Texas. The proposed project would be located approximately at UTM coordinates 701416 East and 3667931 North (Zone 14) on the Frisco 7.5-minute USGS quadrangle map in the USGS Hydrologic Unit 12030103.

OTHER AGENCY AUTHORIZATIONS: State Water Quality Certification

PROJECT DESCRIPTION: The applicant proposes to construct a four-lane (two travel lanes in each direction) divided roadway (Stonebrook Parkway) from Legacy Drive in Denton County to Longhorn Trail in Collin County, Texas for a distance of approximately 3,800 feet (Sheet 1 of 14). The purpose of the proposed facility is to provide a new primary route for the growing arterial roadway network serving portions of Denton and Collin Counties. The proposed project is necessary in order to provide a major link in the transportation network within the City of Frisco. Construction of the proposed Stonebrook Parkway, classified by the city as "Major Thoroughfare A", is part of the city's *2006 Comprehensive Plan*.

The proposed project begins at the terminus of the existing Stonebrook Parkway at Legacy Drive in Denton County. From this point, the proposed alignment would proceed in an easterly direction for approximately 1,300 feet. It then would curve to the southeast and continue for

approximately 500 feet to the intersection with the proposed Fighting Eagles Lane. The proposed alignment would then continue in a southeasterly direction for approximately 900 feet curving to the east and crossing under the Burlington Northern and Santa Fe (BNSF) Railroad tracks. The roadway would continue easterly for approximately 500 feet and would then curve slightly to the northeast and continue for approximately 600 feet until connecting with the existing Stonebrook Parkway at Longhorn Trail in Collin County (Sheet 2 of 14).

The proposed extension of Stonebrook Parkway would occur on new alignment. A grass median and/or traffic barrier would separate the east and west bound lanes. The typical right of way (ROW) width for the project varies from 123 feet to 280 feet. A bridge is proposed across Stewart Creek starting 500 feet east of Legacy Drive and would have a total approximate length of 500 feet. The proposed project would require the relocation of a portion of a tributary of Stewart Creek. The relocated stream would begin east of Stewart Creek and follow Stonebrook Parkway along the north ROW to the vicinity where the current stream crossing exists. The relocated stream channel would cross the roadway through four box culverts. South of the ROW, the relocated stream would continue toward the next culverted crossing at the BNSF railroad ROW. The flow within the relocated channel would be controlled with three-foot tall terrace walls at the bottom of the relocated streambed and located at 100 foot intervals along the stream. The relocated stream channel would include an approximate 40-foot bottom width throughout its length. The entire width of the relocated stream would be 100 feet wide south of the Stonebrook Parkway ROW to the BNSF railroad ROW, and 110 feet wide north of the Stonebrook Parkway ROW to Stewart Creek. In addition, a shoo-fly railroad track would be constructed parallel to the existing railroad track of the BNSF Railroad to facilitate the construction of the roadway project going under the existing railroad ROW and would remain in place subsequent to completion of the project. A shoo-fly railroad track is a parallel track utilized to by-pass a section of railroad tracks. The existing and proposed railroad tracks would be bridged allowing Stonebrook Parkway to pass under the railroad tracks and ROW of the existing BNSF railroad. During the construction of the shoo-fly, four culverts would be placed within a tributary to Stewart Creek where the current BNSF railroad crosses the stream. Both the bridge over Stewart Creek for Stonebrook Parkway and the culvert for the shoo-fly would have minimal impacts on waters of the U.S., including wetlands, and would be constructed utilizing Nationwide Permits (NWP) 14 and 25, respectively.

There would be two culverted crossings required for a tributary to Stewart Creek. One culvert would be placed at the existing BNSF railroad tracks crossing the tributary and another culvert at the point where the proposed roadway would cross the tributary just west of the existing railroad ROW. The culverts would facilitate continued flow of the stream to the north of the proposed Stonebrook Parkway.

The applicant considered several alternatives for the project. Alternative 1 (as described above) would be the most compatible with local comprehensive plan, would provide greater economic benefits, would have less impact on planned community facilities, would attract the largest predicted traffic volumes, would impact fewer noise receivers, and has the support of the local government and community.

Alternative 2 would involve bridging a large portion of the roadway over the BNSF railroad

ROW and the tributary to Stewart Creek. The distance of a bridge to meet the appropriate span and to avoid the railroad ROW and waters of the U.S. (including wetlands), would measure approximately 2,700 feet in length. This alternative would also likely result in noise impacts to existing residential areas west of the BNSF railroad due to the height and proximity of the bridge in relation to the residential areas. The applicant has stated the cost of constructing such a bridge would not be economically feasible.

Other alternatives evaluated for the proposed roadway included moving the alignment to the north or south of the current proposed location. These alternatives were limited due to the proximity of existing residential areas. These two alternatives would result in a safety risk under the current city guidelines for road design and encroachment issues. Moving the proposed roadway to the north would not alleviate impacts to waters of the U.S., including wetlands. Similarly, moving the proposed facility to the south would not alleviate impacts to waters of the U.S., including wetlands. Consequently, these alternatives were dismissed from further consideration by the applicant.

The no-build alternative would not result in any direct or indirect impacts to waters of the U.S., including wetlands. Only the no-build alternative would completely avoid surface water in the state, including wetlands. The applicant has stated that the no-build alternative would not meet the need for the proposed project in addressing the region's continued rapid growth, transportation demand, and the needs for mobility, transportation system linkages, economic development, and intermodal connections.

The proposed project corridor is located within the Blackland Prairie vegetation community. Topography throughout the project corridor consists of gently rolling terrain with some flat areas and the topography general slopes from the east to the west at the proposed project location.

The proposed project would be on a new location. The project area is comprised of undeveloped, open land and riparian woodland. Surrounding land use includes urban, residential and agricultural.

Some of the predominant representative vegetation comprising the project area and surrounding areas includes a variety of tree, shrub, vine and herbaceous plant species including boxelder (*Acer negundo*), sugar-berry (*Celtis laevigata*), green ash (*Fraxinus pennsylvanica*), honey locust (*Gleditsia triacanthos*), osage orange (*Maclura pomifera*), black willow (*Salix nigra*), American elm (*Ulmus americana*), cedar elm (*Ulmus crassifolia*), yaupon (*Ilex vomitoria*), sumac (*Rhus sp.*), greenbrier (*Smilax sp.*), poison ivy (*Toxicodendron radicans*), annual ragweed (*Ambrosia artemisiifolia*), great ragweed (*Ambrosia trifida*), silver bluestem (*Bothriochloa saccharoides*), sedge (*Carex sp.*), Bermudagrass (*Cynodon dactylon*), Johnson grass (*Sorghum halepense*), flatsedge (*Cyperus sp.*), spikerush (*Eleocharis sp.*), Canada wildrye (*Elymus canadensis*), switchgrass (*Panicum virgatum*), swamp smartweed (*Polygonum hydropiperoides*), curly dock (*Rumex crispus*), and cocklebur (*Xanthium strumarium*).

Table 1 provides information addressing both waters of the U.S. and non-waters of the U.S. that exist within the project area. Sheet 2 of 14 presents the approximate locations of the waters of the U.S. and non-waters of the U.S.

Table 1: Stonebrook Parkway – Waters of the U.S. and Non-Waters of the U.S.

<i>Feature</i>	<i>Water of the U.S. Yes/No</i>	<i>Stream/Wetland Type</i>	<i>Linear Feet</i>	<i>Area (acres)</i>	<i>Permanent Impacts to Waters of the U.S. (acres)</i>
Water 1	Yes	Perennial	830	0.40	<0.01*
Water 2	Yes	Intermittent	4,810	1.04	1.04
Water 3	Yes	Ephemeral	751	0.12	0.12
Water 4	Yes	Intermittent	612	0.07	0.07*
Water 5	Yes	Seasonally Inundated Impoundment	N/A	0.46	0.30
Water 6	No	Upland Drainage Ditch	1,503	0.12	N/A
Water 7	Yes	Intermittent	128	0.02	0.01*
Wetland 1	Yes	Emergent Fringe Wetland	N/A	0.31	0.02*
Wetland 2	Yes	Emergent Fringe Wetland	N/A	1.02	0.52
Wetland 3	Yes	Emergent Fringe Wetland	N/A	0.56	0.56
Wetland 4	Yes	Emergent Wetland	N/A	0.10	0.0
Wetland 5	No	Isolated Wetland	N/A	0.14	N/A
Total			8,634	4.36	2.64

N/A: Not Applicable

* Impact associated with NWP

A total of 4.1 acres of waters of the United States, including wetlands and 0.26 acre of non waters of the United States, exist within the proposed project area. Sheets 3 of 14 through 14 of 14 present the plan, profile and section views of the proposed project. Approximately 1,100 cubic yards of fill material would be discharged into waters of the United States, including wetlands, for the construction of the proposed project. The fill would be clean material (such as loam, sand and clay) obtained from local sources. Construction of the proposed project would result in the permanent adverse impacts to 2.64 acres comprised of six stream features and three wetland features. Of this amount, permanent adverse impacts would occur to 0.02 acre of Wetland 1, an emergent fringe wetland; 0.52 acre of Wetland 2, an emergent fringe wetland; 0.56 acre of Wetland 3, an emergent fringe wetland; 68 linear feet (<0.01 acre) of Water 1, a perennial stream; 4,810 linear feet (1.04 acres) of Water 2, an intermittent stream; 751 linear feet (0.12 acre) of Water 3, an ephemeral stream; 612 linear feet (0.07 acre) of Water 4, an intermittent stream; 0.30 acre of Water 5, a seasonally inundated impoundment; and, 57 linear

feet (0.01 acre) of Water 7, an intermittent stream.

The applicant believes they have attempted to avoid and minimize the adverse impacts to waters of the U.S. to the maximum extent practicable. However, due to the nature and location of the project, the applicant has stated that some impacts to waters of the U.S. would be unavoidable.

As previously mentioned, the applicant proposes to utilize a combination of NWP's (NWP's 14 & 25) at minimal impact locations. However, should permanent impacts at these single and complete locations exceed 1/10 acre, the applicant would then provide compensatory mitigation per nationwide permit general condition 20.

The applicant proposes to provide compensatory mitigation for the remaining 2.54 acres of impacts to Waters of the United States, including wetlands. Both on-site and near-site opportunities were considered by the applicant for suitability as compensatory mitigation. The applicant determined that opportunity exists for partial on-site mitigation of stream impacts. As compensatory mitigation for the unavoidable loss of the affected waters of the U.S., the applicant proposes on-site mitigation consisting of the relocation of 1,031 linear feet of Water 2 that would also include pooling areas to compensate for impacts to Water 5, as well as the purchase of mitigation banking credits from a local USACE-approved mitigation bank to compensate for the remaining adverse impacts to 1.08 acres of wetlands, 751 linear feet of an ephemeral stream, and 1,448 linear feet of intermittent streams.

The applicant has stated the implementation of the on-site stream mitigation would be concurrent with the project construction and would be completed according to USACE permit requirements. The 1,031 linear feet of relocated intermittent stream (Sheet 3 of 14 through Sheet 14 of 14) would follow a 40 feet wide (minimum width) bottom conveyance. The stream would be allowed to establish a natural stream course within the 40-foot wide conveyance channel. The designed channel would allow the stream to pool and meander giving the system the ability to form an aquatic habitat quality similar to what currently exists. The stream system would be allowed to re-vegetate naturally in combination with proposed riparian woodland/shrub plantings as shown in Table 2.

Table 2: Stonebrook Parkway - Proposed Plant Species for On-site Stream Mitigation

<i>Common Name</i>	<i>Scientific Name</i>	<i>Vegetation Type</i>
Green Ash	<i>Fraxinus pennsylvanica</i>	Tree
American Elm	<i>Ulmus americana</i>	Tree
Cedar Elm	<i>Ulmus crassifolia</i>	Tree
Buttonbush	<i>Cephalanthus occidentalis</i>	Shrub
Elderberry	<i>Sambucus canadensis</i>	Shrub
Chickasaw Plum	<i>Prunus angustifolia</i>	Shrub

Pecan (Substitute Species)	<i>Carya illinoensis</i>	Tree
Sand Plum (Substitute Species)	<i>Prunus gracilis</i>	Shrub
Swamp Privet	<i>Forestiera acuminata</i>	Shrub

Water 5, a seasonally inundated impoundment, would have approximately 0.30 acre of impacts due to excavation and fill within the ROW of the proposed Stonebrook Parkway. Mitigation for these impacts is proposed within the relocated Water 2 between the BNSF railroad crossing and south of the proposed Stonebrook Parkway. Within the relocated Water 2, four 3-foot tall terrace walls would span across the 40-foot wide conveyance approximately every 100 feet along the relocated streambed to reduce flow of the stream prior to entering the proposed culvert crossing at the proposed Stonebrook Parkway ROW. The terrace walls would allow Water 2 to pond behind each terrace wall. These ponded areas would maintain a more constant water elevation. The series of micro ponds would result in higher quality aquatic habitat in comparison to the existing Water 5. Specifically, the ponded areas would help to increase aquatic habitat diversity.

PUBLIC INTEREST REVIEW FACTORS: This application will be reviewed in accordance with 33 CFR 320-331, the Regulatory Program of the U.S. Army Corps of Engineers (USACE), and other pertinent laws, regulations, and executive orders. Our evaluation will also follow the guidelines published by the U.S. Environmental Protection Agency pursuant to Section 404(b)(1) of the CWA. The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impact, of the proposed activity on the public interest. That decision will reflect the national concerns for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including its cumulative effects. Among the factors addressed are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE in determining whether to issue, issue with modifications, or conditions, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

STATE WATER QUALITY CERTIFICATION: This project would result in a direct impact of greater than three acres of waters of the state or 1,500 linear feet of streams (or a combination of the two is above the threshold), and as such would not fulfill Tier I criteria for the project. Therefore, Texas Commission on Environmental Quality (TCEQ) certification is required. Concurrent with USACE processing of this Department of the Army application, the TCEQ is reviewing this application under Section 401 of the Clean Water Act, and Title 30, Texas Administrative Code Section 279.1-13 to determine if the work would comply with State water quality standards. By virtue of an agreement between the USACE and the TCEQ, this public notice is also issued for the purpose of advising all known interested persons that there is pending before the TCEQ a decision on water quality certification under such act. **Any comments concerning this application may be submitted to the Texas Commission on Environmental Quality, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087.** The public comment period extends 30 days from the date of publication of this notice. A copy of the public notice with a description of the work is made available for review in the TCEQ's Austin Office. The complete application may be reviewed in the USACE's office. The TCEQ may conduct a public hearing to consider all comments concerning water quality if requested in writing. A request for a public hearing must contain the following information: the name, mailing address, application number, or other recognizable reference to the application; a brief description of the interest of the requestor, or of persons represented by the requestor; and a brief description of how the application, if granted, would adversely affect such interest.

ENDANGERED AND THREATENED SPECIES: The USACE has reviewed the U.S. Fish and Wildlife Service's latest published version of endangered and threatened species to determine if any may occur in the project area. The proposed project would be located in two counties (Collin County and Denton County) where endangered and threatened bird species are known to occur or may occur as migrants. Specifically, the whooping crane (*Grus americana*) and least tern (*Sterna antillarum*) are both known to occur with Collin and Denton Counties. Additionally, the piping plover (*Charadrius melodus*) is known to occur in Denton County. The whooping crane and least tern are endangered species and the piping plover is a threatened species. Our initial review indicates that the proposed work would have no effect on federally-listed endangered and threatened species.

NATIONAL REGISTER OF HISTORIC PLACES: The project area was surveyed to determine the presence of prehistoric and historic cultural resources. Four previously documented archeological sites are within 1 mile of the proposed project. Of these locations, one site (41DN351) is located partially inside the western end of the project area. The investigation of site 41DN351 revealed that the only remaining traces are located outside the project area. Two archeological resources were identified within the project area as a result of the investigation, which include a minor dump locality and a single isolated positive shovel test unit that yielded fragments of bone from a large terrestrial mammal, perhaps from a cow or bison. Neither of these resources would be considered eligible for inclusion in the National Register of Historic Places or for designation as a State Archeological Landmark.

FLOODPLAIN MANAGEMENT: The USACE is sending a copy of this public notice to the local floodplain administrator. In accordance with 44 CFR part 60 (Flood Plain Management

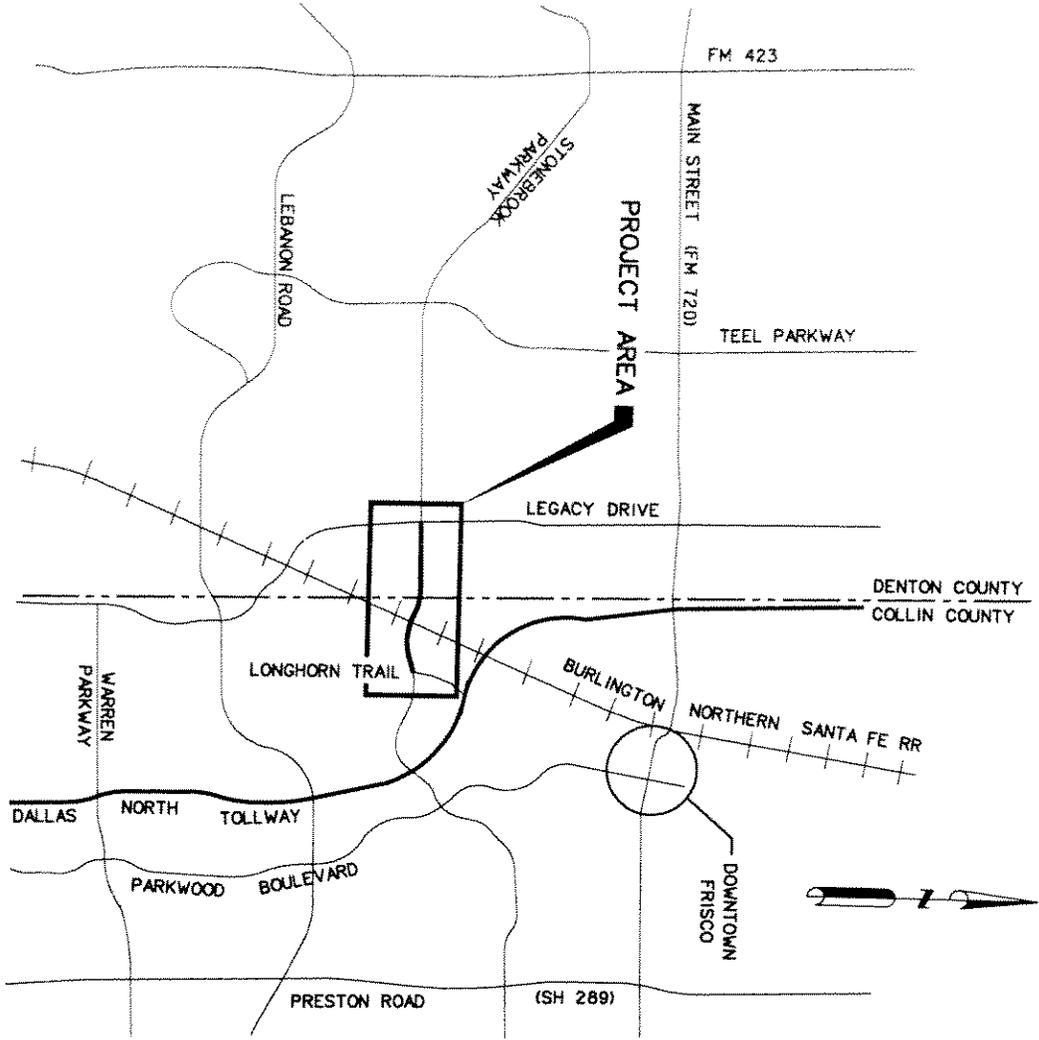
Regulations Criteria for Land Management and Use), the floodplain administrators of participating communities are required to review all proposed development to determine if a floodplain development permit is required and maintain records of such review.

SOLICITATION OF COMMENTS: The public notice is being distributed to all known interested persons in order to assist in developing information upon which a decision by the USACE may be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

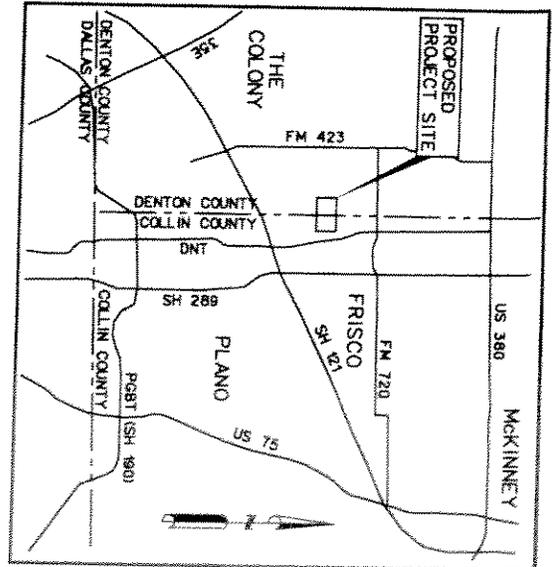
PUBLIC HEARING: Prior to the close of the comment period any person may make a written request for a public hearing setting forth the particular reasons for the request. The District Engineer will determine whether the issues raised are substantial and should be considered in his permit decision. If a public hearing is warranted, all known interested persons will be notified of the time, date, and location.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before January 6, 2009, which is the close of the comment period. Extensions of the comment period may be granted for valid reasons provided a written request is received by the limiting date. If no comments are received by that date, it will be considered that there are no objections. Comments and requests for additional information should be submitted to Mr. Neil Lebsock; Regulatory Branch, CESWF-PER-R; U.S. Army Corps of Engineers; Post Office Box 17300; Fort Worth, Texas 76102-0300. You may visit the Regulatory Branch in Room 3A37 of the Federal Building at 819 Taylor Street in Fort Worth between 8:00 A.M. and 3:30 P.M., Monday through Friday. Telephone inquiries should be directed to (817) 886-1743. Please note that names and addresses of those who submit comments in response to this public notice may be made publicly available.

DISTRICT ENGINEER
FORT WORTH DISTRICT
CORPS OF ENGINEERS



LOCATION MAP
 NOT TO SCALE

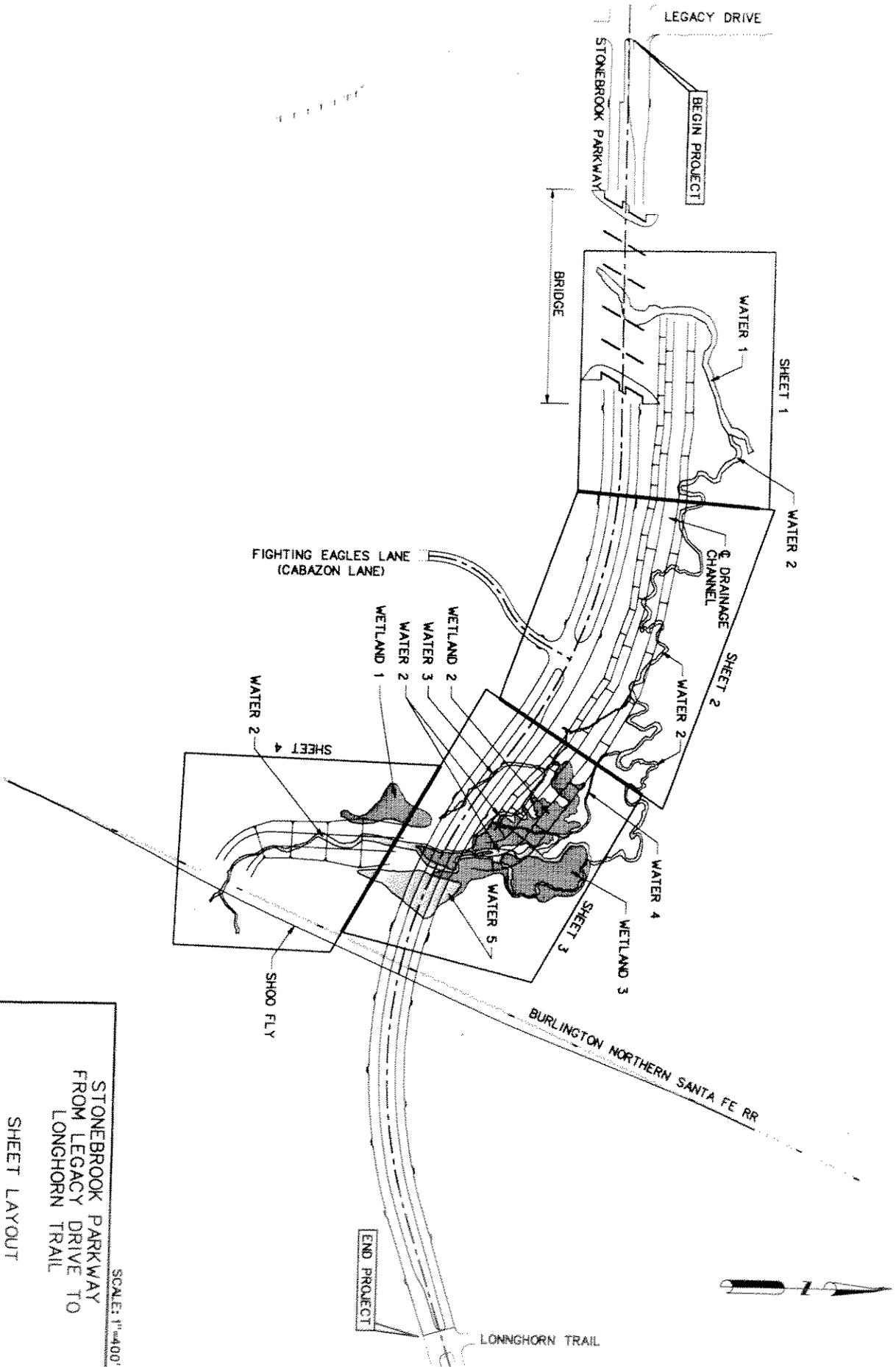


VICINITY MAP
 NOT TO SCALE

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

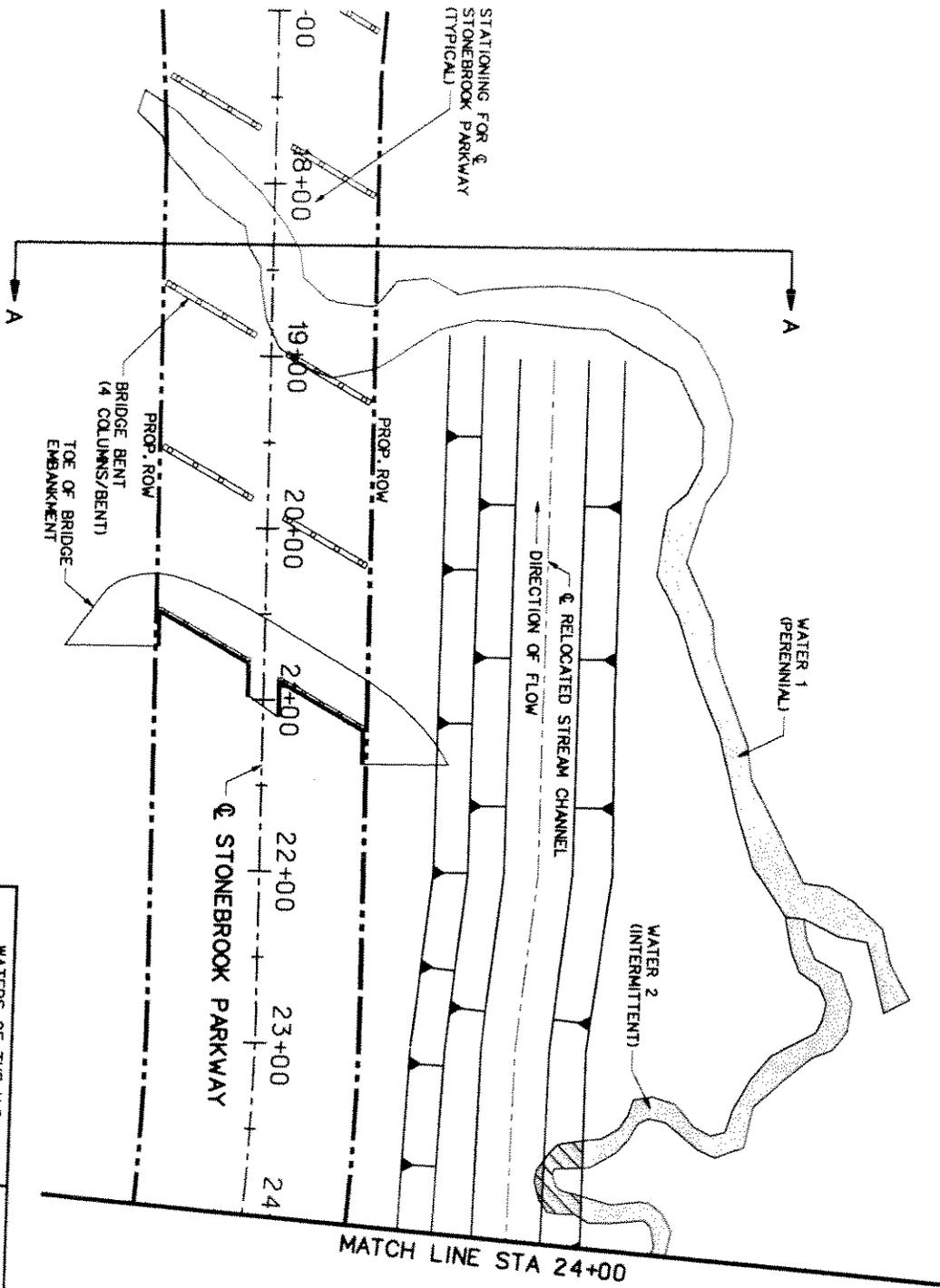
PROJECT LOCATION MAP

Counties: Denton and Collin
 State: Texas
 Application By: City of Frisco
 Sheet: 1 of 14
 USACE Project No: SWF-2007-00281
 Date: 11/05/2007



SCALE: 1"=400'
 STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 SHEET LAYOUT

Counties Denton and Collin
 State Texas
 Application By: City of Frisco
 Sheet: 2 of 14
 USAE Project No: SWF-2007-00281
 Date: 09/20/07



* ALL FILL PLACED IN TIGHTLY SEALED FORMS FOR STANDARD PILE SUPPORTED STRUCTURES.		
WATERS OF THE U.S., INCLUDING WETLANDS	EXCAVATION	FILL
WATER 1	0.00 AC (0 CY)	<0.001 AC (0.5 CY)*
WATER 2	0.02 AC (84 CY)	0.00 AC (0 CY)

	WATERS OF THE U.S., INCLUDING WETLANDS
	STREAM
	WETLAND AREA
	EXCAVATION
	FILL

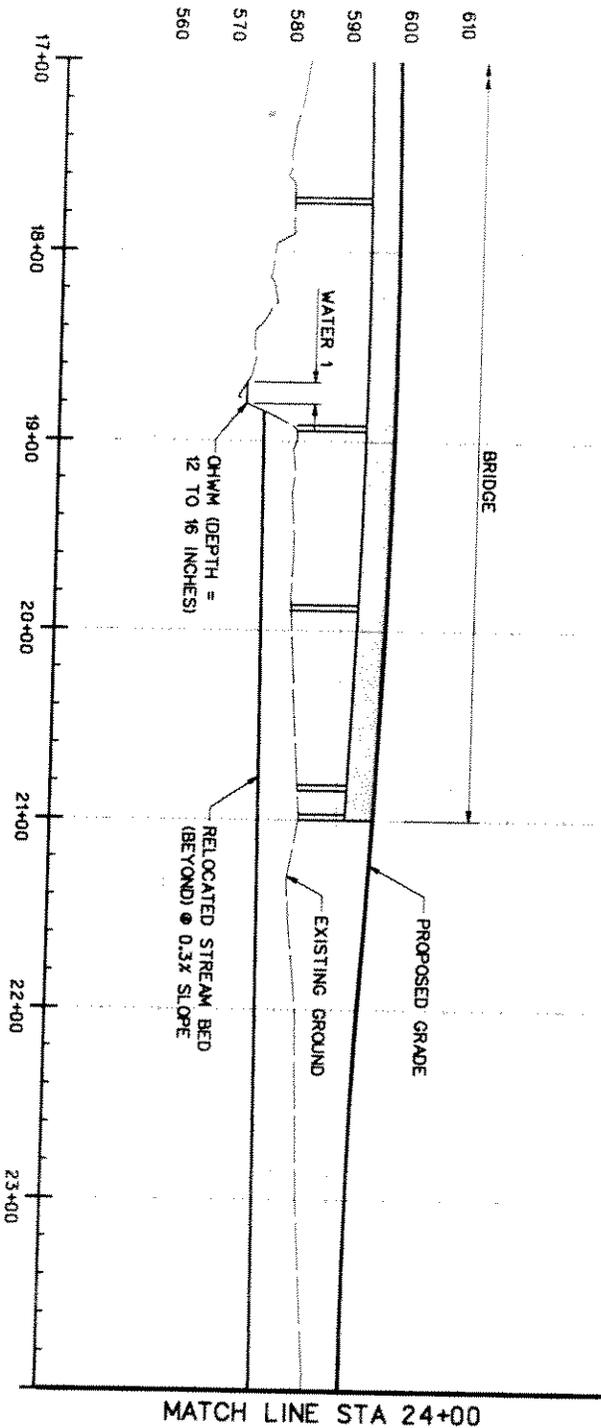
SCALE: 1"=100'

STONEBROOK PARKWAY FROM LEGACY DRIVE TO LONGHORN TRAIL

WATER 1 AND WATER 2 PLAN VIEW (SHEET LAYOUT - SHEET 1)

Courtesy: Darron and Collin Storer, Texas Application By: City of Frisco Sheet: 3 of 14 USACE Project No: SW-2007-00281 Date: 08/2/07



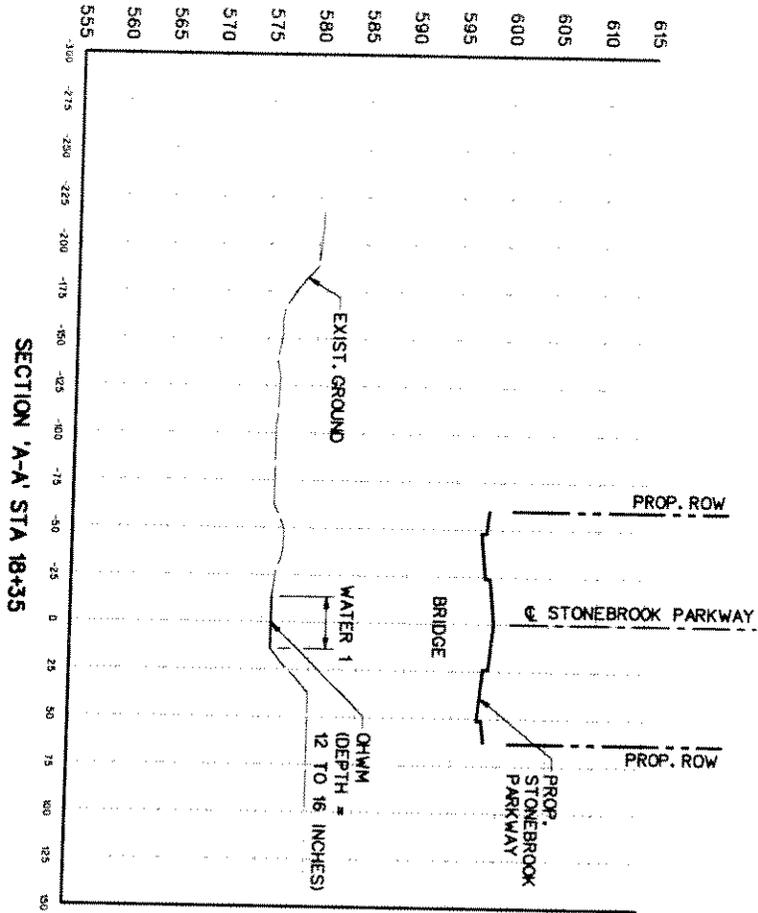


SCALE: HORIZ 1"=100'
 VERT 1"=50'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 1
 PROFILE VIEW

Courtney Barton and Collin
 State Texas
 Application By: City of Frisco
 Sheet 4 of 14
 USACE Project No: SWF-2007-00281
 Date: 08/27/07



IMPACTS TO WATERS OF THE
 U.S., INCLUDING WETLANDS

EXCAVATION

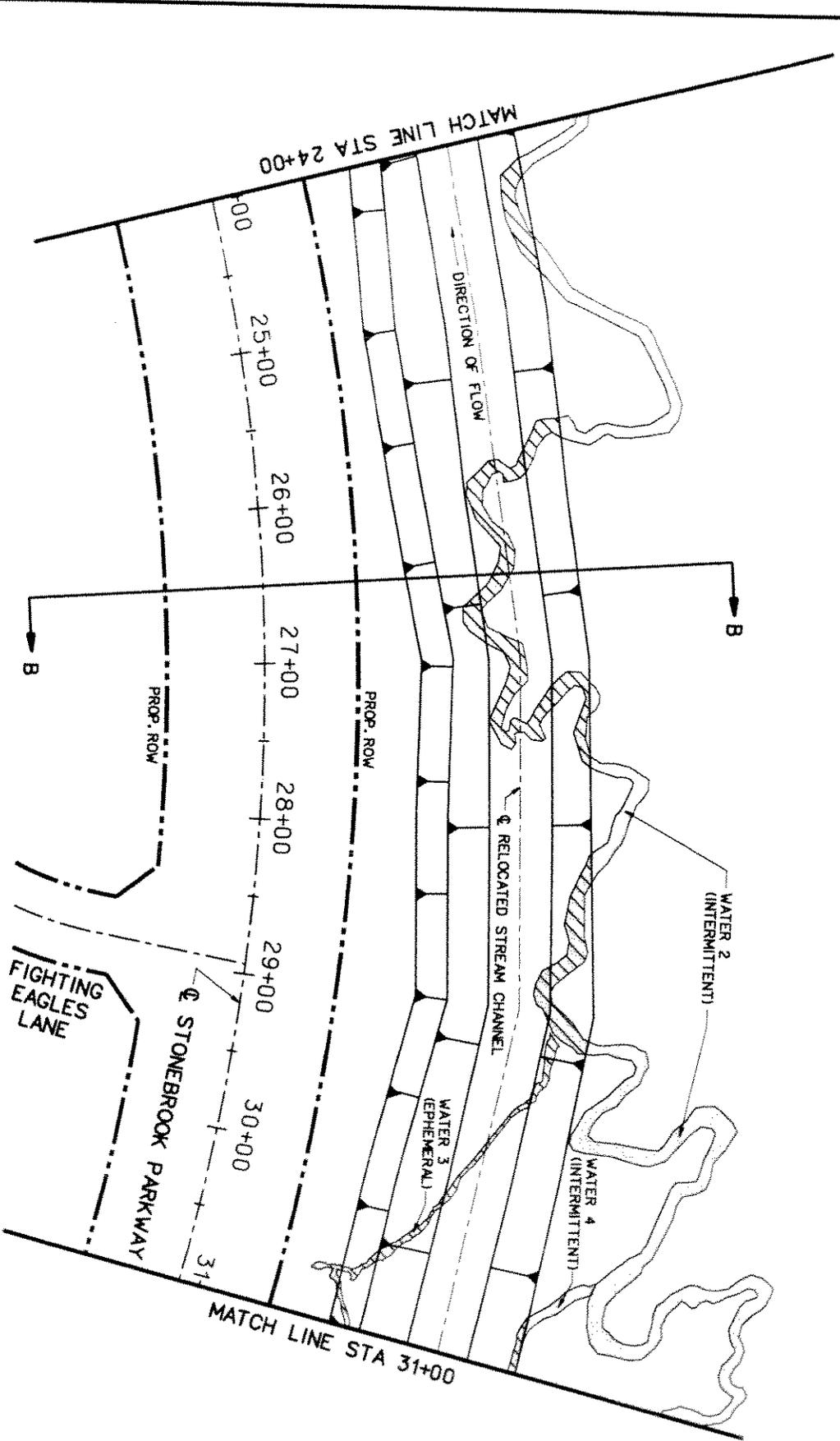
FILL

SCALE: HORIZ 1"=40'
 VERT 1"=20'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 1
 CROSS SECTION 'A-A'

Counties Denton and Collin
 State Taxes
 Application By: City of Frisco
 Sheet 5 of 14
 USACE Project No: SWF-2007-00281
 Date: 09/20/07



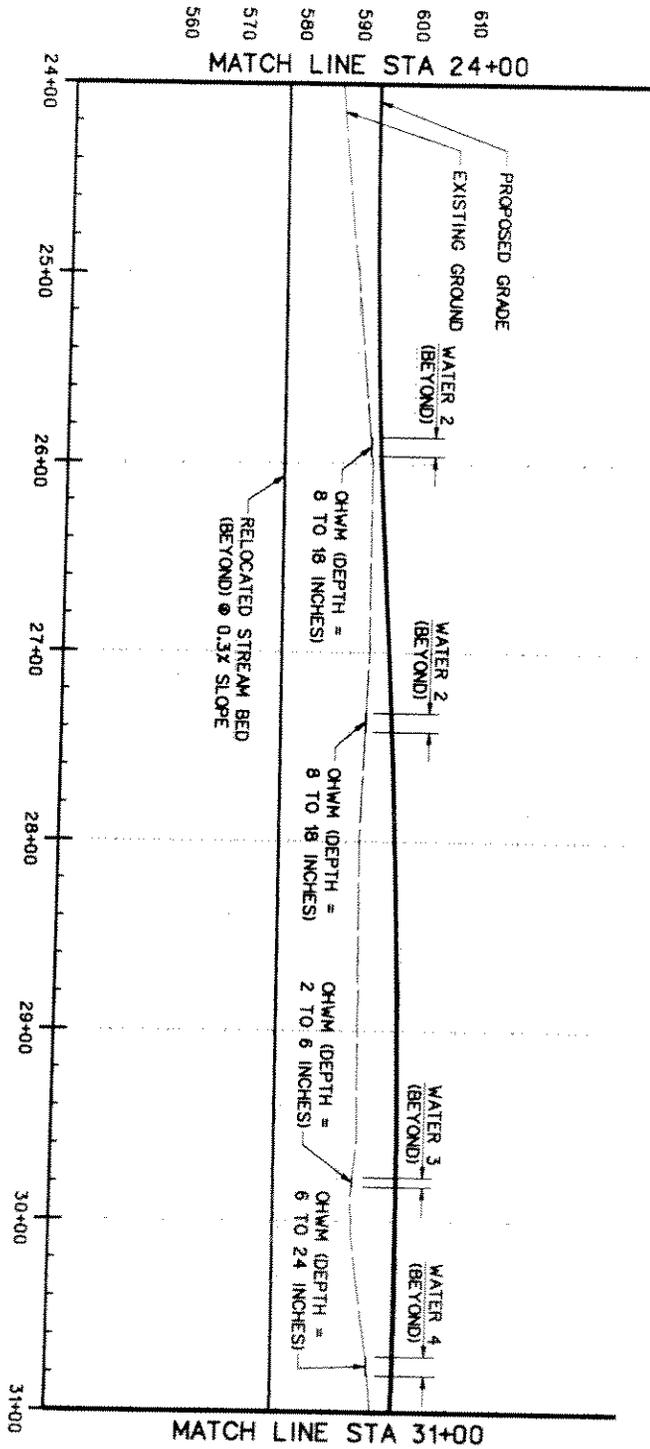
WATERS OF THE U.S., INCLUDING WETLANDS	EXCAVATION	FILL
WATER 2	0.13 AC (1164 CY)	0.00 AC (0 CY)
WATER 3	0.02 AC (182 CY)	0.00 AC (0 CY)
WATER 4	0.003 AC (6 CY)	0.00 AC (0 CY)

	WATERS OF THE U.S., INCLUDING WETLANDS
	STREAM
	WETLAND AREA
	EXCAVATION
	FILL

SCALE: 1"=100'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 WATER 2, WATER 3, AND WATER 4
 PLAN VIEW
 (SHEET LAYOUT - SHEET 2)

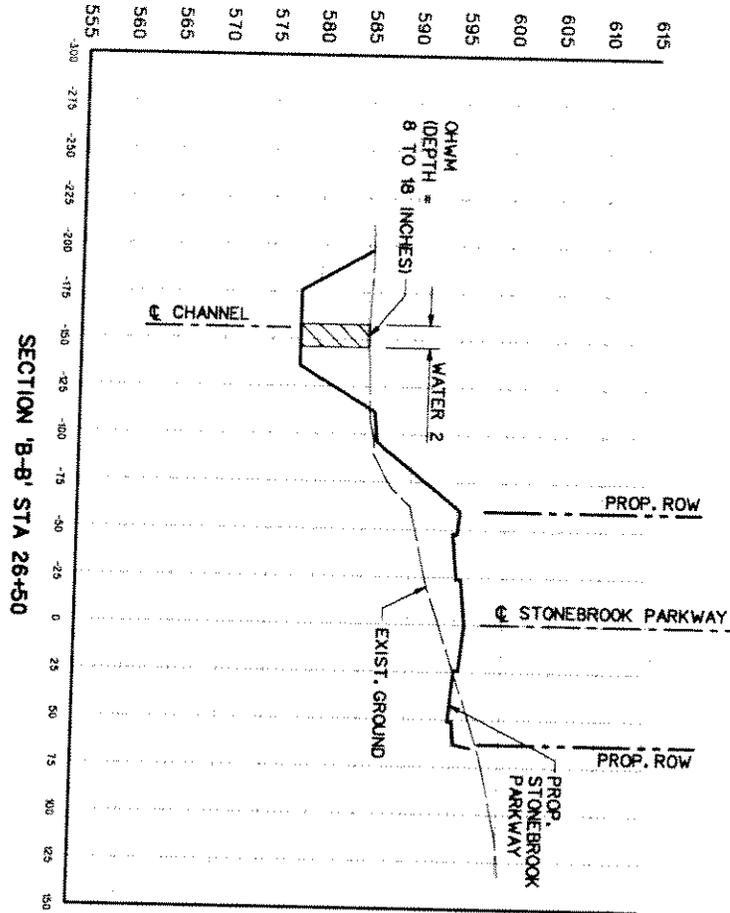
Courtney Denton and Collin
 State Taxer
 Application By: City of Frisco
 Sheet: 6 of 14
 USACE Project No: SWF-2007-00281
 DWG: SWF/2007



STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 WATER 2, WATER 3, AND WATER 4
 PROFILE VIEW

SCALE: HORIZ 1"=100'
 VERT 1"=30'

Counties Denton and Collin
 State of Texas
 Application By: City of Frisco
 Sheet: 7 of 14
 USACE Project No: SWF-2007-00281
 Date: 08/23/07



SECTION 'B-B' STA 26+50

IMPACTS TO WATERS OF THE
 U.S., INCLUDING WETLANDS

EXCAVATION

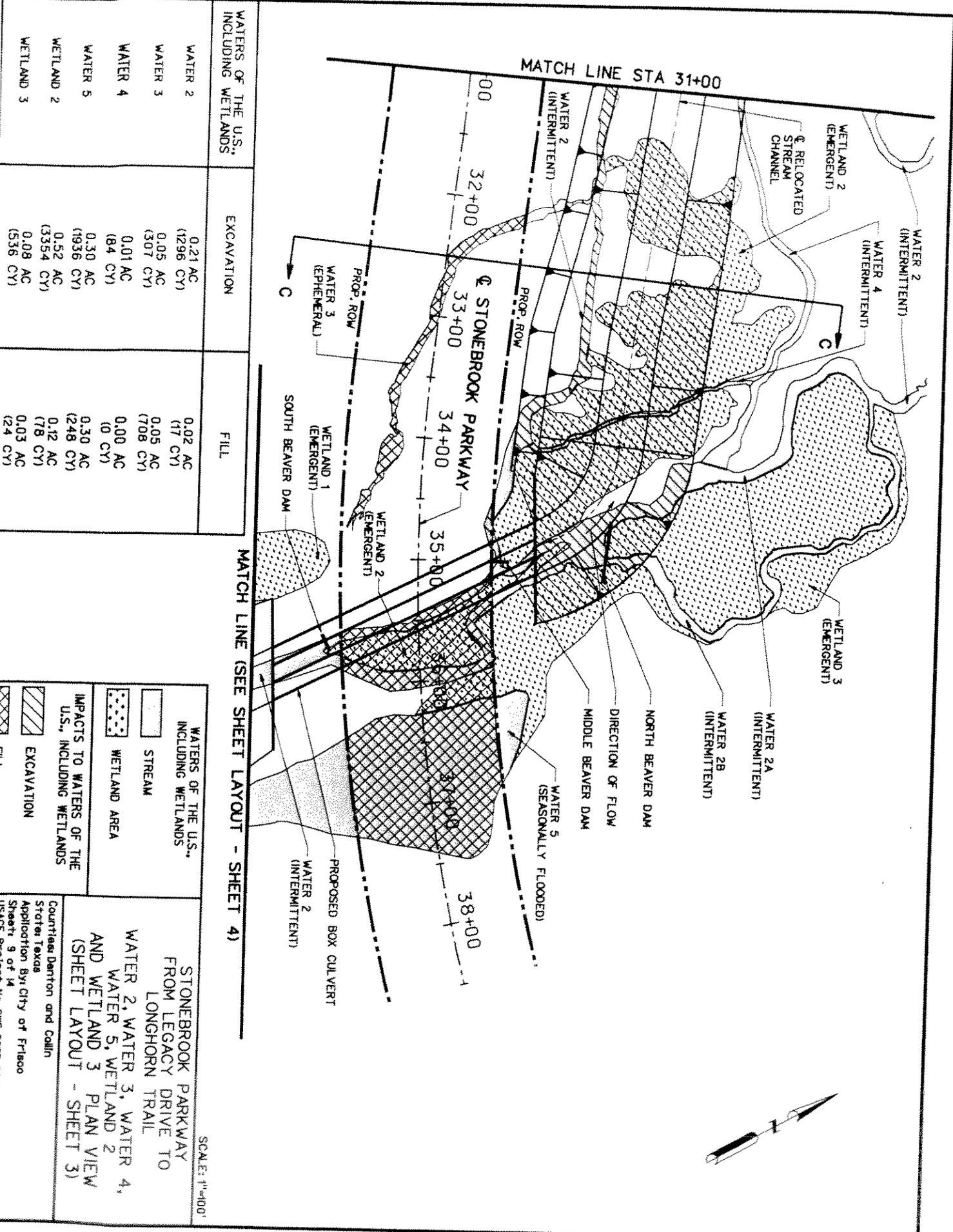
FILL

SCALE: HORIZ 1"=100'
 VERT 1"=20'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 2
 CROSS SECTION 'B-B'

Courtesy Denton and Collin
 State Texas
 Application By: City of Frisco
 Sheet: 8 of 14
 USACE Project No: SWF-2007-00281



WATERS OF THE U.S., INCLUDING WETLANDS	EXCAVATION	FILL
WATER 2	0.21 AC (1296 CY)	0.02 AC (17 CY)
WATER 3	0.05 AC (307 CY)	0.05 AC (708 CY)
WATER 4	0.01 AC (84 CY)	0.00 AC (0 CY)
WATER 5	0.30 AC (1936 CY)	0.30 AC (248 CY)
WETLAND 2	0.52 AC (3354 CY)	0.12 AC (78 CY)
WETLAND 3	0.08 AC (536 CY)	0.03 AC (24 CY)

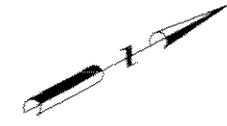
	WATERS OF THE U.S., INCLUDING WETLANDS
	STREAM
	WETLAND AREA
	EXCAVATION
	FILL

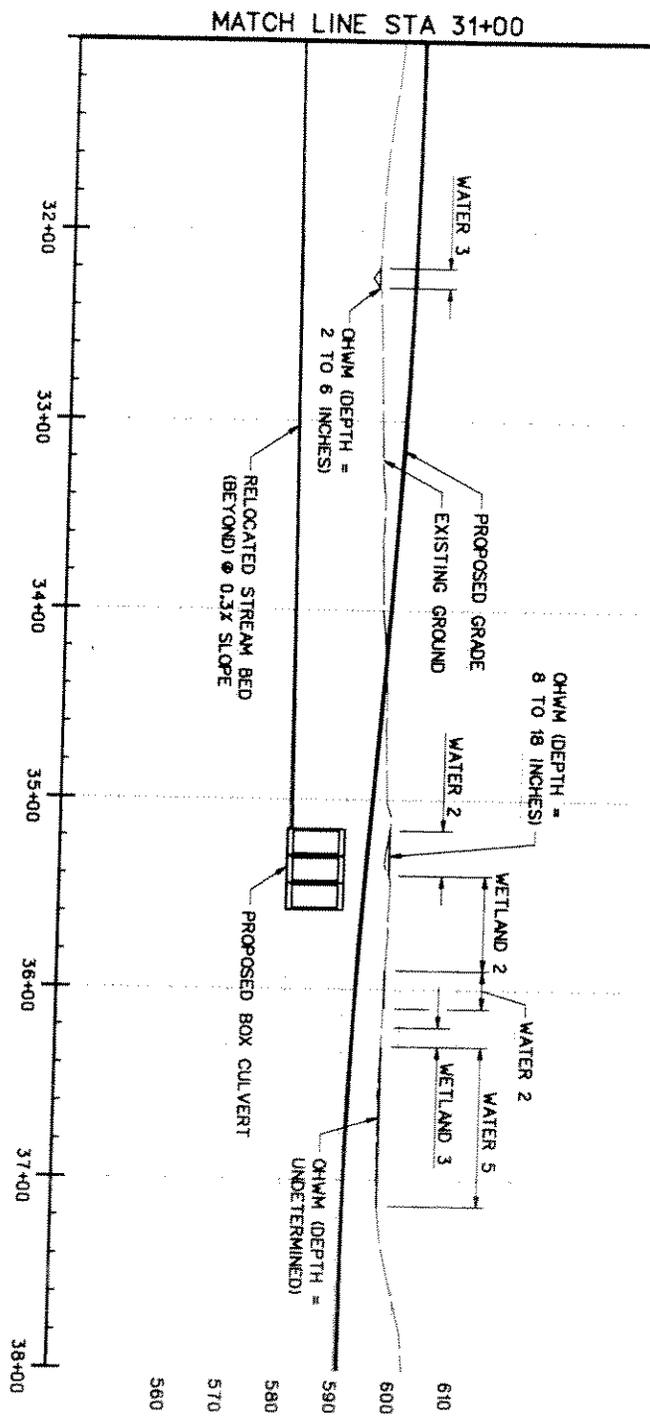
SCALE: 1"=100'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 2, WATER 3, WATER 4,
 WATER 5, WETLAND 2
 AND WETLAND 3
 PLAN VIEW
 (SHEET LAYOUT - SHEET 3)

Courtneya Barton and Collin
 State Texas
 Application By City of Frisco
 Sheet, 9 of 14
 USACE Project No. SWF-2007-00281

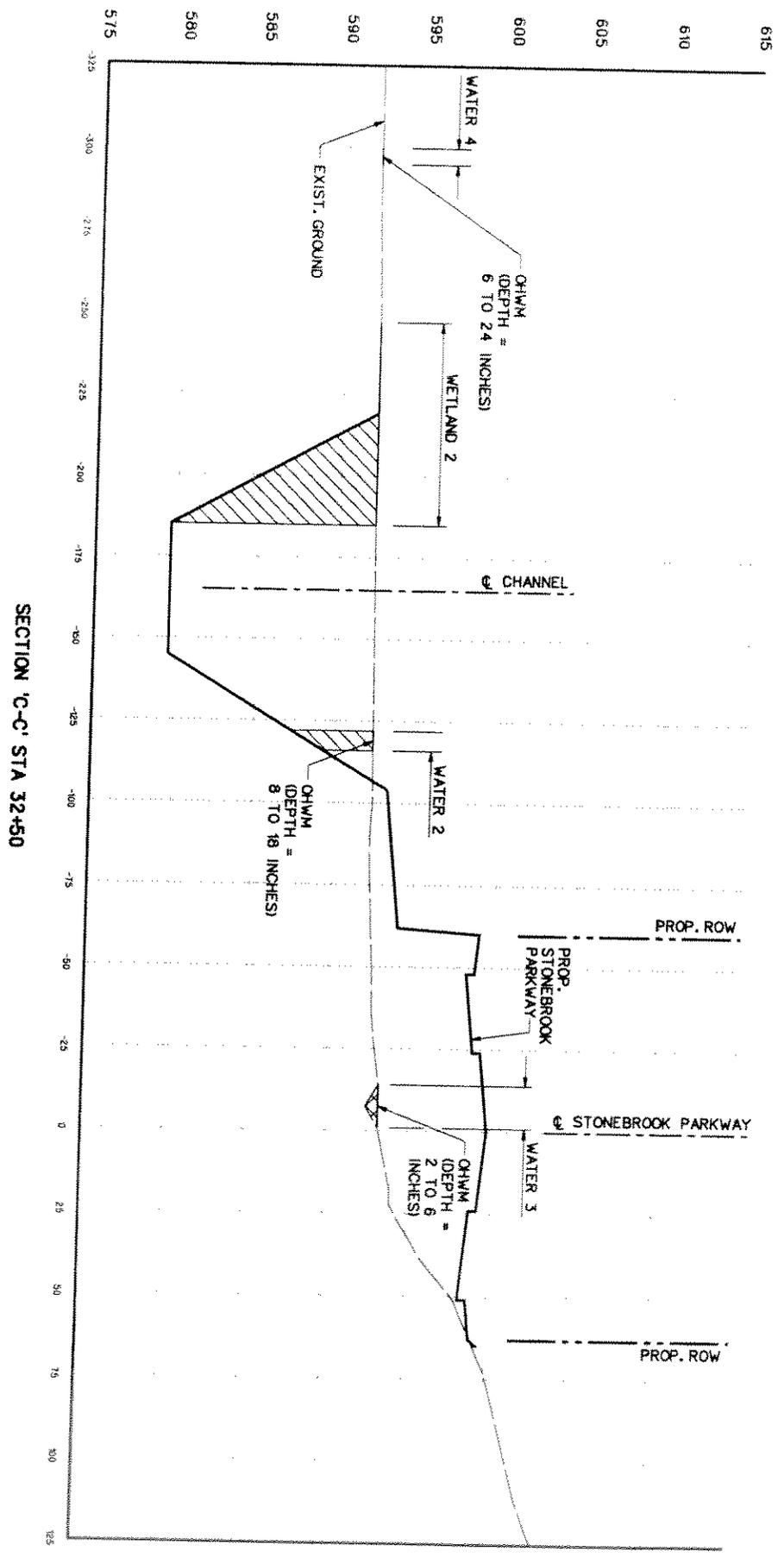




SCALE: HORIZ 1"=100'
 VERT 1"=30'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 WATER 2, WATER 3, WATER 5
 WETLAND 2 AND WETLAND 3
 PROFILE VIEW

Counties Denton and Collin
 State Texas
 Application By: City of Ft. Worth
 Sheet 10 of 14
 USACE Project No. SWF-2007-00281
 Date: 11/05/07



SECTION 'C-C' STA 32+50

SCALE: HORIZ 1"=50'
 VERT 1"=10'

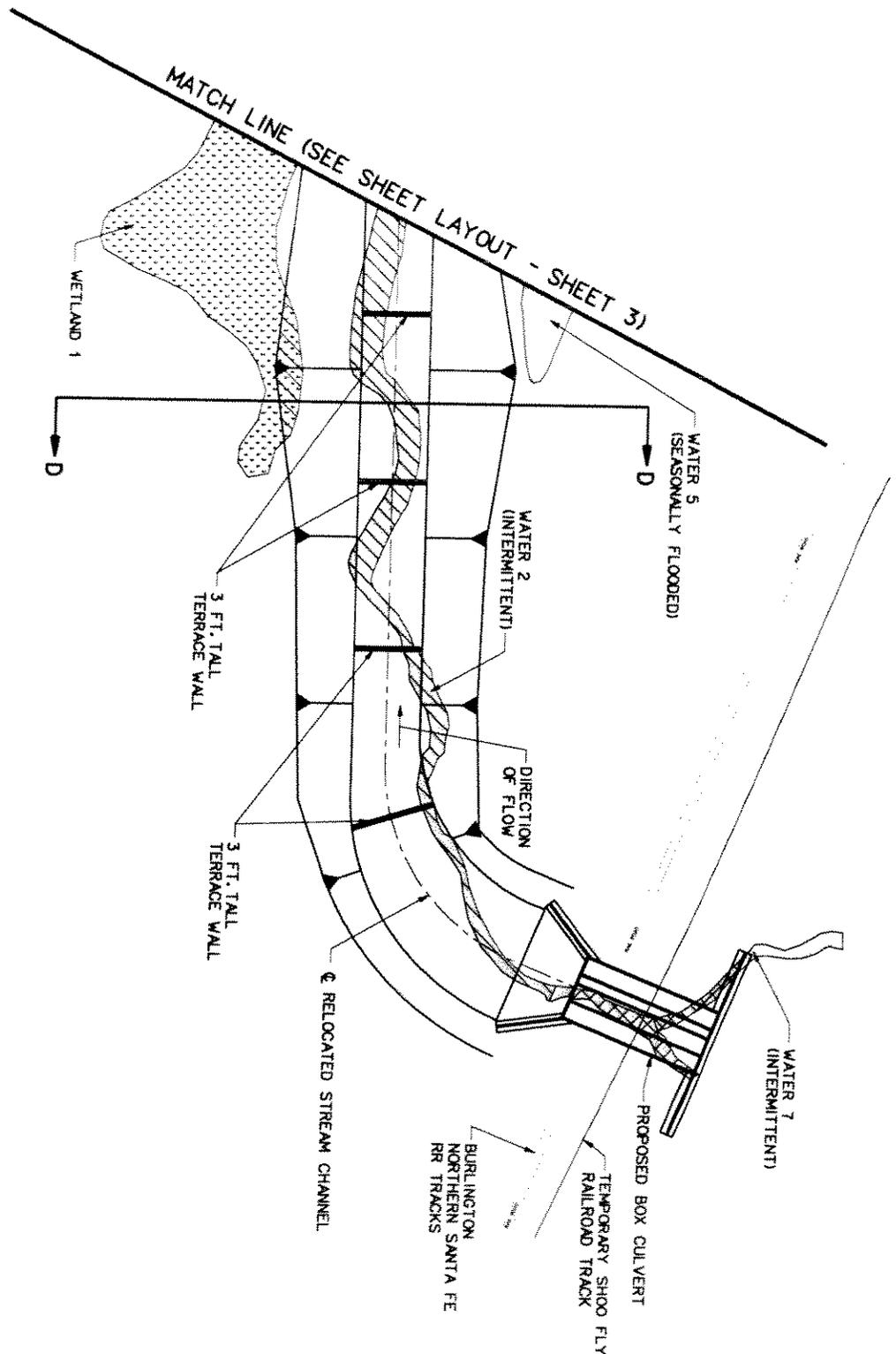
IMPACTS TO WATERS OF THE
 U.S., INCLUDING WETLANDS

-  EXCAVATION
-  FILL

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 2, WATER 3, WATER 4,
 AND WETLAND 2
 CROSS SECTION 'C-C'

Courtesy: Darron and Collin
 Storer Taxas
 Application By: City of Frisco
 Sheet: 11 of 14
 USACE Project No: SWF-2007-00281
 Date: 09/20/07



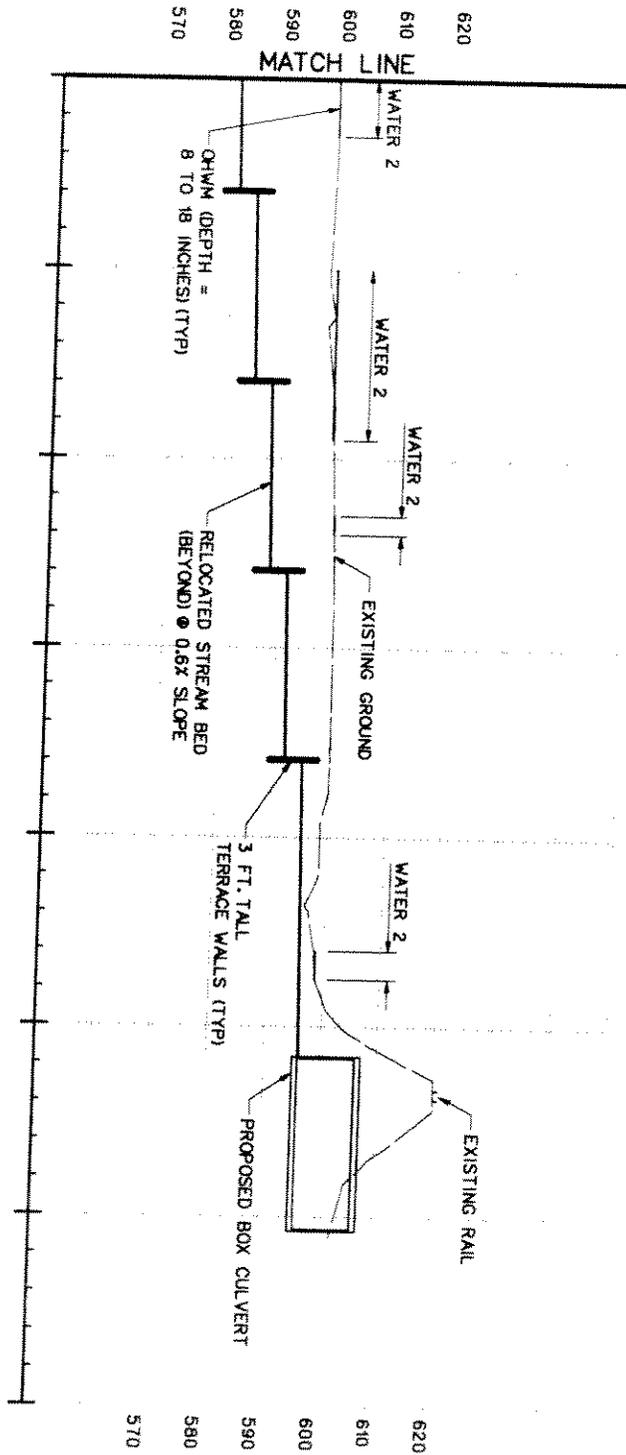
WATERS OF THE U.S., INCLUDING WETLANDS	EXCAVATION	FILL
WATER 2	0.14 AC (1435 CY)	0.01 AC (26 CY)
WATER 7	0.01 AC (39 CY)	<0.01 AC (3 CY)
WETLAND 1	0.02 AC (99 CY)	0.00 AC (0 CY)

WATERS OF THE U.S., INCLUDING WETLANDS	IMPACTS TO WATERS OF THE U.S., INCLUDING WETLANDS
STREAM	EXCAVATION
WETLAND AREA	FILL

SCALE: 1"=100'

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 WATER 2, WATER 5, WATER 7
 AND WETLAND 1
 PLAN VIEW
 (SHEET LAYOUT - SHEET 4)

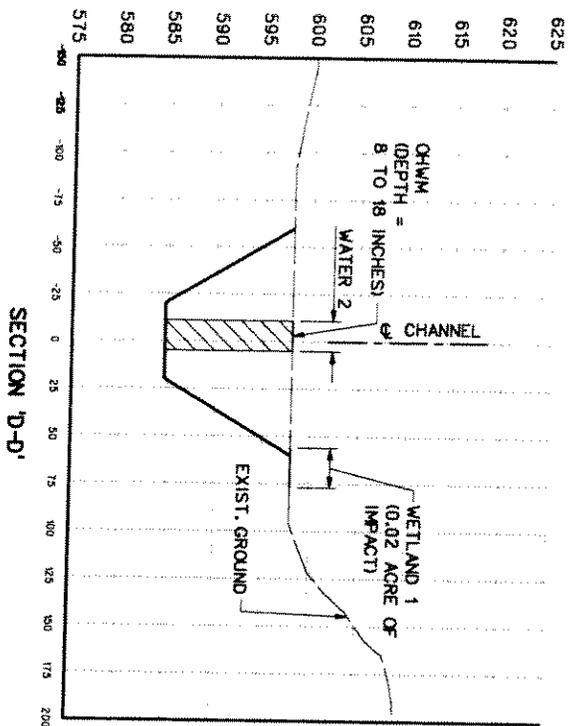
Countess Denton and Collin
 State Texas
 Application By: City of Frisco
 Sheet: 12 of 14
 USACE Project No: SW-2007-00281
 Date: 09/20/07



STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL
 WATER 2
 PROFILE VIEW

SCALE: HORIZ 1"=400'
 VERT 1"=30'

Courtesy Denton and Collin
 State Texas
 Application By: City of Frisco
 Sheet 13 of 14
 Usage: Project No: SWF-2007-00281
 Date: 09/2007



IMPACTS TO WATERS OF THE
 U.S., INCLUDING WETLANDS

EXCAVATION

FILL

SCALE: HORIZ 1"=100'
 VERT 1"=20'

COURTESY DENTON AND COLLIN
 STATE TAXES
 APPLICATION BY: CITY OF FRIASCO
 SHEET 14 OF 14
 USACE PROJECT No. SF-2007-00281
 DATE: 09/20/07

STONEBROOK PARKWAY
 FROM LEGACY DRIVE TO
 LONGHORN TRAIL

WATER 2 AND WETLAND 1
 CROSS SECTION 'D-D'



DEPARTMENT OF THE ARMY
US ARMY ENGINEER DISTRICT, FORT WORTH
CORPS OF ENGINEERS
PO BOX 17300
FORT WORTH, TEXAS 76102-0300

OFFICIAL BUSINESS
CESWF-PER-R

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