



**US Army Corps
of Engineers** ®
Fort Worth District

Public Notice

Applicant: City of McKinney

Project No.: SWF-2020-00359

Date: April 6, 2021

Purpose

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

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PUBLIC NOTICE

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

SUBJECT: Application for a Department of the Army Permit under Section 404 of the Clean Water Act (CWA) to discharge dredged or fill material into waters of the United States associated with the extension of runway 18 - 36 at McKinney National Airport in the city of McKinney, Collin County, Texas.

APPLICANT: City of McKinney
C/O Paul Grimes
222 N. Tennessee Street
McKinney, Texas 75069

APPLICATION NUMBER: SWF-2020-00359

DATE ISSUED: April 6, 2021

LOCATION: The proposed runway extension would be located on a 247-acre parcel of land containing 3,736 LF (LF) of stream and 16.47 acres of wetlands in Collin County, Texas. The proposed project would be located approximately at UTM coordinates -96.588276 East and 33.189831 North on the McKinney East 7.5-minute USGS quadrangle map in the USGS Hydrologic Unit 120301060205.

OTHER AGENCY AUTHORIZATIONS: State Water Quality Certification

PROJECT DESCRIPTION: The applicant proposes to discharge approximately 58 cubic yards of concrete and 4,433 cubic yards of earthen fill into approximately 5.31 acres of waters of the United States consisting of approximately 4.95 acres of non-forested wetlands, 0.11 acre of forested wetlands, and 3,324 LF of intermittent stream (0.25 acre) associated with the extension of the runway at McKinney National Airport.

INTRODUCTION: The McKinney National Airport is a general aviation facility owned and operated by the City of McKinney (the City). The Airport's Federal Aviation Administration (FAA) identifier is TKI. TKI is located in Collin County, Texas, in the east portion of the City of McKinney (**Figure 1**). Runway 18-36 is the only runway at TKI, measuring 7,002 feet long and 150 feet wide. The purpose of the proposed project is to increase take-off and landing distances to accommodate larger aircraft and aircraft with heavier payloads by extending Runaway 18-36 to achieve an effective length of 8,502 feet.

PURPOSE AND NEED STATEMENT: The need for the project is due to the existing limitations on aircraft that can use TKI, due to its existing length of 7,002 feet. The existing length does not provide for all jet activity that could be provided by the airport, especially during hot weather conditions and when jet aircraft are carrying full loads due to long trip lengths. The

Final Airport Master Plan documented that the demand projection for such aircraft and loads currently exists and is expected to increase.

EXISTING CONDITIONS: The Federal Emergency Management Agency (FEMA) Web Mapping Service (WMS) Web Server Data 2019 depicts the northern portion of the northern tract to be located within “Zone AE”, areas determined to be within the floodway. The west and central portions of the northern tract are located within “Zone A”, areas determined to be in the 100-year floodplain; and “Zone X (shaded)”, areas determined to be within the 500-year floodplain with a 0.2 percent annual chance to flood. The southern tract and the southern portion of the northern tract are located within “Zone X”, areas determined to be outside of the 500-year floodplain. The FEMA Flood Hazard Zones Map is provided as **Figure 2a-b**.

The United States Geologic Survey (USGS) topographic map for the project area [Collin County, Mosaic, Natural Resource Conservation Service (NRCS 2019)] depicts the East Fork Trinity River in the northern portion of the northern tract and one intermittent stream, an unnamed tributary to the East Fork Trinity River, in the southern portion of the northern tract. The East Fork Trinity River and intermittent stream extend beyond the western and eastern site boundaries of the northern tract. An on-channel pond is depicted in the southwestern portion of the northern tract. No features are depicted in the southern tract of the site (**Figure 3a-b**). Elevation on the site ranges from 510-580 feet above mean sea level (msl).

The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper depicts surface waters regardless of their federal or state jurisdiction. The USFWS National Wetlands Inventory Map is provided as **Figure 4a-b** and depicts six features within the northern tract and no features in the southern tract of the site. The NWI features mapped within the site is summarized below.

| Feature Type | Description | Location(s) |
|---------------------|---|--|
| PEM1/FO1A | Palustrine, Emergent, Persistent, Forested, Broad-Leaved Deciduous, Temporary Flooded | One located in the southwestern portion of the northern tract. |
| PEM1C | Palustrine, Emergent, Persistent, Seasonally Flooded | One located in the central portion of the northern tract. |
| PFO1A | Palustrine, Forested, Broad-Leaved Deciduous, Temporary Flooded | One extends northwest through the central portion of the northern tract. |
| PFO1C | Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded | One extends west across the northern portion of the northern tract. |
| R4SBC | Riverine, Intermittent Streambed, Seasonally Flooded | One extends northeast through the central portion of the northern tract. |
| R5UBH | Riverine, Unknown Perennial, Unconsolidated Bottom, Permanently Flooded | One extends northwest in the eastern portion of the northern tract. |

The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS) was reviewed to characterize the site's soils. The USDA Soils Map is provided as **Figure 5a-b** and depicts nine soil units mapped within the site that are summarized below.

| Map Unit Symbol | Map Unit Name | Landform | Natural Drainage Class | Frequency of Ponding | Frequency of Flooding | Depth to Water Table | Hydric Soil Rating |
|-----------------|---|-------------|-------------------------|----------------------|-----------------------|----------------------|--------------------|
| AID2 | Altoga silty clay, 5 to 8 percent slopes, eroded | Terraces | Well drained | None | None | More than 80 inches | No |
| AuC2 | Austin silty clay, 2 to 5 percent slopes, moderately eroded | Ridges | Well drained | None | None | More than 80 inches | No |
| EdD2 | Eddy gravelly clay loam, 3 to 8 percent slopes, eroded | Ridges | Well drained | None | None | More than 80 inches | No |
| HoA | Houston Black clay, 0 to 1 percent slopes | Plains | Moderately well drained | None | None | More than 80 inches | No |
| HoB | Houston Black clay, 1 to 3 percent slopes | Ridges | Moderately well drained | None | None | More than 80 inches | No |
| HoB2 | Houston Black clay, 2 to 4 percent slopes, eroded | Ridges | Moderately well drained | None | None | More than 80 inches | No |
| LeC2 | Lewisville silty clay, 3 to 5 percent slopes, eroded | Terraces | Well drained | None | None | More than 80 inches | No |
| Tf | Tinn clay, 0 to 1 percent slopes, frequently flooded | Floodplains | Moderately well drained | None | Frequent | More than 80 inches | No |
| To | Trinity clay, 0 to 1 percent slopes, occasionally flooded | Floodplains | Moderately well drained | None | Occasional | More than 80 inches | No |

A delineation of wetlands, other special aquatic sites and other waters showed approximately 3,733 LF of perennial stream, 3,736 LF of intermittent stream, 13.64 acres of emergent (non-forested) wetland, and 2.686 acres of forested wetland (**Figure 6a-6c**).

Dominant vegetation in wetlands includes *Carex crus-corvi* (ravenfoot sedge), *Celtis laevigata* (sugarberry), *Echinochloa colona* (jungle rice), *Eleocharis palustris* (common spike-rush), *Salix nigra* (black willow), *Trifolium repens* (white clover), and *Ulmus americana* (American elm). Dominant vegetation in the upland areas includes *Ambrosia artemisiifolia* (annual ragweed), *Bromus tectorum* (cheatgrass), *Callicarpa americana* (American beautyberry), *Cardiospermum halicacabum* (balloon vine), *Celtis laevigata* (sugarberry), *Cynodon dactylon* (Bermuda grass), *Elymus virginicus* (Virginia wild rye), *Festuca versuta* (Texas fescue), *Fraxinus pennsylvanica* (green ash), *Gleditsia triacanthos* (honey locust), *Lonicera japonica* (Japanese honeysuckle), *Maclura pomifera*, (osage orange), *Melilotus officinalis* (yellow sweet clover), *Quercus rubra* (red oak), *Rumex crispus* (curly dock), *Smilax bona-nox* (saw greenbrier), *Toxicodendron radicans* (poison ivy), and *Ulmus americana* (American elm).

ADVERSE IMPACTS OF THE PROPOSED PROJECT: Activities associated with the extension of the runway at McKinney National Airport include permanent, direct impacts to waters of the United States including filling approximately 3,324 LF (0.25 acres) of intermittent stream, 4.95 acres of emergent (non-forested) wetlands, and 0.11 acres of forested wetlands (**Figures 7a-8d**). Based on the proposed development plan, approximately 154 LF of intermittent stream, 8.68 acres of emergent (non-forested) wetlands, and 2.72 acres of forested wetlands would be preserved on site. No indirect or cumulative effects are anticipated.

ALTERNATIVES TO THE PROPOSED PROJECT: The USACE has not yet evaluated the alternatives analysis prepared by the applicant. The applicant's alternatives analysis is provided below.

The purpose of the proposed project is to extend the existing runway at the McKinney National Airport. Because the purpose of this project is specific to the applicant's property, no off-site alternatives were evaluated. The applicant conducted an alternatives analysis on four on-site alternative development scenarios, in addition to the no action alternative, in an effort to minimize impacts to WOUS identified on the property. As described in FAA Circular AC150/5200-33C, wetlands located on or near airport property are known wildlife attractants, may pose a hazard to aircraft, and should be corrected by the airport.

Alternative 1, "No Action" alternative. This alternative consists of allowing the airport to remain in its current condition; no new facilities or improvements would be added. The length of Runway 18-36 would remain inadequate to serve anticipated future needs at TKI. The No Action Alternative would have no discernible environmental impact; however, it would have potentially negative impacts on the regional economy and transportation system, would not remove the wildlife hazards presented by the wetlands on the airfield, and would not accomplish the stated purpose of the project. For these reasons, the No Action alternative was rejected.

Alternative 2. This alternative consists of extending Runway 18-36 1,500 feet on the Runway 36 (south) end. This alternative would impact approximately 254 LF of ephemeral stream but would not provide the needed runway and protection zones to accomplish the stated purpose of the project and would not remove the wildlife hazards presented by the wetlands near the north end of the runway; therefore, this alternative was rejected.

Alternative 3. This alternative consists of extending Runway 18-36 1,500 feet on the Runway 18 (north) end. It would impact 3,324 LF (0.25 acre) of intermittent stream, 8.36 acres of emergent wetlands, and 0.89 acres of forested wetlands, for a total of 10.1 acres of impacts to waters of the U.S. In addition, this alternative would impact 221 LF (0.01 acre) of ephemeral stream and 0.08 acre of emergent wetlands associated with the ephemeral stream. The ephemeral stream and the associated wetlands are not waters of the U.S. as defined in the Navigable Waters Protection Rule (NWPR). Although this alternative accomplishes the purpose and need of the project, this alternative was rejected due to overall project cost due to the extensive amount of fill required to bring the existing topography up to the required grade and the extensive amount of wetlands and other waters of the U.S. that would be impacted by this alternative.

Alternative 4 (Applicant's Preferred Alternative). incorporates a 1,000-foot extension on the Runway 18 end and 500 feet on the Runway 36 end. Alternative 4 would impact 3,324 LF (0.25 acres) of intermittent stream, 4.95 acres of emergent wetlands, and 0.11 acres of forested wetlands, for a total of 5.31 acres of impacts to waters of the U.S. In addition, this alternative would impact 221 LF (0.01 acre) of ephemeral stream and 0.08 acre of emergent wetlands associated with the ephemeral stream. This alternative would reduce the impacts on WOTUS, compared to Alternative 3 and would not require as much fill as Alternative 3 to bring the runway to grade. This alternative is the proposed alternative due to the fact that this alternative meets the stated purpose and need of the project and has the least amount of impacts to waters of the U.S. of any of the practicable alternatives; therefore, it is the Least Environmentally Damaging Practicable Alternative (LEDPA). In addition, this alternative reduces the wildlife hazards as recommended by FAA.

Alternative 5. This alternative incorporates a 1,250-foot extension on the Runway 18 end (north) and 250 feet on the Runway 36 end (south). Alternative 5 would impact 3,262 LF (0.24 acre) of intermittent stream, 7.94 acres of emergent wetlands, and 0.89 acres of forested wetlands, for a total of 9.48 acres of impacts to waters of the U.S. In addition, this alternative would impact 221 LF (0.01 acre) of ephemeral stream and 0.08 acre of emergent wetlands associated with the ephemeral stream. Although this alternative accomplishes the purpose and need of the project, this alternative was rejected due to overall project cost due to grading expenses and the extensive amount of wetlands and other waters of the U.S. that would be impacted by this alternative.

MITIGATION: To offset unavoidable adverse impacts to Waters of the U.S., the applicant proposes to purchase appropriate stream and wetland mitigation bank credits from a USACE-approved mitigation bank in accordance with the methodologies prescribed within the respective banks' USACE-approved mitigation banking instruments.

PUBLIC INTEREST REVIEW FACTORS: This application will be reviewed in accordance with 33 CFR 320-332, 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, 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 an 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 proposed project will trigger review under Section 401 of the Clean Water Act (CWA). The Texas Commission on Environmental Quality will review this application under Section 401 of the CWA in accordance with Title 30, Texas Administrative Code Section 279.1-13 to determine if the work would comply with State water quality standards. The applicant has contacted Texas Commission on Environmental Quality and has initiated the Section 401 CWA process by submitting a pre-filing meeting request, on March 24, 2021. If you have comments or questions on this proposed project's State water quality certification process, please contact 401certs@tceq.texas.gov. You may also find information on the Section 401 process here: <https://www.epa.gov/cwa-401/basic-information-cwa-section-401-certification>.

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 a county where the black rail (*Laterallus jamaicensis*), whooping crane (*Grus americana*), piping plover (*Charadrius melodus*), and rufa red knot (*Calidris canutus rufa*) are known to occur or may occur as migrants. The whooping crane is an endangered species and the piping plover, black rail, and rufa red knot are threatened species. Our initial review indicates that the proposed work would have no effect on federally-listed endangered or threatened species.

NATIONAL REGISTER OF HISTORIC PLACES: The USACE has reviewed the latest complete published version of the National Register of Historic Places and found no listed properties to be in the project area. However, presently unknown scientific, archaeological, cultural or architectural data may be lost or destroyed by the proposed work under the requested permit.

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 fact 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 May 6, 2021, 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: Regulatory Division, CESWF-RD; U. S. Army Corps of Engineers; Post Office Box 17300; Fort Worth, Texas 76102-0300. You may visit the Regulatory Division 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. Comments may also be submitted electronically to Mr. Eric Dephouse by emailing eric.j.dephouse@usace.army.mil. Telephone inquiries should be directed to (817) 886-1820. 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

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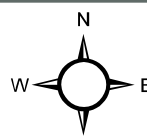




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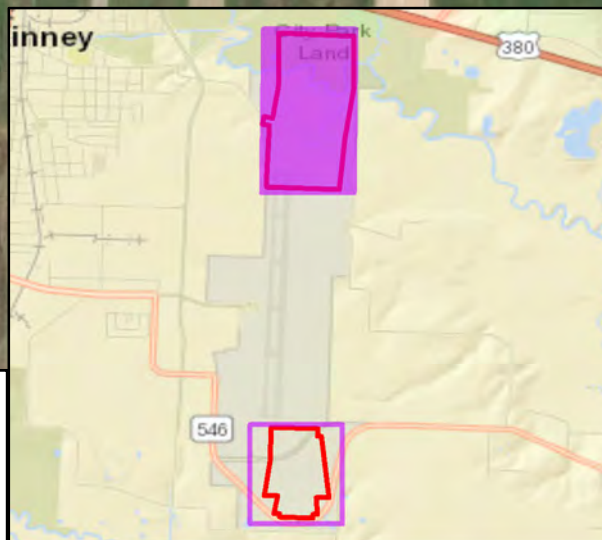
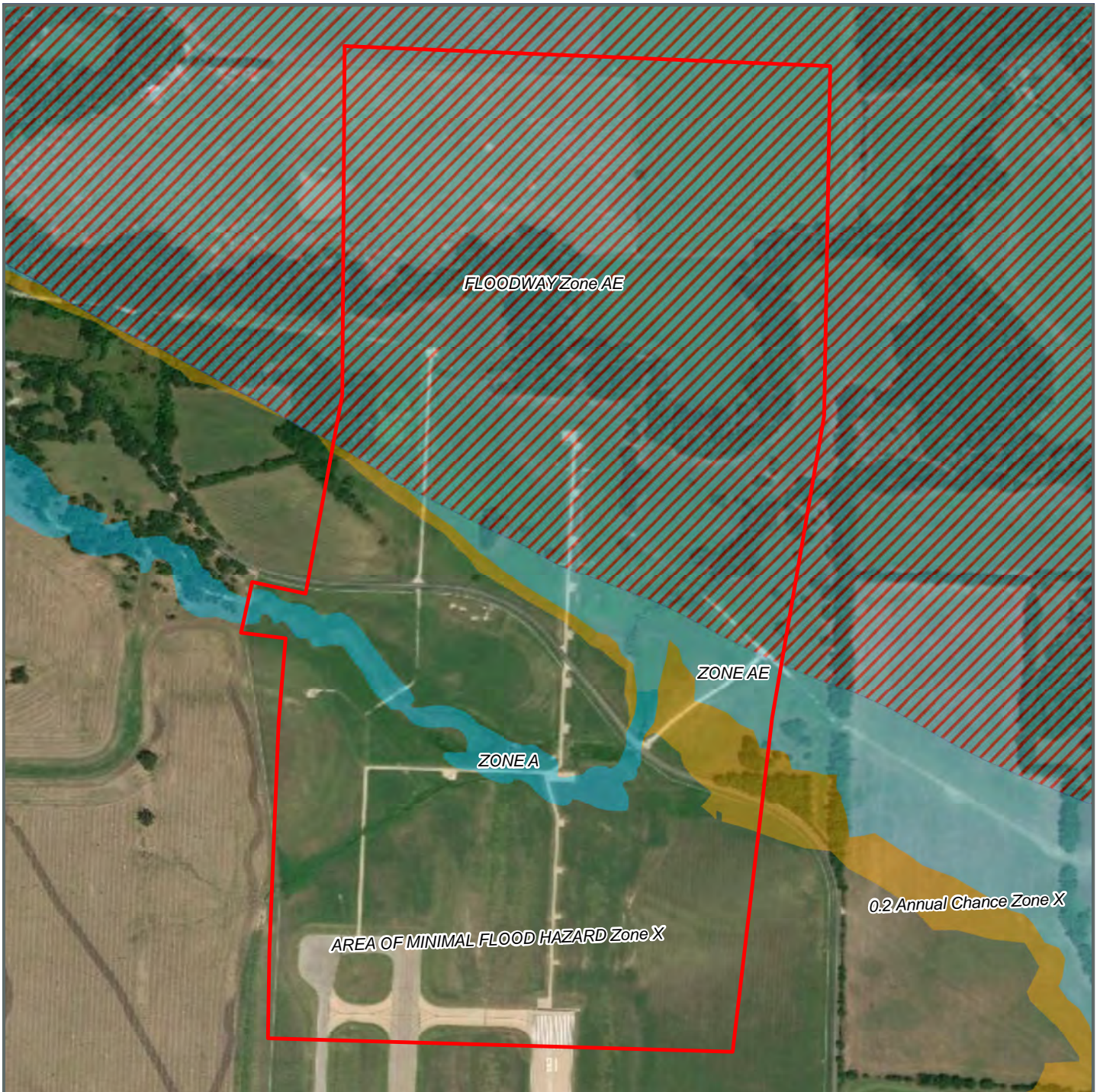
 Study Area

Site Location Map


TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

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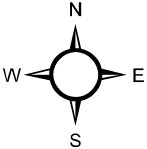
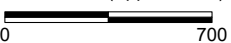
 Study Area


FEMA Flood Hazard Zones Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

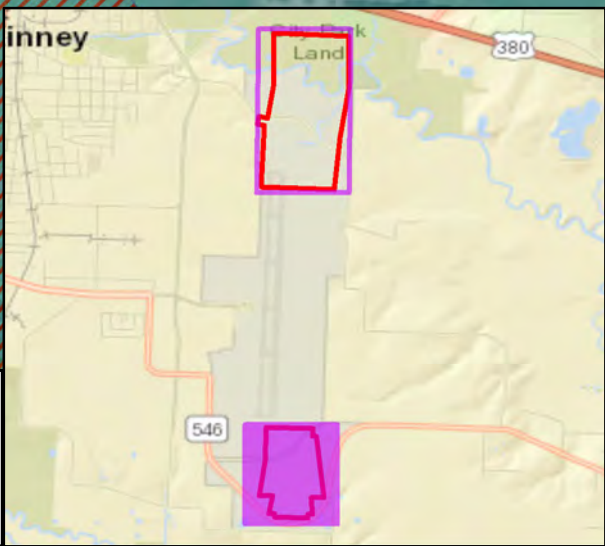
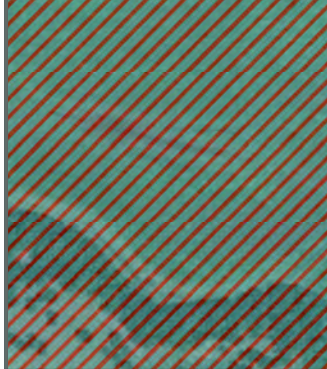
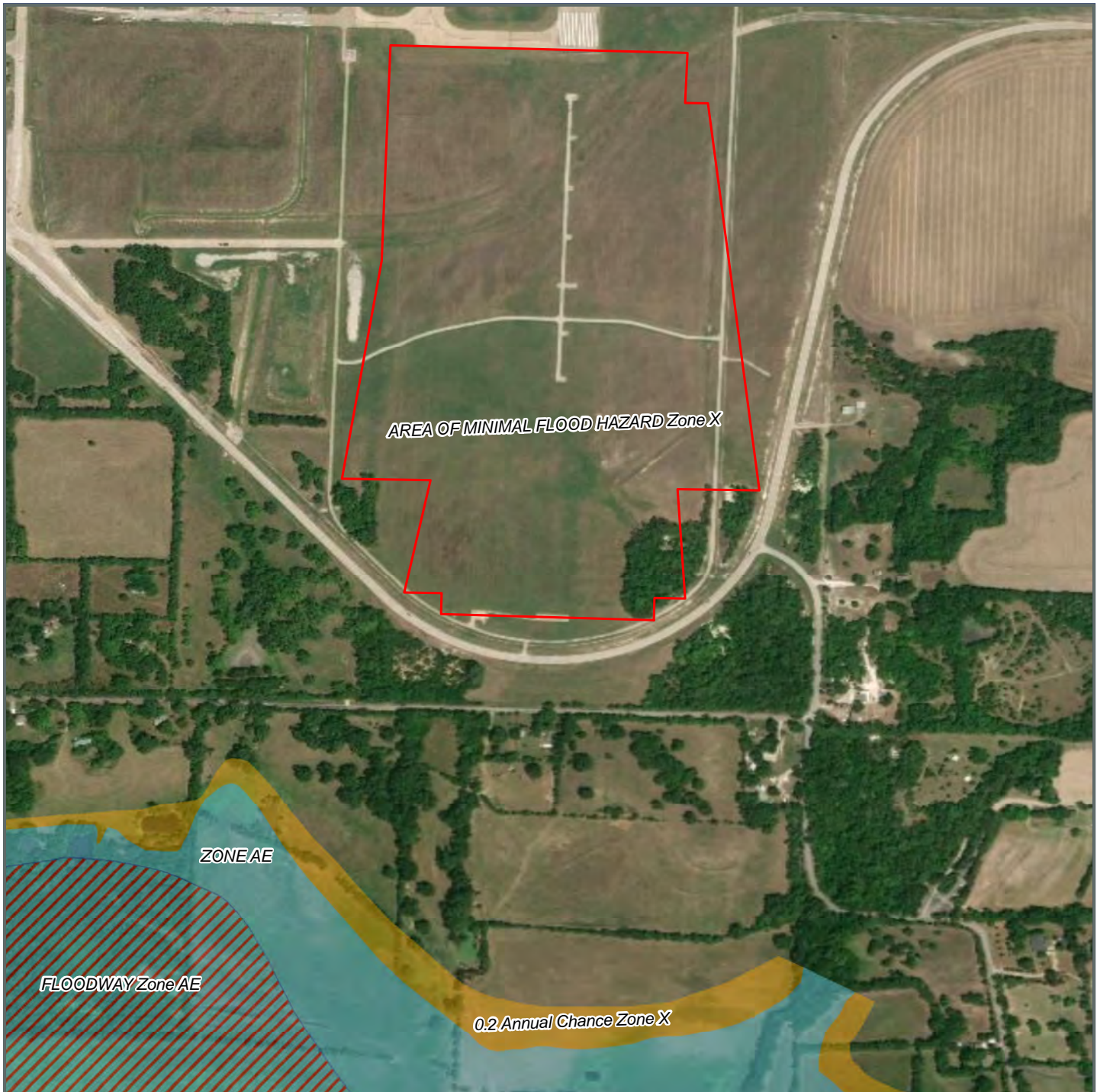
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Groundwater & Environmental Services, Inc.

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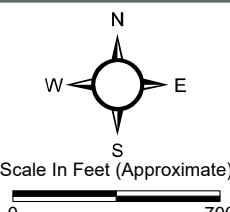
 Study Area

FEMA Flood Hazard Zones Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

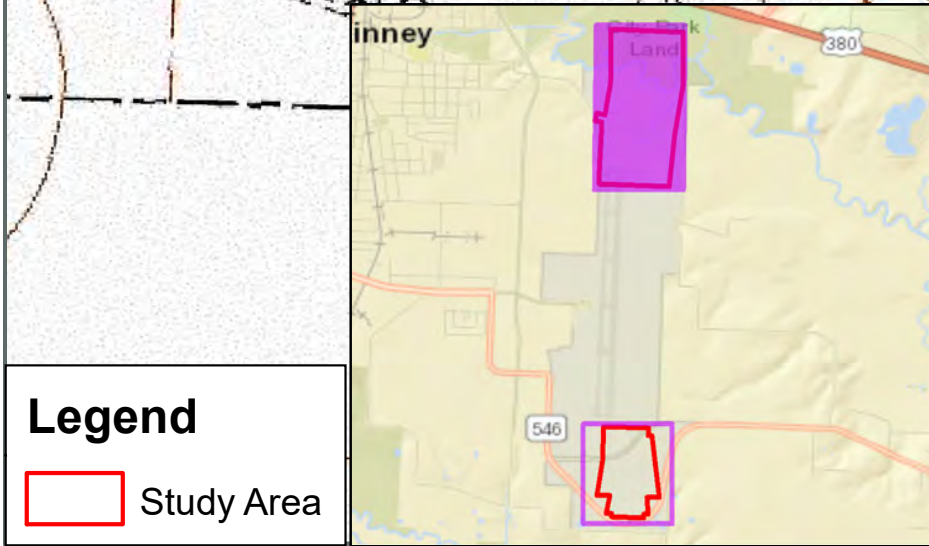
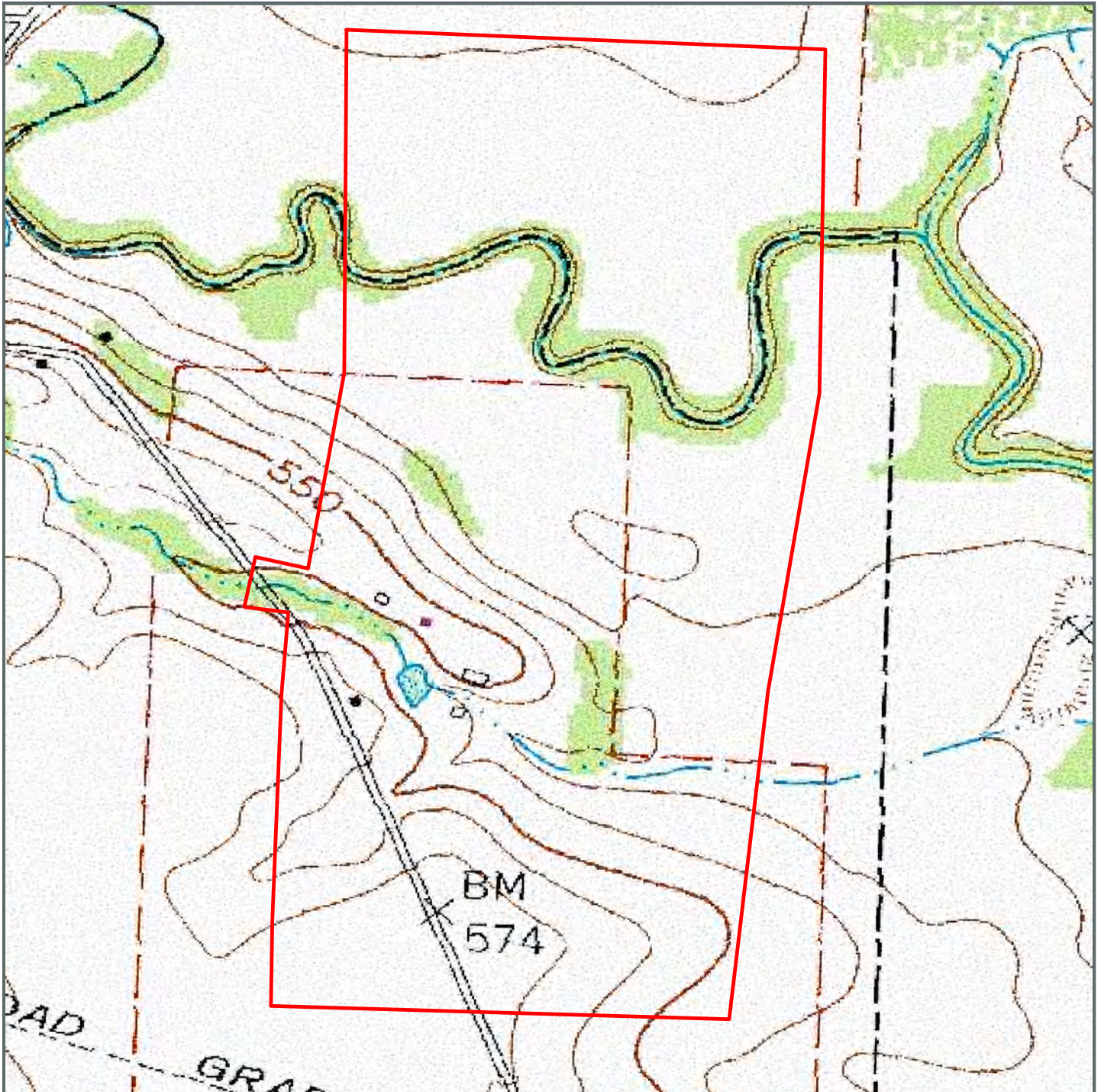
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GES
 Groundwater & Environmental Services, Inc.

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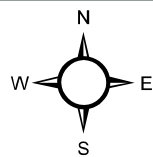
 Study Area

USGS Topographic Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

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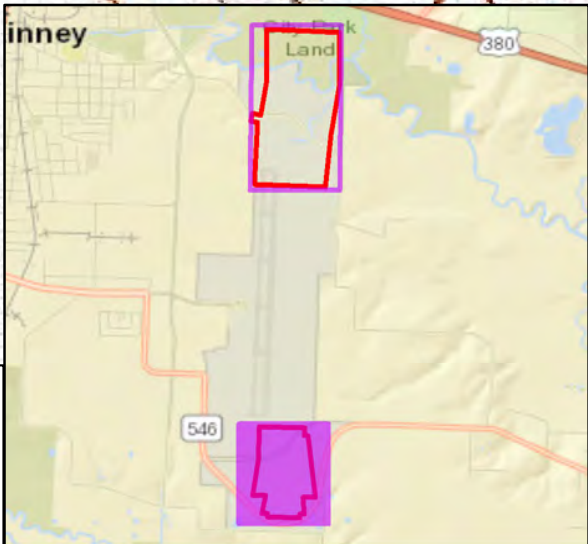
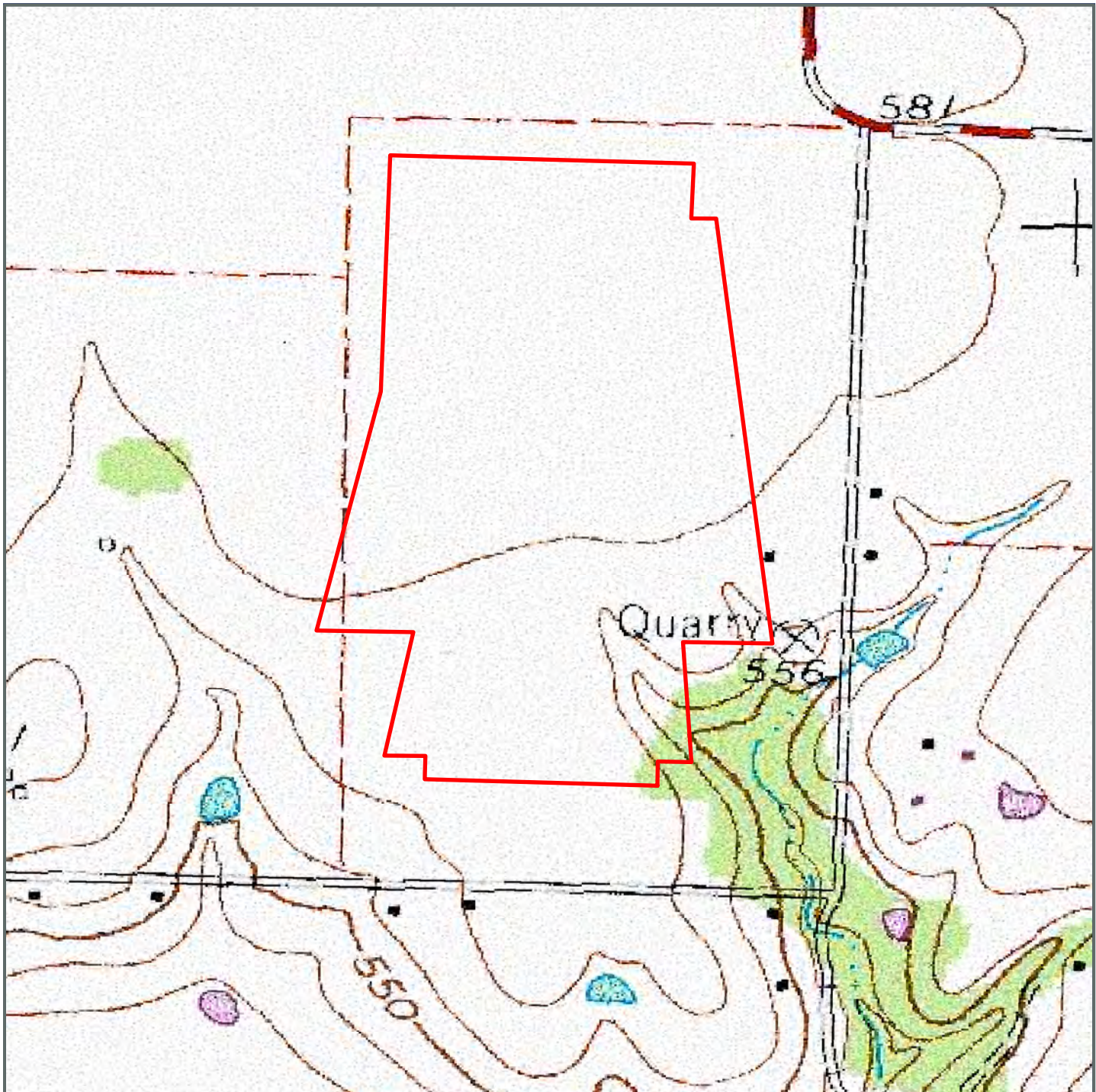
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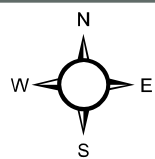
 Study Area

USGS Topographic Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

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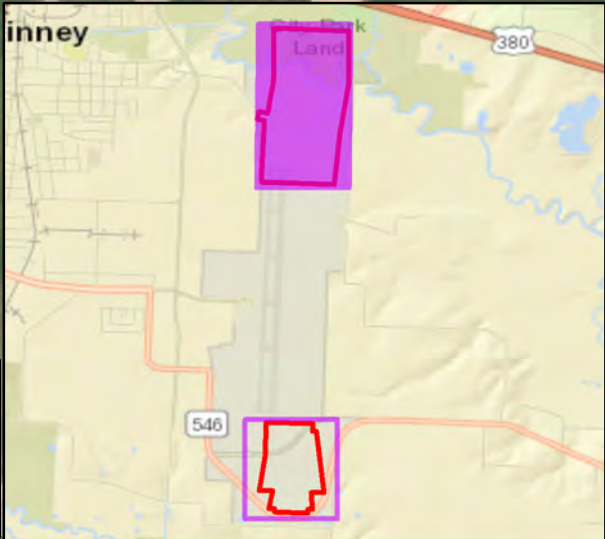
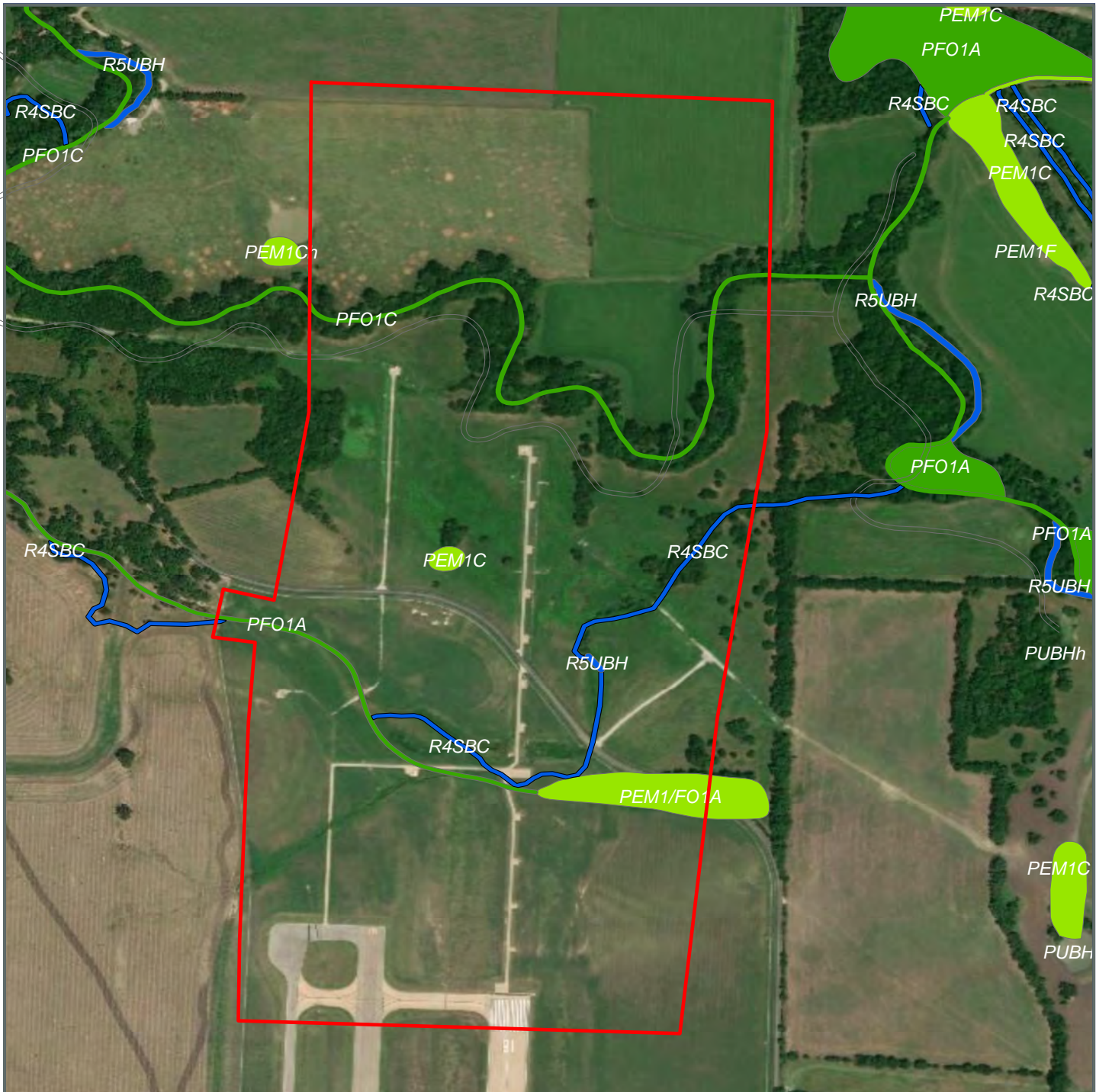
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 Study Area

National Wetlands Inventory Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

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Date
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 Figure
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Scale In Feet (Approximate)



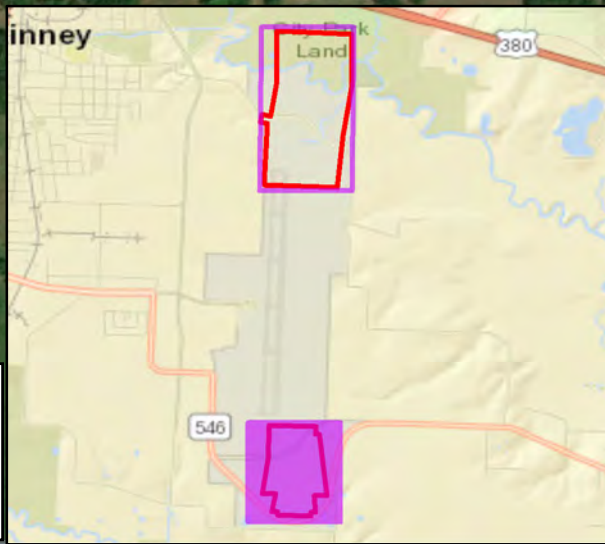
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Study Area



National Wetlands Inventory Map

**TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

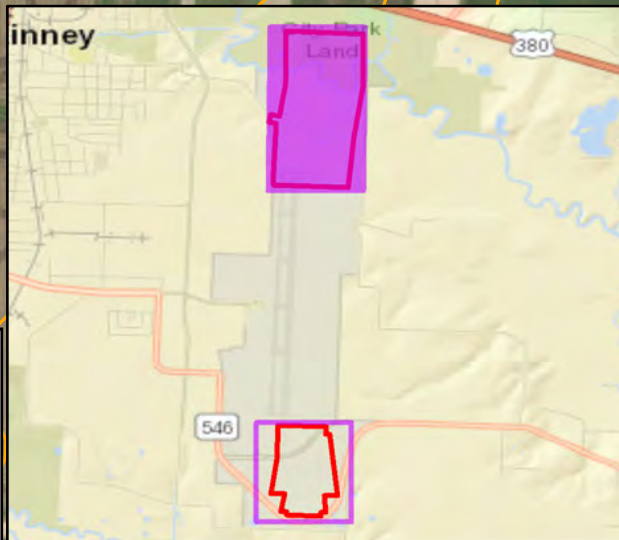
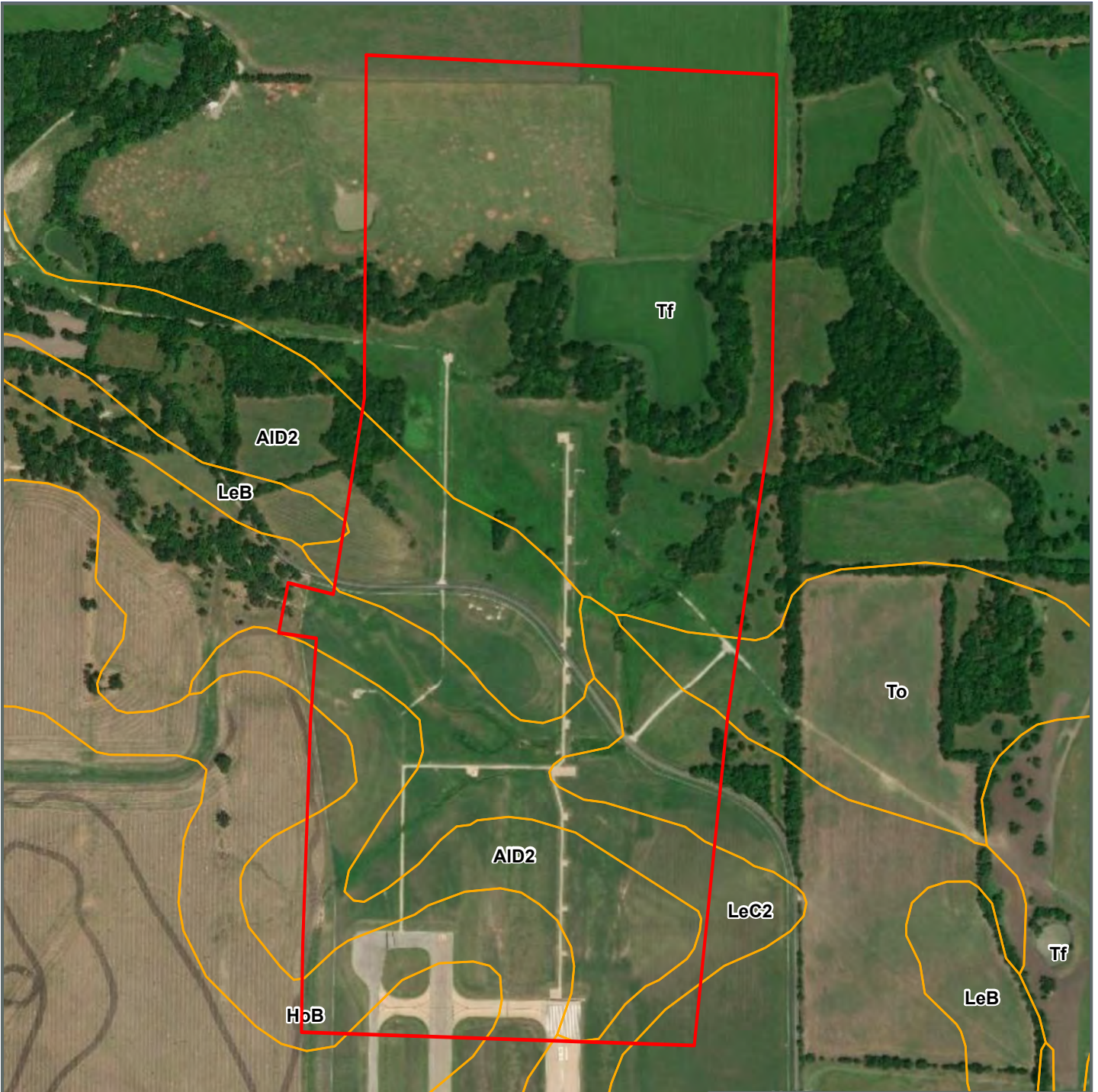
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GES
Groundwater & Environmental Services, Inc.

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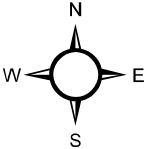
Legend

-  USDA Soils
-  Study Area



USDA Soils Map

**TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

| | |
|--|--|
| <p>Drawn RC</p> <p>Designed RC</p> <p>Approved KB</p> | <p>Date 4-27-20</p> <p>Figure 5a</p> |
|--|--|

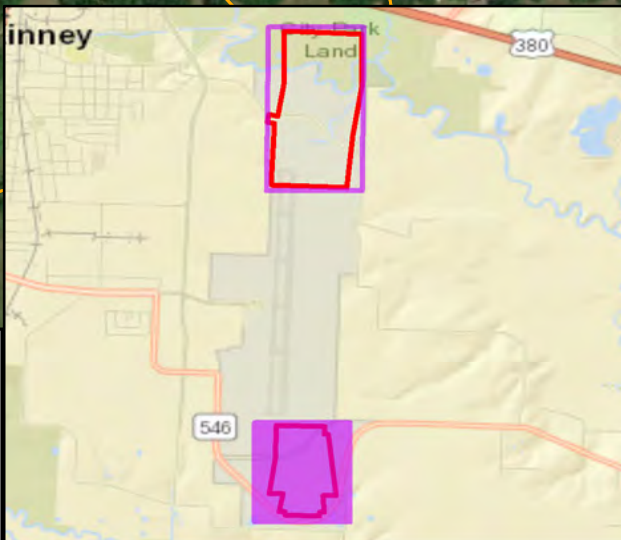
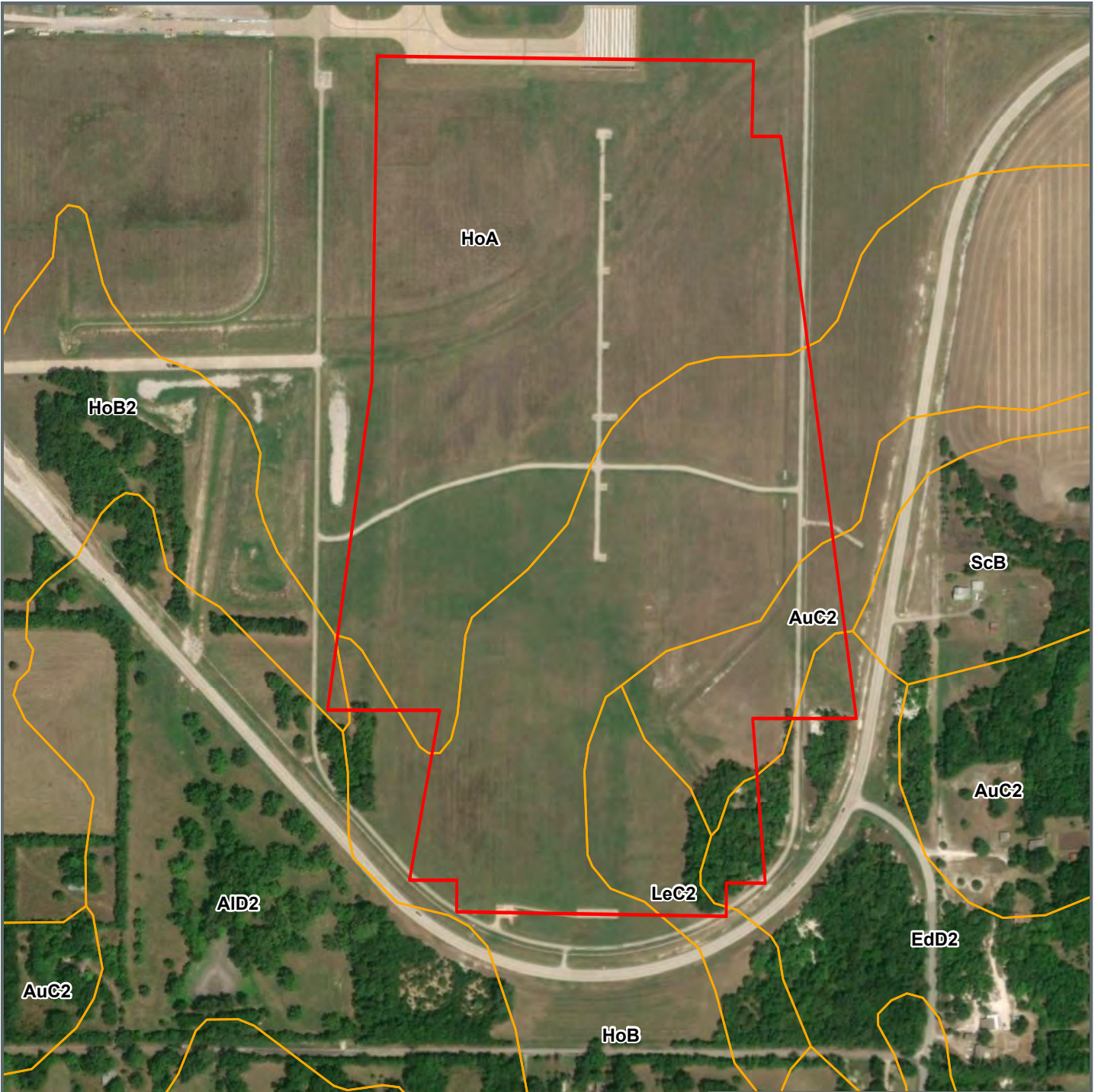


Scale In Feet (Approximate)

Groundwater & Environmental Services, Inc.

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Legend

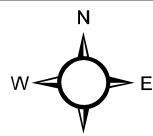
-  USDA Soils
-  Study Area

USDA Soils Map

**TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

Drawn
RC
Designed
RC
Approved
KB

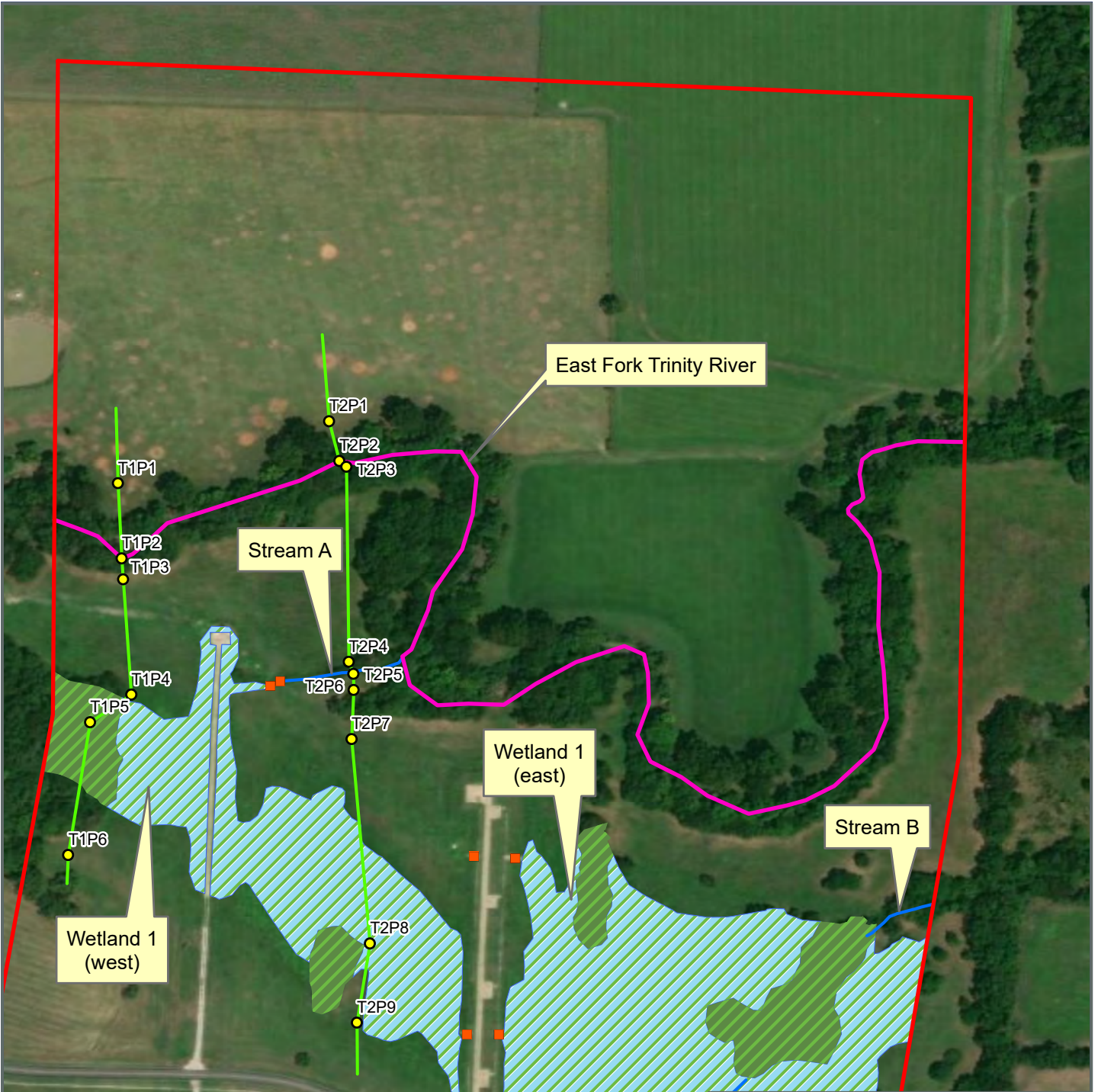
Date
4-27-20
Figure
5b



Scale In Feet (Approximate)
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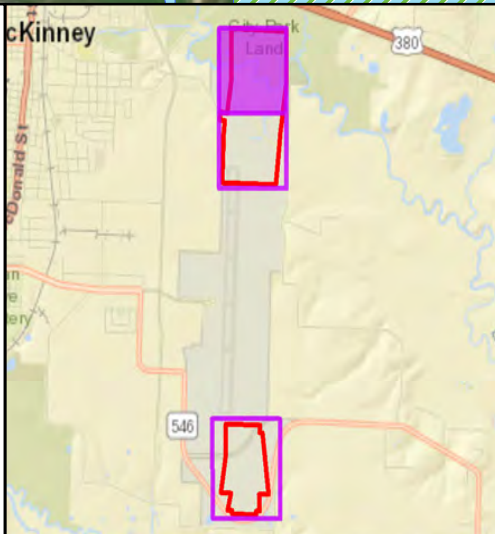


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Legend

- Plot Points
- Culvert
- Transect
- - - Ephemeral Stream (Non-Jurisdictional)
- Intermittent Stream
- Perennial Stream
- Emergent Wetland
- Forested Wetland
- Study Area

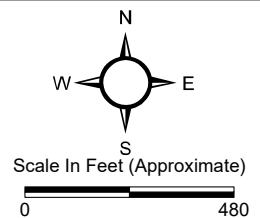


Jurisdictional Waters Map

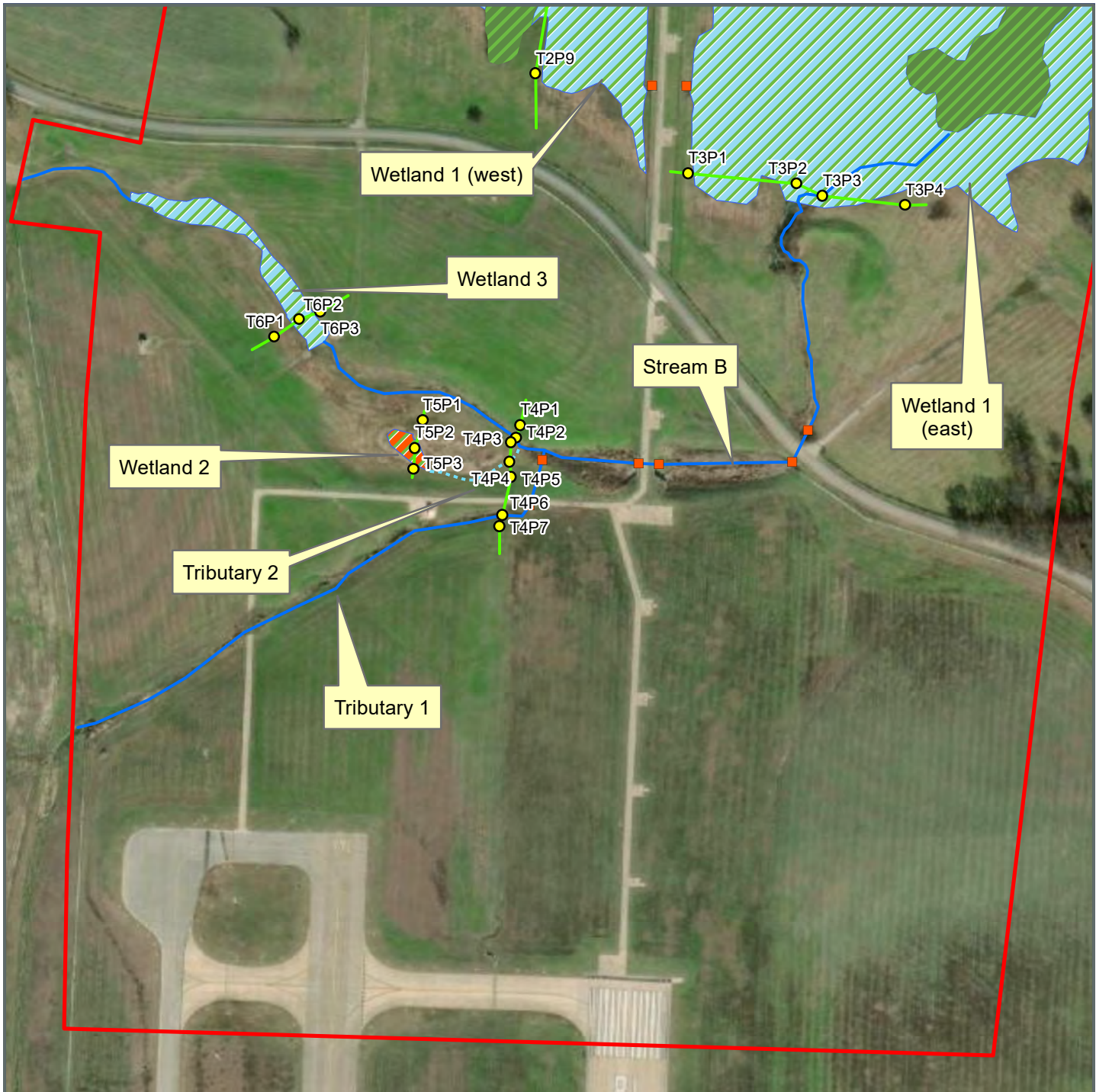
TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

Drawn
RC
 Designed
RC
 Approved
KB

Date
2-27-20
 Figure
6a

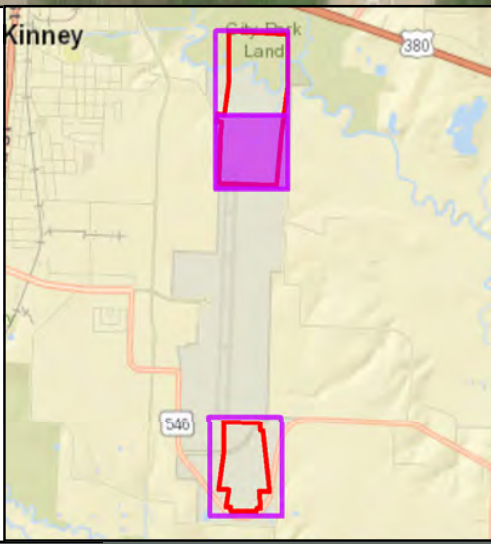


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Legend

- Plot Points
- Culvert
- Transect
- - - Ephemeral Stream (Non-Jurisdictional)
- Intermittent Stream
- Perennial Stream
- Emergent Wetland
- Emergent Wetland (Non-Jurisdictional)
- Forested Wetland
- Study Area



Jurisdictional Waters Map

TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas

Drawn **RC**
 Designed **RC**
 Approved **KB**

Date **1-22-21**
 Figure **6b**

Scale In Feet (Approximate)

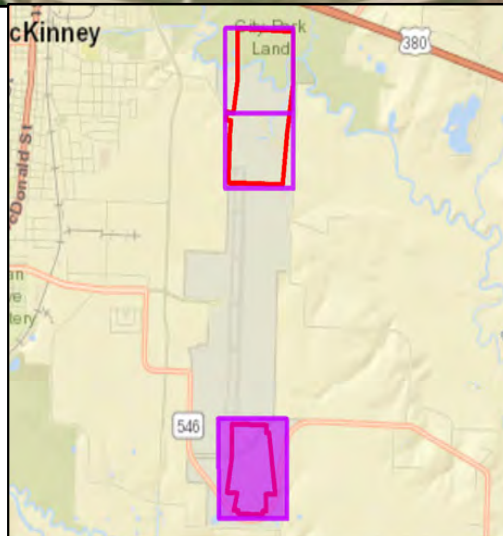
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Legend

- Plot Points
- Culvert
- Transect
- Drainage Ditch (Non-Jurisdictional)
- Ephemeral Stream (Non-Jurisdictional)
- Intermittent Stream Perennial
- Stream
- Emergent Wetland
- Forested Wetland
- Study Area

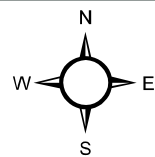


Jurisdictional Waters Map

**TxDOT McKinney Airport Delineation
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

Drawn
RC
Designed
RC
Approved
KB

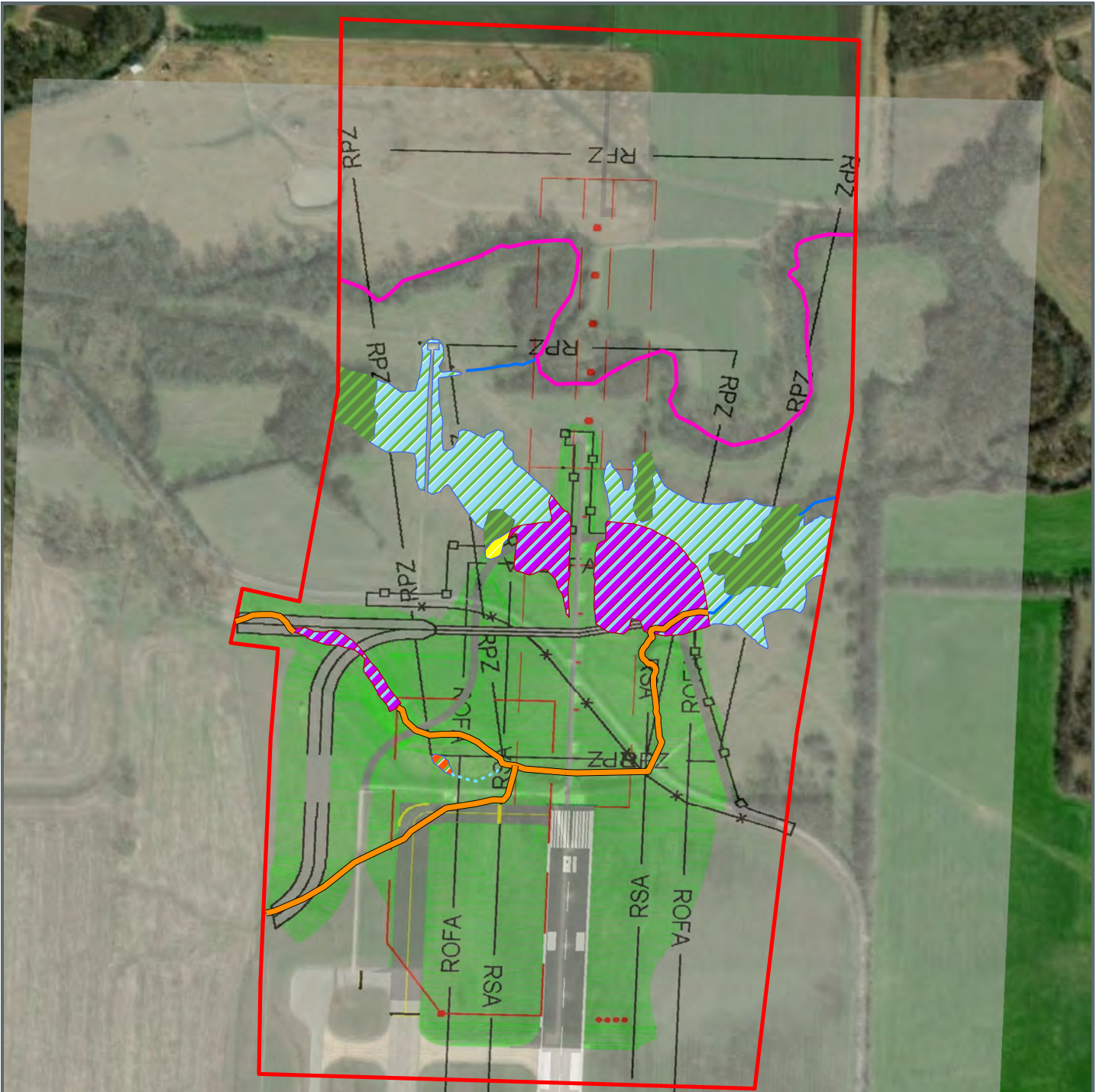
Date
4-27-20
Figure
6c



Scale In Feet (Approximate)

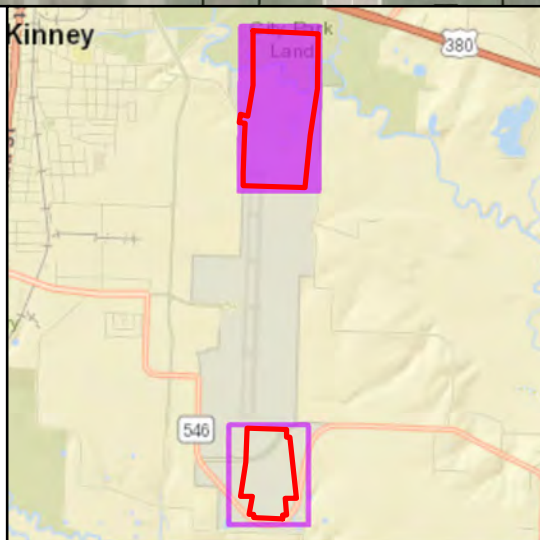


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Legend

- Intermittent Stream Impacts (3,324 lf.)
- Proposed Disturbed Area
- Emergent Wetland Impacts (4,953 ac)
- Forested Wetlands Impacts (0.107 ac)
- Forested Wetlands in RPZ
- Emergent Wetlands in RPZ
- Study Area
- Drainage Ditch (Non-Jurisdictional)
- Ephemeral Stream (Non-Jurisdictional)
- Intermittent Stream
- Perennial Stream
- Emergent Wetland
- Emergent (Non-Jurisdictional)
- Forested Wetland



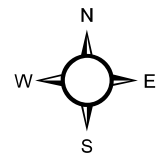
Proposed Impacts Map

**City of McKinney Individual Permit
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

Drawn
RC
Designed
RC
Approved
KB

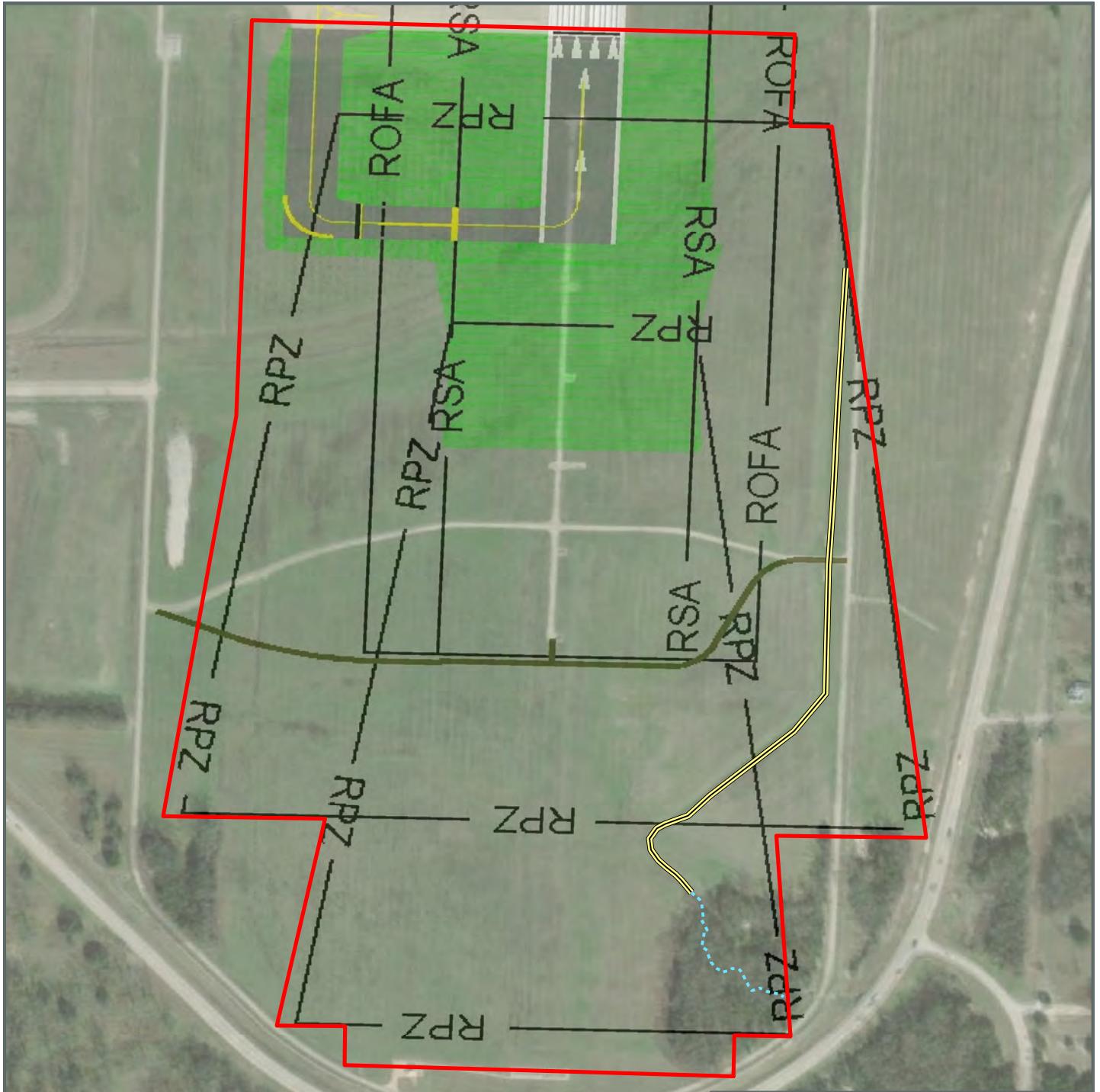
Date

2-3-21
Figure
7a



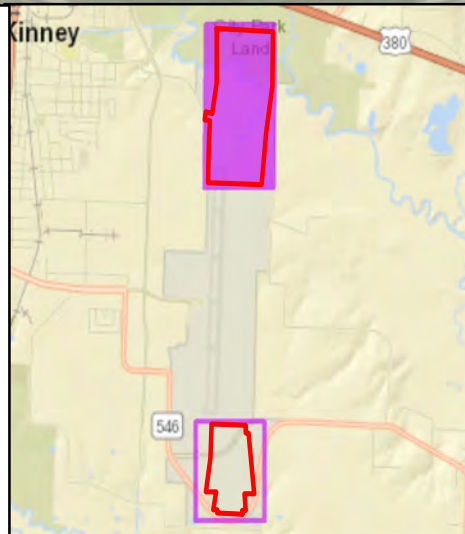
Scale In Feet (Approximate)





Legend

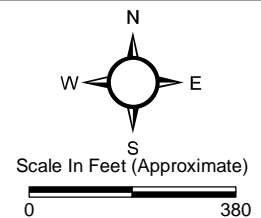
- Intermittent Stream Impacts (3,324 lf.)
- Proposed Disturbed Area
- Emergent Wetland Impacts (4.953 ac)
- Forested Wetlands Impacts (0.107 ac)
- Study Area
- Drainage Ditch (Non-Jurisdictional)
- Ephemeral Stream (Non-Jurisdictional)
- Intermittent Stream
- Perennial Stream
- Emergent Wetland
- Emergent (Non-Jurisdictional)
- Forested Wetland

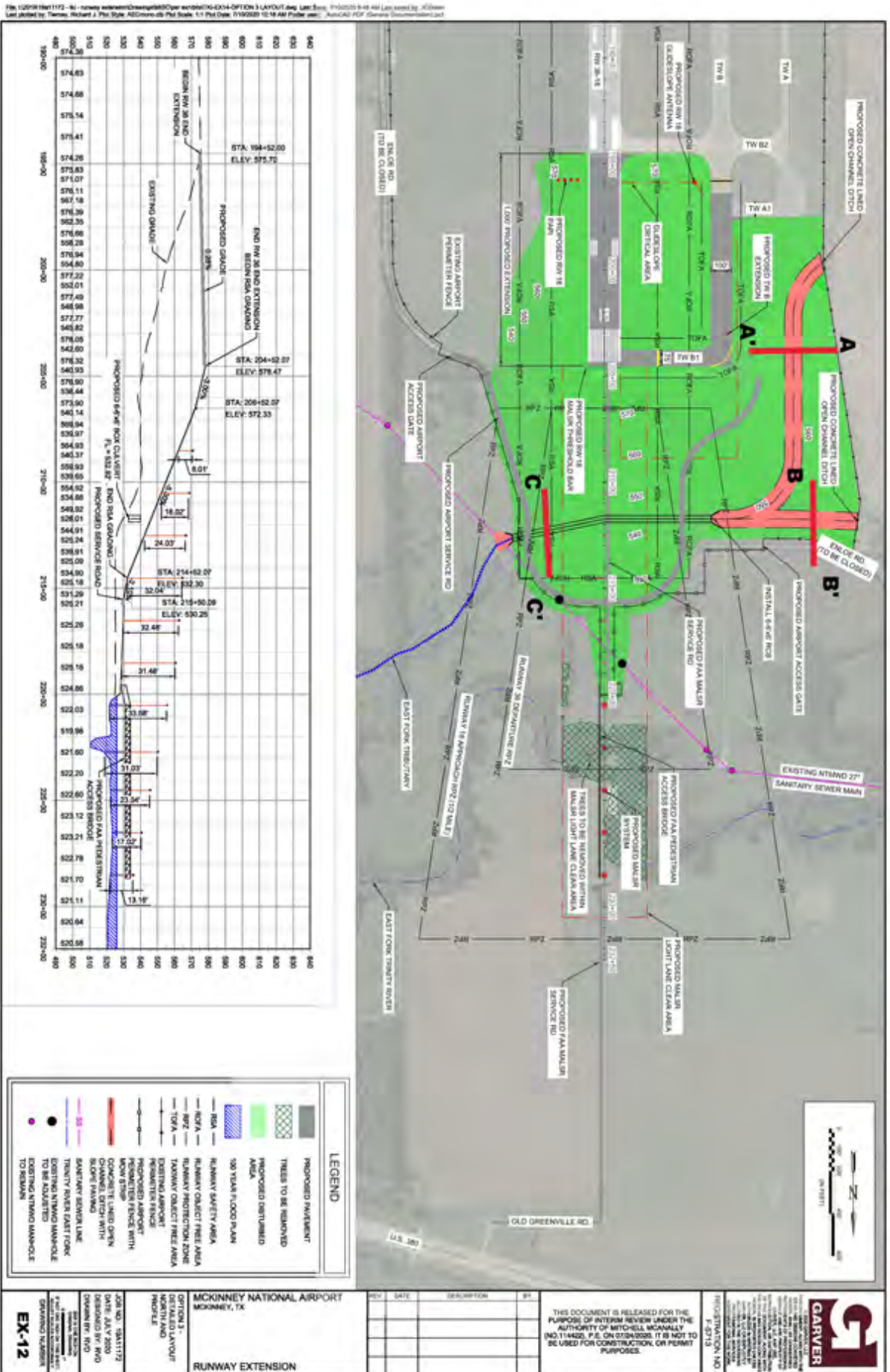


Proposed Impacts Map

**City of McKinney Individual Permit
McKinney National Airport
500 Industrial Boulevard
McKinney, Texas**

Drawn **RC** Date **2-3-21**
 Designed **RC** Figure **7b**
 Approved **RC**
 KB

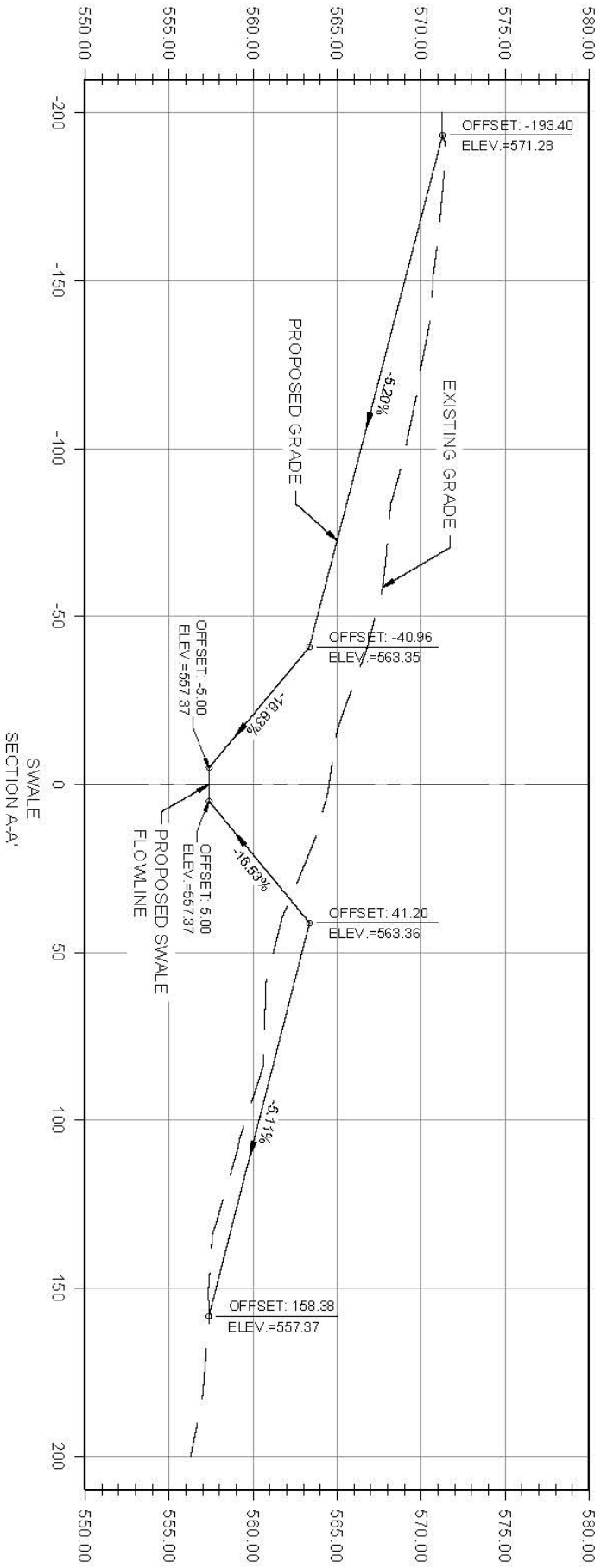




City of McKinney
Individual Permit
Prepared by R. Cohen
February 10, 2021

Figure 8a. Map of the Proposed Development Plan for the Proposed Runway Expansion, McKinney, Collin County, Texas.





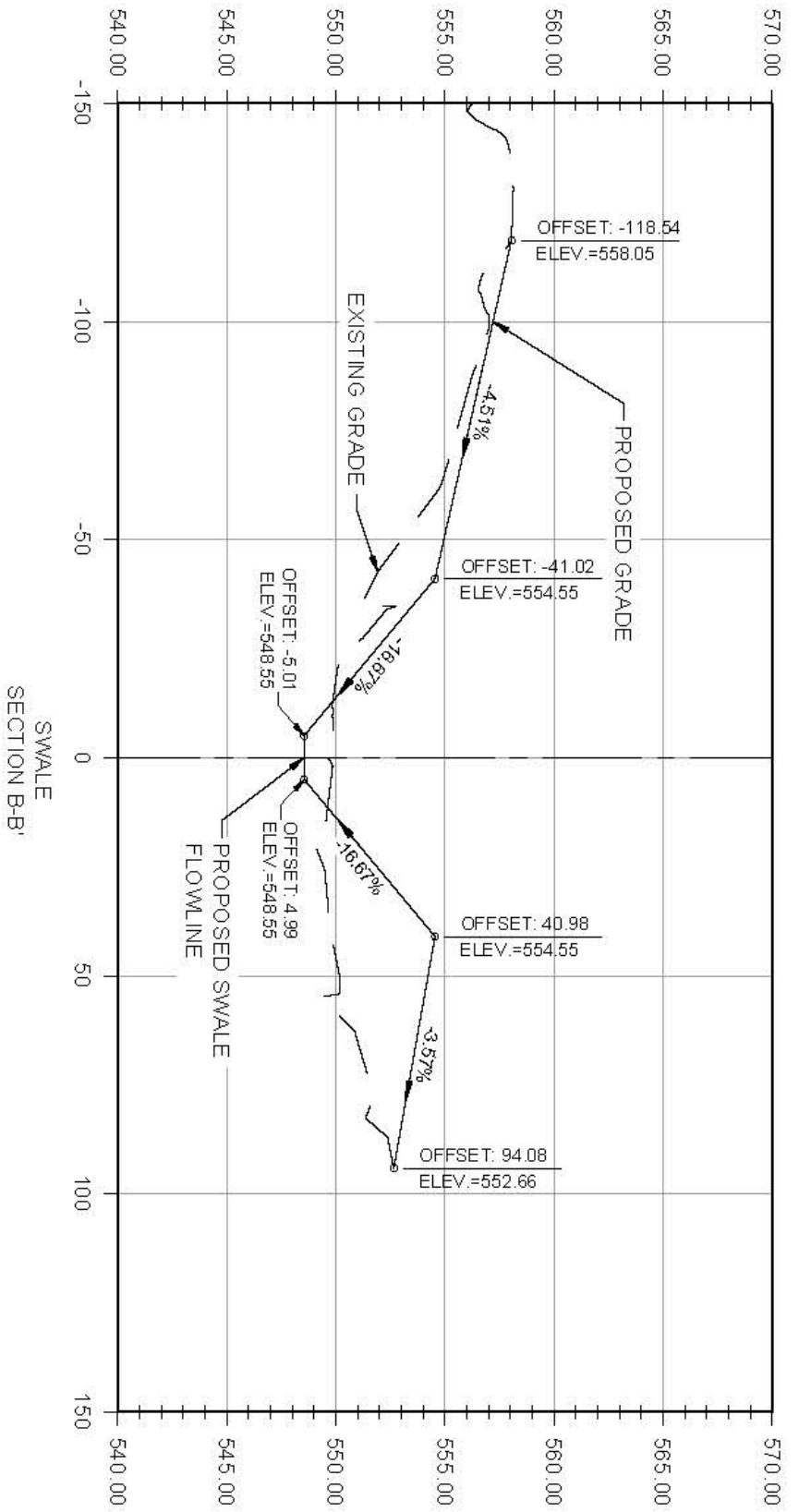
GENERAL NOTES:
 1. CROSS SECTION VERTICAL
 EXAGGERATION = 5.



City of McKinney
 Individual Permit

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Figure 8b. Cross Section A-A' Diagram for the Proposed Runway Expansion, McKinney, Collin County, Texas.



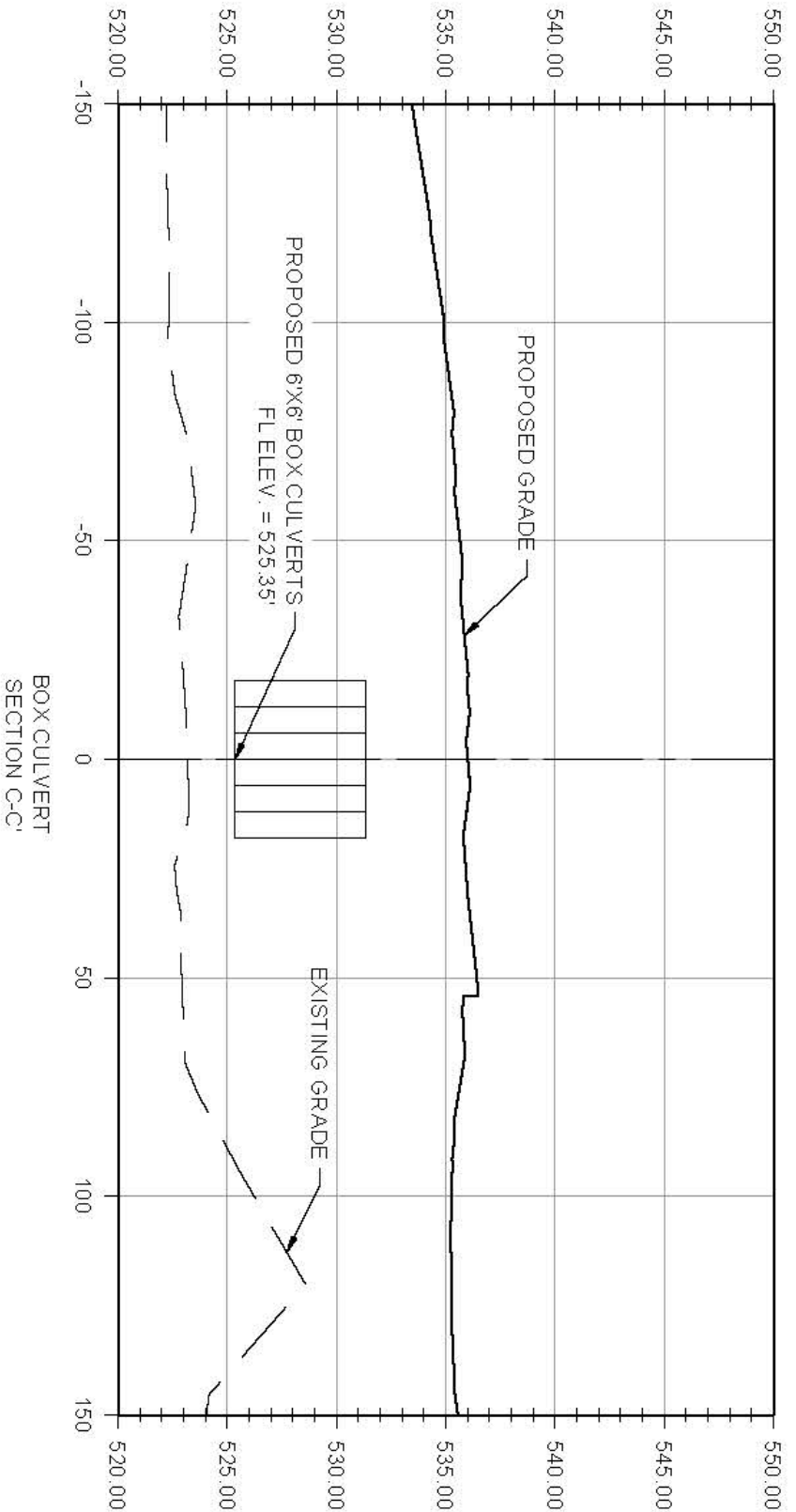
GENERAL NOTES:
 1. CROSS SECTION VERTICAL
 EXAGGERATION = 5.



City of McKinney
 Individual Permit

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Figure 8c. Cross Section B-B' Diagram for the Proposed Runway Expansion, McKinney, Collin County, Texas.



GENERAL NOTES:
1. CROSS SECTION VERTICAL
EXAGGERATION = 5.



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City of McKinney
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Figure 8d. Cross Section C-C' Diagram for the Proposed Runway Expansion, McKinney, Collin County, Texas.