

# Information for File MVP-2006-06677-EJI

**Applicant:** Strata Corporation

**Corps Contact:** Evan Ingebrigtsen

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**Phone:** 651-290-5765

**Primary County:** Big Stone

**Section:** 22

**Township:** 121 North

**Range:** 46 West

**Information Complete On:** March 23, 2015

**Posting Expires On:** April 11, 2015

**Authorization Type:** LOP-05-MN

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 07-01. We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act. Our jurisdictional review and final jurisdictional determination could result in modifications to the scope of the project's regulated waterbody/wetland impacts and compensatory mitigation requirements identified above. An approved jurisdictional determination will be made prior to reaching a permit decision, and will be posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

**PROJECT DESCRIPTION AND PURPOSE:** The applicant is proposing to construct a railroad industry track that connects to the BNSF mainline and runs into the Big Stone Quarry site. An aggregate loading facility would be located adjacent to the proposed siding within the quarry itself. As stated by the applicant, the purpose of the project would be to allow for transport of granite aggregates by rail to distant regional markets.

**NAME, AREA AND TYPES OF WATERS SUBJECT TO LOSS:** As stated by the applicant, 1.34 acres of shallow marsh and 1.11 acres of fresh wet meadow for a total of 2.45 acres of wetland would be impacted as a result of the proposed project.

ALTERNATIVES CONSIDERED: Listed below are the alternatives considered and provided by the applicant:

- 1) *No Build Alternative*: A no-build alternative is not a feasible option since without the unit-train railroad siding, the Big Stone Quarry will not be able to provide aggregate to distant regional markets in a practicable or economically feasible fashion.
- 2) *Bridge Industry Track Alternative*: Construction of several railroad bridges to avoid wetland impacts was not considered a practicable option as this alternative was both economically infeasible and impracticable because the applicant would need to connect to the BNSF mainline with a bridge (which is impossible from an engineering standpoint).
- 3) *North Access Road Industry Track*: The possibility of running the railroad siding down the north access road was considered. While this option would have limited impacts to aquatic resources, this option was quickly ruled out because BNSF would not approve a public crossing for 730th Ave, thereby preventing nearby landowners from accessing their property. Additionally, BNSF would not approve a railroad industry track that required their locomotives to push the railcars blindly into the railroad industry track.
- 4) *East Quarry Industry Track*: This alternative was seriously considered by Strata as an option for connecting the Big Stone Quarry to the BNSF mainline. This alternative was not selected primarily for two reasons: a) it would have impacted 4.35 acres of wetland and therefore would not satisfy minimization requirements; b) BNSF would not provide preliminary approval of this option as the train would need to be pushed blindly into the railroad industry track rather than pulled into the industry track by BNSF's locomotives (with the locomotives leading the train into the industry track).
- 5) *West Quarry Siding*: This alternative was selected as the proposed alternative (Figure 2). This option met BNSF's ridged engineering design standards and obtained their preliminary approval. This option also impacted the least amount of wetlands on the site. Additionally, this alternative avoided all state-listed species identified within the project site.

COMPENSATORY MITIGATION: The applicant is proposing to purchase 4.9 (2:1 ratio) wetland credits from the German Settlement Wetland Bank (account #1175) located in Scott County. The German Settlement Wetland Bank is a Corps approved bank located within bank service area 9 (BSA 9).

**Drawings** 2006-06677-EJI Page 1 of 6 through 6 of 6 (attached)

Figure 1a - Big Stone Quarry Site Map (Aerial)

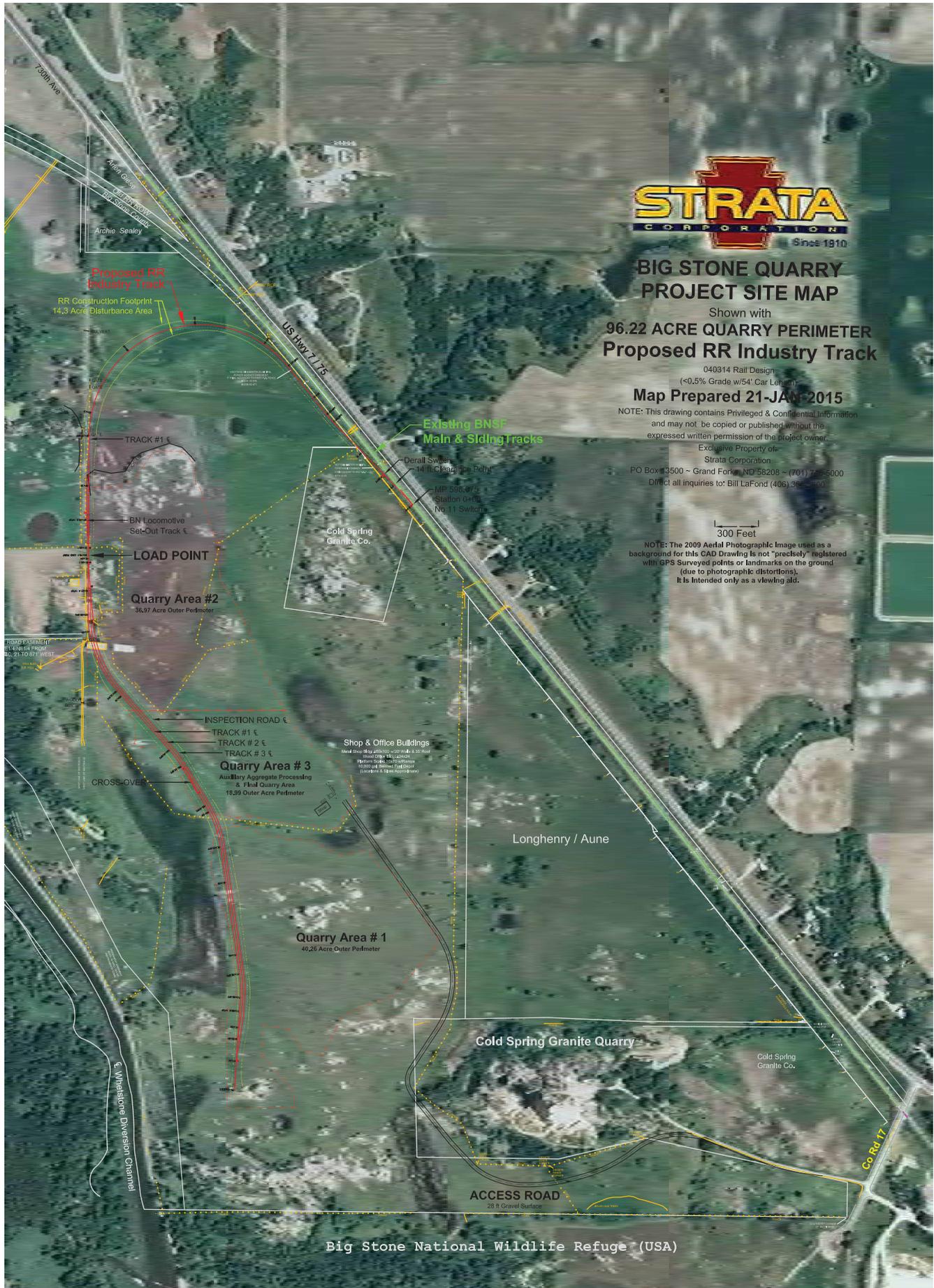
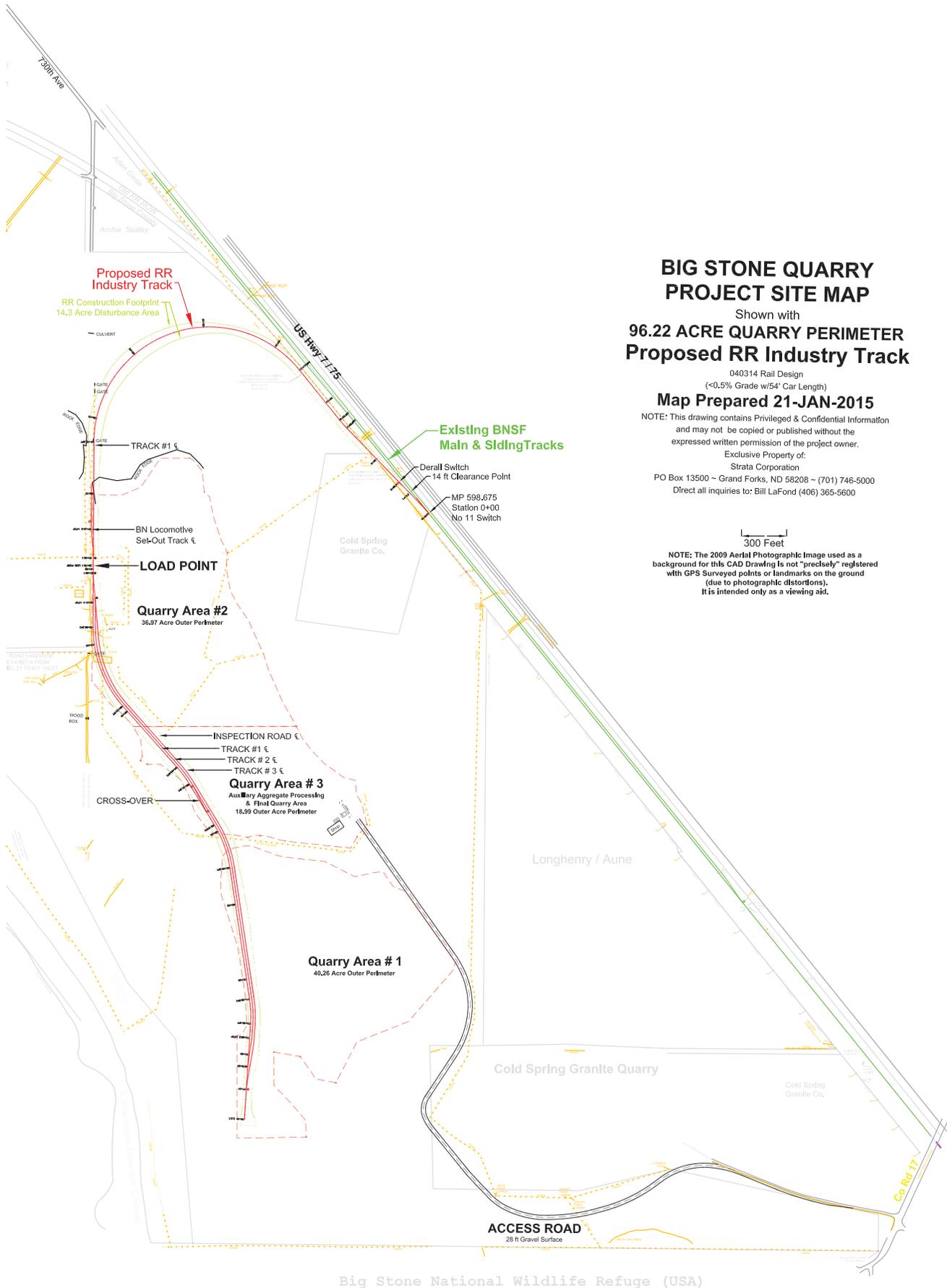


Figure 1b - Big Stone Quarry Site Map (w/o Aerial)



Big Stone National Wildlife Refuge (USA)

Figure 2a - Big Stone Quarry Site Map with Wetlands and Proposed Impacts (Aerial)

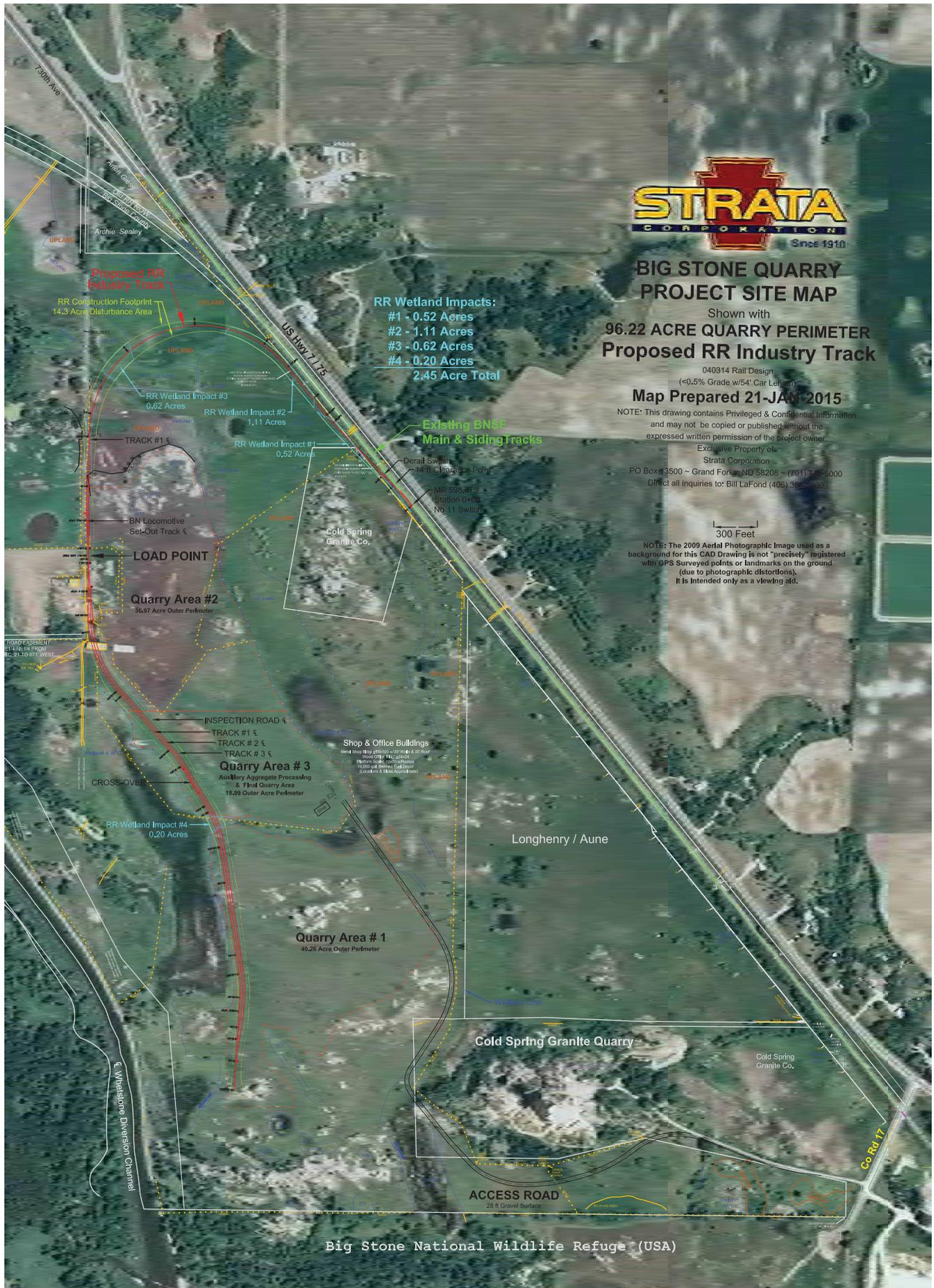


Figure 2b - Big Stone Quarry Site Map with Wetlands and Proposed Impacts (w/o Aerial)

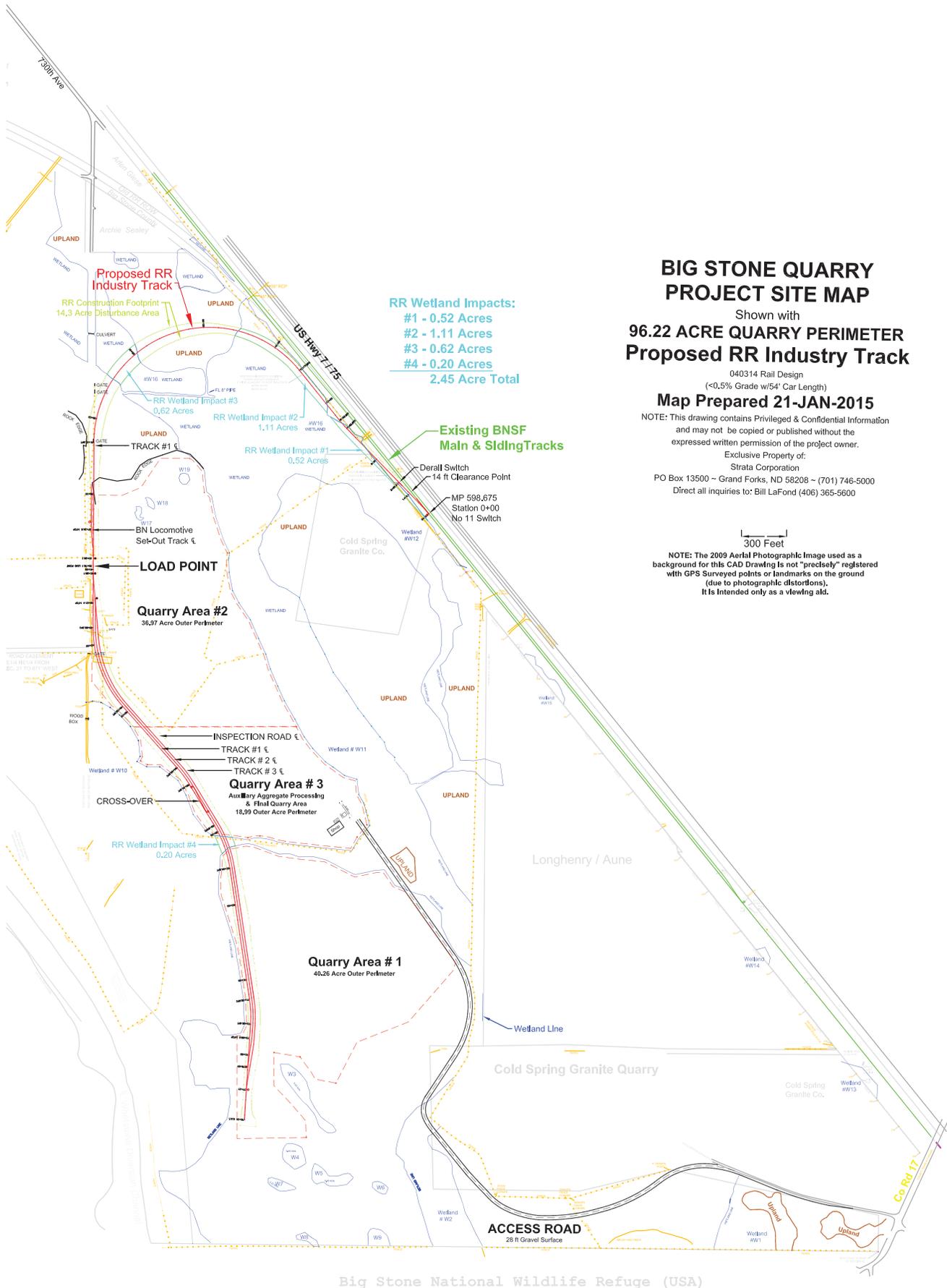
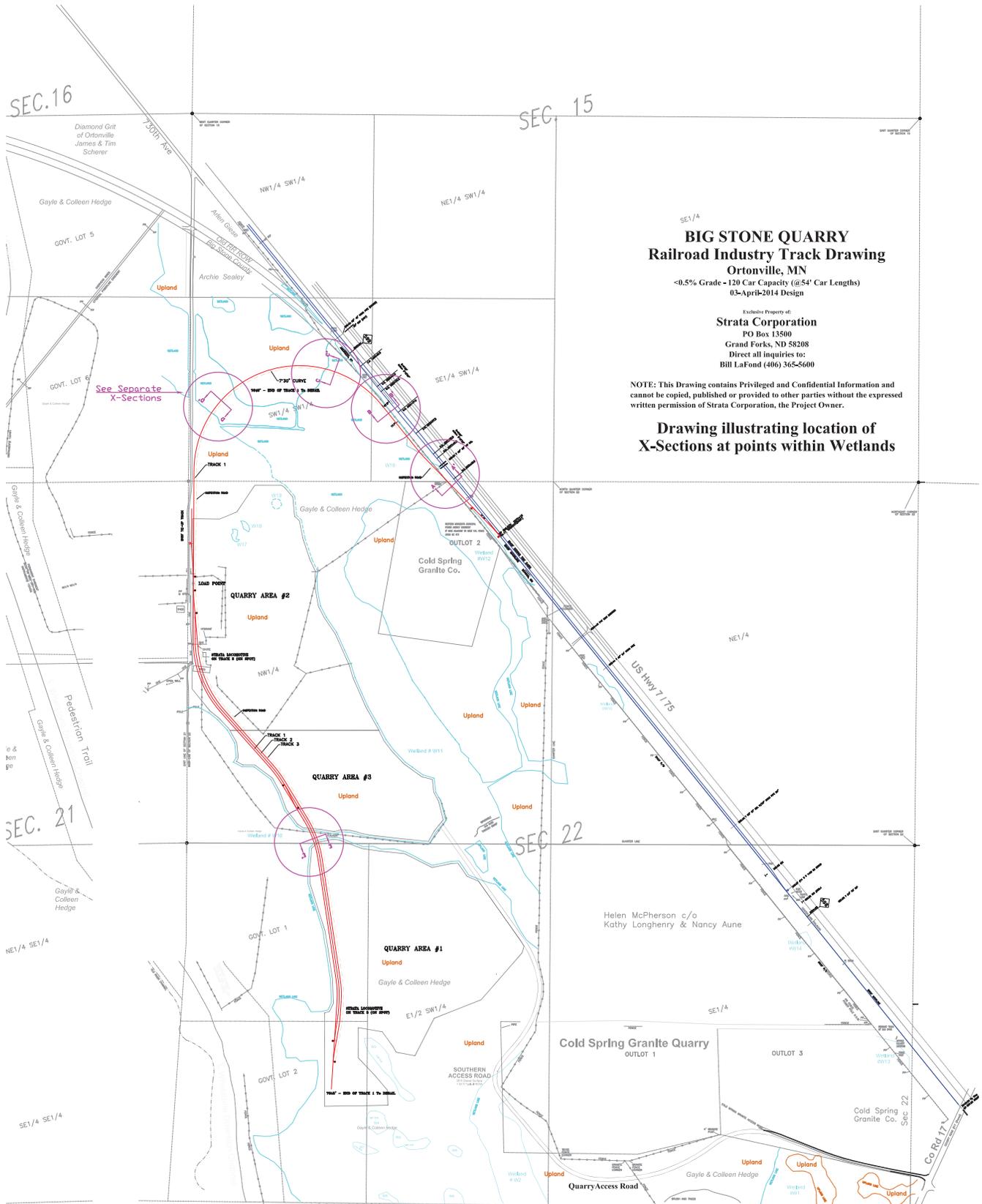


Figure 3 - Big Stone Quarry Site Map with Cross Section Locations



SEC. 16

SEC. 15

SEC. 1/A

**BIG STONE QUARRY**  
**Railroad Industry Track Drawing**  
 Ortonville, MN  
 <0.5% Grade - 120 Car Capacity (@54' Car Lengths)  
 03-April-2014 Design

Exclusive Property of:  
**Strata Corporation**  
 PO Box 13500  
 Grand Forks, ND 58208  
 Direct all inquiries to:  
 Bill LaFond (406) 365-5000

NOTE: This Drawing contains Privileged and Confidential Information and cannot be copied, published or provided to other parties without the expressed written permission of Strata Corporation, the Project Owner.

**Drawing illustrating location of X-Sections at points within Wetlands**

Big Stone National Wildlife Refuge (USA)

Figure 4 - Big Stone Quarry Railroad Siding - Wetland Crossing Cross Sections

