

## Information for File # 2014-03435-TJH

**Applicant:** Interstate Fuel and Energy, LLC

**Corps Contact:** Tom Hingsberger

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**Phone:** (651) 290-5367

**Primary County:** Chisago County

**Section:** Section 28

**Township:** 37N

**Range:** 21W

**Information Complete On:** October 27, 2014

**Posting Expires On:** November 10, 2014

**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 could result in modifications to the scope of the project's regulated waterbody/wetland impacts and compensatory mitigation requirements identified above.

**Project Includes:** Construction of a single, stub-end railroad track and transfer station facility located off of St. Croix Valley Railroad's mainline near Rush City, Minnesota, to serve as a transloading terminal for propane.

**PROJECT DESCRIPTION AND PURPOSE:** The stated purpose of the project is to construct a propane transloading terminal to facilitate rail shipment and truck distribution of bulk propane in order to address an expected shortage of propane in the future due to the 2014 closure of the Cochin Pipeline, which provided over 40% (160 million gallons) of the imported propane consumed in Minnesota. The proposed site is connected to the Burlington Northern Santa Fe Railroad (BNSF) via the short-line, St. Croix Valley

Railroad (SCXY) which services North Dakota, the largest and closest source of propane. The proposed work that would be conducted on this 58-acre parcel includes:

- Construction of a 3,000 sf pre-engineered metal building that will provide office/vehicle maintenance/storage space and serve as the facility Operations & Maintenance (O&M) Building
- Construction of five above-grade bulk storage tanks on concrete cradle foundations
- Installation of site lighting at the O&M Building, Bulk Storage Tanks, and along the rail spur for general security purposes
- Installation of fencing around the bulk storage tank
- Construction of a gravel-surfaced entrance road and maintenance road alongside the spur track(s)
- Construction of an eight-foot high berm/screen at the end of the spur track(s);
- Installation of a truck weighing scale
- Construction of ditches/swales and stormwater ponds for stormwater management
- Construction of a rail terminal including turnout, switching lead, and clear track with preparation of surfacing for additional future tracks
- Extension of watermain and sanitary sewer to the site from Frandsen Avenue

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: Fill material would be discharged into a total of 1.10 acres of Type 1 seasonally-flooded wetlands that were delineated within the project limits and are part of the tributary system of Rush Creek.

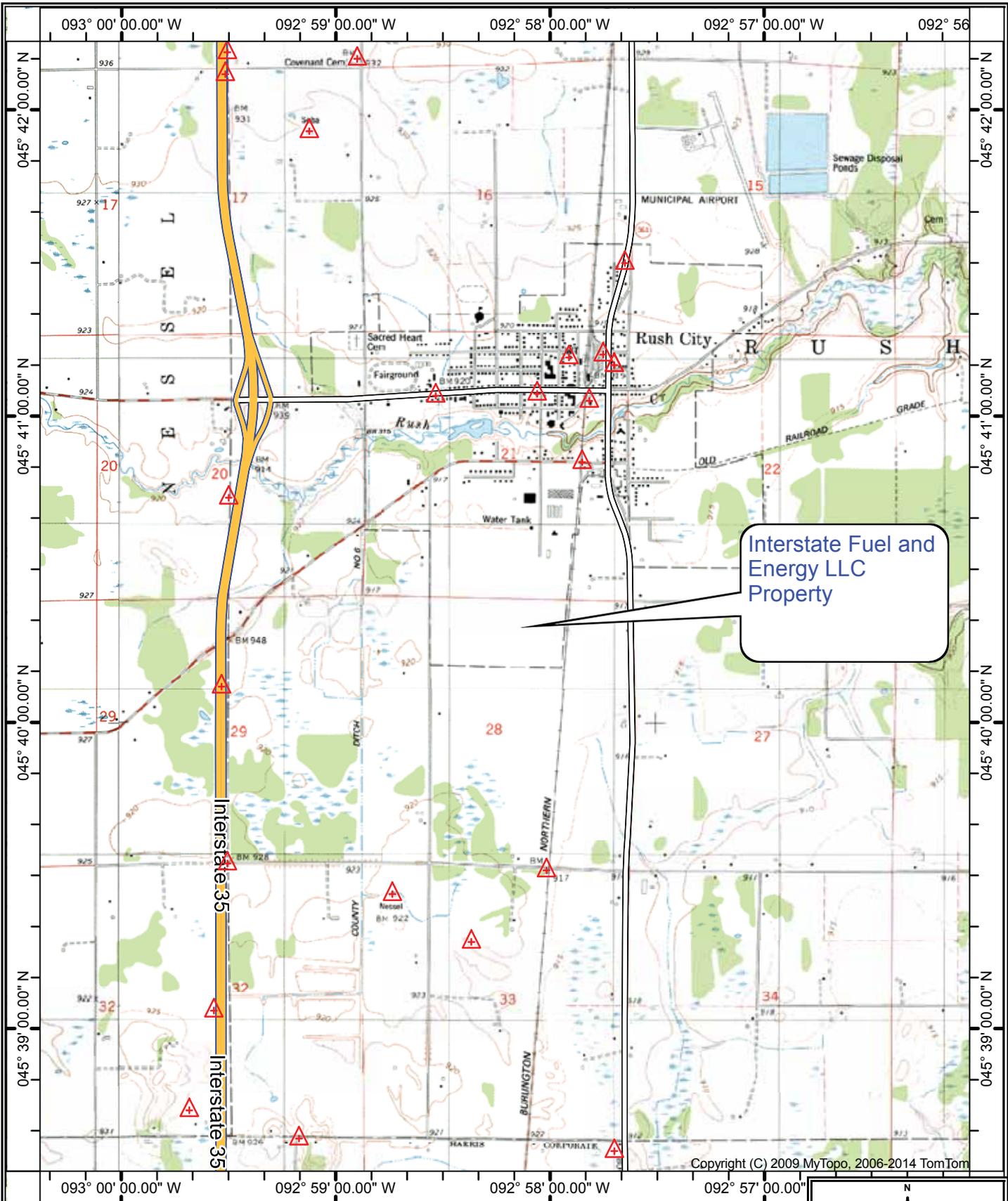
ALTERNATIVES CONSIDERED: Logistical, geographical and economic constraints minimized the viability of prospective properties for this type of propane facility. The Rush City site was selected because the property was available and appropriately connected to the SCXY and BNSF Railroads, and it is located on a state highway which would serve the applicant's trucking needs without additional infrastructure changes. The site is zoned industrial and located in a geographic area of need by residents and nearby communities.

IMPACT MINIMIZATION: On-site alternatives to avoid and minimize impacts to the Type 1 wetlands located within the project area were investigated by the applicant with consideration given to train maneuverability. The yard and incoming track lead were shifted to the north 55 feet to minimize impacts to wetlands while reducing the available track length between the first yard switch and the mainline switch. To compensate for that, an additional turnout and stub track was added to the north (parallel to the SCXY track) to extend the switching lead to allow for more coupled train cars to be cycled from the storage tracks to the unloading station. Also, tracks 1, 2, 3, and 4 were shifted northerly to minimize impacts to wetlands. A side road along the south side of the switching lead was removed, allowing for a significant wetland impact minimization along the south side of the curving track.

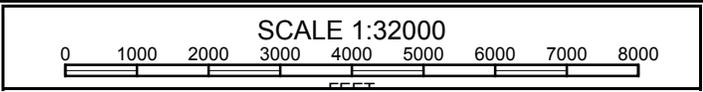
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COMPENSATORY MITIGATION: The applicant has proposed compensation via a wetland credit withdrawal from an approved wetland bank at a ratio of no less than 2:1.

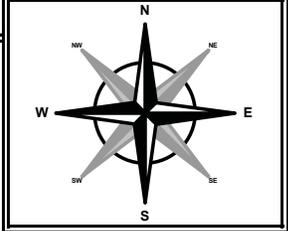
**Drawings:** See attached.



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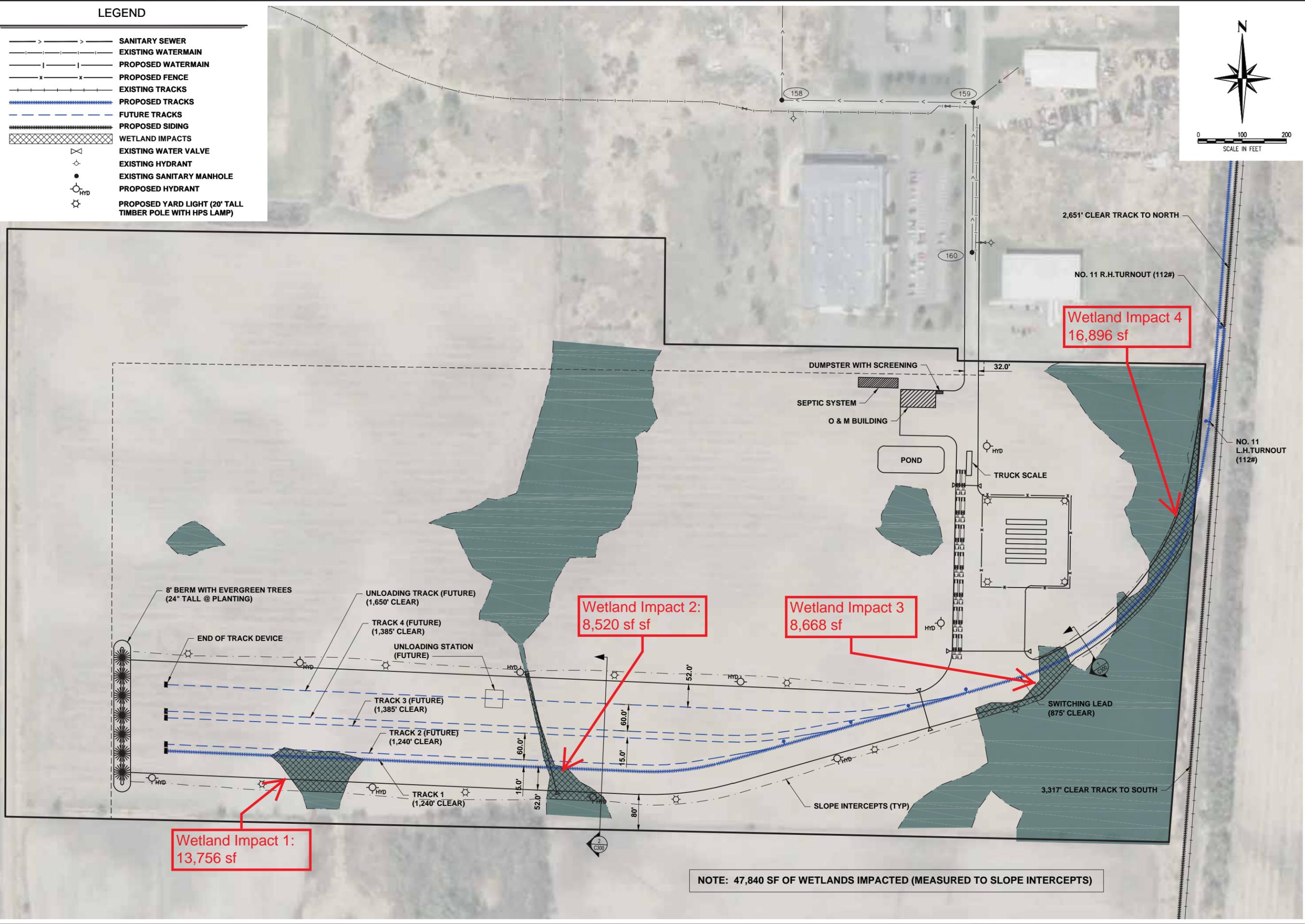
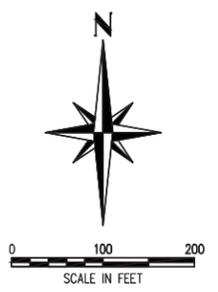


Map Name: RUSH CITY Scale: 1 inch = 2,666 ft. Horizontal Datum: NAD83  
 Print Date: 10/09/14 Map Center: 045° 40' 22"



**LEGEND**

-  SANITARY SEWER
-  EXISTING WATERMAIN
-  PROPOSED WATERMAIN
-  PROPOSED FENCE
-  EXISTING TRACKS
-  PROPOSED TRACKS
-  FUTURE TRACKS
-  PROPOSED SIDING
-  WETLAND IMPACTS
-  EXISTING WATER VALVE
-  EXISTING HYDRANT
-  EXISTING SANITARY MANHOLE
-  PROPOSED HYDRANT
-  PROPOSED YARD LIGHT (20' TALL  
TIMBER POLE WITH HPS LAMP)

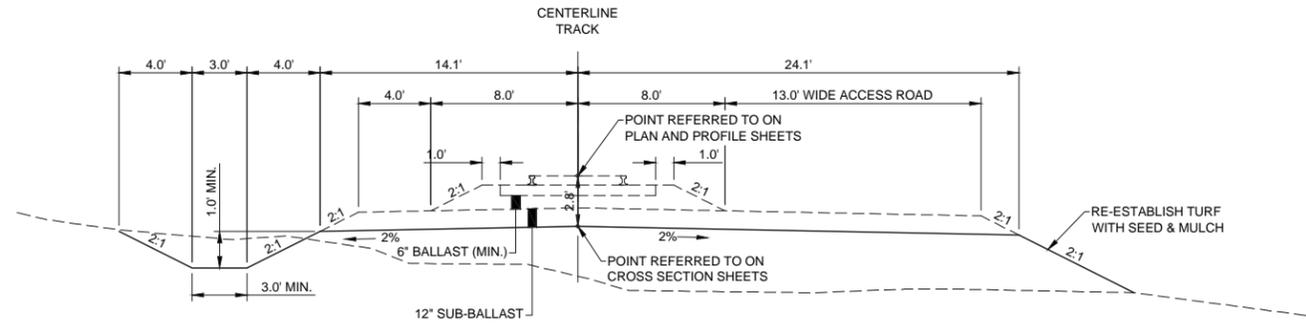


**NOTE: 47,840 SF OF WETLANDS IMPACTED (MEASURED TO SLOPE INTERCEPTS)**

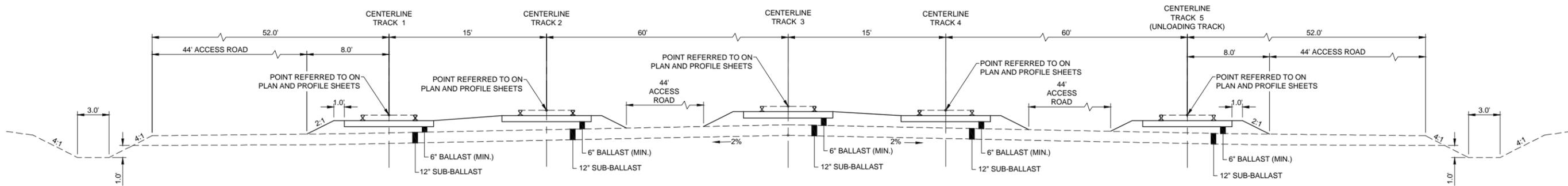
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<b>2014-03435-TJH, 2 of 3</b>	
REV. BY:	
DESCRIPTION	
DATE:	
REV:	
<b>RUSH CITY INDUSTRIAL PARK PROPANE TERMINAL</b>	
RUSH CITY, MINNESOTA	
SITE PLAN	
JOB No: 141163	
DATE: 10/10/2014	
DRAWN BY: KLG	
CHECKED BY: PJM	
SHEET:	
<b>C104</b>	

Oct 13, 2014 - 2:48pm  
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1 TYPICAL SECTION  
C300 NOT TO SCALE



2 MULTIPLE TRACK SECTION  
C300 NOT TO SCALE

2014-03435-TJH, 3 of 3

DATE	REV.	DESCRIPTION	REV. BY

RUSH CITY INDUSTRIAL PARK  
PROPANE TERMINAL  
RUSH CITY, MINNESOTA  
TYPICAL SECTIONS

JOB No: 141163  
DATE: 10/10/2014  
DRAWN BY: KLG  
CHECKED BY: PJM

SHEET:  
**C300**

Oct 13, 2014 - 2:39pm  
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